

ORDINANCE NO. 935

AN ORDINANCE OF CITY OF MADRAS MAKING CERTAIN DETERMINATIONS AND FINDINGS CONCERNING THE MADRAS HOUSING URBAN RENEWAL DISTRICT PLAN PURSUANT TO ORS 457.095; APPROVING THE MADRAS HOUSING URBAN RENEWAL DISTRICT PLAN IN ACCORDANCE WITH ORS 457.095; AND DIRECTING THAT NOTICE OF APPROVAL BE PUBLISHED.

WHEREAS, on or about June 11, 2002, the Madras City Council (the "Council") adopted Ordinance No. 698 pursuant to which the Council declared that blighted areas exist in City of Madras ("City") and elected to exercise the powers of an urban renewal agency; and

WHEREAS, the corporate name of the urban renewal agency activated by Ordinance No. 698 is the Urban Renewal Agency of the City of Madras ("Agency"); and

WHEREAS, Agency, as City's duly authorized and acting urban renewal agency, is proposing to undertake certain urban renewal activities in a designated area within City pursuant to ORS Chapter 457; and

WHEREAS, pursuant to the requirements of ORS Chapter 457, Agency caused the preparation of that certain Madras Housing Urban Renewal District Plan (the "Plan"), a copy of which is attached hereto as Exhibit A and incorporated herein by this reference, providing for certain urban renewal activities within the proposed Madras Housing Urban Renewal District (the "HURD"); and

WHEREAS, Agency caused the preparation of a certain Report Accompanying the Madras Housing Urban Renewal District Plan (the "Report"), a copy of which is attached hereto as Exhibit B, to accompany the Plan as required under Section 4, Chapter 580, Oregon Laws 2019 (House Bill 2174); and

WHEREAS, in accordance with Section 5(2) of House Bill 2174, the Plan and Report were delivered to the governing body of each taxing district affected by the Plan (individually and collectively, the "Affected District(s)") on September 12, 2019, and Agency thereafter consulted and conferred with each Affected District; and

WHEREAS, on or about October 15, 2019, Agency received a written recommendation from the governing body of Jefferson County Rural Fire Protection District No. 1 ("Fire District"), which recommendation is attached hereto as Exhibit C; and

WHEREAS, Fire District recommended that City (a) provide information concerning fire sprinklers for all HURD developments, (b) recommend fire sprinkler systems for all developments within the HURD, and (c) incentivize installation of sprinklers in connection with any financing package submitted to Agency applicable to developments within the HURD; and

WHEREAS, the Council has not received any additional written recommendations from the other Affected Districts; and

WHEREAS, pursuant to the Plan, Agency is proposing to provide financial assistance to Fire District for purposes of expanding the fire station located at 765 5th Street, Madras, Oregon 97741 (at the corner of 5th and J Street) (the "Fire Station Project"); and

WHEREAS, the fire station is a public building as defined in ORS 457.010(12) and the Fire Station Project is a public building project as defined in ORS 457.010(13); and

WHEREAS, for any public building project included in the Plan, Section 5(3)(a) of House Bill 2174 requires the concurrence of at least three of the four taxing districts that are estimated to forgo the most property tax revenue as computed in the Report; and

WHEREAS, the four taxing districts that are estimated to forgo the most property tax revenue as computed in the Report are City, Jefferson County (“County”), Jefferson County School District 509-J (“School District”), and Fire District; and

WHEREAS, in accordance with Section 5(3)(c) of House Bill 2174, (a) on October 14, 2019, School District adopted Resolution No. 20-7 concurring in the inclusion of the Fire Station Project in the Plan, and (b) on October 23, 2019, County adopted Resolution No. R-023-19 concurring in the inclusion of the Fire Station Project in the Plan; and

WHEREAS, a copy of School District Resolution No. 20-7 and County Resolution No. R-023-19 are attached hereto as Exhibit D; and

WHEREAS, on November 12, 2019, the Council adopted Resolution No. 31-2019, a draft copy of which is attached hereto as Exhibit D, concurring in the inclusion of the Fire Station Project in the Plan; and

WHEREAS, in accordance with Section 5(3) of House Bill 2174, the governing bodies of at least three of the four taxing districts that are estimated to forgo the most property tax revenue as computed in the Report concurred in the inclusion of the Fire Station Project in the Plan as evidenced by the aforementioned resolutions; and

WHEREAS, City caused notice of a hearing to be held on October 22, 2019 before the Council on the Plan to be mailed to all real property owners within City’s incorporated limits in accordance with ORS 457.120(1); and

WHEREAS, the notice included the required statements contained in ORS 457.120(3); and

WHEREAS, on October 16, 2019, Agency forwarded the Plan and Report to the Madras Planning Commission (the “Commission”) for review and recommendation; and

WHEREAS, the Commission considered the Plan and Report on October 16, 2019 and adopted a finding that the Plan conformed with the Madras Comprehensive Plan, which finding is contained in the Commission’s report and recommendation attached hereto as Exhibit E; and

WHEREAS, on October 22, 2019, the Council held a public hearing to receive testimony on the Plan and to review and consider the Plan, the Report, recommendations of the Commission and/or Affected District(s), and any public testimony received on or before that date; and

WHEREAS, on October 23, 2019, Agency presented the Plan, including the proposed maximum indebtedness under the Plan, to representatives of County; and

WHEREAS, on November 6, 2019, County’s board of commissioners adopted Resolution No. R-024-19 pursuant to which County approved the Plan in accordance with ORS 457.105; and

WHEREAS, City caused notice of a hearing to be held on November 12, 2019 before the Council on the Plan to be mailed to all owners of real property located outside City's incorporated limits but within the HURD; and

WHEREAS, on November 12, 2019, the Council continued the public hearing from October 22, 2019 for purposes of reviewing and considering the Plan, the Report, recommendations of the Commission and Affected District(s), and any public testimony received on or before that date; and

WHEREAS, having considered the record, public testimony, the written recommendation of Fire District, and the Commission's finding, the Council desires to approve and adopt the Plan and Report by adoption of this Ordinance No. 935 (this "Ordinance").

NOW, THEREFORE, the City of Madras ordains as follows:

1. Findings. The above-stated findings contained in this Ordinance are hereby adopted.

2. Short Title. This Ordinance may be referred to and cited as the "Housing Urban Renewal District Plan Ordinance."

3. Compliance With Requirements. The Council hereby determines and finds that the Plan complies with all applicable requirements of ORS Chapter 457, including, without limitation, the specific criteria contained in ORS 457.095(2)(a)-(g). Without otherwise limiting the generality of the immediately preceding sentence, having considered the information provided in the Report, the Commission's recommendation, comments and recommendations of Fire District, and public testimony before the Council, the Council adopts the following findings and determinations:

3.1 The process for adopting the Plan has been conducted in accordance with the applicable provisions of ORS Chapter 457 and all other applicable legal requirements.

3.2 The area designated and defined in the Plan as the "Plan Area" is blighted (i.e., a blighted area as that term is defined in ORS 457.010(1)) and is eligible for inclusion within the Plan because of conditions described in Section X of the Report, titled "Existing Physical, Social, and Economic Conditions and Impacts on Municipal Services," including, without limitation, the existence of inadequate streets and other right-of-way, open spaces, and utilities, and the underdevelopment of property within the Plan Area.

3.3 The rehabilitation and redevelopment activities described in the Plan to be undertaken by Agency are necessary to protect the public health, safety, and welfare of City because absent completion of the identified urban renewal projects, the Plan Area will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop in accordance with the goals of the Madras Comprehensive Plan.

3.4 The Plan conforms to the Madras Comprehensive Plan as a whole and provides an outline for accomplishing the projects proposed and described in the Plan, as more particularly described in Sections XI and VI of the Plan and the findings of the Commission attached hereto as Exhibit E.

3.5 No displacement of persons will occur as a result of acquisition or disposition of land and/or redevelopment activities proposed in the Plan. Therefore, the Plan does not include provisions to house displaced persons. If the Plan is amended to include acquisition and/or disposition of land and/or additional redevelopment activities that may result in the displacement of persons, provisions will be made for displaced persons as required under applicable federal, state, and/or local law.

3.6 The Plan provides for the acquisition of real property in the Plan Area, as more fully described in Section VIII of the Plan, and such provision is necessary. If Agency proposes to acquire specific real property, the property will be identified in the Plan pursuant to the amendment process described in the Plan, as applicable.

3.7 Adoption of and carrying out the Plan is economically sound and feasible in that funds are available to complete the Plan projects using urban renewal tax increment revenues derived from a division of taxes pursuant to Section 1c, Article IX of the Oregon Constitution and ORS 457.440, and other available funding as more particularly described in Section III of the Report.

3.8 City will assume and complete any activities prescribed to it by the Plan.

3.9 Agency consulted and conferred with each Affected District prior to forwarding the Plan to the Council. Fire District submitted the written recommendation(s) contained in the attached Exhibit C. In accordance with Section 5(2) of House Bill 2174, the Council hereby modifies Fire District's written recommendation to direct City staff to coordinate with Fire District concerning Fire District's recommendation to provide incentives for fire sprinklers in single-family dwellings by reducing street standards and/or fire protection water supply requirements.

3.10 In accordance with Section 5(3)(c) of House Bill 2174, the governing bodies of at least three of the four taxing districts that are estimated to forgo the most property tax revenue as computed in the Report concurred in the inclusion of the Fire Station Project in the Plan.

4. Plan Approval. Having reviewed and considered the Plan, Report, recommendation of the Commission, written recommendations of Fire District, and the public testimony, the Council adopts and approves the Plan.

5. City Administrator. The city administrator will deliver (or cause to be delivered) a copy of this Ordinance to Agency. Agency will thereafter cause a copy of the Plan to be recorded in the Jefferson County Official Records. In accordance with ORS 457.115, the city administrator will cause notice of adoption of this Ordinance to be published in the Madras Pioneer no later than four days following adoption of this Ordinance. The notice of adoption will include, without limitation, the information required in ORS 457.115 and ORS 457.135.

6. Interpretation; Severability; Errors. All pronouns contained in this Ordinance and any variations thereof will be deemed to refer to the masculine, feminine, or neutral, singular or plural, as the identity of the parties may require. The singular includes the plural and the plural includes the singular. The word "or" is not exclusive. The words "include," "includes," and "including" are not limiting. Any reference to a particular law, rule, regulation, code, or ordinance includes the law, rule, regulation, code, or ordinance as now in force and which may hereafter be amended. The provisions of this Ordinance are hereby declared to be severable. If any section,

subsection, sentence, clause, and/or portion of this Ordinance is for any reason held invalid, unenforceable, and/or unconstitutional, such invalid, unenforceable, and/or unconstitutional section, subsection, sentence, clause, and/or portion will (a) yield to a construction permitting enforcement to the maximum extent permitted by applicable law, and (b) not affect the validity, enforceability, and/or constitutionality of the remaining portion of this Ordinance. This Ordinance may be corrected by order of the Council to cure editorial and/or clerical errors.

APPROVED AND ADOPTED by the City Council of the City of Madras and signed by the Mayor this 12th day of November, 2019.

Ayes: 6
Nays: 0
Abstentions: 0
Absent: 0
Vacancies: 0


Richard Ladeby, Mayor

ATTEST:


Lysa Vattimo, City Recorder

Exhibit A
Madras Housing Urban Renewal District Plan
[attached]

Madras Housing Urban Renewal District Plan

Adopted by the City of Madras

November 12, 2019

Ordinance No.935

This Plan was also adopted by resolution by Jefferson County on November 6, 2019. Their approval was necessary as there is property in the HURD Boundary that is outside the Madras city limits.

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



LIST OF PARTICIPANTS

Mayor

Richard Ladeby

City Council

Bartt Brick

Rose Canga

Royce Embanks, Jr.

Jennifer Holcomb

Leticia Montano-Hernandez

Gary Walker

Madras Redevelopment Commission

Bartt Brick, Chair

Royce Embanks, Jr., Vice-Chair

Nick Bowlby

Don Reeder

Blanca Reynoso

Angela Rhodes

Chuck Schmidt

Gary Walker

Rachel Wrought

Planning Commission

Joel Hessel, Chair

Ali Alire, Vice-Chair

Melissa Irvine

Joe Krenowicz

City Administrator

Gus Burrell

Finance Director

Kristal Hughes

Public Works Director

Jeff Hurd

Community Development Director

Nicholas Snead

Associate Planner

Morgan Greenwood

Elaine Howard Consulting, LLC

Elaine Howard

Scott Vanden Bos

Tiberius Solutions, LLC

Nick Popenuk

Ali Danko

Rob Wyman

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I. DEFINITIONS

“MRC” means the Madras Urban Renewal Agency which is called the Madras Redevelopment Commission or MRC. The MRC is responsible for administration of the urban renewal plan.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting an urban renewal plan.

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

“City” means the City of Madras, Oregon.

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

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

“County” means Jefferson County, Oregon.

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

“HURD” means the Madras Housing Urban Renewal District.

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

“Maximum Indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

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

“Plan” means the Madras Housing Urban Renewal District (HURD) Plan.

“Plan Area” means the properties and rights-of-way located within the Madras Urban Renewal Boundary.

“Planning Commission” means the Madras Planning Commission.

“Public building” as defined by Enrolled HB 2174 Section 12(a) means: (A) A fire station, police station, public library, public hospital, capitol building, school as defined in ORS 339.315, college, university, city hall or the residence of any state official elected by the state at large; (B) The grounds owned by a public body adjacent to a building described in subparagraph (A) of this paragraph; (C) The portion of any other building owned and prepared for occupation or occupied by an agency of the state or a municipal corporation as defined in ORS 297.405; or (D) A public art statue, sculpture, clock tower or bell tower. (b) “Public building” does not mean: (A) Property acquired by an urban renewal agency with the intent to redevelop or sell the property; (B) Property acquired by an urban renewal agency with the intent to lease the property for a taxable use; Enrolled House Bill 2174 (HB 2174-B)

Page 2 (C) Transportation infrastructure, including train stations, bus stations and publicly owned parking facilities that support taxable property; (D) Water or wastewater infrastructure facilities, including treatment facilities; (E) Tourism-related facilities as defined in ORS 320.300; or (F) Park and recreation facilities, including sports fields.

“Public building project” as defined by Enrolled HB 2174 Section (13) means an urban renewal project that includes a public building.

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

“Tax increment financing (TIF)” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

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

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

II. INTRODUCTION

The Madras Housing Urban Renewal District Plan (“HURD Plan”) was developed for the Madras City Council (“City Council”) after completion of the Madras Housing Action Plan, an urban renewal feasibility study, public input and discussion with the City Council in public meetings, described in more detail below.

Pursuant to the Madras City Charter, this Plan will go into effect when it has been adopted by City Council.

A. *HURD Plan Overview*

Background:

In 2018 the City of Madras completed a Housing Action Plan¹. The Housing Action Plan noted the following facts about the supply of housing in Madras:

- Thirty-two percent of households in Madras are cost burdened, paying more than 30% of their income on housing costs.
- No new multifamily housing units have been developed in Madras since 2010.
- Forty-nine new single-family units have been developed in Maras since 2010.
- One hundred five people in Madras were experiencing homelessness in 2018.
- There is a deficit of 401 housing units to meet the needs of households earning less than \$25,000 per year.
- There is a deficit of 435 housing units to meet the needs of households earning from \$50,000 to \$100,000 per year.

The Housing Action Plan stated that the City of Madras’ goal for overall housing production is an average of 30 new dwelling units per year.²

The City Council’s goal for new housing development over the next 5 years is:

- 40 units of housing affordable to low-income households, who have annual earning of less than \$30,360 in 2017 dollars. These units will be government-subsidized housing, most likely townhouses or apartments.
- 75 units of housing affordable to moderate- and middle-income households, who have annual earnings of between \$30,360 and \$60,720 in 2017 dollars. These units may include lower-cost, single-family detached housing, townhouses, cottage housing, duplexes, tri- and quad-plexes, and apartments.

¹ ECONorthwest, *Madras Housing Action Plan* (December 11, 2018).

² From the *Madras Housing Action Plan*: This goal starts from Portland State University’s forecast of population growth in the Madras UGB (dated June 20, 2018). The forecast shows that Madras will grow by 1,872 people between 2018 and 2040, at an average annual growth rate of 1.06%. Using the average household size from the 2012-2016 American Community Survey of 2.81 persons per household, Madras would have 666 new dwellings between 2018 and 2040, with an average of 30 new dwellings per year.

- 50 units of housing affordable to higher-income households, who have annual earnings of more than \$60,720 in 2017 dollars. These units may include any type of housing.³

The Housing Action Plan also recommended evaluating the opportunities for a new or expanded urban renewal area to support development of housing.⁴

In 2019 the City of Madras hired Elaine Howard Consulting, LLC and Tiberius Solutions LLC to conduct a feasibility study for the creation of a housing urban renewal district (“HURD”).

The feasibility study was completed after discussions with Madras staff, interviews with local Madras community leaders, builders, realtors, and property owners. The results were presented to the City Council in two separate meetings. The purpose of the first meeting was to review the community input. There was overall agreement that there needed to be assistance provided to encourage housing development in Madras and that the types of assistance being discussed in the Feasibility Study would be a positive step by the City Council. After this briefing, the City Council authorized moving to Phase II of the Feasibility Study, the financial analysis. The purpose of the second meeting was to review potential financial scenarios for the proposed HURD. At the second meeting the City Council authorized proceeding with the development of a formal urban renewal plan.

After the feasibility study, staff coordinated with the consulting team to further refine how the incentive program would work. Two Open Houses were conducted on August 27, 2019 to receive additional input, one with developers/builders/property owners and one with the general public. Representatives of the affected taxing districts were invited to attend the Open House.

The HURD Plan also includes input from the community received at public meetings at the Madras Redevelopment Commission (“MRC”) and hearings before the Planning Commission, and the City Council.

The HURD Plan Area (“Plan Area”), shown in Figure 1, consists of approximately 701.5 total acres: 606.22 acres of land in tax lots and 95.28 acres of public rights-of-way. Properties within the Plan Area are largely undeveloped, and most of the property is zoned for residential development. The Jefferson County Fairgrounds property is included in the boundary of the HURD as it may transition to a different use over the anticipated 30-year life of this urban renewal plan.

The Plan is estimated to last 30 years, resulting in 30 years of tax increment collections. The City estimates that 965 new housing units will be constructed within the Plan Area over the estimated 30-year time frame of the HURD.⁵ The maximum amount of indebtedness (amount of dollars spent for projects, programs and administration) that may be issued for the Plan is \$39,100,000.

Goals and objectives for this HURD Plan are intended to guide the tax increment financing (“TIF”) investment in the HURD Plan Area over the life of the HURD Plan. The project

³ Madras Housing Action Plan, ECONorthwest, 2018, p vi

⁴ Ibid, p viii

⁵ Details in the Report Accompanying the Madras Housing Urban Renewal District Plan.

category descriptions and list of projects are intended to aid future decision makers when considering how best to expend funds generated by TIF. The HURD Plan is to be administered by the MRC. Substantial amendments to the HURD Plan must be approved by City Council as outlined in Section VII. All amendments to the Plan are to be listed numerically on the front page of the HURD Plan and then incorporated into the HURD Plan document and noted by footnote with an amendment number and adoption date.

The relationship between the sections of the HURD Plan and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this HURD Plan that primarily addresses the statutory reference. There may be other sections of the HURD Plan that also address ORS 457.

Table 1 - Statutory References

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

B. Urban Renewal Overview

Urban renewal allows for the use of tax increment financing, a financing source that is unique to urban renewal, to fund projects within a Plan Area. Tax increment revenues (the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established) are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the Maximum Indebtedness amount set by the urban renewal plan.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. The HURD Plan Area meets the definition of blight due to its infrastructure deficiencies and underdeveloped

properties. These blighted conditions are specifically cited in the ordinance adopting the HURD Plan and described in detail in the Report Accompanying Urban Renewal Plan (“Report”).

The Report accompanying the HURD Plan contains the information required by ORS 457.085, including:

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

III. MAXIMUM INDEBTEDNESS

Maximum Indebtedness is the total amount of money that can be spent on projects, programs and administration throughout the life of the HURD Plan. The maximum amount of indebtedness that may be issued or incurred under the HURD Plan, based upon good faith estimates of the scope and costs of projects in the HURD Plan and the schedule for their completion is \$39,100,000 (Thirty-Nine Million One Hundred Thousand Dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on debt proceeds.

IV. HURD PLAN GOALS

The goals of the HURD Plan represent its basic intents and purposes. Accompanying the goals are objectives, which generally describe how the MRC intends to achieve each goal. The urban renewal projects identified in Sections V and VI of the HURD Plan are the specific means of meeting the objectives. The goals and objectives will be pursued as economically as is feasible and at the discretion of the MRC.

A. Housing Development

To increase the supply of all housing types in the City of Madras.

Objectives:

- 1. Provide financial incentives for the development of housing in the City of Madras.*
- 2. Provide infrastructure improvements to support the development of housing in Madras.*

B. Infrastructure

To provide necessary infrastructure improvements to support housing development in the City of Madras.

Objectives:

- 1. Provide infrastructure improvements.*
- 2. Assist in the financing of infrastructure improvements to be made by a developer/builder/property owner.*
- 3. Assist in the provision of infrastructure improvements by providing other incentives to a developer/builder/property owner.*

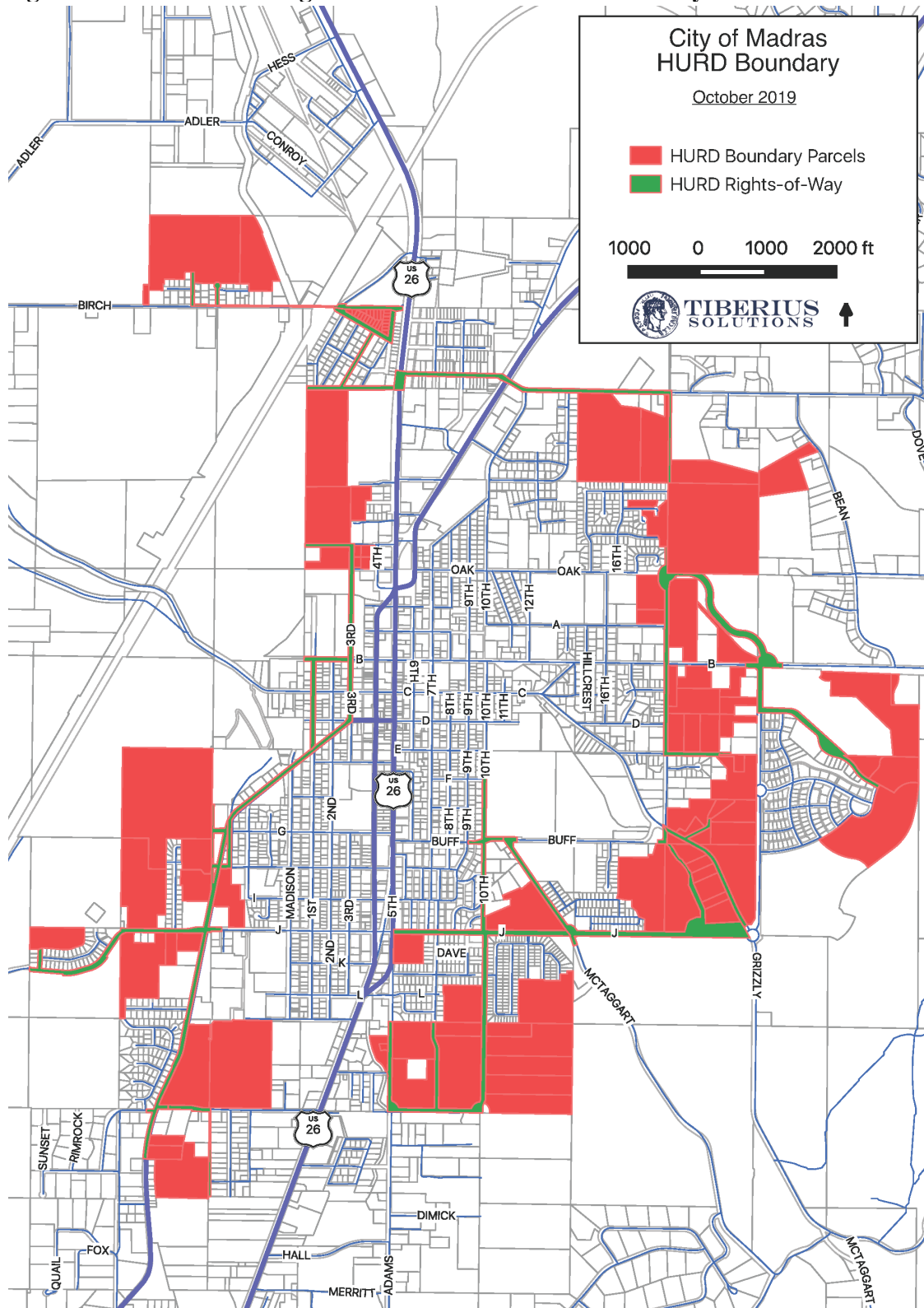
C. Public Safety

Coordinate with Jefferson County Fire District #1 to provide public safety in the urban renewal area.

Objectives:

- 1. Provide funding for capital improvements to the Jefferson County Fire District #1.*

Figure 1 – Madras Housing Urban Renewal District Boundary



Source: Tiberius Solutions LLC and City of Madras

V. URBAN RENEWAL PROJECT CATEGORIES

The projects within the HURD Plan Area fall into the following categories:

- A. Developer Incentives*
- B. Infrastructure*
- C. Public Building Project - Safety*
- D. Administration*

VI. URBAN RENEWAL PROJECTS

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

A. Developer/Builder/Property Owner Incentives

The MRC may provide incentives to developers for the development of housing units in the HURD Area. This will be completed through a development agreement with the developer/builder/property owner that stipulates the amount and timing of the development and the amount and timing of the incentive. These incentives can be:

- A direct contribution of funds
- A rebate of a portion of property taxes paid
- Contributions to the developer for infrastructure development
- An agreement for the Agency to complete infrastructure improvements that are otherwise required as a condition of development approval
- A combination of the above

MRC/City staff will conduct pre-development meetings with the developer/builder/property owner to identify the unique financing needs of each site. Staff will recommend a financing package to the MRC that will contain recommendations on the appropriate form of incentive through negotiations with the developer/builder/property owner for the development of the housing units. The MRC will approve the incentives and the ultimate signing of a development agreement containing those incentives and a commitment by the developer/builder/property owner for the production of the housing units.

A guideline for the amount of incentive is established in the Report accompanying the HURD Plan. This is a guideline only, balancing the needs for administration, incentives, and infrastructure needs.

B. Infrastructure

The MRC may complete infrastructure improvements including but not limited to streets, sidewalks, water, sewer, stormwater, and parks projects determined by the MRC to help facilitate housing development and may complete improvements specified in a development agreement that tie the improvements to specific housing development. As these improvements are

identified, a minor amendment will be made to the HURD Plan to describe the specific improvement.

C. Public Building Project - Safety

Assist Jefferson County Fire District #1 by providing funds for the expansion to the fire station at the corner of 5th and J Street in the urban renewal area. This project will be funded no sooner than the 10th fiscal year after the HURD is established. This project is a Public Building Project as described in the definitions of this Plan and by HB 2174 and thus requires concurrence. The taxing districts that must approve the project for concurrence to be achieved are detailed in the Report Accompanying the Housing Urban Renewal District Plan in Section VIII.

D. Administration

The MRC may provide administration of the HURD Plan including but not limited to staff support, financial statements, budget preparation and annual reports pursuant to ORS 457.460.

VII. AMENDMENTS TO HURD PLAN

The HURD Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original HURD Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the MRC, the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Madras, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:⁶

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

B. Minor Amendments

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

C. Amendments to the Madras Comprehensive Plan and/or Madras Zoning Ordinance 933.

Amendments to the Madras Comprehensive Plan and/or Development Code Ordinance 933 that affect the HURD Plan and/or the HURD Plan Area shall be incorporated automatically within the HURD Plan without any separate action required by the MRC or City Council. When a substantial amendment is completed, the Relationship to Local Objectives section will be updated.

⁶ Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the Maximum Indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law.

VIII. PROPERTY ACQUISITION AND DISPOSITION

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

A. Property Acquisition for Public Improvements

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

B. Property Acquisition from Willing Sellers

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

C. Land Disposition

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

The MRC may dispose of property acquired under Subsection B of this Section VI by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal MRC, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the HURD Plan . Because fair reuse value reflects limitations on the use of the property to those purposes specified in the HURD Plan, the value may be lower than the property's fair market value.

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

IX. RELOCATION METHODS

When the MRC acquires occupied property under the HURD Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the MRC shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified; however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the HURD Plan Area.

X. TAX INCREMENT FINANCING OF HURD PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of lines of credit, bank loans or revenue bonds (borrowings). The proceeds of the borrowings are used to finance the urban renewal projects authorized in the HURD Plan. Borrowings may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies are not part of the tax increment revenues.)

A. General Description of the Proposed Financing Methods

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

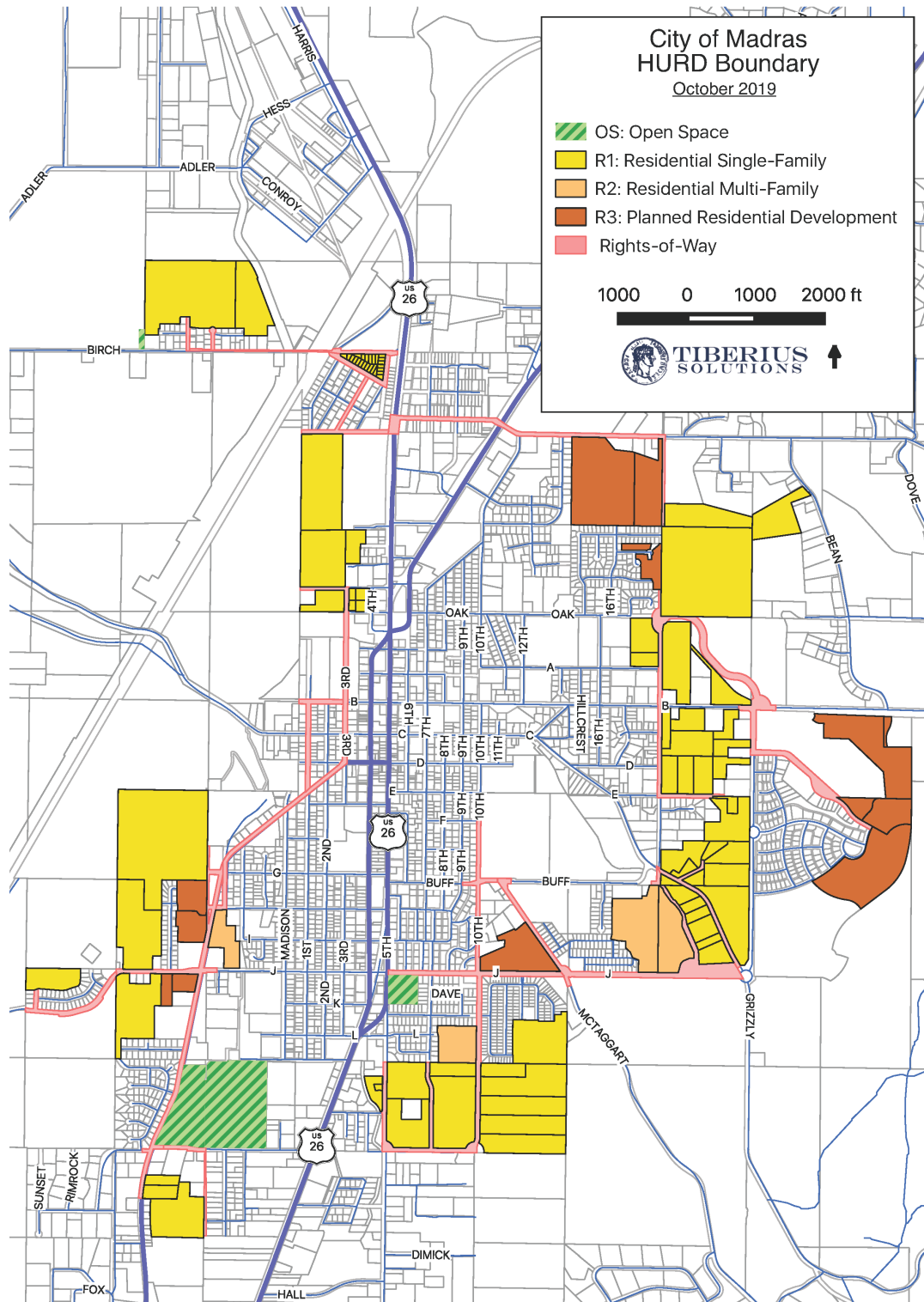
- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Lines of credit, loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited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

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

B. Tax Increment Financing

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

Figure 2 – Zoning and Comprehensive Plan Designations



Source: Tiberius Solutions, LLC and City of Madras

XI. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the HURD Plan conform to local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the Madras Housing Action Plan and the City's Comprehensive Plan. Further, this section addresses the Madras Zoning Ordinance No. 864.

The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the plans relate to the applicable goals and policies.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document.

Comprehensive Plan designations for all land in the HURD Plan Area are shown in Figure 2. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the HURD Plan Area are contained in the Madras Zoning Ordinance.

A. Madras Housing Action Plan

Madras' Housing Action Plan, adopted in 2018, strategically addresses regulatory; partnership; investment, funding, and financing barriers to housing development across the city. The housing action plan was developed through discussions with staff, as well as through analysis of the housing market and housing needs in Madras.

The City of Madras' City Council recognizes the importance of encouraging new housing development in Madras, as soon as possible. While private sector developers and nonprofit affordable housing developers are most likely to develop the majority of new housing, the City of Madras' policies can affect the housing market.

The City Council's goal for new housing development over the next 5 years is:

- *40 units of housing affordable to low-income households, who have annual earning of less than \$30,360 in 2017 dollars. These units will be government-subsidized housing, most likely townhouses or apartments.*
- *75 units of housing affordable to moderate- and middle-income household, who have annual earnings of between \$30,360 and \$60,720 in 2017 dollars. These units may include lower-cost single-family detached housing, townhouses, cottage housing, duplexes, tri- and quad-plexes, and apartments.*
- *50 units of housing affordable to higher-income households, who have annual earnings of more than \$60,720 in 2017 dollars. These units may include any type of housing.*

The Housing Action Plan describes the market intervention that the City proposes to make to support and encourage new housing development. The Housing Action Plan identifies actionable items to meet Madras' housing needs while balancing the City's influence on housing development. The Housing Action Plan describes the market intervention that the City proposes to make to support and encourage new housing development.

Finding:

The HURD Plan conforms to the Madras Housing Action Plan as providing the financial tools through the creation of an urban renewal area will help incentivize the development of housing and provide potential financing for infrastructure which is required to facilitate housing development in Madras.

B. Madras Comprehensive Plan

This analysis covers the most relevant sections of the Madras Comprehensive Plan (“Comprehensive Plan”) but may not cover every section of the Comprehensive Plan that relates to the Plan.

As the Comprehensive Plan is updated in the future, this document will automatically incorporate those updates without the HURD Plan having to be formally amended. If a substantial amendment is completed in the future, this section of the HURD Plan should be updated at that point.

The numbering of the policies within this section reflects the numbering that occurs in the original document.

Goal 1 – To develop a Citizen Involvement program that ensures the opportunity for all citizens to be involved in all phases of the planning process.

Finding:

The HURD Plan conforms to the Citizen Involvement Goal of the Comprehensive Plan as citizen involvement was sought on the HURD Plan development through individual interviews of realtors, property owners, developers and community leaders. Two public meetings reviewed information on the feasibility study. Two Open Houses were held on the development of the HURD Plan: One Open House was with builders/developers and property owners and one for the general public with taxing districts also invited. The MRC meeting, Planning Commission meeting and City Council meetings were all open public meetings where testimony was allowed. The City Council meeting was advertised city wide.

Goal 8 – To satisfy the recreational needs of the citizens of the city and its visitors.

Policies:

The City shall:

A. Seek opportunities to develop the following recreational opportunities.

- 1) Tennis Courts*
- 2) Handball and Racquet Courts*
- 3) Swimming Pool*
- 4) Bike Paths*
- 6) Hiking trails, public parks, play areas, and passive open spaces.*

C. Develop new neighborhood playground parks as the need occurs.

Finding:

The HURD Plan conforms to Goal 8 of the Comprehensive Plan as the infrastructure project allows for expenditure of funds on parks in the HURD Plan Area.

Goal 9 – Economic Development

1. Madras seeks opportunity for economic expansion in many economic sectors including new businesses that expand Madras Traded Sector economy, and that make use of existing economic development assets.

2. Madras will take steps to facilitate economic growth and development by:

a. Investing in basic transportation infrastructure that supports economic development, including roads, rail access, and aviation facilities.

Finding:

The HURD Plan conforms to Goal 9 - Economic Development of the Comprehensive Plan as providing housing alternatives and infrastructure which is required for housing development is an important component to facilitate economic development in Madras.

Goal 10 – To provide for the housing needs of the citizens of the City.

Policies:

A. Provide buildable land for a variety of housing types. The City’s existing housing inventory includes a generous supply of housing that is affordable for low-and moderate income families, such as multi-family and mobile housing units. So that a reasonable housing balance can be provided and that a mix of housing types on a variety of lot sizes are available for both existing and future area residents, the City shall encourage the development of housing types that are suitable for high income households. To be competitive with housing in the region that accommodates high income households, the encouraged housing type should include amenities appropriate for high income households, such as a golf course. Future housing should be consistent with the City’s Livability Goals and Policies. With the addition of more housing targeted at high income buyers, the City will grow into a more diverse, vibrant, livable community.

B. Encourage development of suitable housing to satisfy all income levels. The City’s existing housing includes a generous supply of housing that is affordable for low, and moderate income families, but there is a deficit of housing that is commensurate with the financial capabilities of existing and future high income families. The Department of Corrections Facility is expected to create high income jobs (i.e., jobs that will raise household incomes in excess of 120% of the MFI), and the City desires to attract these employees (and maintain existing high income families) as residents. So that housing is available for households at all income levels, rather than only low and moderate income households, the City shall encourage the development of housing that is suitable for high income households. To be competitive with housing in the region

for high income buyers, the target housing in the City should include amenities appropriate for high income households, such as a golf course. With the addition of more livable and housing suitable for high income households, the City will grow into a more diverse, vibrant community.

IMPLEMENTATION MEASURE -

The City will continue to support the affirmative fair housing marketing plan as adopted by the City. The City will also encourage the home-building industry to provide a variety of housing opportunities in sufficient quantities at affordable prices to meet the housing needs of existing and future residents. In order to provide the necessary variety of housing required by Statewide Planning Goal 10, the City's Goal 10 and related Policies, the City also establishes as a priority the provision of sufficient housing opportunities, with appropriate amenities, suitable for high income households. The City encourages this housing to be developed in accordance with the Master Planned Community Overlay zone, which requires generous open space and amenities, and encourages efficient use of land and public facilities and services, a variety of housing types, innovative designs and complete pedestrian-friendly communities.

Finding:

The HURD Plan conforms to Goal 10 of the Comprehensive Plan as increasing the housing supply and providing infrastructure which is required for housing development are important components to facilitate housing development in Madras. The project to assist Jefferson County Fire District #1 in the expansion of their facility will help provide public safety protection for the projected development in the Area.

GOAL 11 - To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Policies:

The City shall:

- A. Continue to support the school district in providing adequate educational facilities.*
- B. Provide urban services as required to the urbanizing areas of the City.*
- C. Insure the provision of urban services--streets, water and sewer--as new development occurs.*

Finding:

The HURD Plan conforms to Goal 11 of the Comprehensive Plan as increasing the housing supply will attract more students to the Madras School District. Oregon schools are funded on a per pupil basis, therefore, any increase in students provides an associated increase in funding for the school district. Providing urban services to undeveloped land will help facilitate the development of this land.

GOAL 12 - To provide and encourage a safe, convenient, and economical transportation system.

Policies:

The City shall maintain and improve the City's street network policies. The City shall undertake to resolve the following problems as noted in the inventories section of the Comprehensive Plan.

Finding:

The HURD Plan conforms to Goal 12 of the Comprehensive Plan as the infrastructure projects will help facilitate orderly and efficient development in the HURD Plan Area.

GOAL 14 - To provide for an orderly and efficient transition from rural to urban land, and to provide for livable communities.

Policies:

D. The City shall encourage the development of complete, livable communities that include characteristics such as: a variety of lot sizes, dwelling unit types and ownership types, open spaces and other recreational amenities, a mix of land uses, school and community facilities, connected streets, proximity to downtown and other employment centers, and development that is scaled to the pedestrian and creates a sense of place. New growth areas should be developed in accordance with the Master Planned Community Overlay zone, which requires generous open space and amenities, and encourages efficient use of land and public facilities and services, a variety of housing types, innovative designs and complete pedestrian-friendly communities. Physical barriers, such as highways, tend to disrupt complete communities and livability because they disconnect areas from downtown and result in an auto-oriented environment of sprawl along highway corridors.

Finding:

The HURD Plan conforms to Goal 14 of the Comprehensive Plan as supporting the development of housing will help ensure an orderly transition from rural to urban land.

C. Madras Zoning Ordinance

The land uses in the HURD Plan Area will conform to the zoning designations in the City of Madras Zoning Ordinance No. 864, including maximum densities and building requirements, and are incorporated by reference herein. The zoning districts described below are present in the HURD.

The development is expected to conform to the zoning requirements. As the Zoning Ordinance is updated, this document will be updated by reference. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations.

Zoning Districts:

Single Family (R-1) Single-Family Residential areas were designated in areas surrounding existing commercial and multi-family areas of the City. Primarily, these single-family residential lands are the outer edges of the city limits and into the Urban Growth Boundary. Minimum lot size for single-family residential shall be 7,500 square feet requirement. Modular home

subdivisions utilizing dwelling units at least 20 feet wide, shall be allowed in the R-1 area. Duplexes shall also be allowed in the R-1 zone.

Multiple Family Residential (R-2) The Multi-Family Residential areas of the City were designated to serve as a buffer between commercial and single-family residential land uses. It is the intent to provide multi-family dwellings in close proximity of existing commercial use to provide for easier commuting to goods and services for residents of these types of housing units. Neighborhood commercial facilities and mobile home parks shall be allowed after Planning Commission review. The Zoning Ordinance shall specify standards for lot size requirements for housing units locating within the boundaries of the R-2 area.

Planned Residential Development (R-3) Planned Residential Development land use areas, as designated on the Comprehensive Plan Map, are intended to recognize and enhance areas of scenic quality and view amenities by allowing for flexibility in project design while providing for essential development standards. Within these areas development, which is sensitive to the natural topography of the site, minimizes alterations to the land, and maintains, enhances significant natural resources and is compatible with the surrounding development is encouraged.

OS - The permitted uses in Open Spaces are parks, public facilities public use, recreation, schools and communication facilities. Before any housing could be constructed in this zone, the zone designation must be changed.

XII. ANNUAL REPORT

The MRC shall file Annual Reports in compliance with ORS 457.460.

XIII. APPENDIX A: LEGAL DESCRIPTION

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XIII. APPENDIX A: LEGAL DESCRIPTION

Tracts of land and road right-of-ways located in the City of Madras, Jefferson County, Oregon more particularly described as follows:

In Township 10 South, Range 13 East:

SECTION 35:

TRACT 1

(Pump Station Site)

BEGINNING at the South quarter corner of said Section 35; thence North along the North-South centerline of said Section 35, for a distance of 160 feet; Thence West at right angles to said North-South centerline for a distance of 40 feet; thence South parallel with said North-South centerline for a distance of 160 feet to the South line of said Section 35; thence Easterly 40 feet to the **POINT OF BEGINNING**.

EXCEPT any portion in NW Birch Lane.

(2014-1081, Jefferson County Official Records)

TRACT 2

BEGINNING at the INITIAL POINT of Fairway Estates Phase 1; thence along the West line of Fairway Estates Phase 1 North 0°12'17" East for 165.09 feet to a 5/8" rebar; thence continuing along the West line of Fairway Estates Phase 1 North 0°11'51" East 936.22 feet to a 5/8" rebar; thence along the North line of Fairway Estates Phase 1 North 89°58'24" East for 1327.74 feet to a 5/8" rebar; thence North 89°56' East for 205.10 feet to a 5/8" rebar on the West line of the North Unit Main Canal; thence along the West line of the North Unit Main Canal South 34°15' East for 35.90 feet to a 5/8" rebar at the beginning point of a curve to the Right having a radius of 1362.46 feet and a central angle of 13°20'; thence Right along said curve for an arc length of 317.06 feet, said curve having a chord bearing of South 27°35' East for 316.34 feet to a 5/8" rebar; thence South 69°05' West for 15.00 feet to a 5/8" rebar; thence South 20°55' East for 679.64 feet to a 5/8" rebar; thence South 89°56' West for 134.74 feet to a 5/8" rebar; Thence South 0° East for 149.59 feet to a 5/8" rebar; thence South 89°57'38" West for 159.16 feet to a 5/8" rebar; thence North 89°59'31" West for 193.11 feet to a 5/8" rebar; thence South 89°55'57" West for 325.00 feet to a 5/8" rebar on the East line of Lot 3, Fairway Estates Phase 1; Thence North 0°11'02" East for 104.17 feet to a 5/8" rebar at the Northeast corner of Lot 4, Fairway Estates Phase 1; thence South 89°53'39" West for 88.51 feet to a 5/8" rebar on the East Line of Eagle Court at the beginning point of a curve to the Left having a radius of 50.00 feet and a central angle of 105°55'14", thence Left along said curve for an arc length of 92.43 feet, said curve having a chord bearing of South 89°54'04" West for 79.82 feet to a 5/8" rebar at the Northeast corner of Lot 5, Fairway Estates Phase 1; thence South 89°55'46" West for 85.64 feet to a 5/8" Rebar at the Northwest corner thereof; thence along the West line of said Lot 5 South 0°12'16" West for 89.97 feet to a 5/8" rebar at the Southeast corner thereof; thence along the West line of Lot 6, Fairway Estates Phase 1, South 0°7'38" West for 14.22 feet to a 5/8" rebar; thence South 89°47'34" West for 122.15 feet to a 5/8" rebar; thence North 0°10'50" East for 90.02 feet to a 5/8" rebar; thence North 82°36'46" West for 93.20 feet to a 5/8" rebar on the East line of Golf Course Drive; thence along the East line of Golf Course Drive North 0°11'55" East for 167.92 feet to a 5/8" rebar; thence South 89°55'14" West for 49.93 feet to a 5/8" rebar on the West line of Golf Course Drive; thence South 89°59'14" West for 82.51 feet to a 5/8" rebar; thence South

XIII. APPENDIX A: LEGAL DESCRIPTION

40°56'38" West for 26.70 feet to a 5/8" rebar; thence South 0°16'09" West for 84.91 feet to a 5/8" rebar; thence South 89°58'55" West for 291.97 feet to a 5/8" rebar; thence South 0°15'37" West for 70.23 feet to a 5/8" rebar on the North line of Birdie Lane; thence along Birdie Lane South 89°56' West for 20.00 feet to a 5/8" rebar; thence continuing along Birdie Lane South 0°11'09" West for 95.00 feet to a 5/8" rebar; thence South 89°56' West for 189.31 feet to the **TRUE POINT OF BEGINNING**;

EXCEPTING THEREFROM the following described property:

Land and road right of ways located in the Southeast quarter of Section 35, Township 10 South, Range 13 East, W.M., Jefferson County, Oregon, being described as follows:

BEGINNING at a 5/8" rebar at the Northwest corner of Lot 5, Plat of Fairway Estates Phase 1; thence South 89°55'46" West for 78.58 feet; thence North 82°36'46" West for 137.14 feet; thence South 0°11'55" West for 20.16 feet; thence South 82°36'46" East for 93.20 feet; thence South 0°10'50" West for 90.20 feet to a rebar; thence North 89°47'34" East for 122.15 feet; thence North 0°11'38" East for 104.19 feet to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING THEREFROM the following described property:

A tract of land located in the Southeast quarter of Section 35, Township 10 South, Range 13 East, W.M., Jefferson County, Oregon, being described as follows:

BEGINNING at a rebar at the Northeast corner of Lot 4, Plat of Fairway Estates Phase 1; thence North 89°55'57" East for 335.66 feet; thence South 0°11'02" West for 104.18 feet; thence North 89°59'31" West for 10.66 feet; thence South 89°55'57" West for 325.00 feet; thence North 0°11'02" East for 104.17 feet to the **TRUE POINT OF BEGINNING**;

Also in said Section 35 the following road right-of-ways:

Golf Course Drive from the North right of way line of NW Birch Lane North to the terminus of Golf Course Drive as platted in Fairway Estates Phase 1;

Eagle Court from the North right of way line of NW Birch Lane to the terminus as platted in Fairway Estates Phase 1.

The right-of-way of NW Birch Lane between the West right-of-way line of Golf Course Drive the East line of said Section 35.

The following road right of ways in SECTION 36:

NW Birch Lane between the West line of Section 36 and the West right of way line of Highway 26.

NW Depot Street from the North right of way line NW Birch Lane Northeasterly for 100 feet.

Township 11 South, Range 13 East:

SECTION 1

TRACT 3

XIII. APPENDIX A: LEGAL DESCRIPTION

(2004-2500 Tract B, Jefferson County Official Records)

Commencing at the Southeast corner of said Section 1; thence Westerly along the South line of said Section 1, 590 feet to a point which intersects with the Southerly extension of the Easterly boundary line of that tract conveyed to Nelson B. Cox and Mercedes C. Cox by Deed recorded February 21, 1958 in Jefferson County Deed Book 29, Page 439; thence North 0°20' East 526.5 feet to the Northeasterly corner of said Cox tract as described by said Deed in Vol. 29, page 439; thence continuing along the extension of said line North 0°20' East to the Western boundary line of North Unit Irrigation Lateral M-58-1; thence Southeasterly along said Westerly boundary of North Unit Irrigation Lateral M-58-1 to the Eastern boundary of said Section 1; thence South along the Eastern boundary line of said Section to the South line of Section 1. Subject to right of way of Ashwood Road.

And that portion of land described as follows:

BEGINNING at the Northeast corner of said Cox tract as described in Deed Volume 29, Page 439; thence North 42°28'35" West along the North line of said Cox tract a distance of 441.42 feet to the Northwest corner of said Cox tract; thence North 0°04'57" East 62.33 feet to the Westerly boundary line of the North unit Irrigation Lateral M-58-1; thence Southeasterly along said Westerly boundary line a distance of 443 feet more or less to a point being on the Northerly extension of the East line of said Cox tract; thence South 0°20' West along said Northerly extension line a distance of 62 feet more or less to the Northeast corner of said Cox tract and the **POINT OF BEGINNING**;

TRACT 4

(2007-3723, Jefferson County Official Records)

Parcel 2 of Partition Plat 1998-01 **TOGETHER WITH** the following described:

BEGINNING at the Northwest corner of said Parcel 2; thence North 0°04'57" East on the Northerly projection of the West line of said Parcel 2 a distance of 207.23 feet to a point 80.00 feet South of the North line of the said South half of the Southeast quarter; thence South 89°34'34" East parallel with and 80.00 feet Southerly of said North line a distance of 415.62 feet; thence South 0°04'57" West a distance of 386.33 feet to the Northwest corner of that land conveyed to Nelson B. Cox and Mercedes C. Cox by Deed Book 29, Page 439, recorded February 21, 1958 in Jefferson County Deed Records; thence South 0°24'41" West along the West line of said Deed Book 29 a distance of 57.81 feet to the Northeast corner of said Parcel 2; thence North 55°41'59" West along the North line of said Parcel 2 a distance of 97.72 feet; thence North 61°02'44" West along the North line of said Parcel 2 a distance of 381.95 feet to the **POINT OF BEGINNING**.

TRACT 5

(2012-1498, Jefferson County Official Records)

Parcel 1 of Partition Plat 2001-07 EXCEPTING THEREFROM the North 30 feet.

Parcel 2 of Partition Plat 2001-07

TRACT 6

(2010-4401, Jefferson County Official Records)

XIII. APPENDIX A: LEGAL DESCRIPTION

Parcel 1: The Northeast quarter of the Southeast quarter of said Section 1

Parcel II: Parcel 2 of Partition Plat 2002-07

TRACT 7

(2012-2783, Jefferson County Official Records)

Commencing at a 3/4" pipe monumenting the Northeast corner of Lot 82, MORNING CREST ESTATES PHASE 3, from which a 3 1/4" aluminum cap monumenting the East quarter corner of Section 1, Township 11 South, Range 13 East of the Willamette Meridian, Jefferson County, Oregon bears North 82°44'14" East 1925.60 feet, said 3/4" pipe being the initial point of MORNING CREST ESTATES PHASES 5 and 6 and the **TRUE POINT OF BEGINNING**; thence along the boundary of MORNING CREST ESTATES PHASE 3 as follows: South 100.00 feet; thence South 7°49'26" East 56.52 feet; thence South 91.00 feet; thence East 66.00 feet; thence South 62.00 feet; thence West 60.00 feet; thence South 62.20 feet; thence West 60.00 feet; thence South 100 feet; thence South 17°38'10" West 58.76 feet; thence South 119.11 feet to the boundary of "PARCEL I" as depicted in Oman's 1991 "Plat of Property Line Adjustment" (Jefferson County Microfilm No. 920526) and to the North line of Lot 12, "SAGE HILL ADDITION"; thence leaving said Phase 3 boundary and along said "PARCEL I" boundary as follows: South 89°46'55" East along said North line 54.25 feet to the East line of said Lot 12; thence South 00°04'28" West along said East line 24.68 feet; thence South 89°56'09" East 589.91 feet to the East line of the Northwest quarter of the Southeast quarter of said Section 1; Thence North 0°05'45" East along said East line 672.86 feet; thence leaving said "PARCEL I" boundary West 521.14 feet; thence South 89°02'43" West 60.01 feet to the **TRUE POINT OF BEGINNING**;

EXCEPTING THEREFROM Lots 226, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 255, 256, 257, 258, 259, 260 and 261 of MORNING CREST ESTATES, PHASE 5 recorded on March 26, 2009 in Jefferson County, Oregon as Instrument Number 2009-1025.

TRACT 8

(892013, Microfilm/Jefferson County Deed Records)

The Southwest quarter of the Northeast quarter of said Section 1.

EXCEPT the following described parcel of land:

BEGINNING at the Northwest corner of the Southwest quarter of the Northeast quarter of said Section 1; thence South 89°22'00" East along the North line of said Southwest quarter of the Northeast quarter a distance of 465.58 feet; thence leaving said North line South 38°24'03" East 269.03 feet; thence South 84°26'33" East 255.33 feet; thence South 71°45'08" East to a point that is 60 feet Westerly when measure at right angles to the East line of said Southwest quarter of the Northeast quarter; thence North 0°05'40" East, being 60 feet Westerly and parallel with the East line of the Southwest quarter of the Northeast quarter, to the centerline of Loucks Road and the North line of said Southwest quarter of the Northeast quarter; thence North 89°22'00" West along said North line to the **POINT OF BEGINNING**.

Also in said SECTION 1 the following road right-of-ways:

The unnamed road right of way being the West 30 feet of the Southeast quarter of the Northeast quarter of said Section 1 as shown on Partition Plat 2002-07.

XIII. APPENDIX A: LEGAL DESCRIPTION

NE Loucks Road from the East right of way line of the aforementioned unnamed road, Westerly to the East right of way line of US97 (also known as the The Dalles-California Highway).

That portion of US97 (also known as the The Dalles-California Highway) between the North and South right of way lines of NE Loucks Road and NE Jefferson St.

NE Jefferson Street between the West right of way line of US97 (also known as the The Dalles-California Highway) and the East right of way line of Highway 26.

Highway 26 between the North right of way line of NE Jefferson Street and the South right of way line of NW Lee St.

NW Birch Lane between the West line of said Section 1 and the West right of way line of Highway 26.

NE Kinkade Road from the South line of Section 1 Northerly to the Southeast 1/16th corner of Said Section 1.

NE Kinkade Road as dedicated in the plat of Oak Terrace Estates.

NE Oak Street from the Southeast 1/16th corner of said Section 1 Westerly for 125 feet.

City View Street between the East line of said Section 1 and NE Kinkade Road.

East "B" Street between the East line of said Section 1 and a point that is 175 feet West of the Southeast corner of said Section 1.

SECTION 2:

TRACT 9

Lots 1 through 24, Sky Ridge Subdivision;

TRACT 10

Parcel 1, Partition Plat 2004-16;

TRACT 11

(2005-741 Parcel I, Jefferson County Official Records)

BEGINNING at a point on the Section line 43 rods (709.50 feet) North of the Southeast corner of the Northeast quarter of the Southeast quarter of Section 2; thence North along said Section line 30 rods (495.00 feet); thence West 80 rods (1,320 feet); thence South 50 rods (825.00 feet); thence East 40 rods (660.00 feet); thence North 20 rods (330.00 feet); thence East 40 rods (660.00 feet) to the **POINT OF BEGINNING**, all lines hereto running on the same degree of variation as the Section lines of said Section.

EXCEPTING THEREFROM those portions thereof described in the following deeds:

Recorded July 2, 1956 in Book 27, Page 698; recorded September 14, 1956 in Book 28, Page 321; recorded July 19, 1961 in Book 33, Page 349; recorded May 16, 1947 in Book 18, Page 175; recorded July 9, 1936 in Book 13, Page 344; recorded July 9, 1936 in Book 13, page 345; recorded May 9, 1947 in Book 18, Page 167; recorded March 22, 1949 in Book 20, Page 478; recorded September 12, 1961 in Book 33, Page 531; recorded April 3, Page 1957 in Book 28, Page 580; recorded November 15, 1956 in Book 28,

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Page 320; recorded December 31, 1956 in Book 28, Page 427; recorded December 31, 1956 in Book 28, Pages 428 and 430; recorded December 31, 1956 in Book 28, Page 429; recorded May 22, 1966 in Book 34, Page 608;

TRACT 12

(2005-741 Parcel II, Jefferson County Official Records)

BEGINNING at a point which is South 115.5 feet and West 359 feet from the East one-quarter corner of said Section 2; thence South 0°04' West 212 feet; thence West 79 feet to a point; thence South 0°04' West 298.87 feet to a point; thence West 222 feet more or less to an iron rod; thence North 504 feet more or less to an iron rod; thence South 89°56' East 301 feet more or less to the **POINT OF BEGINNING**.

TRACT 13

(2005-741 Parcel III, Jefferson County Official Records)

Commencing at the Southeast corner of the Northeast quarter of the Southeast quarter of Section 2; running thence North 0°04' East 368.9 feet; thence North 89°56' West 660.0 feet to the **TRUE POINT OF BEGINNING**; thence North 89°56' West 660.0 feet; thence North 0°04' East 841.4 feet; thence South 89°56' East 660.0 feet; Thence South 0°04' West 841.4 feet to the **TRUE POINT OF BEGINNING**;

TRACT 14

(2008-1705, Jefferson County Official Records)

BEGINNING at point, a 1/2" pipe set at the Southeast 1/16 corner of Section 2; thence along the East 1/16 Section line, North 0°04'00" East 105.00 feet to a #4x24 inch plastic-capped steel rod; thence along a line parallel with the South 1/16 Section line, North 89°51'40" East 225.00 feet to a #5x30 inch plastic-capped steel rod; thence along a line parallel with the East 1/16 Section line, North 0°04'00" East 263.62 feet to a point, from which a #5x30 inch plastic-capped steel rod set as a Witness Corner along the South line of a dedicated easement bears South 0°04'00" West 50.00 feet; thence North 89°50'22" East 419.39 feet to a point from which a #5x30 inch plastic-capped steel rod set as a Witness Corner along said South easement line and the West line of Third Street bears South 0°08'41" East 50.00 feet; Thence along the West line of Third Street, South 0°08'41" East 368.77 feet to a #5x30 inch plastic-capped steel rod set along the intersection with the South 1/16 Section line; thence along the South 1/16 Section line South 89°51'40" West 645.75 feet to the **POINT OF BEGINNING**;

EXCEPTING THEREFROM the North 50 feet as dedicated by instrument recorded June 5, 1985, as Instrument #154582, Jefferson County, Oregon;

TRACT 15

(2013-2794 Parcel I, Jefferson County Official Records)

BEGINNING at the Northwest corner of Tract B, Block 2, WATTS ADDITION, Jefferson County, Oregon; thence South 0°04' West along the Westerly boundary line of said Tract B and Tract A, a distance of 321.06 feet; thence North 89°56' West a distance of 100 feet; thence North 0°04' East 321.06 feet to a point in the Westerly extension of the North line of said Tract B; Thence South 89°58'21" East 100 feet to the **POINT OF BEGINNING**;

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LESS AND EXCEPT the following describe parcel; **BEGINNING** at the Northwest corner of Tract B, Block 2, WATTS ADDITION, Jefferson County, Oregon; thence South 0°04' West along the Westerly boundary of said Tract B to the Southwest corner thereof; thence North 89°56' West a distance of 100 feet; thence North 0°04' East 170.0 feet to a point in the Westerly extension of the North line of Tract B; thence South 89°58'21" East 100 feet to the **POINT OF BEGINNING**;

TRACT 16

(2013-2794 Parcel II, Jefferson County Official Records)

BEGINNING at the Northwest corner of Tract B, Block 2, WATT ADDITION, Jefferson County, Oregon; thence South 0°04' West along the Westerly boundary of said Tract B to the Southwest corner thereof; thence North 89°56' West a distance of 100 feet; thence North 0°04' East 170.0 feet to a point in the Westerly extension of the North line of Tract B; thence South 89°58'21" East 100 feet to the **POINT OF BEGINNING**;

TRACT 17

(2013-2794 Parcel III, Jefferson County Official Records)

Tract B, Block 2, WATTS ADDITION, Jefferson County, Oregon;

TRACT 18

(2013-2794 Parcel IV, Jefferson County Official Records)

Tract A, Block 2, WATTS ADDITION, Jefferson County, Oregon;

Also in said SECTION 2 the following road right-of-ways:

NW Birch Lane between the East right-of-way line the Burlington Northern Santa Fe Railroad and the East line of said Section 2.

NW Cleveland Avenue between NW Fourth Street and NW Birch Lane.

NW Second Street between NW Cleveland Avenue and NW Lee Street.

NW 4th Street between the South right of way line of NW Birch Lane and the South right of way line of NW Cleveland Avenue.

NW Lee Avenue between its Westerly terminus and the West right-of-way line of Highway 26;

Highway 26 between the North right of way line of NE Jefferson Street and the South right of way line of NW Lee Street.

NW 3rd Street between the South line of said Section 2 and the North right of way line of NW Poplar Street.

NW Poplar Street from the West right of way line of NW 3rd Street and the Westerly terminus of said NW Poplar Street on the West line of the Northeast quarter of the Southeast quarter of said Section 2.

West "B" Street between the East right of way line of NW 3rd Street and the West line of the Southeast quarter of the Southeast quarter of said Section 2.

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SECTION 11

TRACT 19

The Southeast quarter of the Northwest quarter of Section 11.

TOGETHER WITH the following described parcel of land:

BEGINNING at the Northeast corner of the West half of the Northeast quarter of the Southwest quarter of Section 11, also being the Northwest corner of the Plat of Phase 1 of Park Place Subdivision; thence along the East line of the West half of the Northeast quarter of the Southwest quarter of Section 11 and the West line of the Plat of Phase 1 of Park Place Subdivision South 0°05'11" West for 445.19 feet; thence South 90° West for 260 feet; thence North 0°05'11" East for 446.06 feet to the North line of the West half of the Northeast quarter of the Southwest quarter of Section 11; thence along the North line of the West half of the Northeast quarter of the Southwest quarter of Section 11 South 89°48'28" East 260.00 feet to the **POINT OF BEGINNING**;

TRACT 20

(2016-156, Jefferson County Official Records)

The West half of the Northeast quarter of the Southwest quarter of Section 11;

EXCEPTING THEREFROM the following described property:

Commencing at the Southwest corner of the West half of the Northeast quarter of the Southwest quarter, said corner is also referred to as the Southwest one-sixteenth corner of Section 11; thence South 89°49'10" East along the East-West centerline of the Southwest quarter of said Section 11 a distance of 660.63 feet by new measurement (660.75 feet deed record) to the Southeast corner of that parcel of land described in Deed from Ira R. Richards and Joyce B. Richards to Kenneth C. Bierman and Connie L. Bierman, recorded February 10, 1970, in Book 44 Page 693 of Deed Records and is the **TRUE POINT OF BEGINNING** of this description; thence North 0°04'30" East 200.00 feet; thence North 89°55'30" West a distance of 110.00 feet; thence South 0°04'30" West a distance of 199.80 feet to the above-mentioned East-West centerline of the Southwest quarter; thence South 89°49'10" East a distance of 110.00 feet to the **TRUE POINT OF BEGINNING**;

AND EXCEPTING THEREFROM the following:

BEGINNING at the Southwest corner of the above-mentioned Northeast quarter of the Southwest quarter; thence North 0°05'00" East along the West line of said Northeast quarter of the Southwest quarter a distance of 320.00 feet; thence South 89°49'10" East parallel with the South line of said Northeast quarter of the Southwest quarter of a distance of 100.00 feet; thence South 0°05'00" West parallel with the West line of said Northeast quarter of the Southwest quarter a distance of 320.00 feet to the South line of said Northeast quarter of the Southwest quarter; thence North 89°49'10" West a distance of 100.00 feet to the **POINT OF BEGINNING**;

AND EXCEPTING THEREFROM the following:

The Southeast quarter of the Northwest quarter of Section 11;

AND EXCEPTING THEREFROM the following:

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BEGINNING at the Northeast corner of the West half of the Northeast quarter of the Southwest quarter of Section 11, also being the Northwest corner of the Plat of Phase 1 of Park Place Subdivision; thence along the East line of the West half of the Northeast quarter of the Southwest quarter of Section 11 and the West line of the Plat of Phase 1 of Park Place Subdivision South 0°05'11" West for 445.19 feet; thence South 90° West for 260 feet; thence North 0°05'11" East for 446.06 feet to the North line of the West half of the Northeast quarter of the Southwest quarter of Section 11; thence along the North line of the West half of the Northeast quarter of the Southwest quarter of Section 11 South 89°48'28" East 260.00 feet to the **POINT OF BEGINNING**;

AND FURTHER EXCEPTING THEREFROM the following described tract of land:

A portion of land located in the West half of the Northeast quarter of the Southwest quarter of Section 11, being the West 16.00 feet of the following described parcel of land:

Commencing at the Southwest corner of the West half of the Northeast quarter of the Southwest quarter, said corner is also referred to as the Southwest one-sixteenth corner of Section 11; thence South 89°49'10" East along the East-West centerline of the Southwest quarter of said Section 11 a distance of 660.63 feet by new measurement (660.75 feet deed record) to the Southeast corner of that parcel of land described in Deed from Ira R. Richards and Joyce B. Richards to Kenneth C. Bierman and Connie L. Bierman, recorded February 10, 1970, in Book 44 Page 693 of Deed Records and is the **TRUE POINT OF BEGINNING** of this description; thence North 0°04'30" East 200.00 feet; thence North 89°55'30" West a distance of 126.00 feet; thence South 0°04'30" West a distance of 199.77 feet to the above-mentioned East-West centerline of the Southwest quarter; thence South 89°49'10" West a distance of 126.00 feet to the **TRUE POINT OF BEGINNING**;

TRACT 21

(2005-2355, Jefferson County Official Records)

Tract B and C, Park Place Subdivision, Phase I, Jefferson County, Oregon, recorded February 12, 2011 as Instrument #200110521, Jefferson County Records.

TRACT 22

(2017-4624 Tract A, Jefferson County Official Records)

Parcel 1 of Partition Plat No. 1991-13

LESS AND EXCEPT that portion conveyed to the City of Madras by Deed recorded October 1, 1997 as Instrument No. 974052.

TRACT 23

Parcel 1, Partition Plat 1991-13.

EXCEPT that portion conveyed to The City of Madras by Deed recorded October 1, 1997 as Instrument No. 974052.

TRACT 24

(2012-2055, Jefferson County Official Records)

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All of the Southwest quarter of the Southwest quarter of Section 11 lying North of the present County Road, excluding Belmont Lane as shown by Deed recorded November 23, 1970, in Volume 46, Page 9, and June 27, 1973 in Volume 50, Page 724, in Jefferson County Records.

EXCEPTING therefrom Sunnyside Estates Phase 1, filed November 18, 1997 as Instrument No. 974834, Jefferson County, Oregon.

TRACT 25

(2010-867, Jefferson County Official Records)

The Southeast quarter of the Southwest quarter lying South of Belmont Lane and West of the Culver Highway.

EXCPET that portion described in Deed to Brent Elton Woodward et al recorded February 25, 2005 as Instrument No. 2005-0928, Jefferson County Records.

ALSO EXCEPT that portion described in Deed to Pacific Northwest Bell Telephone CO., recorded November 30, 1989 as Instrument No. 892714, Jefferson County Deed Records.

ALSO EXCEPT that portion described in Deed to Jack T. Miller et al, recorded March 16, 1972 in Book 46, Page 215, Jefferson County Deed Records.

ALSO EXCEPT that portion described in Deed to Robert A. Kunders et ux, recorded June 19, 1972 in Book 50, Page 770, Jefferson County Deed Records.

ALSO EXCEPT that portion described in Deed to Deschutes Valley Water District, recorded February 12, 1985 as Instrument No. 153543, Jefferson County Deed Records.

ALSO EXCEPT that portion described in Deed to James C. Beezley et ux, recorded December 15, 1969 in Book 44, Page 543, Jefferson County Deed Records.

ALSO EXCEPT all land contained in the official Plat of Milbur Acres, Jefferson County, Oregon.

TRACT 26

(2007-4409 Parcel I, Jefferson County Official Records)

A tract of land located in the Southeast quarter of the Southwest quarter of Section 11, more particularly described as follows:

BEGINNING at a point, a #4 steel rod set along the West line of the Culver Highway at the intersection with the South 1/16 Section line, from which the Southeast 1/16 corner of Section 11 bears South 89°41'10" East 107.49 feet; thence along said West line South 11°06'07" West 326.88 feet to a #5 plastic-capped steel rod; thence along a line parallel with the South 1/16 section line, North 89°49'10" West 330.00 feet to a #5 plastic-capped steel rod; thence North 0°09'23" East 320.96 feet to a point along the South 1/16 Section line; thence along the South 1/16 line, South 89°49'10" East 392.07 feet to the **POINT OF BEGINNING**;

EXCPETING THEREFROM Belmont Lane.

TRACT 27

XIII. APPENDIX A: LEGAL DESCRIPTION

(2007-4409 Parcel II, Jefferson County Official Records)

A tract of land located in the Southeast quarter of the Southwest quarter of Section 11, more particularly described as follows:

BEGINNING at a point along the South 1/16 line of Section 11, from which the Southeast 1/16 corner thereof bears South 89°49'10" East 499.56 feet; thence South 0°09'23" West 532.34 feet to a #5 plastic-capped steel rod; thence North 89°51'12" West 161.47 feet to a #5 plastic-capped steel rod; thence North 0°09'23" East 532.34 feet to a point along the South 1/16 Section line; thence along said South 1/16 line South 89°49'10" East 161.47 feet to the **POINT OF BEGINNING**.

EXCEPTING THEREFROM Belmont Lane.

Also in said SECTION 11 the following road right-of-ways:

West "B" Street between the East right of way line of NW 3rd Street and the West line of the Northeast quarter of the Northeast quarter of said Section 11.

SW First Street between West "B" Street and Culver Highway.

Culver Highway between the South line of said Section 11 and the North line of said Section 11.

SW Roosevelt Street between Culver Highway and SW "H" Street.

SW "H" Street between the East right of way line of SW Roosevelt Street and SW Jackson Street.

SW Jackson Street between Culver Highway and the Northerly terminus of said SW Jackson Street.

SW "G" Street between Culver Highway and SW Jackson Street.

SW "J" Street between the East right of way line SW Willies Drive and the East right of way line of Culver Highway.

SW Belmont Lane between the West right of way line of Culver Highway and the West line of said Section 11.

SW Sunset Street as platted in Sunnyside Estates, Phase 1.

SECTION 12

TRACT 28

(2019-2476, Jefferson County Official Records)

Lot 2, Sunrise Estates Subdivision, Phase II, Recorded May 25, 1993 as Instrument #931476.

EXCEPTING THEREFROM that portion of said Lot 2, Sunrise Estates Subdivision, Phase III, recorded January 6, 1997 as Instrument #970050

TRACT 29

(Tax Card 111312CC00300, matches with Tenneson Survey from 1992)

XIII. APPENDIX A: LEGAL DESCRIPTION

BEGINNING at the Northwest corner of the Southwest quarter of the Southwest quarter of said Section 12; thence East along the North line of said Southwest quarter of the Southwest quarter for 466.69 feet; thence South parallel with the West line of said Southwest quarter of the Southwest quarter for 466.69 feet; thence West parallel with the South line of said Southwest quarter of the Southwest quarter for 466.69 feet to said West line; thence North along said West line for 466.69 feet to the **POINT OF BEGINNING**.

EXCEPT any portion lying with the right of way of Adams Drive and J Street

EXCEPT any portion described in Document no. 2014-1797, Jefferson County Official Records.

TRACT 30

(2019-1771, Jefferson County Official Records)

Parcel 3 of Partition Plat 2004-09, recorded June 4, 2004 as Instrument No. 2004-2540.

EXCEPTING THEREFROM that portion described in Deed of Dedication recorded April 7, 2006 as Instrument No. 2006-2073.

ALSO EXCEPTING THEREFROM that portion contained in STRAWBERRY HEIGHTS SUBDIVISION, Phase 3, recorded August 9, 2006 as Instrument No. 2006-4889.

TRACT 31

(2005-1617 Parcel I, Jefferson County Official Records)

Commencing at the Northwest corner of the Northeast quarter of the Southwest quarter of Section 12; thence South along the West line of said Northeast quarter of the Southwest quarter aforesaid, a distance of 15 rods to a point which is the Southwest corner of the tract of land described in that certain deed from C.K. Loucks, a single man, to William H. Hess, record in Jefferson County, Oregon, records of Deeds, Book E, Page 131; thence East at right angles to the aforesaid West line along the Southern line of said tract a distance of 437.35 feet to a point on the Westerly right of way line of the County Road; thence Southeasterly along the Westerly line of said road a distance of 78.20 feet; thence South 48°01'03" West a distance of 150 feet to the **TRUE POINT OF BEGINNING** of this description; thence South 48°01'03" West 509.53 feet, more or less, to the West line of the Northeast quarter of the Southwest quarter aforesaid; thence South along the said West line 150 feet; thence Easterly to a point which is 300 feet South 34°56' East from the true point of beginning; thence North 34°56' West 300 feet to the **TRUE POINT OF BEGINNING**;

EXCEPT commencing at the Northwest corner of the Northeast quarter of the Southwest quarter of Section 12; thence South 89°49' East along the East-West centerline of said Section 12, 39.17 feet; thence South 0°04' West 247.40 feet; thence North 89°58' West 10 feet; thence South 0°04' West 637.72 feet to the **TURE POINT OF BEGINNING**; thence North 66°14'20" East 215.00 feet to a point; thence North 0°04' East 113.00 feet; thence South 66°14' West 215.00 feet; thence South 0°04' West 113.00 feet to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING commencing at the Northwest corner of the Northeast quarter of the Southwest quarter of Section 12; thence South 89°49' East along the East-West centerline of said Section 12, 39.17 feet; thence South 0°04' West 247.40 feet; thence North 89°58'10" West 10 feet; thence South 0°04'

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West 637.72 feet; thence North 66°14'20" East 32 feet; thence North 81°55'47" East 169.10 feet to the Southeast corner of the James W. Earl Tract recorded Jefferson County Deed Volume 55, Page 969; thence North 0°04' East 162.97 feet to the **TRUE POINT OF BEGINNING** and the Northeast corner of said James W. Earl Tract; thence South 0°04' West 162.97 feet to the Southeast corner of said James W. Earl tract; thence North 81°55'47" East 50 feet to a point; thence Northwesterly to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING BEGINNING at the most Southerly corner of Parcel 3, Partition Plat 2000-08, said point being 52.75 feet North 48°01'03" East and 748.06 feet South 0°04' West , along the Westerly line of the Northeast quarter of the Southwest quarter of Section 12 from the Northwest corner thereof; Thence North 48°01'03" East along the Southeasterly line of said Parcel 3, a distance of 237.00 feet; thence South 17°32'53" East along a line parallel to the Northwesterly line of a tract of land described in Deed Book 61, Page 515, Jefferson County Deed Records, a distance of 229.20 feet; thence South 66°14'20" West a distance of 29.78 feet; thence North 17°32'53" West along the aforementioned Northwesterly line of said tract a distance of 103.96 feet to the most Northerly point thereof; thence South 66°14'20" West a distance of 215.00 feet to a point on the Easterly right of way of Tenth Street; thence North 0°04' East along said right of way a distance of 50.47 feet; thence North 48°01'03" East a distance of 13.47 feet to the **POINT OF BEGINNING**;

ALSO EXCEPTING THEREFROM all that portion conveyed to by Declaration of Dedication and Acceptance, recorded September 1, 1994 as Instrument No. 943624, Deed records of Jefferson County, Oregon.

ALSO EXCEPTING THERERFROM all that portion conveyed by Dedication Warranty Deed record April 2, 2002 as Instrument No. 2002-1472, Jefferson County Oregon;

TRACT 32

(2005-1617 PARCEL II, Jefferson County Official Records)

BEGINNING at the Northwest corner of the Northeast quarter of the Southwest quarter of Section 12; thence East 15 rods to a point; thence Southeasterly direction in straight line to a point 30.00 feet West of the Southeast corner of said Northeast quarter of the Southwest quarter of said Section; thence West 1290.00 feet; thence North 1320.00 feet to the **POINT OF BEGINNING, SAVE AND EXCEPT** that certain tract or parcel of land described by metes and bounds as follows, to-wit; All of that certain tract or parcel of land situated in the Northeast quarter of the Southwest quarter of Section 12, **BEGINNING** at the Northwest corner of said Northeast quarter of the Southwest quarter of said Section 12; thence South on the quarter section line 15 rods to a point; thence running East at right angles therewith 26 rods 13 feet; thence Northwesterly to appoint 15 rods 5 feet East to the **POINT OF BEGINNING**; thence West on the quarter section line to the **PLACE OF BEGINNING**;

AND that portion of the Northeast quarter of the Southwest quarter of Section 12 lying within County Road 72, known as McTaggart Road, which lies West of that part of the West line of the relocated County Road described as follows: Commencing a the Northwest corner of said Northeast quarter of the Southwest quarter; thence South 89°49' East along the North line of the Southwest quarter of said Section 12 a distance of 317.87 feet to the Westerly right of way line of the said relocated County Road;

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thence South 34°56' East 502.57 feet to the **TRUE POINT OF BEGINNING**; thence continuing South 34°56' East to a point where the South line of said Northeast quarter of the Southwest quarter intersection the West line of said relocated County Road.

EXCEPTING THEREFROM all that portion conveyed in Book 55, Page 969, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Bargain and Sale Deed in Document No. 2008-1067, Official Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed in Document No. 2002-2871, Official Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Statutory Warranty Deed in Document No. 2018-1200, Official Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion as described in Memorandum of Sale of Real Property recorded July 2, 1978 in Book 60, page 774, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Quitclaim Deed recorded March 14, 1980 as Instrument No. 136341, Deed records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion as described in Bargain and Sale Deed recorded November 30, 1993 as Instrument No. 933938, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Declaration of Dedication and Acceptance recorded September 1, 1994 as Instrument No. 943624, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Declaration of Dedication and Acceptance recorded March 21, 2001 as Instrument No. 20011078, Jefferson County, Oregon.

TRACT 33

(2017-1082 Parcel I, Jefferson County Official Records)

The Northwest quarter of the Southeast quarter of said Section 12.

EXCEPTING THEREFROM the South 40.00 feet of said Northwest quarter of the Southeast quarter.

ALSO EXCEPTING THEREFROM that portion lying North and West of the following described line: Commencing at the Northwest corner of said Northwest quarter of the Southeast quarter a distance 724.91 feet to the **TRUE POINT OF BEGINNING** of this description, said bearing is called for in Parcel II of Deed Instrument No. 942434; thence East 648 feet; thence North 528.81 feet to a point which is 200.06 feet South of the North line of said Northwest quarter of the Southeast quarter, said Instrument No. 942434 calls for the "East-West centerline of Section 12"; thence South 89°49' East 435.47 feet; thence North 40.06 feet; thence East 68 feet; thence Northeasterly in a straight line 166 feet more or less to a point on the North line of said Northwest quarter, said point is the end of this description and bears South 89°49' East 1195.47 feet per said Instrument No. 942434 from the Northwest corner of said Northwest quarter of the Southeast quarter.

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ALSO EXCEPTING THEREFROM commencing at the center one quarter of said Section 12; thence South 0°04'20" East, 724.91 feet to the TRUE POINT OF BEGINNING; thence South 0°04'20" East 595.09 feet; thence South 34°56'00" East 60.93 feet along the Easterly line of McTaggart Road; thence North 65°04'00" East 35.28 feet; thence along a 195.25 foot radius curve to the left 62.01 feet (delta = 18°11'50"); thence South 89°45'00" East 922.39 feet; thence North 224.00 feet; thence North 70°04'41" West 94.59 feet; thence North 22°13'29" West 89.82 feet; thence North 48°03'13" West 90.02 feet; thence North 99.34 feet; thence West 98.35 feet; thence North 77°45'41" West 124.74 feet; thence North 12°16'55" East 75.92 feet; thence West for 647.08 feet to the **TRUE POINT OF BEGINNING**;

TRACT 34

(2017-1082 Parcel II, Jefferson County Official Records)

That portion of the Northeast quarter of the Southeast quarter of said Section 12 lying Westerly of the following described line:

Commencing at the Northwest corner of said Northeast quarter of the Southeast quarter; thence South 89°49'27" East along the North line of said Northeast quarter of the Southeast quarter a distance of 9.81 feet to the **TRUE POINT OF BEGINNING**; thence South 46°12'47" East leaving said North line a distance of 73.29 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 18°40'28" East 50.92 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence south 36°26'31" East, 165.36 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 51°18'10" East, 77.57 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 39°32'40" East, 107.35 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 26°30'48" East, 101.64 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 1°28'59" West, 146.34 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 25°01'53" East, 414.10 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 2°58'46" East, 88.69 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence North 89°54'40" West, 57.61 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 66°59'06" West, 111.46 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 40°49'59" West, 27.14 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence continuing South 40°49'59" West, 25.71 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 14°41'55" West, 137.50 feet to a point 40.00 feet north of the South line of said Northeast quarter of the Southeast quarter; thence North 89°49'33" West parallel with said South line a distance of 298.12 feet to the West line of the Northeast quarter of the Southeast quarter of said Section 12 and the **END OF THIS DESCRIPTION**.

TRACT 35

(2006-789, Jefferson County Official Records)

That portion of the Northeast quarter of the Southeast quarter of said Section 12 more particularly described as follows:

BEGINNING at a point 783.43 feet South and 374.2 feet West of the Northeast corner of the Southeast quarter of said Section 12; thence South 25°01' East 139.0 feet; thence South 28°10' East 254.0 feet;

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thence South 87°04' West 513.5 feet; thence North 2°56' West 215.5 feet; thence North 64°59' East 385.0 feet to the **POINT OF BEGINNING**;

TRACT 36

(2011-3582, Jefferson County Official Records)

A tract of land in the Northeast quarter of the Southeast quarter of said Section 12 more particularly described as follows:

Commencing at the intersection of the Westerly right-of-way line of County Road No. 90, also known as Grizzly Road, and the North line of the Southeast quarter of said Section 12, said point being North 89°49' West a distance of 970.00 feet from the Northeast corner of the Southeast quarter of said Section 12; thence along the Westerly right of way line of said County road by courses and distances as follows: South 64°49' East 220.14 feet; thence on the arc of 379.26 foot radius curve right 243.55 feet (the long chord of which bears South 43°25' East 238.97 feet); thence South 25°01' East 447.68 feet to the **TRUE POINT OF BEGINNING** of this description; thence continuing South 25°01' West 114.00 feet; thence South 64°59' West 385.00 feet; Thence North 25°01' West 114.00 feet; thence North 64°59' East 385.00 feet to the **TRUE POINT OF BEGINNING**.

TRACT 37

(2006-4705, Jefferson County Official Records)

A tract of land in the Northeast quarter of the Southeast quarter of said Section 12 more particularly described as follows:

Commencing at the intersection of the Western right of way line of County Road No. 90, also known as the Grizzly Road and the North line of the Southeast quarter of said Section 12, said point being North 89°49' West a distance of 970.00 feet from the Northeast corner of the Southeast quarter of said Section 12; thence along the Westerly right of way line of said County Road by courses and distances as follows: South 61°49' East 220.14 feet; thence on the arc of a 379.26 foot radius curve right 243.55 feet (the long chord of which bears South 43°25' East 238.97 feet); thence South 25°01' East 147.68 feet to the **TRUE POINT OF BEGINNING**; thence continuing South 25°01' East along the Westerly right of way line of said County Road 300.00 feet; thence South 64°59' West 385.00 feet; thence North 25°01' West 300.00 feet; thence North 64°59' East 385.00 feet to the **TRUE POINT OF BEGINNING**;

TRACT 38

(2014-2207, Jefferson County Official Records)

Parcel I

Commencing at the center of said Section 12; thence South 89°49' East along the East-West centerline of said Section 12 a distance of 1658.14 feet more or less to the Westerly right of way of Grizzly Road; thence South 61°49' East 220.14 feet; thence on the arc of a 379.26 foot radius curve right (the long chord of which bears South 43°25' East 238.97 feet) 86.31 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said arc of said radius curve 157.24 feet to a point; thence South 64°57'37" West 348.90 feet to a point; thence Northward along the centerline of Willow Creek to a point that

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bears South 64°57'37" West from the true point of beginning; thence North 64°57'37" East 386.50 feet more or less to the **TRUE POINT OF BEGINNING**;

Parcel II

Also commencing at the center of said Section 12; thence South 89°49' East along the East-West centerline of said Section 12 a distance of 1658.14 feet more or less to the Westerly right of way of Grizzly Road; thence South 61°49' East 220.14 feet; thence on the arc of a 379.26 foot radius curve right (the long chord of which bears South 43°25' East 238.97 feet) 243.55 feet to the **TRUE POINT OF BEGINNING**; thence South 25°01' East 147.68 feet to a point; thence South 64°59' West 385 feet to a point; thence Northward along the centerline of Willow Creek to a point that bears South 64°57'37" West from the true point of beginning; thence North 64°57'37" East 348.90 feet more or less to the **TRUE POINT OF BEGINNING**;

TRACT 39

(2006-7042, Jefferson County Official Records)

Commencing at the center of said Section 12; thence South 89°49'00" East along the East-West centerline of said Section 12 a distance of 1418.40 feet more or less to the centerline of Willow Creek, the **TRUE POINT OF BEGINNING**; thence continuing South 89°49'00" East 265.33 feet to the West line of Grizzly Road; thence South 61°49'05" East, along said West line 219.31 feet to a point; thence along a 379.51 foot radius curve right, 86.31 feet, long chord bears South 36°46'42" East 86.12 feet; thence South 64°57'37" West 386.50 feet to the centerline of Willow Creek; thence Northwesterly along said centerline to the **TRUE POINT OF BEGINNING**;

TRACT 40

(2011-3229, Jefferson County Official Records)

A portion of the Northeast quarter of the Southeast quarter of said Section 12 more particularly described as follows:

BEGINNING at the East quarter corner of Section 12; thence South along the East Section line of said Section 12 to the East right of way line Grizzly Road; thence Northwesterly along the East right of way line of said road to the North line of the Northeast quarter of the Southeast quarter of said Section 12, thence East to the **POINT OF BEGINNING**;

LESS AND EXCEPT that portion of the above property dedicated for road and utility purposes, recorded July 26, 2000 as Instrument no. 2002959, Jefferson County Records.

ALSO LESS AND EXCEPT that portion conveyed to Jefferson County by Deed recorded November 22, 2005 as Instrument No. 2005-6816, Jefferson County Records.

TRACT 41

(Tax Card for 111312AD00500, no record on file with assessor, most likely received due to tax/foreclosure long time ago)

All that portion of the Southeast quarter of the Northeast quarter of said Section 12 lying Southwesterly of Grizzly Road.

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TRACT 42

(2007-5212, Jefferson County Official Records)

The following parcels located in the Southeast quarter of the Northeast quarter of said Section 12:

Parcel I

Parcel 1 of Partition Plat 2002-04

Parcel II

BEGINNING at the Southeast corner of the Northeast quarter of said Section 12; thence North along the East line of the Northeast quarter 328.775 feet to a point; thence West along a direct line parallel with the South line of said Northeast quarter 662.20 feet to a point; thence South on a direct line parallel with the East line of said Northeast quarter 328.775 feet to the South line of said Northeast quarter; thence East along said South line 662.20 feet to the **POINT OF BEGINNING**;

Parcel III

A parcel of land located in the Southwest quarter of the Southeast quarter of the Northeast quarter of said Section 12 lying Northerly and Easterly of Grizzly Road, more particularly described as follows:

Commencing at the East quarter corner of said Section 12; thence North 89°49' West 663.96 feet to the Southwest corner of the Southwest quarter of the Southeast quarter of the Northeast quarter of said Section 12 being the **TRUE POINT OF BEGINNING**; thence North 89°49' West 177.50 feet along the South line of the Southwest quarter of the Southeast quarter of the Northeast quarter of said Section 12; thence North 61°49'05" West 170 feet along the Easterly right of way of Grizzly Road; thence North 62°42'30" East 368.88 feet to the Easterly line of the Southeast quarter of the Southeast quarter of the Northeast quarter of said Section 12; thence South 0°06'28" West 250.00 feet along the Easterly line of the Southwest quarter of the Southeast quarter of the Northeast quarter of Section 12 to the **TRUE POINT OF BEGINNING**;

TRACT 43

(TL111312AD00606)

Parcel 2 of Partition Plat 2002-04

TRACT 44

(2017-3901, Jefferson County Official Records)

Parcel I

BEGINNING at the Southwest corner of a tract of land conveyed to Gerald E. Fifield and Lois J. Fifield, husband and wife, described in Jefferson County deed Book 52, Page 155, said point lying South 135 feet and East 30 feet from the Northwest corner of the Southwest quarter of the Southeast quarter of the Northeast quarter of said Section 12; thence East along the Easterly projection of the South line of the Fifield tract, 489.92 feet; thence South 32°57'00" West 406.58 feet; thence North 59°49'00" West 97.10 feet; thence South 42°44'30" West 82.9 feet more or less to the Northeasterly line of Grizzly Road;

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thence North 61°49'05" West along the Northeasterly line of Grizzly Road, 146.16 feet more or less to the Easterly line of Kinkade Road; Thence North along the East line of Kinkade Road to the **POINT OF BEGINNING**.

TOGETHER WITH Parcel 3 of Partition Plat 2002-04 as filed in the Jefferson County Clerk's Office as Document 2002-1494.

EXCEPTION THEREFROM that Portion of said Parcel 3 described as follows:

BEGINNING at the most Southerly corner of said Parcel 3, monumented with a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 61°21'36" West along the South line of said Parcel 3 a distance of 138.46 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 43°24'09" East along the West line of said parcel 3 a distance of 77.67 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 59°09'21" East along said West line a distance of 97.10 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 33°36'39" East along said West line a distance of 266.58 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 41°49'16" East leaving said West line a distance of 196.46 feet to a point on the East line of said Parcel 3, said point is monumented with a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 63°09'56" West along said East line a distance of 392.23 feet to the **POINT OF BEGINNING**;

TRACT 45

(TL600 – Part of Parcel 3, Partition Plat 2002-04)

The following described portion of Parcel 3, Partition Plat 2004-04:

BEGINNING at the most Southerly corner of said Parcel 3, monumented with a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 61°21'36" West along the South line of said Parcel 3 a distance of 138.46 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 43°24'09" East along the West line of said parcel 3 a distance of 77.67 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 59°09'21" East along said West line a distance of 97.10 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 33°36'39" East along said West line a distance of 266.58 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 41°49'16" East leaving said West line a distance of 196.46 feet to a point on the East line of said Parcel 3, said point is monumented with a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 63°09'56" West along said East line a distance of 392.23 feet to the **POINT OF BEGINNING**;

TRACT 46

(2018-4606, Jefferson County Official Records)

The Northeast quarter of the Southwest quarter of the Northeast quarter, Section 12, Township 11 South, Range 13 East of the Willamette Meridian, Jefferson County, Oregon.

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EXCEPTING THEREFROM a parcel of land lying in the Southeast quarter of the Northeast of Section 12, Township 11 South, Range 12 East of the Willamette Meridian, Jefferson County, Oregon, being more particularly described as follows:

Starting at the Northeast 1/16 corner, being also the Northwest quarter of the Southeast quarter of the Northeast quarter in said Section 12; thence South 89° 18' East 786.01 feet to an existing 5/8 inch steel rebar on the Northerly line of said Southeast quarter of the Northeast quarter of said Section 12, being also the **TRUE POINT OF BEGINNING**; thence continuing South 89° 18' East 370.00 feet to a 1/2 inch steel rebar on the Northerly line of the Southeast quarter of the Northeast quarter of said Section 12, thence South 00° 42' West 250.00 feet to an existing 1/2 inch steel rebar; thence North 89° 18' West 150.00 feet to an existing 1/2 inch steel rebar; thence North 00° 42' East 220.00 feet to an existing 1/2 inch rebar; thence North 89° 18' West 220.00 feet to an existing 1/2 inch steel rebar; thence North 00° 42' East 30.00 feet to the **TRUE POINT OF BEGINNING**.

ALSO EXPECTING THEREFROM: Commencing at the Northwest corner of the Northeast quarter of the Southeast quarter of the Northeast quarter of Section 12, Township 11 South, Range 13 East of the Willamette Meridian. Jefferson County, Oregon; thence South along the West line of said Northeast quarter of the Southeast quarter of the Northeast quarter a distance of 30 feet to a point on the South line of a roadway, said point being the **TRUE POINT OF BEGINNING**; thence continuing South a distance of 345 feet; thence South 89° 18' East a distance of 230 feet; thence North parallel to said West line of the Northeast quarter of the Southeast quarter of the Northeast quarter distance of 170 feet; thence Northwesterly to a point on the South line of said roadway, said point lying South 89° 18' East a distance of 70 feet from the true point beginning; thence North 89° 18' West a distance of 70 feet to the **TRUE POINT OF BEGINNING**.

TRACT 47

(970274, Microfilm/Jefferson County Deed Records)

Parcel I

Land located in the Northeast quarter of the Northeast quarter of said Section 12, more particularly described as follows:

Commencing at the Northeast corner of said Section 12; thence South 0°32' West along the East line of said Section 12 a distance of 30.00 feet to the South line of Ashwood County Road; thence North 89°13'30" West along said County Road right of way 175.00 feet to the **TRUE POINT OF BEGINNING**; thence South 0°32' West parallel with the East line of said Section 12 a distance of 150.00 feet; thence North 89°13'30" West parallel with the North line of said Section 12 a distance of 75.00 feet; thence South 0°32' West parallel with the East line of said Section 12 a distance of 300.0 feet; thence North 89°13'30" West parallel with the North line of Section 12 a distance of 300 feet; thence North 0°32' East parallel with the East line of said Section 12 a distance 120.00 feet; thence South 89°13'30" East parallel with the East line of said Section 12 a distance of 150.00 feet; thence North 0°32' East parallel with the East line of said Section 12 a distance of 330.00 feet to the South line of said Ashwood Road; thence South 89°13'30" East along said South line 225.00 feet to the **TRUE POINT OF BEGINNING**;

EXCEPTING THEREFROM the North 10 feet as conveyed to Jefferson County by Warranty Deed recorded September 28, 1994 as Instrument No. 943961

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Parcel II:

A tract of land located in the Northeast quarter of the Northeast quarter of said Section 12 more particularly described as follows:

BEGINNING at the intersection of the East right of way of S.E. Kinkade Road and the South line of East Ashwood Road, said point being South 0°26'40" West 30.00 feet and South 89°13'30" East 30.00 feet from the Northwest corner of the Northeast quarter of the Northeast quarter of said Section 12; thence South 89°13'30" East along the South line of said East Ashwood Road 125.42 feet; thence South 0°26'40" West 596.38 feet; thence North 89°13'30" West for 125.42 feet to the East line of said S.E. Kinkade Road; thence North 0°26'40" East along said line 596.38 feet to the **POINT OF BEGINNING**;

Parcel III:

Parcel 2 of Partition Plat 1994-12

Parcel IV:

Parcel 3 of Partition Plat 1994-12.

TRACT 48

(962413, Microfilm/Jefferson County Deed Records)

The West 234.61 feet as measured along the North and South boundaries of the following described parcel of land:

BEGINNING at a point from which the Southwest corner of the Northeast quarter of the Northeast quarter of said Section 12 bears South 45°12'45" West 42.43 feet; thence North 0°02'49" East parallel to the West line of said Northeast quarter of the Northeast quarter a distance of 557.00 feet; thence South 89°39'14" East 750.32 feet to a rebar, 1/2" in diameter; thence South 0°03'33" West 555.94 feet to a point 30.00 feet, North 0°03'30" East from the South line of said Northeast quarter of the Northeast quarter; thence North 89°44'05" West parallel with the South line of said Northeast quarter of the Northeast quarter a distance of 750.19 feet to the **POINT OF BEGINNING**;

TRACT 49

(953337, Microfilm/Jefferson County Deed Records)

The West 469.22 feet as measured along the North and South boundaries of the following described parcel of land:

BEGINNING at a point from which the Southwest corner of the Northeast quarter of the Northeast quarter of said Section 12 bears South 45°12'45" West 42.43 feet; thence North 0°02'49" East parallel to the West line of said Northeast quarter of the Northeast quarter a distance of 557.00 feet; thence South 89°39'14" East 750.32 feet to a rebar, 1/2" in diameter; thence South 0°03'33" West 555.94 feet to a point 30.00 feet, North 0°03'30" East from the South line of said Northeast quarter of the Northeast quarter; thence North 89°44'05" West parallel with the South line of said Northeast quarter of the Northeast quarter a distance of 750.19 feet to the **POINT OF BEGINNING**;

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EXCEPTING THEREFROM the West 234.61 feet as measured along the North and South boundaries of the above described parcel of land.

TRACT 50

(Book 34 Page 643, Jefferson County Deed Records)

BEGINNING at a point in the East boundary line of the Northeast quarter of the Northeast quarter of said Section 12, which said point is 730 feet South of the Northeast corner of said quarter Section; thence South along said East boundary line 590 feet; thence West at right angles 550 feet; thence North at right angles 590 feet; thence East at right angles 550 feet to the **POINT OF BEGINNING**;

EXCEPT the property described in Deed Book 42, Page 82, Jefferson County Deed Records as follows:

Starting at the Northeast corner of Section 12; thence South 0°32' West 751 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**; thence North 89°28' West 330 feet to a point; thence North 0°32' East 150 feet on a line parallel with the East line of said Section 12; thence South 89°28' East 330 feet to a point on the East line of said Section 12; thence South 0°32' West 150 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING the property described in Deed Book 50, Page 779, Jefferson County Deed Records as follows:

Starting at the Northeast corner of Section 12; thence South 0°32' West 1066 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**; thence North 89°28' West 350.00 feet to a point; thence North 0°32' East 215.00 feet on a line parallel with the East line of said Section 12 to a point; thence South 89°28' East 350.00 feet to a point on the East line of said Section 12; thence South 0°32' West 215.00 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING the property described in Deed Book 57, Page 464, Jefferson County Deed Records as follows:

Starting at the Northeast corner of Section 12; thence South 0°32' West 1066 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**; thence continuing South along said East line 254 feet, more or less to the Southeast corner of the Northeast quarter of the Northeast quarter of said Section 12; thence West along the South line of said Northeast quarter of the Northeast quarter of Section 12, 550 feet; thence North 0°32' East 254 feet, more or less, to a point which bears North 89°28'00" West from the true point of beginning; thence South 89°28' East, 550 feet more or less to the **TRUE POINT OF BEGINNING**;

TRACT 51

(Book 41 Page 518, Jefferson County Official Records)

BEGINNING at a point which is 480 feet South of the Northeast corner of the Northeast quarter of the Northeast quarter of Section 12; hence South a distance of 250 feet; thence West at right angles a distance of 550 feet; thence North at right angles a distance of 250 feet; thence East a distance of 550 feet to the **POINT OF BEGINNING**;

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EXCEPT the property described in Deed Book 42, Page 82, Jefferson County Deed Records as follows:

Starting at the Northeast corner of Section 12; thence South 0°32' West 751 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**; thence North 89°28' West 330 feet to a point; thence North 0°32' East 150 feet on a line parallel with the East line of said Section 12; thence South 89°28' East 330 feet to a point on the East line of said Section 12; thence South 0°32' West 150 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**;

Also in said **SECTION 12** the following road right-of-ways:

East "B" Street between the East line of said Section 12 and a point that is 175 feet West of the Northeast corner of said Section 12;

SE Kinkade Road between East "B" Street and SE "E" Street.

SE "E" Street from the West right of way of SE Kinkade Road and the Easterly terminus of said SE "E" Street.

The following portion of SE Kinkade Road:

From the South right of way line of SE Grizzly road South for 125 feet more or less an angle point to the West, thence West for 110 feet more or less to the terminus of said SE Kinkade Road.

SE Grizzly Road between the West right of way line of SE Kinkade Road and SE "J" Street.

Unnamed Public Road as dedicated in Partition Plat 2004-02.

SE "J" Street between SE Grizzly Road and SW 5th Street.

SE McTaggart Road from the South right of way line of SE "J" Street Southerly for 150 feet.

SE McTaggart Road between SE "J" Street and SE Buff Street.

SE Buff Street between the East right of way line of SE Duke Street and the West right of way line of SE 10th Street.

SE Buff Street between the West right of way line of SE 10th Street and a point that is 170 feet East of the centerline-centerline intersection of said SE Buff Street and SE McTaggart Road.

SE 10th Street between the South line of said Section 12 and the North right of way line of SE "F" Street.

The following portion of the Northeast quarter of the Southeast quarter of Section 12:

Commencing at the Northwest corner of the Northeast quarter of the Southeast quarter of said Section 12; thence South 89°49'27" East along the North line of said Northeast quarter of the Southeast quarter a distance of 9.81 feet to the **TRUE POINT OF BEGINNING**; thence South 46°12'47" East leaving said North line a distance of 73.29 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 18°40'28" East, 50.92 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 36°26'31" East, 165.36 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 51°18'10" East 77.57 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 39°32'40" East, 107.35 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South

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26°30'48" East, 101.64 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; Thence South 1°28'59" West, 146.34 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 25°01'53" East 414.10 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 2°58'46" East, 88.69 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208";thence North 89°54'40" West, 57.61 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208";thence South 66°59'06" West, 111.46 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208";thence South 40°49'59" West, 27.14 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence continuing South 40°49'59" West, 25.71 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 14°41'55" West, 137.50 feet to a point 40.00 feet North of the South line of said Northeast quarter of the Southeast quarter, said point being on the North right of way line of SE "J" Street; thence South 89°49'33" East along the said North right of way line 906.61 feet more or less to the West right of way line of SE Grizzly Road; thence North 25°55'53" West along said West right of way line 1265.15 feet more or less to the South line of the property described in Document No. 2006-789, Jefferson County Official Records; thence leaving said West right of way line South 87°04'07" West 513.50 feet more or less to the Southwest corner of said Document No. 2006-789; Thence Northerly and Westerly along the centerline of Willow Creek to the North line of said Northeast quarter of the Southeast quarter; thence West along said North line to the **TRUE POINT OF BEGINNING**;

SECTION 13

TRACT 52

Lots 1, 2, 3, 4, 5, 6, 7, Tract A, and Tract B of the BILL HOFFMAN SUBDIVISION, filed as Document No. 2018-2472

Also in said **SECTION 13** the following road right-of-ways:

SW 10th Street between the North line of said Section 13 and the South line of the North half of the Northwest quarter of said Section 13.

South Adams Drive between the North line of said Section 13 and the South right of way line of SE Terrace Avenue.

SECTION 14

TRACT 53

(Book 37 Page 598, includes fishing pond and fair grounds, Jefferson County Deed Records)

All that portion of the Northeast quarter of the Northwest quarter of Section 14 lying and being Easterly of SW Culver Highway (Old The Dalles-California Highway).

EXCEPT the North 75 feet thereof.

TRACT 54

(Book 37 Page 598, includes fishing pond and fair grounds, Jefferson County Deed Records)

The Northwest quarter of the Northeast quarter of Section 14.

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EXCEPT the East 416 feet thereof.

TRACT 55

(2005-6925, Jefferson County Official Records)

Commencing at a point where the Easterly right of way line of Old Highway #97 intersects the Northerly boundary line of the Southeast quarter of the Northwest quarter of Section 14; thence along said right of way line on a 2835 foot radius curve to the left 400.00 feet (the long chord of which bears South 15°22' West 399.50 feet) to the **TRUE POINT OF BEGINNING** of this description; thence continuing along said curve 100.00 feet (the long chord of which bears South 10°19' West 99.99 feet); thence South 89°49' East 500.00 feet; thence on a 2835.00 foot radius curve to the right 100.00 feet (the long chord of which bears North 10°19' East 99.99 feet); thence North 89°49' West 500.00 feet to the **TRUE POINT OF BEGINNING**;

TOGETHER WITH the following described tract of land:

Commencing at the point where the Easterly right of way line of Old Highway #97 intersects the Northerly boundary line of the Southeast quarter of the Northwest quarter of Section 14; thence along said right of way line on a 2835.00 foot radius curve to the left 550.00 feet to the **TRUE POINT OF BEGINNING**, said point also being the Northwest corner of a tract of land described in Contract to Alan Richard Miller recorded in Jefferson County Deed Book 53, Page 146; thence Northerly along the East line of the Culver Highway 50.00 feet to a point; thence South 89°48'10" East 500.00 feet; thence South on a direct line, 50.00 feet more or less, to the Northeast corner of the aforesaid land conveyed to Alan Richard Miller; thence North 89°48'10" West 500.00 feet to the **TRUE POINT OF BEGINNING**.

TRACT 56

(2018-880, Jefferson County Official Records)

Starting at a point where the Eastern right of way line of the old The Dalles-California Highway #97 intersects the North boundary of the Southeast quarter of the Northwest quarter of Section 14; thence in a Southerly direction along the East right of way line of said Highway, a distance of 550 feet to a point in said Easterly right of way line of said Highway which is the **TRUE POINT OF BEGINNING**; thence in a Southerly direction along said Easterly right of way line of said highway a distance of 200 feet; thence in an Easterly direction and parallel to the North boundary of the Southeast quarter of the Northwest quarter of Section 14, a distance of 500 feet; thence Northerly and parallel to the Eastern right of way line of said old highway U.S. #97, a distance of 200 feet; thence in a Westerly direction and parallel to the North boundary of the Southeast quarter of the Northwest quarter of Section 14 a distance of 500 feet the **TRUE POINT OF BEGINNING**;

TRACT 57

(2013-1545, Jefferson County Official Records)

A tract of land located in the Southeast quarter of the Northwest quarter of Section 14, more particularly described as follows:

Commencing at the point of intersection of the Easterly right of way line of the Dalles-California Highway, U.S. #97 (old route) with the North line of the Southeast quarter of the Northwest quarter of

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said Section 14; thence Southerly along the Easterly right of way line of said highway on the arc of a 2834.79 foot radius curve left 500.00 feet (the long chord of which bears South 14°23'02" West 499.34 feet); thence continuing along the East line of said highway on the arc of a 2834.79 foot radius curve left 50.00 feet (the chord of which bears South 8°49'32" West 50.00 feet); thence South 89°48'10" East 500.00 feet parallel with the North line of the Southeast quarter of the Northwest quarter of said Section 14 to the **TRUE POINT OF BEGINNING**; thence Southerly parallel with the Easterly right of way line of said highway on the arc of a 2834.79 foot radius curve left 200.00 feet (the chord of which bears South 6°17'58" West 199.95 feet); Thence North 89°48'10" West 380.00 feet parallel with the North line of the Southeast quarter of the Northwest quarter of said Section 14; thence Southerly parallel with and 120.00 feet Easterly from the Easterly line of said highway on the arc of a 2834.79 foot radius curve left 458.76 feet (the chord of which bears South 0°21'30" East 458.26 feet) to a point of tangency in said highway alignment; thence continuing South 4°59'40" East parallel with an 120.00 feet Easterly from the Easterly line of said highway a distance of 109.98 feet to a point from which the Center one-quarter Section Corner of said Section 14 bears South 88°39'47" East; thence South 88°39'47" East a distance of 767.73 feet to said Center one-quarter Section Corner, said Corner is monumented with a 2 inch diameter aluminum cap marked "JEFFERSON COUNTY SURVYEUR T11S R13E C 1/4 + S14 1995 LS2208"; thence North 0°11'20" East along the North-South centerline of said Section 14 a distance of 831.93 feet to the Northeast corner of that land conveyed to James H. Grant and Gladys C. Grant, recorded June 25, 1965 in Deed Volume 38, Page 646 of Deed Records; thence North 89°48'10" West 372.80 feet parallel with the North line of the Southeast quarter of the Northwest quarter of said Section 14; thence Southerly parallel with the Easterly right of way line of the above-mentioned Highway, U.S. #97 on the arc of a 2834.79 foot radius curve left 50.00 feet (the chord of which bears South 8°49'32" West 50.00 feet) to the **TRUE POINT OF BEGINNING**;

EXCEPTING THEREFROM that portion of land conveyed in a Memorandum of Sale to Ralph D. Hall and Velma E. Hall, husband and wife, dated June 21, 1979, recorded in Book 64, Page 664 of Jefferson County Deed Records.

TRACT 58

(111314AA00301)

Parcel 1 of Partition Plat 2007-16

TRACT 59

(111314AA00300)

Parcel 2 of Partition Plat 2007-16

Also in said **SECTION 14** the following road right-of-ways:

South Adams Drive between the North line of said Section 14 and the South right of way line of SE Terrace Avenue.

Culver Highway between the North line of said Section 14 and a point that is 2,150 feet South along said Culver Highway more or less, said point being on the South line of that property described in Document No. 2018-880, Jefferson County Official Records.

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SW Fairgrounds Road between the East right of way line of SW Gateway Drive and the West right of way line of Culver Highway.

SW Fairground Road between the West right of way line of Culver Highway and a point that is 12 feet East more or less of the Center-North 1/16th corner of said Section 14, said point being on the Northerly extension of the West line of the property described in Book 36, Page 471, Jefferson County Deed Records.

The following parcel of land, more particularly described as follows:

Commencing at the Center-North 1/16th corner of said Section 14; thence South along the North-South centerline of said Section 14, 30 feet to the South right of way line SW Fairground Road and the **TRUE POINT OF BEGINNING**; thence continuing along said North-South centerline South for a distance of 1235 feet more or less to a point that is on the North line of the property described as Parcel II of Document No. 2006-4687, Jefferson County Official Records; thence East along said North line 40 feet more or less to the Southwest corner of Parcel 2, Partition Plat 1991-01; thence Northerly along West line of Partition Plat 1991-01 and the Northerly extension thereof 1235 feet more or less to said South right of way line; thence West along said South right of way line to the **TRUE POINT OF BEGINNING**;

The following Tracts of land located in Township 11 South, Range 14 East, Willamette Meridian, Jefferson County, Oregon:

SECTION 6

TRACT 60

(2006-2950 Jefferson County Official Records)

Located in the Southwest quarter of the Northwest quarter and the Northwest quarter of the Southwest quarter of said Section 6 more particularly described as follows:

BEGINNING at a point on the Westerly right of line of a 40.00 foot dedicated road, which point is North 3243.77 feet and East 767.00 feet from the Southwest corner of said Section 6; thence South 60°25' West, 857.19 feet to the West line of said Section 6; thence along said West line South 0°26' West 372.48 feet; thence North 81°21' East 738.55 feet; thence North 19°35' West 468.00 feet; thence North 70°25' East 313.33 feet to the Westerly right of way line of said 40.00 foot road; thence along said Westerly right of way line on a 248.10 foot radius curve to the left 42.48 feet (the long chord of which bears North 39°41' West 42.43'); thence on a 1,262.80 foot radius curve to the right 140.19 feet (the long chord of which bears North 41°24' West 140.12 feet) to the **POINT OF BEGINNING**.

Also in said **SECTION 6** the following road right-of-ways:

East Ashwood Road from between the West line of said Section 6 and a point that is 425 feet East of the Southwest corner of said Section 6.

City View Street between the South line of said Section 6 and the West line of said Section 6.

SECTION 7

TRACT 61

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(2012-280, Jefferson County Official Records)

Commencing at the North one-quarter of said Section 7; thence along the North-South centerline of said Section 7 South 0°17'35" East a distance of 505.00 feet to an angle point on the boundary of Parcel 1 of Partition Plat no. 2004-15 (recorded as MF#2004-4735); thence along said boundary South 89°42'25" West a distance of 354.87 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said boundary the following 2 courses: South 89°42'25" West a distance of 45.13 feet; North 0°17'35" West a distance of 434.13 feet to a point on the South right of way line of Ashwood Road as described in Warranty Deed recorded in Book 2005, Page 5605, Jefferson County Official Records; thence along said right of way line South 88°42'59" East a distance of 107.15 feet; thence leaving said right of way line 186.84 feet along a non-tangent curve to the right with a radius of 360.00 feet, the chord of which bears South 14°23'32" West for a distance 184.75 feet; thence 123.03 feet along the arc of a reverse curve to the left with a radius of 240.00 feet, the long chord of which bears South 14°23'32" West for 121.68 feet; thence South 0°17'35" East a distance of 18.24 feet; thence 117.68 feet along the arc of a tangent curve to the left with a radius of 455.00 feet, the chord of which bears South 7°42'08" East for a distance of 117.35 feet to the **POINT OF BEGINNING** and the terminus of this description.

TRACT 62

(2011-1346, Jefferson County Official Records)

A parcel of land located in a portion of the Northwest quarter of Section 7, more particularly described as follows:

BEGINNING at an angle point on the boundary of Parcel 1 of Partition Plat 2004-15 (recorded as MF#2004-4735), said beginning point also being a point on the North-South centerline of said Section 7 which bears South 0°17'35" East a distance of 505.00 feet from the North quarter corner of said Section 7; thence along the North-South section centerline and said boundary South 0°17'35" East a distance of 768.17 feet; thence leaving said North-South Section centerline and continuing along said boundary the following five (5) course and three (3) curves: North 89°50'18" West, a distance of 391.90 feet; North 0°40'47" West, a distance of 385.36 feet; North 48°34'23" West, a distance of 698.43 feet; North 89°38'54" West, a distance of 370.07 feet; North 0°21'41" East, a distance of 226.49 feet; 181.77 feet along a non-tangent curve to the right with a radius of 177.19 feet, the chord of which bears North 73°20'15" West a distance of 173.90 feet; 92.67 feet along a non-tangent curve to the left with a radius of 67.00 feet, the chord of which bears North 17°29'07" East a distance of 85.46 feet; 13.79 feet along a non-tangent curve to the right with a radius of 110.00 feet, the chord of which bears North 18°32'52" West a distance of 13.78 feet to a point on the South right of way line of Ashwood Road as described in Warranty Deed recorded as #2005-5605 of Jefferson County Official Records; Thence along said right of way line the following two (2) courses and one (1) curve: South 89°39'16" East, a distance of 84.37 feet; 16.03 feet along the arc of a tangent curve to the right with a radius of 979.00 feet, the chord of which bears South 89°11'07" East for a distance of 16.03 feet; South 88°42'59" East a distance of 1034.93 feet; thence leaving said right of way line 186.84 feet along a non-tangent curve to the right with a radius of 360.00 feet, the chord of which bears South 14°12'33" West a distance of 184.75 feet; thence 123.03 feet along the arc of a reverse curve to the left with a radius of 240.00 feet, the chord of which bears South 14°23'32" West for a distance of 121.68 feet; thence South 0°17'35" East a distance of 18.24 feet, thence 117.68 feet along the arc of a tangent curve to the left with a radius of 455.00 feet, the chord of which bears South 7°42'08" East for a distance of 117.35 feet to a point on the boundary of said Parcel 1

XIII. APPENDIX A: LEGAL DESCRIPTION

of Partition Plat No. 2004-15; thence along said boundary North 89°42'25" East a distance of 354.87 feet to the **POINT OF BEGINNING** and the terminus of this description.

EXCEPT THE FOLLOWING:

Commencing at the North one-quarter of said Section 7; thence along the North-South centerline of said Section 7 South 0°17'35" East a distance of 505.00 feet to an angle point on the boundary of Parcel 1 of Partition Plat no. 2004-15 (recorded as MF#2004-4735); thence along said boundary South 89°42'25" West a distance of 354.87 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said boundary the following 2 courses: South 89°42'25" West a distance of 45.13 feet; North 0°17'35" West a distance of 434.13 feet to a point on the South right of way line of Ashwood Road as described in Warranty Deed recorded in Book 2005, Page 5605, Jefferson County Official Records; thence along said right of way line South 88°42'59" East a distance of 107.15 feet; thence leaving said right of way line 186.84 feet along a non-tangent curve to the right with a radius of 360.00 feet, the chord of which bears South 14°23'32" West for a distance 184.75 feet; thence 123.03 feet along the arc of a reverse curve to the left with a radius of 240.00 feet, the long chord of which bears South 14°23'32" West for 121.68 feet; thence South 0°17'35" East a distance of 18.24 feet; thence 117.68 feet along the arc of a tangent curve to the left with a radius of 455.00 feet, the chord of which bears South 7°42'08" East for a distance of 117.35 feet to the **POINT OF BEGINNING** and the terminus of this description.

TRACT 63

(2016-2248, Jefferson County Official Records)

Tract L of YARROW, PHASE 2

TRACT 64

(TL1114070000305)

That portion of Parcel 3, Partition Plat 2006-08 lying Easterly of the Plat of Yarrow, Phase 1 and Northerly of the Plat of Yarrow, Phase 2.

EXCEPT any portion of said Parcel 3 lying Southerly of the Plat of Yarrow, Phase 2.

Also in said **SECTION 7** the following road right-of-ways:

SE City View Drive between the South right of way line of East Ashwood Drive and the South right of way line of SE Kemper Way.

SE Kemper Way between the East right of way line of SE City View Drive and the West right of way line of SE Rock Cress Loop.

SE Rock Cress Loop between the South right of way line of SE Kemper Way and the Northerly terminus of said SE Rock Cress Loop.

The above description contains 610 acres of land and 91.5 acres of right of way, more or less. Acreage based on Jefferson County Assessed acreage and GIS data.

Exhibit B
Report Accompanying the Madras Housing Urban Renewal District Plan
[attached]

Report Accompanying the Madras Housing Urban Renewal District Plan

Madras Housing Urban Renewal District Plan Adopted by the City of Madras

November 12, 2019

Ordinance No. 935

This Plan was also adopted by resolution by Jefferson County on November 6, 2019. Their approval was necessary as there is property in the HURD Boundary that is outside the Madras city limits.



LIST OF PARTICIPANTS

Mayor

Richard Ladeby

City Council

Bartt Brick

Rose Canga

Royce Embanks, Jr.

Jennifer Holcomb

Leticia Montano-Hernandez

Gary Walker

Madras Redevelopment Commission

Bartt Brick, Chair

Royce Embanks, Jr., Vice-Chair

Nick Bowlby

Don Reeder

Blanca Reynoso

Angela Rhodes

Chuck Schmidt

Gary Walker

Rachel Wrought

Planning Commission

Joel Hessel, Chair

Ali Aire, Vice-Chair

Melissa Irvine

Joe Krenowicz

City Administrator

Gus Burrell

Finance Director

Kristal Hughes

Public Works Director

Jeff Hurd

Community Development Director

Nicholas Snead

Associate Planner

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I. INTRODUCTION

The Report Accompanying the Madras Housing Urban Renewal District Urban Renewal Plan (Report) contains background information and project details that pertain to the Madras Housing Urban Renewal District Plan (HURD Plan). The Report is not a legal part of the HURD Plan but is intended to provide public information and support the findings made by the Madras City Council as part of the approval of the HURD Plan.

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

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

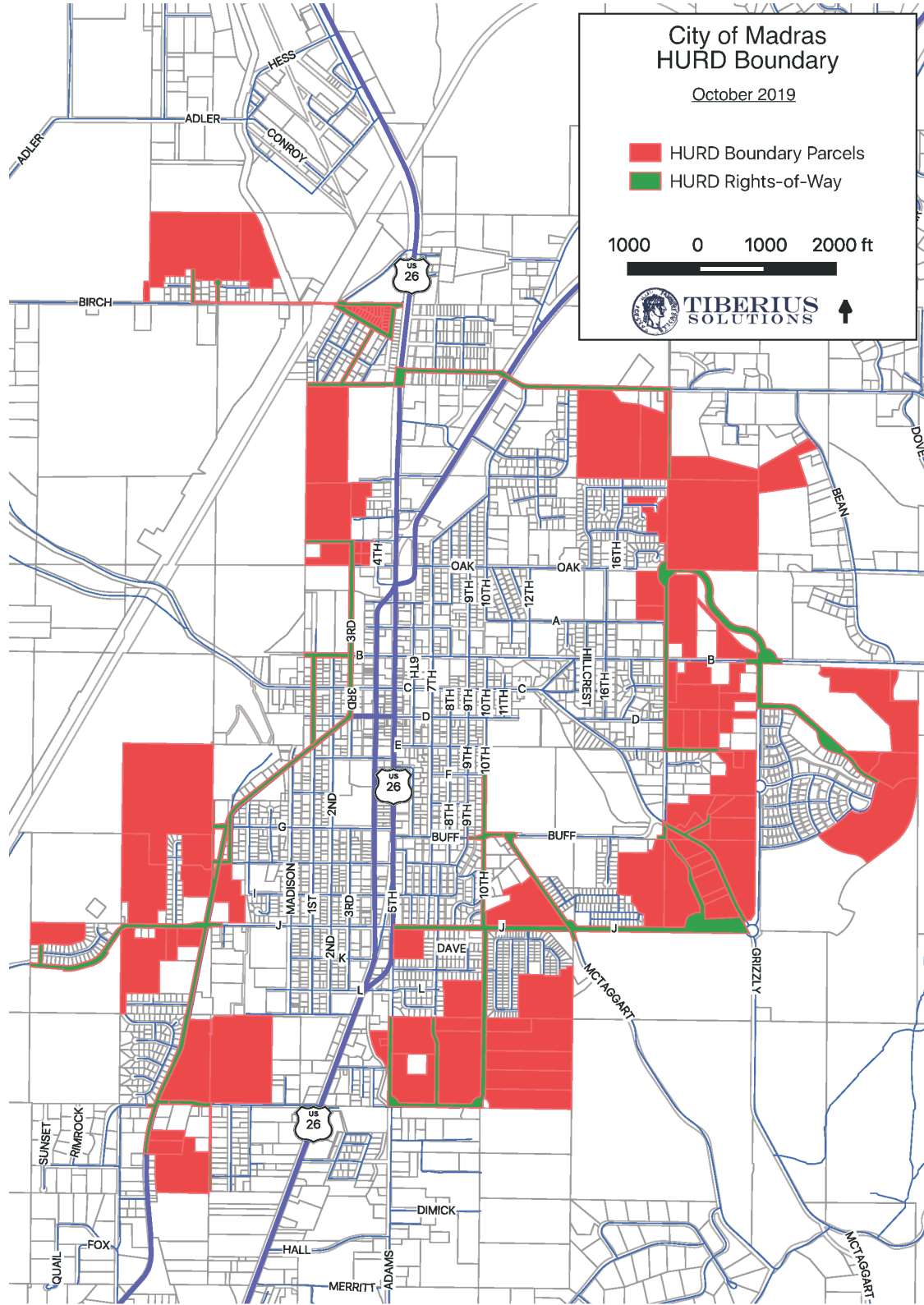
The relationship of the sections of the Report and the ORS 457.085(3) requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

Table 1 - Statutory References

Statutory Requirement	Report Section
ORS 457.085(3)(a)	X
ORS 457.085(3)(b)	X
ORS 457.085(3)(c)	II
ORS 457.085(3)(d)	III
ORS 457.085(3)(e)	VI
ORS 457.085(3)(f)	IV,V
ORS 457.085(3)(g)	IV,V
ORS 457.085(3)(h)	VIII
ORS 457.085(3)(i)	XII

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

Figure 1 – Madras Housing Urban Renewal District Boundary



Source: Tiberius Solutions LLC and City of Madras

II. THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The projects identified for the Madras Housing Urban Renewal District (HURD) are described below, including how they relate to the existing conditions in the HURD.

A. Developer/Builder/Property Owner Incentives

The MRC may provide incentives to developers for the development of housing units in the HURD. This will be completed through a development agreement with the developer that stipulates the amount and timing of the development and the amount and timing of the incentive. These incentives can be:

- A direct contribution of funds
- A rebate of a portion of property taxes paid
- Contributions to the developer for infrastructure development
- An agreement for the MRC to complete infrastructure improvements that are otherwise required as a condition of development approval
- A combination of the above

MRC/City staff will conduct pre-development meetings with the developer/builder/property owner to identify the unique financing needs of each site. Staff will recommend a financing package to the MRC that will contain staff's recommendation on the appropriate form of incentive through negotiations with the developer/builder/property owner for the development of the housing units. The MRC will approve the incentives and the ultimate signing of a development agreement containing those incentives and a commitment by the developer/builder/property owner for the production of the housing units.

A guideline for the amount of incentive is established in this Report accompanying the HURD Plan. This is a guideline only, balancing the needs for administration, incentives, and infrastructure needs.

Existing conditions:

The City of Madras completed a Madras Housing Action Plan¹ in 2018. The Housing Action Plan established goals for housing production over the next five years. These goals included 40 units of housing affordable to low-income households earning less than \$30,360 in 2017 dollars and 75 units of housing affordable to moderate and middle income households who have annual earnings of between \$30,360 and \$60,720 in 2017 dollars. The City of Madras adopted an ordinance to provide Systems Development Charge reductions as a direct result of the findings in the Madras Housing Action Plan. However, additional incentives are necessary to stimulate housing production in Madras. The HURD will provide additional financial tools to encourage development of housing in Madras.

¹ ECONorthwest, *Madras Housing Action Plan* (December 11, 2018).

B. Infrastructure

The MRC may complete infrastructure improvements including but not limited to streets, sidewalks, water, sewer, stormwater, and park projects determined by the MRC to help facilitate housing development and may complete improvements specified in a development agreement that tie the improvements to specific housing development. As these improvements are identified, a minor amendment will be made to the HURD Plan to describe the specific improvement.

Existing conditions:

There are infrastructure needs throughout the HURD as identified in the Section on Existing Conditions of this Report. Some of that infrastructure is needed prior to the construction of housing on adjacent lands. Some of the infrastructure is needed for future capacity needed for overall systems.

C. Public Building Project²

Assist Jefferson County Fire District #1 by providing funds for the expansion to the fire station at the corner of 5th and J Street in the urban renewal area. This project will be funded no sooner than the 10th fiscal year after the HURD is established.

Existing conditions:

The Jefferson County Fire District #1 station is located at 5th and J Street, within the urban renewal area. The Fire District expects future needs for expansion of the station to serve the new housing units being developed as a result of the HURD.

D. Administration

Provide administration of the HURD Plan including but not limited to staff support, financial statements, budget preparation and annual reports pursuant to ORS 457.460.

Existing conditions:

There is no existing administration funding for housing incentive programs as described in the HURD Plan and Report.

² This is a “Public Building Project” as defined by Enrolled HB 2174

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

The total cost estimates for projects are shown in Table 2 below. These costs are shown in both constant 2019\$ (second column), and year of expenditure dollars (third column), which assumes inflation of 3.0% annually. The final column shows costs as a percentage of total project costs. These are estimates only and may be adjusted as the MRC negotiates incentives for projects on an ongoing basis.

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

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

Table 2 - Estimated Cost of Each Project

Project Title	Project Cost 2019\$	Project Cost Year of Expenditure \$	Percentage of Total
Developer Incentives	\$10,469,536	\$19,038,782	49%
<i>Up front Incentives</i>	<i>\$2,207,571</i>	<i>\$3,807,756</i>	10%
<i>Annual Payments</i>	<i>\$4,085,157</i>	<i>\$7,615,513</i>	20%
<i>Infrastructure</i>	<i>\$4,176,808</i>	<i>\$7,615,513</i>	20%
Public Building Project	\$350,705	\$500,000	1%
Infrastructure/Other Capital Projects	\$8,242,524	\$17,173,158	44%
Administration/Financing fees	\$1,389,924	\$2,320,271	6%
TOTAL:	\$20,452,690	\$39,032,211	100%

Source: City of Madras and Tiberius Solutions LLC – The breakout of types of developer incentives are not added in the total project costs.

IV. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2050 are calculated based on projections of the assessed value of development within the HURD and the consolidated tax rate that will apply in the HURD.

A. *Development Assumptions*

Two elements contribute to growth in assessed value: appreciation of existing property value and new construction.

In most situations, Oregon's property tax system allows individual properties to appreciate a maximum amount of 3.0% per year. Most properties achieve that maximum growth rate of 3.0% each year. The analysis in this Report assumes that existing property value will appreciate at 3.0% per year.

The Portland State University Population Research Center's 2015 Coordinated Population Forecast and the Madras Housing Action Plan, completed for the City of Madras in December of 2018 provide the basis for assumptions for new construction used in this Plan:

1. *Number of New Homes.*

The Coordinated Population Forecast estimates that Madras will grow by 1.4% per year. This analysis uses the same assumption, forecasting that the number of housing units citywide will grow by 1.4%. Based on conversations with City staff, the analysis assumes that 70% of these new homes will occur within the HURD boundary. According to City staff, Madras currently has about 2,560 total housing units.

2. *Housing Type.*

The Madras Housing Action Plan includes City Council's goal for new housing development over the next five years:

- 40 housing units affordable to low-income households (20% of total units)
- 75 housing units affordable to moderate- and middle-income households (48%)
- 50 housing units affordable to higher income households (32%)

This analysis assumes that the type of new homes built each year in the HURD will reflect the Housing Goal proportionally.

Table 3 shows the total number of new housing units forecast in the HURD from FYE 2020 through FYE 2050. Note that the first 50 housing units affordable to low-income households in the HURD are assumed to be captured in the two multifamily developments estimated to occur in 2021 and 2026.

Note that the forecast includes fractions of housing units. This is due to the method of proportional allocation from the citywide forecast to the subcategories of housing units with the HURD. This approach is reasonable for the purposes of an abstract, long-term forecast.

The projected housing units by category are:

- 193 affordable to low income households
- 462 affordable to moderate- and middle-income households
- 309 affordable to high-income households

Table 3 - New Housing Madras HURD - FYE 2020 through FYE 2050

Calendar Year	Total New Units - Citywide	Total New Units - HURD	Housing Units by Price		
			Low	Mid	High
2020	36.0	25.2	0.0	12.1	8.1
2021	36.0	25.2	25.0	12.1	8.1
2022	37.0	25.9	0.0	12.4	8.3
2023	37.0	25.9	0.0	12.4	8.3
2024	38.0	26.6	0.0	12.8	8.5
2025	38.0	26.6	25.0	12.8	8.5
2026	39.0	27.3	0.0	13.1	8.7
2027	39.0	27.3	0.0	13.1	8.7
2028	40.0	28.0	0.0	13.4	9.0
2029	41.0	28.7	3.3	13.8	9.2
2030	41.0	28.7	5.7	13.8	9.2
2031	42.0	29.4	5.9	14.1	9.4
2032	42.0	29.4	5.9	14.1	9.4
2033	43.0	30.1	6.0	14.4	9.6
2034	44.0	30.8	6.2	14.8	9.9
2035	44.0	30.8	6.2	14.8	9.9
2036	45.0	31.5	6.3	15.1	10.1
2037	45.0	31.5	6.3	15.1	10.1
2038	46.0	32.2	6.4	15.5	10.3
2039	47.0	32.9	6.6	15.8	10.5
2040	47.0	32.9	6.6	15.8	10.5
2041	48.0	33.6	6.7	16.1	10.8
2042	49.0	34.3	6.9	16.5	11.0
2043	49.0	34.3	6.9	16.5	11.0
2044	50.0	35.0	7.0	16.8	11.2
2045	51.0	35.7	7.1	17.1	11.4
2046	51.0	35.7	7.1	17.1	11.4
2047	52.0	36.4	7.3	17.5	11.6
2048	53.0	37.1	7.4	17.8	11.9
2049	54.0	37.8	7.6	18.1	12.1
2050	54.0	37.8	7.6	18.1	12.1
TOTAL:	1,378.00	964.60	193.00	462.90	308.80

Source: Tiberius Solutions LLC

Note: For housing affordable to low-income households, the first 50 units are assumed to be accommodated in two taxable multifamily developments, with the remaining 143 units assumed to be tax-exempt.

3. *Assessed Value of New Homes.*

For each home by type in the HURD, this analysis calculated assessed value per unit by applying the applicable changed property ratio to the home’s assumed new real market value. Table 4 below shows the underlying assumptions used to calculate assessed value for each home type.

Table 4 - Assessed Value of New Housing Units

Unit Type	RMV	Land Value ³	Net New RMV	CPR ⁴	AV
Affordable to Low-Income Households	Tax exempt ⁵				
Affordable to Moderate- and Middle-Income Households	\$208,000 ⁶	\$4,660	\$203,340	0.57	\$115,395
Affordable to Higher Income Households	\$245,000 ⁷	\$4,660	\$240,340	0.57	\$136,393
Taxable Multifamily Development	\$125,000	\$0 ⁸	\$125,000	0.91	\$113,500
2021: 25 Units					
2026: 25 Units					

Source: Tiberius Solutions LLC

Note: All numbers in constant 2019 dollars.

³ Assumed land value equal to total existing real market value in HURD boundary divided by the total HURD acreage.

⁴ Source: Jefferson County Assessor, SAL Table 7a, FYE 2019. Note: The CPR is equal to the ratio of aggregate RMV to assessed value (AV) across Jefferson County for a given property type. This ratio is applied to the RMV of all new development to determine the initial AV of the development. The CPR for each property type is updated by the Jefferson County Assessor each year.

⁵ Assumes the housing units affordable to low-income households will be government-subsidized housing and exempt from property tax.

⁶ Source: Housing Action Plan, median sale price for new homes.

⁷ Source: Conversations with developers indicated this maximum price of a home in Madras.

⁸ Given higher density of multifamily development, existing RMV of land per unit is assumed to be negligible, and therefore not factored into the analysis.

B. Incentive Assumptions

The value of the HURD incentive was modeled to equal seven years of tax revenue received by the HURD for any new taxable development. Based on the estimated consolidated tax rate in the HURD, this incentive is expected to equal about 12.2% of new assessed value for each home. For tax-exempt development, incentives are assumed to equal \$10,000 per unit.

There are three proposed options for how the incentive may be applied to any given development:

1. Lump Sum:

Receive incentive at certificate of occupancy, but only equal to 50% of the total incentive amount.

2. Tax Rebate:

Receive 100% of incentive through equal installment payments over the course of seven years.

3. Infrastructure:

City builds infrastructure improvements required as a condition of development with a cost up to 100% of total incentive. Timing of improvements to be determined by City. This analysis assumes that infrastructure improvements occur on average, three years after certificate of occupancy.

This analysis assumes that incentives will be split evenly among the three options. All incentives will be paid on schedule, with the exception of the estimated final year of the HURD, where all outstanding payments are assumed to be paid in full to enable the HURD to close.

C. Financing Assumptions

The finance plan assumes that through FYE 2030, all available revenue will be spent on developer incentives, administration, and debt service. Beginning in FYE 2031, the financial forecast indicates the HURD will have sufficient resources to begin spending money on other infrastructure projects, in addition to continued developer incentives and administration.

Based on conversations with City staff, the following finance assumptions are used in this financial model. Note that there are infinite versions of financing assumptions that could have been modeled based on the specific needs of the HURD. Ultimately, the MRC will make decisions regarding any future indebtedness as part of the annual budget process, based on more concrete loan terms, with the intention to fund specific projects. Note that borrowing capacity is dependent on exact financing terms.

- Inflation rate: 3.0%
- Line of Credit:
 - Interest rate: 3.0%
 - Annual drawdown in FYE 2021 through FYE 2023, totaling \$450,000

- Repayment: FYE 2024
- Long-term Debt:
 - Minimum debt service coverage ratio required: 1.5 times annual TIF revenue
 - Interest rates for new debt: 5.0%
 - Amortization period: 20 years
 - Timing:
 - First loan: FYE 2024
 - Second loan: FYE 2027

Table 5 shows the incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts, and delinquencies. These projections of growth are the basis for the projections in Table 7, Table 8, Table 9, Table 10, Table 11, and Table 12.

The first year of tax increment collections is anticipated to be fiscal year ending (FYE) 2021. Gross tax increment financing (TIF)⁹ is calculated by multiplying the tax rate times the incremental assessed value used. The tax rate is stated on the basis of dollars per thousand dollars of assessed value, so the calculation is “tax rate times incremental assessed value used divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies, which will not be impacted by this Plan.

Figure 2 shows expected TIF revenues over time, the expected revenue sharing and the projected tax revenues after termination of the HURD.

⁹ TIF is also used to signify tax increment revenues

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

FYE	Assessed Value			Tax Rate	Current Year			Prior Year	Total TIF
	Total Assessed Value	Frozen Base Assessed Value	Increment (Applied)		Gross TIF	Adjustments	Net TIF	Net TIF	
2021	8,582,248	8,345,170	237,078	15.0093	3,558	(178)	3,380		3,380
2022	11,559,356	8,345,170	3,214,186	15.0093	48,243	(2,412)	45,831	51	45,881
2023	17,901,418	8,345,170	9,556,248	15.0093	143,433	(7,172)	136,261	687	136,948
2024	21,396,429	8,345,170	13,051,259	15.0093	195,890	(9,795)	186,096	2,044	188,140
2025	25,085,481	8,345,170	16,740,311	15.0093	251,260	(12,563)	238,697	2,791	241,489
2026	29,067,279	8,345,170	20,722,109	15.0093	311,024	(15,551)	295,473	3,580	299,054
2027	33,265,814	8,345,170	24,920,644	15.0093	374,041	(18,702)	355,339	4,432	359,771
2028	41,473,622	8,345,170	33,128,452	15.0093	497,235	(24,862)	472,373	5,330	477,703
2029	46,330,796	8,345,170	37,985,626	15.0093	570,138	(28,507)	541,631	7,086	548,716
2030	51,546,984	8,345,170	43,201,814	15.0093	648,429	(32,421)	616,008	8,124	624,132
2031	57,139,474	8,345,170	48,794,304	15.0093	732,368	(36,618)	695,750	9,240	704,990
2032	63,021,602	8,345,170	54,676,432	15.0093	820,655	(41,033)	779,622	10,436	790,058
2033	69,299,382	8,345,170	60,954,212	15.0093	914,880	(45,744)	869,136	11,694	880,830
2034	75,897,572	8,345,170	67,552,402	15.0093	1,013,914	(50,696)	963,219	13,037	976,256
2035	82,928,893	8,345,170	74,583,723	15.0093	1,119,449	(55,972)	1,063,477	14,448	1,077,925
2036	90,457,981	8,345,170	82,112,811	15.0093	1,232,456	(61,623)	1,170,833	15,952	1,186,785
2037	98,364,625	8,345,170	90,019,455	15.0093	1,351,129	(67,556)	1,283,573	17,563	1,301,135
2038	106,773,277	8,345,170	98,428,107	15.0093	1,477,337	(73,867)	1,403,470	19,254	1,422,724
2039	115,598,303	8,345,170	107,253,133	15.0093	1,609,794	(80,490)	1,529,305	21,052	1,550,357
2040	124,993,800	8,345,170	116,648,630	15.0093	1,750,814	(87,541)	1,663,274	22,940	1,686,213
2041	134,967,958	8,345,170	126,622,788	15.0093	1,900,519	(95,026)	1,805,493	24,949	1,830,443
2042	145,428,525	8,345,170	137,083,355	15.0093	2,057,525	(102,876)	1,954,649	27,082	1,981,731
2043	156,549,179	8,345,170	148,204,009	15.0093	2,224,438	(111,222)	2,113,217	29,320	2,142,536
2044	168,360,399	8,345,170	160,015,229	15.0093	2,401,717	(120,086)	2,281,631	31,698	2,313,329
2045	180,739,751	8,345,170	172,394,581	15.0093	2,587,522	(129,376)	2,458,146	34,224	2,492,370
2046	193,848,238	8,345,170	185,503,068	15.0093	2,784,271	(139,214)	2,645,058	36,872	2,681,930
2047	207,722,444	8,345,170	199,377,274	15.0093	2,992,513	(149,626)	2,842,888	39,676	2,882,564
2048	222,254,907	8,345,170	213,909,737	15.0093	3,210,635	(160,532)	3,050,104	42,643	3,092,747
2049	237,651,027	8,345,170	229,305,857	15.0093	3,441,720	(172,086)	3,269,634	45,752	3,315,386
2050	253,960,069	8,345,170	245,614,899	15.0093	3,686,508	(184,325)	3,502,182	49,045	3,551,227
Totals					42,353,419	(2,117,671)	40,235,748	551,003	40,786,751

Source: Tiberius Solutions, LLC

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

Table 6 shows a summary of the financial capacity of the HURD, including how the total TIF revenue translates to the ability to fund urban renewal projects in constant 2019 dollars in five-year increments. Table 7, Table 8, and Table 9, show more detailed tables on the allocation of tax revenues to projects, programs, and administration over time.

The HURD is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the HURD in FYE 2050, which would result in a 30-year urban renewal plan. The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is stronger than projected, it may take a shorter time period. These assumptions show one scenario for financing and that this scenario is financially feasible.

The maximum indebtedness is \$39,100,000 (Thirty-Nine Million One Hundred Thousand Dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$39,100,000 is \$40,786,751 and is made up of revenues from the division of taxes from permanent rate levies. This number includes interest on the line of credit and other debt incurred to operate the HURD. Interest is not included as part of the Maximum Indebtedness of an urban renewal area.

The financial analysis projects capacity of funding for projects in five-year increments as shown below in Table 4.

Table 6 - TIF Capacity of the HURD

Gross TIF (YOES)	\$42,400,000
Net TIF	\$40,800,000
Maximum Indebtedness (YOES)	\$39,100,000
Capacity (2019\$)	\$20,500,000
Years 1-5	\$1,200,000
Years 6-10	\$1,800,000
Years 11-15	\$2,700,000
Years 16-20	\$3,400,000
Years 21-25	\$4,800,000
Years 26-30	\$6,500,000

Source: Tiberius Solutions, LLC

This financial analysis shows borrowings as identified in Table 7, Table 8, and Table 9. These are only one scenario for how the MRC may decide to implement this Plan, and this scenario is financially feasible. The MRC may decide to do borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings paid off at the termination of the District in FYE 2050.

Table 7 - Tax Increment Revenues and Allocations to Debt Service, page 1

	Total	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029
Resources										
Beginning Balance										
Proceeds from Refunding - LOC Share	450,000				450,000					
TIF: Current Year	40,235,748	3,380	45,831	136,261	186,096	238,697	295,473	355,339	472,373	541,631
TIF: Prior Years	551,003		51	687	2,044	2,791	3,580	4,432	5,330	7,086
Total Resources	41,236,751	3,380	45,881	136,948	638,140	241,489	299,054	359,771	477,703	548,716
Expenditures										
Debt Service										
Scheduled Payments										
Loan A	(2,086,307)				(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)
Loan B	(2,567,763)							(128,388)	(128,388)	(128,388)
Line of Credit - Interest	(25,800)		(3,600)	(8,700)	(13,500)					
Line of Credit - Principal	(450,000)				(450,000)					
Total Debt Service, Scheduled Only	(4,679,870)	-	(3,600)	(8,700)	(117,815)	(104,315)	(104,315)	(232,704)	(232,704)	(232,704)
Total Debt Service	(5,129,870)	-	(3,600)	(8,700)	(567,815)	(104,315)	(104,315)	(232,704)	(232,704)	(232,704)
Debt Service Coverage Ratio		15.74	1.60	2.31	2.87	1.55	2.05	2.36	2.68	3.03
Transfer to URA Projects Fund	(36,106,881)	(3,380)	(42,281)	(128,248)	(70,324)	(137,173)	(194,738)	(127,068)	(245,000)	(316,013)
Total Expenditures	(41,236,751)	(3,380)	(45,881)	(136,948)	(638,140)	(241,489)	(299,054)	(359,771)	(477,703)	(548,716)
Ending Balance		-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions LLC

Table 8 - Tax Increment Revenues and Allocations to Debt Service. page 2

	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040
Resources											
Beginning Balance											
Proceeds from Refunding - LOC Share											
TIF: Current Year	616,008	695,750	779,622	869,136	963,219	1,063,477	1,170,833	1,283,573	1,403,470	1,529,305	1,663,274
TIF: Prior Years	8,124	9,240	10,436	11,694	13,037	14,448	15,952	17,563	19,254	21,052	22,940
Total Resources	624,132	704,990	790,058	880,830	976,256	1,077,925	1,186,785	1,301,135	1,422,724	1,550,357	1,686,213
Expenditures											
Debt Service											
Scheduled Payments											
Loan A	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)
Loan B	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)
Line of Credit - Interest											
Line of Credit - Principal											
Total Debt Service, Scheduled Only	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)
Total Debt Service	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)
Debt Service Coverage Ratio	3.40	3.79	4.20	4.63	5.10	5.59	6.11	6.66	7.25	7.87	8.52
Transfer to URA Projects Fund	(391,429)	(472,287)	(557,355)	(648,127)	(743,552)	(845,222)	(954,082)	(1,068,432)	(1,190,020)	(1,317,653)	(1,453,510)
Total Expenditures	(624,132)	(704,990)	(790,058)	(880,830)	(976,256)	(1,077,925)	(1,186,785)	(1,301,135)	(1,422,724)	(1,550,357)	(1,686,213)
Ending Balance	-	-	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions LLC

Table 9 - Tax Incremental Revenues and Allocations to Debt Service, page 3

	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050
Resources										
Beginning Balance										
Proceeds from Refunding - LOC Share										
TIF: Current Year	1,805,493	1,954,649	2,113,217	2,281,631	2,458,146	2,645,058	2,842,888	3,050,104	3,269,634	3,502,182
TIF: Prior Years	24,949	27,082	29,320	31,698	34,224	36,872	39,676	42,643	45,752	49,045
Total Resources	1,830,443	1,981,731	2,142,536	2,313,329	2,492,370	2,681,930	2,882,564	3,092,747	3,315,386	3,551,227
Expenditures										
Debt Service										
Scheduled Payments										
Loan A	(104,315)	(104,315)	(104,315)							
Loan B	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)				
Line of Credit - Interest										
Line of Credit - Principal										
Total Debt Service, Scheduled Only	(232,704)	(232,704)	(232,704)	(128,388)	(128,388)	(128,388)	-	-	-	-
Total Debt Service	(232,704)	(232,704)	(232,704)	(128,388)	(128,388)	(128,388)	-	-	-	-
Debt Service Coverage Ratio	9.21	18.02	19.41	20.89						
Transfer to URA Projects Fund	(1,597,739)	(1,749,028)	(1,909,833)	(2,184,941)	(2,363,982)	(2,553,542)	(2,882,564)	(3,092,747)	(3,315,386)	(3,551,227)
Total Expenditures	(1,830,443)	(1,981,731)	(2,142,536)	(2,313,329)	(2,492,370)	(2,681,930)	(2,882,564)	(3,092,747)	(3,315,386)	(3,551,227)
Ending Balance	-	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions LLC

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for providing incentives and construction of infrastructure will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the MRC as shown in the following three tables. Annual expenditures for program administration are also shown.

The HURD is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the HURD in FYE 2050, a 30-year program.

The amount of money available for projects in the HURD including administrative expenses is \$20,452,690 in constant 2019 dollars.

Table 10, Table 11, and Table 12 show the \$20,4452,690 of project costs in 2019 constant dollars inflated 3.0% annually over the life of the HURD, totaling \$39,032,211 in year of expenditure dollars.

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

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

Table 10 - Programs and Costs in Year of Expenditure Dollars, Page 1

	Total	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029
Resources										
Beginning Balance			6,272	1,495	6,481	476,702	279,592	113,170	1,319,989	1,143,192
Interest Earnings	25,330		31	7	32	2,384	1,398	566	6,600	5,716
Transfer from TIF Fund	36,106,881	3,380	42,281	128,248	70,324	137,173	194,738	127,068	245,000	316,013
Bond/Loan Proceeds - After LOC	2,450,000				850,000			1,600,000		
Line of Credit Proceeds	450,000	120,000	170,000	160,000						
Other										
Total Resources	39,032,211	123,380	218,585	289,750	926,838	616,260	475,728	1,840,803	1,571,589	1,464,921
Expenditures (YOE \$)										
Developer Incentives - Up Front	(3,807,756)	(53,952)	(118,614)	(58,654)	(60,415)	(64,012)	(65,931)	(142,593)	(71,588)	(75,798)
Developer Incentives - Annual Payments	(7,615,513)	(15,415)	(49,304)	(66,063)	(83,324)	(101,613)	(120,451)	(161,192)	(166,230)	(153,997)
Developer Incentives - Infrastructure	(7,615,513)	-	-	(107,904)	(237,227)	(117,308)	(120,831)	(128,024)	(131,862)	(285,185)
Public Project	(500,000)									
Other Capital Projects	(17,173,158)									
Financing Fees	(49,000)				(17,000)			(32,000)		
Administration	(2,271,271)	(47,741)	(49,172)	(50,648)	(52,169)	(53,735)	(55,346)	(57,006)	(58,716)	(60,476)
Total Expenditures	(39,032,211)	(117,108)	(217,090)	(283,269)	(450,135)	(336,668)	(362,559)	(520,814)	(428,397)	(575,456)
Ending Balance		6,272	1,495	6,481	476,702	279,592	113,170	1,319,989	1,143,192	889,465

Source: Tiberius Solutions, LLC

Table 11 - Programs and Costs in Year of Expenditure Dollars, Page 2

	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040
Resources											
Beginning Balance	889,465	829,813									
Interest Earnings	4,447	4,149									
Transfer from TIF Fund	391,429	472,287	557,355	648,127	743,552	845,222	954,082	1,068,432	1,190,020	1,317,653	1,453,510
Bond/Loan Proceeds - After LOC											
Line of Credit Proceeds											
Other											
Total Resources	1,285,341	1,306,249	557,355	648,127	743,552	845,222	954,082	1,068,432	1,190,020	1,317,653	1,453,510
Expenditures (YOE \$)											
Developer Incentives - Up Front	(87,751)	(96,084)	(101,307)	(104,349)	(109,701)	(116,366)	(119,854)	(125,877)	(129,655)	(136,542)	(143,601)
Developer Incentives - Annual Payments	(162,311)	(172,502)	(183,158)	(194,134)	(184,737)	(197,530)	(210,118)	(221,011)	(230,602)	(240,670)	(251,885)
Developer Incentives - Infrastructure	(143,177)	(151,595)	(175,502)	(192,169)	(202,613)	(208,698)	(219,403)	(232,731)	(239,708)	(251,754)	(259,311)
Public Project		(500,000)									
Other Capital Projects		(321,910)	(31,306)	(89,408)	(176,390)	(250,416)	(330,331)	(412,204)	(511,147)	(607,412)	(714,999)
Financing Fees											
Administration	(62,289)	(64,157)	(66,083)	(68,067)	(70,110)	(72,212)	(74,376)	(76,608)	(78,908)	(81,275)	(83,714)
Total Expenditures	(455,528)	(1,306,249)	(557,355)	(648,127)	(743,552)	(845,222)	(954,082)	(1,068,432)	(1,190,020)	(1,317,653)	(1,453,510)
Ending Balance	829,813	-	-	-	-	-	-	-	-	-	-

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Table 12 - Programs and Costs in Year of Expenditure Dollars, Page 3

	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050
Resources										
Beginning Balance										
Interest Earnings										
Transfer from TIF Fund	1,597,739	1,749,028	1,909,833	2,184,941	2,363,982	2,553,542	2,882,564	3,092,747	3,315,386	3,551,227
Bond/Loan Proceeds - After LOC										
Line of Credit Proceeds										
Other										
Total Resources	1,597,739	1,749,028	1,909,833	2,184,941	2,363,982	2,553,542	2,882,564	3,092,747	3,315,386	3,551,227
Expenditures (YOE \$)										
Developer Incentives - Up Front	(147,909)	(155,707)	(164,091)	(169,015)	(177,158)	(185,639)	(191,205)	(201,242)	(211,412)	(221,733)
Developer Incentives - Annual Payments	(262,801)	(274,042)	(286,681)	(299,006)	(312,578)	(326,606)	(340,207)	(355,445)	(371,361)	(1,620,539)
Developer Incentives - Infrastructure	(273,085)	(287,203)	(295,818)	(311,415)	(328,182)	(338,030)	(354,316)	(371,278)	(382,410)	(1,268,776)
Public Project										
Other Capital Projects	(827,720)	(943,263)	(1,071,767)	(1,311,284)	(1,449,017)	(1,603,308)	(1,893,879)	(2,058,739)	(2,240,979)	(327,679)
Financing Fees										
Administration	(86,225)	(88,812)	(91,476)	(94,221)	(97,047)	(99,959)	(102,956)	(106,043)	(109,224)	(112,500)
Total Expenditures	(1,597,739)	(1,749,028)	(1,909,833)	(2,184,941)	(2,363,982)	(2,553,542)	(2,882,564)	(3,092,747)	(3,315,386)	(3,551,227)
Ending Balance	-	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions, LLC

VII. REVENUE SHARING

Revenue sharing means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in tax revenue in the HURD. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (\$3,910,000). At the 10% threshold, the MRC will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold, and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness (\$4,887,500). If this threshold is met, revenue for the HURD would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

Revenue sharing targets are not projected to be reached during the anticipated 30-year duration of the HURD. If assessed value in the HURD grows more quickly than projected, the revenue sharing triggers could be reached during the life of the HURD.

VIII. IMPACT OF THE TAX INCREMENT FINANCING

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

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the HURD. These projections are for impacts estimated through FYE 2050 and are shown in Table 13 and Table 14.

The Madras 509J School District and the Jefferson County Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level.

Table 13 and Table 14 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 13 shows the general government levies, and Table 14 shows the education levies.

As this Report accompanies a Plan with a Public Building Project as defined by enrolled HB 2174 it requires a special approval known as concurrence. HB 2174 defines concurrence as “concurrence (approval) of at least three of the four taxing districts that are estimated to forgo the most property tax revenue as computed in the report accompanying the proposed plan. The question of concurrence shall be determined by a vote of the governing body of each of the four taxing districts.” The four taxing districts with the greatest estimated impacts for this Plan are the Madras School District (\$12,465,131), the City of Madras (\$11,212,667), Jefferson County (\$9,690,905), and Jefferson County Fire District #1 (\$3,219,343). The districts whose approval is required for concurrence are indicated with a * in Table 13 and Table 14. As noted in the ordinance adopting the Plan, concurrence from Jefferson county, City of Madras and the Madras School District was received prior to the adoption of the ordinance approving the Madras Housing Urban Renewal District Plan.

Table 13 - Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	Jefferson County*	City of Madras*	Jefferson County Fire District #1*	MAC Recreation District	Jefferson County Library District	Subtotal
2021	(803)	(929)	(267)	(56)	(98)	(2,154)
2022	(10,901)	(12,613)	(3,621)	(764)	(1,329)	(29,230)
2023	(32,539)	(37,648)	(10,809)	(2,281)	(3,968)	(87,246)
2024	(44,702)	(51,721)	(14,850)	(3,134)	(5,451)	(119,858)
2025	(57,378)	(66,388)	(19,061)	(4,022)	(6,997)	(153,846)
2026	(71,055)	(82,213)	(23,605)	(4,981)	(8,665)	(190,519)
2027	(85,481)	(98,905)	(28,397)	(5,992)	(10,425)	(229,200)
2028	(113,502)	(131,325)	(37,706)	(7,957)	(13,842)	(304,331)
2029	(130,375)	(150,847)	(43,311)	(9,140)	(15,899)	(349,572)
2030	(148,293)	(171,580)	(49,263)	(10,396)	(18,084)	(397,617)
2031	(167,505)	(193,809)	(55,646)	(11,743)	(20,427)	(449,129)
2032	(187,717)	(217,195)	(62,360)	(13,159)	(22,892)	(503,324)
2033	(209,285)	(242,149)	(69,525)	(14,671)	(25,522)	(561,152)
2034	(231,958)	(268,382)	(77,057)	(16,261)	(28,287)	(621,945)
2035	(256,114)	(296,332)	(85,082)	(17,954)	(31,233)	(686,716)
2036	(281,979)	(326,259)	(93,674)	(19,767)	(34,388)	(756,067)
2037	(309,149)	(357,694)	(102,700)	(21,672)	(37,701)	(828,916)
2038	(338,038)	(391,120)	(112,297)	(23,697)	(41,224)	(906,377)
2039	(368,364)	(426,208)	(122,371)	(25,823)	(44,922)	(987,688)
2040	(400,643)	(463,556)	(133,095)	(28,086)	(48,859)	(1,074,239)
2041	(434,912)	(503,206)	(144,479)	(30,488)	(53,038)	(1,166,123)
2042	(470,858)	(544,797)	(156,420)	(33,008)	(57,421)	(1,262,505)
2043	(509,065)	(589,004)	(169,113)	(35,687)	(62,081)	(1,364,949)
2044	(549,645)	(635,956)	(182,594)	(38,532)	(67,030)	(1,473,756)
2045	(592,186)	(685,176)	(196,725)	(41,514)	(72,217)	(1,587,819)
2046	(637,225)	(737,288)	(211,688)	(44,671)	(77,710)	(1,708,582)
2047	(684,895)	(792,444)	(227,524)	(48,013)	(83,523)	(1,836,400)
2048	(734,835)	(850,226)	(244,114)	(51,514)	(89,613)	(1,970,302)
2049	(787,734)	(911,431)	(261,687)	(55,222)	(96,065)	(2,112,139)
2050	(843,769)	(976,266)	(280,302)	(59,150)	(102,898)	(2,262,386)
TOTAL:	(9,690,905)	(11,212,667)	(3,219,343)	(679,355)	(1,181,809)	(25,984,087)

Source: Tiberius Solutions LLC

Table 14 - Projected Impact on Taxing District Permanent Rate Levies – Education

FYE	Central Oregon Community College	Madras School District*	Jefferson County ESD	Subtotal Education	Total All
2021	(140)	(1,033)	(54)	(1,227)	(3,381)
2022	(1,896)	(14,022)	(733)	(16,652)	(45,881)
2023	(5,661)	(41,854)	(2,188)	(49,702)	(136,948)
2024	(7,777)	(57,499)	(3,006)	(68,281)	(188,140)
2025	(9,982)	(73,803)	(3,858)	(87,643)	(241,489)
2026	(12,361)	(91,396)	(4,778)	(108,535)	(299,054)
2027	(14,871)	(109,952)	(5,748)	(130,571)	(359,771)
2028	(19,746)	(145,994)	(7,632)	(173,372)	(477,703)
2029	(22,681)	(167,697)	(8,767)	(199,145)	(548,716)
2030	(25,798)	(190,745)	(9,972)	(226,515)	(624,132)
2031	(29,140)	(215,457)	(11,263)	(255,861)	(704,990)
2032	(32,657)	(241,455)	(12,623)	(286,735)	(790,058)
2033	(36,409)	(269,197)	(14,073)	(319,678)	(880,830)
2034	(40,353)	(298,360)	(15,597)	(354,311)	(976,256)
2035	(44,555)	(329,432)	(17,222)	(391,210)	(1,077,925)
2036	(49,055)	(362,702)	(18,961)	(430,718)	(1,186,785)
2037	(53,782)	(397,649)	(20,788)	(472,219)	(1,301,135)
2038	(58,807)	(434,809)	(22,731)	(516,347)	(1,422,724)
2039	(64,083)	(473,816)	(24,770)	(562,668)	(1,550,357)
2040	(69,699)	(515,336)	(26,940)	(611,974)	(1,686,213)
2041	(75,660)	(559,415)	(29,245)	(664,319)	(1,830,443)
2042	(81,914)	(605,651)	(31,662)	(719,226)	(1,981,731)
2043	(88,560)	(654,796)	(34,231)	(777,587)	(2,142,536)
2044	(95,620)	(706,993)	(36,960)	(839,573)	(2,313,329)
2045	(103,021)	(761,711)	(39,820)	(904,552)	(2,492,370)
2046	(110,856)	(819,644)	(42,849)	(973,348)	(2,681,930)
2047	(119,149)	(880,961)	(46,054)	(1,046,164)	(2,882,564)
2048	(127,837)	(945,197)	(49,412)	(1,122,445)	(3,092,747)
2049	(137,039)	(1,013,239)	(52,969)	(1,203,247)	(3,315,386)
2050	(146,788)	(1,085,316)	(56,737)	(1,288,841)	(3,551,227)
TOTAL:	\$(1,685,897)	\$(12,465,131)	\$(651,643)	\$(14,802,666)	\$(40,786,751)

Source: Tiberius Solutions LLC

Please refer to the explanation of the schools funding in the preceding section

Table 15 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2051.

The Frozen Base is the total assessed value of the HURD established by the county assessor at the time the HURD is established. Excess Value is the increased assessed value in the urban renewal area above the Frozen Base.

Table 15 - Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Tax Rate	From Frozen Base	From Excess Value	Total
General Government				
Jefferson County	3.5662	29,760	937,370	967,130
City of Madras	4.1262	34,434	1,084,565	1,118,999
Jefferson County Fire District #1	1.1847	9,886	311,396	321,282
MAC Recreation District	0.25	2,086	65,713	67,799
Jefferson County Library District	0.4349	3,629	114,314	117,943
Subtotal	9.562	79,795	2,513,358	2,593,153
Education				
Central Oregon Community College	0.6204	5,177	163,071	168,248
SD 509J	4.5871	38,281	1,205,712	1,243,993
Jefferson County ESD	0.2398	2,002	63,031	65,033
Subtotal	5.4473	45,460	1,431,814	1,477,274
TOTAL:	15.0093	125,255	3,945,172	4,070,427

Source: Tiberius Solutions LLC

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

State law limits the percentage of both a municipality’s total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base (assumed to be FYE 2019 values), including all real, personal, manufactured, and utility properties in the HURD, is projected to be \$8,345,170. The Jefferson County Assessor will set the frozen base once the HURD is adopted.

The assessed value information for the City of Madras, the Madras Urban Renewal Area and the Excess Value are from the Jefferson County SAL 4a reports for FYE 2019. As noted on the prior page, the Frozen Base is the total assessed value of an urban renewal area established by the county assessor at the time the urban renewal area is established. Excess Value is the increased assessed value of an urban renewal area above the Frozen Base.

- The total assessed value of the City of Madras in FYE 2019 is \$377,636,828.
- The excess value in the existing Madras Urban Renewal Area is \$30,416,094.
- The frozen base of the existing Madras Urban Renewal Area is \$41,853,156.
- The projected frozen base of the HURD is \$8,345,170.
- The percentage of assessed value in the urban renewal areas is 14.46%, below the 25% threshold.

The urban renewal areas in Madras must also comply with the 25% of total acreage requirement of ORS 457. The acreage information comes from the City of Madras.

- The HURD contains 701.5¹⁰ acres, including public rights-of-way.
- The City of Madras contains 4,558 acres.
- The existing Madras Urban Renewal Area is 308.29 acres.
- This puts 22.15% of the City’s acreage in an urban renewal area, which is below the 25% threshold.

Table 16 - Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Assessed Value	Acreage
Madras Urban Renewal Area frozen base	\$41,853,156	308.29
HURD estimated frozen base	\$8,345,170	701.5
Total in Urban Renewal	\$50,198,326	1,009.79
City of Madras	\$377,636,828	4,558*
Excess Value	\$30,416,094	
Amount on which to calculate 25%	\$347,220,734	
25% limitation	86,805,183	1,139.50
Percent in urban renewal	14.46%	22.15%

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Madras and Jefferson County Department of Assessment and Taxation (FYE 2019) * Includes airport annexation.

¹⁰ The 701.5 acre calculation is from the legal description for the HURD.

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

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

A. Physical Conditions

1. Land Use

The HURD measures 701.5¹¹ total acres in size, which is composed of 106 individual parcels encompassing 606.22 acres, and an additional 95.28 acres in public rights-of-way. An analysis of FYE 2018-2019 property classification data from the Jefferson County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Residential uses account for the most prevalent land use within the HURD (82%). This was followed by Tract (11%). Detailed land use designations in the HURD can be seen in Table 17.

Table 17 - Land Use in the HURD

Land Use	Parcels	Acreage	Percent of Acreage
Residential	89	496.7	81.93%
Exempt	5	45.34	7.48%
Tract	12	64.18	10.59%
TOTAL:	106	606.22	100.00%

Source: Compiled by Elaine Howard Consulting, LLC with data from the City of Madras using the Jefferson County Department of Assessment and Taxation database (FY 2018-2019)

2. Zoning and Comprehensive Plan Designations

The most prevalent zoning and comprehensive plan designation by acreage in the HURD is Single-Family Residential (R1) at 68%. The second most prevalent zoning and comprehensive plan designation in the HURD is Planned Residential Development (R3) is at 18%. Detailed comprehensive plan designations in the Area can be seen in Table 18.

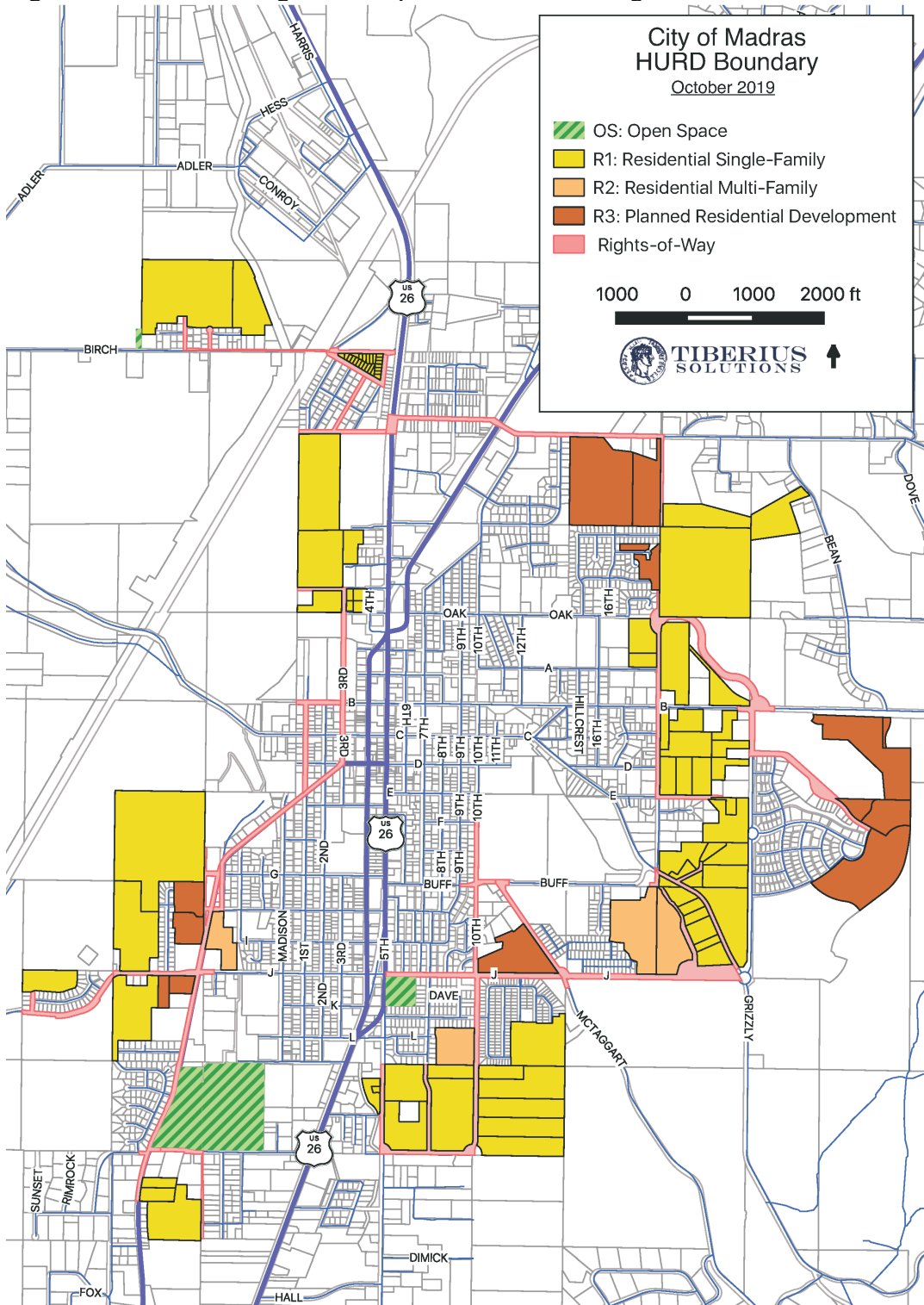
Table 18 – Zoning and Comprehensive Plan Designations in the HURD

Zoning and Comprehensive Plan Designation	Parcels	Acreage	Percent of Acreage
Single Family Residential	85	414.31	68.34%
Planned Residential Development	13	110.78	18.27%
Open Space	4	44.69	7.37%
Multi-Family Residential	4	36.41	6.01%
TOTAL:	106	606.22	100.00%

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

¹¹ The 701.5 acre calculation is from the legal description for the HURD.

Figure 2 – HURD Zoning and Comprehensive Plan Designations



Source: Tiberius Solutions LLC with information from the City of Madras

B. Infrastructure

This section identifies the existing conditions in the HURD to assist in **establishing blight in the ordinance adopting the urban renewal plan.** There are projects listed in several City of Madras’ infrastructure master plans that relate to these existing conditions. **This does not mean that all of these projects are included in the urban renewal plan.** The specific projects that are included in the Plan are listed in Sections II and III of this Report.

1. Transportation

The projects listed in Table 19 are capital projects in the HURD from the City of Madras Transportation System Plan:

Table 19 - Transportation Projects in the HURD, page 1

Project Name	Description	Estimate
Marigold Street Extension	Extend Marigold Street from Kinkade to Bean Drive	\$2,000,000
Buff Street Extension	Extend Buff Street to Grizzly Road	\$430,000
Fairgrounds Road Eastern Extension	Extend Fairgrounds Road to 10th Street Extension	\$2,300,000
Hall Street-Fairgrounds Road Connection	Construct new roadway to connect Hall Road Extension to Fairgrounds Road	\$2,100,000
Southern Bean Drive Extension	Extend Bean Drive from B Street to Yarrow Master Plan Area	\$4,000,000
Claremount (City View) Drive Improvement	Improve Claremount (City View) between B Street and Future Kinkade/Oak Intersection	\$1,600,000
16th Street Extension	Extend 16th Street from Loucks Road to Cedar Street Extension	\$880,000
E/W Minor Collector	New Minor Collector between Kinkade Road and 16th Street Extension	\$500,000
Kinkade Road Extension	Extend Kinkade Drive from B Street to Loucks Drive	\$2,400,000
10th Street Extension	Extend 10th Street to Fairground Road Extension	\$2,200,000
Fairgrounds Road to 2nd Street Connection	Construct a roadway connecting Fairgrounds Road and 2nd Street	\$1,300,000
Central Concept Area Connecting Roads	Construct Roadways connecting Lee Street, US 26 and Poplar Street int eh Central Concept Area	\$2,300,000

Source: Madras Transportation Systems Plan

Table 20 - Transportation Projects in the HURD, page 2

Project Name	Description	Estimate
Poplar Street Extension	Extend Poplar Street from 4th Street to the Central Concept Area Connection Roads	\$950,000
Jefferson Street Realignment	Realign Jefferson Street to Connect with Lee Street	\$2,000,000
Kinkade Road Extension	Extend Kinkade Road from Grizzly Road to J Street	\$1,400,000
Road Extension from Lee to Birch	Construct a roadway extension between Lee Street and Birch Land and improve connectivity between central and north Madras	\$2,000,000
Realign 10th Street with McTaggart Road	Realign 10th Street to align with Buff/McTaggart Road intersection. A portion of the existing 10th Street alignment may be vacated or repurposed	\$750,000
Extend Oak Street from eastern terminus to Kinkade	Construct road to Minor Collector Standards	\$600,000
Extend E Street to City View Street/Yarrow Avenue	Construct Road to Minor Collector Standards	\$800,000
Culver Hwy/Fairgrounds Road	Eliminate Intersection Skew Angle	\$500,000
SE 10th Street, Buff Street/McTaggart Road	Construct intersection improvement that connects SE 10th Street, Buff Street and McTaggart Road	\$1,500,000
J Street/McTaggart Road	Construct Intersection Improvement at J Street and McTaggart Road	\$1,500,000
US 26/Lee Street Concept Area Intersection Enhancements	Upgrade intersection to address capacity needs for Concept Area	\$750,000
City View/B Street	Construct Intersection Improvement at City View Drive and B Street	\$1,500,000
Loucks Road/Kinkade	Construct Intersection Improvement at Loucks and Kinkade	\$1,500,000
US 97/Loucks Road Realignment	Reconfigure intersection to eliminate existing alignment issue for vehicles westbound on Loucks Road	\$500,000
J Street/Culver Hwy	Consider long term capacity enhancements	\$300,000

Source: Madras Transportation Systems Plan

Table 21 - Transportation Projects in the HURD, page 3

Project Name	Description	Estimate
J Street/10th Street	Construct intersection improvement at J Street and 10th Street	\$1,500,000
City View Drive/Kinkade Road	Construct Intersection improvement at City View Drive and Kinkade Road	\$1,500,000
H Street/Culver Highway	Consider long term capacity enhancements	\$300,000
Hoffman/Harris Trail Section	6300 linear feet of multiuse path around and through Subdivision over to McTaggart	\$1,260,000
CityView to Grizzly Trail	2200 linear feet of multiuse path from City View to E and City View to Grizzly	\$440,000
Kinkade Trail	2600 linear feet of multiuse path from Oak Street to Loucks along Kinkade	\$520,000
West Concept Commercial Trail	5000 linear feet of multiuse path from Birch to Willow Creek	\$1,000,000
Culver Hwy Walk	15000 linear feet of sidewalk installation from Madison Street to Fairgrounds road	\$1,800,000
J Street Sidewalk	2500 linear feet of Sidewalk on J Street from McTaggart to Grizzly	\$300,000
McTaggart Walk	1600 linear feet of sidewalk on McTaggart from J Street to Buff Street	\$192,000

Source: Madras Transportation Systems Plan

2. Stormwater

There are no stormwater projects identified in City plans within the HURD Plan Area.

3. Wastewater

The wastewater projects in the HURD from the City of Madras' Sanitary Sewer Master Plan.

Table 22 - Wastewater Projects in HURD

Project Name	Description	Estimate
Mountain View/Sky Ridge Sewer	Extend Public Sewer in the Mountain View/Sky Ridge Subdivision (portion)	\$1,139,000
Willow Creek North Sewer Extension	Extend Public Sewer from J Street to Buff and Grizzly and along Grizzly	\$550,000
Eldorado Estates/The Ridge Sewer Extension	Extend Public Sewer to serve Eldorado Estates and the Ridge Subdivision (now referred to as Hoffman/Harris Subdivision) along 10th Street from Tracie to Fairgrounds	\$456,000
Willow Brook Pump Station	Replace pump station and increase capacity to serve 150 plus lot Willowbrook Subdivision	\$500,000

Source: City of Madras

4. *Water*

The water projects in the HURD from the City of Madras' Water Master Plan.

Table 23 - Water Projects in HURD

Project Name	Description	Estimate
3rd Street Water	Extends an 8" Waterline from 3rd and B Street 390 feet to the north. Replaces services and adds a fire hydrant	\$100,000

Source: City of Madras

5. *Parks*

The parks projects in the HURD from the City of Madras' Park Master Plan.

Table 24 - Parks Projects in HURD

Project Name	Description	Estimate
Hoffman Park	6 acre park dedication to be improved	\$1,800,000
Dog Park	Add a dog park (location to be determined)	\$156,000

Source: City of Madras

C. Social Conditions

According to the US Census Bureau, American Community Survey 2013-2017 Five Year Estimates. As the HURD is situated over many areas of the City of Madras, the following data represents the City of Madras as a whole. It is understood that the majority of parcels in the HURD are presently vacant, so there are few residents presently in the HURD.

In the City of Madras, 74% of the residents are white.

Table 25 - Race in Madras

Race	Number	Percent
White a	4,856	74.11%
Black or African American	63	0.96%
American Indian and Alaska Native	379	5.78%
Asian	87	1.33%
Native Hawaiian and Other Pacific Islander	9	0.14%
Some other race	1,060	16.18%
Two or more races	98	1.50%
TOTAL:	6,552	100%

Source: American Community survey 2013-17 Five Year Estimates

The most common age bracket in Madras is between 35 and 44 years at 15%.

Table 26 - Age in Madras

Age	Number	Percent
Under 5 years	560	8.55%
5 to 9 years	524	8.00%
10 to 14 years	391	5.97%
15 to 17 years	298	4.55%
18 to 24 years	709	10.82%
25 to 34 years	911	13.90%
35 to 44 years	995	15.19%
45 to 54 years	714	10.90%
55 to 64 years	728	11.11%
65 to 74 years	419	6.39%
75 to 84 years	191	2.92%
85 years and over	112	1.71%
TOTAL:	6,552	100.01%

Source: American Community survey 2013-17 Five Year Estimates

In the block groups representing the City of Madras, 12% of adult residents have earned a bachelor’s degree or higher. Another 32% have some college education or an Associate’s degree a degree, and another 32% have graduated from high school with no college experience.

Table 27 - Educational Attainment in Madras

Educational Attainment	Number	Percent
Less than high school	963	23.66%
High school graduate (includes equivalency)	1,301	31.97%
Some college	947	23.27%
Associate's degree	355	8.72%
Bachelor's degree	378	9.29%
Master's degree	119	2.92%
Professional school degree	0	0.00%
Doctorate degree	7	0.17%
TOTAL:	4,070	100%

Source: American Community survey 2013-17 Five Year Estimates

The most common travel time to work class was less than 10 minutes, with 37% of journeys being in this class. This was followed by the 10 to 19 minutes travel time class, which represented 25% of journeys.

Table 28 - Travel Time to Work in Madras

Travel Time	Number	Percent
Less than 10 minutes	871	37.17%
10 to 19 minutes	597	25.48%
20 to 29 minutes	312	13.32%
30 to 39 minutes	177	7.55%
40 to 59 minutes	256	10.93%
60 to 89 minutes	116	4.95%
90 or more minutes	14	0.60%
TOTAL:	2,343	100%

Source: American Community survey 2013-17 Five Year Estimates

Of the means of transportation used to travel to work, the majority, 74% drove alone with another 15% carpooling

Table 29 - Means of Transportation to Work in Madras

Means of Transportation	Number	Percent
Drove alone	1,770	74.46%
Carpooling	350	14.72%
Using Public Transportation	0	0.00%
Motorcycling	0	0.00%
Bicycling	45	1.89%
Walking	178	7.49%
Using Other Means	0	0.00%
Working at home	34	1.43%
TOTAL:	2,377	99.99%

Source: American Community survey 2013-17 Five Year Estimates

Eighty-one percent of the households in Madras have a household income of less than \$74,999.

Table 30 – Household Income in the Past 12 Months in Madras

Income	Number	Percent
Less than \$10,000	257	11%
\$10,000 to \$14,999	151	7%
\$15,000 to \$19,999	175	8%
\$20,000 to \$24,999	245	11%
\$25,000 to \$29,999	125	6%
\$30,000 to \$34,999	160	7%
\$35,000 to \$39,999	92	4%
\$40,000 to \$44,999	89	4%
\$45,000 to \$49,999	116	5%
\$50,000 to \$59,999	100	4%
\$60,000 to \$74,999	299	13%
\$75,000 to \$99,999	381	17%
\$100,000 to \$124,999	46	2%
\$125,000 to \$149,999	-	0%
\$150,000 to \$199,999	9	0%
\$200,000 or more	-	0%
TOTAL:	2,245	100%

Source: American Community survey 2013-17 Five Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the HURD

The estimated total assessed value of the HURD calculated with data from the Jefferson County Department of Assessment and Taxation for FYE 2019, including all real, personal, manufactured, and utility properties, is estimated to be \$8,335,468.

2. Building to Land Value Ratio

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

Table 31 shows the improvement to land ratios (I:L) for properties within the HURD. Tax exempt properties account for 8% of the total properties. Tax exempt properties include properties owned by the City of Madras, Jefferson County and the Jefferson County Fire District #1. The vast majority of the land (81%) in the HURD is undeveloped and showing a prevalence of depreciated values. Less than 1% of the parcels in the HURD have an I:L of above 2.0, further showing a prevalence of depreciated values.

Table 31 - Improvement to Land Ratios in the HURD

Improvement to Land Ratio	Parcels	Acreage	Percent of Acreage
Tax Exempt*	7	51.48	8.47%
No Improvement Value	79	491.56	81.11%
0.01-0.50	6	38.54	6.36%
0.51-1.00	3	11.41	1.88%
1.01-1.50	3	7.72	1.27%
1.51-2.00	1	1.01	0.17%
2.01-2.50	2	1.84	0.30%
2.51-3.00	0	0	0.00%
3.01-3.50	1	0.13	0.02%
>3.5	4	2.6	0.43%
TOTAL:	106	606.22	100.00%

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

*Tax exempt properties are the Fairgrounds and the Fire District properties and properties owned by the City of Madras

E. Impact on Municipal Services

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

The projects being considered for future use of urban renewal funding are for development of properties improvements and infrastructure improvements. The use of tax increment allows the City to add an additional funding source to the City of Madras general fund or system development charges funds to allow these projects to be completed.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the HURD. This development will require city services. However, since the property is within the city limits, the city has anticipated the need to provide services to the HURD. As the development will be new construction or rehabilitation, it will be up to current building code and will aid in any fire protection needs.

The temporary, negative financial impacts from tax increment collections will be countered by future economic development, and, after termination of the HURD Plan, increases in assessed value of the tax base for all overlapping taxing jurisdictions, including the City.

XI. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

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

The City of Madras has a need for additional housing as identified in the Madras Housing Action Plan.¹² The Madras Housing Action Plan specified actions that could be taken by the City to help address this need. One of those actions was the creation of an urban renewal area to help fund incentives to assist in the development of housing units for Madras.¹³ The City strategically identified vacant parcels throughout the City for inclusion in the HURD, providing the greatest flexibility to developers/builders and property owners to participate in the HURD incentives.

It is anticipated that without the assistance of the urban renewal incentives to assist in financing development of new housing units, the HURD would remain undeveloped and blighted.

XII. RELOCATION REPORT

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

¹² ECONorthwest, *Madras Housing Action Plan* (December 11, 2018).

¹³ *Ibid*, p 40.

Exhibit C
Fire District Recommendation

[attached]

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October 15, 2019

Via First Class Mail & E-mail:

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RE: Madras Housing Urban Renewal District

Dear Mr. Burril & Mr. Snead:

The Board of Directors for the Jefferson County Fire District #1 considered the proposed resolution provided by the City regarding the HURD. Prior to executing the resolution, the Board of Directors would like to reach an agreement with the City regarding the residential developments that will be part of the HURD.

As the City is aware, the Jefferson County Fire District #1 will be responsible for fire protection for the new developments within the HURD. However, there will be no additional tax revenue generated by these developments for the benefit of the Fire District. The Fire District wants to encourage the use of fire sprinkler systems for all HURD developments. The use of fire sprinkler systems will provide additional protection and safety for residents of these new developments. To that end, the Fire District proposes the following language:

“The City shall provide information on fire sprinkler systems for all HURD developments. The City shall recommend fire sprinkler systems and may incentivize installation of sprinklers as part of the financing package submitted to the MRC for all developments within the HURD.”

Gus Burrell
Nick Snead
October 15, 2019
- Page 2 -

The Fire District appreciates your consideration of this proposed language. If an agreement cannot be reached, it will not change the Fire District's position of their support for the HURD. However, they are hopeful that the City will recognize the value in this proposal.

Very Truly Yours,

GLENN, REEDER & GASSNER, LLP

TIMOTHY R. GASSNER,
General Counsel of Jefferson County Fire District #1
TRG:alh

Cc: Chief Brian Huff, bhuff@jcf-d-1.org
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\\sbs2011\office\Tim\Jefferson County Fire District\HURD\ltr to Gus Burrell & Nick Snead - Housing Urban Renewal District 101019.wpd

Exhibit D
Concurrence Resolutions

[attached]

RESOLUTION NO. 20-7

A RESOLUTION OF JEFFERSON COUNTY SCHOOL DISTRICT 509-J CONCURRING IN THE INCLUSION OF A CERTAIN PUBLIC BUILDING PROJECT IN THE MADRAS HOUSING URBAN RENEWAL DISTRICT PLAN.

WHEREAS, on or about September 12, 2019, the Urban Renewal Agency of the City of Madras ("Agency") delivered to Jefferson County School District 509-J ("District") that certain proposed Madras Housing Urban Renewal District Plan (the "Plan"), a copy of which Plan is attached hereto as Exhibit A, and the proposed Report Accompanying the Madras Housing Urban Renewal District Plan (the "Report"), a copy of which Report is attached hereto as Exhibit B; and

WHEREAS, pursuant to the Plan, Agency is proposing to provide financial assistance to Jefferson County Rural Fire Protection District No. 1 for purposes of expanding (including improvements to) the fire station located at 765 5th Street, Madras, Oregon 97741 (at the corner of 5th and J Street) (the "Fire Station Project"); and

WHEREAS, the fire station is a public building as defined in ORS 457.010(12) and the Fire Station Project is a public building project as defined in ORS 457.010(13); and

WHEREAS, for any public building project included in the Plan, Section 5(3)(a), Chapter 580, Oregon Laws 2019 (House Bill 2174) requires the concurrence of at least three of the four taxing districts that are estimated to forgo the most property tax revenue as computed in the Report; and

WHEREAS, District represents one of the aforementioned affected taxing districts; and

WHEREAS, in accordance with Section 5(3)(b), Chapter 580, Oregon Laws 2019 (House Bill 2174), Agency requested District's concurrence in the inclusion of the Fire Station Project in the Plan; and

WHEREAS, on or about October 14, 2019, the Jefferson County School District 509-J Board of Directors (the "Board") considered Agency's request; and

WHEREAS, the Board desires to concur in the inclusion of the Fire Station Project in the Plan.

NOW, THEREFORE, Jefferson County School District 509-J resolves as follows:

1. Findings. The above-stated findings contained in this Resolution No. 20-7 (this "Resolution") are hereby adopted.
2. Concurrence. Subject to and in accordance with Section 5(3)(c), Chapter 580, Oregon Laws 2019 (House Bill 2174), the Board hereby concurs in the inclusion of the Fire Station Project in the Plan. The superintendent or his or her designee is authorized to act on behalf of District and take such further action as is necessary to carry out the intent and purposes set forth herein, including, without limitation, delivering a copy of this Resolution to Agency, in compliance with applicable law.
3. Severability; Effective Date. For purposes of this Resolution, the singular includes the plural and the plural includes the singular; the word "or" is not exclusive and the words "include," "includes," and "including" are not limiting. Any reference to a particular law, statute, rule, regulation,

code, or ordinance includes the law, statute, rule, regulation, code, or ordinance as now in force and hereafter amended. The provisions of this Resolution are severable. If any section, subsection, sentence, clause, and/or portion of this Resolution is for any reason held invalid, unenforceable, and/or unconstitutional, such invalid, unenforceable, and/or unconstitutional section, subsection, sentence, clause, and/or portion will (a) yield to a construction permitting enforcement to the maximum extent permitted by applicable law, and (b) not affect the validity, enforceability, and/or constitutionality of the remaining portion of this resolution. This Resolution may be corrected by order of the Board to cure editorial and/or clerical errors. This Resolution will be in full force and effect from and after its approval and adoption.

ADOPTED by the Jefferson County School District 509-J Board of Directors and signed by the chair this 14th day of October, 2019.



Jamie Hurd, Chair

ATTEST:



Ken Parshall, Superintendent

Exhibit A
Plan

(attached)

Madras Housing Urban Renewal District Plan

Adopted by the City of Madras

November 12, 2019

Ordinance No.935

This Plan was also adopted by resolution by Jefferson County on November 6, 2019. Their approval was necessary as there is property in the HURD Boundary that is outside the Madras city limits.

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



LIST OF PARTICIPANTS

Mayor

Richard Ladeby

City Council

Bartt Brick

Rose Canga

Royce Embanks, Jr.

Jennifer Holcomb

Leticia Montano-Hernandez

Gary Walker

Madras Redevelopment Commission

Bartt Brick, Chair

Royce Embanks, Jr., Vice-Chair

Nick Bowlby

Don Reeder

Blanca Reynoso

Angela Rhodes

Chuck Schmidt

Gary Walker

Rachel Wrought

Planning Commission

Joel Hessel, Chair

Ali Alire, Vice-Chair

Melissa Irvine

Joe Krenowicz

City Administrator

Gus Burrell

Finance Director

Kristal Hughes

Public Works Director

Jeff Hurd

Community Development Director

Nicholas Snead

Associate Planner

Morgan Greenwood

Elaine Howard Consulting, LLC

Elaine Howard

Scott Vanden Bos

Tiberius Solutions, LLC

Nick Popenuk

Ali Danko

Rob Wyman

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I. DEFINITIONS

“MRC” means the Madras Urban Renewal Agency which is called the Madras Redevelopment Commission or MRC. The MRC is responsible for administration of the urban renewal plan.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting an urban renewal plan.

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

“City” means the City of Madras, Oregon.

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

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

“County” means Jefferson County, Oregon.

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

“HURD” means the Madras Housing Urban Renewal District.

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

“Maximum Indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

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

“Plan” means the Madras Housing Urban Renewal District (HURD) Plan.

“Plan Area” means the properties and rights-of-way located within the Madras Urban Renewal Boundary.

“Planning Commission” means the Madras Planning Commission.

“Public building” as defined by Enrolled HB 2174 Section 12(a) means: (A) A fire station, police station, public library, public hospital, capitol building, school as defined in ORS 339.315, college, university, city hall or the residence of any state official elected by the state at large; (B) The grounds owned by a public body adjacent to a building described in subparagraph (A) of this paragraph; (C) The portion of any other building owned and prepared for occupation or occupied by an agency of the state or a municipal corporation as defined in ORS 297.405; or (D) A public art statue, sculpture, clock tower or bell tower. (b) “Public building” does not mean: (A) Property acquired by an urban renewal agency with the intent to redevelop or sell the property; (B) Property acquired by an urban renewal agency with the intent to lease the property for a taxable use; Enrolled House Bill 2174 (HB 2174-B)

Page 2 (C) Transportation infrastructure, including train stations, bus stations and publicly owned parking facilities that support taxable property; (D) Water or wastewater infrastructure facilities, including treatment facilities; (E) Tourism-related facilities as defined in ORS 320.300; or (F) Park and recreation facilities, including sports fields.

“Public building project” as defined by Enrolled HB 2174 Section (13) means an urban renewal project that includes a public building.

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

“Tax increment financing (TIF)” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

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

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

II. INTRODUCTION

The Madras Housing Urban Renewal District Plan (“HURD Plan”) was developed for the Madras City Council (“City Council”) after completion of the Madras Housing Action Plan, an urban renewal feasibility study, public input and discussion with the City Council in public meetings, described in more detail below.

Pursuant to the Madras City Charter, this Plan will go into effect when it has been adopted by City Council.

A. HURD Plan Overview

Background:

In 2018 the City of Madras completed a Housing Action Plan¹. The Housing Action Plan noted the following facts about the supply of housing in Madras:

- Thirty-two percent of households in Madras are cost burdened, paying more than 30% of their income on housing costs.
- No new multifamily housing units have been developed in Madras since 2010.
- Forty-nine new single-family units have been developed in Maras since 2010.
- One hundred five people in Madras were experiencing homelessness in 2018.
- There is a deficit of 401 housing units to meet the needs of households earning less than \$25,000 per year.
- There is a deficit of 435 housing units to meet the needs of households earning from \$50,000 to \$100,000 per year.

The Housing Action Plan stated that the City of Madras’ goal for overall housing production is an average of 30 new dwelling units per year.²

The City Council’s goal for new housing development over the next 5 years is:

- 40 units of housing affordable to low-income households, who have annual earning of less than \$30,360 in 2017 dollars. These units will be government-subsidized housing, most likely townhouses or apartments.
- 75 units of housing affordable to moderate- and middle-income households, who have annual earnings of between \$30,360 and \$60,720 in 2017 dollars. These units may include lower-cost, single-family detached housing, townhouses, cottage housing, duplexes, tri- and quad-plexes, and apartments.

¹ ECONorthwest, *Madras Housing Action Plan* (December 11, 2018).

² From the *Madras Housing Action Plan*: This goal starts from Portland State University’s forecast of population growth in the Madras UGB (dated June 20, 2018). The forecast shows that Madras will grow by 1,872 people between 2018 and 2040, at an average annual growth rate of 1.06%. Using the average household size from the 2012-2016 American Community Survey of 2.81 persons per household, Madras would have 666 new dwellings between 2018 and 2040, with an average of 30 new dwellings per year.

- 50 units of housing affordable to higher-income households, who have annual earnings of more than \$60,720 in 2017 dollars. These units may include any type of housing.³

The Housing Action Plan also recommended evaluating the opportunities for a new or expanded urban renewal area to support development of housing.⁴

In 2019 the City of Madras hired Elaine Howard Consulting, LLC and Tiberius Solutions LLC to conduct a feasibility study for the creation of a housing urban renewal district (“HURD”).

The feasibility study was completed after discussions with Madras staff, interviews with local Madras community leaders, builders, realtors, and property owners. The results were presented to the City Council in two separate meetings. The purpose of the first meeting was to review the community input. There was overall agreement that there needed to be assistance provided to encourage housing development in Madras and that the types of assistance being discussed in the Feasibility Study would be a positive step by the City Council. After this briefing, the City Council authorized moving to Phase II of the Feasibility Study, the financial analysis. The purpose of the second meeting was to review potential financial scenarios for the proposed HURD. At the second meeting the City Council authorized proceeding with the development of a formal urban renewal plan.

After the feasibility study, staff coordinated with the consulting team to further refine how the incentive program would work. Two Open Houses were conducted on August 27, 2019 to receive additional input, one with developers/builders/property owners and one with the general public. Representatives of the affected taxing districts were invited to attend the Open House.

The HURD Plan also includes input from the community received at public meetings at the Madras Redevelopment Commission (“MRC”) and hearings before the Planning Commission, and the City Council.

The HURD Plan Area (“Plan Area”), shown in Figure 1, consists of approximately 701.5 total acres: 606.22 acres of land in tax lots and 95.28 acres of public rights-of-way. Properties within the Plan Area are largely undeveloped, and most of the property is zoned for residential development. The Jefferson County Fairgrounds property is included in the boundary of the HURD as it may transition to a different use over the anticipated 30-year life of this urban renewal plan.

The Plan is estimated to last 30 years, resulting in 30 years of tax increment collections. The City estimates that 965 new housing units will be constructed within the Plan Area over the estimated 30-year time frame of the HURD.⁵ The maximum amount of indebtedness (amount of dollars spent for projects, programs and administration) that may be issued for the Plan is \$39,100,000.

Goals and objectives for this HURD Plan are intended to guide the tax increment financing (“TIF”) investment in the HURD Plan Area over the life of the HURD Plan. The project

³ Madras Housing Action Plan, ECONorthwest, 2018, p vi

⁴ Ibid, p viii

⁵ Details in the Report Accompanying the Madras Housing Urban Renewal District Plan.

category descriptions and list of projects are intended to aid future decision makers when considering how best to expend funds generated by TIF. The HURD Plan is to be administered by the MRC. Substantial amendments to the HURD Plan must be approved by City Council as outlined in Section VII. All amendments to the Plan are to be listed numerically on the front page of the HURD Plan and then incorporated into the HURD Plan document and noted by footnote with an amendment number and adoption date.

The relationship between the sections of the HURD Plan and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this HURD Plan that primarily addresses the statutory reference. There may be other sections of the HURD Plan that also address ORS 457.

Table 1 - Statutory References

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

B. Urban Renewal Overview

Urban renewal allows for the use of tax increment financing, a financing source that is unique to urban renewal, to fund projects within a Plan Area. Tax increment revenues (the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established) are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the Maximum Indebtedness amount set by the urban renewal plan.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. The HURD Plan Area meets the definition of blight due to its infrastructure deficiencies and underdeveloped

properties. These blighted conditions are specifically cited in the ordinance adopting the HURD Plan and described in detail in the Report Accompanying Urban Renewal Plan (“Report”).

The Report accompanying the HURD Plan contains the information required by ORS 457.085, including:

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

III. MAXIMUM INDEBTEDNESS

Maximum Indebtedness is the total amount of money that can be spent on projects, programs and administration throughout the life of the HURD Plan. The maximum amount of indebtedness that may be issued or incurred under the HURD Plan, based upon good faith estimates of the scope and costs of projects in the HURD Plan and the schedule for their completion is \$39,100,000 (Thirty-Nine Million One Hundred Thousand Dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on debt proceeds.

IV. HURD PLAN GOALS

The goals of the HURD Plan represent its basic intents and purposes. Accompanying the goals are objectives, which generally describe how the MRC intends to achieve each goal. The urban renewal projects identified in Sections V and VI of the HURD Plan are the specific means of meeting the objectives. The goals and objectives will be pursued as economically as is feasible and at the discretion of the MRC.

A. Housing Development

To increase the supply of all housing types in the City of Madras.

Objectives:

1. *Provide financial incentives for the development of housing in the City of Madras.*
2. *Provide infrastructure improvements to support the development of housing in Madras.*

B. Infrastructure

To provide necessary infrastructure improvements to support housing development in the City of Madras.

Objectives:

1. *Provide infrastructure improvements.*
2. *Assist in the financing of infrastructure improvements to be made by a developer/builder/property owner.*
3. *Assist in the provision of infrastructure improvements by providing other incentives to a developer/builder/property owner.*

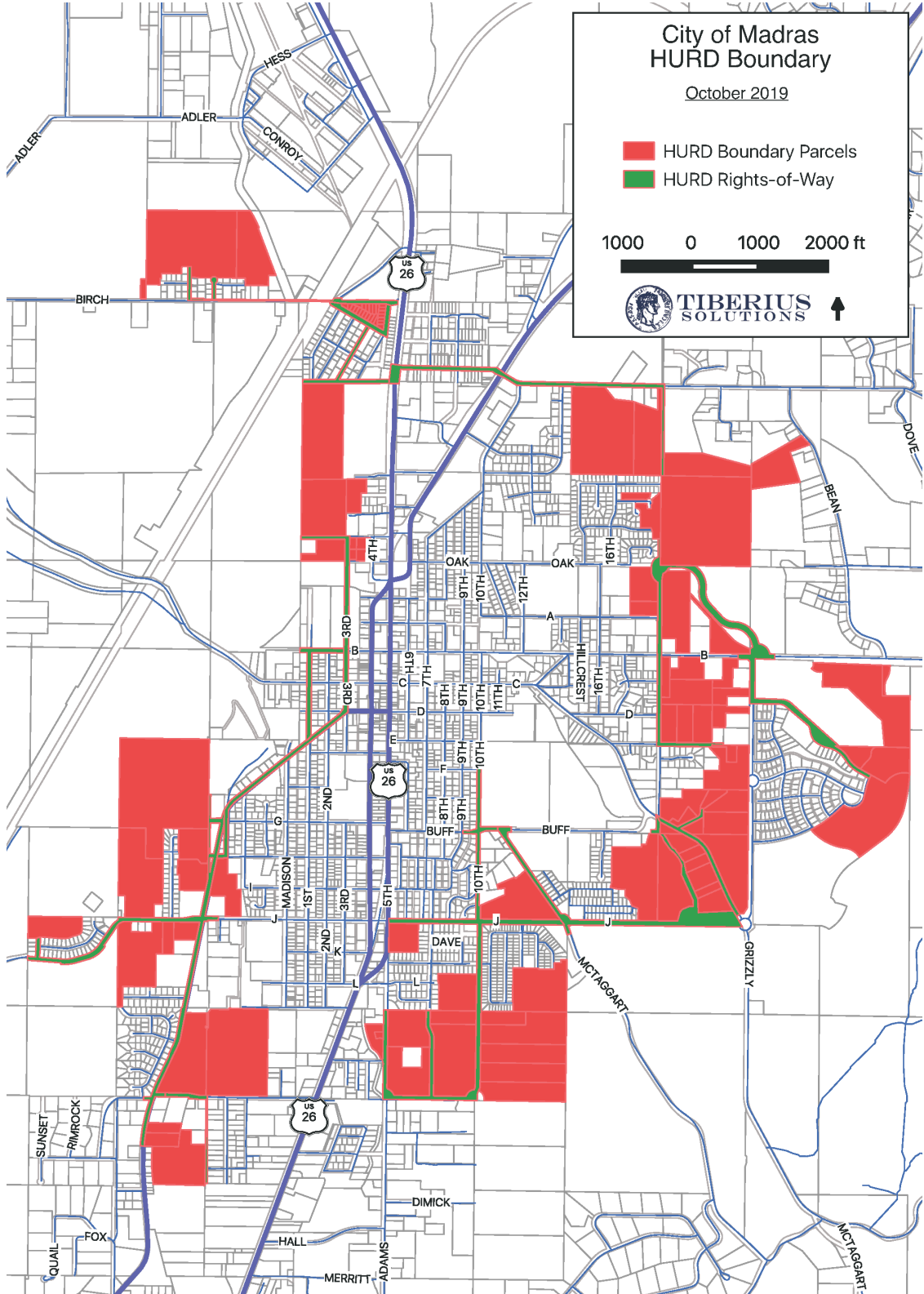
C. Public Safety

Coordinate with Jefferson County Fire District #1 to provide public safety in the urban renewal area.

Objectives:

1. *Provide funding for capital improvements to the Jefferson County Fire District #1.*

Figure 1 – Madras Housing Urban Renewal District Boundary



Source: Tiberius Solutions LLC and City of Madras

V. URBAN RENEWAL PROJECT CATEGORIES

The projects within the HURD Plan Area fall into the following categories:

- A. *Developer Incentives*
- B. *Infrastructure*
- C. *Public Building Project - Safety*
- D. *Administration*

VI. URBAN RENEWAL PROJECTS

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

A. *Developer/Builder/Property Owner Incentives*

The MRC may provide incentives to developers for the development of housing units in the HURD Area. This will be completed through a development agreement with the developer/builder/property owner that stipulates the amount and timing of the development and the amount and timing of the incentive. These incentives can be:

- A direct contribution of funds
- A rebate of a portion of property taxes paid
- Contributions to the developer for infrastructure development
- An agreement for the Agency to complete infrastructure improvements that are otherwise required as a condition of development approval
- A combination of the above

MRC/City staff will conduct pre-development meetings with the developer/builder/property owner to identify the unique financing needs of each site. Staff will recommend a financing package to the MRC that will contain recommendations on the appropriate form of incentive through negotiations with the developer/builder/property owner for the development of the housing units. The MRC will approve the incentives and the ultimate signing of a development agreement containing those incentives and a commitment by the developer/builder/property owner for the production of the housing units.

A guideline for the amount of incentive is established in the Report accompanying the HURD Plan. This is a guideline only, balancing the needs for administration, incentives, and infrastructure needs.

B. *Infrastructure*

The MRC may complete infrastructure improvements including but not limited to streets, sidewalks, water, sewer, stormwater, and parks projects determined by the MRC to help facilitate housing development and may complete improvements specified in a development agreement that tie the improvements to specific housing development. As these improvements are

identified, a minor amendment will be made to the HURD Plan to describe the specific improvement.

C. Public Building Project - Safety

Assist Jefferson County Fire District #1 by providing funds for the expansion to the fire station at the corner of 5th and J Street in the urban renewal area. This project will be funded no sooner than the 10th fiscal year after the HURD is established. This project is a Public Building Project as described in the definitions of this Plan and by HB 2174 and thus requires concurrence. The taxing districts that must approve the project for concurrence to be achieved are detailed in the Report Accompanying the Housing Urban Renewal District Plan in Section VIII.

D. Administration

The MRC may provide administration of the HURD Plan including but not limited to staff support, financial statements, budget preparation and annual reports pursuant to ORS 457.460.

VII. AMENDMENTS TO HURD PLAN

The HURD Plan may be amended as described in this section.

A. *Substantial Amendments*

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original HURD Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the MRC, the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Madras, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:⁶

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

B. *Minor Amendments*

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

C. *Amendments to the Madras Comprehensive Plan and/or Madras Zoning Ordinance 933.*

Amendments to the Madras Comprehensive Plan and/or Development Code Ordinance 933 that affect the HURD Plan and/or the HURD Plan Area shall be incorporated automatically within the HURD Plan without any separate action required by the MRC or City Council. When a substantial amendment is completed, the Relationship to Local Objectives section will be updated.

⁶ Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the Maximum Indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law.

VIII. PROPERTY ACQUISITION AND DISPOSITION

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

A. Property Acquisition for Public Improvements

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

B. Property Acquisition from Willing Sellers

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

C. Land Disposition

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

The MRC may dispose of property acquired under Subsection B of this Section VI by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal MRC, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the HURD Plan . Because fair reuse value reflects limitations on the use of the property to those purposes specified in the HURD Plan, the value may be lower than the property's fair market value.

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

IX. RELOCATION METHODS

When the MRC acquires occupied property under the HURD Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the MRC shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified; however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the HURD Plan Area.

X. TAX INCREMENT FINANCING OF HURD PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of lines of credit, bank loans or revenue bonds (borrowings). The proceeds of the borrowings are used to finance the urban renewal projects authorized in the HURD Plan. Borrowings may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies are not part of the tax increment revenues.)

A. General Description of the Proposed Financing Methods

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

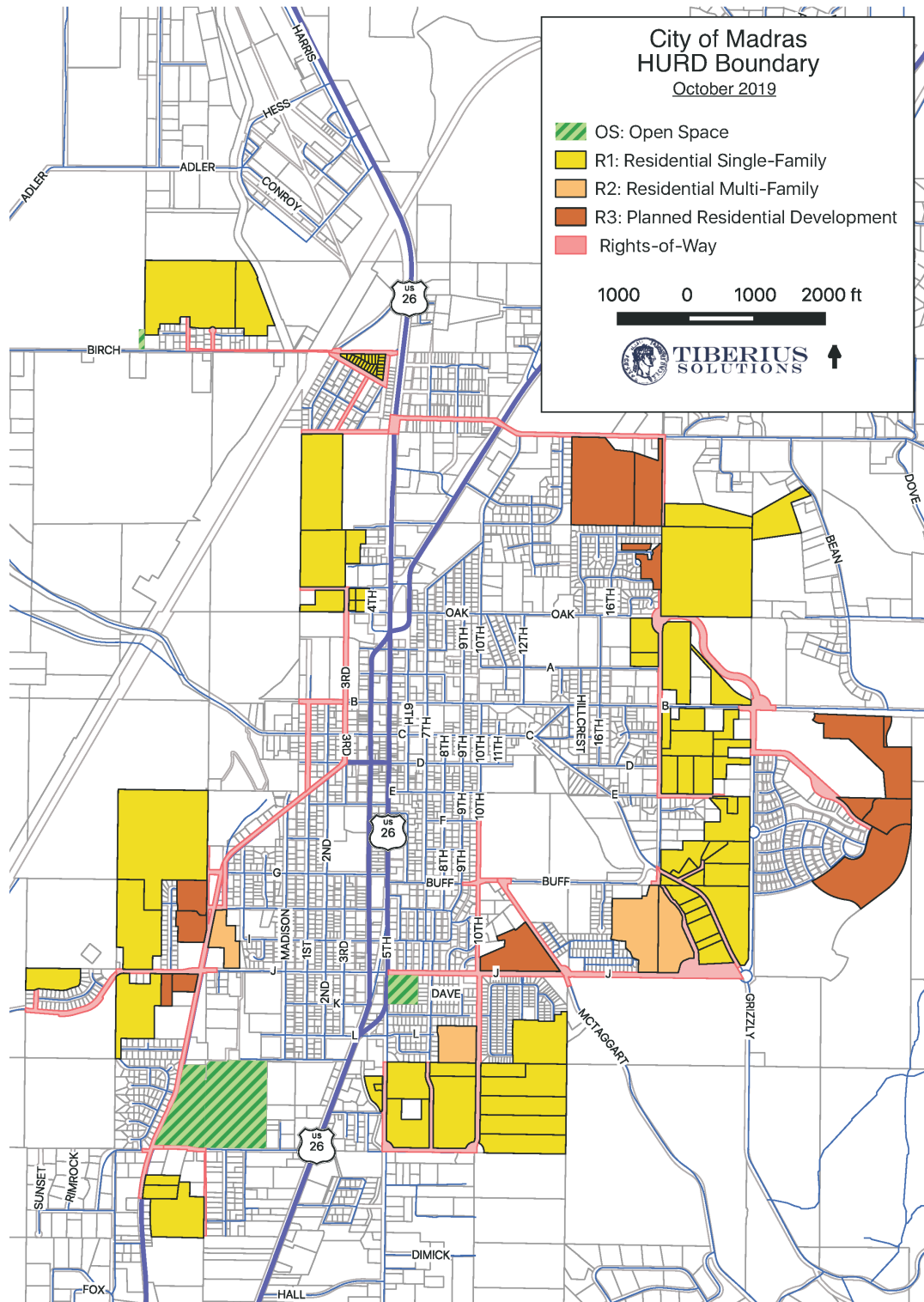
- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Lines of credit, loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited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

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

B. Tax Increment Financing

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

Figure 2 – Zoning and Comprehensive Plan Designations



Source: Tiberius Solutions, LLC and City of Madras

XI. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the HURD Plan conform to local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the Madras Housing Action Plan and the City's Comprehensive Plan. Further, this section addresses the Madras Zoning Ordinance No. 864.

The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the plans relate to the applicable goals and policies.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document.

Comprehensive Plan designations for all land in the HURD Plan Area are shown in Figure 2. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the HURD Plan Area are contained in the Madras Zoning Ordinance.

A. Madras Housing Action Plan

Madras' Housing Action Plan, adopted in 2018, strategically addresses regulatory; partnership; investment, funding, and financing barriers to housing development across the city. The housing action plan was developed through discussions with staff, as well as through analysis of the housing market and housing needs in Madras.

The City of Madras' City Council recognizes the importance of encouraging new housing development in Madras, as soon as possible. While private sector developers and nonprofit affordable housing developers are most likely to develop the majority of new housing, the City of Madras' policies can affect the housing market.

The City Council's goal for new housing development over the next 5 years is:

- *40 units of housing affordable to low-income households, who have annual earning of less than \$30,360 in 2017 dollars. These units will be government-subsidized housing, most likely townhouses or apartments.*
- *75 units of housing affordable to moderate- and middle-income household, who have annual earnings of between \$30,360 and \$60,720 in 2017 dollars. These units may include lower-cost single-family detached housing, townhouses, cottage housing, duplexes, tri- and quad-plexes, and apartments.*
- *50 units of housing affordable to higher-income households, who have annual earnings of more than \$60,720 in 2017 dollars. These units may include any type of housing.*

The Housing Action Plan describes the market intervention that the City proposes to make to support and encourage new housing development. The Housing Action Plan identifies actionable items to meet Madras' housing needs while balancing the City's influence on housing development. The Housing Action Plan describes the market intervention that the City proposes to make to support and encourage new housing development.

Finding:

The HURD Plan conforms to the Madras Housing Action Plan as providing the financial tools through the creation of an urban renewal area will help incentivize the development of housing and provide potential financing for infrastructure which is required to facilitate housing development in Madras.

B. Madras Comprehensive Plan

This analysis covers the most relevant sections of the Madras Comprehensive Plan (“Comprehensive Plan”) but may not cover every section of the Comprehensive Plan that relates to the Plan.

As the Comprehensive Plan is updated in the future, this document will automatically incorporate those updates without the HURD Plan having to be formally amended. If a substantial amendment is completed in the future, this section of the HURD Plan should be updated at that point.

The numbering of the policies within this section reflects the numbering that occurs in the original document.

Goal 1 – To develop a Citizen Involvement program that ensures the opportunity for all citizens to be involved in all phases of the planning process.

Finding:

The HURD Plan conforms to the Citizen Involvement Goal of the Comprehensive Plan as citizen involvement was sought on the HURD Plan development through individual interviews of realtors, property owners, developers and community leaders. Two public meetings reviewed information on the feasibility study. Two Open Houses were held on the development of the HURD Plan: One Open House was with builders/developers and property owners and one for the general public with taxing districts also invited. The MRC meeting, Planning Commission meeting and City Council meetings were all open public meetings where testimony was allowed. The City Council meeting was advertised city wide.

Goal 8 – To satisfy the recreational needs of the citizens of the city and its visitors.

Policies:

The City shall:

A. Seek opportunities to develop the following recreational opportunities.

- 1) Tennis Courts*
- 2) Handball and Racquet Courts*
- 3) Swimming Pool*
- 4) Bike Paths*
- 6) Hiking trails, public parks, play areas, and passive open spaces.*

C. Develop new neighborhood playground parks as the need occurs.

Finding:

The HURD Plan conforms to Goal 8 of the Comprehensive Plan as the infrastructure project allows for expenditure of funds on parks in the HURD Plan Area.

Goal 9 – Economic Development

1. Madras seeks opportunity for economic expansion in many economic sectors including new businesses that expand Madras Traded Sector economy, and that make use of existing economic development assets.

2. Madras will take steps to facilitate economic growth and development by:

a. Investing in basic transportation infrastructure that supports economic development, including roads, rail access, and aviation facilities.

Finding:

The HURD Plan conforms to Goal 9 - Economic Development of the Comprehensive Plan as providing housing alternatives and infrastructure which is required for housing development is an important component to facilitate economic development in Madras.

Goal 10 – To provide for the housing needs of the citizens of the City.**Policies:**

A. Provide buildable land for a variety of housing types. The City's existing housing inventory includes a generous supply of housing that is affordable for low-and moderate income families, such as multi-family and mobile housing units. So that a reasonable housing balance can be provided and that a mix of housing types on a variety of lot sizes are available for both existing and future area residents, the City shall encourage the development of housing types that are suitable for high income households. To be competitive with housing in the region that accommodates high income households, the encouraged housing type should include amenities appropriate for high income households, such as a golf course. Future housing should be consistent with the City's Livability Goals and Policies. With the addition of more housing targeted at high income buyers, the City will grow into a more diverse, vibrant, livable community.

B. Encourage development of suitable housing to satisfy all income levels. The City's existing housing includes a generous supply of housing that is affordable for low, and moderate income families, but there is a deficit of housing that is commensurate with the financial capabilities of existing and future high income families. The Department of Corrections Facility is expected to create high income jobs (i.e., jobs that will raise household incomes in excess of 120% of the MFI), and the City desires to attract these employees (and maintain existing high income families) as residents. So that housing is available for households at all income levels, rather than only low and moderate income households, the City shall encourage the development of housing that is suitable for high income households. To be competitive with housing in the region

for high income buyers, the target housing in the City should include amenities appropriate for high income households, such as a golf course. With the addition of more livable and housing suitable for high income households, the City will grow into a more diverse, vibrant community.

IMPLEMENTATION MEASURE -

The City will continue to support the affirmative fair housing marketing plan as adopted by the City. The City will also encourage the home-building industry to provide a variety of housing opportunities in sufficient quantities at affordable prices to meet the housing needs of existing and future residents. In order to provide the necessary variety of housing required by Statewide Planning Goal 10, the City's Goal 10 and related Policies, the City also establishes as a priority the provision of sufficient housing opportunities, with appropriate amenities, suitable for high income households. The City encourages this housing to be developed in accordance with the Master Planned Community Overlay zone, which requires generous open space and amenities, and encourages efficient use of land and public facilities and services, a variety of housing types, innovative designs and complete pedestrian-friendly communities.

Finding:

The HURD Plan conforms to Goal 10 of the Comprehensive Plan as increasing the housing supply and providing infrastructure which is required for housing development are important components to facilitate housing development in Madras. The project to assist Jefferson County Fire District #1 in the expansion of their facility will help provide public safety protection for the projected development in the Area.

GOAL 11 - To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Policies:

The City shall:

- A. Continue to support the school district in providing adequate educational facilities.*
- B. Provide urban services as required to the urbanizing areas of the City.*
- C. Insure the provision of urban services--streets, water and sewer--as new development occurs.*

Finding:

The HURD Plan conforms to Goal 11 of the Comprehensive Plan as increasing the housing supply will attract more students to the Madras School District. Oregon schools are funded on a per pupil basis, therefore, any increase in students provides an associated increase in funding for the school district. Providing urban services to undeveloped land will help facilitate the development of this land.

GOAL 12 - To provide and encourage a safe, convenient, and economical transportation system.

Policies:

The City shall maintain and improve the City's street network policies. The City shall undertake to resolve the following problems as noted in the inventories section of the Comprehensive Plan.

Finding:

The HURD Plan conforms to Goal 12 of the Comprehensive Plan as the infrastructure projects will help facilitate orderly and efficient development in the HURD Plan Area.

GOAL 14 - To provide for an orderly and efficient transition from rural to urban land, and to provide for livable communities.

Policies:

D. The City shall encourage the development of complete, livable communities that include characteristics such as: a variety of lot sizes, dwelling unit types and ownership types, open spaces and other recreational amenities, a mix of land uses, school and community facilities, connected streets, proximity to downtown and other employment centers, and development that is scaled to the pedestrian and creates a sense of place. New growth areas should be developed in accordance with the Master Planned Community Overlay zone, which requires generous open space and amenities, and encourages efficient use of land and public facilities and services, a variety of housing types, innovative designs and complete pedestrian-friendly communities. Physical barriers, such as highways, tend to disrupt complete communities and livability because they disconnect areas from downtown and result in an auto-oriented environment of sprawl along highway corridors.

Finding:

The HURD Plan conforms to Goal 14 of the Comprehensive Plan as supporting the development of housing will help ensure an orderly transition from rural to urban land.

C. Madras Zoning Ordinance

The land uses in the HURD Plan Area will conform to the zoning designations in the City of Madras Zoning Ordinance No. 864, including maximum densities and building requirements, and are incorporated by reference herein. The zoning districts described below are present in the HURD.

The development is expected to conform to the zoning requirements. As the Zoning Ordinance is updated, this document will be updated by reference. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations.

Zoning Districts:

Single Family (R-1) Single-Family Residential areas were designated in areas surrounding existing commercial and multi-family areas of the City. Primarily, these single-family residential lands are the outer edges of the city limits and into the Urban Growth Boundary. Minimum lot size for single-family residential shall be 7,500 square feet requirement. Modular home

subdivisions utilizing dwelling units at least 20 feet wide, shall be allowed in the R-1 area. Duplexes shall also be allowed in the R-1 zone.

Multiple Family Residential (R-2) The Multi-Family Residential areas of the City were designated to serve as a buffer between commercial and single-family residential land uses. It is the intent to provide multi-family dwellings in close proximity of existing commercial use to provide for easier commuting to goods and services for residents of these types of housing units. Neighborhood commercial facilities and mobile home parks shall be allowed after Planning Commission review. The Zoning Ordinance shall specify standards for lot size requirements for housing units locating within the boundaries of the R-2 area.

Planned Residential Development (R-3) Planned Residential Development land use areas, as designated on the Comprehensive Plan Map, are intended to recognize and enhance areas of scenic quality and view amenities by allowing for flexibility in project design while providing for essential development standards. Within these areas development, which is sensitive to the natural topography of the site, minimizes alterations to the land, and maintains, enhances significant natural resources and is compatible with the surrounding development is encouraged.

OS - The permitted uses in Open Spaces are parks, public facilities public use, recreation, schools and communication facilities. Before any housing could be constructed in this zone, the zone designation must be changed.

XII. ANNUAL REPORT

The MRC shall file Annual Reports in compliance with ORS 457.460.

APPENDIX A: LEGAL DESCRIPTION

Tracts of land and road right-of-ways located in the City of Madras, Jefferson County, Oregon more particularly described as follows:

In Township 10 South, Range 13 East:

SECTION 35:

TRACT 1

(Pump Station Site)

BEGINNING at the South quarter corner of said Section 35; thence North along the North-South centerline of said Section 35, for a distance of 160 feet; Thence West at right angles to said North-South centerline for a distance of 40 feet; thence South parallel with said North-South centerline for a distance of 160 feet to the South line of said Section 35; thence Easterly 40 feet to the **POINT OF BEGINNING**.

EXCEPT any portion in NW Birch Lane.

(2014-1081, Jefferson County Official Records)

TRACT 2

BEGINNING at the INITIAL POINT of Fairway Estates Phase 1; thence along the West line of Fairway Estates Phase 1 North $0^{\circ}12'17''$ East for 165.09 feet to a 5/8" rebar; thence continuing along the West line of Fairway Estates Phase 1 North $0^{\circ}11'51''$ East 936.22 feet to a 5/8" rebar; thence along the North line of Fairway Estates Phase 1 North $89^{\circ}58'24''$ East for 1327.74 feet to a 5/8" rebar; thence North $89^{\circ}56'$ East for 205.10 feet to a 5/8" rebar on the West line of the North Unit Main Canal; thence along the West line of the North Unit Main Canal South $34^{\circ}15'$ East for 35.90 feet to a 5/8" rebar at the beginning point of a curve to the Right having a radius of 1362.46 feet and a central angle of $13^{\circ}20'$; thence Right along said curve for an arc length of 317.06 feet, said curve having a chord bearing of South $27^{\circ}35'$ East for 316.34 feet to a 5/8" rebar; thence South $69^{\circ}05'$ West for 15.00 feet to a 5/8" rebar; thence South $20^{\circ}55'$ East for 679.64 feet to a 5/8" rebar; thence South $89^{\circ}56'$ West for 134.74 feet to a 5/8" rebar; Thence South 0° East for 149.59 feet to a 5/8" rebar; thence South $89^{\circ}57'38''$ West for 159.16 feet to a 5/8" rebar; thence North $89^{\circ}59'31''$ West for 193.11 feet to a 5/8" rebar; thence South $89^{\circ}55'57''$ West for 325.00 feet to a 5/8" rebar on the East line of Lot 3, Fairway Estates Phase 1; Thence North $0^{\circ}11'02''$ East for 104.17 feet to a 5/8" rebar at the Northeast corner of Lot 4, Fairway Estates Phase 1; thence South $89^{\circ}53'39''$ West for 88.51 feet to a 5/8" rebar on the East Line of Eagle Court at the beginning point of a curve to the Left having a radius of 50.00 feet and a central angle of $105^{\circ}55'14''$, thence Left along said curve for an arc length of 92.43 feet, said curve having a chord bearing of South $89^{\circ}54'04''$ West for 79.82 feet to a 5/8" rebar at the Northeast corner of Lot 5, Fairway Estates Phase 1; thence South $89^{\circ}55'46''$ West for 85.64 feet to a 5/8" Rebar at the Northwest corner thereof; thence along the West line of said Lot 5 South $0^{\circ}12'16''$ West for 89.97 feet to a 5/8" rebar at the Southeast corner thereof; thence along the West line of Lot 6, Fairway Estates Phase 1, South $0^{\circ}7'38''$ West for 14.22 feet to a 5/8" rebar; thence South $89^{\circ}47'34''$ West for 122.15 feet to a 5/8" rebar; thence North $0^{\circ}10'50''$ East for 90.02 feet to a 5/8" rebar; thence North $82^{\circ}36'46''$ West for 93.20 feet to a 5/8" rebar on the East line of Golf Course Drive; thence along the East line of Golf Course Drive North $0^{\circ}11'55''$

East for 167.92 feet to a 5/8" rebar; thence South 89°55'14" West for 49.93 feet to a 5/8" rebar on the West line of Golf Course Drive; thence South 89°59'14" West for 82.51 feet to a 5/8" rebar; thence South 40°56'38" West for 26.70 feet to a 5/8" rebar; thence South 0°16'09" West for 84.91 feet to a 5/8" rebar; thence South 89°58'55" West for 291.97 feet to a 5/8" rebar; thence South 0°15'37" West for 70.23 feet to a 5/8" rebar on the North line of Birdie Lane; thence along Birdie Lane South 89°56' West for 20.00 feet to a 5/8" rebar; thence continuing along Birdie Lane South 0°11'09" West for 95.00 feet to a 5/8" rebar; thence South 89°56' West for 189.31 feet to the **TRUE POINT OF BEGINNING**;

EXCEPTING THEREFROM the following described property:

Land and road right of ways located in the Southeast quarter of Section 35, Township 10 South, Range 13 East, W.M., Jefferson County, Oregon, being described as follows:

BEGINNING at a 5/8" rebar at the Northwest corner of Lot 5, Plat of Fairway Estates Phase 1; thence South 89°55'46" West for 78.58 feet; thence North 82°36'46" West for 137.14 feet; thence South 0°11'55" West for 20.16 feet; thence South 82°36'46" East for 93.20 feet; thence South 0°10'50" West for 90.20 feet to a rebar; thence North 89°47'34" East for 122.15 feet; thence North 0°11'38" East for 104.19 feet to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING THEREFROM the following described property:

A tract of land located in the Southeast quarter of Section 35, Township 10 South, Range 13 East, W.M., Jefferson County, Oregon, being described as follows:

BEGINNING at a rebar at the Northeast corner of Lot 4, Plat of Fairway Estates Phase 1; thence North 89°55'57" East for 335.66 feet; thence South 0°11'02" West for 104.18 feet; thence North 89°59'31" West for 10.66 feet; thence South 89°55'57" West for 325.00 feet; thence North 0°11'02" East for 104.17 feet to the **TRUE POINT OF BEGINNING**;

Also in said Section 35 the following road right-of-ways:

Golf Course Drive from the North right of way line of NW Birch Lane North to the terminus of Golf Course Drive as platted in Fairway Estates Phase 1;

Eagle Court from the North right of way line of NW Birch Lane to the terminus as platted in Fairway Estates Phase 1.

The right-of-way of NW Birch Lane between the West right-of-way line of Golf Course Drive the East line of said Section 35.

The following road right of ways in SECTION 36:

NW Birch Lane between the West line of Section 36 and the West right of way line of Highway 26.

NW Depot Street from the North right of way line NW Birch Lane Northeasterly for 100 feet.

Township 11 South, Range 13 East:

SECTION 1

TRACT 3

(2004-2500 Tract B, Jefferson County Official Records)

Commencing at the Southeast corner of said Section 1; thence Westerly along the South line of said Section 1, 590 feet to a point which intersects with the Southerly extension of the Easterly boundary line of that tract conveyed to Nelson B. Cox and Mercedes C. Cox by Deed recorded February 21, 1958 in Jefferson County Deed Book 29, Page 439; thence North 0°20' East 526.5 feet to the Northeasterly corner of said Cox tract as described by said Deed in Vol. 29, page 439; thence continuing along the extension of said line North 0°20' East to the Western boundary line of North Unit Irrigation Lateral M-58-1; thence Southeasterly along said Westerly boundary of North Unit Irrigation Lateral M-58-1 to the Eastern boundary of said Section 1; thence South along the Eastern boundary line of said Section to the South line of Section 1. Subject to right of way of Ashwood Road.

And that portion of land described as follows:

BEGINNING at the Northeast corner of said Cox tract as described in Deed Volume 29, Page 439; thence North 42°28'35" West along the North line of said Cox tract a distance of 441.42 feet to the Northwest corner of said Cox tract; thence North 0°04'57" East 62.33 feet to the Westerly boundary line of the North unit Irrigation Lateral M-58-1; thence Southeasterly along said Westerly boundary line a distance of 443 feet more or less to a point being on the Northerly extension of the East line of said Cox tract; thence South 0°20' West along said Northerly extension line a distance of 62 feet more or less to the Northeast corner of said Cox tract and the **POINT OF BEGINNING**;

TRACT 4

(2007-3723, Jefferson County Official Records)

Parcel 2 of Partition Plat 1998-01 **TOGETHER WITH** the following described:

BEGINNING at the Northwest corner of said Parcel 2; thence North 0°04'57" East on the Northerly projection of the West line of said Parcel 2 a distance of 207.23 feet to a point 80.00 feet South of the North line of the said South half of the Southeast quarter; thence South 89°34'34" East parallel with and 80.00 feet Southerly of said North line a distance of 415.62 feet; thence South 0°04'57" West a distance of 386.33 feet to the Northwest corner of that land conveyed to Nelson B. Cox and Mercedes C. Cox by Deed Book 29, Page 439, recorded February 21, 1958 in Jefferson County Deed Records; thence South 0°24'41" West along the West line of said Deed Book 29 a distance of 57.81 feet to the Northeast corner of said Parcel 2; thence North 55°41'59" West along the North line of said Parcel 2 a distance of 97.72 feet; thence North 61°02'44" West along the North line of said Parcel 2 a distance of 381.95 feet to the **POINT OF BEGINNING**.

TRACT 5

(2012-1498, Jefferson County Official Records)

Parcel 1 of Partition Plat 2001-07 **EXCEPTING THEREFROM** the North 30 feet.

Parcel 2 of Partition Plat 2001-07

TRACT 6

(2010-4401, Jefferson County Official Records)

Parcel 1: The Northeast quarter of the Southeast quarter of said Section 1

Parcel II: Parcel 2 of Partition Plat 2002-07

TRACT 7

(2012-2783, Jefferson County Official Records)

Commencing at a 3/4" pipe monumenting the Northeast corner of Lot 82, MORNING CREST ESTATES PHASE 3, from which a 3 1/4" aluminum cap monumenting the East quarter corner of Section 1, Township 11 South, Range 13 East of the Willamette Meridian, Jefferson County, Oregon bears North 82°44'14" East 1925.60 feet, said 3/4" pipe being the initial point of MORNING CREST ESTATES PHASES 5 and 6 and the **TRUE POINT OF BEGINNING**; thence along the boundary of MORNING CREST ESTATES PHASE 3 as follows: South 100.00 feet; thence South 7°49'26" East 56.52 feet; thence South 91.00 feet; thence East 66.00 feet; thence South 62.00 feet; thence West 60.00 feet; thence South 62.20 feet; thence West 60.00 feet; thence South 100 feet; thence South 17°38'10" West 58.76 feet; thence South 119.11 feet to the boundary of "PARCEL I" as depicted in Oman's 1991 "Plat of Property Line Adjustment" (Jefferson County Microfilm No. 920526) and to the North line of Lot 12, "SAGE HILL ADDITION"; thence leaving said Phase 3 boundary and along said "PARCEL I" boundary as follows: South 89°46'55" East along said North line 54.25 feet to the East line of said Lot 12; thence South 00°04'28" West along said East line 24.68 feet; thence South 89°56'09" East 589.91 feet to the East line of the Northwest quarter of the Southeast quarter of said Section 1; Thence North 0°05'45" East along said East line 672.86 feet; thence leaving said "PARCEL I" boundary West 521.14 feet; thence South 89°02'43" West 60.01 feet to the **TRUE POINT OF BEGINNING**;

EXCEPTING THEREFROM Lots 226, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 255, 256, 257, 258, 259, 260 and 261 of MORNING CREST ESTATES, PHASE 5 recorded on March 26, 2009 in Jefferson County, Oregon as Instrument Number 2009-1025.

TRACT 8

(892013, Microfilm/Jefferson County Deed Records)

The Southwest quarter of the Northeast quarter of said Section 1.

EXCEPT the following described parcel of land:

BEGINNING at the Northwest corner of the Southwest quarter of the Northeast quarter of said Section 1; thence South 89°22'00" East along the North line of said Southwest quarter of the Northeast quarter a distance of 465.58 feet; thence leaving said North line South 38°24'03" East 269.03 feet; thence South 84°26'33" East 255.33 feet; thence South 71°45'08" East to a point that is 60 feet Westerly when measure at right angles to the East line of said Southwest quarter of the Northeast quarter; thence North 0°05'40" East, being 60 feet Westerly and parallel with the East line of the Southwest quarter of the Northeast quarter, to the centerline of Loucks Road and the North line of said Southwest quarter of the Northeast quarter; thence North 89°22'00" West along said North line to the **POINT OF BEGINNING**.

Also in said SECTION 1 the following road right-of-ways:

The unnamed road right of way being the West 30 feet of the Southeast quarter of the Northeast quarter of said Section 1 as shown on Partition Plat 2002-07.

NE Loucks Road from the East right of way line of the aforementioned unnamed road, Westerly to the East right of way line of US97 (also known as the The Dalles-California Highway).

That portion of US97 (also known as the The Dalles-California Highway) between the North and South right of way lines of NE Loucks Road and NE Jefferson St.

NE Jefferson Street between the West right of way line of US97 (also known as the The Dalles-California Highway) and the East right of way line of Highway 26.

Highway 26 between the North right of way line of NE Jefferson Street and the South right of way line of NW Lee St.

NW Birch Lane between the West line of said Section 1 and the West right of way line of Highway 26.

NE Kinkade Road from the South line of Section 1 Northerly to the Southeast 1/16th corner of Said Section 1.

NE Kinkade Road as dedicated in the plat of Oak Terrace Estates.

NE Oak Street from the Southeast 1/16th corner of said Section 1 Westerly for 125 feet.

City View Street between the East line of said Section 1 and NE Kinkade Road.

East "B" Street between the East line of said Section 1 and a point that is 175 feet West of the Southeast corner of said Section 1.

SECTION 2:

TRACT 9

Lots 1 through 24, Sky Ridge Subdivision;

TRACT 10

Parcel 1, Partition Plat 2004-16;

TRACT 11

(2005-741 Parcel I, Jefferson County Official Records)

BEGINNING at a point on the Section line 43 rods (709.50 feet) North of the Southeast corner of the Northeast quarter of the Southeast quarter of Section 2; thence North along said Section line 30 rods (495.00 feet); thence West 80 rods (1,320 feet); thence South 50 rods (825.00 feet); thence East 40 rods (660.00 feet) to the **POINT OF BEGINNING**, all lines hereto running on the same degree of variation as the Section lines of said Section.

EXCEPTING THEREFROM those portions thereof described in the following deeds:

Recorded July 2, 1956 in Book 27, Page 698; recorded September 14, 1956 in Book 28, Page 321; recorded July 19, 1961 in Book 33, Page 349; recorded May 16, 1947 in Book 18, Page 175; recorded July 9, 1936 in Book 13, Page 344; recorded July 9, 1936 in Book 13, page 345; recorded May 9, 1947 in Book 18, Page 167; recorded March 22, 1949 in Book 20, Page 478; recorded September 12, 1961 in Book 33, Page 531; recorded April 3, Page 1957 in Book 28,

Page 580; recorded November 15, 1956 in Book 28, Page 320; recorded December 31, 1956 in Book 28, Page 427; recorded December 31, 1956 in Book 28, Pages 428 and 430; recorded December 31, 1956 in Book 28, Page 429; recorded May 22, 1966 in Book 34, Page 608;

TRACT 12

(2005-741 Parcel II, , Jefferson County Official Records)

BEGINNING at a point 368.9 feet North and 475.0 feet West of the Southeast corner of the Northeast quarter of the Southeast quarter of Section 2; thence West a distance of 185.0 feet; thence North a distance of 330.5 feet; thence East a distance of 185.0 feet; thence South a distance of 330.5 feet to the **POINT OF BEGINNING**.

TRACT 13

(2005-741 Parcel III, Jefferson County Official Records)

Commencing at the Southeast corner of the Northeast quarter of Section 2; running thence North 0°04' East 368.9 feet; thence North 89°56' West 660.0 feet to the **TRUE POINT OF BEGINNING**; thence North 89°56' West 660.0 feet; thence North 0°04' East 841.4 feet; thence South 89°56' East 660.0 feet; Thence South 0°04' West 841.4 feet to the **TRUE POINT OF BEGINNING**;

TRACT 14

(2008-1705, Jefferson County Official Records)

BEGINNING at point, a 1/2" pipe set at the Southeast 1/16 corner of Section 2; thence along the East 1/16 Section line, North 0°04'00" East 105.00 feet to a #4x24 inch plastic-capped steel rod; thence along a line parallel with the South 1/16 Section line, North 89°51'40" East 225.00 feet to a #5x30 inch plastic-capped steel rod; thence along a line parallel with the East 1/16 Section line, North 0°04'00" East 263.62 feet to a point, from which a #5x30 inch plastic-capped steel rod set as a Witness Corner along the South line of a dedicated easement bears South 0°04'00" West 50.00 feet; thence North 89°50'22" East 419.39 feet to a point from which a #5x30 inch plastic-capped steel rod set as a Witness Corner along said South easement line and the West line of Third Street bears South 0°08'41" East 50.00 feet; Thence along the West line of Third Street, South 0°08'41" East 368.77 feet to a #5x30 inch plastic-capped steel rod set along the intersection with the South 1/16 Section line; thence along the South 1/16 Section line South 89°51'40" West 645.75 feet to the **POINT OF BEGINNING**;

EXCEPTING THEREFROM the North 50 feet as dedicated by instrument recorded June 5, 1985, as Instrument #154582, Jefferson County, Oregon;

TRACT 15

(2013-2794 Parcel I, Jefferson County Official Records)

BEGINNING at the Northwest corner of Tract B, Block 2, WATTS ADDITION, Jefferson County, Oregon; thence South 0°04' West along the Westerly boundary line of said Tract B and Tract A, a distance of 321.06 feet; thence North 89°56' West a distance of 100 feet; thence North 0°04' East 321.06 feet to a point in the Westerly extension of the North line of said Tract B; Thence South 89°58'21" East 100 feet to the **POINT OF BEGINNING**;

LESS AND EXCEPT the following describe parcel; **BEGINNING** at the Northwest corner of Tract B, Block 2, WATTS ADDITION, Jefferson County, Oregon; thence South 0°04' West along the Westerly boundary of said Tract B to the Southwest corner thereof; thence North 89°56' West a distance of 100 feet; thence North 0°04' East 170.0 feet to a point in the Westerly extension of the North line of Tract B; thence South 89°58'21" East 100 feet to the **POINT OF BEGINNING**;

TRACT 16

(2013-2794 Parcel II, Jefferson County Official Records)

BEGINNING at the Northwest corner of Tract B, Block 2, WATT ADDITION, Jefferson County, Oregon; thence South 0°04' West along the Westerly boundary of said Tract B to the Southwest corner thereof; thence North 89°56' West a distance of 100 feet; thence North 0°04' East 170.0 feet to a point in the Westerly extension of the North line of Tract B; thence South 89°58'21" East 100 feet to the **POINT OF BEGINNING**;

TRACT 17

(2013-2794 Parcel III, Jefferson County Official Records)

Tract B, Block 2, WATTS ADDITION, Jefferson County, Oregon;

TRACT 18

(2013-2794 Parcel IV, Jefferson County Official Records)

Tract A, Block 2, WATTS ADDITION, Jefferson County, Oregon;

Also in said SECTION 2 the following road right-of-ways:

NW Birch Lane between the East right-of-way line the Burlington Northern Santa Fe Railroad and the East line of said Section 2.

NW Cleveland Avenue between NW Fourth Street and NW Birch Lane.

NW Second Street between NW Cleveland Avenue and NW Lee Street.

NW 4th Street between the South right of way line of NW Birch Lane and the South right of way line of NW Cleveland Avenue.

NW Lee Avenue between its Westerly terminus and the West right-of-way line of Highway 26;

Highway 26 between the North right of way line of NE Jefferson Street and the South right of way line of NW Lee Street.

NW 3rd Street between the South line of said Section 2 and the North right of way line of NW Poplar Street.

NW Poplar Street from the West right of way line of NW 3rd Street and the Westerly terminus of said NW Poplar Street on the West line of the Northeast quarter of the Southeast quarter of said Section 2.

West "B" Street between the East right of way line of NW 3rd Street and the West line of the Southeast quarter of the Southeast quarter of said Section 2.

SECTION 11

TRACT 19

The Southeast quarter of the Northwest quarter of Section 11.

TOGETHER WITH the following described parcel of land:

BEGINNING at the Northeast corner of the West half of the Northeast quarter of the Southwest quarter of Section 11, also being the Northwest corner of the Plat of Phase 1 of Park Place Subdivision; thence along the East line of the West half of the Northeast quarter of the Southwest quarter of Section 11 an the West line of the Plat of Phase 1 of Park Place Subdivision South 0°05'11" West for 445.19 feet; thence South 90° West for 260 feet; thence North 0°05'11" East for 446.06 feet to the North line of the West half of the Northeast quarter of the Southwest quarter of Section 11; thence along the North line of the West half of the Northeast quarter of the Southwest quarter of Section 11 South 89°48'28" East 260.00 feet to the **POINT OF BEGINNING**;

TRACT 20

(2016-156, Jefferson County Official Records)

The West half of the Northeast quarter of the Southwest quarter of Section 11;

EXCEPTING THEREFROM the following described property:

Commencing at the Southwest corner of the West half of the Northeast quarter of the Southwest quarter, said corner is also referred to as the Southwest one-sixteenth corner of Section 11; thence South 89°49'10" East along the East-West centerline of the Southwest quarter of said Section 11 a distance of 660.63 feet by new measurement (660.75 feet deed record) to the Southeast corner of that parcel of land described in Deed from Ira R. Richards and Joyce B. Richards to Kenneth C. Bierman and Connie L. Bierman, recorded February 10, 1970, in Book 44 Page 693 of Deed Records and is the **TRUE POINT OF BEGINNING** of this description; thence North 0°04'30" East 200.00 feet; thence North 89°55'30" West a distance of 110.00 feet; thence South 0°04'30" West a distance of 199.80 feet to the above-mentioned East-West centerline of the Southwest quarter; thence South 89°49'10" West a distance of 110.00 feet to the **TRUE POINT OF BEGINNING**;

AND EXCEPTING THEREFROM the following:

BEGINNING at the Southwest corner of the above-mentioned Northeast quarter of the Southwest quarter; thence North 0°05'00" East along the West line of said Northeast quarter of the Southwest quarter a distance of 320.00 feet; thence South 89°49'10" East parallel with the South line of said Northeast quarter of the Southwest quarter of a distance of 100.00 feet; thence South 0°05'00" West parallel with the West line of said Northeast quarter of the Southwest quarter a distance of 320.00 feet to the South line of said Northeast quarter of the Southwest quarter; thence North 89°49'10" West a distance of 100.00 feet to the **POINT OF BEGINNING**;

AND EXCEPTING THEREFROM the following:

The Southeast quarter of the Northwest quarter of Section 11;

AND EXCEPTING THEREFROM the following:

BEGINNING at the Northeast corner of the West half of the Northeast quarter of the Southwest quarter of Section 11, also being the Northwest corner of the Plat of Phase 1 of Park Place Subdivision; thence along the East line of the West half of the Northeast quarter of the Southwest quarter of Section 11 and the West line of the Plat of Phase 1 of Park Place Subdivision South 0°05'11" West for 445.19 feet; thence South 90° West for 260 feet; thence North 0°05'11" East for 446.06 feet to the North line of the West half of the Northeast quarter of the Southwest quarter of Section 11; thence along the North line of the West half of the Northeast quarter of the Southwest quarter of Section 11 South 89°48'28" East 260.00 feet to the **POINT OF BEGINNING**;

AND FURTHER EXCEPTING THEREFROM the following described tract of land:

A portion of land located in the West half of the Northeast quarter of the Southwest quarter of Section 11, being the West 16.00 feet of the following described parcel of land:

Commencing at the Southwest corner of the West half of the Northeast quarter of the Southwest quarter, said corner is also referred to as the Southwest one-sixteenth corner of Section 11; thence South 89°49'10" East along the East-West centerline of the Southwest quarter of said Section 11 a distance of 660.63 feet by new measurement (660.75 feet deed record) to the Southeast corner of that parcel of land described in Deed from Ira R. Richards and Joyce B. Richards to Kenneth C. Bierman and Connie L. Bierman, recorded February 10, 1970, in Book 44 Page 693 of Deed Records and is the **TRUE POINT OF BEGINNING** of this description; thence North 0°04'30" East 200.00 feet; thence North 89°55'30" West a distance of 126.00 feet; thence South 0°04'30" West a distance of 199.77 feet to the above-mentioned East-West centerline of the Southwest quarter; thence South 89°49'10" West a distance of 126.00 feet to the **TRUE POINT OF BEGINNING**;

TRACT 21

(2005-2355, Jefferson County Official Records)

Tract B and C, Park Place Subdivision, Phase I, Jefferson County, Oregon, recorded February 12, 2011 as Instrument #200110521, Jefferson County Records.

TRACT 22

(2017-4624 Tract A, Jefferson County Official Records)

Parcel 1 of Partition Plat No. 1991-13

LESS AND EXCEPT that portion conveyed to the City of Madras by Deed recorded October 1, 1997 as Instrument No. 974052.

TRACT 23

(2017-4624 Tract B, Jefferson County Official Records)

Commencing at the Southwest corner of the Northwest quarter of Southeast quarter of Section 11; thence North along the West line of the Said Northwest quarter of the Southeast quarter a distance of 29.0 feet; thence East 30.0 feet to the **TRUE POINT OF BEGINNING**, said point being the Southwest corner of Lot 7, Block 9, of vacated Cunningham Addition; thence North and parallel with the West line of said Northwest quarter of the Southeast quarter, a distance of

299.50 feet; thence East a distance of 230.00 feet; thence South a distance of 299.50 feet; thence West a distance of 230.00 feet to the **TRUE POINT OF BEGINNING**;

(2017-4624 Parcel 2, Jefferson County Official Records)

Also that portion of the Northeast quarter of the Southwest quarter of Section 11 lying East of the old The Dalles- California Highway also known as the Culver Highway;

(2017-4624 Parcel 3, Jefferson County Official Records)

Also Commencing at the Southwest corner of the Northwest quarter of the Southeast quarter of Section 11; thence North along the West line of said quarter quarter a distance of 29.0 feet to the **TRUE POINT OF BEGINNING**; thence East 30.0 feet; thence North parallel to the West line of said quarter distance of 299.5 feet to a point on the East line of the old The Dalles-California Highway also known as the Culver Highway; thence Southwesterly along the Easterly line of said Highway to the intersection of the West line of said quarter quarter; thence South along the West line of said quarter quarter 160 feet more or less to the **TRUE POINT OF BEGINNING**;

TRACT 24

(2012-2055, Jefferson County Official Records)

All of the Southwest quarter of the Southwest quarter of Section 11 lying North of the present County Road, excluding Belmont Lane as shown by Deed recorded November 23, 1970, in Volume 46, Page 9, and June 27, 1973 in Volume 50, Page 724, in Jefferson County Records.

EXCEPTING therefrom Sunnyside Estates Phase 1, filed November 18, 1997 as Instrument No. 974834, Jefferson County, Oregon.

TRACT 25

(2010-867, Jefferson County Official Records)

The Southeast quarter of the Southwest quarter lying South of Belmont Lane and West of the Culver Highway.

EXCPET that portion described in Deed to Brent Elton Woodward et al recorded February 25, 2005 as Instrument No. 2005-0928, Jefferson County Records.

ALSO EXCEPT that portion described in Deed to Pacific Northwest Bell Telephone CO., recorded November 30, 1989 as Instrument No. 892714, Jefferson County Deed Records.

ALSO EXCEPT that portion described in Deed to Jack T. Miller et al, recorded March 16, 1972 in Book 46, Page 215, Jefferson County Deed Records.

ALSO EXCEPT that portion described in Deed to Robert A. Kunders et ux, recorded June 19, 1972 in Book 50, Page 770, Jefferson County Deed Records.

ALSO EXCEPT that portion described in Deed to Deschutes Valley Water District, recorded February 12, 1985 as Instrument No. 153543, Jefferson County Deed Records.

ALSO EXCEPT that portion described in Deed to James C. Beezley et ux, recorded December 15, 1969 in Book 44, Page 543, Jefferson County Deed Records.

ALSO EXCEPT all land contained in the official Plat of Milbur Acres, Jefferson County, Oregon.

TRACT 26

(2007-4409 Parcel I, Jefferson County Official Records)

A tract of land located in the Southeast quarter of the Southwest quarter of Section 11, more particularly described as follows:

BEGINNING at a point, a #4 steel rod set along the West line of the Culver Highway at the intersection with the South 1/16 Section line, from which the Southeast 1/16 corner of Section 11 bears South 89°41'10" East 107.49 feet; thence along said West line South 11°06'07" West 326.88 feet to a #5 plastic-capped steel rod; thence along a line parallel with the South 1/16 section line, North 89°49'10" West 330.00 feet to a #5 plastic-capped steel rod; thence North 0°09'23" East 320.96 feet to a point along the South 1/16 Section line; thence along the South 1/16 line, South 89°49'10" East 392.07 feet to the **POINT OF BEGINNING**;

EXCPEITING THEREFROM Belmont Lane.

TRACT 27

(2007-4409 Parcel II, Jefferson County Official Records)

A tract of land located in the Southeast quarter of the Southwest quarter of Section 11, more particularly described as follows:

BEGINNING at a point along the South 1/16 line of Section 11, from which the Southeast 1/16 corner thereof bears South 89°49'10" East 499.56 feet; thence South 0°09'23" West 532.34 feet to a #5 plastic-capped steel rod; thence North 89°51'12" West 161.47 feet to a #5 plastic-capped steel rod; thence North 0°09'23" East 532.34 feet to a point along the South 1/16 Section line; thence along said South 1/16 line South 89°49'10" East 161.47 feet to the **POINT OF BEGINNING**.

EXCEPTING THEREFROM Belmont Lane.

Also in said SECTION 11 the following road right-of-ways:

West "B" Street between the East right of way line of NW 3rd Street and the West line of the Northeast quarter of the Northeast quarter of said Section 11.

SW First Street between West "B" Street and Culver Highway.

Culver Highway between the South line of said Section 11 and the North line of said Section 11.

SW Roosevelt Street between Culver Highway and SW "H" Street.

SW "H" Street between the East right of way line of SW Roosevelt Street and SW Jackson Street.

SW Jackson Street between Culver Highway and the Northerly terminus of said SW Jackson Street.

SW "G" Street between Culver Highway and SW Jackson Street.

SW "J" Street between the East right of way line SW Willies Drive and the East right of way line of Culver Highway.

SW Belmont Lane between the West right of way line of Culver Highway and the West line of said Section 11.

SW Sunset Street as platted in Sunnyside Estates, Phase 1.

SECTION 12

TRACT 28

(2019-2476, Jefferson County Official Records)

Lot 2, Sunrise Estates Subdivision, Phase II, Recorded May 25, 1993 as Instrument #931476.

EXCEPTING THEREFROM that portion of said Lot 2, Sunrise Estates Subdivision, Phase III, recorded January 6, 1997 as Instrument #970050

TRACT 29

(Tax Card 111312CC00300, matches with Tenneson Survey from 1992)

BEGINNING at the Northwest corner of the Southwest quarter of the Southwest quarter of said Section 12; thence East along the North line of said Southwest quarter of the Southwest quarter for 466.69 feet; thence South parallel with the West line of said Southwest quarter of the Southwest quarter for 466.69 feet; thence West parallel with the South line of said Southwest quarter of the Southwest quarter for 466.69 feet to said West line; thence North along said West line for 466.69 feet to the **POINT OF BEGINNING**.

EXCEPT any portion lying with the right of way of Adams Drive and J Street

EXCEPT any portion described in Document no. 2014-1797, Jefferson County Official Records.

TRACT 30

(2019-1771, Jefferson County Official Records)

Parcel 3 of Partition Plat 2004-09, recorded June 4, 2004 as Instrument No. 2004-2540.

EXCEPTING THEREFROM that portion described in Deed of Dedication recorded April 7, 2006 as Instrument No. 2006-2073.

ALSO EXCEPTING THEREFROM that portion contained in STRAWBERRY HEIGHTS SUBDIVISION, Phase 3, recorded August 9, 2006 as Instrument No. 2006-4889.

TRACT 31

(2005-1617 Parcel I, Jefferson County Official Records)

Commencing at the Northwest corner of the Northeast quarter of Section 12; thence South along the West line of said Northeast quarter of the Southwest quarter aforesaid, a distance of 15 rods to a point which is the Southwest corner of the tract of land described in that certain deed from C.K. Loucks, a single man, to William H. Hess, record in Jefferson County, Oregon, records of Deeds, Book E, Page 131; thence East at right angles to the aforesaid West line along the Southern line of said tract a distance of 437.35 feet to a point on the Westerly right of way line of the County Road; thence Southeasterly along the Westerly line of said road a distance of 78.20 feet; thence South 48°01'03" West a distance of 150 feet to the **TRUE POINT OF BEGINNING** of this description; thence South 48°01'03" West 509.53 feet, more or less, to the

West line of the Northeast quarter of the Southwest quarter aforesaid; thence South along the said West line 150 feet; thence Easterly to a point which is 300 feet South $34^{\circ}56'$ East from the true point of beginning; thence North $34^{\circ}56'$ West 300 feet to the **TRUE POINT OF BEGINNING**;

EXCEPT commencing at the Northwest corner of the Northeast quarter of the Southwest quarter of Section 12; thence South $89^{\circ}49'$ East along the East-West centerline of said Section 12, 39.17 feet; thence South $0^{\circ}04'$ West 247.40 feet; thence North $89^{\circ}58'$ West 10 feet; thence South $0^{\circ}04'$ West 637.72 feet to the **TURE POINT OF BEGINNING**; thence North $66^{\circ}14'20''$ East 215.00 feet to a point; thence North $0^{\circ}04'$ East 113.00 feet; thence South $66^{\circ}14'$ West 215.00 feet; thence South $0^{\circ}04'$ West 113.00 feet to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING commencing at the Northwest corner of the Northeast quarter of the Southwest quarter of Section 12; thence South $89^{\circ}49'$ East along the East-West centerline of said Section 12, 39.17 feet; thence South $0^{\circ}04'$ West 247.40 feet; thence North $89^{\circ}58'10''$ West 10 feet; thence South $0^{\circ}04'$ West 637.72 feet; thence North $66^{\circ}14'20''$ East 32 feet; thence North $81^{\circ}55'47''$ East 169.10 feet to the Southeast corner of the James W. Earl Tract recorded Jefferson County Deed Volume 55, Page 969; thence North $0^{\circ}04'$ East 162.97 feet to the **TRUE POINT OF BEGINNING** and the Northeast corner of said James W. Earl Tract; thence South $0^{\circ}04'$ West 162.97 feet to the Southeast corner of said James W. Earl tract; thence North $81^{\circ}55'47''$ East 50 feet to a point; thence Northwesterly to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING BEGINNING at the most Southerly corner of Parcel 3, Partition Plat 2000-08, said point being 52.75 feet North $48^{\circ}01'03''$ East and 748.06 feet South $0^{\circ}04'$ West , along the Westerly line of the Northeast quarter of the Southwest quarter of Section 12 from the Northwest corner thereof; Thence North $48^{\circ}01'03''$ East along the Southeasterly line of said Parcel 3, a distance of 237.00 feet; thence South $17^{\circ}32'53''$ East along a line parallel to the Northwesterly line of a tract of land described in Deed Book 61, Page 515, Jefferson County Deed Records, a distance of 229.20 feet; thence South $66^{\circ}14'20''$ West a distance of 29.78 feet; thence North $17^{\circ}32'53''$ West along the aforementioned Northwesterly line of said tract a distance of 103.96 feet to the most Northerly point thereof; thence South $66^{\circ}14'20''$ West a distance of 215.00 feet to a point on the Easterly right of way of Tenth Street; thence North $0^{\circ}04'$ East along said right of way a distance of 50.47 feet; thence North $48^{\circ}01'03''$ East a distance of 13.47 feet to the **POINT OF BEGINNING**;

ALSO EXCEPTING THEREFROM all that portion conveyed to by Declaration of Dedication and Acceptance, recorded September 1, 1994 as Instrument No. 943624, Deed records of Jefferson County, Oregon.

ALSO EXCEPTING THERERFROM all that portion conveyed by Dedication Warranty Deed record April 2, 2002 as Instrument No. 2002-1472, Jefferson County Oregon;

TRACT 32

(2005-1617 PARCEL II, Jefferson County Official Records)

BEGINNING at the Northwest corner of the Northeast quarter of the Southwest quarter of Section 12; thence East 15 rods to a point; thence Southeasterly direction in straight line to a point 30.00 feet West of the Southeast corner of said Northeast quarter of the Southwest quarter of said Section; thence West 1290.00 feet; thence North 1320.00 feet to the **POINT OF**

BEGINNING, SAVE AND EXCEPT that certain tract or parcel of land described by metes and bounds as follows, to-wit; All of that certain tract or parcel of land situated in the Northeast quarter of the Southwest quarter of Section 12, **BEGINNING** at the Northwest corner of said Northeast quarter of the Southwest quarter of said Section 12; thence South on the quarter section line 15 rods to a point; thence running East at right angles therewith 26 rods 13 feet; thence Northwesterly to appoint 15 rods 5 feet East to the **POINT OF BEGINNING**; thence West on the quarter section line to the **PLACE OF BEGINNING**;

AND that portion of the Northeast quarter of the Southwest quarter of Section 12 lying within County Road 72, known as McTaggart Road, which lies West of that part of the West line of the relocated County Road described as follows: Commencing at the Northwest corner of said Northeast quarter of the Southwest quarter; thence South 89°49' East along the North line of the Southwest quarter of said Section 12 a distance of 317.87 feet to the Westerly right of way line of the said relocated County Road; thence South 34°56' East 502.57 feet to the **TRUE POINT OF BEGINNING**; thence continuing South 34°56' East to a point where the South line of said Northeast quarter of the Southwest quarter intersection the West line of said relocated County Road.

EXCEPTING THEREFROM all that portion conveyed by Warranty Deed recorded July 17, 1951 in Book 23, Page 191, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Warranty Deed recorded September 6, 1951 in Book 23, Page 273, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Warranty Deed recorded February 1, 1960 in Book 31, Page 503, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion as described in Memorandum of Sale of Real Property recorded July 2, 1978 in Book 60, page 774, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Quitclaim Deed recorded March 14, 1980 as Instrument No. 136341, Deed records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion as described in Bargain and Sale Deed recorded November 30, 1993 as Instrument No. 933938, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Declaration of Dedication and Acceptance recorded September 1, 1994 as Instrument No. 943624, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING commencing at the most Southerly corner of Parcel 3, Partition Plat 2000-08, said point being 52.75 feet North 48°01'03" East and 748.06 feet South 0°04' West , along the Westerly line of the Northeast quarter of the Southwest quarter of Section 12 from the Northwest corner thereof; Thence North 48°01'03" East along the Southeasterly line of said Parcel 3, a distance of 237.00 feet; thence South 17°32'53" East along a line parallel to the Northwesterly line of a tract of land described in Deed Book 61, Page 515, Jefferson County Deed Records, a distance of 229.20 feet to the **TRUE POINT OF BEGINNING**; thence South 17°32'53" East continuing along said line a distance of 67.68 feet; thence South 81°52'18" West

along the Southerly line of said tract a distance of 30.00 feet; thence North 17°32'53" West along the aforementioned Northwesterly line of said tract a distance of 59.60 feet; thence North 66°14'20" East a distance of 29.78 feet to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING THEREFROM all that portion conveyed by Declaration of Dedication and Acceptance recorded March 21, 2001 as Instrument No. 20011078, Jefferson County, Oregon.

TRACT 33

(2017-1082 Parcel I, Jefferson County Official Records)

The Northwest quarter of the Southeast quarter of said Section 12.

EXCEPTING THEREFROM the South 40.00 feet of said Northwest quarter of the Southeast quarter.

ALSO EXCEPTING THEREFROM that portion lying North and West of the following described line: Commencing at the Northwest corner of said Northwest quarter of the Southeast quarter a distance 724.91 feet to the **TRUE POINT OF BEGINNING** of this description, said bearing is called for in Parcel II of Deed Instrument No. 942434; thence East 648 feet; thence North 528.81 feet to a point which is 200.06 feet South of the North line of said Northwest quarter of the Southeast quarter, said Instrument No. 942434 calls for the "East-West centerline of Section 12"; thence South 89°49' East 435.47 feet; thence North 40.06 feet; thence East 68 feet; thence Northeasterly in a straight line 166 feet more or less to a point on the North line of said Northwest quarter, said point is the end of this description and bears South 89°49'; East 1195.47 feet per said Instrument No. 942434 from the Northwest corner of said Northwest quarter of the Southeast quarter.

ALSO EXCEPTING THEREFROM commencing at the center one quarter of said Section 12; thence South 0°04'20" East, 724.91 feet to the **TRUE POINT OF BEGINNING**; thence South 0°04'20" East 595.09 feet; thence South 34°56'00" East 60.93 feet along the Easterly line of McTaggart Road; thence North 65°04'00" East 35.28 feet; thence along a 195.25 foot radius curve to the left 62.01 feet (delta = 18°11'50"); thence South 89°45'00" East 922.39 feet; thence North 224.00 feet; thence North 70°04'41" West 94.59 feet; thence North 22°13'29" West 89.82 feet; thence North 48°03'13" West 90.02 feet; thence North 99.34 feet; thence West 98.35 feet; thence North 77°45'41" West 124.74 feet; thence North 12°16'55" East 75.92 feet; thence West for 647.08 feet to the **TRUE POINT OF BEGINNING**;

TRACT 34

(2017-1082 Parcel II, Jefferson County Official Records)

That portion of the Northeast quarter of the Southeast quarter of said Section 12 lying Westerly of the following described line:

Commencing at the Northwest corner of said Northeast quarter of the Southeast quarter; thence South 89°49'27" East along the North line of said Northeast quarter of the Southeast quarter a distance of 9.81 feet to the **TRUE POINT OF BEGINNING**; thence South 46°12'47" East leaving said North line a distance of 73.29 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 18°40'28" East 50.92 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; Thence south 36°26'31" East,

165.36 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 51°18'10" East, 77.57 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 39°32'40" East, 107.35 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 26°30'48" East, 101.64 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 1°28'59" West, 146.34 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 25°01'53" East, 414.10 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 2°58'46" East, 88.69 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence North 89°54'40" West, 57.61 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 66°59'06" West, 111.46 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 40°49'59" West, 27.14 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence continuing South 40°49'59" West, 25.71 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; Thence South 14°41'55" West, 137.50 feet to a point 40.00 feet north of the South line of said Northeast quarter of the Southeast quarter; thence North 89°49'33" West parallel with said South line a distance of 298.12 feet to the West line of the Northeast quarter of the Southeast quarter of said Section 12 and the **END OF THIS DESCRIPTION.**

TRACT 35

(2006-789, Jefferson County Official Records)

That portion of the Northeast quarter of the Southeast quarter of said Section 12 more particularly described as follows:

BEGINNING at a point 783.43 feet South and 374.2 feet West of the Northeast corner of the Southeast quarter of said Section 12; thence South 25°01' East 139.0 feet; thence South 28°10' East 254.0 feet; thence South 87°04' West 513.5 feet; thence North 2°56' West 215.5 feet; thence North 64°59' East 385.0 feet to the **POINT OF BEGINNING**;

TRACT 36

(2011-3582, Jefferson County Official Records)

A tract of land in the Northeast quarter of the Southeast quarter of said Section 12 more particularly described as follows:

Commencing at the intersection of the Westerly right-of-way line of County Road No. 90, also known as Grizzly Road, and the North line of the Southeast quarter of said Section 12, said point being North 89°49' West a distance of 970.00 feet from the Northeast corner of the Southeast quarter of said Section 12; thence along the Westerly right of way line of said County road by courses and distances as follows: South 64°49' East 220.14 feet; thence on the arc of 379.26 foot radius curve right 243.55 feet (the long chord of which bears South 43°25' East 238.97 feet); thence South 25°01' East 447.68 feet to the **TRUE POINT OF BEGINNING** of this description; thence continuing South 25°01' West 114.00 feet; thence South 64°59' West 385.00 feet; Thence North 25°01' West 114.00 feet; thence North 64°59' East 385.00 feet to the **TRUE POINT OF BEGINNING.**

TRACT 37

(2006-4705, Jefferson County Official Records)

A tract of land in the Northeast quarter of the Southeast quarter of said Section 12 more particularly described as follows:

Commencing at the intersection of the Western right of way line of County Road No. 90, also known as the Grizzly Road and the North line of the Southeast quarter of said Section 12, said point being North $89^{\circ}49'$ West a distance of 970.00 feet from the Northeast corner of the Southeast quarter of said Section 12; thence along the Westerly right of way line of said County Road by courses and distances as follows: South $61^{\circ}49'$ East 220.14 feet; thence on the arc of a 379.26 foot radius curve right 243.55 feet (the long chord of which bears South $43^{\circ}25'$ East 238.97 feet); thence South $25^{\circ}01'$ East 147.68 feet to the **TRUE POINT OF BEGINNING**; thence continuing South $25^{\circ}01'$ East along the Westerly right of way line of said County Road 300.00 feet; thence South $64^{\circ}59'$ West 385.00 feet; thence North $25^{\circ}01'$ West 300.00 feet; thence North $64^{\circ}59'$ East 385.00 feet to the **TRUE POINT OF BEGINNING**;

TRACT 38

(2014-2207, Jefferson County Official Records)

Parcel I

Commencing at the center of said Section 12; thence South $89^{\circ}49'$ East along the East-West centerline of said Section 12 a distance of 1658.14 feet more or less to the Westerly right of way of Grizzly Road; thence South $61^{\circ}49'$ East 220.14 feet; thence on the arc of a 379.26 foot radius curve right (the long chord of which bears South $43^{\circ}25'$ East 238.97 feet) 86.31 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said arc of said radius curve 157.24 feet to a point; thence South $64^{\circ}57'37''$ West 348.90 feet to a point; thence Northward along the centerline of Willow Creek to a point that bears South $64^{\circ}57'37''$ West from the true point of beginning; thence North $64^{\circ}57'37''$ East 386.50 feet more or less to the **TRUE POINT OF BEGINNING**;

Parcel II

Also commencing at the center of said Section 12; thence South $89^{\circ}49'$ East along the East-West centerline of said Section 12 a distance of 1658.14 feet more or less to the Westerly right of way of Grizzly Road; thence South $61^{\circ}49'$ East 220.14 feet; thence on the arc of a 379.26 foot radius curve right (the long chord of which bears South $43^{\circ}25'$ East 238.97 feet) 243.55 feet to the **TRUE POINT OF BEGINNING**; thence South $25^{\circ}01'$ East 147.68 feet to a point; thence South $64^{\circ}59'$ West 385 feet to a point; thence Northward along the centerline of Willow Creek to a point that bears South $64^{\circ}57'37''$ West from the true point of beginning; thence North $64^{\circ}57'37''$ East 348.90 feet more or less to the **TRUE POINT OF BEGINNING**;

TRACT 39

(2006-7042, Jefferson County Official Records)

Commencing at the center of said Section 12; thence South $89^{\circ}49'00''$ East along the East-West centerline of said Section 12 a distance of 1418.40 feet more or less to the centerline of Willow Creek, the **TRUE POINT OF BEGINNING**; thence continuing South $89^{\circ}49'00''$ East 265.33

feet to the West line of Grizzly Road; thence South 61°49'05" East, along said West line 219.31 feet to a point; thence along a 379.51 foot radius curve right, 86.31 feet, long chord bears South 36°46'42" East 86.12 feet; thence South 64°57'37" West 386.50 feet to the centerline of Willow Creek; thence Northwesterly along said centerline to the **TRUE POINT OF BEGINNING**;

TRACT 40

(2001-3229, Jefferson County Official Records)

A portion of the Northeast quarter of the Southeast quarter of said Section 12 more particularly described as follows:

BEGINNING at the East quarter corner of Section 12; thence South along the East Section line of said Section 12 to the East right of way line Grizzly Road; thence Northwesterly along the East right of way line of said road to the North line of the Northeast quarter of the Southeast quarter of said Section 12, thence East to the **POINT OF BEGINNING**;

LESS AND EXCEPT that portion of the above property dedicated for road and utility purposes, recorded July 26, 2000 as Instrument no. 2002959, Jefferson County Records.

ALSO LESS AND EXCEPT that portion conveyed to Jefferson County by Deed recorded November 22, 2005 as Instrument No. 2005-6816, Jefferson County Records.

TRACT 41

(Tax Card for 111312AD00500, no record on file with assessor, most likely received due to tax/foreclosure long time ago)

All that portion of the Southeast quarter of the Northeast quarter of said Section 12 lying Southwesterly of Grizzly Road.

TRACT 42

(2007-5212, Jefferson County Official Records)

The following parcels located in the Southeast quarter of the Northeast quarter of said Section 12:

Parcel I

Parcel 1 of Partition Plat 2002-04

Parcel II

BEGINNING at the Southeast corner of the Northeast quarter of said Section 12; thence North along the East line of the Northeast quarter 328.775 feet to a point; thence West along a direct line parallel with the South line of said Northeast quarter 662.20 feet to a point; thence South on a direct line parallel with the East line of said Northeast quarter 328.775 feet to the South line of said Northeast quarter; thence East along said South line 662.20 feet to the **POINT OF BEGINNING**;

Parcel II

A parcel of land located in the Southwest quarter of the Southeast quarter of the Northeast quarter of said Section 12 lying Northerly and Easterly of Grizzly Road, more particularly described as follows:

Commencing at the East quarter corner of said Section 12; thence North 89°49' West 663.96 feet to the Southwest corner of the Southwest quarter of the Southeast quarter of the Northeast quarter of said Section 12 being the **TRUE POINT OF BEGINNING**; thence North 89°49' West 177.50 feet along the South line of the Southwest quarter of the Southeast quarter of the Northeast quarter of said Section 12; thence North 61°49'05" West 170 feet along the Easterly right of way of Grizzly Road; thence North 62°42'30" East 368.88 feet to the Easterly line of the Southeast quarter of the Southeast quarter of the Northeast quarter of said Section 12; thence South 0°06'28" West 250.00 feet along the Easterly line of the Southwest quarter of the Southeast quarter of the Northeast quarter of Section 12 to the **TRUE POINT OF BEGINNING**;

TRACT 43

(TL111312AD00606)

Parcel 2 of Partition Plat 2002-04

TRACT 44

(2017-3901, Jefferson County Official Records)

Parcel I

BEGINNING at the Southwest corner of a tract of land conveyed to Gerald E. Fifield and Lois J. Fifield, husband and wife, described in Jefferson County deed Book 52, Page 155, said point lying South 135 feet and East 30 feet from the Northwest corner of the Southwest quarter of the Southeast quarter of the Northeast quarter of said Section 12; thence East along the Easterly projection of the South line of the Fifield tract, 489.92 feet; thence South 32°57'00" West 406.58 feet; thence North 59°49'00" West 97.10 feet; thence South 42°44'30" West 82.9 feet more or less to the Northeasterly line of Grizzly Road; thence North 61°49'05" West along the Northeasterly line of Grizzly Road, 146.16 feet more or less to the Easterly line of Kinkade Road; Thence North along the East line of Kinkade Road to the **POINT OF BEGINNING**.

TOGETHER WITH Parcel 3 of Partition Plat 2002-04 as filed in the Jefferson County Clerk's Office as Document 2002-1494.

EXCEPTION THEREFROM that Portion of said Parcel 3 described as follows:

BEGINNING at the most Southerly corner of said Parcel 3, monumented with a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 61°21'36" West along the South line of said Parcel 3 a distance of 138.46 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 43°24'09" East along the West line of said parcel 3 a distance of 77.67 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 59°09'21" East along said West line a distance of 97.10 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 33°36'39" East along said West line a distance of 266.58 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 41°49'16" East leaving said West line a distance of 196.46 feet to a point on the East line of said Parcel 3, said point is monumented with a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 63°09'56" West along said East line a distance of 392.23 feet to the **POINT OF BEGINNING**;

TRACT 45

(TL600 – Part of Parcel 3, Partition Plat 2002-04)

The following described portion of Parcel 3, Partition Plat 2004-04:

BEGINNING at the most Southerly corner of said Parcel 3, monumented with a 5/8” diameter rebar with a yellow plastic cap marked “DEJARNATT LS 2208”; thence North 61°21’36” West along the South line of said Parcel 3 a distance of 138.46 feet to a 5/8” diameter rebar with a yellow plastic cap marked “DEJARNATT LS 2208”; thence North 43°24’09” East along the West line of said parcel 3 a distance of 77.67 feet to a 5/8” diameter rebar with a yellow plastic cap marked “DEJARNATT LS 2208”; thence South 59°09’21” East along said West line a distance of 97.10 feet to a 5/8” diameter rebar with a yellow plastic cap marked “DEJARNATT LS 2208”; thence North 33°36’39” East along said West line a distance of 266.58 feet to a 5/8” diameter rebar with a yellow plastic cap marked “DEJARNATT LS 2208”; thence South 41°49’16” East leaving said West line a distance of 196.46 feet to a point on the East line of said Parcel 3, said point is monumented with a 5/8” diameter rebar with a yellow plastic cap marked “DEJARNATT LS 2208”; thence South 63°09’56” West along said East line a distance of 392.23 feet to the **POINT OF BEGINNING**;

TRACT 46

(2018-4606, Jefferson County Official Records)

The Northeast quarter of the Southwest quarter of the Northeast quarter, Section 12, Township 11 South, Range 13 East of the Willamette Meridian, Jefferson County, Oregon.

EXCEPTING THEREFROM a parcel of land lying in the Southeast quarter of the Northeast of Section 12, Township 11 South, Range 12 East of the Willamette Meridian, Jefferson County, Oregon, being more particularly described as follows:

Starting at the Northeast 1/16 corner, being also the Northwest quarter of the Southeast quarter of the Northeast quarter in said Section 12; thence South 89° 18’ East 786.01 feet to an existing 5/8 inch steel rebar on the Northerly line of said Southeast quarter of the Northeast quarter of said Section 12, being also the **TRUE POINT OF BEGINNING**; thence continuing South 89° 18’ East 370.00 feet to a 1/2 inch steel rebar on the Northerly line of the Southeast quarter of the Northeast quarter of said Section 12, thence South 00° 42’ West 250.00 feet to an existing 1/2 inch steel rebar; thence North 89° 18’ West 150.00 feet to an existing 1/2 inch steel rebar; thence North 00° 42’ East 220.00 feet to an existing 1/2 inch rebar; thence North 89° 18’ West 220.00 feet to an existing 1/2 inch steel rebar; thence North 00° 42’ East 30.00 feet to the **TRUE POINT OF BEGINNING**.

ALSO EXPECTING THEREFROM: Commencing at the Northwest corner of the Northeast quarter of the Southeast quarter of the Northeast quarter of Section 12, Township 11 South, Range 13 East of the Willamette Meridian. Jefferson County, Oregon; thence South along the West line of said Northeast quarter of the Southeast quarter of the Northeast quarter a distance of 30 feet to a point on the South line of a roadway, said point being the **TRUE POINT OF BEGINNING**; thence continuing South a distance of 345 feet; thence South 89° 18’ East a distance of 230 feet; thence North parallel to said West line of the Northeast quarter of the

Southeast quarter of the Northeast quarter distance of 170 feet; thence Northwesterly to a point on the South line of said roadway, said point lying South 89° 18' East a distance of 70 feet from the true point beginning; thence North 89° 18' West a distance of 70 feet to the **TRUE POINT OF BEGINNING**.

TRACT 47

(970274, Microfilm/Jefferson County Deed Records)

Parcel I

Land located in the Northeast quarter of the Northeast quarter of said Section 12, more particularly described as follows:

Commencing at the Northeast corner of said Section 12; thence South 0°32' West along the East line of said Section 12 a distance of 30.00 feet to the South line of Ashwood County Road; thence North 89°13'30" West along said County Road right of way 175.00 feet to the **TRUE POINT OF BEGINNING**; thence South 0°32' West parallel with the East line of said Section 12 a distance of 150.00 feet; thence North 89°13'30" West parallel with the North line of said Section 12 a distance of 75.00 feet; thence South 0°32' West parallel with the East line of said Section 12 a distance of 300.0 feet; thence North 89°13'30" West parallel with the North line of Section 12 a distance of 300 feet; thence North 0°32' East parallel with the East line of said Section 12 a distance 120.00 feet; thence South 89°13'30" East parallel with the East line of said Section 12 a distance of 330.00 feet to the South line of said Ashwood Road; thence South 89°13'30" East along said South line 225.00 feet to the **TRUE POINT OF BEGINNING**;

EXCEPTING THEREFROM the North 10 feet as conveyed to Jefferson County by Warranty Deed recorded September 28, 1994 as Instrument No. 943961

Parcel II:

A tract of land located in the Northeast quarter of the Northeast quarter of said Section 12 more particularly described as follows:

BEGINNING at the intersection of the East right of way of S.E. Kinkade Road and the South line of East Ashwood Road, said point being South 0°26'40" West 30.00 feet and South 89°13'30" East 30.00 feet from the Northwest corner of the Northeast quarter of the Northeast quarter of said Section 12; thence South 89°13'30" East along the South line of said East Ashwood Road 125.42 feet; thence South 0°26'40" West 596.38 feet; thence North 89°13'30" West for 125.42 feet to the East line of said S.E. Kinkade Road; thence North 0°26'40" East along said line 596.38 feet to the **POINT OF BEGINNING**;

Parcel III:

Parcel 2 of Partition Plat 1994-12

Parcel IV:

Parcel 3 of Partition Plat 1994-12.

TRACT 48

(962413, Microfilm/Jefferson County Deed Records)

The West 234.61 feet as measured along the North and South boundaries of the following described parcel of land:

BEGINNING at a point from which the Southwest corner of the Northeast quarter of the Northeast quarter of said Section 12 bears South 45°12'45" West 42.43 feet; thence North 0°02'49" East parallel to the West line of said Northeast quarter of the Northeast quarter a distance of 557.00 feet; thence South 89°39'14" East 750.32 feet to a rebar, 1/2" in diameter; thence South 0°03'33" West 555.94 feet to a point 30.00 feet, North 0°03'30" East from the South line of said Northeast quarter of the Northeast quarter; thence North 89°44'05" West parallel with the South line of said Northeast quarter of the Northeast quarter a distance of 750.19 feet to the **POINT OF BEGINNING**;

TRACT 49

(953337, Microfilm/Jefferson County Deed Records)

The West 469.22 feet as measured along the North and South boundaries of the following described parcel of land:

BEGINNING at a point from which the Southwest corner of the Northeast quarter of the Northeast quarter of said Section 12 bears South 45°12'45" West 42.43 feet; thence North 0°02'49" East parallel to the West line of said Northeast quarter of the Northeast quarter a distance of 557.00 feet; thence South 89°39'14" East 750.32 feet to a rebar, 1/2" in diameter; thence South 0°03'33" West 555.94 feet to a point 30.00 feet, North 0°03'30" East from the South line of said Northeast quarter of the Northeast quarter; thence North 89°44'05" West parallel with the South line of said Northeast quarter of the Northeast quarter a distance of 750.19 feet to the **POINT OF BEGINNING**;

EXCPEITING THEREFROM the West 234.61 feet as measured along the North and South boundaries of the above described parcel of land.

TRACT 50

(Book 57 Page 464, Jefferson County Deed Records)

That portion of the Northeast quarter of the Northeast quarter of said Section 12 more particularly described as follows:

Commencing at the Northeast corner of said Section 12, thence South 0°32' West along the East line of said Section 12, 1066 feet to the **TRUE POINT OF BEGINNING**; thence continuing South along said East line 254 feet, more or less to the Southeast corner of the Northeast quarter of the Northeast quarter of said Section 12; thence West along the South line of said Northeast quarter of the Northeast quarter of Section 12 for 550 feet; thence North 0°32' East, 254 feet more or less to a point which bears North 89°28'00" West from the true point of beginning; thence South 89°28'00" East, 550 feet to the **TRUE POINT OF BEGINNING**.

TRACT 51

(2008-2413, Jefferson County Official Records)

BEGINNING at a point which is 480 feet South of the Northeast corner of the Northeast quarter of the said Section 12; thence South a distance of 250 feet; thence West at right angles for a

distance of 550 feet; thence North at right angles a distance of 250 feet; thence East a distance of 550 feet to the **POINT OF BEGINNING**;

Also in said **SECTION 12** the following road right-of-ways:

East “B” Street between the East line of said Section 12 and a point that is 175 feet West of the Northeast corner of said Section 12;

SE Kinkade Road between East “B” Street and SE “E” Street.

SE “E” Street from the West right of way of SE Kinkade Road and the Easterly terminus of said SE “E” Street.

The following portion of SE Kinkade Road:

From the South right of way line of SE Grizzly road South for 125 feet more or less an angle point to the West, thence West for 110 feet more or less to the terminus of said SE Kinkade Road.

SE Grizzly Road between the West right of way line of SE Kinkade Road and SE “J” Street.

Unnamed Public Road as dedicated in Partition Plat 2004-02.

SE “J” Street between SE Grizzly Road and SW 5th Street.

SE McTaggart Road from the South right of way line of SE “J” Street Southerly for 150 feet.

SE McTaggart Road between SE “J” Street and SE Buff Street.

SE Buff Street between the East right of way line of SE Duke Street and the West right of way line of SE 10th Street.

SE Buff Street between the West right of way line of SE 10th Street and a point that is 170 feet East of the centerline-centerline intersection of said SE Buff Street and SE McTaggart Road.

SE 10th Street between the South line of said Section 12 and the North right of way line of SE “F” Street.

The following portion of the Northeast quarter of the Southeast quarter of Section 12:

Commencing at the Northwest corner of the Northeast quarter of the Southeast quarter of said Section 12; thence South 89°49’27” East along the North line of said Northeast quarter of the Southeast quarter a distance of 9.81 feet to the **TRUE POINT OF BEGINNING**; thence South 46°12’47” East leaving said North line a distance of 73.29 feet to a 5/8” diameter rebar with yellow plastic cap marked “DEJARNATT LS2208”; thence South 18°40’28” East, 50.92 feet to a 5/8” diameter rebar with yellow plastic cap marked “DEJARNATT LS2208”; thence South 36°26’31” East, 165.36 feet to a 5/8” diameter rebar with yellow plastic cap marked “DEJARNATT LS2208”; thence South 51°18’10” East 77.57 feet to a 5/8” diameter rebar with yellow plastic cap marked “DEJARNATT LS2208”; thence South 39°32’40” East, 107.35 feet to a 5/8” diameter rebar with yellow plastic cap marked “DEJARNATT LS2208”; thence South 26°30’48” East, 101.64 feet to a 5/8” diameter rebar with yellow plastic cap marked “DEJARNATT LS2208”; Thence South 1°28’59” West, 146.34 feet to a 5/8” diameter rebar with yellow plastic cap marked “DEJARNATT LS2208”; thence South 25°01’53” East 414.10 feet to a 5/8” diameter rebar with yellow plastic cap marked “DEJARNATT LS2208”; thence

South 2°58'46" East, 88.69 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence North 89°54'40" West, 57.61 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 66°59'06" West, 111.46 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 40°49'59" West, 27.14 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence continuing South 40°49'59" West, 25.71 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 14°41'55" West, 137.50 feet to a point 40.00 feet North of the South line of said Northeast quarter of the Southeast quarter, said point being on the North right of way line of SE "J" Street; thence South 89°49'33" East along the said North right of way line 906.61 feet more or less to the West right of way line of SE Grizzly Road; thence North 25°55'53" West along said West right of way line 1265.15 feet more or less to the South line of the property described in Document No. 2006-789, Jefferson County Official Records; thence leaving said West right of way line South 87°04'07" West 513.50 feet more or less to the Southwest corner of said Document No. 2006-789; Thence Northerly and Westerly along the centerline of Willow Creek to the North line of said Northeast quarter of the Southeast quarter; thence West along said North line to the **TRUE POINT OF BEGINNING**;

SECTION 13

TRACT 52

Lots 1, 2, 3, 4, 5, 6, 7, Tract A, and Tract B of the BILL HOFFMAN SUBDIVISION, filed as Document No. 2018-2472

Also in said **SECTION 13** the following road right-of-ways:

SW 10th Street between the North line of said Section 13 and the South line of the North half of the Northwest quarter of said Section 13.

South Adams Drive between the North line of said Section 13 and the South right of way line of SE Terrace Avenue.

SECTION 14

TRACT 53

(Book 37 Page 598, includes fishing pond and fair grounds, Jefferson County Deed Records)

All that portion of the Northeast quarter of the Northwest quarter of Section 14 lying and being Easterly of the The Dalles-California Highway.

EXCEPT the North 75 feet thereof.

TRACT 54

(Book 37 Page 598, includes fishing pond and fair grounds, Jefferson County Deed Records)

The Northwest quarter of the Northeast quarter of Section 14.

EXCEPT the East 416 feet thereof.

TRACT 55

(2005-6925, Jefferson County Official Records)

Commencing at a point where the Easterly right of way line of Old Highway #97 intersects the Northerly boundary line of the Southeast quarter of the Northwest quarter of Section 14; thence along said right of way line on a 2835 foot radius curve to the left 400.00 feet (the long chord of which bears South 15°22' West 399.50 feet) to the **TRUE POINT OF BEGINNING** of this description; thence continuing along said curve 100.00 feet (the long chord of which bears South 10°19' West 99.99 feet); thence South 89°49' East 500.00 feet; thence on a 2835.00 foot radius curve to the right 100.00 feet (the long chord of which bears North 10°19' East 99.99 feet); thence North 89°49' West 500.00 feet to the **TRUE POINT OF BEGINNING**;

TOGETHER WITH the following described tract of land:

Commencing at the point where the Easterly right of way line of Old Highway #97 intersects the Northerly boundary line of the Southeast quarter of the Northwest quarter of Section 14; thence along said right of way line on a 2835.00 foot radius curve to the left 550.00 feet to the **TRUE POINT OF BEGINNING**, said point also being the Northwest corner of a tract of land described in Contract to Alan Richard Miller recorded in Jefferson County Deed Book 53, Page 146; thence Northerly along the East line of the Culver Highway 50.00 feet to a point; thence South 89°48'10" East 500.00 feet; thence South on a direct line, 50.00 feet more or less, to the Northeast corner of the aforesaid land conveyed to Alan Richard Miller; thence North 89°48'10" West 500.00 feet to the **TRUE POINT OF BEGINNING**.

TRACT 56

(2013-880, Jefferson County Official Records)

Starting at a point where the Eastern right of way line of the old The Dalles-California Highway #97 intersects the North boundary of the Southeast quarter of the Northwest quarter of Section 14; thence in a Southerly direction along the East right of way line of said Highway, a distance of 550 feet to a point in said Easterly right of way line of said Highway which is the **TRUE POINT OF BEGINNING**; thence in a Southerly direction along said Easterly right of way line of said highway a distance of 200 feet; thence in an Easterly direction and parallel to the North boundary of the Southeast quarter of the Northwest quarter of Section 14, a distance of 500 feet; thence Northerly and parallel to the Eastern right of way line of said old highway U.S. #97, a distance of 200 feet; thence in a Westerly direction and parallel to the North boundary of the Southeast quarter of the Northwest quarter of Section 14 a distance of 500 feet the **TRUE POINT OF BEGINNING**;

(2018-880 Parcel II, Jefferson County Official Records)

TOGETHER WITH a strip of land 10 feet by 120 feet more or less, more particularly described as the Northerly 10 feet of the real property described in the deed from Sadie Nartz Larsen and Louie T. Larsen, husband and wife, J. Willis Nartz and Evelyn Nartz, husband and wife, Grantors, to Ruth Swanson, dated May 4, 1960, and recorded in Jefferson County Deed Book May 10, 1960 as Volume 32, Page 95, Jefferson County Oregon.

TRACT 57

(2013-1545, Jefferson County Official Records)

A tract of land located in the Southeast quarter of the Northwest quarter of Section 14, more particularly described as follows:

Commencing at the point of intersection of the Easterly right of way line of the Dalles-California Highway, U.S. #97 (old route) with the North line of the Southeast quarter of the Northwest quarter of said Section 14; thence Southerly along the Easterly right of way line of said highway on the arc of a 2834.79 foot radius curve left 500.00 feet (the long chord of which bears South 14°23'02" West 499.34 feet); thence continuing along the East line of said highway on the arc of a 2834.79 foot radius curve left 50.00 feet (the chord of which bears South 8°49'32" West 50.00 feet); thence South 89°48'10" East 500.00 feet parallel with the North line of the Southeast quarter of the Northwest quarter of said Section 14 to the **TRUE POINT OF BEGINNING**; thence Southerly parallel with the Easterly right of way line of said highway on the arc of a 2834.79 foot radius curve left 200.00 feet (the chord of which bears South 6°17'58" West 199.95 feet); Thence North 89°48'10" West 380.00 feet parallel with the North line of the Southeast quarter of the Northwest quarter of said Section 14; thence Southerly parallel with and 120.00 feet Easterly from the Easterly line of said highway on the arc of a 2834.79 foot radius curve left 458.76 feet (the chord of which bears South 0°21'30" East 458.26 feet) to a point of tangency in said highway alignment; thence continuing South 4°59'40" East parallel with an 120.00 feet Easterly from the Easterly line of said highway a distance of 109.98 feet to a point from which the Center one-quarter Section Corner of said Section 14 bears South 88°39'47" East; thence South 88°39'47" East a distance of 767.73 feet to said Center one-quarter Section Corner, said Corner is monumented with a 2 inch diameter aluminum cap marked "JEFFERSON COUNTY SURVYEOR T11S R13E C 1/4 + S14 1995 LS2208"; thence North 0°11'20" East along the North-South centerline of said Section 14 a distance of 831.93 feet to the Northeast corner of that land conveyed to James H. Grant and Gladys C. Grant, recorded June 25, 1965 in Deed Volume 38, Page 646 of Deed Records; thence North 89°48'10" West 372.80 feet parallel with the North line of the Southeast quarter of the Northwest quarter of said Section 14; thence Southerly parallel with the Easterly right of way line of the above-mentioned Highway, U.S. #97 on the arc of a 2834.79 foot radius curve left 50.00 feet (the chord of which bears South 8°49'32" West 50.00 feet) to the **TRUE POINT OF BEGINNING**;

EXCEPTING THEREFROM that portion of land conveyed in a Memorandum of Sale to Ralph D. Hall and Velma E. Hall, husband and wife, dated June 21, 1979, recorded in Book 64, Page 664 of Jefferson County Deed Records.

TRACT 58

(111314AA00301)

Parcel 1 of Partition Plat 2007-16

TRACT 59

(111314AA00300)

Parcel 2 of Partition Plat 2007-16

Also in said **SECTION 14** the following road right-of-ways:

South Adams Drive between the North line of said Section 14 and the South right of way line of SE Terrace Avenue.

Culver Highway between the North line of said Section 14 and a point that is 2,150 feet South along said Culver Highway more or less, said point being on the South line of that property described in Document No. 2013-880, Jefferson County Official Records.

SW Fairgrounds Road between the East right of way line of SW Gateway Drive and the West right of way line of Culver Highway.

SW Fairground Road between the West right of way line of Culver Highway and a point that is 12 feet East more or less of the Center-North 1/16th corner of said Section 14, said point being on the Northerly extension of the West line of the property described in Book 36, Page 471, Jefferson County Deed Records.

The following parcel of land, more particularly described as follows:

Commencing at the Center-North 1/16th corner of said Section 14; thence South along the North-South centerline of said Section 14, 30 feet to the South right of way line SW Fairground Road and the **TRUE POINT OF BEGINNING**; thence continuing along said North-South centerline South for a distance of 1235 feet more or less to a point that is on the North line of the property described as Parcel II of Document No. 2006-4687, Jefferson County Official Records; thence East along said North line 40 feet more or less to the Southwest corner of Parcel 2, Partition Plat 1991-01; thence Northerly along West line of Partition Plat 1991-01 and the Northerly extension thereof 1235 feet more or less to said South right of way line; thence West along said South right of way line to the **TRUE POINT OF BEGINNING**;

The following Tracts of land located in Township 11 South, Range 14 East, Willamette Meridian, Jefferson County, Oregon:

SECTION 6

TRACT 60

(2006-2950 Jefferson County Official Records)

Located in the Southwest quarter of the Northwest quarter and the Northwest quarter of the Southwest quarter of said Section 6 more particularly described as follows:

BEGINNING at a point on the Westerly right of line of a 40.00 foot dedicated road, which point is North 3243.77 feet and East 767.00 feet from the Southwest corner of said Section 6; thence South 60°25' West, 857.19 feet to the West line of said Section 6; thence along said West line South 0°26' West 372.48 feet; thence North 81°21' East 738.55 feet; thence North 19°35' West 468.00 feet; thence North 70°25' East 313.33 feet to the Westerly right of way line of said 40.00 foot road; thence along said Westerly right of way line on a 248.10 foot radius curve to the left 42.48 feet (the long chord of which bears North 39°41' West 42.43'); thence on a 1,262.80 foot radius curve to the right 140.19 feet (the long chord of which bears North 41°24' West 140.12 feet) to the **POINT OF BEGINNING**.

Also in said **SECTION 6** the following road right-of-ways:

East Ashwood Road from between the West line of said Section 6 and a point that is 425 feet East of the Southwest corner of said Section 6.

City View Street between the South line of said Section 6 and the West line of said Section 6.

SECTION 7**TRACT 61**

(2012-280, Jefferson County Official Records)

Commencing at the North one-quarter of said Section 7; thence along the North-South centerline of said Section 7 South $0^{\circ}17'35''$ East a distance of 505.00 feet to an angle point on the boundary of Parcel 1 of Partition Plat no. 2004-15 (recorded as MF#2004-4735); thence along said boundary South $89^{\circ}42'25''$ West a distance of 354.87 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said boundary the following 2 courses: South $89^{\circ}42'25''$ West a distance of 45.13 feet; North $0^{\circ}17'35''$ West a distance of 434.13 feet to a point on the South right of way line of Ashwood Road as described in Warranty Deed recorded in Book 2005, Page 5605, Jefferson County Official Records; thence along said right of way line South $88^{\circ}42'59''$ East a distance of 107.15 feet; thence leaving said right of way line 186.84 feet along a non-tangent curve to the right with a radius of 360.00 feet, the chord of which bears South $14^{\circ}23'32''$ West for a distance 184.75 feet; thence 123.03 feet along the arc of a reverse curve to the left with a radius of 240.00 feet, the long chord of which bears South $14^{\circ}23'32''$ West for 121.68 feet; thence South $0^{\circ}17'35''$ East a distance of 18.24 feet; thence 117.68 feet along the arc of a tangent curve to the left with a radius of 455.00 feet, the chord of which bears South $7^{\circ}42'08''$ East for a distance of 117.35 feet to the **POINT OF BEGINNING** and the terminus of this description.

TRACT 62

(2011-1346, Jefferson County Official Records)

A parcel of land located in a portion of the Northwest quarter of Section 7, more particularly described as follows:

BEGINNING at an angle point on the boundary of Parcel 1 of Partition Plat 2004-15 (recorded as MF#2004-4735), said beginning point also being a point on the North-South centerline of said Section 7 which bears South $0^{\circ}17'35''$ East a distance of 505.00 feet from the North quarter corner of said Section 7; thence along the North-South section centerline and said boundary South $0^{\circ}17'35''$ East a distance of 768.17 feet; thence leaving said North-South Section centerline and continuing along said boundary the following five (5) course and three (3) curves: North $89^{\circ}50'18''$ West, a distance of 391.90 feet; North $0^{\circ}40'47''$ West, a distance of 385.36 feet; North $48^{\circ}34'23''$ West, a distance of 698.43 feet; North $89^{\circ}38'54''$ West, a distance of 370.07 feet; North $0^{\circ}21'41''$ East, a distance of 226.49 feet; 181.77 feet along a non-tangent curve to the right with a radius of 177.19 feet, the chord of which bears North $73^{\circ}20'15''$ West a distance of 173.90 feet; 92.67 feet along a non-tangent curve to the left with a radius of 67.00 feet, the chord of which bears North $17^{\circ}29'07''$ East a distance of 85.46 feet; 13.79 feet along a non-tangent curve to the right with a radius of 110.00 feet, the chord of which bears North $18^{\circ}32'52''$ West a distance of 13.78 feet to a point on the South right of way line of Ashwood Road as described in Warranty Deed recorded as #2005-5605 of Jefferson County Official Records; Thence along said right of way line the following two (2) courses and one (1) curve: South $89^{\circ}39'16''$ East, a distance of 84.37 feet; 16.03 feet along the arc of a tangent curve to the right with a radius of 979.00 feet, the chord of which bears South $89^{\circ}11'07''$ East for a distance of 16.03 feet; South $88^{\circ}42'59''$ East a distance of 1034.93 feet; thence leaving said right of way

line 186.84 feet along a non-tangent curve to the right with a radius of 360.00 feet, the chord of which bears South 14°12'33" West a distance of 184.75 feet; thence 123.03 feet along the arc of a reverse curve to the left with a radius of 240.00 feet, the chord of which bears South 14°23'32" West for a distance of 121.68 feet; thence South 0°17'35" East a distance of 18.24 feet, thence 117.68 feet along the arc of a tangent curve to the left with a radius of 455.00 feet, the chord of which bears South 7°42'08" East for a distance of 117.35 feet to a point on the boundary of said Parcel 1 of Partition Plat No. 2004-15; thence along said boundary North 89°42'25" East a distance of 354.87 feet to the **POINT OF BEGINNING** and the terminus of this description.

EXCEPT THE FOLLOWING:

Commencing at the North one-quarter of said Section 7; thence along the North-South centerline of said Section 7 South 0°17'35" East a distance of 505.00 feet to an angle point on the boundary of Parcel 1 of Partition Plat no. 2004-15 (recorded as MF#2004-4735); thence along said boundary South 89°42'25" West a distance of 354.87 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said boundary the following 2 courses: South 89°42'25" West a distance of 45.13 feet; North 0°17'35" West a distance of 434.13 feet to a point on the South right of way line of Ashwood Road as described in Warranty Deed recorded in Book 2005, Page 5605, Jefferson County Official Records; thence along said right of way line South 88°42'59" East a distance of 107.15 feet; thence leaving said right of way line 186.84 feet along a non-tangent curve to the right with a radius of 360.00 feet, the chord of which bears South 14°23'32" West for a distance 184.75 feet; thence 123.03 feet along the arc of a reverse curve to the left with a radius of 240.00 feet, the long chord of which bears South 14°23'32" West for 121.68 feet; thence South 0°17'35" East a distance of 18.24 feet; thence 117.68 feet along the arc of a tangent curve to the left with a radius of 455.00 feet, the chord of which bears South 7°42'08" East for a distance of 117.35 feet to the **POINT OF BEGINNING** and the terminus of this description.

TRACT 63

(2016-2248, Jefferson County Official Records)

Tract L of YARROW, PHASE 2

TRACT 64

(TL1114070000305)

That portion of Parcel 3, Partition Plat 2006-08 lying Easterly of the Plat of Yarrow, Phase 1 and Northerly of the Plat of Yarrow, Phase 2.

EXCEPT any portion of said Parcel 3 lying Southerly of the Plat of Yarrow, Phase 2.

Also in said **SECTION 7** the following road right-of-ways:

SE City View Drive between the South right of way line of East Ashwood Drive and the South right of way line of SE Kemper Way.

SE Kemper Way between the East right of way line of SE City View Drive and the West right of way line of SE Rock Cress Loop.

SE Rock Cress Loop between the South right of way line of SE Kemper Way and the Northerly terminus of said SE Rock Cress Loop.

The above description contains 610 acres of land and 91.5 acres of right of way, more or less.
Acreage based on Jefferson County Assessed acreage and GIS data.

Exhibit B
Report

(attached)

Report Accompanying the Madras Housing Urban Renewal District Plan

Madras Housing Urban Renewal District Plan Adopted by the City of Madras

November 12, 2019

Ordinance No. 935

This Plan was also adopted by resolution by Jefferson County on November 6, 2019. Their approval was necessary as there is property in the HURD Boundary that is outside the Madras city limits.



LIST OF PARTICIPANTS

Mayor

Richard Ladeby

City Council

Bartt Brick

Rose Canga

Royce Embanks, Jr.

Jennifer Holcomb

Leticia Montano-Hernandez

Gary Walker

Madras Redevelopment Commission

Bartt Brick, Chair

Royce Embanks, Jr., Vice-Chair

Nick Bowlby

Don Reeder

Blanca Reynoso

Angela Rhodes

Chuck Schmidt

Gary Walker

Rachel Wrought

Planning Commission

Joel Hessel, Chair

Ali Aire, Vice-Chair

Melissa Irvine

Joe Krenowicz

City Administrator

Gus Burrell

Finance Director

Kristal Hughes

Public Works Director

Jeff Hurd

Community Development Director

Nicholas Snead

Associate Planner

Morgan Greenwood

Elaine Howard Consulting, LLC

Elaine Howard

Scott Vanden Bos

Tiberius Solutions, LLC

Nick Popenuk

Ali Danko

Rob Wyman

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I. INTRODUCTION

The Report Accompanying the Madras Housing Urban Renewal District Urban Renewal Plan (Report) contains background information and project details that pertain to the Madras Housing Urban Renewal District Plan (HURD Plan). The Report is not a legal part of the HURD Plan but is intended to provide public information and support the findings made by the Madras City Council as part of the approval of the HURD Plan.

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

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

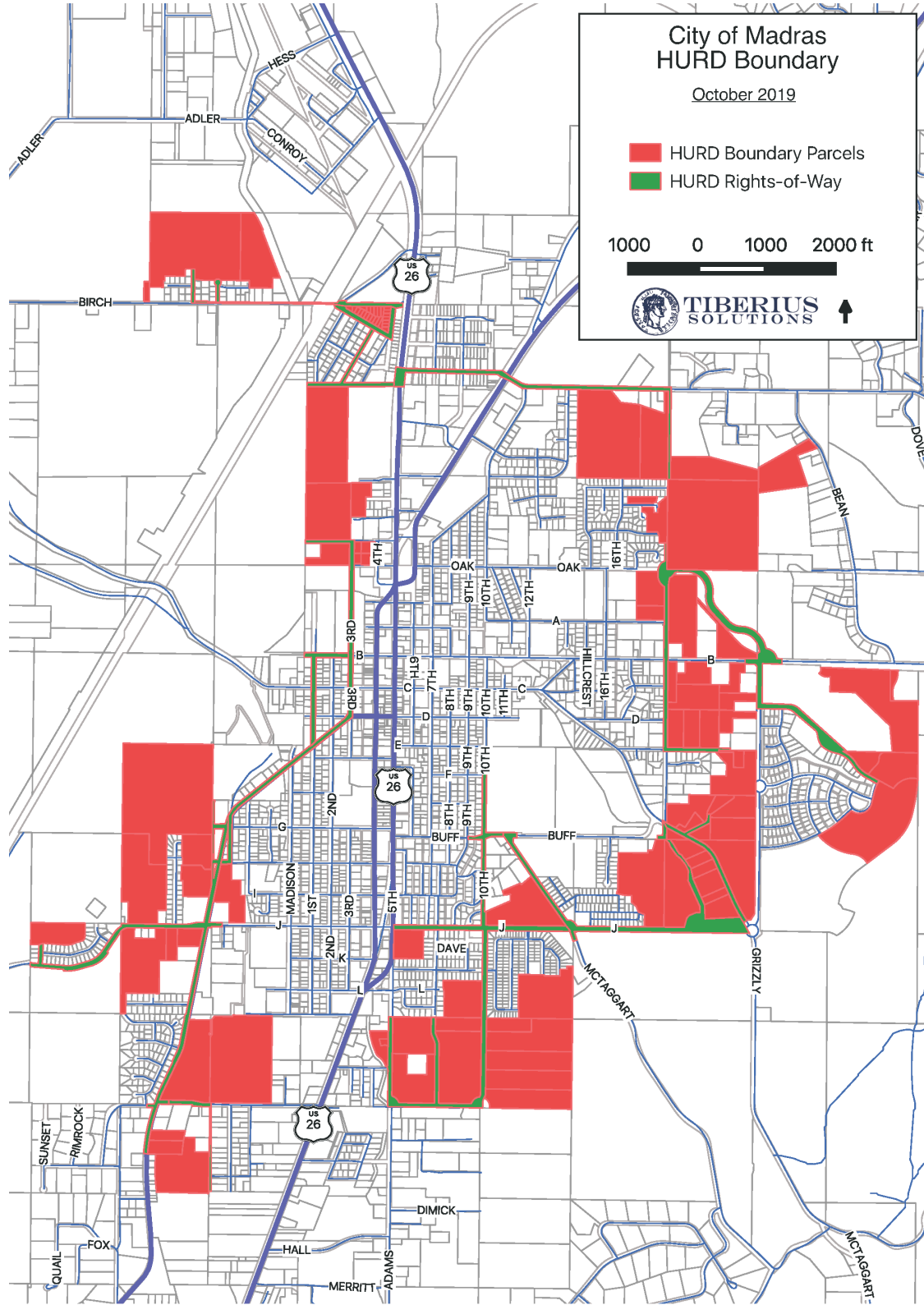
The relationship of the sections of the Report and the ORS 457.085(3) requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

Table 1 - Statutory References

Statutory Requirement	Report Section
ORS 457.085(3)(a)	X
ORS 457.085(3)(b)	X
ORS 457.085(3)(c)	II
ORS 457.085(3)(d)	III
ORS 457.085(3)(e)	VI
ORS 457.085(3)(f)	IV,V
ORS 457.085(3)(g)	IV,V
ORS 457.085(3)(h)	VIII
ORS 457.085(3)(i)	XII

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

Figure 1 – Madras Housing Urban Renewal District Boundary



Source: Tiberius Solutions LLC and City of Madras

II. THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The projects identified for the Madras Housing Urban Renewal District (HURD) are described below, including how they relate to the existing conditions in the HURD.

A. *Developer/Builder/Property Owner Incentives*

The MRC may provide incentives to developers for the development of housing units in the HURD. This will be completed through a development agreement with the developer that stipulates the amount and timing of the development and the amount and timing of the incentive. These incentives can be:

- A direct contribution of funds
- A rebate of a portion of property taxes paid
- Contributions to the developer for infrastructure development
- An agreement for the MRC to complete infrastructure improvements that are otherwise required as a condition of development approval
- A combination of the above

MRC/City staff will conduct pre-development meetings with the developer/builder/property owner to identify the unique financing needs of each site. Staff will recommend a financing package to the MRC that will contain staff's recommendation on the appropriate form of incentive through negotiations with the developer/builder/property owner for the development of the housing units. The MRC will approve the incentives and the ultimate signing of a development agreement containing those incentives and a commitment by the developer/builder/property owner for the production of the housing units.

A guideline for the amount of incentive is established in this Report accompanying the HURD Plan. This is a guideline only, balancing the needs for administration, incentives, and infrastructure needs.

Existing conditions:

The City of Madras completed a Madras Housing Action Plan¹ in 2018. The Housing Action Plan established goals for housing production over the next five years. These goals included 40 units of housing affordable to low-income households earning less than \$30,360 in 2017 dollars and 75 units of housing affordable to moderate and middle income households who have annual earnings of between \$30,360 and \$60,720 in 2017 dollars. The City of Madras adopted an ordinance to provide Systems Development Charge reductions as a direct result of the findings in the Madras Housing Action Plan. However, additional incentives are necessary to stimulate housing production in Madras. The HURD will provide additional financial tools to encourage development of housing in Madras.

¹ ECONorthwest, *Madras Housing Action Plan* (December 11, 2018).

B. Infrastructure

The MRC may complete infrastructure improvements including but not limited to streets, sidewalks, water, sewer, stormwater, and park projects determined by the MRC to help facilitate housing development and may complete improvements specified in a development agreement that tie the improvements to specific housing development. As these improvements are identified, a minor amendment will be made to the HURD Plan to describe the specific improvement.

Existing conditions:

There are infrastructure needs throughout the HURD as identified in the Section on Existing Conditions of this Report. Some of that infrastructure is needed prior to the construction of housing on adjacent lands. Some of the infrastructure is needed for future capacity needed for overall systems.

C. Public Building Project²

Assist Jefferson County Fire District #1 by providing funds for the expansion to the fire station at the corner of 5th and J Street in the urban renewal area. This project will be funded no sooner than the 10th fiscal year after the HURD is established.

Existing conditions:

The Jefferson County Fire District #1 station is located at 5th and J Street, within the urban renewal area. The Fire District expects future needs for expansion of the station to serve the new housing units being developed as a result of the HURD.

D. Administration

Provide administration of the HURD Plan including but not limited to staff support, financial statements, budget preparation and annual reports pursuant to ORS 457.460.

Existing conditions:

There is no existing administration funding for housing incentive programs as described in the HURD Plan and Report.

² This is a “Public Building Project” as defined by Enrolled HB 2174

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

The total cost estimates for projects are shown in Table 2 below. These costs are shown in both constant 2019\$ (second column), and year of expenditure dollars (third column), which assumes inflation of 3.0% annually. The final column shows costs as a percentage of total project costs. These are estimates only and may be adjusted as the MRC negotiates incentives for projects on an ongoing basis.

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

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

Table 2 - Estimated Cost of Each Project

Project Title	Project Cost 2019\$	Project Cost Year of Expenditure \$	Percentage of Total
Developer Incentives	\$10,469,536	\$19,038,782	49%
<i>Up front Incentives</i>	<i>\$2,207,571</i>	<i>\$3,807,756</i>	10%
<i>Annual Payments</i>	<i>\$4,085,157</i>	<i>\$7,615,513</i>	20%
<i>Infrastructure</i>	<i>\$4,176,808</i>	<i>\$7,615,513</i>	20%
Public Building Project	\$350,705	\$500,000	1%
Infrastructure/Other Capital Projects	\$8,242,524	\$17,173,158	44%
Administration/Financing fees	\$1,389,924	\$2,320,271	6%
TOTAL:	\$20,452,690	\$39,032,211	100%

Source: City of Madras and Tiberius Solutions LLC – The breakout of types of developer incentives are not added in the total project costs.

IV. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2050 are calculated based on projections of the assessed value of development within the HURD and the consolidated tax rate that will apply in the HURD.

A. Development Assumptions

Two elements contribute to growth in assessed value: appreciation of existing property value and new construction.

In most situations, Oregon's property tax system allows individual properties to appreciate a maximum amount of 3.0% per year. Most properties achieve that maximum growth rate of 3.0% each year. The analysis in this Report assumes that existing property value will appreciate at 3.0% per year.

The Portland State University Population Research Center's 2015 Coordinated Population Forecast and the Madras Housing Action Plan, completed for the City of Madras in December of 2018 provide the basis for assumptions for new construction used in this Plan:

1. Number of New Homes.

The Coordinated Population Forecast estimates that Madras will grow by 1.4% per year. This analysis uses the same assumption, forecasting that the number of housing units citywide will grow by 1.4%. Based on conversations with City staff, the analysis assumes that 70% of these new homes will occur within the HURD boundary. According to City staff, Madras currently has about 2,560 total housing units.

2. Housing Type.

The Madras Housing Action Plan includes City Council's goal for new housing development over the next five years:

- 40 housing units affordable to low-income households (20% of total units)
- 75 housing units affordable to moderate- and middle-income households (48%)
- 50 housing units affordable to higher income households (32%)

This analysis assumes that the type of new homes built each year in the HURD will reflect the Housing Goal proportionally.

Table 3 shows the total number of new housing units forecast in the HURD from FYE 2020 through FYE 2050. Note that the first 50 housing units affordable to low-income households in the HURD are assumed to be captured in the two multifamily developments estimated to occur in 2021 and 2026.

Note that the forecast includes fractions of housing units. This is due to the method of proportional allocation from the citywide forecast to the subcategories of housing units with the HURD. This approach is reasonable for the purposes of an abstract, long-term forecast.

The projected housing units by category are:

- 193 affordable to low income households
- 462 affordable to moderate- and middle-income households
- 309 affordable to high-income households

Table 3 - New Housing Madras HURD - FYE 2020 through FYE 2050

Calendar Year	Total New Units - Citywide	Total New Units - HURD	Housing Units by Price		
			Low	Mid	High
2020	36.0	25.2	0.0	12.1	8.1
2021	36.0	25.2	25.0	12.1	8.1
2022	37.0	25.9	0.0	12.4	8.3
2023	37.0	25.9	0.0	12.4	8.3
2024	38.0	26.6	0.0	12.8	8.5
2025	38.0	26.6	25.0	12.8	8.5
2026	39.0	27.3	0.0	13.1	8.7
2027	39.0	27.3	0.0	13.1	8.7
2028	40.0	28.0	0.0	13.4	9.0
2029	41.0	28.7	3.3	13.8	9.2
2030	41.0	28.7	5.7	13.8	9.2
2031	42.0	29.4	5.9	14.1	9.4
2032	42.0	29.4	5.9	14.1	9.4
2033	43.0	30.1	6.0	14.4	9.6
2034	44.0	30.8	6.2	14.8	9.9
2035	44.0	30.8	6.2	14.8	9.9
2036	45.0	31.5	6.3	15.1	10.1
2037	45.0	31.5	6.3	15.1	10.1
2038	46.0	32.2	6.4	15.5	10.3
2039	47.0	32.9	6.6	15.8	10.5
2040	47.0	32.9	6.6	15.8	10.5
2041	48.0	33.6	6.7	16.1	10.8
2042	49.0	34.3	6.9	16.5	11.0
2043	49.0	34.3	6.9	16.5	11.0
2044	50.0	35.0	7.0	16.8	11.2
2045	51.0	35.7	7.1	17.1	11.4
2046	51.0	35.7	7.1	17.1	11.4
2047	52.0	36.4	7.3	17.5	11.6
2048	53.0	37.1	7.4	17.8	11.9
2049	54.0	37.8	7.6	18.1	12.1
2050	54.0	37.8	7.6	18.1	12.1
TOTAL:	1,378.00	964.60	193.00	462.90	308.80

Source: Tiberius Solutions LLC

Note: For housing affordable to low-income households, the first 50 units are assumed to be accommodated in two taxable multifamily developments, with the remaining 143 units assumed to be tax-exempt.

3. Assessed Value of New Homes.

For each home by type in the HURD, this analysis calculated assessed value per unit by applying the applicable changed property ratio to the home’s assumed new real market value. Table 4 below shows the underlying assumptions used to calculate assessed value for each home type.

Table 4 - Assessed Value of New Housing Units

Unit Type	RMV	Land Value ³	Net New RMV	CPR ⁴	AV
Affordable to Low-Income Households	Tax exempt ⁵				
Affordable to Moderate- and Middle-Income Households	\$208,000 ⁶	\$4,660	\$203,340	0.57	\$115,395
Affordable to Higher Income Households	\$245,000 ⁷	\$4,660	\$240,340	0.57	\$136,393
Taxable Multifamily Development	\$125,000	\$0 ⁸	\$125,000	0.91	\$113,500
2021: 25 Units					
2026: 25 Units					

Source: Tiberius Solutions LLC
 Note: All numbers in constant 2019 dollars.

³ Assumed land value equal to total existing real market value in HURD boundary divided by the total HURD acreage.

⁴ Source: Jefferson County Assessor, SAL Table 7a, FYE 2019. Note: The CPR is equal to the ratio of aggregate RMV to assessed value (AV) across Jefferson County for a given property type. This ratio is applied to the RMV of all new development to determine the initial AV of the development. The CPR for each property type is updated by the Jefferson County Assessor each year.

⁵ Assumes the housing units affordable to low-income households will be government-subsidized housing and exempt from property tax.

⁶ Source: Housing Action Plan, median sale price for new homes.

⁷ Source: Conversations with developers indicated this maximum price of a home in Madras.

⁸ Given higher density of multifamily development, existing RMV of land per unit is assumed to be negligible, and therefore not factored into the analysis.

B. Incentive Assumptions

The value of the HURD incentive was modeled to equal seven years of tax revenue received by the HURD for any new taxable development. Based on the estimated consolidated tax rate in the HURD, this incentive is expected to equal about 12.2% of new assessed value for each home. For tax-exempt development, incentives are assumed to equal \$10,000 per unit.

There are three proposed options for how the incentive may be applied to any given development:

1. Lump Sum:

Receive incentive at certificate of occupancy, but only equal to 50% of the total incentive amount.

2. Tax Rebate:

Receive 100% of incentive through equal installment payments over the course of seven years.

3. Infrastructure:

City builds infrastructure improvements required as a condition of development with a cost up to 100% of total incentive. Timing of improvements to be determined by City. This analysis assumes that infrastructure improvements occur on average, three years after certificate of occupancy.

This analysis assumes that incentives will be split evenly among the three options. All incentives will be paid on schedule, with the exception of the estimated final year of the HURD, where all outstanding payments are assumed to be paid in full to enable the HURD to close.

C. Financing Assumptions

The finance plan assumes that through FYE 2030, all available revenue will be spent on developer incentives, administration, and debt service. Beginning in FYE 2031, the financial forecast indicates the HURD will have sufficient resources to begin spending money on other infrastructure projects, in addition to continued developer incentives and administration.

Based on conversations with City staff, the following finance assumptions are used in this financial model. Note that there are infinite versions of financing assumptions that could have been modeled based on the specific needs of the HURD. Ultimately, the MRC will make decisions regarding any future indebtedness as part of the annual budget process, based on more concrete loan terms, with the intention to fund specific projects. Note that borrowing capacity is dependent on exact financing terms.

- Inflation rate: 3.0%
- Line of Credit:
 - Interest rate: 3.0%
 - Annual drawdown in FYE 2021 through FYE 2023, totaling \$450,000

- Repayment: FYE 2024
- Long-term Debt:
 - Minimum debt service coverage ratio required: 1.5 times annual TIF revenue
 - Interest rates for new debt: 5.0%
 - Amortization period: 20 years
 - Timing:
 - First loan: FYE 2024
 - Second loan: FYE 2027

Table 5 shows the incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts, and delinquencies. These projections of growth are the basis for the projections in Table 7, Table 8, Table 9, Table 10, Table 11, and Table 12.

The first year of tax increment collections is anticipated to be fiscal year ending (FYE) 2021. Gross tax increment financing (TIF)⁹ is calculated by multiplying the tax rate times the incremental assessed value used. The tax rate is stated on the basis of dollars per thousand dollars of assessed value, so the calculation is “tax rate times incremental assessed value used divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies, which will not be impacted by this Plan.

Figure 2 shows expected TIF revenues over time, the expected revenue sharing and the projected tax revenues after termination of the HURD.

⁹ TIF is also used to signify tax increment revenues

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

FYE	Assessed Value			Tax Rate	Current Year			Prior Year	Total TIF
	Total Assessed Value	Frozen Base Assessed Value	Increment (Applied)		Gross TIF	Adjustments	Net TIF	Net TIF	
2021	8,582,248	8,345,170	237,078	15.0093	3,558	(178)	3,380		3,380
2022	11,559,356	8,345,170	3,214,186	15.0093	48,243	(2,412)	45,831	51	45,881
2023	17,901,418	8,345,170	9,556,248	15.0093	143,433	(7,172)	136,261	687	136,948
2024	21,396,429	8,345,170	13,051,259	15.0093	195,890	(9,795)	186,096	2,044	188,140
2025	25,085,481	8,345,170	16,740,311	15.0093	251,260	(12,563)	238,697	2,791	241,489
2026	29,067,279	8,345,170	20,722,109	15.0093	311,024	(15,551)	295,473	3,580	299,054
2027	33,265,814	8,345,170	24,920,644	15.0093	374,041	(18,702)	355,339	4,432	359,771
2028	41,473,622	8,345,170	33,128,452	15.0093	497,235	(24,862)	472,373	5,330	477,703
2029	46,330,796	8,345,170	37,985,626	15.0093	570,138	(28,507)	541,631	7,086	548,716
2030	51,546,984	8,345,170	43,201,814	15.0093	648,429	(32,421)	616,008	8,124	624,132
2031	57,139,474	8,345,170	48,794,304	15.0093	732,368	(36,618)	695,750	9,240	704,990
2032	63,021,602	8,345,170	54,676,432	15.0093	820,655	(41,033)	779,622	10,436	790,058
2033	69,299,382	8,345,170	60,954,212	15.0093	914,880	(45,744)	869,136	11,694	880,830
2034	75,897,572	8,345,170	67,552,402	15.0093	1,013,914	(50,696)	963,219	13,037	976,256
2035	82,928,893	8,345,170	74,583,723	15.0093	1,119,449	(55,972)	1,063,477	14,448	1,077,925
2036	90,457,981	8,345,170	82,112,811	15.0093	1,232,456	(61,623)	1,170,833	15,952	1,186,785
2037	98,364,625	8,345,170	90,019,455	15.0093	1,351,129	(67,556)	1,283,573	17,563	1,301,135
2038	106,773,277	8,345,170	98,428,107	15.0093	1,477,337	(73,867)	1,403,470	19,254	1,422,724
2039	115,598,303	8,345,170	107,253,133	15.0093	1,609,794	(80,490)	1,529,305	21,052	1,550,357
2040	124,993,800	8,345,170	116,648,630	15.0093	1,750,814	(87,541)	1,663,274	22,940	1,686,213
2041	134,967,958	8,345,170	126,622,788	15.0093	1,900,519	(95,026)	1,805,493	24,949	1,830,443
2042	145,428,525	8,345,170	137,083,355	15.0093	2,057,525	(102,876)	1,954,649	27,082	1,981,731
2043	156,549,179	8,345,170	148,204,009	15.0093	2,224,438	(111,222)	2,113,217	29,320	2,142,536
2044	168,360,399	8,345,170	160,015,229	15.0093	2,401,717	(120,086)	2,281,631	31,698	2,313,329
2045	180,739,751	8,345,170	172,394,581	15.0093	2,587,522	(129,376)	2,458,146	34,224	2,492,370
2046	193,848,238	8,345,170	185,503,068	15.0093	2,784,271	(139,214)	2,645,058	36,872	2,681,930
2047	207,722,444	8,345,170	199,377,274	15.0093	2,992,513	(149,626)	2,842,888	39,676	2,882,564
2048	222,254,907	8,345,170	213,909,737	15.0093	3,210,635	(160,532)	3,050,104	42,643	3,092,747
2049	237,651,027	8,345,170	229,305,857	15.0093	3,441,720	(172,086)	3,269,634	45,752	3,315,386
2050	253,960,069	8,345,170	245,614,899	15.0093	3,686,508	(184,325)	3,502,182	49,045	3,551,227
Totals					42,353,419	(2,117,671)	40,235,748	551,003	40,786,751

Source: Tiberius Solutions, LLC

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

Table 6 shows a summary of the financial capacity of the HURD, including how the total TIF revenue translates to the ability to fund urban renewal projects in constant 2019 dollars in five-year increments. Table 7, Table 8, and Table 9, show more detailed tables on the allocation of tax revenues to projects, programs, and administration over time.

The HURD is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the HURD in FYE 2050, which would result in a 30-year urban renewal plan. The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is stronger than projected, it may take a shorter time period. These assumptions show one scenario for financing and that this scenario is financially feasible.

The maximum indebtedness is \$39,100,000 (Thirty-Nine Million One Hundred Thousand Dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$39,100,000 is \$40,786,751 and is made up of revenues from the division of taxes from permanent rate levies. This number includes interest on the line of credit and other debt incurred to operate the HURD. Interest is not included as part of the Maximum Indebtedness of an urban renewal area.

The financial analysis projects capacity of funding for projects in five-year increments as shown below in Table 4.

Table 6 - TIF Capacity of the HURD

Gross TIF (YOES)	\$42,400,000
Net TIF	\$40,800,000
Maximum Indebtedness (YOES)	\$39,100,000
Capacity (2019\$)	\$20,500,000
Years 1-5	\$1,200,000
Years 6-10	\$1,800,000
Years 11-15	\$2,700,000
Years 16-20	\$3,400,000
Years 21-25	\$4,800,000
Years 26-30	\$6,500,000

Source: Tiberius Solutions, LLC

This financial analysis shows borrowings as identified in Table 7, Table 8, and Table 9. These are only one scenario for how the MRC may decide to implement this Plan, and this scenario is financially feasible. The MRC may decide to do borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings paid off at the termination of the District in FYE 2050.

Table 7 - Tax Increment Revenues and Allocations to Debt Service, page 1

	Total	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029
Resources										
Beginning Balance										
Proceeds from Refunding - LOC Share	450,000				450,000					
TIF: Current Year	40,235,748	3,380	45,831	136,261	186,096	238,697	295,473	355,339	472,373	541,631
TIF: Prior Years	551,003		51	687	2,044	2,791	3,580	4,432	5,330	7,086
Total Resources	41,236,751	3,380	45,881	136,948	638,140	241,489	299,054	359,771	477,703	548,716
Expenditures										
Debt Service										
Scheduled Payments										
Loan A	(2,086,307)				(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)
Loan B	(2,567,763)							(128,388)	(128,388)	(128,388)
Line of Credit - Interest	(25,800)		(3,600)	(8,700)	(13,500)					
Line of Credit - Principal	(450,000)				(450,000)					
Total Debt Service, Scheduled Only	(4,679,870)	-	(3,600)	(8,700)	(117,815)	(104,315)	(104,315)	(232,704)	(232,704)	(232,704)
Total Debt Service	(5,129,870)	-	(3,600)	(8,700)	(567,815)	(104,315)	(104,315)	(232,704)	(232,704)	(232,704)
Debt Service Coverage Ratio		15.74	1.60	2.31	2.87	1.55	2.05	2.36	2.68	3.03
Transfer to URA Projects Fund	(36,106,881)	(3,380)	(42,281)	(128,248)	(70,324)	(137,173)	(194,738)	(127,068)	(245,000)	(316,013)
Total Expenditures	(41,236,751)	(3,380)	(45,881)	(136,948)	(638,140)	(241,489)	(299,054)	(359,771)	(477,703)	(548,716)
Ending Balance		-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions LLC

Table 8 - Tax Increment Revenues and Allocations to Debt Service. page 2

	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040
Resources											
Beginning Balance											
Proceeds from Refunding - LOC Share											
TIF: Current Year	616,008	695,750	779,622	869,136	963,219	1,063,477	1,170,833	1,283,573	1,403,470	1,529,305	1,663,274
TIF: Prior Years	8,124	9,240	10,436	11,694	13,037	14,448	15,952	17,563	19,254	21,052	22,940
Total Resources	624,132	704,990	790,058	880,830	976,256	1,077,925	1,186,785	1,301,135	1,422,724	1,550,357	1,686,213
Expenditures											
Debt Service											
Scheduled Payments											
Loan A	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)
Loan B	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)
Line of Credit - Interest											
Line of Credit - Principal											
Total Debt Service, Scheduled Only	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)
Total Debt Service	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)
Debt Service Coverage Ratio	3.40	3.79	4.20	4.63	5.10	5.59	6.11	6.66	7.25	7.87	8.52
Transfer to URA Projects Fund	(391,429)	(472,287)	(557,355)	(648,127)	(743,552)	(845,222)	(954,082)	(1,068,432)	(1,190,020)	(1,317,653)	(1,453,510)
Total Expenditures	(624,132)	(704,990)	(790,058)	(880,830)	(976,256)	(1,077,925)	(1,186,785)	(1,301,135)	(1,422,724)	(1,550,357)	(1,686,213)
Ending Balance	-	-	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions LLC

Table 9 - Tax Increment Revenues and Allocations to Debt Service, page 3

	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050
Resources										
Beginning Balance										
Proceeds from Refunding - LOC Share										
TIF: Current Year	1,805,493	1,954,649	2,113,217	2,281,631	2,458,146	2,645,058	2,842,888	3,050,104	3,269,634	3,502,182
TIF: Prior Years	24,949	27,082	29,320	31,698	34,224	36,872	39,676	42,643	45,752	49,045
Total Resources	1,830,443	1,981,731	2,142,536	2,313,329	2,492,370	2,681,930	2,882,564	3,092,747	3,315,386	3,551,227
Expenditures										
Debt Service										
Scheduled Payments										
Loan A	(104,315)	(104,315)	(104,315)							
Loan B	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)				
Line of Credit - Interest										
Line of Credit - Principal										
Total Debt Service, Scheduled Only	(232,704)	(232,704)	(232,704)	(128,388)	(128,388)	(128,388)	-	-	-	-
Total Debt Service	(232,704)	(232,704)	(232,704)	(128,388)	(128,388)	(128,388)	-	-	-	-
Debt Service Coverage Ratio	9.21	18.02	19.41	20.89						
Transfer to URA Projects Fund	(1,597,739)	(1,749,028)	(1,909,833)	(2,184,941)	(2,363,982)	(2,553,542)	(2,882,564)	(3,092,747)	(3,315,386)	(3,551,227)
Total Expenditures	(1,830,443)	(1,981,731)	(2,142,536)	(2,313,329)	(2,492,370)	(2,681,930)	(2,882,564)	(3,092,747)	(3,315,386)	(3,551,227)
Ending Balance	-	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions LLC

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for providing incentives and construction of infrastructure will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the MRC as shown in the following three tables. Annual expenditures for program administration are also shown.

The HURD is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the HURD in FYE 2050, a 30-year program.

The amount of money available for projects in the HURD including administrative expenses is \$20,452,690 in constant 2019 dollars.

Table 10, Table 11, and Table 12 show the \$20,4452,690 of project costs in 2019 constant dollars inflated 3.0% annually over the life of the HURD, totaling \$39,032,211 in year of expenditure dollars.

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

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

Table 10 - Programs and Costs in Year of Expenditure Dollars, Page 1

	Total	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029
Resources										
Beginning Balance			6,272	1,495	6,481	476,702	279,592	113,170	1,319,989	1,143,192
Interest Earnings	25,330		31	7	32	2,384	1,398	566	6,600	5,716
Transfer from TIF Fund	36,106,881	3,380	42,281	128,248	70,324	137,173	194,738	127,068	245,000	316,013
Bond/Loan Proceeds - After LOC	2,450,000				850,000			1,600,000		
Line of Credit Proceeds	450,000	120,000	170,000	160,000						
Other										
Total Resources	39,032,211	123,380	218,585	289,750	926,838	616,260	475,728	1,840,803	1,571,589	1,464,921
Expenditures (YOE \$)										
Developer Incentives - Up Front	(3,807,756)	(53,952)	(118,614)	(58,654)	(60,415)	(64,012)	(65,931)	(142,593)	(71,588)	(75,798)
Developer Incentives - Annual Payments	(7,615,513)	(15,415)	(49,304)	(66,063)	(83,324)	(101,613)	(120,451)	(161,192)	(166,230)	(153,997)
Developer Incentives - Infrastructure	(7,615,513)	-	-	(107,904)	(237,227)	(117,308)	(120,831)	(128,024)	(131,862)	(285,185)
Public Project	(500,000)									
Other Capital Projects	(17,173,158)									
Financing Fees	(49,000)				(17,000)			(32,000)		
Administration	(2,271,271)	(47,741)	(49,172)	(50,648)	(52,169)	(53,735)	(55,346)	(57,006)	(58,716)	(60,476)
Total Expenditures	(39,032,211)	(117,108)	(217,090)	(283,269)	(450,135)	(336,668)	(362,559)	(520,814)	(428,397)	(575,456)
Ending Balance		6,272	1,495	6,481	476,702	279,592	113,170	1,319,989	1,143,192	889,465

Source: Tiberius Solutions, LLC

Table 11 - Programs and Costs in Year of Expenditure Dollars, Page 2

	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040
Resources											
Beginning Balance	889,465	829,813									
Interest Earnings	4,447	4,149									
Transfer from TIF Fund	391,429	472,287	557,355	648,127	743,552	845,222	954,082	1,068,432	1,190,020	1,317,653	1,453,510
Bond/Loan Proceeds - After LOC											
Line of Credit Proceeds											
Other											
Total Resources	1,285,341	1,306,249	557,355	648,127	743,552	845,222	954,082	1,068,432	1,190,020	1,317,653	1,453,510
Expenditures (YOE \$)											
Developer Incentives - Up Front	(87,751)	(96,084)	(101,307)	(104,349)	(109,701)	(116,366)	(119,854)	(125,877)	(129,655)	(136,542)	(143,601)
Developer Incentives - Annual Payments	(162,311)	(172,502)	(183,158)	(194,134)	(184,737)	(197,530)	(210,118)	(221,011)	(230,602)	(240,670)	(251,885)
Developer Incentives - Infrastructure	(143,177)	(151,595)	(175,502)	(192,169)	(202,613)	(208,698)	(219,403)	(232,731)	(239,708)	(251,754)	(259,311)
Public Project		(500,000)									
Other Capital Projects		(321,910)	(31,306)	(89,408)	(176,390)	(250,416)	(330,331)	(412,204)	(511,147)	(607,412)	(714,999)
Financing Fees											
Administration	(62,289)	(64,157)	(66,083)	(68,067)	(70,110)	(72,212)	(74,376)	(76,608)	(78,908)	(81,275)	(83,714)
Total Expenditures	(455,528)	(1,306,249)	(557,355)	(648,127)	(743,552)	(845,222)	(954,082)	(1,068,432)	(1,190,020)	(1,317,653)	(1,453,510)
Ending Balance	829,813	-	-	-	-	-	-	-	-	-	-

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Table 12 - Programs and Costs in Year of Expenditure Dollars, Page 3

	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050
Resources										
Beginning Balance										
Interest Earnings										
Transfer from TIF Fund	1,597,739	1,749,028	1,909,833	2,184,941	2,363,982	2,553,542	2,882,564	3,092,747	3,315,386	3,551,227
Bond/Loan Proceeds - After LOC										
Line of Credit Proceeds										
Other										
Total Resources	1,597,739	1,749,028	1,909,833	2,184,941	2,363,982	2,553,542	2,882,564	3,092,747	3,315,386	3,551,227
Expenditures (YOE \$)										
Developer Incentives - Up Front	(147,909)	(155,707)	(164,091)	(169,015)	(177,158)	(185,639)	(191,205)	(201,242)	(211,412)	(221,733)
Developer Incentives - Annual Payments	(262,801)	(274,042)	(286,681)	(299,006)	(312,578)	(326,606)	(340,207)	(355,445)	(371,361)	(1,620,539)
Developer Incentives - Infrastructure	(273,085)	(287,203)	(295,818)	(311,415)	(328,182)	(338,030)	(354,316)	(371,278)	(382,410)	(1,268,776)
Public Project										
Other Capital Projects	(827,720)	(943,263)	(1,071,767)	(1,311,284)	(1,449,017)	(1,603,308)	(1,893,879)	(2,058,739)	(2,240,979)	(327,679)
Financing Fees										
Administration	(86,225)	(88,812)	(91,476)	(94,221)	(97,047)	(99,959)	(102,956)	(106,043)	(109,224)	(112,500)
Total Expenditures	(1,597,739)	(1,749,028)	(1,909,833)	(2,184,941)	(2,363,982)	(2,553,542)	(2,882,564)	(3,092,747)	(3,315,386)	(3,551,227)
Ending Balance	-	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions, LLC

VII. REVENUE SHARING

Revenue sharing means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in tax revenue in the HURD. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (\$3,910,000). At the 10% threshold, the MRC will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold, and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness (\$4,887,500). If this threshold is met, revenue for the HURD would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

Revenue sharing targets are not projected to be reached during the anticipated 30-year duration of the HURD. If assessed value in the HURD grows more quickly than projected, the revenue sharing triggers could be reached during the life of the HURD.

VIII. IMPACT OF THE TAX INCREMENT FINANCING

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

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the HURD. These projections are for impacts estimated through FYE 2050 and are shown in Table 13 and Table 14.

The Madras 509J School District and the Jefferson County Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level.

Table 13 and Table 14 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 13 shows the general government levies, and Table 14 shows the education levies.

As this Report accompanies a Plan with a Public Building Project as defined by enrolled HB 2174 it requires a special approval known as concurrence. HB 2174 defines concurrence as “concurrence (approval) of at least three of the four taxing districts that are estimated to forgo the most property tax revenue as computed in the report accompanying the proposed plan. The question of concurrence shall be determined by a vote of the governing body of each of the four taxing districts.” The four taxing districts with the greatest estimated impacts for this Plan are the Madras School District (\$12,465,131), the City of Madras (\$11,212,667), Jefferson County (\$9,690,905), and Jefferson County Fire District #1 (\$3,219,343). The districts whose approval is required for concurrence are indicated with a * in Table 13 and Table 14. As noted in the ordinance adopting the Plan, concurrence from Jefferson county, City of Madras and the Madras School District was received prior to the adoption of the ordinance approving the Madras Housing Urban Renewal District Plan.

Table 13 - Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	Jefferson County*	City of Madras*	Jefferson County Fire District #1*	MAC Recreation District	Jefferson County Library District	Subtotal
2021	(803)	(929)	(267)	(56)	(98)	(2,154)
2022	(10,901)	(12,613)	(3,621)	(764)	(1,329)	(29,230)
2023	(32,539)	(37,648)	(10,809)	(2,281)	(3,968)	(87,246)
2024	(44,702)	(51,721)	(14,850)	(3,134)	(5,451)	(119,858)
2025	(57,378)	(66,388)	(19,061)	(4,022)	(6,997)	(153,846)
2026	(71,055)	(82,213)	(23,605)	(4,981)	(8,665)	(190,519)
2027	(85,481)	(98,905)	(28,397)	(5,992)	(10,425)	(229,200)
2028	(113,502)	(131,325)	(37,706)	(7,957)	(13,842)	(304,331)
2029	(130,375)	(150,847)	(43,311)	(9,140)	(15,899)	(349,572)
2030	(148,293)	(171,580)	(49,263)	(10,396)	(18,084)	(397,617)
2031	(167,505)	(193,809)	(55,646)	(11,743)	(20,427)	(449,129)
2032	(187,717)	(217,195)	(62,360)	(13,159)	(22,892)	(503,324)
2033	(209,285)	(242,149)	(69,525)	(14,671)	(25,522)	(561,152)
2034	(231,958)	(268,382)	(77,057)	(16,261)	(28,287)	(621,945)
2035	(256,114)	(296,332)	(85,082)	(17,954)	(31,233)	(686,716)
2036	(281,979)	(326,259)	(93,674)	(19,767)	(34,388)	(756,067)
2037	(309,149)	(357,694)	(102,700)	(21,672)	(37,701)	(828,916)
2038	(338,038)	(391,120)	(112,297)	(23,697)	(41,224)	(906,377)
2039	(368,364)	(426,208)	(122,371)	(25,823)	(44,922)	(987,688)
2040	(400,643)	(463,556)	(133,095)	(28,086)	(48,859)	(1,074,239)
2041	(434,912)	(503,206)	(144,479)	(30,488)	(53,038)	(1,166,123)
2042	(470,858)	(544,797)	(156,420)	(33,008)	(57,421)	(1,262,505)
2043	(509,065)	(589,004)	(169,113)	(35,687)	(62,081)	(1,364,949)
2044	(549,645)	(635,956)	(182,594)	(38,532)	(67,030)	(1,473,756)
2045	(592,186)	(685,176)	(196,725)	(41,514)	(72,217)	(1,587,819)
2046	(637,225)	(737,288)	(211,688)	(44,671)	(77,710)	(1,708,582)
2047	(684,895)	(792,444)	(227,524)	(48,013)	(83,523)	(1,836,400)
2048	(734,835)	(850,226)	(244,114)	(51,514)	(89,613)	(1,970,302)
2049	(787,734)	(911,431)	(261,687)	(55,222)	(96,065)	(2,112,139)
2050	(843,769)	(976,266)	(280,302)	(59,150)	(102,898)	(2,262,386)
TOTAL:	(9,690,905)	(11,212,667)	(3,219,343)	(679,355)	(1,181,809)	(25,984,087)

Source: Tiberius Solutions LLC

Table 14 - Projected Impact on Taxing District Permanent Rate Levies – Education

FYE	Central Oregon Community College	Madras School District*	Jefferson County ESD	Subtotal Education	Total All
2021	(140)	(1,033)	(54)	(1,227)	(3,381)
2022	(1,896)	(14,022)	(733)	(16,652)	(45,881)
2023	(5,661)	(41,854)	(2,188)	(49,702)	(136,948)
2024	(7,777)	(57,499)	(3,006)	(68,281)	(188,140)
2025	(9,982)	(73,803)	(3,858)	(87,643)	(241,489)
2026	(12,361)	(91,396)	(4,778)	(108,535)	(299,054)
2027	(14,871)	(109,952)	(5,748)	(130,571)	(359,771)
2028	(19,746)	(145,994)	(7,632)	(173,372)	(477,703)
2029	(22,681)	(167,697)	(8,767)	(199,145)	(548,716)
2030	(25,798)	(190,745)	(9,972)	(226,515)	(624,132)
2031	(29,140)	(215,457)	(11,263)	(255,861)	(704,990)
2032	(32,657)	(241,455)	(12,623)	(286,735)	(790,058)
2033	(36,409)	(269,197)	(14,073)	(319,678)	(880,830)
2034	(40,353)	(298,360)	(15,597)	(354,311)	(976,256)
2035	(44,555)	(329,432)	(17,222)	(391,210)	(1,077,925)
2036	(49,055)	(362,702)	(18,961)	(430,718)	(1,186,785)
2037	(53,782)	(397,649)	(20,788)	(472,219)	(1,301,135)
2038	(58,807)	(434,809)	(22,731)	(516,347)	(1,422,724)
2039	(64,083)	(473,816)	(24,770)	(562,668)	(1,550,357)
2040	(69,699)	(515,336)	(26,940)	(611,974)	(1,686,213)
2041	(75,660)	(559,415)	(29,245)	(664,319)	(1,830,443)
2042	(81,914)	(605,651)	(31,662)	(719,226)	(1,981,731)
2043	(88,560)	(654,796)	(34,231)	(777,587)	(2,142,536)
2044	(95,620)	(706,993)	(36,960)	(839,573)	(2,313,329)
2045	(103,021)	(761,711)	(39,820)	(904,552)	(2,492,370)
2046	(110,856)	(819,644)	(42,849)	(973,348)	(2,681,930)
2047	(119,149)	(880,961)	(46,054)	(1,046,164)	(2,882,564)
2048	(127,837)	(945,197)	(49,412)	(1,122,445)	(3,092,747)
2049	(137,039)	(1,013,239)	(52,969)	(1,203,247)	(3,315,386)
2050	(146,788)	(1,085,316)	(56,737)	(1,288,841)	(3,551,227)
TOTAL:	\$(1,685,897)	\$(12,465,131)	\$(651,643)	\$(14,802,666)	\$(40,786,751)

Source: Tiberius Solutions LLC

Please refer to the explanation of the schools funding in the preceding section

Table 15 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2051.

The Frozen Base is the total assessed value of the HURD established by the county assessor at the time the HURD is established. Excess Value is the increased assessed value in the urban renewal area above the Frozen Base.

Table 15 - Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Tax Rate	From Frozen Base	From Excess Value	Total
General Government				
Jefferson County	3.5662	29,760	937,370	967,130
City of Madras	4.1262	34,434	1,084,565	1,118,999
Jefferson County Fire District #1	1.1847	9,886	311,396	321,282
MAC Recreation District	0.25	2,086	65,713	67,799
Jefferson County Library District	0.4349	3,629	114,314	117,943
Subtotal	9.562	79,795	2,513,358	2,593,153
Education				
Central Oregon Community College	0.6204	5,177	163,071	168,248
SD 509J	4.5871	38,281	1,205,712	1,243,993
Jefferson County ESD	0.2398	2,002	63,031	65,033
Subtotal	5.4473	45,460	1,431,814	1,477,274
TOTAL:	15.0093	125,255	3,945,172	4,070,427

Source: Tiberius Solutions LLC

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

State law limits the percentage of both a municipality’s total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base (assumed to be FYE 2019 values), including all real, personal, manufactured, and utility properties in the HURD, is projected to be \$8,345,170. The Jefferson County Assessor will set the frozen base once the HURD is adopted.

The assessed value information for the City of Madras, the Madras Urban Renewal Area and the Excess Value are from the Jefferson County SAL 4a reports for FYE 2019. As noted on the prior page, the Frozen Base is the total assessed value of an urban renewal area established by the county assessor at the time the urban renewal area is established. Excess Value is the increased assessed value of an urban renewal area above the Frozen Base.

- The total assessed value of the City of Madras in FYE 2019 is \$377,636,828.
- The excess value in the existing Madras Urban Renewal Area is \$30,416,094.
- The frozen base of the existing Madras Urban Renewal Area is \$41,853,156.
- The projected frozen base of the HURD is \$8,345,170.
- The percentage of assessed value in the urban renewal areas is 14.46%, below the 25% threshold.

The urban renewal areas in Madras must also comply with the 25% of total acreage requirement of ORS 457. The acreage information comes from the City of Madras.

- The HURD contains 701.5¹⁰ acres, including public rights-of-way.
- The City of Madras contains 4,558 acres.
- The existing Madras Urban Renewal Area is 308.29 acres.
- This puts 22.15% of the City’s acreage in an urban renewal area, which is below the 25% threshold.

Table 16 - Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Assessed Value	Acreage
Madras Urban Renewal Area frozen base	\$41,853,156	308.29
HURD estimated frozen base	\$8,345,170	701.5
Total in Urban Renewal	\$50,198,326	1,009.79
City of Madras	\$377,636,828	4,558*
Excess Value	\$30,416,094	
Amount on which to calculate 25%	\$347,220,734	
25% limitation	86,805,183	1,139.50
Percent in urban renewal	14.46%	22.15%

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Madras and Jefferson County Department of Assessment and Taxation (FYE 2019) * Includes airport annexation.

¹⁰ The 701.5 acre calculation is from the legal description for the HURD.

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

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

A. Physical Conditions

1. Land Use

The HURD measures 701.5¹¹ total acres in size, which is composed of 106 individual parcels encompassing 606.22 acres, and an additional 95.28 acres in public rights-of-way. An analysis of FYE 2018-2019 property classification data from the Jefferson County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Residential uses account for the most prevalent land use within the HURD (82%). This was followed by Tract (11%). Detailed land use designations in the HURD can be seen in Table 17.

Table 17 - Land Use in the HURD

Land Use	Parcels	Acreage	Percent of Acreage
Residential	89	496.7	81.93%
Exempt	5	45.34	7.48%
Tract	12	64.18	10.59%
TOTAL:	106	606.22	100.00%

Source: Compiled by Elaine Howard Consulting, LLC with data from the City of Madras using the Jefferson County Department of Assessment and Taxation database (FY 2018-2019)

2. Zoning and Comprehensive Plan Designations

The most prevalent zoning and comprehensive plan designation by acreage in the HURD is Single-Family Residential (R1) at 68%. The second most prevalent zoning and comprehensive plan designation in the HURD is Planned Residential Development (R3) is at 18%. Detailed comprehensive plan designations in the Area can be seen in Table 18.

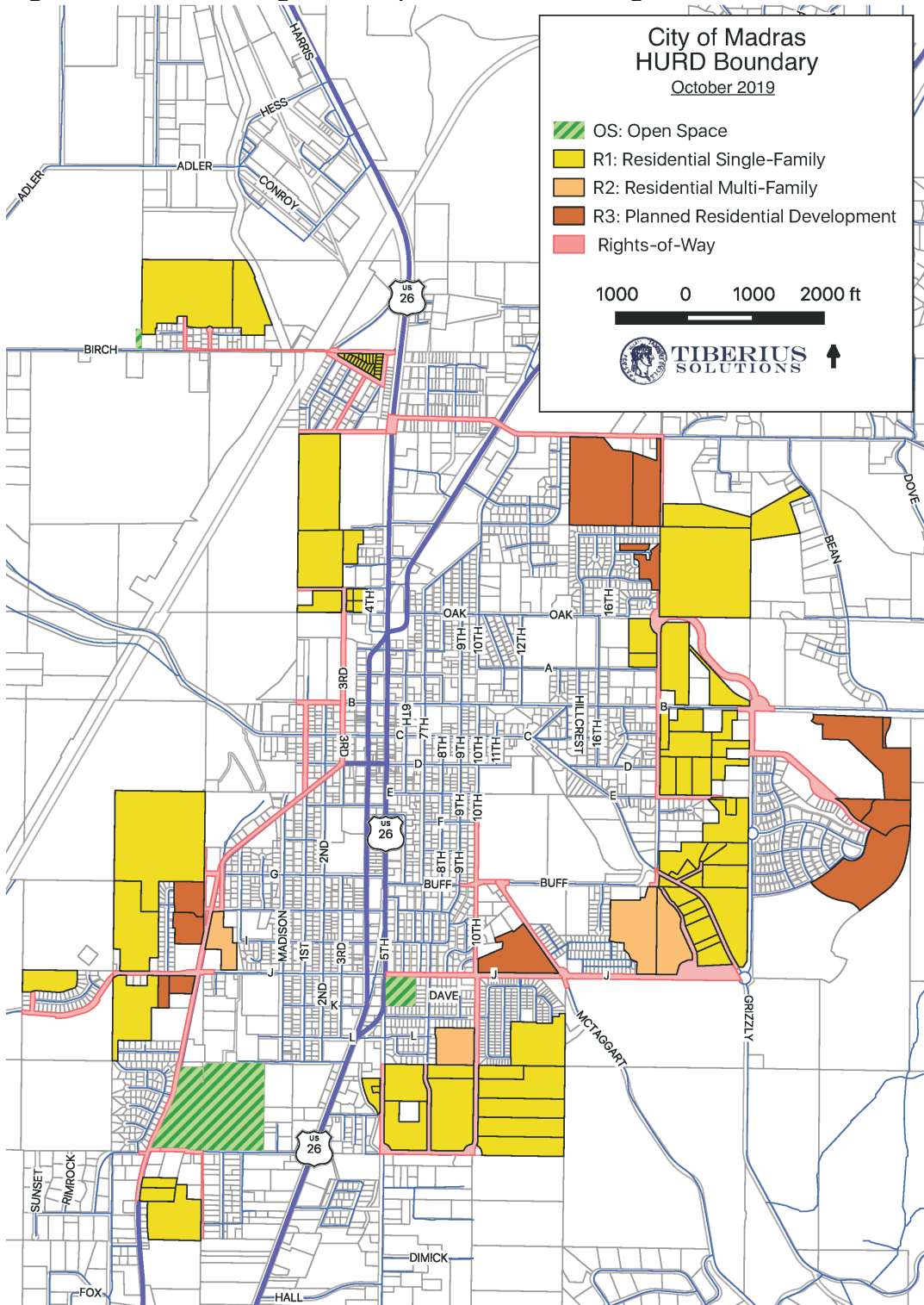
Table 18 – Zoning and Comprehensive Plan Designations in the HURD

Zoning and Comprehensive Plan Designation	Parcels	Acreage	Percent of Acreage
Single Family Residential	85	414.31	68.34%
Planned Residential Development	13	110.78	18.27%
Open Space	4	44.69	7.37%
Multi-Family Residential	4	36.41	6.01%
TOTAL:	106	606.22	100.00%

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

¹¹ The 701.5 acre calculation is from the legal description for the HURD.

Figure 2 – HURD Zoning and Comprehensive Plan Designations



Source: Tiberius Solutions LLC with information from the City of Madras

B. Infrastructure

This section identifies the existing conditions in the HURD to assist in **establishing blight in the ordinance adopting the urban renewal plan.** There are projects listed in several City of Madras’ infrastructure master plans that relate to these existing conditions. **This does not mean that all of these projects are included in the urban renewal plan.** The specific projects that are included in the Plan are listed in Sections II and III of this Report.

1. Transportation

The projects listed in Table 19 are capital projects in the HURD from the City of Madras Transportation System Plan:

Table 19 - Transportation Projects in the HURD, page 1

Project Name	Description	Estimate
Marigold Street Extension	Extend Marigold Street from Kinkade to Bean Drive	\$2,000,000
Buff Street Extension	Extend Buff Street to Grizzly Road	\$430,000
Fairgrounds Road Eastern Extension	Extend Fairgrounds Road to 10th Street Extension	\$2,300,000
Hall Street-Fairgrounds Road Connection	Construct new roadway to connect Hall Road Extension to Fairgrounds Road	\$2,100,000
Southern Bean Drive Extension	Extend Bean Drive from B Street to Yarrow Master Plan Area	\$4,000,000
Claremount (City View) Drive Improvement	Improve Claremount (City View) between B Street and Future Kinkade/Oak Intersection	\$1,600,000
16th Street Extension	Extend 16th Street from Loucks Road to Cedar Street Extension	\$880,000
E/W Minor Collector	New Minor Collector between Kinkade Road and 16th Street Extension	\$500,000
Kinkade Road Extension	Extend Kinkade Drive from B Street to Loucks Drive	\$2,400,000
10th Street Extension	Extend 10th Street to Fairground Road Extension	\$2,200,000
Fairgrounds Road to 2nd Street Connection	Construct a roadway connecting Fairgrounds Road and 2nd Street	\$1,300,000
Central Concept Area Connecting Roads	Construct Roadways connecting Lee Street, US 26 and Poplar Street int eh Central Concept Area	\$2,300,000

Source: Madras Transportation Systems Plan

Table 20 - Transportation Projects in the HURD, page 2

Project Name	Description	Estimate
Poplar Street Extension	Extend Poplar Street from 4th Street to the Central Concept Area Connection Roads	\$950,000
Jefferson Street Realignment	Realign Jefferson Street to Connect with Lee Street	\$2,000,000
Kinkade Road Extension	Extend Kinkade Road from Grizzly Road to J Street	\$1,400,000
Road Extension from Lee to Birch	Construct a roadway extension between Lee Street and Birch Land and improve connectivity between central and north Madras	\$2,000,000
Realign 10th Street with McTaggart Road	Realign 10th Street to align with Buff/McTaggart Road intersection. A portion of the existing 10th Street alignment may be vacated or repurposed	\$750,000
Extend Oak Street from eastern terminus to Kinkade	Construct road to Minor Collector Standards	\$600,000
Extend E Street to City View Street/Yarrow Avenue	Construct Road to Minor Collector Standards	\$800,000
Culver Hwy/Fairgrounds Road	Eliminate Intersection Skew Angle	\$500,000
SE 10th Street, Buff Street/McTaggart Road	Construct intersection improvement that connects SE 10th Street, Buff Street and McTaggart Road	\$1,500,000
J Street/McTaggart Road	Construct Intersection Improvement at J Street and McTaggart Road	\$1,500,000
US 26/Lee Street Concept Area Intersection Enhancements	Upgrade intersection to address capacity needs for Concept Area	\$750,000
City View/B Street	Construct Intersection Improvement at City View Drive and B Street	\$1,500,000
Loucks Road/Kinkade	Construct Intersection Improvement at Loucks and Kinkade	\$1,500,000
US 97/Loucks Road Realignment	Reconfigure intersection to eliminate existing alignment issue for vehicles westbound on Loucks Road	\$500,000
J Street/Culver Hwy	Consider long term capacity enhancements	\$300,000

Source: Madras Transportation Systems Plan

Table 21 - Transportation Projects in the HURD, page 3

Project Name	Description	Estimate
J Street/10th Street	Construct intersection improvement at J Street and 10th Street	\$1,500,000
City View Drive/Kinkade Road	Construct Intersection improvement at City View Drive and Kinkade Road	\$1,500,000
H Street/Culver Highway	Consider long term capacity enhancements	\$300,000
Hoffman/Harris Trail Section	6300 linear feet of multiuse path around and through Subdivision over to McTaggart	\$1,260,000
CityView to Grizzly Trail	2200 linear feet of multiuse path from City View to E and City View to Grizzly	\$440,000
Kinkade Trail	2600 linear feet of multiuse path from Oak Street to Loucks along Kinkade	\$520,000
West Concept Commercial Trail	5000 linear feet of multiuse path from Birch to Willow Creek	\$1,000,000
Culver Hwy Walk	15000 linear feet of sidewalk installation from Madison Street to Fairgrounds road	\$1,800,000
J Street Sidewalk	2500 linear feet of Sidewalk on J Street from McTaggart to Grizzly	\$300,000
McTaggart Walk	1600 linear feet of sidewalk on McTaggart from J Street to Buff Street	\$192,000

Source: Madras Transportation Systems Plan

2. Stormwater

There are no stormwater projects identified in City plans within the HURD Plan Area.

3. Wastewater

The wastewater projects in the HURD from the City of Madras' Sanitary Sewer Master Plan.

Table 22 - Wastewater Projects in HURD

Project Name	Description	Estimate
Mountain View/Sky Ridge Sewer	Extend Public Sewer in the Mountain View/Sky Ridge Subdivision (portion)	\$1,139,000
Willow Creek North Sewer Extension	Extend Public Sewer from J Street to Buff and Grizzly and along Grizzly	\$550,000
Eldorado Estates/The Ridge Sewer Extension	Extend Public Sewer to serve Eldorado Estates and the Ridge Subdivision (now referred to as Hoffman/Harris Subdivision) along 10th Street from Tracie to Fairgrounds	\$456,000
Willow Brook Pump Station	Replace pump station and increase capacity to serve 150 plus lot Willowbrook Subdivision	\$500,000

Source: City of Madras

4. Water

The water projects in the HURD from the City of Madras’ Water Master Plan.

Table 23 - Water Projects in HURD

Project Name	Description	Estimate
3rd Street Water	Extends an 8" Waterline from 3rd and B Street 390 feet to the north. Replaces services and adds a fire hydrant	\$100,000

Source: City of Madras

5. Parks

The parks projects in the HURD from the City of Madras’ Park Master Plan.

Table 24 - Parks Projects in HURD

Project Name	Description	Estimate
Hoffman Park	6 acre park dedication to be improved	\$1,800,000
Dog Park	Add a dog park (location to be determined)	\$156,000

Source: City of Madras

C. Social Conditions

According to the US Census Bureau, American Community Survey 2013-2017 Five Year Estimates. As the HURD is situated over many areas of the City of Madras, the following data represents the City of Madras as a whole. It is understood that the majority of parcels in the HURD are presently vacant, so there are few residents presently in the HURD.

In the City of Madras, 74% of the residents are white.

Table 25 - Race in Madras

Race	Number	Percent
White a	4,856	74.11%
Black or African American	63	0.96%
American Indian and Alaska Native	379	5.78%
Asian	87	1.33%
Native Hawaiian and Other Pacific Islander	9	0.14%
Some other race	1,060	16.18%
Two or more races	98	1.50%
TOTAL:	6,552	100%

Source: American Community survey 2013-17 Five Year Estimates

The most common age bracket in Madras is between 35 and 44 years at 15%.

Table 26 - Age in Madras

Age	Number	Percent
Under 5 years	560	8.55%
5 to 9 years	524	8.00%
10 to 14 years	391	5.97%
15 to 17 years	298	4.55%
18 to 24 years	709	10.82%
25 to 34 years	911	13.90%
35 to 44 years	995	15.19%
45 to 54 years	714	10.90%
55 to 64 years	728	11.11%
65 to 74 years	419	6.39%
75 to 84 years	191	2.92%
85 years and over	112	1.71%
TOTAL:	6,552	100.01%

Source: American Community survey 2013-17 Five Year Estimates

In the block groups representing the City of Madras, 12% of adult residents have earned a bachelor’s degree or higher. Another 32% have some college education or an Associate’s degree a degree, and another 32% have graduated from high school with no college experience.

Table 27 - Educational Attainment in Madras

Educational Attainment	Number	Percent
Less than high school	963	23.66%
High school graduate (includes equivalency)	1,301	31.97%
Some college	947	23.27%
Associate's degree	355	8.72%
Bachelor's degree	378	9.29%
Master's degree	119	2.92%
Professional school degree	0	0.00%
Doctorate degree	7	0.17%
TOTAL:	4,070	100%

Source: American Community survey 2013-17 Five Year Estimates

The most common travel time to work class was less than 10 minutes, with 37% of journeys being in this class. This was followed by the 10 to 19 minutes travel time class, which represented 25% of journeys.

Table 28 - Travel Time to Work in Madras

Travel Time	Number	Percent
Less than 10 minutes	871	37.17%
10 to 19 minutes	597	25.48%
20 to 29 minutes	312	13.32%
30 to 39 minutes	177	7.55%
40 to 59 minutes	256	10.93%
60 to 89 minutes	116	4.95%
90 or more minutes	14	0.60%
TOTAL:	2,343	100%

Source: American Community survey 2013-17 Five Year Estimates

Of the means of transportation used to travel to work, the majority, 74% drove alone with another 15% carpooling

Table 29 - Means of Transportation to Work in Madras

Means of Transportation	Number	Percent
Drove alone	1,770	74.46%
Carpooling	350	14.72%
Using Public Transportation	0	0.00%
Motorcycling	0	0.00%
Bicycling	45	1.89%
Walking	178	7.49%
Using Other Means	0	0.00%
Working at home	34	1.43%
TOTAL:	2,377	99.99%

Source: American Community survey 2013-17 Five Year Estimates

Eighty-one percent of the households in Madras have a household income of less than \$74,999.

Table 30 – Household Income in the Past 12 Months in Madras

Income	Number	Percent
Less than \$10,000	257	11%
\$10,000 to \$14,999	151	7%
\$15,000 to \$19,999	175	8%
\$20,000 to \$24,999	245	11%
\$25,000 to \$29,999	125	6%
\$30,000 to \$34,999	160	7%
\$35,000 to \$39,999	92	4%
\$40,000 to \$44,999	89	4%
\$45,000 to \$49,999	116	5%
\$50,000 to \$59,999	100	4%
\$60,000 to \$74,999	299	13%
\$75,000 to \$99,999	381	17%
\$100,000 to \$124,999	46	2%
\$125,000 to \$149,999	-	0%
\$150,000 to \$199,999	9	0%
\$200,000 or more	-	0%
TOTAL:	2,245	100%

Source: American Community survey 2013-17 Five Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the HURD

The estimated total assessed value of the HURD calculated with data from the Jefferson County Department of Assessment and Taxation for FYE 2019, including all real, personal, manufactured, and utility properties, is estimated to be \$8,335,468.

2. Building to Land Value Ratio

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

Table 31 shows the improvement to land ratios (I:L) for properties within the HURD. Tax exempt properties account for 8% of the total properties. Tax exempt properties include properties owned by the City of Madras, Jefferson County and the Jefferson County Fire District #1. The vast majority of the land (81%) in the HURD is undeveloped and showing a prevalence of depreciated values. Less than 1% of the parcels in the HURD have an I:L of above 2.0, further showing a prevalence of depreciated values.

Table 31 - Improvement to Land Ratios in the HURD

Improvement to Land Ratio	Parcels	Acreage	Percent of Acreage
Tax Exempt*	7	51.48	8.47%
No Improvement Value	79	491.56	81.11%
0.01-0.50	6	38.54	6.36%
0.51-1.00	3	11.41	1.88%
1.01-1.50	3	7.72	1.27%
1.51-2.00	1	1.01	0.17%
2.01-2.50	2	1.84	0.30%
2.51-3.00	0	0	0.00%
3.01-3.50	1	0.13	0.02%
>3.5	4	2.6	0.43%
TOTAL:	106	606.22	100.00%

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

*Tax exempt properties are the Fairgrounds and the Fire District properties and properties owned by the City of Madras

E. Impact on Municipal Services

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

The projects being considered for future use of urban renewal funding are for development of properties improvements and infrastructure improvements. The use of tax increment allows the City to add an additional funding source to the City of Madras general fund or system development charges funds to allow these projects to be completed.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the HURD. This development will require city services. However, since the property is within the city limits, the city has anticipated the need to provide services to the HURD. As the development will be new construction or rehabilitation, it will be up to current building code and will aid in any fire protection needs.

The temporary, negative financial impacts from tax increment collections will be countered by future economic development, and, after termination of the HURD Plan, increases in assessed value of the tax base for all overlapping taxing jurisdictions, including the City.

XI. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

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

The City of Madras has a need for additional housing as identified in the Madras Housing Action Plan.¹² The Madras Housing Action Plan specified actions that could be taken by the City to help address this need. One of those actions was the creation of an urban renewal area to help fund incentives to assist in the development of housing units for Madras.¹³ The City strategically identified vacant parcels throughout the City for inclusion in the HURD, providing the greatest flexibility to developers/builders and property owners to participate in the HURD incentives.

It is anticipated that without the assistance of the urban renewal incentives to assist in financing development of new housing units, the HURD would remain undeveloped and blighted.

XII. RELOCATION REPORT

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

¹² ECONorthwest, *Madras Housing Action Plan* (December 11, 2018).

¹³ *Ibid*, p 40.

BEFORE THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON
FOR THE COUNTY OF JEFFERSON

IN THE MATTER OF JEFFERSON COUNTY'S)
CONCURRENCE IN THE INCLUSION OF A)
CERTAIN PUBLIC BUILDING PROJECT IN THE)
MADRAS HOUSING URBAN RENEWAL DISTRICT)
PLAN)

RESOLUTION NO. R-023-19

WHEREAS, on or about September 12, 2019, the Urban Renewal Agency of the City of Madras ("Agency") delivered to Jefferson County ("County") that certain proposed Madras Housing Urban Renewal District Plan (the "Plan"), a copy of which Plan is attached hereto as Exhibit A, and the proposed Report Accompanying the Madras Housing Urban Renewal District Plan (the "Report"), a copy of which Report is attached hereto as Exhibit B; and

WHEREAS, pursuant to the Plan, Agency is proposing to provide financial assistance to Jefferson County Rural Fire Protection District No. 1 for purposes of expanding (including improvements to) the fire station located at 765 5th Street, Madras, Oregon 97741 (at the corner of 5th and J Street) (the "Fire Station Project"); and

WHEREAS, the fire station is a public building as defined in ORS 457.010(12) and the Fire Station Project is a public building project as defined in ORS 457.010(13); and

WHEREAS, for any public building project included in the Plan, Section 5(3)(a), Chapter 580, Oregon Laws 2019 (House Bill 2174) requires the concurrence of at least three of the four taxing districts that are estimated to forgo the most property tax revenue as computed in the Report; and

WHEREAS, County represents one of the aforementioned affected taxing districts; and

WHEREAS, in accordance with Section 5(3)(b), Chapter 580, Oregon Laws 2019 (House Bill 2174), Agency requested County's concurrence in the inclusion of the Fire Station Project in the Plan; and

WHEREAS, on or about October 23, 2019, the Jefferson County Board of Commissioners (the "Board") considered Agency's request; and

WHEREAS, the Board desires to concur in the inclusion of the Fire Station Project in the Plan.

NOW, THEREFORE, Jefferson County resolves as follows:

1. Findings. The above-stated findings contained in this Resolution are hereby adopted.

2. Concurrence. Subject to and in accordance with Section 5(3)(c), Chapter 580, Oregon Laws 2019 (House Bill 2174), the Board hereby concurs in the inclusion of the Fire Station Project in the Plan. The county administrator or his or her designee is authorized to act on behalf of County and take such further action as is necessary to carry out the intent and purposes set forth herein, including, without limitation, delivering a copy of this Resolution to Agency, in compliance with applicable law.

3. Severability; Effective Date. For purposes of this Resolution, the singular includes the plural and the plural includes the singular; the word “or” is not exclusive and the words “include,” “includes,” and “including” are not limiting. Any reference to a particular law, statute, rule, regulation, code, or ordinance includes the law, statute, rule, regulation, code, or ordinance as now in force and hereafter amended. The provisions of this Resolution are severable. If any section, subsection, sentence, clause, and/or portion of this Resolution is for any reason held invalid, unenforceable, and/or unconstitutional, such invalid, unenforceable, and/or unconstitutional section, subsection, sentence, clause, and/or portion will (a) yield to a construction permitting enforcement to the maximum extent permitted by applicable law, and (b) not affect the validity, enforceability, and/or constitutionality of the remaining portion of this resolution. This Resolution may be corrected by order of the Board to cure editorial and/or clerical errors. This Resolution will be in full force and effect from and after its approval and adoption.

Dated this 23rd of October, 2019.

JEFFERSON COUNTY BOARD OF COMMISSIONERS


Mae Huston, Commission Chair


Wayne Fording, Commissioner


Kelly Simmelink, Commissioner

EXHIBIT D TO ORDINANCE NO. 935

RESOLUTION NO. 31-2019

A RESOLUTION OF CITY OF MADRAS CONCURRING IN THE INCLUSION OF A CERTAIN PUBLIC BUILDING PROJECT IN THE MADRAS HOUSING URBAN RENEWAL DISTRICT PLAN.

WHEREAS, on or about September 12, 2019, the Urban Renewal Agency of the City of Madras (“Agency”) delivered to City of Madras (“City”) that certain proposed Madras Housing Urban Renewal District Plan (the “Plan”), a copy of which Plan is attached hereto as Exhibit A, and the proposed Report accompanying the Madras Housing Urban Renewal District Plan (the “Report”), a copy of which Report is attached hereto as Exhibit B; and

WHEREAS, pursuant to the Plan, Agency is proposing to provide financial assistance to Jefferson County Rural Fire Protection District No. 1 for purposes of expanding (including improvements to) the fire station located at 765 5th Street, Madras, Oregon 97741 (at the corner of 5th and J Street) (the “Fire Station Project”); and

WHEREAS, the fire station is a public building as defined in ORS 457.010(12) and the Fire Station Project is a public building project as defined in ORS 457.010(13); and

WHEREAS, for any public building project included in the Plan, Section 5(3)(a), Chapter 580, Oregon Laws 2019 (House Bill 2174) requires the concurrence of at least three of the four taxing districts that are estimated to forgo the most property tax revenue as computed in the Report; and

WHEREAS, City represents one of the aforementioned affected taxing districts; and

WHEREAS, in accordance with Section 5(3)(b), Chapter 580, Oregon Laws 2019 (House Bill 2174), Agency requested City’s concurrence in the inclusion of the Fire Station Project in the Plan; and

WHEREAS, on or about October 22, 2019, the Madras City Council (the “Council”) considered Agency’s request; and

WHEREAS, the Council desires to concur in the inclusion of the Fire Station Project in the Plan.

NOW, THEREFORE, the City of Madras resolves as follows:

1. Findings. The above-stated findings contained in this Resolution No. 31-2019 (this “Resolution”) are hereby adopted.

2. Concurrence. Subject to and in accordance with Section 5(3)(c), Chapter 580, Oregon Laws 2019 (House Bill 2174), the Council hereby concurs in the inclusion of the Fire Station Project in the Plan. The city administrator or his or her designee is authorized to act on behalf of City and take such further action as is necessary to carry out the intent and purposes set forth herein, including, without limitation, delivering a copy of this Resolution to Agency, in compliance with applicable law.

EXHIBIT D TO ORDINANCE NO. 935

3. Severability; Effective Date. For purposes of this Resolution, the singular includes the plural and the plural includes the singular; the word “or” is not exclusive and the words “include,” “includes,” and “including” are not limiting. Any reference to a particular law, statute, rule, regulation, code, or ordinance includes the law, statute, rule, regulation, code, or ordinance as now in force and hereafter amended. The provisions of this Resolution are severable. If any section, subsection, sentence, clause, and/or portion of this Resolution is for any reason held invalid, unenforceable, and/or unconstitutional, such invalid, unenforceable, and/or unconstitutional section, subsection, sentence, clause, and/or portion will (a) yield to a construction permitting enforcement to the maximum extent permitted by applicable law, and (b) not affect the validity, enforceability, and/or constitutionality of the remaining portion of this resolution. This Resolution may be corrected by order of the Council to cure editorial and/or clerical errors. This Resolution will be in full force and effect from and after its approval and adoption.

ADOPTED by the City Council of the City of Madras and signed by the Mayor this 22nd day of October, 2019.

Ayes: _____
Nays: _____
Abstentions: _____
Absent: _____
Vacancies: _____

Richard Ladeby, Mayor

ATTEST:

Lysa Vattimo, City Recorder

EXHIBIT D TO ORDINANCE NO. 935

Exhibit A
Plan

(attached)

DRAFT

Madras Housing Urban Renewal District Plan

Adopted by the City of Madras

November 12, 2019

Ordinance No.935

This Plan was also adopted by resolution by Jefferson County on November 6, 2019. Their approval was necessary as there is property in the HURD Boundary that is outside the Madras city limits.

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



LIST OF PARTICIPANTS

Mayor

Richard Ladeby

City Council

Bartt Brick

Rose Canga

Royce Embanks, Jr.

Jennifer Holcomb

Leticia Montano-Hernandez

Gary Walker

Madras Redevelopment Commission

Bartt Brick, Chair

Royce Embanks, Jr., Vice-Chair

Nick Bowlby

Don Reeder

Blanca Reynoso

Angela Rhodes

Chuck Schmidt

Gary Walker

Rachel Wrought

Planning Commission

Joel Hessel, Chair

Ali Alire, Vice-Chair

Melissa Irvine

Joe Krenowicz

City Administrator

Gus Burrell

Finance Director

Kristal Hughes

Public Works Director

Jeff Hurd

Community Development Director

Nicholas Snead

Associate Planner

Morgan Greenwood

Elaine Howard Consulting, LLC

Elaine Howard

Scott Vanden Bos

Tiberius Solutions, LLC

Nick Popenuk

Ali Danko

Rob Wyman

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I. DEFINITIONS

“MRC” means the Madras Urban Renewal Agency which is called the Madras Redevelopment Commission or MRC. The MRC is responsible for administration of the urban renewal plan.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting an urban renewal plan.

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

“City” means the City of Madras, Oregon.

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

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

“County” means Jefferson County, Oregon.

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

“HURD” means the Madras Housing Urban Renewal District.

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

“Maximum Indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

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

“Plan” means the Madras Housing Urban Renewal District (HURD) Plan.

“Plan Area” means the properties and rights-of-way located within the Madras Urban Renewal Boundary.

“Planning Commission” means the Madras Planning Commission.

“Public building” as defined by Enrolled HB 2174 Section 12(a) means: (A) A fire station, police station, public library, public hospital, capitol building, school as defined in ORS 339.315, college, university, city hall or the residence of any state official elected by the state at large; (B) The grounds owned by a public body adjacent to a building described in subparagraph (A) of this paragraph; (C) The portion of any other building owned and prepared for occupation or occupied by an agency of the state or a municipal corporation as defined in ORS 297.405; or (D) A public art statue, sculpture, clock tower or bell tower. (b) “Public building” does not mean: (A) Property acquired by an urban renewal agency with the intent to redevelop or sell the property; (B) Property acquired by an urban renewal agency with the intent to lease the property for a taxable use; Enrolled House Bill 2174 (HB 2174-B)

Page 2 (C) Transportation infrastructure, including train stations, bus stations and publicly owned parking facilities that support taxable property; (D) Water or wastewater infrastructure facilities, including treatment facilities; (E) Tourism-related facilities as defined in ORS 320.300; or (F) Park and recreation facilities, including sports fields.

“Public building project” as defined by Enrolled HB 2174 Section (13) means an urban renewal project that includes a public building.

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

“Tax increment financing (TIF)” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

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

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

II. INTRODUCTION

The Madras Housing Urban Renewal District Plan (“HURD Plan”) was developed for the Madras City Council (“City Council”) after completion of the Madras Housing Action Plan, an urban renewal feasibility study, public input and discussion with the City Council in public meetings, described in more detail below.

Pursuant to the Madras City Charter, this Plan will go into effect when it has been adopted by City Council.

A. HURD Plan Overview

Background:

In 2018 the City of Madras completed a Housing Action Plan¹. The Housing Action Plan noted the following facts about the supply of housing in Madras:

- Thirty-two percent of households in Madras are cost burdened, paying more than 30% of their income on housing costs.
- No new multifamily housing units have been developed in Madras since 2010.
- Forty-nine new single-family units have been developed in Maras since 2010.
- One hundred five people in Madras were experiencing homelessness in 2018.
- There is a deficit of 401 housing units to meet the needs of households earning less than \$25,000 per year.
- There is a deficit of 435 housing units to meet the needs of households earning from \$50,000 to \$100,000 per year.

The Housing Action Plan stated that the City of Madras’ goal for overall housing production is an average of 30 new dwelling units per year.²

The City Council’s goal for new housing development over the next 5 years is:

- 40 units of housing affordable to low-income households, who have annual earning of less than \$30,360 in 2017 dollars. These units will be government-subsidized housing, most likely townhouses or apartments.
- 75 units of housing affordable to moderate- and middle-income households, who have annual earnings of between \$30,360 and \$60,720 in 2017 dollars. These units may include lower-cost, single-family detached housing, townhouses, cottage housing, duplexes, tri- and quad-plexes, and apartments.

¹ ECONorthwest, *Madras Housing Action Plan* (December 11, 2018).

² From the *Madras Housing Action Plan*: This goal starts from Portland State University’s forecast of population growth in the Madras UGB (dated June 20, 2018). The forecast shows that Madras will grow by 1,872 people between 2018 and 2040, at an average annual growth rate of 1.06%. Using the average household size from the 2012-2016 American Community Survey of 2.81 persons per household, Madras would have 666 new dwellings between 2018 and 2040, with an average of 30 new dwellings per year.

- 50 units of housing affordable to higher-income households, who have annual earnings of more than \$60,720 in 2017 dollars. These units may include any type of housing.³

The Housing Action Plan also recommended evaluating the opportunities for a new or expanded urban renewal area to support development of housing.⁴

In 2019 the City of Madras hired Elaine Howard Consulting, LLC and Tiberius Solutions LLC to conduct a feasibility study for the creation of a housing urban renewal district (“HURD”).

The feasibility study was completed after discussions with Madras staff, interviews with local Madras community leaders, builders, realtors, and property owners. The results were presented to the City Council in two separate meetings. The purpose of the first meeting was to review the community input. There was overall agreement that there needed to be assistance provided to encourage housing development in Madras and that the types of assistance being discussed in the Feasibility Study would be a positive step by the City Council. After this briefing, the City Council authorized moving to Phase II of the Feasibility Study, the financial analysis. The purpose of the second meeting was to review potential financial scenarios for the proposed HURD. At the second meeting the City Council authorized proceeding with the development of a formal urban renewal plan.

After the feasibility study, staff coordinated with the consulting team to further refine how the incentive program would work. Two Open Houses were conducted on August 27, 2019 to receive additional input, one with developers/builders/property owners and one with the general public. Representatives of the affected taxing districts were invited to attend the Open House.

The HURD Plan also includes input from the community received at public meetings at the Madras Redevelopment Commission (“MRC”) and hearings before the Planning Commission, and the City Council.

The HURD Plan Area (“Plan Area”), shown in Figure 1, consists of approximately 701.5 total acres: 606.22 acres of land in tax lots and 95.28 acres of public rights-of-way. Properties within the Plan Area are largely undeveloped, and most of the property is zoned for residential development. The Jefferson County Fairgrounds property is included in the boundary of the HURD as it may transition to a different use over the anticipated 30-year life of this urban renewal plan.

The Plan is estimated to last 30 years, resulting in 30 years of tax increment collections. The City estimates that 965 new housing units will be constructed within the Plan Area over the estimated 30-year time frame of the HURD.⁵ The maximum amount of indebtedness (amount of dollars spent for projects, programs and administration) that may be issued for the Plan is \$39,100,000.

Goals and objectives for this HURD Plan are intended to guide the tax increment financing (“TIF”) investment in the HURD Plan Area over the life of the HURD Plan. The project

³ Madras Housing Action Plan, ECONorthwest, 2018, p vi

⁴ Ibid, p viii

⁵ Details in the Report Accompanying the Madras Housing Urban Renewal District Plan.

category descriptions and list of projects are intended to aid future decision makers when considering how best to expend funds generated by TIF. The HURD Plan is to be administered by the MRC. Substantial amendments to the HURD Plan must be approved by City Council as outlined in Section VII. All amendments to the Plan are to be listed numerically on the front page of the HURD Plan and then incorporated into the HURD Plan document and noted by footnote with an amendment number and adoption date.

The relationship between the sections of the HURD Plan and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this HURD Plan that primarily addresses the statutory reference. There may be other sections of the HURD Plan that also address ORS 457.

Table 1 - Statutory References

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

B. Urban Renewal Overview

Urban renewal allows for the use of tax increment financing, a financing source that is unique to urban renewal, to fund projects within a Plan Area. Tax increment revenues (the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established) are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the Maximum Indebtedness amount set by the urban renewal plan.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. The HURD Plan Area meets the definition of blight due to its infrastructure deficiencies and underdeveloped

properties. These blighted conditions are specifically cited in the ordinance adopting the HURD Plan and described in detail in the Report Accompanying Urban Renewal Plan (“Report”).

The Report accompanying the HURD Plan contains the information required by ORS 457.085, including:

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

III. MAXIMUM INDEBTEDNESS

Maximum Indebtedness is the total amount of money that can be spent on projects, programs and administration throughout the life of the HURD Plan. The maximum amount of indebtedness that may be issued or incurred under the HURD Plan, based upon good faith estimates of the scope and costs of projects in the HURD Plan and the schedule for their completion is \$39,100,000 (Thirty-Nine Million One Hundred Thousand Dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on debt proceeds.

IV. HURD PLAN GOALS

The goals of the HURD Plan represent its basic intents and purposes. Accompanying the goals are objectives, which generally describe how the MRC intends to achieve each goal. The urban renewal projects identified in Sections V and VI of the HURD Plan are the specific means of meeting the objectives. The goals and objectives will be pursued as economically as is feasible and at the discretion of the MRC.

A. Housing Development

To increase the supply of all housing types in the City of Madras.

Objectives:

- 1. Provide financial incentives for the development of housing in the City of Madras.*
- 2. Provide infrastructure improvements to support the development of housing in Madras.*

B. Infrastructure

To provide necessary infrastructure improvements to support housing development in the City of Madras.

Objectives:

- 1. Provide infrastructure improvements.*
- 2. Assist in the financing of infrastructure improvements to be made by a developer/builder/property owner.*
- 3. Assist in the provision of infrastructure improvements by providing other incentives to a developer/builder/property owner.*

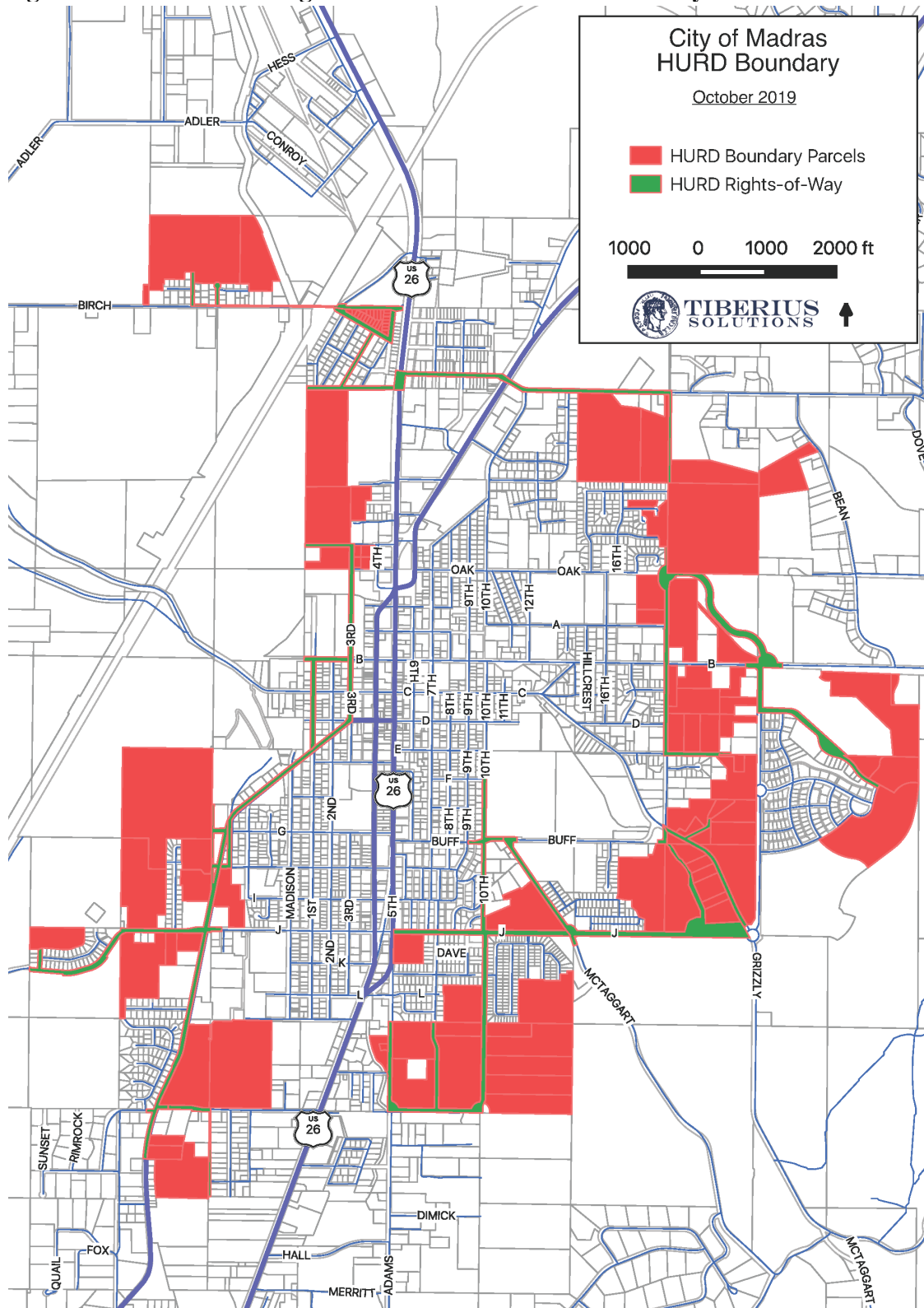
C. Public Safety

Coordinate with Jefferson County Fire District #1 to provide public safety in the urban renewal area.

Objectives:

- 1. Provide funding for capital improvements to the Jefferson County Fire District #1.*

Figure 1 – Madras Housing Urban Renewal District Boundary



Source: Tiberius Solutions LLC and City of Madras

V. URBAN RENEWAL PROJECT CATEGORIES

The projects within the HURD Plan Area fall into the following categories:

- A. Developer Incentives*
- B. Infrastructure*
- C. Public Building Project - Safety*
- D. Administration*

VI. URBAN RENEWAL PROJECTS

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

A. Developer/Builder/Property Owner Incentives

The MRC may provide incentives to developers for the development of housing units in the HURD Area. This will be completed through a development agreement with the developer/builder/property owner that stipulates the amount and timing of the development and the amount and timing of the incentive. These incentives can be:

- A direct contribution of funds
- A rebate of a portion of property taxes paid
- Contributions to the developer for infrastructure development
- An agreement for the Agency to complete infrastructure improvements that are otherwise required as a condition of development approval
- A combination of the above

MRC/City staff will conduct pre-development meetings with the developer/builder/property owner to identify the unique financing needs of each site. Staff will recommend a financing package to the MRC that will contain recommendations on the appropriate form of incentive through negotiations with the developer/builder/property owner for the development of the housing units. The MRC will approve the incentives and the ultimate signing of a development agreement containing those incentives and a commitment by the developer/builder/property owner for the production of the housing units.

A guideline for the amount of incentive is established in the Report accompanying the HURD Plan. This is a guideline only, balancing the needs for administration, incentives, and infrastructure needs.

B. Infrastructure

The MRC may complete infrastructure improvements including but not limited to streets, sidewalks, water, sewer, stormwater, and parks projects determined by the MRC to help facilitate housing development and may complete improvements specified in a development agreement that tie the improvements to specific housing development. As these improvements are

identified, a minor amendment will be made to the HURD Plan to describe the specific improvement.

C. Public Building Project - Safety

Assist Jefferson County Fire District #1 by providing funds for the expansion to the fire station at the corner of 5th and J Street in the urban renewal area. This project will be funded no sooner than the 10th fiscal year after the HURD is established. This project is a Public Building Project as described in the definitions of this Plan and by HB 2174 and thus requires concurrence. The taxing districts that must approve the project for concurrence to be achieved are detailed in the Report Accompanying the Housing Urban Renewal District Plan in Section VIII.

D. Administration

The MRC may provide administration of the HURD Plan including but not limited to staff support, financial statements, budget preparation and annual reports pursuant to ORS 457.460.

VII. AMENDMENTS TO HURD PLAN

The HURD Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original HURD Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the MRC, the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Madras, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:⁶

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

B. Minor Amendments

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

C. Amendments to the Madras Comprehensive Plan and/or Madras Zoning Ordinance 933.

Amendments to the Madras Comprehensive Plan and/or Development Code Ordinance 933 that affect the HURD Plan and/or the HURD Plan Area shall be incorporated automatically within the HURD Plan without any separate action required by the MRC or City Council. When a substantial amendment is completed, the Relationship to Local Objectives section will be updated.

⁶ Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the Maximum Indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law.

VIII. PROPERTY ACQUISITION AND DISPOSITION

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

A. Property Acquisition for Public Improvements

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

B. Property Acquisition from Willing Sellers

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

C. Land Disposition

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

The MRC may dispose of property acquired under Subsection B of this Section VI by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal MRC, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the HURD Plan . Because fair reuse value reflects limitations on the use of the property to those purposes specified in the HURD Plan, the value may be lower than the property's fair market value.

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

IX. RELOCATION METHODS

When the MRC acquires occupied property under the HURD Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the MRC shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified; however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the HURD Plan Area.

X. TAX INCREMENT FINANCING OF HURD PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of lines of credit, bank loans or revenue bonds (borrowings). The proceeds of the borrowings are used to finance the urban renewal projects authorized in the HURD Plan. Borrowings may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies are not part of the tax increment revenues.)

A. General Description of the Proposed Financing Methods

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

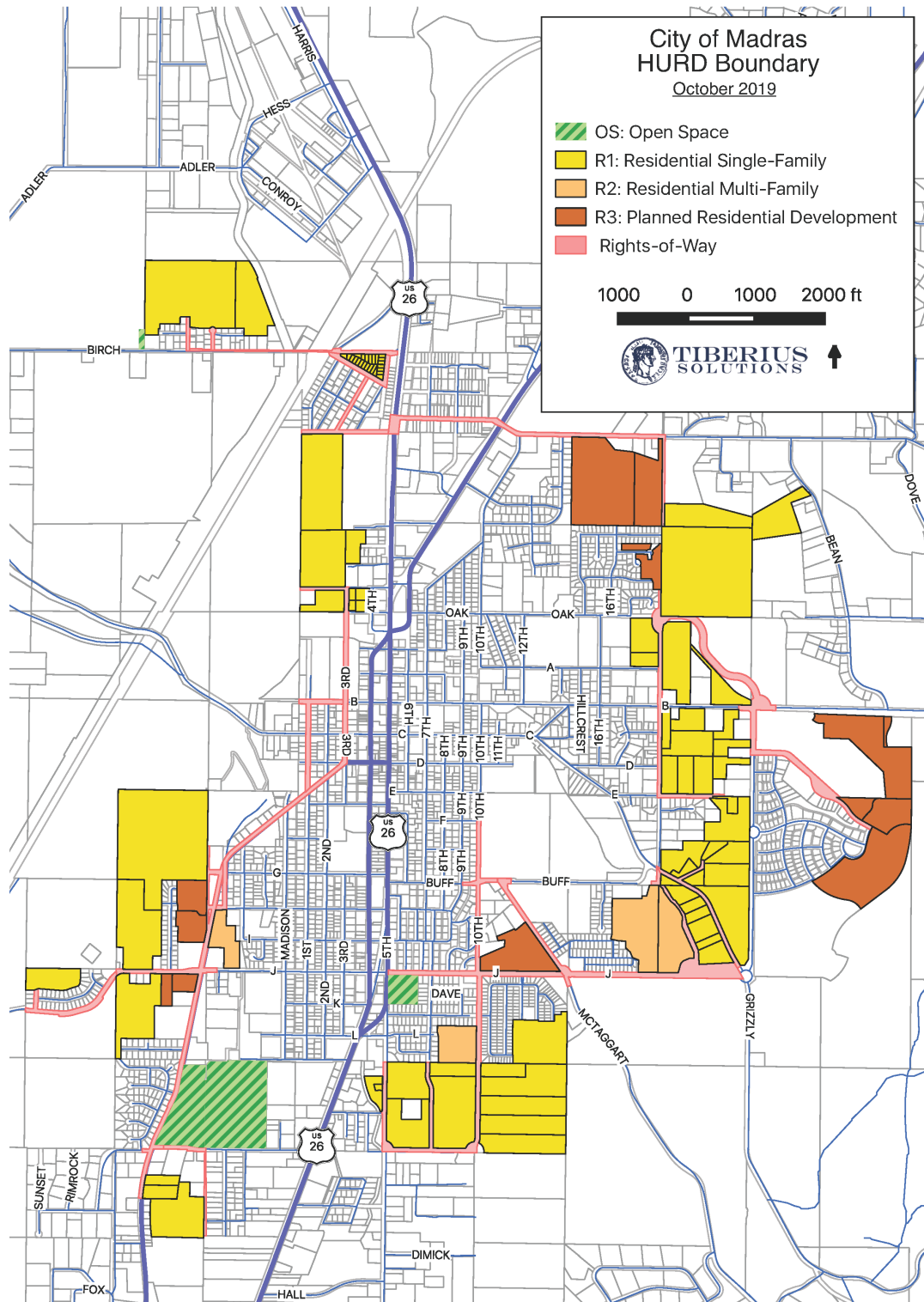
- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Lines of credit, loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited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

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

B. Tax Increment Financing

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

Figure 2 – Zoning and Comprehensive Plan Designations



Source: Tiberius Solutions, LLC and City of Madras

XI. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the HURD Plan conform to local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the Madras Housing Action Plan and the City's Comprehensive Plan. Further, this section addresses the Madras Zoning Ordinance No. 864.

The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the plans relate to the applicable goals and policies.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document.

Comprehensive Plan designations for all land in the HURD Plan Area are shown in Figure 2. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the HURD Plan Area are contained in the Madras Zoning Ordinance.

A. Madras Housing Action Plan

Madras' Housing Action Plan, adopted in 2018, strategically addresses regulatory; partnership; investment, funding, and financing barriers to housing development across the city. The housing action plan was developed through discussions with staff, as well as through analysis of the housing market and housing needs in Madras.

The City of Madras' City Council recognizes the importance of encouraging new housing development in Madras, as soon as possible. While private sector developers and nonprofit affordable housing developers are most likely to develop the majority of new housing, the City of Madras' policies can affect the housing market.

The City Council's goal for new housing development over the next 5 years is:

- 40 units of housing affordable to low-income households, who have annual earning of less than \$30,360 in 2017 dollars. These units will be government-subsidized housing, most likely townhouses or apartments.*
- 75 units of housing affordable to moderate- and middle-income household, who have annual earnings of between \$30,360 and \$60,720 in 2017 dollars. These units may include lower-cost single-family detached housing, townhouses, cottage housing, duplexes, tri- and quad-plexes, and apartments.*
- 50 units of housing affordable to higher-income households, who have annual earnings of more than \$60,720 in 2017 dollars. These units may include any type of housing.*

The Housing Action Plan describes the market intervention that the City proposes to make to support and encourage new housing development. The Housing Action Plan identifies actionable items to meet Madras' housing needs while balancing the City's influence on housing development. The Housing Action Plan describes the market intervention that the City proposes to make to support and encourage new housing development.

Finding:

The HURD Plan conforms to the Madras Housing Action Plan as providing the financial tools through the creation of an urban renewal area will help incentivize the development of housing and provide potential financing for infrastructure which is required to facilitate housing development in Madras.

B. Madras Comprehensive Plan

This analysis covers the most relevant sections of the Madras Comprehensive Plan (“Comprehensive Plan”) but may not cover every section of the Comprehensive Plan that relates to the Plan.

As the Comprehensive Plan is updated in the future, this document will automatically incorporate those updates without the HURD Plan having to be formally amended. If a substantial amendment is completed in the future, this section of the HURD Plan should be updated at that point.

The numbering of the policies within this section reflects the numbering that occurs in the original document.

Goal 1 – To develop a Citizen Involvement program that ensures the opportunity for all citizens to be involved in all phases of the planning process.

Finding:

The HURD Plan conforms to the Citizen Involvement Goal of the Comprehensive Plan as citizen involvement was sought on the HURD Plan development through individual interviews of realtors, property owners, developers and community leaders. Two public meetings reviewed information on the feasibility study. Two Open Houses were held on the development of the HURD Plan: One Open House was with builders/developers and property owners and one for the general public with taxing districts also invited. The MRC meeting, Planning Commission meeting and City Council meetings were all open public meetings where testimony was allowed. The City Council meeting was advertised city wide.

Goal 8 – To satisfy the recreational needs of the citizens of the city and its visitors.

Policies:

The City shall:

A. Seek opportunities to develop the following recreational opportunities.

- 1) Tennis Courts*
- 2) Handball and Racquet Courts*
- 3) Swimming Pool*
- 4) Bike Paths*
- 6) Hiking trails, public parks, play areas, and passive open spaces.*

C. Develop new neighborhood playground parks as the need occurs.

Finding:

The HURD Plan conforms to Goal 8 of the Comprehensive Plan as the infrastructure project allows for expenditure of funds on parks in the HURD Plan Area.

Goal 9 – Economic Development

1. Madras seeks opportunity for economic expansion in many economic sectors including new businesses that expand Madras Traded Sector economy, and that make use of existing economic development assets.

2. Madras will take steps to facilitate economic growth and development by:

a. Investing in basic transportation infrastructure that supports economic development, including roads, rail access, and aviation facilities.

Finding:

The HURD Plan conforms to Goal 9 - Economic Development of the Comprehensive Plan as providing housing alternatives and infrastructure which is required for housing development is an important component to facilitate economic development in Madras.

Goal 10 – To provide for the housing needs of the citizens of the City.

Policies:

A. Provide buildable land for a variety of housing types. The City’s existing housing inventory includes a generous supply of housing that is affordable for low-and moderate income families, such as multi-family and mobile housing units. So that a reasonable housing balance can be provided and that a mix of housing types on a variety of lot sizes are available for both existing and future area residents, the City shall encourage the development of housing types that are suitable for high income households. To be competitive with housing in the region that accommodates high income households, the encouraged housing type should include amenities appropriate for high income households, such as a golf course. Future housing should be consistent with the City’s Livability Goals and Policies. With the addition of more housing targeted at high income buyers, the City will grow into a more diverse, vibrant, livable community.

B. Encourage development of suitable housing to satisfy all income levels. The City’s existing housing includes a generous supply of housing that is affordable for low, and moderate income families, but there is a deficit of housing that is commensurate with the financial capabilities of existing and future high income families. The Department of Corrections Facility is expected to create high income jobs (i.e., jobs that will raise household incomes in excess of 120% of the MFI), and the City desires to attract these employees (and maintain existing high income families) as residents. So that housing is available for households at all income levels, rather than only low and moderate income households, the City shall encourage the development of housing that is suitable for high income households. To be competitive with housing in the region

for high income buyers, the target housing in the City should include amenities appropriate for high income households, such as a golf course. With the addition of more livable and housing suitable for high income households, the City will grow into a more diverse, vibrant community.

IMPLEMENTATION MEASURE -

The City will continue to support the affirmative fair housing marketing plan as adopted by the City. The City will also encourage the home-building industry to provide a variety of housing opportunities in sufficient quantities at affordable prices to meet the housing needs of existing and future residents. In order to provide the necessary variety of housing required by Statewide Planning Goal 10, the City's Goal 10 and related Policies, the City also establishes as a priority the provision of sufficient housing opportunities, with appropriate amenities, suitable for high income households. The City encourages this housing to be developed in accordance with the Master Planned Community Overlay zone, which requires generous open space and amenities, and encourages efficient use of land and public facilities and services, a variety of housing types, innovative designs and complete pedestrian-friendly communities.

Finding:

The HURD Plan conforms to Goal 10 of the Comprehensive Plan as increasing the housing supply and providing infrastructure which is required for housing development are important components to facilitate housing development in Madras. The project to assist Jefferson County Fire District #1 in the expansion of their facility will help provide public safety protection for the projected development in the Area.

GOAL 11 - To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Policies:

The City shall:

- A. Continue to support the school district in providing adequate educational facilities.*
- B. Provide urban services as required to the urbanizing areas of the City.*
- C. Insure the provision of urban services--streets, water and sewer--as new development occurs.*

Finding:

The HURD Plan conforms to Goal 11 of the Comprehensive Plan as increasing the housing supply will attract more students to the Madras School District. Oregon schools are funded on a per pupil basis, therefore, any increase in students provides an associated increase in funding for the school district. Providing urban services to undeveloped land will help facilitate the development of this land.

GOAL 12 - To provide and encourage a safe, convenient, and economical transportation system.

Policies:

The City shall maintain and improve the City's street network policies. The City shall undertake to resolve the following problems as noted in the inventories section of the Comprehensive Plan.

Finding:

The HURD Plan conforms to Goal 12 of the Comprehensive Plan as the infrastructure projects will help facilitate orderly and efficient development in the HURD Plan Area.

GOAL 14 - To provide for an orderly and efficient transition from rural to urban land, and to provide for livable communities.

Policies:

D. The City shall encourage the development of complete, livable communities that include characteristics such as: a variety of lot sizes, dwelling unit types and ownership types, open spaces and other recreational amenities, a mix of land uses, school and community facilities, connected streets, proximity to downtown and other employment centers, and development that is scaled to the pedestrian and creates a sense of place. New growth areas should be developed in accordance with the Master Planned Community Overlay zone, which requires generous open space and amenities, and encourages efficient use of land and public facilities and services, a variety of housing types, innovative designs and complete pedestrian-friendly communities. Physical barriers, such as highways, tend to disrupt complete communities and livability because they disconnect areas from downtown and result in an auto-oriented environment of sprawl along highway corridors.

Finding:

The HURD Plan conforms to Goal 14 of the Comprehensive Plan as supporting the development of housing will help ensure an orderly transition from rural to urban land.

C. Madras Zoning Ordinance

The land uses in the HURD Plan Area will conform to the zoning designations in the City of Madras Zoning Ordinance No. 864, including maximum densities and building requirements, and are incorporated by reference herein. The zoning districts described below are present in the HURD.

The development is expected to conform to the zoning requirements. As the Zoning Ordinance is updated, this document will be updated by reference. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations.

Zoning Districts:

Single Family (R-1) Single-Family Residential areas were designated in areas surrounding existing commercial and multi-family areas of the City. Primarily, these single-family residential lands are the outer edges of the city limits and into the Urban Growth Boundary. Minimum lot size for single-family residential shall be 7,500 square feet requirement. Modular home

subdivisions utilizing dwelling units at least 20 feet wide, shall be allowed in the R-1 area. Duplexes shall also be allowed in the R-1 zone.

Multiple Family Residential (R-2) The Multi-Family Residential areas of the City were designated to serve as a buffer between commercial and single-family residential land uses. It is the intent to provide multi-family dwellings in close proximity of existing commercial use to provide for easier commuting to goods and services for residents of these types of housing units. Neighborhood commercial facilities and mobile home parks shall be allowed after Planning Commission review. The Zoning Ordinance shall specify standards for lot size requirements for housing units locating within the boundaries of the R-2 area.

Planned Residential Development (R-3) Planned Residential Development land use areas, as designated on the Comprehensive Plan Map, are intended to recognize and enhance areas of scenic quality and view amenities by allowing for flexibility in project design while providing for essential development standards. Within these areas development, which is sensitive to the natural topography of the site, minimizes alterations to the land, and maintains, enhances significant natural resources and is compatible with the surrounding development is encouraged.

OS - The permitted uses in Open Spaces are parks, public facilities public use, recreation, schools and communication facilities. Before any housing could be constructed in this zone, the zone designation must be changed.

XII. ANNUAL REPORT

The MRC shall file Annual Reports in compliance with ORS 457.460.

XIII. APPENDIX A: LEGAL DESCRIPTION

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XIII. APPENDIX A: LEGAL DESCRIPTION

Tracts of land and road right-of-ways located in the City of Madras, Jefferson County, Oregon more particularly described as follows:

In Township 10 South, Range 13 East:

SECTION 35:

TRACT 1

(Pump Station Site)

BEGINNING at the South quarter corner of said Section 35; thence North along the North-South centerline of said Section 35, for a distance of 160 feet; Thence West at right angles to said North-South centerline for a distance of 40 feet; thence South parallel with said North-South centerline for a distance of 160 feet to the South line of said Section 35; thence Easterly 40 feet to the **POINT OF BEGINNING**.

EXCEPT any portion in NW Birch Lane.

(2014-1081, Jefferson County Official Records)

TRACT 2

BEGINNING at the INITIAL POINT of Fairway Estates Phase 1; thence along the West line of Fairway Estates Phase 1 North 0°12'17" East for 165.09 feet to a 5/8" rebar; thence continuing along the West line of Fairway Estates Phase 1 North 0°11'51" East 936.22 feet to a 5/8" rebar; thence along the North line of Fairway Estates Phase 1 North 89°58'24" East for 1327.74 feet to a 5/8" rebar; thence North 89°56' East for 205.10 feet to a 5/8" rebar on the West line of the North Unit Main Canal; thence along the West line of the North Unit Main Canal South 34°15' East for 35.90 feet to a 5/8" rebar at the beginning point of a curve to the Right having a radius of 1362.46 feet and a central angle of 13°20'; thence Right along said curve for an arc length of 317.06 feet, said curve having a chord bearing of South 27°35' East for 316.34 feet to a 5/8" rebar; thence South 69°05' West for 15.00 feet to a 5/8" rebar; thence South 20°55' East for 679.64 feet to a 5/8" rebar; thence South 89°56' West for 134.74 feet to a 5/8" rebar; Thence South 0° East for 149.59 feet to a 5/8" rebar; thence South 89°57'38" West for 159.16 feet to a 5/8" rebar; thence North 89°59'31" West for 193.11 feet to a 5/8" rebar; thence South 89°55'57" West for 325.00 feet to a 5/8" rebar on the East line of Lot 3, Fairway Estates Phase 1; Thence North 0°11'02" East for 104.17 feet to a 5/8" rebar at the Northeast corner of Lot 4, Fairway Estates Phase 1; thence South 89°53'39" West for 88.51 feet to a 5/8" rebar on the East Line of Eagle Court at the beginning point of a curve to the Left having a radius of 50.00 feet and a central angle of 105°55'14", thence Left along said curve for an arc length of 92.43 feet, said curve having a chord bearing of South 89°54'04" West for 79.82 feet to a 5/8" rebar at the Northeast corner of Lot 5, Fairway Estates Phase 1; thence South 89°55'46" West for 85.64 feet to a 5/8" Rebar at the Northwest corner thereof; thence along the West line of said Lot 5 South 0°12'16" West for 89.97 feet to a 5/8" rebar at the Southeast corner thereof; thence along the West line of Lot 6, Fairway Estates Phase 1, South 0°7'38" West for 14.22 feet to a 5/8" rebar; thence South 89°47'34" West for 122.15 feet to a 5/8" rebar; thence North 0°10'50" East for 90.02 feet to a 5/8" rebar; thence North 82°36'46" West for 93.20 feet to a 5/8" rebar on the East line of Golf Course Drive; thence along the East line of Golf Course Drive North 0°11'55" East for 167.92 feet to a 5/8" rebar; thence South 89°55'14" West for 49.93 feet to a 5/8" rebar on the West line of Golf Course Drive; thence South 89°59'14" West for 82.51 feet to a 5/8" rebar; thence South

XIII. APPENDIX A: LEGAL DESCRIPTION

40°56'38" West for 26.70 feet to a 5/8" rebar; thence South 0°16'09" West for 84.91 feet to a 5/8" rebar; thence South 89°58'55" West for 291.97 feet to a 5/8" rebar; thence South 0°15'37" West for 70.23 feet to a 5/8" rebar on the North line of Birdie Lane; thence along Birdie Lane South 89°56' West for 20.00 feet to a 5/8" rebar; thence continuing along Birdie Lane South 0°11'09" West for 95.00 feet to a 5/8" rebar; thence South 89°56' West for 189.31 feet to the **TRUE POINT OF BEGINNING**;

EXCEPTING THEREFROM the following described property:

Land and road right of ways located in the Southeast quarter of Section 35, Township 10 South, Range 13 East, W.M., Jefferson County, Oregon, being described as follows:

BEGINNING at a 5/8" rebar at the Northwest corner of Lot 5, Plat of Fairway Estates Phase 1; thence South 89°55'46" West for 78.58 feet; thence North 82°36'46" West for 137.14 feet; thence South 0°11'55" West for 20.16 feet; thence South 82°36'46" East for 93.20 feet; thence South 0°10'50" West for 90.20 feet to a rebar; thence North 89°47'34" East for 122.15 feet; thence North 0°11'38" East for 104.19 feet to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING THEREFROM the following described property:

A tract of land located in the Southeast quarter of Section 35, Township 10 South, Range 13 East, W.M., Jefferson County, Oregon, being described as follows:

BEGINNING at a rebar at the Northeast corner of Lot 4, Plat of Fairway Estates Phase 1; thence North 89°55'57" East for 335.66 feet; thence South 0°11'02" West for 104.18 feet; thence North 89°59'31" West for 10.66 feet; thence South 89°55'57" West for 325.00 feet; thence North 0°11'02" East for 104.17 feet to the **TRUE POINT OF BEGINNING**;

Also in said Section 35 the following road right-of-ways:

Golf Course Drive from the North right of way line of NW Birch Lane North to the terminus of Golf Course Drive as platted in Fairway Estates Phase 1;

Eagle Court from the North right of way line of NW Birch Lane to the terminus as platted in Fairway Estates Phase 1.

The right-of-way of NW Birch Lane between the West right-of-way line of Golf Course Drive the East line of said Section 35.

The following road right of ways in SECTION 36:

NW Birch Lane between the West line of Section 36 and the West right of way line of Highway 26.

NW Depot Street from the North right of way line NW Birch Lane Northeasterly for 100 feet.

Township 11 South, Range 13 East:

SECTION 1

TRACT 3

XIII. APPENDIX A: LEGAL DESCRIPTION

(2004-2500 Tract B, Jefferson County Official Records)

Commencing at the Southeast corner of said Section 1; thence Westerly along the South line of said Section 1, 590 feet to a point which intersects with the Southerly extension of the Easterly boundary line of that tract conveyed to Nelson B. Cox and Mercedes C. Cox by Deed recorded February 21, 1958 in Jefferson County Deed Book 29, Page 439; thence North 0°20' East 526.5 feet to the Northeasterly corner of said Cox tract as described by said Deed in Vol. 29, page 439; thence continuing along the extension of said line North 0°20' East to the Western boundary line of North Unit Irrigation Lateral M-58-1; thence Southeasterly along said Westerly boundary of North Unit Irrigation Lateral M-58-1 to the Eastern boundary of said Section 1; thence South along the Eastern boundary line of said Section to the South line of Section 1. Subject to right of way of Ashwood Road.

And that portion of land described as follows:

BEGINNING at the Northeast corner of said Cox tract as described in Deed Volume 29, Page 439; thence North 42°28'35" West along the North line of said Cox tract a distance of 441.42 feet to the Northwest corner of said Cox tract; thence North 0°04'57" East 62.33 feet to the Westerly boundary line of the North unit Irrigation Lateral M-58-1; thence Southeasterly along said Westerly boundary line a distance of 443 feet more or less to a point being on the Northerly extension of the East line of said Cox tract; thence South 0°20' West along said Northerly extension line a distance of 62 feet more or less to the Northeast corner of said Cox tract and the **POINT OF BEGINNING**;

TRACT 4

(2007-3723, Jefferson County Official Records)

Parcel 2 of Partition Plat 1998-01 **TOGETHER WITH** the following described:

BEGINNING at the Northwest corner of said Parcel 2; thence North 0°04'57" East on the Northerly projection of the West line of said Parcel 2 a distance of 207.23 feet to a point 80.00 feet South of the North line of the said South half of the Southeast quarter; thence South 89°34'34" East parallel with and 80.00 feet Southerly of said North line a distance of 415.62 feet; thence South 0°04'57" West a distance of 386.33 feet to the Northwest corner of that land conveyed to Nelson B. Cox and Mercedes C. Cox by Deed Book 29, Page 439, recorded February 21, 1958 in Jefferson County Deed Records; thence South 0°24'41" West along the West line of said Deed Book 29 a distance of 57.81 feet to the Northeast corner of said Parcel 2; thence North 55°41'59" West along the North line of said Parcel 2 a distance of 97.72 feet; thence North 61°02'44" West along the North line of said Parcel 2 a distance of 381.95 feet to the **POINT OF BEGINNING**.

TRACT 5

(2012-1498, Jefferson County Official Records)

Parcel 1 of Partition Plat 2001-07 EXCEPTING THEREFROM the North 30 feet.

Parcel 2 of Partition Plat 2001-07

TRACT 6

(2010-4401, Jefferson County Official Records)

XIII. APPENDIX A: LEGAL DESCRIPTION

Parcel 1: The Northeast quarter of the Southeast quarter of said Section 1

Parcel II: Parcel 2 of Partition Plat 2002-07

TRACT 7

(2012-2783, Jefferson County Official Records)

Commencing at a 3/4" pipe monumenting the Northeast corner of Lot 82, MORNING CREST ESTATES PHASE 3, from which a 3 1/4" aluminum cap monumenting the East quarter corner of Section 1, Township 11 South, Range 13 East of the Willamette Meridian, Jefferson County, Oregon bears North 82°44'14" East 1925.60 feet, said 3/4" pipe being the initial point of MORNING CREST ESTATES PHASES 5 and 6 and the **TRUE POINT OF BEGINNING**; thence along the boundary of MORNING CREST ESTATES PHASE 3 as follows: South 100.00 feet; thence South 7°49'26" East 56.52 feet; thence South 91.00 feet; thence East 66.00 feet; thence South 62.00 feet; thence West 60.00 feet; thence South 62.20 feet; thence West 60.00 feet; thence South 100 feet; thence South 17°38'10" West 58.76 feet; thence South 119.11 feet to the boundary of "PARCEL I" as depicted in Oman's 1991 "Plat of Property Line Adjustment" (Jefferson County Microfilm No. 920526) and to the North line of Lot 12, "SAGE HILL ADDITION"; thence leaving said Phase 3 boundary and along said "PARCEL I" boundary as follows: South 89°46'55" East along said North line 54.25 feet to the East line of said Lot 12; thence South 00°04'28" West along said East line 24.68 feet; thence South 89°56'09" East 589.91 feet to the East line of the Northwest quarter of the Southeast quarter of said Section 1; Thence North 0°05'45" East along said East line 672.86 feet; thence leaving said "PARCEL I" boundary West 521.14 feet; thence South 89°02'43" West 60.01 feet to the **TRUE POINT OF BEGINNING**;

EXCEPTING THEREFROM Lots 226, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 255, 256, 257, 258, 259, 260 and 261 of MORNING CREST ESTATES, PHASE 5 recorded on March 26, 2009 in Jefferson County, Oregon as Instrument Number 2009-1025.

TRACT 8

(892013, Microfilm/Jefferson County Deed Records)

The Southwest quarter of the Northeast quarter of said Section 1.

EXCEPT the following described parcel of land:

BEGINNING at the Northwest corner of the Southwest quarter of the Northeast quarter of said Section 1; thence South 89°22'00" East along the North line of said Southwest quarter of the Northeast quarter a distance of 465.58 feet; thence leaving said North line South 38°24'03" East 269.03 feet; thence South 84°26'33" East 255.33 feet; thence South 71°45'08" East to a point that is 60 feet Westerly when measure at right angles to the East line of said Southwest quarter of the Northeast quarter; thence North 0°05'40" East, being 60 feet Westerly and parallel with the East line of the Southwest quarter of the Northeast quarter, to the centerline of Loucks Road and the North line of said Southwest quarter of the Northeast quarter; thence North 89°22'00" West along said North line to the **POINT OF BEGINNING**.

Also in said SECTION 1 the following road right-of-ways:

The unnamed road right of way being the West 30 feet of the Southeast quarter of the Northeast quarter of said Section 1 as shown on Partition Plat 2002-07.

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NE Loucks Road from the East right of way line of the aforementioned unnamed road, Westerly to the East right of way line of US97 (also known as the The Dalles-California Highway).

That portion of US97 (also known as the The Dalles-California Highway) between the North and South right of way lines of NE Loucks Road and NE Jefferson St.

NE Jefferson Street between the West right of way line of US97 (also known as the The Dalles-California Highway) and the East right of way line of Highway 26.

Highway 26 between the North right of way line of NE Jefferson Street and the South right of way line of NW Lee St.

NW Birch Lane between the West line of said Section 1 and the West right of way line of Highway 26.

NE Kinkade Road from the South line of Section 1 Northerly to the Southeast 1/16th corner of Said Section 1.

NE Kinkade Road as dedicated in the plat of Oak Terrace Estates.

NE Oak Street from the Southeast 1/16th corner of said Section 1 Westerly for 125 feet.

City View Street between the East line of said Section 1 and NE Kinkade Road.

East "B" Street between the East line of said Section 1 and a point that is 175 feet West of the Southeast corner of said Section 1.

SECTION 2:

TRACT 9

Lots 1 through 24, Sky Ridge Subdivision;

TRACT 10

Parcel 1, Partition Plat 2004-16;

TRACT 11

(2005-741 Parcel I, Jefferson County Official Records)

BEGINNING at a point on the Section line 43 rods (709.50 feet) North of the Southeast corner of the Northeast quarter of the Southeast quarter of Section 2; thence North along said Section line 30 rods (495.00 feet); thence West 80 rods (1,320 feet); thence South 50 rods (825.00 feet); thence East 40 rods (660.00 feet); thence North 20 rods (330.00 feet); thence East 40 rods (660.00 feet) to the **POINT OF BEGINNING**, all lines hereto running on the same degree of variation as the Section lines of said Section.

EXCEPTING THEREFROM those portions thereof described in the following deeds:

Recorded July 2, 1956 in Book 27, Page 698; recorded September 14, 1956 in Book 28, Page 321; recorded July 19, 1961 in Book 33, Page 349; recorded May 16, 1947 in Book 18, Page 175; recorded July 9, 1936 in Book 13, Page 344; recorded July 9, 1936 in Book 13, page 345; recorded May 9, 1947 in Book 18, Page 167; recorded March 22, 1949 in Book 20, Page 478; recorded September 12, 1961 in Book 33, Page 531; recorded April 3, Page 1957 in Book 28, Page 580; recorded November 15, 1956 in Book 28,

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Page 320; recorded December 31, 1956 in Book 28, Page 427; recorded December 31, 1956 in Book 28, Pages 428 and 430; recorded December 31, 1956 in Book 28, Page 429; recorded May 22, 1966 in Book 34, Page 608;

TRACT 12

(2005-741 Parcel II, Jefferson County Official Records)

BEGINNING at a point which is South 115.5 feet and West 359 feet from the East one-quarter corner of said Section 2; thence South 0°04' West 212 feet; thence West 79 feet to a point; thence South 0°04' West 298.87 feet to a point; thence West 222 feet more or less to an iron rod; thence North 504 feet more or less to an iron rod; thence South 89°56' East 301 feet more or less to the **POINT OF BEGINNING**.

TRACT 13

(2005-741 Parcel III, Jefferson County Official Records)

Commencing at the Southeast corner of the Northeast quarter of the Southeast quarter of Section 2; running thence North 0°04' East 368.9 feet; thence North 89°56' West 660.0 feet to the **TRUE POINT OF BEGINNING**; thence North 89°56' West 660.0 feet; thence North 0°04' East 841.4 feet; thence South 89°56' East 660.0 feet; Thence South 0°04' West 841.4 feet to the **TRUE POINT OF BEGINNING**;

TRACT 14

(2008-1705, Jefferson County Official Records)

BEGINNING at point, a 1/2" pipe set at the Southeast 1/16 corner of Section 2; thence along the East 1/16 Section line, North 0°04'00" East 105.00 feet to a #4x24 inch plastic-capped steel rod; thence along a line parallel with the South 1/16 Section line, North 89°51'40" East 225.00 feet to a #5x30 inch plastic-capped steel rod; thence along a line parallel with the East 1/16 Section line, North 0°04'00" East 263.62 feet to a point, from which a #5x30 inch plastic-capped steel rod set as a Witness Corner along the South line of a dedicated easement bears South 0°04'00" West 50.00 feet; thence North 89°50'22" East 419.39 feet to a point from which a #5x30 inch plastic-capped steel rod set as a Witness Corner along said South easement line and the West line of Third Street bears South 0°08'41" East 50.00 feet; Thence along the West line of Third Street, South 0°08'41" East 368.77 feet to a #5x30 inch plastic-capped steel rod set along the intersection with the South 1/16 Section line; thence along the South 1/16 Section line South 89°51'40" West 645.75 feet to the **POINT OF BEGINNING**;

EXCEPTING THEREFROM the North 50 feet as dedicated by instrument recorded June 5, 1985, as Instrument #154582, Jefferson County, Oregon;

TRACT 15

(2013-2794 Parcel I, Jefferson County Official Records)

BEGINNING at the Northwest corner of Tract B, Block 2, WATTS ADDITION, Jefferson County, Oregon; thence South 0°04' West along the Westerly boundary line of said Tract B and Tract A, a distance of 321.06 feet; thence North 89°56' West a distance of 100 feet; thence North 0°04' East 321.06 feet to a point in the Westerly extension of the North line of said Tract B; Thence South 89°58'21" East 100 feet to the **POINT OF BEGINNING**;

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LESS AND EXCEPT the following describe parcel; **BEGINNING** at the Northwest corner of Tract B, Block 2, WATTS ADDITION, Jefferson County, Oregon; thence South 0°04' West along the Westerly boundary of said Tract B to the Southwest corner thereof; thence North 89°56' West a distance of 100 feet; thence North 0°04' East 170.0 feet to a point in the Westerly extension of the North line of Tract B; thence South 89°58'21" East 100 feet to the **POINT OF BEGINNING**;

TRACT 16

(2013-2794 Parcel II, Jefferson County Official Records)

BEGINNING at the Northwest corner of Tract B, Block 2, WATT ADDITION, Jefferson County, Oregon; thence South 0°04' West along the Westerly boundary of said Tract B to the Southwest corner thereof; thence North 89°56' West a distance of 100 feet; thence North 0°04' East 170.0 feet to a point in the Westerly extension of the North line of Tract B; thence South 89°58'21" East 100 feet to the **POINT OF BEGINNING**;

TRACT 17

(2013-2794 Parcel III, Jefferson County Official Records)

Tract B, Block 2, WATTS ADDITION, Jefferson County, Oregon;

TRACT 18

(2013-2794 Parcel IV, Jefferson County Official Records)

Tract A, Block 2, WATTS ADDITION, Jefferson County, Oregon;

Also in said SECTION 2 the following road right-of-ways:

NW Birch Lane between the East right-of-way line the Burlington Northern Santa Fe Railroad and the East line of said Section 2.

NW Cleveland Avenue between NW Fourth Street and NW Birch Lane.

NW Second Street between NW Cleveland Avenue and NW Lee Street.

NW 4th Street between the South right of way line of NW Birch Lane and the South right of way line of NW Cleveland Avenue.

NW Lee Avenue between its Westerly terminus and the West right-of-way line of Highway 26;

Highway 26 between the North right of way line of NE Jefferson Street and the South right of way line of NW Lee Street.

NW 3rd Street between the South line of said Section 2 and the North right of way line of NW Poplar Street.

NW Poplar Street from the West right of way line of NW 3rd Street and the Westerly terminus of said NW Poplar Street on the West line of the Northeast quarter of the Southeast quarter of said Section 2.

West "B" Street between the East right of way line of NW 3rd Street and the West line of the Southeast quarter of the Southeast quarter of said Section 2.

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SECTION 11

TRACT 19

The Southeast quarter of the Northwest quarter of Section 11.

TOGETHER WITH the following described parcel of land:

BEGINNING at the Northeast corner of the West half of the Northeast quarter of the Southwest quarter of Section 11, also being the Northwest corner of the Plat of Phase 1 of Park Place Subdivision; thence along the East line of the West half of the Northeast quarter of the Southwest quarter of Section 11 and the West line of the Plat of Phase 1 of Park Place Subdivision South 0°05'11" West for 445.19 feet; thence South 90° West for 260 feet; thence North 0°05'11" East for 446.06 feet to the North line of the West half of the Northeast quarter of the Southwest quarter of Section 11; thence along the North line of the West half of the Northeast quarter of the Southwest quarter of Section 11 South 89°48'28" East 260.00 feet to the **POINT OF BEGINNING**;

TRACT 20

(2016-156, Jefferson County Official Records)

The West half of the Northeast quarter of the Southwest quarter of Section 11;

EXCEPTING THEREFROM the following described property:

Commencing at the Southwest corner of the West half of the Northeast quarter of the Southwest quarter, said corner is also referred to as the Southwest one-sixteenth corner of Section 11; thence South 89°49'10" East along the East-West centerline of the Southwest quarter of said Section 11 a distance of 660.63 feet by new measurement (660.75 feet deed record) to the Southeast corner of that parcel of land described in Deed from Ira R. Richards and Joyce B. Richards to Kenneth C. Bierman and Connie L. Bierman, recorded February 10, 1970, in Book 44 Page 693 of Deed Records and is the **TRUE POINT OF BEGINNING** of this description; thence North 0°04'30" East 200.00 feet; thence North 89°55'30" West a distance of 110.00 feet; thence South 0°04'30" West a distance of 199.80 feet to the above-mentioned East-West centerline of the Southwest quarter; thence South 89°49'10" East a distance of 110.00 feet to the **TRUE POINT OF BEGINNING**;

AND EXCEPTING THEREFROM the following:

BEGINNING at the Southwest corner of the above-mentioned Northeast quarter of the Southwest quarter; thence North 0°05'00" East along the West line of said Northeast quarter of the Southwest quarter a distance of 320.00 feet; thence South 89°49'10" East parallel with the South line of said Northeast quarter of the Southwest quarter of a distance of 100.00 feet; thence South 0°05'00" West parallel with the West line of said Northeast quarter of the Southwest quarter a distance of 320.00 feet to the South line of said Northeast quarter of the Southwest quarter; thence North 89°49'10" West a distance of 100.00 feet to the **POINT OF BEGINNING**;

AND EXCEPTING THEREFROM the following:

The Southeast quarter of the Northwest quarter of Section 11;

AND EXCEPTING THEREFROM the following:

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BEGINNING at the Northeast corner of the West half of the Northeast quarter of the Southwest quarter of Section 11, also being the Northwest corner of the Plat of Phase 1 of Park Place Subdivision; thence along the East line of the West half of the Northeast quarter of the Southwest quarter of Section 11 and the West line of the Plat of Phase 1 of Park Place Subdivision South 0°05'11" West for 445.19 feet; thence South 90° West for 260 feet; thence North 0°05'11" East for 446.06 feet to the North line of the West half of the Northeast quarter of the Southwest quarter of Section 11; thence along the North line of the West half of the Northeast quarter of the Southwest quarter of Section 11 South 89°48'28" East 260.00 feet to the **POINT OF BEGINNING**;

AND FURTHER EXCEPTING THEREFROM the following described tract of land:

A portion of land located in the West half of the Northeast quarter of the Southwest quarter of Section 11, being the West 16.00 feet of the following described parcel of land:

Commencing at the Southwest corner of the West half of the Northeast quarter of the Southwest quarter, said corner is also referred to as the Southwest one-sixteenth corner of Section 11; thence South 89°49'10" East along the East-West centerline of the Southwest quarter of said Section 11 a distance of 660.63 feet by new measurement (660.75 feet deed record) to the Southeast corner of that parcel of land described in Deed from Ira R. Richards and Joyce B. Richards to Kenneth C. Bierman and Connie L. Bierman, recorded February 10, 1970, in Book 44 Page 693 of Deed Records and is the **TRUE POINT OF BEGINNING** of this description; thence North 0°04'30" East 200.00 feet; thence North 89°55'30" West a distance of 126.00 feet; thence South 0°04'30" West a distance of 199.77 feet to the above-mentioned East-West centerline of the Southwest quarter; thence South 89°49'10" West a distance of 126.00 feet to the **TRUE POINT OF BEGINNING**;

TRACT 21

(2005-2355, Jefferson County Official Records)

Tract B and C, Park Place Subdivision, Phase I, Jefferson County, Oregon, recorded February 12, 2011 as Instrument #200110521, Jefferson County Records.

TRACT 22

(2017-4624 Tract A, Jefferson County Official Records)

Parcel 1 of Partition Plat No. 1991-13

LESS AND EXCEPT that portion conveyed to the City of Madras by Deed recorded October 1, 1997 as Instrument No. 974052.

TRACT 23

Parcel 1, Partition Plat 1991-13.

EXCEPT that portion conveyed to The City of Madras by Deed recorded October 1, 1997 as Instrument No. 974052.

TRACT 24

(2012-2055, Jefferson County Official Records)

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All of the Southwest quarter of the Southwest quarter of Section 11 lying North of the present County Road, excluding Belmont Lane as shown by Deed recorded November 23, 1970, in Volume 46, Page 9, and June 27, 1973 in Volume 50, Page 724, in Jefferson County Records.

EXCEPTING therefrom Sunnyside Estates Phase 1, filed November 18, 1997 as Instrument No. 974834, Jefferson County, Oregon.

TRACT 25

(2010-867, Jefferson County Official Records)

The Southeast quarter of the Southwest quarter lying South of Belmont Lane and West of the Culver Highway.

EXCPET that portion described in Deed to Brent Elton Woodward et al recorded February 25, 2005 as Instrument No. 2005-0928, Jefferson County Records.

ALSO EXCEPT that portion described in Deed to Pacific Northwest Bell Telephone CO., recorded November 30, 1989 as Instrument No. 892714, Jefferson County Deed Records.

ALSO EXCEPT that portion described in Deed to Jack T. Miller et al, recorded March 16, 1972 in Book 46, Page 215, Jefferson County Deed Records.

ALSO EXCEPT that portion described in Deed to Robert A. Kunders et ux, recorded June 19, 1972 in Book 50, Page 770, Jefferson County Deed Records.

ALSO EXCEPT that portion described in Deed to Deschutes Valley Water District, recorded February 12, 1985 as Instrument No. 153543, Jefferson County Deed Records.

ALSO EXCEPT that portion described in Deed to James C. Beezley et ux, recorded December 15, 1969 in Book 44, Page 543, Jefferson County Deed Records.

ALSO EXCEPT all land contained in the official Plat of Milbur Acres, Jefferson County, Oregon.

TRACT 26

(2007-4409 Parcel I, Jefferson County Official Records)

A tract of land located in the Southeast quarter of the Southwest quarter of Section 11, more particularly described as follows:

BEGINNING at a point, a #4 steel rod set along the West line of the Culver Highway at the intersection with the South 1/16 Section line, from which the Southeast 1/16 corner of Section 11 bears South 89°41'10" East 107.49 feet; thence along said West line South 11°06'07" West 326.88 feet to a #5 plastic-capped steel rod; thence along a line parallel with the South 1/16 section line, North 89°49'10" West 330.00 feet to a #5 plastic-capped steel rod; thence North 0°09'23" East 320.96 feet to a point along the South 1/16 Section line; thence along the South 1/16 line, South 89°49'10" East 392.07 feet to the **POINT OF BEGINNING**;

EXCPETING THEREFROM Belmont Lane.

TRACT 27

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(2007-4409 Parcel II, Jefferson County Official Records)

A tract of land located in the Southeast quarter of the Southwest quarter of Section 11, more particularly described as follows:

BEGINNING at a point along the South 1/16 line of Section 11, from which the Southeast 1/16 corner thereof bears South 89°49'10" East 499.56 feet; thence South 0°09'23" West 532.34 feet to a #5 plastic-capped steel rod; thence North 89°51'12" West 161.47 feet to a #5 plastic-capped steel rod; thence North 0°09'23" East 532.34 feet to a point along the South 1/16 Section line; thence along said South 1/16 line South 89°49'10" East 161.47 feet to the **POINT OF BEGINNING**.

EXCEPTING THEREFROM Belmont Lane.

Also in said SECTION 11 the following road right-of-ways:

West "B" Street between the East right of way line of NW 3rd Street and the West line of the Northeast quarter of the Northeast quarter of said Section 11.

SW First Street between West "B" Street and Culver Highway.

Culver Highway between the South line of said Section 11 and the North line of said Section 11.

SW Roosevelt Street between Culver Highway and SW "H" Street.

SW "H" Street between the East right of way line of SW Roosevelt Street and SW Jackson Street.

SW Jackson Street between Culver Highway and the Northerly terminus of said SW Jackson Street.

SW "G" Street between Culver Highway and SW Jackson Street.

SW "J" Street between the East right of way line SW Willies Drive and the East right of way line of Culver Highway.

SW Belmont Lane between the West right of way line of Culver Highway and the West line of said Section 11.

SW Sunset Street as platted in Sunnyside Estates, Phase 1.

SECTION 12

TRACT 28

(2019-2476, Jefferson County Official Records)

Lot 2, Sunrise Estates Subdivision, Phase II, Recorded May 25, 1993 as Instrument #931476.

EXCEPTING THEREFROM that portion of said Lot 2, Sunrise Estates Subdivision, Phase III, recorded January 6, 1997 as Instrument #970050

TRACT 29

(Tax Card 111312CC00300, matches with Tenneson Survey from 1992)

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BEGINNING at the Northwest corner of the Southwest quarter of the Southwest quarter of said Section 12; thence East along the North line of said Southwest quarter of the Southwest quarter for 466.69 feet; thence South parallel with the West line of said Southwest quarter of the Southwest quarter for 466.69 feet; thence West parallel with the South line of said Southwest quarter of the Southwest quarter for 466.69 feet to said West line; thence North along said West line for 466.69 feet to the **POINT OF BEGINNING**.

EXCEPT any portion lying with the right of way of Adams Drive and J Street

EXCEPT any portion described in Document no. 2014-1797, Jefferson County Official Records.

TRACT 30

(2019-1771, Jefferson County Official Records)

Parcel 3 of Partition Plat 2004-09, recorded June 4, 2004 as Instrument No. 2004-2540.

EXCEPTING THEREFROM that portion described in Deed of Dedication recorded April 7, 2006 as Instrument No. 2006-2073.

ALSO EXCEPTING THEREFROM that portion contained in STRAWBERRY HEIGHTS SUBDIVISION, Phase 3, recorded August 9, 2006 as Instrument No. 2006-4889.

TRACT 31

(2005-1617 Parcel I, Jefferson County Official Records)

Commencing at the Northwest corner of the Northeast quarter of the Southwest quarter of Section 12; thence South along the West line of said Northeast quarter of the Southwest quarter aforesaid, a distance of 15 rods to a point which is the Southwest corner of the tract of land described in that certain deed from C.K. Loucks, a single man, to William H. Hess, record in Jefferson County, Oregon, records of Deeds, Book E, Page 131; thence East at right angles to the aforesaid West line along the Southern line of said tract a distance of 437.35 feet to a point on the Westerly right of way line of the County Road; thence Southeasterly along the Westerly line of said road a distance of 78.20 feet; thence South 48°01'03" West a distance of 150 feet to the **TRUE POINT OF BEGINNING** of this description; thence South 48°01'03" West 509.53 feet, more or less, to the West line of the Northeast quarter of the Southwest quarter aforesaid; thence South along the said West line 150 feet; thence Easterly to a point which is 300 feet South 34°56' East from the true point of beginning; thence North 34°56' West 300 feet to the **TRUE POINT OF BEGINNING**;

EXCEPT commencing at the Northwest corner of the Northeast quarter of the Southwest quarter of Section 12; thence South 89°49' East along the East-West centerline of said Section 12, 39.17 feet; thence South 0°04' West 247.40 feet; thence North 89°58' West 10 feet; thence South 0°04' West 637.72 feet to the **TURE POINT OF BEGINNING**; thence North 66°14'20" East 215.00 feet to a point; thence North 0°04' East 113.00 feet; thence South 66°14' West 215.00 feet; thence South 0°04' West 113.00 feet to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING commencing at the Northwest corner of the Northeast quarter of the Southwest quarter of Section 12; thence South 89°49' East along the East-West centerline of said Section 12, 39.17 feet; thence South 0°04' West 247.40 feet; thence North 89°58'10" West 10 feet; thence South 0°04'

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West 637.72 feet; thence North 66°14'20" East 32 feet; thence North 81°55'47" East 169.10 feet to the Southeast corner of the James W. Earl Tract recorded Jefferson County Deed Volume 55, Page 969; thence North 0°04' East 162.97 feet to the **TRUE POINT OF BEGINNING** and the Northeast corner of said James W. Earl Tract; thence South 0°04' West 162.97 feet to the Southeast corner of said James W. Earl tract; thence North 81°55'47" East 50 feet to a point; thence Northwesterly to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING BEGINNING at the most Southerly corner of Parcel 3, Partition Plat 2000-08, said point being 52.75 feet North 48°01'03" East and 748.06 feet South 0°04' West , along the Westerly line of the Northeast quarter of the Southwest quarter of Section 12 from the Northwest corner thereof; Thence North 48°01'03" East along the Southeasterly line of said Parcel 3, a distance of 237.00 feet; thence South 17°32'53" East along a line parallel to the Northwesterly line of a tract of land described in Deed Book 61, Page 515, Jefferson County Deed Records, a distance of 229.20 feet; thence South 66°14'20" West a distance of 29.78 feet; thence North 17°32'53" West along the aforementioned Northwesterly line of said tract a distance of 103.96 feet to the most Northerly point thereof; thence South 66°14'20" West a distance of 215.00 feet to a point on the Easterly right of way of Tenth Street; thence North 0°04' East along said right of way a distance of 50.47 feet; thence North 48°01'03" East a distance of 13.47 feet to the **POINT OF BEGINNING**;

ALSO EXCEPTING THEREFROM all that portion conveyed to by Declaration of Dedication and Acceptance, recorded September 1, 1994 as Instrument No. 943624, Deed records of Jefferson County, Oregon.

ALSO EXCEPTING THERERFROM all that portion conveyed by Dedication Warranty Deed record April 2, 2002 as Instrument No. 2002-1472, Jefferson County Oregon;

TRACT 32

(2005-1617 PARCEL II, Jefferson County Official Records)

BEGINNING at the Northwest corner of the Northeast quarter of the Southwest quarter of Section 12; thence East 15 rods to a point; thence Southeasterly direction in straight line to a point 30.00 feet West of the Southeast corner of said Northeast quarter of the Southwest quarter of said Section; thence West 1290.00 feet; thence North 1320.00 feet to the **POINT OF BEGINNING, SAVE AND EXCEPT** that certain tract or parcel of land described by metes and bounds as follows, to-wit; All of that certain tract or parcel of land situated in the Northeast quarter of the Southwest quarter of Section 12, **BEGINNING** at the Northwest corner of said Northeast quarter of the Southwest quarter of said Section 12; thence South on the quarter section line 15 rods to a point; thence running East at right angles therewith 26 rods 13 feet; thence Northwesterly to appoint 15 rods 5 feet East to the **POINT OF BEGINNING**; thence West on the quarter section line to the **PLACE OF BEGINNING**;

AND that portion of the Northeast quarter of the Southwest quarter of Section 12 lying within County Road 72, known as McTaggart Road, which lies West of that part of the West line of the relocated County Road described as follows: Commencing at the Northwest corner of said Northeast quarter of the Southwest quarter; thence South 89°49' East along the North line of the Southwest quarter of said Section 12 a distance of 317.87 feet to the Westerly right of way line of the said relocated County Road;

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thence South 34°56' East 502.57 feet to the **TRUE POINT OF BEGINNING**; thence continuing South 34°56' East to a point where the South line of said Northeast quarter of the Southwest quarter intersection the West line of said relocated County Road.

EXCEPTING THEREFROM all that portion conveyed in Book 55, Page 969, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Bargain and Sale Deed in Document No. 2008-1067, Official Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed in Document No. 2002-2871, Official Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Statutory Warranty Deed in Document No. 2018-1200, Official Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion as described in Memorandum of Sale of Real Property recorded July 2, 1978 in Book 60, page 774, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Quitclaim Deed recorded March 14, 1980 as Instrument No. 136341, Deed records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion as described in Bargain and Sale Deed recorded November 30, 1993 as Instrument No. 933938, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Declaration of Dedication and Acceptance recorded September 1, 1994 as Instrument No. 943624, Deed Records of Jefferson County, Oregon.

ALSO EXCEPTING THEREFROM all that portion conveyed by Declaration of Dedication and Acceptance recorded March 21, 2001 as Instrument No. 20011078, Jefferson County, Oregon.

TRACT 33

(2017-1082 Parcel I, Jefferson County Official Records)

The Northwest quarter of the Southeast quarter of said Section 12.

EXCEPTING THEREFROM the South 40.00 feet of said Northwest quarter of the Southeast quarter.

ALSO EXCEPTING THEREFROM that portion lying North and West of the following described line: Commencing at the Northwest corner of said Northwest quarter of the Southeast quarter a distance 724.91 feet to the **TRUE POINT OF BEGINNING** of this description, said bearing is called for in Parcel II of Deed Instrument No. 942434; thence East 648 feet; thence North 528.81 feet to a point which is 200.06 feet South of the North line of said Northwest quarter of the Southeast quarter, said Instrument No. 942434 calls for the "East-West centerline of Section 12"; thence South 89°49' East 435.47 feet; thence North 40.06 feet; thence East 68 feet; thence Northeasterly in a straight line 166 feet more or less to a point on the North line of said Northwest quarter, said point is the end of this description and bears South 89°49' East 1195.47 feet per said Instrument No. 942434 from the Northwest corner of said Northwest quarter of the Southeast quarter.

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ALSO EXCEPTING THEREFROM commencing at the center one quarter of said Section 12; thence South 0°04'20" East, 724.91 feet to the TRUE POINT OF BEGINNING; thence South 0°04'20" East 595.09 feet; thence South 34°56'00" East 60.93 feet along the Easterly line of McTaggart Road; thence North 65°04'00" East 35.28 feet; thence along a 195.25 foot radius curve to the left 62.01 feet (delta = 18°11'50"); thence South 89°45'00" East 922.39 feet; thence North 224.00 feet; thence North 70°04'41" West 94.59 feet; thence North 22°13'29" West 89.82 feet; thence North 48°03'13" West 90.02 feet; thence North 99.34 feet; thence West 98.35 feet; thence North 77°45'41" West 124.74 feet; thence North 12°16'55" East 75.92 feet; thence West for 647.08 feet to the **TRUE POINT OF BEGINNING**;

TRACT 34

(2017-1082 Parcel II, Jefferson County Official Records)

That portion of the Northeast quarter of the Southeast quarter of said Section 12 lying Westerly of the following described line:

Commencing at the Northwest corner of said Northeast quarter of the Southeast quarter; thence South 89°49'27" East along the North line of said Northeast quarter of the Southeast quarter a distance of 9.81 feet to the **TRUE POINT OF BEGINNING**; thence South 46°12'47" East leaving said North line a distance of 73.29 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 18°40'28" East 50.92 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence south 36°26'31" East, 165.36 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 51°18'10" East, 77.57 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 39°32'40" East, 107.35 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 26°30'48" East, 101.64 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 1°28'59" West, 146.34 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 25°01'53" East, 414.10 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 2°58'46" East, 88.69 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence North 89°54'40" West, 57.61 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 66°59'06" West, 111.46 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 40°49'59" West, 27.14 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence continuing South 40°49'59" West, 25.71 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 14°41'55" West, 137.50 feet to a point 40.00 feet north of the South line of said Northeast quarter of the Southeast quarter; thence North 89°49'33" West parallel with said South line a distance of 298.12 feet to the West line of the Northeast quarter of the Southeast quarter of said Section 12 and the **END OF THIS DESCRIPTION**.

TRACT 35

(2006-789, Jefferson County Official Records)

That portion of the Northeast quarter of the Southeast quarter of said Section 12 more particularly described as follows:

BEGINNING at a point 783.43 feet South and 374.2 feet West of the Northeast corner of the Southeast quarter of said Section 12; thence South 25°01' East 139.0 feet; thence South 28°10' East 254.0 feet;

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thence South 87°04' West 513.5 feet; thence North 2°56' West 215.5 feet; thence North 64°59' East 385.0 feet to the **POINT OF BEGINNING**;

TRACT 36

(2011-3582, Jefferson County Official Records)

A tract of land in the Northeast quarter of the Southeast quarter of said Section 12 more particularly described as follows:

Commencing at the intersection of the Westerly right-of-way line of County Road No. 90, also known as Grizzly Road, and the North line of the Southeast quarter of said Section 12, said point being North 89°49' West a distance of 970.00 feet from the Northeast corner of the Southeast quarter of said Section 12; thence along the Westerly right of way line of said County road by courses and distances as follows: South 64°49' East 220.14 feet; thence on the arc of 379.26 foot radius curve right 243.55 feet (the long chord of which bears South 43°25' East 238.97 feet); thence South 25°01' East 447.68 feet to the **TRUE POINT OF BEGINNING** of this description; thence continuing South 25°01' West 114.00 feet; thence South 64°59' West 385.00 feet; Thence North 25°01' West 114.00 feet; thence North 64°59' East 385.00 feet to the **TRUE POINT OF BEGINNING**.

TRACT 37

(2006-4705, Jefferson County Official Records)

A tract of land in the Northeast quarter of the Southeast quarter of said Section 12 more particularly described as follows:

Commencing at the intersection of the Western right of way line of County Road No. 90, also known as the Grizzly Road and the North line of the Southeast quarter of said Section 12, said point being North 89°49' West a distance of 970.00 feet from the Northeast corner of the Southeast quarter of said Section 12; thence along the Westerly right of way line of said County Road by courses and distances as follows: South 61°49' East 220.14 feet; thence on the arc of a 379.26 foot radius curve right 243.55 feet (the long chord of which bears South 43°25' East 238.97 feet); thence South 25°01' East 147.68 feet to the **TRUE POINT OF BEGINNING**; thence continuing South 25°01' East along the Westerly right of way line of said County Road 300.00 feet; thence South 64°59' West 385.00 feet; thence North 25°01' West 300.00 feet; thence North 64°59' East 385.00 feet to the **TRUE POINT OF BEGINNING**;

TRACT 38

(2014-2207, Jefferson County Official Records)

Parcel I

Commencing at the center of said Section 12; thence South 89°49' East along the East-West centerline of said Section 12 a distance of 1658.14 feet more or less to the Westerly right of way of Grizzly Road; thence South 61°49' East 220.14 feet; thence on the arc of a 379.26 foot radius curve right (the long chord of which bears South 43°25' East 238.97 feet) 86.31 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said arc of said radius curve 157.24 feet to a point; thence South 64°57'37" West 348.90 feet to a point; thence Northward along the centerline of Willow Creek to a point that

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bears South 64°57'37" West from the true point of beginning; thence North 64°57'37" East 386.50 feet more or less to the **TRUE POINT OF BEGINNING**;

Parcel II

Also commencing at the center of said Section 12; thence South 89°49' East along the East-West centerline of said Section 12 a distance of 1658.14 feet more or less to the Westerly right of way of Grizzly Road; thence South 61°49' East 220.14 feet; thence on the arc of a 379.26 foot radius curve right (the long chord of which bears South 43°25' East 238.97 feet) 243.55 feet to the **TRUE POINT OF BEGINNING**; thence South 25°01' East 147.68 feet to a point; thence South 64°59' West 385 feet to a point; thence Northward along the centerline of Willow Creek to a point that bears South 64°57'37" West from the true point of beginning; thence North 64°57'37" East 348.90 feet more or less to the **TRUE POINT OF BEGINNING**;

TRACT 39

(2006-7042, Jefferson County Official Records)

Commencing at the center of said Section 12; thence South 89°49'00" East along the East-West centerline of said Section 12 a distance of 1418.40 feet more or less to the centerline of Willow Creek, the **TRUE POINT OF BEGINNING**; thence continuing South 89°49'00" East 265.33 feet to the West line of Grizzly Road; thence South 61°49'05" East, along said West line 219.31 feet to a point; thence along a 379.51 foot radius curve right, 86.31 feet, long chord bears South 36°46'42" East 86.12 feet; thence South 64°57'37" West 386.50 feet to the centerline of Willow Creek; thence Northwesterly along said centerline to the **TRUE POINT OF BEGINNING**;

TRACT 40

(2011-3229, Jefferson County Official Records)

A portion of the Northeast quarter of the Southeast quarter of said Section 12 more particularly described as follows:

BEGINNING at the East quarter corner of Section 12; thence South along the East Section line of said Section 12 to the East right of way line Grizzly Road; thence Northwesterly along the East right of way line of said road to the North line of the Northeast quarter of the Southeast quarter of said Section 12, thence East to the **POINT OF BEGINNING**;

LESS AND EXCEPT that portion of the above property dedicated for road and utility purposes, recorded July 26, 2000 as Instrument no. 2002959, Jefferson County Records.

ALSO LESS AND EXCEPT that portion conveyed to Jefferson County by Deed recorded November 22, 2005 as Instrument No. 2005-6816, Jefferson County Records.

TRACT 41

(Tax Card for 111312AD00500, no record on file with assessor, most likely received due to tax/foreclosure long time ago)

All that portion of the Southeast quarter of the Northeast quarter of said Section 12 lying Southwesterly of Grizzly Road.

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TRACT 42

(2007-5212, Jefferson County Official Records)

The following parcels located in the Southeast quarter of the Northeast quarter of said Section 12:

Parcel I

Parcel 1 of Partition Plat 2002-04

Parcel II

BEGINNING at the Southeast corner of the Northeast quarter of said Section 12; thence North along the East line of the Northeast quarter 328.775 feet to a point; thence West along a direct line parallel with the South line of said Northeast quarter 662.20 feet to a point; thence South on a direct line parallel with the East line of said Northeast quarter 328.775 feet to the South line of said Northeast quarter; thence East along said South line 662.20 feet to the **POINT OF BEGINNING**;

Parcel III

A parcel of land located in the Southwest quarter of the Southeast quarter of the Northeast quarter of said Section 12 lying Northerly and Easterly of Grizzly Road, more particularly described as follows:

Commencing at the East quarter corner of said Section 12; thence North 89°49' West 663.96 feet to the Southwest corner of the Southwest quarter of the Southeast quarter of the Northeast quarter of said Section 12 being the **TRUE POINT OF BEGINNING**; thence North 89°49' West 177.50 feet along the South line of the Southwest quarter of the Southeast quarter of the Northeast quarter of said Section 12; thence North 61°49'05" West 170 feet along the Easterly right of way of Grizzly Road; thence North 62°42'30" East 368.88 feet to the Easterly line of the Southeast quarter of the Southeast quarter of the Northeast quarter of said Section 12; thence South 0°06'28" West 250.00 feet along the Easterly line of the Southwest quarter of the Southeast quarter of the Northeast quarter of Section 12 to the **TRUE POINT OF BEGINNING**;

TRACT 43

(TL111312AD00606)

Parcel 2 of Partition Plat 2002-04

TRACT 44

(2017-3901, Jefferson County Official Records)

Parcel I

BEGINNING at the Southwest corner of a tract of land conveyed to Gerald E. Fifield and Lois J. Fifield, husband and wife, described in Jefferson County deed Book 52, Page 155, said point lying South 135 feet and East 30 feet from the Northwest corner of the Southwest quarter of the Southeast quarter of the Northeast quarter of said Section 12; thence East along the Easterly projection of the South line of the Fifield tract, 489.92 feet; thence South 32°57'00" West 406.58 feet; thence North 59°49'00" West 97.10 feet; thence South 42°44'30" West 82.9 feet more or less to the Northeasterly line of Grizzly Road;

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thence North 61°49'05" West along the Northeasterly line of Grizzly Road, 146.16 feet more or less to the Easterly line of Kinkade Road; Thence North along the East line of Kinkade Road to the **POINT OF BEGINNING**.

TOGETHER WITH Parcel 3 of Partition Plat 2002-04 as filed in the Jefferson County Clerk's Office as Document 2002-1494.

EXCEPTION THEREFROM that Portion of said Parcel 3 described as follows:

BEGINNING at the most Southerly corner of said Parcel 3, monumented with a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 61°21'36" West along the South line of said Parcel 3 a distance of 138.46 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 43°24'09" East along the West line of said parcel 3 a distance of 77.67 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 59°09'21" East along said West line a distance of 97.10 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 33°36'39" East along said West line a distance of 266.58 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 41°49'16" East leaving said West line a distance of 196.46 feet to a point on the East line of said Parcel 3, said point is monumented with a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 63°09'56" West along said East line a distance of 392.23 feet to the **POINT OF BEGINNING**;

TRACT 45

(TL600 – Part of Parcel 3, Partition Plat 2002-04)

The following described portion of Parcel 3, Partition Plat 2004-04:

BEGINNING at the most Southerly corner of said Parcel 3, monumented with a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 61°21'36" West along the South line of said Parcel 3 a distance of 138.46 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 43°24'09" East along the West line of said parcel 3 a distance of 77.67 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 59°09'21" East along said West line a distance of 97.10 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence North 33°36'39" East along said West line a distance of 266.58 feet to a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 41°49'16" East leaving said West line a distance of 196.46 feet to a point on the East line of said Parcel 3, said point is monumented with a 5/8" diameter rebar with a yellow plastic cap marked "DEJARNATT LS 2208"; thence South 63°09'56" West along said East line a distance of 392.23 feet to the **POINT OF BEGINNING**;

TRACT 46

(2018-4606, Jefferson County Official Records)

The Northeast quarter of the Southwest quarter of the Northeast quarter, Section 12, Township 11 South, Range 13 East of the Willamette Meridian, Jefferson County, Oregon.

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EXCEPTING THEREFROM a parcel of land lying in the Southeast quarter of the Northeast of Section 12, Township 11 South, Range 12 East of the Willamette Meridian, Jefferson County, Oregon, being more particularly described as follows:

Starting at the Northeast 1/16 corner, being also the Northwest quarter of the Southeast quarter of the Northeast quarter in said Section 12; thence South 89° 18' East 786.01 feet to an existing 5/8 inch steel rebar on the Northerly line of said Southeast quarter of the Northeast quarter of said Section 12, being also the **TRUE POINT OF BEGINNING**; thence continuing South 89° 18' East 370.00 feet to a 1/2 inch steel rebar on the Northerly line of the Southeast quarter of the Northeast quarter of said Section 12, thence South 00° 42' West 250.00 feet to an existing 1/2 inch steel rebar; thence North 89° 18' West 150.00 feet to an existing 1/2 inch steel rebar; thence North 00° 42' East 220.00 feet to an existing 1/2 inch rebar; thence North 89° 18' West 220.00 feet to an existing 1/2 inch steel rebar; thence North 00° 42' East 30.00 feet to the **TRUE POINT OF BEGINNING**.

ALSO EXPECTING THEREFROM: Commencing at the Northwest corner of the Northeast quarter of the Southeast quarter of the Northeast quarter of Section 12, Township 11 South, Range 13 East of the Willamette Meridian. Jefferson County, Oregon; thence South along the West line of said Northeast quarter of the Southeast quarter of the Northeast quarter a distance of 30 feet to a point on the South line of a roadway, said point being the **TRUE POINT OF BEGINNING**; thence continuing South a distance of 345 feet; thence South 89° 18' East a distance of 230 feet; thence North parallel to said West line of the Northeast quarter of the Southeast quarter of the Northeast quarter distance of 170 feet; thence Northwesterly to a point on the South line of said roadway, said point lying South 89° 18' East a distance of 70 feet from the true point beginning; thence North 89° 18' West a distance of 70 feet to the **TRUE POINT OF BEGINNING**.

TRACT 47

(970274, Microfilm/Jefferson County Deed Records)

Parcel I

Land located in the Northeast quarter of the Northeast quarter of said Section 12, more particularly described as follows:

Commencing at the Northeast corner of said Section 12; thence South 0°32' West along the East line of said Section 12 a distance of 30.00 feet to the South line of Ashwood County Road; thence North 89°13'30" West along said County Road right of way 175.00 feet to the **TRUE POINT OF BEGINNING**; thence South 0°32' West parallel with the East line of said Section 12 a distance of 150.00 feet; thence North 89°13'30" West parallel with the North line of said Section 12 a distance of 75.00 feet; thence South 0°32' West parallel with the East line of said Section 12 a distance of 300.0 feet; thence North 89°13'30" West parallel with the North line of Section 12 a distance of 300 feet; thence North 0°32' East parallel with the East line of said Section 12 a distance 120.00 feet; thence South 89°13'30" East parallel with the East line of said Section 12 a distance of 150.00 feet; thence North 0°32' East parallel with the East line of said Section 12 a distance of 330.00 feet to the South line of said Ashwood Road; thence South 89°13'30" East along said South line 225.00 feet to the **TRUE POINT OF BEGINNING**;

EXCEPTING THEREFROM the North 10 feet as conveyed to Jefferson County by Warranty Deed recorded September 28, 1994 as Instrument No. 943961

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Parcel II:

A tract of land located in the Northeast quarter of the Northeast quarter of said Section 12 more particularly described as follows:

BEGINNING at the intersection of the East right of way of S.E. Kinkade Road and the South line of East Ashwood Road, said point being South 0°26'40" West 30.00 feet and South 89°13'30" East 30.00 feet from the Northwest corner of the Northeast quarter of the Northeast quarter of said Section 12; thence South 89°13'30" East along the South line of said East Ashwood Road 125.42 feet; thence South 0°26'40" West 596.38 feet; thence North 89°13'30" West for 125.42 feet to the East line of said S.E. Kinkade Road; thence North 0°26'40" East along said line 596.38 feet to the **POINT OF BEGINNING**;

Parcel III:

Parcel 2 of Partition Plat 1994-12

Parcel IV:

Parcel 3 of Partition Plat 1994-12.

TRACT 48

(962413, Microfilm/Jefferson County Deed Records)

The West 234.61 feet as measured along the North and South boundaries of the following described parcel of land:

BEGINNING at a point from which the Southwest corner of the Northeast quarter of the Northeast quarter of said Section 12 bears South 45°12'45" West 42.43 feet; thence North 0°02'49" East parallel to the West line of said Northeast quarter of the Northeast quarter a distance of 557.00 feet; thence South 89°39'14" East 750.32 feet to a rebar, 1/2" in diameter; thence South 0°03'33" West 555.94 feet to a point 30.00 feet, North 0°03'30" East from the South line of said Northeast quarter of the Northeast quarter; thence North 89°44'05" West parallel with the South line of said Northeast quarter of the Northeast quarter a distance of 750.19 feet to the **POINT OF BEGINNING**;

TRACT 49

(953337, Microfilm/Jefferson County Deed Records)

The West 469.22 feet as measured along the North and South boundaries of the following described parcel of land:

BEGINNING at a point from which the Southwest corner of the Northeast quarter of the Northeast quarter of said Section 12 bears South 45°12'45" West 42.43 feet; thence North 0°02'49" East parallel to the West line of said Northeast quarter of the Northeast quarter a distance of 557.00 feet; thence South 89°39'14" East 750.32 feet to a rebar, 1/2" in diameter; thence South 0°03'33" West 555.94 feet to a point 30.00 feet, North 0°03'30" East from the South line of said Northeast quarter of the Northeast quarter; thence North 89°44'05" West parallel with the South line of said Northeast quarter of the Northeast quarter a distance of 750.19 feet to the **POINT OF BEGINNING**;

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EXCEPTING THEREFROM the West 234.61 feet as measured along the North and South boundaries of the above described parcel of land.

TRACT 50

(Book 34 Page 643, Jefferson County Deed Records)

BEGINNING at a point in the East boundary line of the Northeast quarter of the Northeast quarter of said Section 12, which said point is 730 feet South of the Northeast corner of said quarter Section; thence South along said East boundary line 590 feet; thence West at right angles 550 feet; thence North at right angles 590 feet; thence East at right angles 550 feet to the **POINT OF BEGINNING**;

EXCEPT the property described in Deed Book 42, Page 82, Jefferson County Deed Records as follows:

Starting at the Northeast corner of Section 12; thence South 0°32' West 751 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**; thence North 89°28' West 330 feet to a point; thence North 0°32' East 150 feet on a line parallel with the East line of said Section 12; thence South 89°28' East 330 feet to a point on the East line of said Section 12; thence South 0°32' West 150 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING the property described in Deed Book 50, Page 779, Jefferson County Deed Records as follows:

Starting at the Northeast corner of Section 12; thence South 0°32' West 1066 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**; thence North 89°28' West 350.00 feet to a point; thence North 0°32' East 215.00 feet on a line parallel with the East line of said Section 12 to a point; thence South 89°28' East 350.00 feet to a point on the East line of said Section 12; thence South 0°32' West 215.00 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**;

ALSO EXCEPTING the property described in Deed Book 57, Page 464, Jefferson County Deed Records as follows:

Starting at the Northeast corner of Section 12; thence South 0°32' West 1066 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**; thence continuing South along said East line 254 feet, more or less to the Southeast corner of the Northeast quarter of the Northeast quarter of said Section 12; thence West along the South line of said Northeast quarter of the Northeast quarter of Section 12, 550 feet; thence North 0°32' East 254 feet, more or less, to a point which bears North 89°28'00" West from the true point of beginning; thence South 89°28' East, 550 feet more or less to the **TRUE POINT OF BEGINNING**;

TRACT 51

(Book 41 Page 518, Jefferson County Official Records)

BEGINNING at a point which is 480 feet South of the Northeast corner of the Northeast quarter of the Northeast quarter of Section 12; hence South a distance of 250 feet; thence West at right angles a distance of 550 feet; thence North at right angles a distance of 250 feet; thence East a distance of 550 feet to the **POINT OF BEGINNING**;

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EXCEPT the property described in Deed Book 42, Page 82, Jefferson County Deed Records as follows:

Starting at the Northeast corner of Section 12; thence South 0°32' West 751 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**; thence North 89°28' West 330 feet to a point; thence North 0°32' East 150 feet on a line parallel with the East line of said Section 12; thence South 89°28' East 330 feet to a point on the East line of said Section 12; thence South 0°32' West 150 feet along the East line of said Section 12 to the **TRUE POINT OF BEGINNING**;

Also in said **SECTION 12** the following road right-of-ways:

East "B" Street between the East line of said Section 12 and a point that is 175 feet West of the Northeast corner of said Section 12;

SE Kinkade Road between East "B" Street and SE "E" Street.

SE "E" Street from the West right of way of SE Kinkade Road and the Easterly terminus of said SE "E" Street.

The following portion of SE Kinkade Road:

From the South right of way line of SE Grizzly road South for 125 feet more or less an angle point to the West, thence West for 110 feet more or less to the terminus of said SE Kinkade Road.

SE Grizzly Road between the West right of way line of SE Kinkade Road and SE "J" Street.

Unnamed Public Road as dedicated in Partition Plat 2004-02.

SE "J" Street between SE Grizzly Road and SW 5th Street.

SE McTaggart Road from the South right of way line of SE "J" Street Southerly for 150 feet.

SE McTaggart Road between SE "J" Street and SE Buff Street.

SE Buff Street between the East right of way line of SE Duke Street and the West right of way line of SE 10th Street.

SE Buff Street between the West right of way line of SE 10th Street and a point that is 170 feet East of the centerline-centerline intersection of said SE Buff Street and SE McTaggart Road.

SE 10th Street between the South line of said Section 12 and the North right of way line of SE "F" Street.

The following portion of the Northeast quarter of the Southeast quarter of Section 12:

Commencing at the Northwest corner of the Northeast quarter of the Southeast quarter of said Section 12; thence South 89°49'27" East along the North line of said Northeast quarter of the Southeast quarter a distance of 9.81 feet to the **TRUE POINT OF BEGINNING**; thence South 46°12'47" East leaving said North line a distance of 73.29 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 18°40'28" East, 50.92 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 36°26'31" East, 165.36 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 51°18'10" East 77.57 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 39°32'40" East, 107.35 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South

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26°30'48" East, 101.64 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; Thence South 1°28'59" West, 146.34 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 25°01'53" East 414.10 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 2°58'46" East, 88.69 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208";thence North 89°54'40" West, 57.61 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208";thence South 66°59'06" West, 111.46 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208";thence South 40°49'59" West, 27.14 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence continuing South 40°49'59" West, 25.71 feet to a 5/8" diameter rebar with yellow plastic cap marked "DEJARNATT LS2208"; thence South 14°41'55" West, 137.50 feet to a point 40.00 feet North of the South line of said Northeast quarter of the Southeast quarter, said point being on the North right of way line of SE "J" Street; thence South 89°49'33" East along the said North right of way line 906.61 feet more or less to the West right of way line of SE Grizzly Road; thence North 25°55'53" West along said West right of way line 1265.15 feet more or less to the South line of the property described in Document No. 2006-789, Jefferson County Official Records; thence leaving said West right of way line South 87°04'07" West 513.50 feet more or less to the Southwest corner of said Document No. 2006-789; Thence Northerly and Westerly along the centerline of Willow Creek to the North line of said Northeast quarter of the Southeast quarter; thence West along said North line to the **TRUE POINT OF BEGINNING**;

SECTION 13

TRACT 52

Lots 1, 2, 3, 4, 5, 6, 7, Tract A, and Tract B of the BILL HOFFMAN SUBDIVISION, filed as Document No. 2018-2472

Also in said **SECTION 13** the following road right-of-ways:

SW 10th Street between the North line of said Section 13 and the South line of the North half of the Northwest quarter of said Section 13.

South Adams Drive between the North line of said Section 13 and the South right of way line of SE Terrace Avenue.

SECTION 14

TRACT 53

(Book 37 Page 598, includes fishing pond and fair grounds, Jefferson County Deed Records)

All that portion of the Northeast quarter of the Northwest quarter of Section 14 lying and being Easterly of SW Culver Highway (Old The Dalles-California Highway).

EXCEPT the North 75 feet thereof.

TRACT 54

(Book 37 Page 598, includes fishing pond and fair grounds, Jefferson County Deed Records)

The Northwest quarter of the Northeast quarter of Section 14.

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EXCEPT the East 416 feet thereof.

TRACT 55

(2005-6925, Jefferson County Official Records)

Commencing at a point where the Easterly right of way line of Old Highway #97 intersects the Northerly boundary line of the Southeast quarter of the Northwest quarter of Section 14; thence along said right of way line on a 2835 foot radius curve to the left 400.00 feet (the long chord of which bears South 15°22' West 399.50 feet) to the **TRUE POINT OF BEGINNING** of this description; thence continuing along said curve 100.00 feet (the long chord of which bears South 10°19' West 99.99 feet); thence South 89°49' East 500.00 feet; thence on a 2835.00 foot radius curve to the right 100.00 feet (the long chord of which bears North 10°19' East 99.99 feet); thence North 89°49' West 500.00 feet to the **TRUE POINT OF BEGINNING**;

TOGETHER WITH the following described tract of land:

Commencing at the point where the Easterly right of way line of Old Highway #97 intersects the Northerly boundary line of the Southeast quarter of the Northwest quarter of Section 14; thence along said right of way line on a 2835.00 foot radius curve to the left 550.00 feet to the **TRUE POINT OF BEGINNING**, said point also being the Northwest corner of a tract of land described in Contract to Alan Richard Miller recorded in Jefferson County Deed Book 53, Page 146; thence Northerly along the East line of the Culver Highway 50.00 feet to a point; thence South 89°48'10" East 500.00 feet; thence South on a direct line, 50.00 feet more or less, to the Northeast corner of the aforesaid land conveyed to Alan Richard Miller; thence North 89°48'10" West 500.00 feet to the **TRUE POINT OF BEGINNING**.

TRACT 56

(2018-880, Jefferson County Official Records)

Starting at a point where the Eastern right of way line of the old The Dalles-California Highway #97 intersects the North boundary of the Southeast quarter of the Northwest quarter of Section 14; thence in a Southerly direction along the East right of way line of said Highway, a distance of 550 feet to a point in said Easterly right of way line of said Highway which is the **TRUE POINT OF BEGINNING**; thence in a Southerly direction along said Easterly right of way line of said highway a distance of 200 feet; thence in an Easterly direction and parallel to the North boundary of the Southeast quarter of the Northwest quarter of Section 14, a distance of 500 feet; thence Northerly and parallel to the Eastern right of way line of said old highway U.S. #97, a distance of 200 feet; thence in a Westerly direction and parallel to the North boundary of the Southeast quarter of the Northwest quarter of Section 14 a distance of 500 feet the **TRUE POINT OF BEGINNING**;

TRACT 57

(2013-1545, Jefferson County Official Records)

A tract of land located in the Southeast quarter of the Northwest quarter of Section 14, more particularly described as follows:

Commencing at the point of intersection of the Easterly right of way line of the Dalles-California Highway, U.S. #97 (old route) with the North line of the Southeast quarter of the Northwest quarter of

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said Section 14; thence Southerly along the Easterly right of way line of said highway on the arc of a 2834.79 foot radius curve left 500.00 feet (the long chord of which bears South 14°23'02" West 499.34 feet); thence continuing along the East line of said highway on the arc of a 2834.79 foot radius curve left 50.00 feet (the chord of which bears South 8°49'32" West 50.00 feet); thence South 89°48'10" East 500.00 feet parallel with the North line of the Southeast quarter of the Northwest quarter of said Section 14 to the **TRUE POINT OF BEGINNING**; thence Southerly parallel with the Easterly right of way line of said highway on the arc of a 2834.79 foot radius curve left 200.00 feet (the chord of which bears South 6°17'58" West 199.95 feet); Thence North 89°48'10" West 380.00 feet parallel with the North line of the Southeast quarter of the Northwest quarter of said Section 14; thence Southerly parallel with and 120.00 feet Easterly from the Easterly line of said highway on the arc of a 2834.79 foot radius curve left 458.76 feet (the chord of which bears South 0°21'30" East 458.26 feet) to a point of tangency in said highway alignment; thence continuing South 4°59'40" East parallel with an 120.00 feet Easterly from the Easterly line of said highway a distance of 109.98 feet to a point from which the Center one-quarter Section Corner of said Section 14 bears South 88°39'47" East; thence South 88°39'47" East a distance of 767.73 feet to said Center one-quarter Section Corner, said Corner is monumented with a 2 inch diameter aluminum cap marked "JEFFERSON COUNTY SURVYEUR T11S R13E C 1/4 + S14 1995 LS2208"; thence North 0°11'20" East along the North-South centerline of said Section 14 a distance of 831.93 feet to the Northeast corner of that land conveyed to James H. Grant and Gladys C. Grant, recorded June 25, 1965 in Deed Volume 38, Page 646 of Deed Records; thence North 89°48'10" West 372.80 feet parallel with the North line of the Southeast quarter of the Northwest quarter of said Section 14; thence Southerly parallel with the Easterly right of way line of the above-mentioned Highway, U.S. #97 on the arc of a 2834.79 foot radius curve left 50.00 feet (the chord of which bears South 8°49'32" West 50.00 feet) to the **TRUE POINT OF BEGINNING**;

EXCEPTING THEREFROM that portion of land conveyed in a Memorandum of Sale to Ralph D. Hall and Velma E. Hall, husband and wife, dated June 21, 1979, recorded in Book 64, Page 664 of Jefferson County Deed Records.

TRACT 58

(111314AA00301)

Parcel 1 of Partition Plat 2007-16

TRACT 59

(111314AA00300)

Parcel 2 of Partition Plat 2007-16

Also in said **SECTION 14** the following road right-of-ways:

South Adams Drive between the North line of said Section 14 and the South right of way line of SE Terrace Avenue.

Culver Highway between the North line of said Section 14 and a point that is 2,150 feet South along said Culver Highway more or less, said point being on the South line of that property described in Document No. 2018-880, Jefferson County Official Records.

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SW Fairgrounds Road between the East right of way line of SW Gateway Drive and the West right of way line of Culver Highway.

SW Fairground Road between the West right of way line of Culver Highway and a point that is 12 feet East more or less of the Center-North 1/16th corner of said Section 14, said point being on the Northerly extension of the West line of the property described in Book 36, Page 471, Jefferson County Deed Records.

The following parcel of land, more particularly described as follows:

Commencing at the Center-North 1/16th corner of said Section 14; thence South along the North-South centerline of said Section 14, 30 feet to the South right of way line SW Fairground Road and the **TRUE POINT OF BEGINNING**; thence continuing along said North-South centerline South for a distance of 1235 feet more or less to a point that is on the North line of the property described as Parcel II of Document No. 2006-4687, Jefferson County Official Records; thence East along said North line 40 feet more or less to the Southwest corner of Parcel 2, Partition Plat 1991-01; thence Northerly along West line of Partition Plat 1991-01 and the Northerly extension thereof 1235 feet more or less to said South right of way line; thence West along said South right of way line to the **TRUE POINT OF BEGINNING**;

The following Tracts of land located in Township 11 South, Range 14 East, Willamette Meridian, Jefferson County, Oregon:

SECTION 6

TRACT 60

(2006-2950 Jefferson County Official Records)

Located in the Southwest quarter of the Northwest quarter and the Northwest quarter of the Southwest quarter of said Section 6 more particularly described as follows:

BEGINNING at a point on the Westerly right of line of a 40.00 foot dedicated road, which point is North 3243.77 feet and East 767.00 feet from the Southwest corner of said Section 6; thence South 60°25' West, 857.19 feet to the West line of said Section 6; thence along said West line South 0°26' West 372.48 feet; thence North 81°21' East 738.55 feet; thence North 19°35' West 468.00 feet; thence North 70°25' East 313.33 feet to the Westerly right of way line of said 40.00 foot road; thence along said Westerly right of way line on a 248.10 foot radius curve to the left 42.48 feet (the long chord of which bears North 39°41' West 42.43'); thence on a 1,262.80 foot radius curve to the right 140.19 feet (the long chord of which bears North 41°24' West 140.12 feet) to the **POINT OF BEGINNING**.

Also in said **SECTION 6** the following road right-of-ways:

East Ashwood Road from between the West line of said Section 6 and a point that is 425 feet East of the Southwest corner of said Section 6.

City View Street between the South line of said Section 6 and the West line of said Section 6.

SECTION 7

TRACT 61

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(2012-280, Jefferson County Official Records)

Commencing at the North one-quarter of said Section 7; thence along the North-South centerline of said Section 7 South 0°17'35" East a distance of 505.00 feet to an angle point on the boundary of Parcel 1 of Partition Plat no. 2004-15 (recorded as MF#2004-4735); thence along said boundary South 89°42'25" West a distance of 354.87 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said boundary the following 2 courses: South 89°42'25" West a distance of 45.13 feet; North 0°17'35" West a distance of 434.13 feet to a point on the South right of way line of Ashwood Road as described in Warranty Deed recorded in Book 2005, Page 5605, Jefferson County Official Records; thence along said right of way line South 88°42'59" East a distance of 107.15 feet; thence leaving said right of way line 186.84 feet along a non-tangent curve to the right with a radius of 360.00 feet, the chord of which bears South 14°23'32" West for a distance 184.75 feet; thence 123.03 feet along the arc of a reverse curve to the left with a radius of 240.00 feet, the long chord of which bears South 14°23'32" West for 121.68 feet; thence South 0°17'35" East a distance of 18.24 feet; thence 117.68 feet along the arc of a tangent curve to the left with a radius of 455.00 feet, the chord of which bears South 7°42'08" East for a distance of 117.35 feet to the **POINT OF BEGINNING** and the terminus of this description.

TRACT 62

(2011-1346, Jefferson County Official Records)

A parcel of land located in a portion of the Northwest quarter of Section 7, more particularly described as follows:

BEGINNING at an angle point on the boundary of Parcel 1 of Partition Plat 2004-15 (recorded as MF#2004-4735), said beginning point also being a point on the North-South centerline of said Section 7 which bears South 0°17'35" East a distance of 505.00 feet from the North quarter corner of said Section 7; thence along the North-South section centerline and said boundary South 0°17'35" East a distance of 768.17 feet; thence leaving said North-South Section centerline and continuing along said boundary the following five (5) course and three (3) curves: North 89°50'18" West, a distance of 391.90 feet; North 0°40'47" West, a distance of 385.36 feet; North 48°34'23" West, a distance of 698.43 feet; North 89°38'54" West, a distance of 370.07 feet; North 0°21'41" East, a distance of 226.49 feet; 181.77 feet along a non-tangent curve to the right with a radius of 177.19 feet, the chord of which bears North 73°20'15" West a distance of 173.90 feet; 92.67 feet along a non-tangent curve to the left with a radius of 67.00 feet, the chord of which bears North 17°29'07" East a distance of 85.46 feet; 13.79 feet along a non-tangent curve to the right with a radius of 110.00 feet, the chord of which bears North 18°32'52" West a distance of 13.78 feet to a point on the South right of way line of Ashwood Road as described in Warranty Deed recorded as #2005-5605 of Jefferson County Official Records; Thence along said right of way line the following two (2) courses and one (1) curve: South 89°39'16" East, a distance of 84.37 feet; 16.03 feet along the arc of a tangent curve to the right with a radius of 979.00 feet, the chord of which bears South 89°11'07" East for a distance of 16.03 feet; South 88°42'59" East a distance of 1034.93 feet; thence leaving said right of way line 186.84 feet along a non-tangent curve to the right with a radius of 360.00 feet, the chord of which bears South 14°12'33" West a distance of 184.75 feet; thence 123.03 feet along the arc of a reverse curve to the left with a radius of 240.00 feet, the chord of which bears South 14°23'32" West for a distance of 121.68 feet; thence South 0°17'35" East a distance of 18.24 feet, thence 117.68 feet along the arc of a tangent curve to the left with a radius of 455.00 feet, the chord of which bears South 7°42'08" East for a distance of 117.35 feet to a point on the boundary of said Parcel 1

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of Partition Plat No. 2004-15; thence along said boundary North 89°42'25" East a distance of 354.87 feet to the **POINT OF BEGINNING** and the terminus of this description.

EXCEPT THE FOLLOWING:

Commencing at the North one-quarter of said Section 7; thence along the North-South centerline of said Section 7 South 0°17'35" East a distance of 505.00 feet to an angle point on the boundary of Parcel 1 of Partition Plat no. 2004-15 (recorded as MF#2004-4735); thence along said boundary South 89°42'25" West a distance of 354.87 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said boundary the following 2 courses: South 89°42'25" West a distance of 45.13 feet; North 0°17'35" West a distance of 434.13 feet to a point on the South right of way line of Ashwood Road as described in Warranty Deed recorded in Book 2005, Page 5605, Jefferson County Official Records; thence along said right of way line South 88°42'59" East a distance of 107.15 feet; thence leaving said right of way line 186.84 feet along a non-tangent curve to the right with a radius of 360.00 feet, the chord of which bears South 14°23'32" West for a distance 184.75 feet; thence 123.03 feet along the arc of a reverse curve to the left with a radius of 240.00 feet, the long chord of which bears South 14°23'32" West for 121.68 feet; thence South 0°17'35" East a distance of 18.24 feet; thence 117.68 feet along the arc of a tangent curve to the left with a radius of 455.00 feet, the chord of which bears South 7°42'08" East for a distance of 117.35 feet to the **POINT OF BEGINNING** and the terminus of this description.

TRACT 63

(2016-2248, Jefferson County Official Records)

Tract L of YARROW, PHASE 2

TRACT 64

(TL1114070000305)

That portion of Parcel 3, Partition Plat 2006-08 lying Easterly of the Plat of Yarrow, Phase 1 and Northerly of the Plat of Yarrow, Phase 2.

EXCEPT any portion of said Parcel 3 lying Southerly of the Plat of Yarrow, Phase 2.

Also in said **SECTION 7** the following road right-of-ways:

SE City View Drive between the South right of way line of East Ashwood Drive and the South right of way line of SE Kemper Way.

SE Kemper Way between the East right of way line of SE City View Drive and the West right of way line of SE Rock Cress Loop.

SE Rock Cress Loop between the South right of way line of SE Kemper Way and the Northerly terminus of said SE Rock Cress Loop.

The above description contains 610 acres of land and 91.5 acres of right of way, more or less. Acreage based on Jefferson County Assessed acreage and GIS data.

EXHIBIT D TO ORDINANCE NO. 935

Exhibit B
Report

(attached)

DRAFT

Report Accompanying the Madras Housing Urban Renewal District Plan

Madras Housing Urban Renewal District Plan Adopted by the City of Madras

November 12, 2019

Ordinance No. 935

This Plan was also adopted by resolution by Jefferson County on November 6, 2019. Their approval was necessary as there is property in the HURD Boundary that is outside the Madras city limits.



LIST OF PARTICIPANTS

Mayor

Richard Ladeby

City Council

Bartt Brick

Rose Canga

Royce Embanks, Jr.

Jennifer Holcomb

Leticia Montano-Hernandez

Gary Walker

Madras Redevelopment Commission

Bartt Brick, Chair

Royce Embanks, Jr., Vice-Chair

Nick Bowlby

Don Reeder

Blanca Reynoso

Angela Rhodes

Chuck Schmidt

Gary Walker

Rachel Wrought

Planning Commission

Joel Hessel, Chair

Ali Aire, Vice-Chair

Melissa Irvine

Joe Krenowicz

City Administrator

Gus Burrell

Finance Director

Kristal Hughes

Public Works Director

Jeff Hurd

Community Development Director

Nicholas Snead

Associate Planner

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I. INTRODUCTION

The Report Accompanying the Madras Housing Urban Renewal District Urban Renewal Plan (Report) contains background information and project details that pertain to the Madras Housing Urban Renewal District Plan (HURD Plan). The Report is not a legal part of the HURD Plan but is intended to provide public information and support the findings made by the Madras City Council as part of the approval of the HURD Plan.

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

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

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

Table 1 - Statutory References

Statutory Requirement	Report Section
ORS 457.085(3)(a)	X
ORS 457.085(3)(b)	X
ORS 457.085(3)(c)	II
ORS 457.085(3)(d)	III
ORS 457.085(3)(e)	VI
ORS 457.085(3)(f)	IV,V
ORS 457.085(3)(g)	IV,V
ORS 457.085(3)(h)	VIII
ORS 457.085(3)(i)	XII

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

II. THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The projects identified for the Madras Housing Urban Renewal District (HURD) are described below, including how they relate to the existing conditions in the HURD.

A. Developer/Builder/Property Owner Incentives

The MRC may provide incentives to developers for the development of housing units in the HURD. This will be completed through a development agreement with the developer that stipulates the amount and timing of the development and the amount and timing of the incentive. These incentives can be:

- A direct contribution of funds
- A rebate of a portion of property taxes paid
- Contributions to the developer for infrastructure development
- An agreement for the MRC to complete infrastructure improvements that are otherwise required as a condition of development approval
- A combination of the above

MRC/City staff will conduct pre-development meetings with the developer/builder/property owner to identify the unique financing needs of each site. Staff will recommend a financing package to the MRC that will contain staff's recommendation on the appropriate form of incentive through negotiations with the developer/builder/property owner for the development of the housing units. The MRC will approve the incentives and the ultimate signing of a development agreement containing those incentives and a commitment by the developer/builder/property owner for the production of the housing units.

A guideline for the amount of incentive is established in this Report accompanying the HURD Plan. This is a guideline only, balancing the needs for administration, incentives, and infrastructure needs.

Existing conditions:

The City of Madras completed a Madras Housing Action Plan¹ in 2018. The Housing Action Plan established goals for housing production over the next five years. These goals included 40 units of housing affordable to low-income households earning less than \$30,360 in 2017 dollars and 75 units of housing affordable to moderate and middle income households who have annual earnings of between \$30,360 and \$60,720 in 2017 dollars. The City of Madras adopted an ordinance to provide Systems Development Charge reductions as a direct result of the findings in the Madras Housing Action Plan. However, additional incentives are necessary to stimulate housing production in Madras. The HURD will provide additional financial tools to encourage development of housing in Madras.

¹ ECONorthwest, *Madras Housing Action Plan* (December 11, 2018).

B. Infrastructure

The MRC may complete infrastructure improvements including but not limited to streets, sidewalks, water, sewer, stormwater, and park projects determined by the MRC to help facilitate housing development and may complete improvements specified in a development agreement that tie the improvements to specific housing development. As these improvements are identified, a minor amendment will be made to the HURD Plan to describe the specific improvement.

Existing conditions:

There are infrastructure needs throughout the HURD as identified in the Section on Existing Conditions of this Report. Some of that infrastructure is needed prior to the construction of housing on adjacent lands. Some of the infrastructure is needed for future capacity needed for overall systems.

C. Public Building Project²

Assist Jefferson County Fire District #1 by providing funds for the expansion to the fire station at the corner of 5th and J Street in the urban renewal area. This project will be funded no sooner than the 10th fiscal year after the HURD is established.

Existing conditions:

The Jefferson County Fire District #1 station is located at 5th and J Street, within the urban renewal area. The Fire District expects future needs for expansion of the station to serve the new housing units being developed as a result of the HURD.

D. Administration

Provide administration of the HURD Plan including but not limited to staff support, financial statements, budget preparation and annual reports pursuant to ORS 457.460.

Existing conditions:

There is no existing administration funding for housing incentive programs as described in the HURD Plan and Report.

² This is a “Public Building Project” as defined by Enrolled HB 2174

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

The total cost estimates for projects are shown in Table 2 below. These costs are shown in both constant 2019\$ (second column), and year of expenditure dollars (third column), which assumes inflation of 3.0% annually. The final column shows costs as a percentage of total project costs. These are estimates only and may be adjusted as the MRC negotiates incentives for projects on an ongoing basis.

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

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

Table 2 - Estimated Cost of Each Project

Project Title	Project Cost 2019\$	Project Cost Year of Expenditure \$	Percentage of Total
Developer Incentives	\$10,469,536	\$19,038,782	49%
<i>Up front Incentives</i>	<i>\$2,207,571</i>	<i>\$3,807,756</i>	10%
<i>Annual Payments</i>	<i>\$4,085,157</i>	<i>\$7,615,513</i>	20%
<i>Infrastructure</i>	<i>\$4,176,808</i>	<i>\$7,615,513</i>	20%
Public Building Project	\$350,705	\$500,000	1%
Infrastructure/Other Capital Projects	\$8,242,524	\$17,173,158	44%
Administration/Financing fees	\$1,389,924	\$2,320,271	6%
TOTAL:	\$20,452,690	\$39,032,211	100%

Source: City of Madras and Tiberius Solutions LLC – The breakout of types of developer incentives are not added in the total project costs.

IV. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2050 are calculated based on projections of the assessed value of development within the HURD and the consolidated tax rate that will apply in the HURD.

A. *Development Assumptions*

Two elements contribute to growth in assessed value: appreciation of existing property value and new construction.

In most situations, Oregon's property tax system allows individual properties to appreciate a maximum amount of 3.0% per year. Most properties achieve that maximum growth rate of 3.0% each year. The analysis in this Report assumes that existing property value will appreciate at 3.0% per year.

The Portland State University Population Research Center's 2015 Coordinated Population Forecast and the Madras Housing Action Plan, completed for the City of Madras in December of 2018 provide the basis for assumptions for new construction used in this Plan:

1. *Number of New Homes.*

The Coordinated Population Forecast estimates that Madras will grow by 1.4% per year. This analysis uses the same assumption, forecasting that the number of housing units citywide will grow by 1.4%. Based on conversations with City staff, the analysis assumes that 70% of these new homes will occur within the HURD boundary. According to City staff, Madras currently has about 2,560 total housing units.

2. *Housing Type.*

The Madras Housing Action Plan includes City Council's goal for new housing development over the next five years:

- 40 housing units affordable to low-income households (20% of total units)
- 75 housing units affordable to moderate- and middle-income households (48%)
- 50 housing units affordable to higher income households (32%)

This analysis assumes that the type of new homes built each year in the HURD will reflect the Housing Goal proportionally.

Table 3 shows the total number of new housing units forecast in the HURD from FYE 2020 through FYE 2050. Note that the first 50 housing units affordable to low-income households in the HURD are assumed to be captured in the two multifamily developments estimated to occur in 2021 and 2026.

Note that the forecast includes fractions of housing units. This is due to the method of proportional allocation from the citywide forecast to the subcategories of housing units with the HURD. This approach is reasonable for the purposes of an abstract, long-term forecast.

The projected housing units by category are:

- 193 affordable to low income households
- 462 affordable to moderate- and middle-income households
- 309 affordable to high-income households

Table 3 - New Housing Madras HURD - FYE 2020 through FYE 2050

Calendar Year	Total New Units - Citywide	Total New Units - HURD	Housing Units by Price		
			Low	Mid	High
2020	36.0	25.2	0.0	12.1	8.1
2021	36.0	25.2	25.0	12.1	8.1
2022	37.0	25.9	0.0	12.4	8.3
2023	37.0	25.9	0.0	12.4	8.3
2024	38.0	26.6	0.0	12.8	8.5
2025	38.0	26.6	25.0	12.8	8.5
2026	39.0	27.3	0.0	13.1	8.7
2027	39.0	27.3	0.0	13.1	8.7
2028	40.0	28.0	0.0	13.4	9.0
2029	41.0	28.7	3.3	13.8	9.2
2030	41.0	28.7	5.7	13.8	9.2
2031	42.0	29.4	5.9	14.1	9.4
2032	42.0	29.4	5.9	14.1	9.4
2033	43.0	30.1	6.0	14.4	9.6
2034	44.0	30.8	6.2	14.8	9.9
2035	44.0	30.8	6.2	14.8	9.9
2036	45.0	31.5	6.3	15.1	10.1
2037	45.0	31.5	6.3	15.1	10.1
2038	46.0	32.2	6.4	15.5	10.3
2039	47.0	32.9	6.6	15.8	10.5
2040	47.0	32.9	6.6	15.8	10.5
2041	48.0	33.6	6.7	16.1	10.8
2042	49.0	34.3	6.9	16.5	11.0
2043	49.0	34.3	6.9	16.5	11.0
2044	50.0	35.0	7.0	16.8	11.2
2045	51.0	35.7	7.1	17.1	11.4
2046	51.0	35.7	7.1	17.1	11.4
2047	52.0	36.4	7.3	17.5	11.6
2048	53.0	37.1	7.4	17.8	11.9
2049	54.0	37.8	7.6	18.1	12.1
2050	54.0	37.8	7.6	18.1	12.1
TOTAL:	1,378.00	964.60	193.00	462.90	308.80

Source: Tiberius Solutions LLC

Note: For housing affordable to low-income households, the first 50 units are assumed to be accommodated in two taxable multifamily developments, with the remaining 143 units assumed to be tax-exempt.

3. Assessed Value of New Homes.

For each home by type in the HURD, this analysis calculated assessed value per unit by applying the applicable changed property ratio to the home’s assumed new real market value. Table 4 below shows the underlying assumptions used to calculate assessed value for each home type.

Table 4 - Assessed Value of New Housing Units

Unit Type	RMV	Land Value ³	Net New RMV	CPR ⁴	AV
Affordable to Low-Income Households	Tax exempt ⁵				
Affordable to Moderate- and Middle-Income Households	\$208,000 ⁶	\$4,660	\$203,340	0.57	\$115,395
Affordable to Higher Income Households	\$245,000 ⁷	\$4,660	\$240,340	0.57	\$136,393
Taxable Multifamily Development	\$125,000	\$0 ⁸	\$125,000	0.91	\$113,500
2021: 25 Units					
2026: 25 Units					

Source: Tiberius Solutions LLC
 Note: All numbers in constant 2019 dollars.

³ Assumed land value equal to total existing real market value in HURD boundary divided by the total HURD acreage.

⁴ Source: Jefferson County Assessor, SAL Table 7a, FYE 2019. Note: The CPR is equal to the ratio of aggregate RMV to assessed value (AV) across Jefferson County for a given property type. This ratio is applied to the RMV of all new development to determine the initial AV of the development. The CPR for each property type is updated by the Jefferson County Assessor each year.

⁵ Assumes the housing units affordable to low-income households will be government-subsidized housing and exempt from property tax.

⁶ Source: Housing Action Plan, median sale price for new homes.

⁷ Source: Conversations with developers indicated this maximum price of a home in Madras.

⁸ Given higher density of multifamily development, existing RMV of land per unit is assumed to be negligible, and therefore not factored into the analysis.

B. Incentive Assumptions

The value of the HURD incentive was modeled to equal seven years of tax revenue received by the HURD for any new taxable development. Based on the estimated consolidated tax rate in the HURD, this incentive is expected to equal about 12.2% of new assessed value for each home. For tax-exempt development, incentives are assumed to equal \$10,000 per unit.

There are three proposed options for how the incentive may be applied to any given development:

1. Lump Sum:

Receive incentive at certificate of occupancy, but only equal to 50% of the total incentive amount.

2. Tax Rebate:

Receive 100% of incentive through equal installment payments over the course of seven years.

3. Infrastructure:

City builds infrastructure improvements required as a condition of development with a cost up to 100% of total incentive. Timing of improvements to be determined by City. This analysis assumes that infrastructure improvements occur on average, three years after certificate of occupancy.

This analysis assumes that incentives will be split evenly among the three options. All incentives will be paid on schedule, with the exception of the estimated final year of the HURD, where all outstanding payments are assumed to be paid in full to enable the HURD to close.

C. Financing Assumptions

The finance plan assumes that through FYE 2030, all available revenue will be spent on developer incentives, administration, and debt service. Beginning in FYE 2031, the financial forecast indicates the HURD will have sufficient resources to begin spending money on other infrastructure projects, in addition to continued developer incentives and administration.

Based on conversations with City staff, the following finance assumptions are used in this financial model. Note that there are infinite versions of financing assumptions that could have been modeled based on the specific needs of the HURD. Ultimately, the MRC will make decisions regarding any future indebtedness as part of the annual budget process, based on more concrete loan terms, with the intention to fund specific projects. Note that borrowing capacity is dependent on exact financing terms.

- Inflation rate: 3.0%
- Line of Credit:
 - Interest rate: 3.0%
 - Annual drawdown in FYE 2021 through FYE 2023, totaling \$450,000

- Repayment: FYE 2024
- Long-term Debt:
 - Minimum debt service coverage ratio required: 1.5 times annual TIF revenue
 - Interest rates for new debt: 5.0%
 - Amortization period: 20 years
 - Timing:
 - First loan: FYE 2024
 - Second loan: FYE 2027

Table 5 shows the incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts, and delinquencies. These projections of growth are the basis for the projections in Table 7, Table 8, Table 9, Table 10, Table 11, and Table 12.

The first year of tax increment collections is anticipated to be fiscal year ending (FYE) 2021. Gross tax increment financing (TIF)⁹ is calculated by multiplying the tax rate times the incremental assessed value used. The tax rate is stated on the basis of dollars per thousand dollars of assessed value, so the calculation is “tax rate times incremental assessed value used divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies, which will not be impacted by this Plan.

Figure 2 shows expected TIF revenues over time, the expected revenue sharing and the projected tax revenues after termination of the HURD.

⁹ TIF is also used to signify tax increment revenues

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

FYE	Assessed Value			Tax Rate	Current Year			Prior Year	Total TIF
	Total Assessed Value	Frozen Base Assessed Value	Increment (Applied)		Gross TIF	Adjustments	Net TIF	Net TIF	
2021	8,582,248	8,345,170	237,078	15.0093	3,558	(178)	3,380		3,380
2022	11,559,356	8,345,170	3,214,186	15.0093	48,243	(2,412)	45,831	51	45,881
2023	17,901,418	8,345,170	9,556,248	15.0093	143,433	(7,172)	136,261	687	136,948
2024	21,396,429	8,345,170	13,051,259	15.0093	195,890	(9,795)	186,096	2,044	188,140
2025	25,085,481	8,345,170	16,740,311	15.0093	251,260	(12,563)	238,697	2,791	241,489
2026	29,067,279	8,345,170	20,722,109	15.0093	311,024	(15,551)	295,473	3,580	299,054
2027	33,265,814	8,345,170	24,920,644	15.0093	374,041	(18,702)	355,339	4,432	359,771
2028	41,473,622	8,345,170	33,128,452	15.0093	497,235	(24,862)	472,373	5,330	477,703
2029	46,330,796	8,345,170	37,985,626	15.0093	570,138	(28,507)	541,631	7,086	548,716
2030	51,546,984	8,345,170	43,201,814	15.0093	648,429	(32,421)	616,008	8,124	624,132
2031	57,139,474	8,345,170	48,794,304	15.0093	732,368	(36,618)	695,750	9,240	704,990
2032	63,021,602	8,345,170	54,676,432	15.0093	820,655	(41,033)	779,622	10,436	790,058
2033	69,299,382	8,345,170	60,954,212	15.0093	914,880	(45,744)	869,136	11,694	880,830
2034	75,897,572	8,345,170	67,552,402	15.0093	1,013,914	(50,696)	963,219	13,037	976,256
2035	82,928,893	8,345,170	74,583,723	15.0093	1,119,449	(55,972)	1,063,477	14,448	1,077,925
2036	90,457,981	8,345,170	82,112,811	15.0093	1,232,456	(61,623)	1,170,833	15,952	1,186,785
2037	98,364,625	8,345,170	90,019,455	15.0093	1,351,129	(67,556)	1,283,573	17,563	1,301,135
2038	106,773,277	8,345,170	98,428,107	15.0093	1,477,337	(73,867)	1,403,470	19,254	1,422,724
2039	115,598,303	8,345,170	107,253,133	15.0093	1,609,794	(80,490)	1,529,305	21,052	1,550,357
2040	124,993,800	8,345,170	116,648,630	15.0093	1,750,814	(87,541)	1,663,274	22,940	1,686,213
2041	134,967,958	8,345,170	126,622,788	15.0093	1,900,519	(95,026)	1,805,493	24,949	1,830,443
2042	145,428,525	8,345,170	137,083,355	15.0093	2,057,525	(102,876)	1,954,649	27,082	1,981,731
2043	156,549,179	8,345,170	148,204,009	15.0093	2,224,438	(111,222)	2,113,217	29,320	2,142,536
2044	168,360,399	8,345,170	160,015,229	15.0093	2,401,717	(120,086)	2,281,631	31,698	2,313,329
2045	180,739,751	8,345,170	172,394,581	15.0093	2,587,522	(129,376)	2,458,146	34,224	2,492,370
2046	193,848,238	8,345,170	185,503,068	15.0093	2,784,271	(139,214)	2,645,058	36,872	2,681,930
2047	207,722,444	8,345,170	199,377,274	15.0093	2,992,513	(149,626)	2,842,888	39,676	2,882,564
2048	222,254,907	8,345,170	213,909,737	15.0093	3,210,635	(160,532)	3,050,104	42,643	3,092,747
2049	237,651,027	8,345,170	229,305,857	15.0093	3,441,720	(172,086)	3,269,634	45,752	3,315,386
2050	253,960,069	8,345,170	245,614,899	15.0093	3,686,508	(184,325)	3,502,182	49,045	3,551,227
Totals					42,353,419	(2,117,671)	40,235,748	551,003	40,786,751

Source: Tiberius Solutions, LLC

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

Table 6 shows a summary of the financial capacity of the HURD, including how the total TIF revenue translates to the ability to fund urban renewal projects in constant 2019 dollars in five-year increments. Table 7, Table 8, and Table 9, show more detailed tables on the allocation of tax revenues to projects, programs, and administration over time.

The HURD is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the HURD in FYE 2050, which would result in a 30-year urban renewal plan. The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is stronger than projected, it may take a shorter time period. These assumptions show one scenario for financing and that this scenario is financially feasible.

The maximum indebtedness is \$39,100,000 (Thirty-Nine Million One Hundred Thousand Dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$39,100,000 is \$40,786,751 and is made up of revenues from the division of taxes from permanent rate levies. This number includes interest on the line of credit and other debt incurred to operate the HURD. Interest is not included as part of the Maximum Indebtedness of an urban renewal area.

The financial analysis projects capacity of funding for projects in five-year increments as shown below in Table 4.

Table 6 - TIF Capacity of the HURD

Gross TIF (YOES)	\$42,400,000
Net TIF	\$40,800,000
Maximum Indebtedness (YOES)	\$39,100,000
Capacity (2019\$)	\$20,500,000
Years 1-5	\$1,200,000
Years 6-10	\$1,800,000
Years 11-15	\$2,700,000
Years 16-20	\$3,400,000
Years 21-25	\$4,800,000
Years 26-30	\$6,500,000

Source: Tiberius Solutions, LLC

This financial analysis shows borrowings as identified in Table 7, Table 8, and Table 9. These are only one scenario for how the MRC may decide to implement this Plan, and this scenario is financially feasible. The MRC may decide to do borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings paid off at the termination of the District in FYE 2050.

Table 7 - Tax Increment Revenues and Allocations to Debt Service, page 1

	Total	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029
Resources										
Beginning Balance										
Proceeds from Refunding - LOC Share	450,000				450,000					
TIF: Current Year	40,235,748	3,380	45,831	136,261	186,096	238,697	295,473	355,339	472,373	541,631
TIF: Prior Years	551,003		51	687	2,044	2,791	3,580	4,432	5,330	7,086
Total Resources	41,236,751	3,380	45,881	136,948	638,140	241,489	299,054	359,771	477,703	548,716
Expenditures										
Debt Service										
Scheduled Payments										
Loan A	(2,086,307)				(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)
Loan B	(2,567,763)							(128,388)	(128,388)	(128,388)
Line of Credit - Interest	(25,800)		(3,600)	(8,700)	(13,500)					
Line of Credit - Principal	(450,000)				(450,000)					
Total Debt Service, Scheduled Only	(4,679,870)	-	(3,600)	(8,700)	(117,815)	(104,315)	(104,315)	(232,704)	(232,704)	(232,704)
Total Debt Service	(5,129,870)	-	(3,600)	(8,700)	(567,815)	(104,315)	(104,315)	(232,704)	(232,704)	(232,704)
Debt Service Coverage Ratio		15.74	1.60	2.31	2.87	1.55	2.05	2.36	2.68	3.03
Transfer to URA Projects Fund	(36,106,881)	(3,380)	(42,281)	(128,248)	(70,324)	(137,173)	(194,738)	(127,068)	(245,000)	(316,013)
Total Expenditures	(41,236,751)	(3,380)	(45,881)	(136,948)	(638,140)	(241,489)	(299,054)	(359,771)	(477,703)	(548,716)
Ending Balance		-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions LLC

Table 8 - Tax Increment Revenues and Allocations to Debt Service. page 2

	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040
Resources											
Beginning Balance											
Proceeds from Refunding - LOC Share											
TIF: Current Year	616,008	695,750	779,622	869,136	963,219	1,063,477	1,170,833	1,283,573	1,403,470	1,529,305	1,663,274
TIF: Prior Years	8,124	9,240	10,436	11,694	13,037	14,448	15,952	17,563	19,254	21,052	22,940
Total Resources	624,132	704,990	790,058	880,830	976,256	1,077,925	1,186,785	1,301,135	1,422,724	1,550,357	1,686,213
Expenditures											
Debt Service											
Scheduled Payments											
Loan A	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)	(104,315)
Loan B	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)
Line of Credit - Interest											
Line of Credit - Principal											
Total Debt Service, Scheduled Only	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)
Total Debt Service	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)	(232,704)
Debt Service Coverage Ratio	3.40	3.79	4.20	4.63	5.10	5.59	6.11	6.66	7.25	7.87	8.52
Transfer to URA Projects Fund	(391,429)	(472,287)	(557,355)	(648,127)	(743,552)	(845,222)	(954,082)	(1,068,432)	(1,190,020)	(1,317,653)	(1,453,510)
Total Expenditures	(624,132)	(704,990)	(790,058)	(880,830)	(976,256)	(1,077,925)	(1,186,785)	(1,301,135)	(1,422,724)	(1,550,357)	(1,686,213)
Ending Balance	-	-	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions LLC

Table 9 - Tax Incremental Revenues and Allocations to Debt Service, page 3

	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050
Resources										
Beginning Balance										
Proceeds from Refunding - LOC Share										
TIF: Current Year	1,805,493	1,954,649	2,113,217	2,281,631	2,458,146	2,645,058	2,842,888	3,050,104	3,269,634	3,502,182
TIF: Prior Years	24,949	27,082	29,320	31,698	34,224	36,872	39,676	42,643	45,752	49,045
Total Resources	1,830,443	1,981,731	2,142,536	2,313,329	2,492,370	2,681,930	2,882,564	3,092,747	3,315,386	3,551,227
Expenditures										
Debt Service										
Scheduled Payments										
Loan A	(104,315)	(104,315)	(104,315)							
Loan B	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)				
Line of Credit - Interest										
Line of Credit - Principal										
Total Debt Service, Scheduled Only	(232,704)	(232,704)	(232,704)	(128,388)	(128,388)	(128,388)	-	-	-	-
Total Debt Service	(232,704)	(232,704)	(232,704)	(128,388)	(128,388)	(128,388)	-	-	-	-
Debt Service Coverage Ratio	9.21	18.02	19.41	20.89						
Transfer to URA Projects Fund	(1,597,739)	(1,749,028)	(1,909,833)	(2,184,941)	(2,363,982)	(2,553,542)	(2,882,564)	(3,092,747)	(3,315,386)	(3,551,227)
Total Expenditures	(1,830,443)	(1,981,731)	(2,142,536)	(2,313,329)	(2,492,370)	(2,681,930)	(2,882,564)	(3,092,747)	(3,315,386)	(3,551,227)
Ending Balance	-	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions LLC

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for providing incentives and construction of infrastructure will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the MRC as shown in the following three tables. Annual expenditures for program administration are also shown.

The HURD is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the HURD in FYE 2050, a 30-year program.

The amount of money available for projects in the HURD including administrative expenses is \$20,452,690 in constant 2019 dollars.

Table 10, Table 11, and Table 12 show the \$20,4452,690 of project costs in 2019 constant dollars inflated 3.0% annually over the life of the HURD, totaling \$39,032,211 in year of expenditure dollars.

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

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

Table 10 - Programs and Costs in Year of Expenditure Dollars, Page 1

	Total	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029
Resources										
Beginning Balance			6,272	1,495	6,481	476,702	279,592	113,170	1,319,989	1,143,192
Interest Earnings	25,330		31	7	32	2,384	1,398	566	6,600	5,716
Transfer from TIF Fund	36,106,881	3,380	42,281	128,248	70,324	137,173	194,738	127,068	245,000	316,013
Bond/Loan Proceeds - After LOC	2,450,000				850,000			1,600,000		
Line of Credit Proceeds	450,000	120,000	170,000	160,000						
Other										
Total Resources	39,032,211	123,380	218,585	289,750	926,838	616,260	475,728	1,840,803	1,571,589	1,464,921
Expenditures (YOE \$)										
Developer Incentives - Up Front	(3,807,756)	(53,952)	(118,614)	(58,654)	(60,415)	(64,012)	(65,931)	(142,593)	(71,588)	(75,798)
Developer Incentives - Annual Payments	(7,615,513)	(15,415)	(49,304)	(66,063)	(83,324)	(101,613)	(120,451)	(161,192)	(166,230)	(153,997)
Developer Incentives - Infrastructure	(7,615,513)	-	-	(107,904)	(237,227)	(117,308)	(120,831)	(128,024)	(131,862)	(285,185)
Public Project	(500,000)									
Other Capital Projects	(17,173,158)									
Financing Fees	(49,000)				(17,000)			(32,000)		
Administration	(2,271,271)	(47,741)	(49,172)	(50,648)	(52,169)	(53,735)	(55,346)	(57,006)	(58,716)	(60,476)
Total Expenditures	(39,032,211)	(117,108)	(217,090)	(283,269)	(450,135)	(336,668)	(362,559)	(520,814)	(428,397)	(575,456)
Ending Balance		6,272	1,495	6,481	476,702	279,592	113,170	1,319,989	1,143,192	889,465

Source: Tiberius Solutions, LLC

Table 11 - Programs and Costs in Year of Expenditure Dollars, Page 2

	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040
Resources											
Beginning Balance	889,465	829,813									
Interest Earnings	4,447	4,149									
Transfer from TIF Fund	391,429	472,287	557,355	648,127	743,552	845,222	954,082	1,068,432	1,190,020	1,317,653	1,453,510
Bond/Loan Proceeds - After LOC											
Line of Credit Proceeds											
Other											
Total Resources	1,285,341	1,306,249	557,355	648,127	743,552	845,222	954,082	1,068,432	1,190,020	1,317,653	1,453,510
Expenditures (YOE \$)											
Developer Incentives - Up Front	(87,751)	(96,084)	(101,307)	(104,349)	(109,701)	(116,366)	(119,854)	(125,877)	(129,655)	(136,542)	(143,601)
Developer Incentives - Annual Payments	(162,311)	(172,502)	(183,158)	(194,134)	(184,737)	(197,530)	(210,118)	(221,011)	(230,602)	(240,670)	(251,885)
Developer Incentives - Infrastructure	(143,177)	(151,595)	(175,502)	(192,169)	(202,613)	(208,698)	(219,403)	(232,731)	(239,708)	(251,754)	(259,311)
Public Project		(500,000)									
Other Capital Projects		(321,910)	(31,306)	(89,408)	(176,390)	(250,416)	(330,331)	(412,204)	(511,147)	(607,412)	(714,999)
Financing Fees											
Administration	(62,289)	(64,157)	(66,083)	(68,067)	(70,110)	(72,212)	(74,376)	(76,608)	(78,908)	(81,275)	(83,714)
Total Expenditures	(455,528)	(1,306,249)	(557,355)	(648,127)	(743,552)	(845,222)	(954,082)	(1,068,432)	(1,190,020)	(1,317,653)	(1,453,510)
Ending Balance	829,813	-	-	-	-	-	-	-	-	-	-

Tiberius Solutions, LLC

Table 12 - Programs and Costs in Year of Expenditure Dollars, Page 3

	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050
Resources										
Beginning Balance										
Interest Earnings										
Transfer from TIF Fund	1,597,739	1,749,028	1,909,833	2,184,941	2,363,982	2,553,542	2,882,564	3,092,747	3,315,386	3,551,227
Bond/Loan Proceeds - After LOC										
Line of Credit Proceeds										
Other										
Total Resources	1,597,739	1,749,028	1,909,833	2,184,941	2,363,982	2,553,542	2,882,564	3,092,747	3,315,386	3,551,227
Expenditures (YOE \$)										
Developer Incentives - Up Front	(147,909)	(155,707)	(164,091)	(169,015)	(177,158)	(185,639)	(191,205)	(201,242)	(211,412)	(221,733)
Developer Incentives - Annual Payments	(262,801)	(274,042)	(286,681)	(299,006)	(312,578)	(326,606)	(340,207)	(355,445)	(371,361)	(1,620,539)
Developer Incentives - Infrastructure	(273,085)	(287,203)	(295,818)	(311,415)	(328,182)	(338,030)	(354,316)	(371,278)	(382,410)	(1,268,776)
Public Project										
Other Capital Projects	(827,720)	(943,263)	(1,071,767)	(1,311,284)	(1,449,017)	(1,603,308)	(1,893,879)	(2,058,739)	(2,240,979)	(327,679)
Financing Fees										
Administration	(86,225)	(88,812)	(91,476)	(94,221)	(97,047)	(99,959)	(102,956)	(106,043)	(109,224)	(112,500)
Total Expenditures	(1,597,739)	(1,749,028)	(1,909,833)	(2,184,941)	(2,363,982)	(2,553,542)	(2,882,564)	(3,092,747)	(3,315,386)	(3,551,227)
Ending Balance	-	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions, LLC

VII. REVENUE SHARING

Revenue sharing means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in tax revenue in the HURD. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (\$3,910,000). At the 10% threshold, the MRC will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold, and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness (\$4,887,500). If this threshold is met, revenue for the HURD would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

Revenue sharing targets are not projected to be reached during the anticipated 30-year duration of the HURD. If assessed value in the HURD grows more quickly than projected, the revenue sharing triggers could be reached during the life of the HURD.

VIII. IMPACT OF THE TAX INCREMENT FINANCING

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

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the HURD. These projections are for impacts estimated through FYE 2050 and are shown in Table 13 and Table 14.

The Madras 509J School District and the Jefferson County Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level.

Table 13 and Table 14 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 13 shows the general government levies, and Table 14 shows the education levies.

As this Report accompanies a Plan with a Public Building Project as defined by enrolled HB 2174 it requires a special approval known as concurrence. HB 2174 defines concurrence as “concurrence (approval) of at least three of the four taxing districts that are estimated to forgo the most property tax revenue as computed in the report accompanying the proposed plan. The question of concurrence shall be determined by a vote of the governing body of each of the four taxing districts.” The four taxing districts with the greatest estimated impacts for this Plan are the Madras School District (\$12,465,131), the City of Madras (\$11,212,667), Jefferson County (\$9,690,905), and Jefferson County Fire District #1 (\$3,219,343). The districts whose approval is required for concurrence are indicated with a * in Table 13 and Table 14. As noted in the ordinance adopting the Plan, concurrence from Jefferson county, City of Madras and the Madras School District was received prior to the adoption of the ordinance approving the Madras Housing Urban Renewal District Plan.

Table 13 - Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	Jefferson County*	City of Madras*	Jefferson County Fire District #1*	MAC Recreation District	Jefferson County Library District	Subtotal
2021	(803)	(929)	(267)	(56)	(98)	(2,154)
2022	(10,901)	(12,613)	(3,621)	(764)	(1,329)	(29,230)
2023	(32,539)	(37,648)	(10,809)	(2,281)	(3,968)	(87,246)
2024	(44,702)	(51,721)	(14,850)	(3,134)	(5,451)	(119,858)
2025	(57,378)	(66,388)	(19,061)	(4,022)	(6,997)	(153,846)
2026	(71,055)	(82,213)	(23,605)	(4,981)	(8,665)	(190,519)
2027	(85,481)	(98,905)	(28,397)	(5,992)	(10,425)	(229,200)
2028	(113,502)	(131,325)	(37,706)	(7,957)	(13,842)	(304,331)
2029	(130,375)	(150,847)	(43,311)	(9,140)	(15,899)	(349,572)
2030	(148,293)	(171,580)	(49,263)	(10,396)	(18,084)	(397,617)
2031	(167,505)	(193,809)	(55,646)	(11,743)	(20,427)	(449,129)
2032	(187,717)	(217,195)	(62,360)	(13,159)	(22,892)	(503,324)
2033	(209,285)	(242,149)	(69,525)	(14,671)	(25,522)	(561,152)
2034	(231,958)	(268,382)	(77,057)	(16,261)	(28,287)	(621,945)
2035	(256,114)	(296,332)	(85,082)	(17,954)	(31,233)	(686,716)
2036	(281,979)	(326,259)	(93,674)	(19,767)	(34,388)	(756,067)
2037	(309,149)	(357,694)	(102,700)	(21,672)	(37,701)	(828,916)
2038	(338,038)	(391,120)	(112,297)	(23,697)	(41,224)	(906,377)
2039	(368,364)	(426,208)	(122,371)	(25,823)	(44,922)	(987,688)
2040	(400,643)	(463,556)	(133,095)	(28,086)	(48,859)	(1,074,239)
2041	(434,912)	(503,206)	(144,479)	(30,488)	(53,038)	(1,166,123)
2042	(470,858)	(544,797)	(156,420)	(33,008)	(57,421)	(1,262,505)
2043	(509,065)	(589,004)	(169,113)	(35,687)	(62,081)	(1,364,949)
2044	(549,645)	(635,956)	(182,594)	(38,532)	(67,030)	(1,473,756)
2045	(592,186)	(685,176)	(196,725)	(41,514)	(72,217)	(1,587,819)
2046	(637,225)	(737,288)	(211,688)	(44,671)	(77,710)	(1,708,582)
2047	(684,895)	(792,444)	(227,524)	(48,013)	(83,523)	(1,836,400)
2048	(734,835)	(850,226)	(244,114)	(51,514)	(89,613)	(1,970,302)
2049	(787,734)	(911,431)	(261,687)	(55,222)	(96,065)	(2,112,139)
2050	(843,769)	(976,266)	(280,302)	(59,150)	(102,898)	(2,262,386)
TOTAL:	(9,690,905)	(11,212,667)	(3,219,343)	(679,355)	(1,181,809)	(25,984,087)

Source: Tiberius Solutions LLC

Table 14 - Projected Impact on Taxing District Permanent Rate Levies – Education

FYE	Central Oregon Community College	Madras School District*	Jefferson County ESD	Subtotal Education	Total All
2021	(140)	(1,033)	(54)	(1,227)	(3,381)
2022	(1,896)	(14,022)	(733)	(16,652)	(45,881)
2023	(5,661)	(41,854)	(2,188)	(49,702)	(136,948)
2024	(7,777)	(57,499)	(3,006)	(68,281)	(188,140)
2025	(9,982)	(73,803)	(3,858)	(87,643)	(241,489)
2026	(12,361)	(91,396)	(4,778)	(108,535)	(299,054)
2027	(14,871)	(109,952)	(5,748)	(130,571)	(359,771)
2028	(19,746)	(145,994)	(7,632)	(173,372)	(477,703)
2029	(22,681)	(167,697)	(8,767)	(199,145)	(548,716)
2030	(25,798)	(190,745)	(9,972)	(226,515)	(624,132)
2031	(29,140)	(215,457)	(11,263)	(255,861)	(704,990)
2032	(32,657)	(241,455)	(12,623)	(286,735)	(790,058)
2033	(36,409)	(269,197)	(14,073)	(319,678)	(880,830)
2034	(40,353)	(298,360)	(15,597)	(354,311)	(976,256)
2035	(44,555)	(329,432)	(17,222)	(391,210)	(1,077,925)
2036	(49,055)	(362,702)	(18,961)	(430,718)	(1,186,785)
2037	(53,782)	(397,649)	(20,788)	(472,219)	(1,301,135)
2038	(58,807)	(434,809)	(22,731)	(516,347)	(1,422,724)
2039	(64,083)	(473,816)	(24,770)	(562,668)	(1,550,357)
2040	(69,699)	(515,336)	(26,940)	(611,974)	(1,686,213)
2041	(75,660)	(559,415)	(29,245)	(664,319)	(1,830,443)
2042	(81,914)	(605,651)	(31,662)	(719,226)	(1,981,731)
2043	(88,560)	(654,796)	(34,231)	(777,587)	(2,142,536)
2044	(95,620)	(706,993)	(36,960)	(839,573)	(2,313,329)
2045	(103,021)	(761,711)	(39,820)	(904,552)	(2,492,370)
2046	(110,856)	(819,644)	(42,849)	(973,348)	(2,681,930)
2047	(119,149)	(880,961)	(46,054)	(1,046,164)	(2,882,564)
2048	(127,837)	(945,197)	(49,412)	(1,122,445)	(3,092,747)
2049	(137,039)	(1,013,239)	(52,969)	(1,203,247)	(3,315,386)
2050	(146,788)	(1,085,316)	(56,737)	(1,288,841)	(3,551,227)
TOTAL:	\$(1,685,897)	\$(12,465,131)	\$(651,643)	\$(14,802,666)	\$(40,786,751)

Source: Tiberius Solutions LLC

Please refer to the explanation of the schools funding in the preceding section

Table 15 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2051.

The Frozen Base is the total assessed value of the HURD established by the county assessor at the time the HURD is established. Excess Value is the increased assessed value in the urban renewal area above the Frozen Base.

Table 15 - Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Tax Rate	From Frozen Base	From Excess Value	Total
General Government				
Jefferson County	3.5662	29,760	937,370	967,130
City of Madras	4.1262	34,434	1,084,565	1,118,999
Jefferson County Fire District #1	1.1847	9,886	311,396	321,282
MAC Recreation District	0.25	2,086	65,713	67,799
Jefferson County Library District	0.4349	3,629	114,314	117,943
Subtotal	9.562	79,795	2,513,358	2,593,153
Education				
Central Oregon Community College	0.6204	5,177	163,071	168,248
SD 509J	4.5871	38,281	1,205,712	1,243,993
Jefferson County ESD	0.2398	2,002	63,031	65,033
Subtotal	5.4473	45,460	1,431,814	1,477,274
TOTAL:	15.0093	125,255	3,945,172	4,070,427

Source: Tiberius Solutions LLC

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

State law limits the percentage of both a municipality’s total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base (assumed to be FYE 2019 values), including all real, personal, manufactured, and utility properties in the HURD, is projected to be \$8,345,170. The Jefferson County Assessor will set the frozen base once the HURD is adopted.

The assessed value information for the City of Madras, the Madras Urban Renewal Area and the Excess Value are from the Jefferson County SAL 4a reports for FYE 2019. As noted on the prior page, the Frozen Base is the total assessed value of an urban renewal area established by the county assessor at the time the urban renewal area is established. Excess Value is the increased assessed value of an urban renewal area above the Frozen Base.

- The total assessed value of the City of Madras in FYE 2019 is \$377,636,828.
- The excess value in the existing Madras Urban Renewal Area is \$30,416,094.
- The frozen base of the existing Madras Urban Renewal Area is \$41,853,156.
- The projected frozen base of the HURD is \$8,345,170.
- The percentage of assessed value in the urban renewal areas is 14.46%, below the 25% threshold.

The urban renewal areas in Madras must also comply with the 25% of total acreage requirement of ORS 457. The acreage information comes from the City of Madras.

- The HURD contains 701.5¹⁰ acres, including public rights-of-way.
- The City of Madras contains 4,558 acres.
- The existing Madras Urban Renewal Area is 308.29 acres.
- This puts 22.15% of the City’s acreage in an urban renewal area, which is below the 25% threshold.

Table 16 - Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Assessed Value	Acreage
Madras Urban Renewal Area frozen base	\$41,853,156	308.29
HURD estimated frozen base	\$8,345,170	701.5
Total in Urban Renewal	\$50,198,326	1,009.79
City of Madras	\$377,636,828	4,558*
Excess Value	\$30,416,094	
Amount on which to calculate 25%	\$347,220,734	
25% limitation	86,805,183	1,139.50
Percent in urban renewal	14.46%	22.15%

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Madras and Jefferson County Department of Assessment and Taxation (FYE 2019) * Includes airport annexation.

¹⁰ The 701.5 acre calculation is from the legal description for the HURD.

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

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

A. Physical Conditions

1. Land Use

The HURD measures 701.5¹¹ total acres in size, which is composed of 106 individual parcels encompassing 606.22 acres, and an additional 95.28 acres in public rights-of-way. An analysis of FYE 2018-2019 property classification data from the Jefferson County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Residential uses account for the most prevalent land use within the HURD (82%). This was followed by Tract (11%). Detailed land use designations in the HURD can be seen in Table 17.

Table 17 - Land Use in the HURD

Land Use	Parcels	Acreage	Percent of Acreage
Residential	89	496.7	81.93%
Exempt	5	45.34	7.48%
Tract	12	64.18	10.59%
TOTAL:	106	606.22	100.00%

Source: Compiled by Elaine Howard Consulting, LLC with data from the City of Madras using the Jefferson County Department of Assessment and Taxation database (FY 2018-2019)

2. Zoning and Comprehensive Plan Designations

The most prevalent zoning and comprehensive plan designation by acreage in the HURD is Single-Family Residential (R1) at 68%. The second most prevalent zoning and comprehensive plan designation in the HURD is Planned Residential Development (R3) is at 18%. Detailed comprehensive plan designations in the Area can be seen in Table 18.

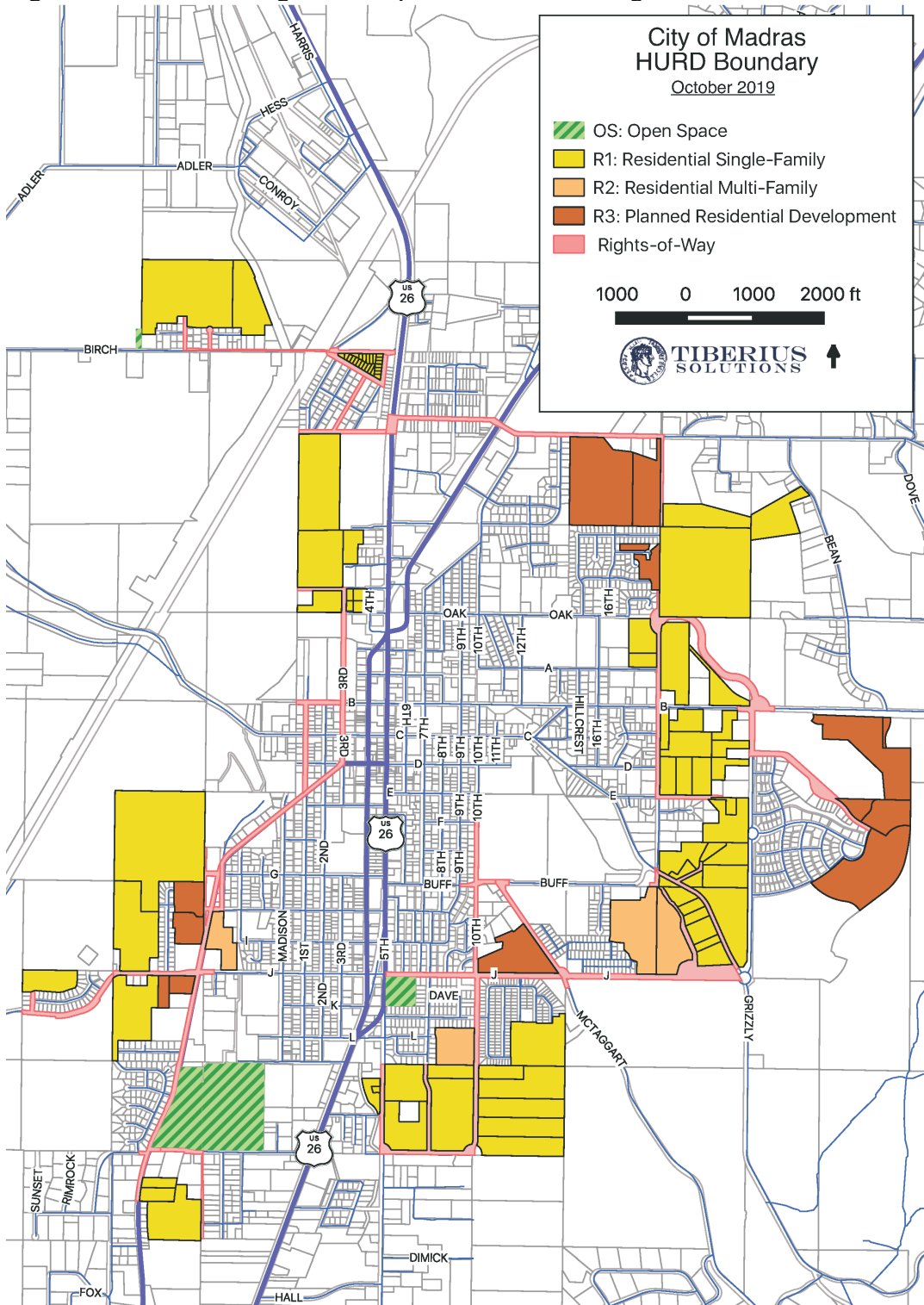
Table 18 – Zoning and Comprehensive Plan Designations in the HURD

Zoning and Comprehensive Plan Designation	Parcels	Acreage	Percent of Acreage
Single Family Residential	85	414.31	68.34%
Planned Residential Development	13	110.78	18.27%
Open Space	4	44.69	7.37%
Multi-Family Residential	4	36.41	6.01%
TOTAL:	106	606.22	100.00%

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

¹¹ The 701.5 acre calculation is from the legal description for the HURD.

Figure 2 – HURD Zoning and Comprehensive Plan Designations



Source: Tiberius Solutions LLC with information from the City of Madras

B. Infrastructure

This section identifies the existing conditions in the HURD to assist in **establishing blight in the ordinance adopting the urban renewal plan.** There are projects listed in several City of Madras’ infrastructure master plans that relate to these existing conditions. **This does not mean that all of these projects are included in the urban renewal plan.** The specific projects that are included in the Plan are listed in Sections II and III of this Report.

1. Transportation

The projects listed in Table 19 are capital projects in the HURD from the City of Madras Transportation System Plan:

Table 19 - Transportation Projects in the HURD, page 1

Project Name	Description	Estimate
Marigold Street Extension	Extend Marigold Street from Kinkade to Bean Drive	\$2,000,000
Buff Street Extension	Extend Buff Street to Grizzly Road	\$430,000
Fairgrounds Road Eastern Extension	Extend Fairgrounds Road to 10th Street Extension	\$2,300,000
Hall Street-Fairgrounds Road Connection	Construct new roadway to connect Hall Road Extension to Fairgrounds Road	\$2,100,000
Southern Bean Drive Extension	Extend Bean Drive from B Street to Yarrow Master Plan Area	\$4,000,000
Claremount (City View) Drive Improvement	Improve Claremount (City View) between B Street and Future Kinkade/Oak Intersection	\$1,600,000
16th Street Extension	Extend 16th Street from Loucks Road to Cedar Street Extension	\$880,000
E/W Minor Collector	New Minor Collector between Kinkade Road and 16th Street Extension	\$500,000
Kinkade Road Extension	Extend Kinkade Drive from B Street to Loucks Drive	\$2,400,000
10th Street Extension	Extend 10th Street to Fairground Road Extension	\$2,200,000
Fairgrounds Road to 2nd Street Connection	Construct a roadway connecting Fairgrounds Road and 2nd Street	\$1,300,000
Central Concept Area Connecting Roads	Construct Roadways connecting Lee Street, US 26 and Poplar Street int eh Central Concept Area	\$2,300,000

Source: Madras Transportation Systems Plan

Table 20 - Transportation Projects in the HURD, page 2

Project Name	Description	Estimate
Poplar Street Extension	Extend Poplar Street from 4th Street to the Central Concept Area Connection Roads	\$950,000
Jefferson Street Realignment	Realign Jefferson Street to Connect with Lee Street	\$2,000,000
Kinkade Road Extension	Extend Kinkade Road from Grizzly Road to J Street	\$1,400,000
Road Extension from Lee to Birch	Construct a roadway extension between Lee Street and Birch Land and improve connectivity between central and north Madras	\$2,000,000
Realign 10th Street with McTaggart Road	Realign 10th Street to align with Buff/McTaggart Road intersection. A portion of the existing 10th Street alignment may be vacated or repurposed	\$750,000
Extend Oak Street from eastern terminus to Kinkade	Construct road to Minor Collector Standards	\$600,000
Extend E Street to City View Street/Yarrow Avenue	Construct Road to Minor Collector Standards	\$800,000
Culver Hwy/Fairgrounds Road	Eliminate Intersection Skew Angle	\$500,000
SE 10th Street, Buff Street/McTaggart Road	Construct intersection improvement that connects SE 10th Street, Buff Street and McTaggart Road	\$1,500,000
J Street/McTaggart Road	Construct Intersection Improvement at J Street and McTaggart Road	\$1,500,000
US 26/Lee Street Concept Area Intersection Enhancements	Upgrade intersection to address capacity needs for Concept Area	\$750,000
City View/B Street	Construct Intersection Improvement at City View Drive and B Street	\$1,500,000
Loucks Road/Kinkade	Construct Intersection Improvement at Loucks and Kinkade	\$1,500,000
US 97/Loucks Road Realignment	Reconfigure intersection to eliminate existing alignment issue for vehicles westbound on Loucks Road	\$500,000
J Street/Culver Hwy	Consider long term capacity enhancements	\$300,000

Source: Madras Transportation Systems Plan

Table 21 - Transportation Projects in the HURD, page 3

Project Name	Description	Estimate
J Street/10th Street	Construct intersection improvement at J Street and 10th Street	\$1,500,000
City View Drive/Kinkade Road	Construct Intersection improvement at City View Drive and Kinkade Road	\$1,500,000
H Street/Culver Highway	Consider long term capacity enhancements	\$300,000
Hoffman/Harris Trail Section	6300 linear feet of multiuse path around and through Subdivision over to McTaggart	\$1,260,000
CityView to Grizzly Trail	2200 linear feet of multiuse path from City View to E and City View to Grizzly	\$440,000
Kinkade Trail	2600 linear feet of multiuse path from Oak Street to Loucks along Kinkade	\$520,000
West Concept Commercial Trail	5000 linear feet of multiuse path from Birch to Willow Creek	\$1,000,000
Culver Hwy Walk	15000 linear feet of sidewalk installation from Madison Street to Fairgrounds road	\$1,800,000
J Street Sidewalk	2500 linear feet of Sidewalk on J Street from McTaggart to Grizzly	\$300,000
McTaggart Walk	1600 linear feet of sidewalk on McTaggart from J Street to Buff Street	\$192,000

Source: Madras Transportation Systems Plan

2. Stormwater

There are no stormwater projects identified in City plans within the HURD Plan Area.

3. Wastewater

The wastewater projects in the HURD from the City of Madras' Sanitary Sewer Master Plan.

Table 22 - Wastewater Projects in HURD

Project Name	Description	Estimate
Mountain View/Sky Ridge Sewer	Extend Public Sewer in the Mountain View/Sky Ridge Subdivision (portion)	\$1,139,000
Willow Creek North Sewer Extension	Extend Public Sewer from J Street to Buff and Grizzly and along Grizzly	\$550,000
Eldorado Estates/The Ridge Sewer Extension	Extend Public Sewer to serve Eldorado Estates and the Ridge Subdivision (now referred to as Hoffman/Harris Subdivision) along 10th Street from Tracie to Fairgrounds	\$456,000
Willow Brook Pump Station	Replace pump station and increase capacity to serve 150 plus lot Willowbrook Subdivision	\$500,000

Source: City of Madras

4. *Water*

The water projects in the HURD from the City of Madras' Water Master Plan.

Table 23 - Water Projects in HURD

Project Name	Description	Estimate
3rd Street Water	Extends an 8" Waterline from 3rd and B Street 390 feet to the north. Replaces services and adds a fire hydrant	\$100,000

Source: City of Madras

5. *Parks*

The parks projects in the HURD from the City of Madras' Park Master Plan.

Table 24 - Parks Projects in HURD

Project Name	Description	Estimate
Hoffman Park	6 acre park dedication to be improved	\$1,800,000
Dog Park	Add a dog park (location to be determined)	\$156,000

Source: City of Madras

C. Social Conditions

According to the US Census Bureau, American Community Survey 2013-2017 Five Year Estimates. As the HURD is situated over many areas of the City of Madras, the following data represents the City of Madras as a whole. It is understood that the majority of parcels in the HURD are presently vacant, so there are few residents presently in the HURD.

In the City of Madras, 74% of the residents are white.

Table 25 - Race in Madras

Race	Number	Percent
White a	4,856	74.11%
Black or African American	63	0.96%
American Indian and Alaska Native	379	5.78%
Asian	87	1.33%
Native Hawaiian and Other Pacific Islander	9	0.14%
Some other race	1,060	16.18%
Two or more races	98	1.50%
TOTAL:	6,552	100%

Source: American Community survey 2013-17 Five Year Estimates

The most common age bracket in Madras is between 35 and 44 years at 15%.

Table 26 - Age in Madras

Age	Number	Percent
Under 5 years	560	8.55%
5 to 9 years	524	8.00%
10 to 14 years	391	5.97%
15 to 17 years	298	4.55%
18 to 24 years	709	10.82%
25 to 34 years	911	13.90%
35 to 44 years	995	15.19%
45 to 54 years	714	10.90%
55 to 64 years	728	11.11%
65 to 74 years	419	6.39%
75 to 84 years	191	2.92%
85 years and over	112	1.71%
TOTAL:	6,552	100.01%

Source: American Community survey 2013-17 Five Year Estimates

In the block groups representing the City of Madras, 12% of adult residents have earned a bachelor’s degree or higher. Another 32% have some college education or an Associate’s degree a degree, and another 32% have graduated from high school with no college experience.

Table 27 - Educational Attainment in Madras

Educational Attainment	Number	Percent
Less than high school	963	23.66%
High school graduate (includes equivalency)	1,301	31.97%
Some college	947	23.27%
Associate's degree	355	8.72%
Bachelor's degree	378	9.29%
Master's degree	119	2.92%
Professional school degree	0	0.00%
Doctorate degree	7	0.17%
TOTAL:	4,070	100%

Source: American Community survey 2013-17 Five Year Estimates

The most common travel time to work class was less than 10 minutes, with 37% of journeys being in this class. This was followed by the 10 to 19 minutes travel time class, which represented 25% of journeys.

Table 28 - Travel Time to Work in Madras

Travel Time	Number	Percent
Less than 10 minutes	871	37.17%
10 to 19 minutes	597	25.48%
20 to 29 minutes	312	13.32%
30 to 39 minutes	177	7.55%
40 to 59 minutes	256	10.93%
60 to 89 minutes	116	4.95%
90 or more minutes	14	0.60%
TOTAL:	2,343	100%

Source: American Community survey 2013-17 Five Year Estimates

Of the means of transportation used to travel to work, the majority, 74% drove alone with another 15% carpooling

Table 29 - Means of Transportation to Work in Madras

Means of Transportation	Number	Percent
Drove alone	1,770	74.46%
Carpooling	350	14.72%
Using Public Transportation	0	0.00%
Motorcycling	0	0.00%
Bicycling	45	1.89%
Walking	178	7.49%
Using Other Means	0	0.00%
Working at home	34	1.43%
TOTAL:	2,377	99.99%

Source: American Community survey 2013-17 Five Year Estimates

Eighty-one percent of the households in Madras have a household income of less than \$74,999.

Table 30 – Household Income in the Past 12 Months in Madras

Income	Number	Percent
Less than \$10,000	257	11%
\$10,000 to \$14,999	151	7%
\$15,000 to \$19,999	175	8%
\$20,000 to \$24,999	245	11%
\$25,000 to \$29,999	125	6%
\$30,000 to \$34,999	160	7%
\$35,000 to \$39,999	92	4%
\$40,000 to \$44,999	89	4%
\$45,000 to \$49,999	116	5%
\$50,000 to \$59,999	100	4%
\$60,000 to \$74,999	299	13%
\$75,000 to \$99,999	381	17%
\$100,000 to \$124,999	46	2%
\$125,000 to \$149,999	-	0%
\$150,000 to \$199,999	9	0%
\$200,000 or more	-	0%
TOTAL:	2,245	100%

Source: American Community survey 2013-17 Five Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the HURD

The estimated total assessed value of the HURD calculated with data from the Jefferson County Department of Assessment and Taxation for FYE 2019, including all real, personal, manufactured, and utility properties, is estimated to be \$8,335,468.

2. Building to Land Value Ratio

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

Table 31 shows the improvement to land ratios (I:L) for properties within the HURD. Tax exempt properties account for 8% of the total properties. Tax exempt properties include properties owned by the City of Madras, Jefferson County and the Jefferson County Fire District #1. The vast majority of the land (81%) in the HURD is undeveloped and showing a prevalence of depreciated values. Less than 1% of the parcels in the HURD have an I:L of above 2.0, further showing a prevalence of depreciated values.

Table 31 - Improvement to Land Ratios in the HURD

Improvement to Land Ratio	Parcels	Acreage	Percent of Acreage
Tax Exempt*	7	51.48	8.47%
No Improvement Value	79	491.56	81.11%
0.01-0.50	6	38.54	6.36%
0.51-1.00	3	11.41	1.88%
1.01-1.50	3	7.72	1.27%
1.51-2.00	1	1.01	0.17%
2.01-2.50	2	1.84	0.30%
2.51-3.00	0	0	0.00%
3.01-3.50	1	0.13	0.02%
>3.5	4	2.6	0.43%
TOTAL:	106	606.22	100.00%

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

*Tax exempt properties are the Fairgrounds and the Fire District properties and properties owned by the City of Madras

E. Impact on Municipal Services

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

The projects being considered for future use of urban renewal funding are for development of properties improvements and infrastructure improvements. The use of tax increment allows the City to add an additional funding source to the City of Madras general fund or system development charges funds to allow these projects to be completed.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the HURD. This development will require city services. However, since the property is within the city limits, the city has anticipated the need to provide services to the HURD. As the development will be new construction or rehabilitation, it will be up to current building code and will aid in any fire protection needs.

The temporary, negative financial impacts from tax increment collections will be countered by future economic development, and, after termination of the HURD Plan, increases in assessed value of the tax base for all overlapping taxing jurisdictions, including the City.

XI. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

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

The City of Madras has a need for additional housing as identified in the Madras Housing Action Plan.¹² The Madras Housing Action Plan specified actions that could be taken by the City to help address this need. One of those actions was the creation of an urban renewal area to help fund incentives to assist in the development of housing units for Madras.¹³ The City strategically identified vacant parcels throughout the City for inclusion in the HURD, providing the greatest flexibility to developers/builders and property owners to participate in the HURD incentives.

It is anticipated that without the assistance of the urban renewal incentives to assist in financing development of new housing units, the HURD would remain undeveloped and blighted.

XII. RELOCATION REPORT

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

¹² ECONorthwest, *Madras Housing Action Plan* (December 11, 2018).

¹³ *Ibid*, p 40.

Exhibit E
Madras Planning Commission Report and Recommendation on the Madras Housing
Urban Renewal District Plan

[attached]



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MADRAS HOUSING URBAN RENEWAL DISTRICT

City of Madras Comprehensive Plan Findings of Compliance

RELATIONSHIP TO LOCAL OBJECTIVES

Pursuant to the City of Madras Planning Commission's determination of the proposed Madras Housing Urban Renewal District Plan (Plan), the following findings have been prepared to demonstrate the Plan's compliance with the City's Comprehensive Plan and thereby Development Code. The Plan relates to local planning and development objectives contained within the Madras Housing Action Plan, Madras Comprehensive Plan, and the Madras Development Code. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies, and implementation strategies will reflect the numbering that occurs in the original Comprehensive Plan document. Italicized text is text that *has* been taken directly from an original Comprehensive Plan document.

This is not a comprehensive list of all parts of the Madras Comprehensive Plan that are supported by this Plan. This list includes the major Goals and Policies from the Comprehensive Plan that is in conformance with the urban renewal Plan however, there may be other Goals and Policies that are not listed, but are still in conformance with this Plan.

A. Madras Housing Action Plan

Madras' Housing Action Plan, adopted in 2018, strategically addresses regulatory; partnership; investment, funding, and financing barriers to housing development across the city. The housing action plan was developed through discussions with staff, as well as through analysis of the housing market and housing needs in Madras.

The City of Madras' City Council recognizes the importance of encouraging new housing development in Madras, as soon as possible. While private sector developers and nonprofit affordable housing developers are most likely to develop the majority of new housing, the City of Madras' policies can affect the housing market.

The City Council's goal for new housing development over the next 5 years is:

- 40 units of housing affordable to low-income households, who have annual earning of less than \$30,360 in 2017 dollars. These units will be government-subsidized housing, most likely townhouses or apartments.*
- 75 units of housing affordable to moderate- and middle-income household, who have annual earnings of between \$30,360 and \$60,720 in 2017 dollars. These units may include lower-cost*

EXHIBIT E TO ORDINANCE NO. 935

single-family detached housing, townhouses, cottage housing, duplexes, tri- and quad-plexes, and apartments.

- *50 units of housing affordable to higher-income households, who have annual earnings of more than \$60,720 in 2017 dollars. These units may include any type of housing.*

The Housing Action Plan describes the market intervention that the City proposes to make to support and encourage new housing development. The Housing Action Plan identifies actionable items to meet Madras’ housing needs while balancing the City’s influence on housing development. The Housing Action Plan describes the market intervention that the City proposes to make to support and encourage new housing development.

Finding:

The HURD Plan conforms to the Madras Housing Action Plan as providing the financial tools through the creation of an urban renewal area will help incentivize the development of housing and provide potential financing for infrastructure, which is required to facilitate housing development in Madras.

B. Madras Comprehensive Plan

This analysis covers the most relevant sections of the Madras Comprehensive Plan (“Comprehensive Plan”) but may not cover every section of the Comprehensive Plan that relates to the Plan. As the Comprehensive Plan is updated in the future, this document will automatically incorporate those updates without the HURD Plan having to be formally amended. If a substantial amendment is completed in the future, this section of the HURD Plan should be updated at that point.

Note: **The numbering of the policies within this section reflects the numbering that occurs in the original document.**

Goal 1 – To develop a Citizen Involvement program that ensures the opportunity for all citizens to be involved in all phases of the planning process.

Finding:

The HURD Plan conforms to the Citizen Involvement Goal of the Comprehensive Plan as citizen involvement was sought on the HURD Plan development through individual interviews of realtors, property owners, developers and community leaders. Two public meetings reviewed information on the feasibility study. Two Open Houses were held on the development of the HURD Plan: One Open House was with builders/developers and property owners and one for the general public with taxing districts also invited. The MRC meeting, Planning Commission meeting and City Council meetings were all open public meetings where testimony was allowed. The City Council meeting was advertised city wide.

Goal 8 – To satisfy the recreational needs of the citizens of the city and its visitors.

Policies:

The City shall:

A. Seek opportunities to develop the following recreational opportunities.

- 1) Tennis Courts*
- 2) Handball and Racquet Courts*
- 3) Swimming Pool*
- 4) Bike Paths*
- 6) Hiking trails, public parks, play areas, and passive open spaces.*

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C. Develop new neighborhood playground parks as the need occurs.

Finding:

The HURD Plan conforms to Goal 8 of the Comprehensive Plan as the infrastructure project allows for expenditure of funds on parks in the HURD Plan Area.

Goal 9 – Economic Development

1. *Madras seeks opportunity for economic expansion in many economic sectors including new businesses that expand Madras Traded Sector economy, and that make use of existing economic development assets.*
2. *Madras will take steps to facilitate economic growth and development by:*
 - a. *Investing in basic transportation infrastructure that supports economic development, including roads, rail access, and aviation facilities.*

Finding:

The HURD Plan conforms to Goal 9 - Economic Development of the Comprehensive Plan as providing housing alternatives and infrastructure which is required for housing development is an important component to facilitate economic development in Madras.

Goal 10 – To provide for the housing needs of the citizens of the City.

Policies:

- A. *Provide buildable land for a variety of housing types. The City's existing housing inventory includes a generous supply of housing that is affordable for low-and moderate income families, such as multi-family and mobile housing units. So that a reasonable housing balance can be provided and that a mix of housing types on a variety of lot sizes are available for both existing and future area residents, the City shall encourage the development of housing types that are suitable for high income households. To be competitive with housing in the region that accommodates high income households, the encouraged housing type should include amenities appropriate for high income households, such as a golf course. Future housing should be consistent with the City's Livability Goals and Policies. With the addition of more housing targeted at high income buyers, the City will grow into a more diverse, vibrant, livable community.*
- B. *Encourage development of suitable housing to satisfy all income levels. The City's existing housing includes a generous supply of housing that is affordable for low, and moderate income families, but there is a deficit of housing that is commensurate with the financial capabilities of existing and future high income families. The Department of Corrections Facility is expected to create high income jobs (i.e., jobs that will raise household incomes in excess of 120% of the MFI), and the City desires to attract these employees (and maintain existing high income families) as residents. So that housing is available for households at all income levels, rather than only low and moderate income households, the City shall encourage the development of housing that is suitable for high income households. To be competitive with housing in the region for high income buyers, the target housing in the City should include amenities appropriate for high income households, such as a golf course. With the addition of more livable and housing suitable for high income households, the City will grow into a more diverse, vibrant community.*

EXHIBIT E TO ORDINANCE NO. 935

IMPLEMENTATION MEASURE -

The City will continue to support the affirmative fair housing marketing plan as adopted by the City. The City will also encourage the home-building industry to provide a variety of housing opportunities in sufficient quantities at affordable prices to meet the housing needs of existing and future residents. In order to provide the necessary variety of housing required by Statewide Planning Goal 10, the City's Goal 10 and related Policies, the City also establishes as a priority the provision of sufficient housing opportunities, with appropriate amenities, suitable for high income households. The City encourages this housing to be developed in accordance with the Master Planned Community Overlay zone, which requires generous open space and amenities, and encourages efficient use of land and public facilities and services, a variety of housing types, innovative designs and complete pedestrian-friendly communities.

Finding:

The HURD Plan conforms to Goal 10 of the Comprehensive Plan as increasing the housing supply and providing infrastructure, which is required for housing development are important components to facilitate housing development in Madras.

GOAL 11 - To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Policies:

The City shall:

- A. Continue to support the school district in providing adequate educational facilities.*
- B. Provide urban services as required to the urbanizing areas of the City.*
- C. Insure the provision of urban services--streets, water and sewer--as new development occurs.*

Finding:

The HURD Plan conforms to Goal 11 of the Comprehensive Plan as increasing the housing supply will attract more students to the Madras School District. Oregon schools are funded on a per pupil basis, therefore, any increase in students provides an associated increase in funding for the school district. Providing urban services to undeveloped land will help facilitate the development of this land.

GOAL 12 - To provide and encourage a safe, convenient, and economical transportation system.

Policies:

The City shall maintain and improve the City's street network policies. The City shall undertake to resolve the following problems as noted in the inventories section of the Comprehensive Plan.

Finding:

The HURD Plan conforms to Goal 12 of the Comprehensive Plan as the transportation infrastructure projects will help facilitate orderly and efficient development in the HURD Plan Area.

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GOAL 14 - To provide for an orderly and efficient transition from rural to urban land, and to provide for livable communities.

Policies:

D. The City shall encourage the development of complete, livable communities that include characteristics such as: a variety of lot sizes, dwelling unit types and ownership types, open spaces and other recreational amenities, a mix of land uses, school and community facilities, connected streets, proximity to downtown and other employment centers, and development that is scaled to the pedestrian and creates a sense of place. New growth areas should be developed in accordance with the Master Planned Community Overlay zone, which requires generous open space and amenities, and encourages efficient use of land and public facilities and services, a variety of housing types, innovative designs and complete pedestrian-friendly communities. Physical barriers, such as highways, tend to disrupt complete communities and livability because they disconnect areas from downtown and result in an auto-oriented environment of sprawl along highway corridors.

Finding:

The HURD Plan conforms to Goal 14 of the Comprehensive Plan as supporting the development of housing will help ensure an orderly transition from rural to urban land.

CONCLUSION

Based on the Housing Urban Renewal District Plan and Report and the findings stated herein and referenced, that the Madras Housing Urban Renewal District Plan conforms with the Madras Comprehensive Plan.