

Roads End/Villages at Cascade Head  
Urban Renewal (Tax Increment Finance) Plan

Adopted by the City of Lincoln City  
August 10, 2020  
Ordinance No. 2020-20



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

<b>Date</b>	<b>Res or Ordinance No.</b>	<b>Purpose of Change</b>

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**City Council**

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Diana Hinton, Ward 1  
Dennis "Riley" Hoagland, Ward 2  
Diane Kusz, Ward 2  
Judy R. Casper, Ward 3  
Rick Mark, Ward 3

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City  
Laurel Barton – Community Member  
Pamela Barlow-Lind – Tribal Planner,  
Confederated Tribes of Siletz Indians  
Debbie Bridges – Finance Director, City of  
Lincoln City  
Ronald Chandler – City Manager, City of  
Lincoln City  
Chief Rob Dahlman – Fire Chief, North  
Lincoln Fire & Rescue District #1  
Dr. Karen Gray – Superintendent, Lincoln  
County School District  
Diana Hinton – UR Agency Chair, City of  
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Kaety Jacobson – County Commissioner,  
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## I. DEFINITIONS

“Agency” means the Lincoln City Urban Renewal Agency, also called Agency. The Agency is responsible for administration of this Roads End/Villages at Cascade Head Urban Renewal (Tax Increment Finance) Plan and other urban renewal/TIF plans previously adopted in the City of Lincoln City.

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

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

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

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

“City” means the City of Lincoln City, Oregon.

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

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

“County” means Lincoln County, Oregon.

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

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

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

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness. The maximum indebtedness for this Plan is \$87,100,000.

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

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

“Planning Commission” means the Lincoln City Planning Commission.

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

“Report Accompanying TIF Plan” or “Report” means the official report that accompanies the Roads End/Villages at Cascade Head TIF Plan pursuant to ORS 457.085(3).

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

“Roads End/Villages at Cascade Head Urban Renewal (TIF) Area” means the urban renewal area/tax increment finance area established under authority in ORS 457.

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

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

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

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

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

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

“UGB” means urban growth boundary.

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

## II. INTRODUCTION

### A. *Background*

The Lincoln City City Council (City Council) has used urban renewal as an economic development tool since the adoption of the Year 2000 Development (Urban Renewal) Plan (Year 2000 Plan) in 1988. The Lincoln City Urban Renewal Agency (Agency) will make the final bond payment on the Year 2000 Plan on December 1, 2020. Fiscal year 2020/2021 is the final year to collect division of tax revenues for the Year 2000 Plan. As part of planning for the tools to be used to help facilitate development and provide infrastructure to the city, the City Council directed staff to complete tax increment feasibility studies for both the Roads End/Villages at Cascade Head Area and the Nelscott Area. Those studies were completed in 2019 and were presented to the City Council. After review of the findings of the feasibility studies, the City Council directed staff to prepare a tax increment plan for the Roads End/Villages at Cascade Head Area and to begin planning for a potential future tax increment area in Nelscott.

The Roads End/Villages at Cascade Head Urban Renewal (Tax Increment Finance) Plan (Plan) for the Roads End/Villages at Cascade Head Urban Renewal (Tax Increment Finance) Area (Area) was developed for the City Council with cooperative input from the community-based Advisory Committee (AC) that was formed for this purpose. The AC consisted of eleven members including representatives from City Council, Agency and Lincoln City Planning Commission (Planning Commission), representatives from major taxing districts, and community members. The AC met formally four times to review and discuss the project boundary, list of projects to be pursued in the Area, project financials, and to review the Draft Plan.

The Plan also included input from community engagement at two public forums, an online survey, and public meetings, and in hearings before the Lincoln City Urban Renewal Agency, Planning Commission, City Council, and a public briefing with the Lincoln County Board of Commissioners. The Plan also included communication with the overlapping taxing districts through a briefing with representatives from impacted taxing districts, individual meetings with taxing districts as requested, and consult and confer letters to update impacted districts on project progress and financial implications to each taxing district.

A significant project to be completed in the Area that involves future community outreach is Community Visioning. Through the Community Visioning process projects will be further defined and prioritized as funds are accrued.

A full list of community outreach events and presentations is shown in Table 1.

The Area, shown in Figure 1, is 500 acres.

Table 1 – Community Outreach and Events

<b>Meeting</b>	<b>Topic</b>	<b>Date</b>
City Staff - Department Head Meeting	Identify initial list of projects to be completed in Area	10/10/2019
Advisory Committee Meeting #1	Boundary discussion	10/29/2019
Roads End Improvement Association	Urban Renewal 101; urban renewal process and project update	11/9/2019
KBCH AM 1400 Radio Show	Urban Renewal overview and marketing for public forum on January 7th	12/18/2019
Email sent out to general contact list	Invitation for Public Forum #1	1/3/2020
Advisory Committee Meeting #2	Review and discuss project list	1/7/2020
Public Forum #1	Urban Renewal overview, and collect input on list of proposed projects	1/7/2020
Online Survey	Collect input on list of proposed projects. Survey link sent to general contact list, Chamber of Commerce membership, Bay Area Merchants Association membership members, and posted on City website	1/8/2020 - 2/10/2020
KBCH AM 1400 Radio Show	Project update and marketing for public forum on February 18th	1/13/2020
Press Release sent out for Public Forum #2	Marketing for Public Forum on February 18th	2/7/2020
Email sent out to general contact list	Marketing for Public Forum 2	2/11/2020
Taxing Districts Briefing Meeting	Update overlapping taxing districts with project details and financial implications	2/11/2020
Advisory Committee Meeting #3	Review and discuss project list & financials	2/18/2020
Public Forum #2	Present community input summary and discuss project list and financials	2/18/2020

City Council	Present community input summary and discuss project list and financials	2/24/2020
Roads End Improvement Association (Virtual Meeting)	Urban Renewal update	3/14/2020
City Council	Prompt City Council for direction on next steps, discuss revenue sharing	3/23/2020
Memo to taxing districts	Update overlapping taxing districts with project details and updated financial impacts as a result of revenue sharing	4/6/2020
Advisory Committee Meeting #4	Review and discuss draft Plan and Report	4/28/2020
Urban Renewal Agency review	Review and discuss draft Plan and Report	6/15/2020
Consult and Confer letters	Provide overlapping taxing districts with draft Plan and Report to review	*after Agency meeting
Planning Commission meeting	Review and discuss draft Plan's conformance to comprehensive plan	7/7/2020
Lincoln County briefing	Review and discuss draft Plan and Report including maximum indebtedness	7/8/2020
City Council hearing	Review and discuss draft Plan and Report, first reading of ordinance for Plan adoption	7/27/2020

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

## **B. Plan Overview**

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

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

Table 2 - Statutory References

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

## **C. Tax Increment Financing Overview**

ORS 457 allows for the use of tax increment revenues, a financing source that is unique to urban renewal, to fund its projects. Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area, in this Plan called the Roads End/Villages at Cascade Head Area TIF Area or Area, from the time the Area is first established - are used to repay borrowed funds. The borrowed funds are used to pay for projects within the Area and cannot exceed the maximum indebtedness amount set by the Tax Increment 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. These

areas can have property that is undeveloped or underdeveloped, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for development, rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces.

The Area meets the definition of blight due to its infrastructure deficiencies including deficiencies in the Transportation System, Parks System, Sewer System, Stormwater System and Water System. In addition, there are many undeveloped properties within the Area. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the Report Accompanying Roads End/Villages at Cascade Head TIF Area (Report).

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

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

### **III. MAXIMUM INDEBTEDNESS**

Maximum indebtedness is a legal term for the total amount of money that can be spent on projects, programs and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion, is \$87,100,000 (Eighty Seven 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 bond proceeds.

## **IV. GOALS AND OBJECTIVES**

The Agency adopted both a Mission, and Goals and Objectives when the Year 2000 Plan was prepared. Goals and Objectives of this Plan represent its basic intents and purposes. The projects identified in Sections V and VI of the Plan are the specific means of meeting the goals. The goals will be pursued as economically as is feasible and at the discretion of Agency. They are not listed in any order of importance or priority.

### ***A. Agency Mission***

The mission of the Agency is to eliminate blight and depreciating property values in areas within the Agency's jurisdiction and in the process, attract job producing private investments that will improve property values, improve the Area's visual quality and establish a positive linkage between the Area and the Pacific Ocean – all in a manner which will be compatible with the City's natural and built setting.

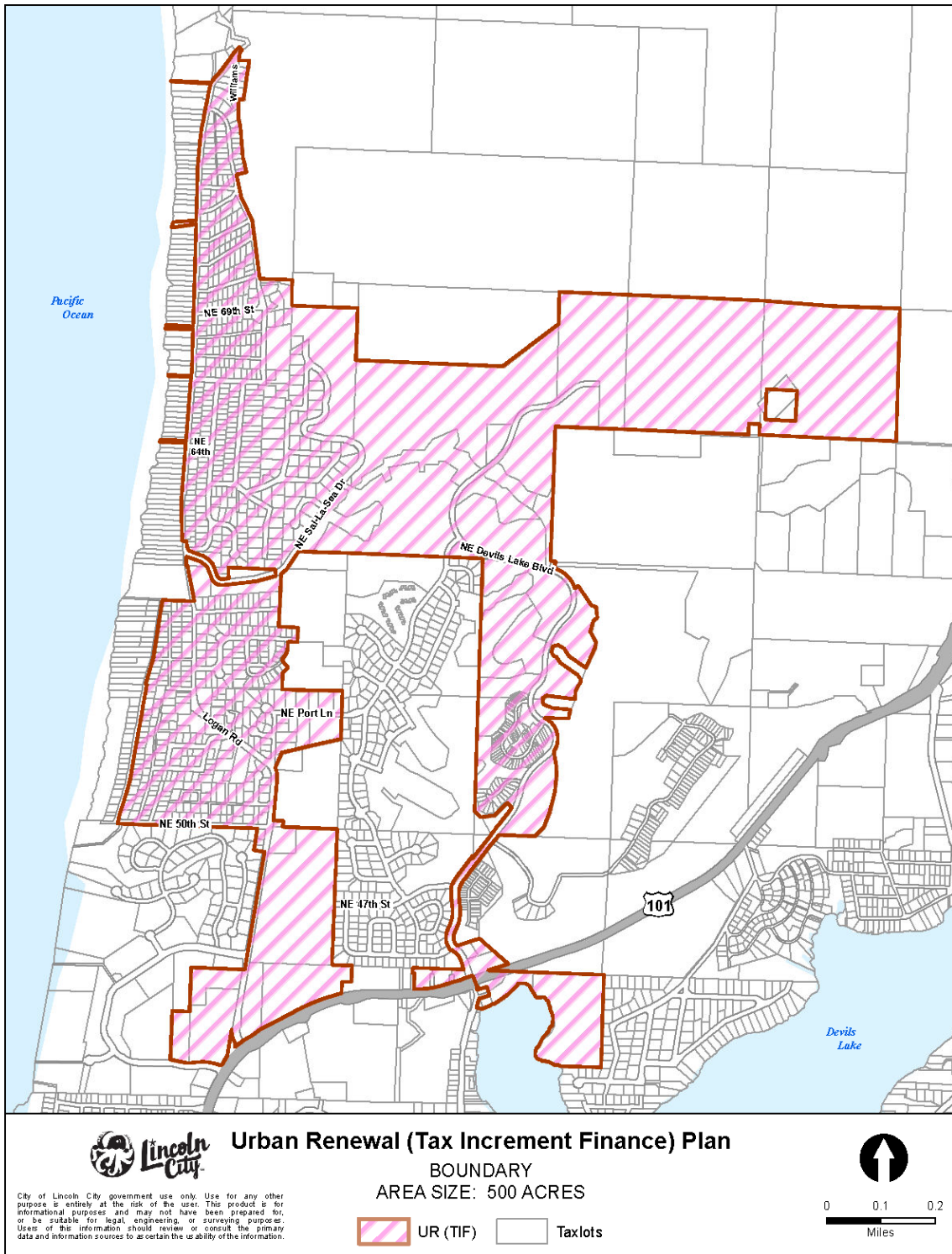
### ***B. Plan Goals***

To accomplish its mission the Agency will develop and implement an urban renewal (tax increment finance) program known as the Plan, the goals and objectives of which are:

1. To resolve the problems created by existing blighted conditions so that unused and underused properties can be placed in productive condition and utilized at their highest and best use.
2. To involve community members and stakeholders and increase engagement in planning to support projects in the Area.
3. To establish and improve road connections to increase accessibility within as well as into and out of Area.
4. To improve the City's economic vitality and its ability to provide municipal services.
5. To support City economic development and housing goals.
6. To install and enhance pedestrian pathways in areas of maximum concentration to improve the pedestrian environment.
7. To enhance and increase accessibility of Area parks and open spaces and to increase connectivity to greater trail systems.
8. To establish and improve water, sewer, and utility systems to support existing and future development, and to place underground, existing overhead utility systems in areas that will improve view corridors as well as safety in the event of inclement weather or natural disasters.

9. To be sensitive to, and to minimize to the greatest extent possible, the effects of tax increment financing upon the overlapping taxing districts through revenue sharing.
10. To enhance opportunities for business and tourist-related property to be developed, redeveloped, improved, rehabilitated and conserved in ways which will:
  - a. Ensure that traffic flow, off-street parking, and other public facilities within the Area are adequate to accommodate current and future development
  - b. Improve the Area's visual quality consistent with that of the Oregon Coast's natural environment
  - c. Encourage the expansion and development of businesses that will produce living wage jobs for the people of the City
  - d. Increase property values so that the Area will contribute its fair share to the costs of providing public services
  - e. Leverage the Agency's financial resources to maximum extent possible with other public and private investment and other funding sources

Figure 1 - Roads End/Villages at Cascade Head Urban Renewal (TIF) Plan Boundary



Source: City of Lincoln City GIS



## **V. URBAN RENEWAL PROJECT CATEGORIES**

In relationship to the goals described in the previous section, the projects within the Area fall into the following categories:

***A. Transportation***

***B. Economic Development***

***C. Parks, Trails and Open Space***

***D. Public Works/Utilities***

***E. Community Connections/Appearance***

***F. Emergency Preparedness, Resiliency and Mitigation***

***G. Plan Administration***

## **VI. URBAN RENEWAL PROJECTS**

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

***A. Transportation***

- Improve road connection between Villages at Cascade Head and Roads End neighborhoods.
- Logan Road/ NE Port Lane safety improvements, including but not limited to intersection realignment, roundabout, or all-way stop control.
- Safety improvements including but not limited to:
  - pedestrian striping
  - fill in sidewalk gaps.
  - construct new facilities to correct sidewalk/pathway deficiencies
- Improved public parking on and off-street; could include but are not limited to Sal-La-Sea second parking lot.

- Extend NE 47th Street to the intersection of NW 44th Street and NW Logan Road; improvement includes sidewalks/pathways.
- Modify existing traffic signals and install new traffic signals to improve pedestrian safety. Optimize the existing traffic signals at Highway 101/ NE West Devils Lake Road/NE Devils Lake Boulevard and at Highway 101/NW Logan Road by implementing coordinated signal timing plans, upgrading traffic signal controllers, and installing communication and other improvements as designated by Public Works.
- Local streets and Highway 101 improvements which may include but are not limited to curbs, gutters and sidewalks/pathways, sidewalk gaps, and install pedestrian amenities, and lighting; could be along Logan Rd., Devils Lake Blvd., Sal-la-Sea Drive, and other local streets; could also include partnership on Safe Routes to school projects .
- Transit system for improved access of public recreation areas; including but not limited to; incorporate North by Northwest Connector and other transit routes and amenities; link into grater transit system and improve timing for connection; implement and improve Park & Ride at the North commercial end of Lincoln City.

### ***B. Economic Development***

- Economic development opportunities for public private partnership within commercial and residential areas; could include but are not limited to land acquisition, work force housing, child care facilities in support of City efforts, and construction of visitor and educational facilities.

### ***C. Parks, Trails and Open Space***

- Improved access to trail heads and parking for recreation partner trails.
- Improved pathway, sidewalk and trail connections and facility access to neighborhood and community parks, ocean beaches and natural areas.
- The Villages Neighborhood Park A  
Reserve three to five acres for one or two neighborhood parks in the Villages at Cascade Head to serve new residents as the area develops.
- The Villages Neighborhood Park B  
Reserve three to five acres for one or two neighborhood parks in the Villages at Cascade Head to serve new residents as the area develops.
- Provide a community park in the Villages at Cascade Head development area; including but not limited to provide trailhead, parking, picnic shelters, trash cans, benches, restrooms, disc golf, and adventure course trail development.

- Complete Head to Bay Trail to provide a multi-modal interconnected system from Villages at Cascade Head to the Siletz Bay that allows travel from one end of the city to the other without using Hwy 101.

#### ***D. Public Works/Utilities***

- Prepare a properly engineered comprehensive storm drainage systems master plan; within the funding limitations of the Agency, construct needed improvements to adequately drain the Area to eliminate flooding during periods of storm activity; Clean out, improve and protect the natural drainage courses so that they may function properly in coordination with the man-built drainage systems; Control earth moving, grading and development of lands which affect the natural and built systems so as to protect the integrity of the drainage system.
- Provide Logan Creek improvements including but not limited to replacing one culvert with a fish passage over the second culvert in Logan Creek from the Villages, along Sal-La-Sea Drive to the Ocean at the State Recreation Site.
- Public utility improvements to include but are not limited to power, electric, gas, and cable along NE Devils Lake Boulevard and other locations within Area.
- Improved infrastructure to support long-range water security for Area.
- Infrastructure projects including but not limited to upgrading water, sanitary sewer and storm lines that are approaching their expected lifespan or are lacking altogether.
- Upgrade sewer pump station for Roads End North (at 64<sup>th</sup> Street) and Neotsu.
- Improve water line from 69<sup>th</sup> Street to Williams Court and provide sewer lines to unsewered areas.

#### ***E. Community Connections/Appearance***

- Install wayfinding signage to assist pedestrians and bicyclist in choosing comfortable routes and to help visitors navigate through the city; may include but is not limited to acquiring property and constructing cohesive, branded signage for drivers and pedestrian.
- Underground existing pole mounted utilities in areas of maximum visual impact to improve view corridor and increase square footage available for other improvements such as pedestrian improvement/pathway.

## ***F. Emergency Preparedness, Resiliency and Mitigation***

- Emergency preparedness, resiliency, and mitigation capital projects related but not limited to undergrounding pole mounted utilities, water resources, erosion protection, seismic retrofit, stormwater drainage, caches, tsunami evacuation, and other efforts as identified in Emergency Preparedness planning.

## ***G. Plan Administration***

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

- Community Visioning
- Auditing, annual reports, insurance, bond counsel, and other required administrative costs
- Preparation of financial plans and/or financial analyses of projects and proposals
- Personnel, materials, and other associated administrative costs
- Professional consulting services to refine urban design concepts
- Environmental analyses
- Assisting in the preparation of the annual financial report required by this Plan and ORS 457
- Any other powers granted by ORS 457 in connection with the implementation of this Plan

## **VII. AMENDMENTS TO PLAN**

The Plan may be amended as described in this section.

### ***A. Substantial Amendments***

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, 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 Lincoln City, as required by ORS 457.120.

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

Substantial Amendments are amendments that:<sup>1</sup>

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 Plan.

### ***B. Minor Amendments***

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

### ***C. Council Approved Amendments***

Amendments to the Revenue Sharing provisions contained in Chapter X Tax Increment Financing of Plan may be completed through a Council Approved Amendment by resolution of the City Council after notification to all impacted taxing districts following the standards outlined in ORS 457.455.

### ***D. Amendments to the Lincoln City Comprehensive Plan and/or Lincoln City Municipal Code***

Amendments to the Lincoln City Comprehensive Plan and/or Lincoln City Municipal Code, Title 17 Zoning that affect the Plan and/or the Area shall be

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

incorporated automatically within the Plan without any separate action required by the Agency or City Council.

## **VIII. PROPERTY ACQUISITION AND DISPOSITION**

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section VII. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(2)(g).

### ***A. Property acquisition for public improvements***

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

### ***B. Property acquisition from willing sellers***

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency 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 Area.

### ***C. Land disposition***

The Agency 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 Agency may retain such property during the construction of the public improvement.

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

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of

its improvements within a period of time that the Agency determines is reasonable.

## **IX. RELOCATION METHODS**

If the Agency 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 Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified in the Plan.

## **X. TAX INCREMENT FINANCING OF PLAN**

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds 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 approved after October 6, 2001 are not part of the tax increment revenues.)

### ***A. General description of the proposed financing methods***

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

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

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

### ***B. Tax increment financing***

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes,

if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

### ***C. Prior Indebtedness***

Any indebtedness permitted by law and incurred by the Agency or the City of Lincoln City in connection with the preparation of this Plan or prior planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

### ***D. Revenue Sharing***

This Plan requires annual voluntary revenue sharing of a minimum of 15% of the total tax increment proceeds gained through the division of taxes. This decision of the City Council was based on input of the taxing districts through meetings with them throughout the development of the Plan. There is a significant portion of the original area that is owned by the City but anticipated to be developed by the private sector through the life of the Plan. The taxing districts do not receive any division of taxes from these properties while they are in public ownership. If there was not revenue sharing, once those properties transition to private ownership and are developed, all property tax revenue will go to the Agency. Due to the need to provide services in the Area, it was determined by the City Council that a permanent under-levy of a minimum of 15% of the annual division of tax proceeds would be a part of the financing of the Plan. The Agency will annually file a Form UR-50 with the Lincoln County Assessor that will designate that the Agency will annually revenue share a minimum of 15% of the tax increment revenue through the division of taxes.

The City consulted and conferred with the taxing districts pursuant to ORS 457.455 by sending the Plan and Report to the taxing districts and offering to meet with them.

If tax increment revenues meet the mandatory revenue sharing provisions of ORS 457, and if the mandatory requirements are in excess of the 15% revenue sharing, the mandatory requirements will super-cede the voluntary requirements.

### ***E. Under-levy***

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

## **XI. VALIDITY**

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

## **XII. ANNUAL REPORT**

The Agency shall file an Annual Report in compliance with ORS 457.460.

## **XIII. RELATIONSHIP TO LOCAL OBJECTIVES**

ORS 457.085 requires that the Plan conform to local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the *City of Lincoln City Comprehensive Plan, City of Lincoln City Economic Opportunities Analysis and Housing Needs Analysis, and the Lincoln City Municipal Code, Title 17 Zoning*. 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 Plan conforms to the applicable goals and policies.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. The language from the original document is in *italics*. Comprehensive Plan designations for all land in the Area are shown in Figure 2, Roads End/Villages at Cascade Head Urban Renewal (Tax Increment Finance) Plan Comprehensive Plan Designations.

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

### ***A. Lincoln City Comprehensive Plan***

The analysis of how the Plan conforms to the *Lincoln City Comprehensive Plan* (Comprehensive Plan) covers the most relevant sections, 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 Plan having to be formally amended. If a substantial amendment is completed in the future, this section of the Plan should be updated at that point.

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

### **Citizens Involvement Goal**

*Develop a Citizen Involvement Program (CIP) which ensures the continued participation of citizens in the land use planning process.*

**Finding:** The Plan conforms to the Citizens Involvement Goal as there has been citizen involvement in the preparation of the Plan. The City created a project Advisory Committee (AC) for the preparation and review of the Plan. In addition to the AC, the City met with representatives of the taxing districts to review the Plan. There were two Public Forums to present information about the Plan and to provide opportunity for input. The City presented information on two separate KBCH AM 1400 radio shows, sent an e-mail to the general contact list, provided an on-line survey, sent out public press releases, and met with the Roads End Improvement Association. A full list of outreach is show in Table 1. In addition, the Agency will complete a future Community Vision for the Area to establish project priorities.

### **Public Services and Utilities Goal**

*To plan and develop a timely, orderly, and efficient arrangement of public facility and services which complement the area and serve as a framework for urban and rural development.*

#### **Overall Public Facility Policies**

3. *Lincoln City shall work with utility companies to develop and directly implement programs for placing all utilities underground. This program may be accomplished in conjunction with scheduled street repairs.*

#### **Individual Public Facilities Policies**

##### **II. Drainage Policies:**

1. *Adequate storm drainage facilities, including culverts, catch basins, natural or surface channel systems (approved by the city engineer) shall be a part of all subdivision design, planned development, City- or locally-initiated street construction or improvement, or other development and shall conform to the City's Master Drainage Plan.*

##### **III. Parks and Recreation Policies**

1. *The City shall provide recreational facilities and activities for all citizens of the city.*
3. *The City shall provide areas for high intensity recreation such as ball parks, swimming pools, tennis courts, neighborhood and community play fields.*
7. *The City's recreation committee shall encourage a bikeway plan within the city and shall cooperate with the Oregon Department of Transportation in establishment of the Oregon Coast Bikeway through Lincoln City.*
8. *The City shall work with the State Parks Department to improve the use of existing State Parks within the city.*

**Finding:** The Plan conforms to the Public Services and Utilities Goal as there are projects for undergrounding utilities, improving the drainage, and for providing new recreational facilities, bikeways and connections in the Area.

### **Housing Goal**

*To provide for the housing needs of all citizens.*

#### **Housing Policies**

1. *The City shall encourage a wide range of housing types.*
3. *The City shall encourage multi-family buildings subject to design and landscape control.*
4. *The City shall work to stabilize and protect existing residential areas from deterioration and incompatible development.*

**Finding:** The Plan conforms to the Housing Goal as there are projects that will improve the transportation system including pedestrian and bicycle systems, improve recreational opportunities, help incentivize commercial development to provide services for the residents and encourage new residential and commercial development in the Area.

### **Economy Goal**

*To support the tourist industry and achieve a degree of diversity in the community which will allow a balanced economy that will, in turn, support an adequate level of services for all members of the area.*

#### **Economic Development Policies**

4. *Lincoln City shall explore incentives for economic development in order to expand and increase the productivity of commerce and industry.*

**Finding:** The Plan conforms to the Economy Goal as there is a specific project category to help incentivize economic development in the Area. In addition, there are projects that will improve the transportation system including pedestrian and bicycle systems, improve recreational opportunities, help incentivize commercial development to provide services for the residents and encourage new residential and commercial development in the Area.

### **Aesthetic Goal**

*To develop a livable and pleasing city which enhances people's activities while protecting the exceptional aesthetic quality of the area.*

#### **Aesthetic Policies**

4. *The City shall establish a special study group to review the feasibility of placing utilities underground.*

**Finding:** The Plan conforms to the Aesthetic Goal as there is a project for undergrounding utilities in the Area.

**Transportation Goal**

*To provide a safe, convenient and rapid transportation network to facilitate the movement of goods and people.*

**Transportation Policies**

**Roadway Development**

- 2. *Identify and develop bicycle routes through and around town that are safe, attractive and user-friendly.*
- 4. *Develop improved east west street connections with neighborhood needs and the direction of commercial in mind.*

**Pedestrian Facilities**

- 1. *Develop a plan for improved pedestrian crossings of 101 including signal treatments, with some crosswalk relocation and development.*
- 3. *Develop an off street pedestrian trail system perhaps integrated with a bike trail system to supplement on street facilities*

**Bicycle Facilities**

- 1. *Identify and develop a system of off Highway 101 bicycle routes through and around town that are safe, attractive and user friendly.*

**Off Street Parking Development**

- 1. *Refine the public off street parking development plan along Hwy 101 through the City.*
- 2. *Develop improved beach access parking facilities in the City.*

**Transportation Financing**

- 1. *Identify financial strategies and resources that will allow long term financing of transportation improvements in the City.*

**Finding:** The Plan conforms to the Transportation Goal as there are projects to improve the transportation system for all users in the Area. There is also a project for community wayfinding to help facilitate pedestrians and bicyclists to use these systems.

**Energy Goal**

*To conserve energy.*

**Energy Policies**

- 5. *The City shall encourage the use of cluster development in multi-family and planned development in order to lower energy expense in site and building development.*

8. *The City shall locate high density development within walking distance of services and shopping areas.*

**Finding:** The Plan conforms to the Energy Goal as there are projects in the Plan that improve the transportation system, parks system and provide incentives for economic development that will help support new development in the Area.

**Overall Environmental Goal**

*To achieve a balance between the need to provide housing and services and the need to protect and enhance the natural environments of the City.*

**Finding:** The Plan conforms to the Overall Environmental Goal as the projects that improve the transportation system, parks system and provide incentives for economic development will aid in balancing the need for new development and protecting the natural environments of the City.

***B. Lincoln City Economic Opportunities Analysis and Housing Needs Analysis<sup>2</sup>***

***Economic Development Objectives***

- *Encourage local businesses that provide family-wage jobs to locate in Lincoln City.*
- *Support the growth of existing businesses and entrepreneurs.*
- *Foster Lincoln City's recreation and tourism based economy, particularly during off-peak times (e.g. pursue a regional sports complex).*
- *Support the success of businesses that provide for the day-to-day needs of Lincoln City residents, including but not limited to the growing population of retirees.*
- *Encourage development of a local workforce with the skills that Lincoln City businesses need.*
- *Encourage the development of housing affordable to Lincoln City's workforce.*
- *Develop telecommunications and other infrastructure necessary to support home-based businesses and workers.*
- *Improve the transportation system to support economic development. Explore the use of Devils Lake for transportation purposes.*
- *Coordinate economic development efforts with local and regional partners.*

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<sup>2</sup> *City of Lincoln City Economic Opportunities Analysis and Housing Needs Analysis, Cogan Owens Greene, FCS Group, Fregonese Associates, April 2017.*

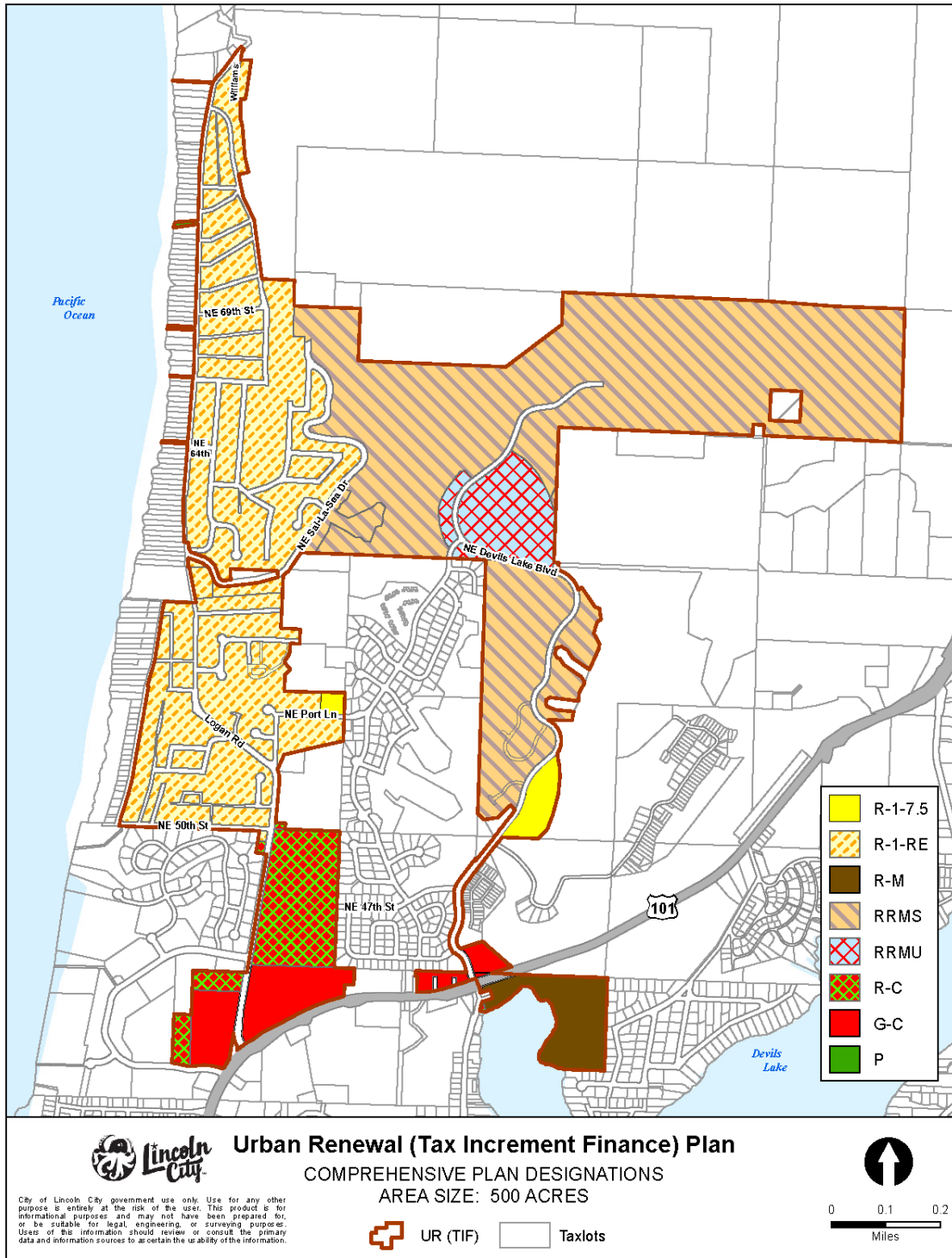
## **Housing Objectives**

*Encourage the development of affordable and workforce housing:*

- *Investigate ways to reduce fees on new construction of affordable and workforce housing, while ensuring new infrastructure is not underfunded.*
- *Facilitate development of affordable housing on city-owned properties.*
- *Periodically review the development code's regulations and zoning map to ensure they encourage a variety of housing types, such as accessory dwelling units, tiny houses, big houses and senior housing.*
- *Involve employers in efforts to provide and support workforce housing.*
- *Enact strategies to ensure that sufficient appropriately zoned land is available within the city and outside the tsunami inundation zone, such as increasing densities and annexing new lands.*
- *Design attractive neighborhoods that offer housing within walking distance to schools, jobs, shopping, and services.*
- *Streamline the permitting process for affordable and workforce housing.*

**Finding:** The Plan conforms to the *Lincoln City Economic Opportunities Analysis and Housing Needs Analysis* as there is a specific Economic Development program to encourage and incentivize development in the Area. There are projects to improve the transportation system for all users and to improve the park system in the Area. These activities will also be key in providing Affordable Housing in the city. This Area has a majority of residents over 55, and providing commercial services, transportation and parks improvements will support that population.

Figure 2 - Roads End/Villages at Cascade Head Urban Renewal (TIF) Plan Comprehensive Plan Designations



### **C. Lincoln City Municipal Code**

The land uses in the Area will conform to the zoning designations in the *Lincoln City Municipal Code, Title 17 Zoning*, including maximum densities and building requirements, and those provisions of the *Lincoln City Municipal Code*, are incorporated by reference herein. The following zoning districts are present in the Area:

#### **Single Family Residential (R1)**

*Purpose: To promote and encourage a suitable environment for family living and to protect and stabilize the residential characteristics of the zone. The R-1 zone is intended to provide primarily for single-family dwellings.*

*Subset:*

*R-1-7-5 (Single family residential 7,500 square foot minimum lot size)*

#### **Single Family Residential, Roads End (R-1-RE)**

*Purpose: To retain and maintain the historic and traditional nature of the Roads End neighborhood, to promote and encourage a suitable environment for family living and to protect and stabilize the residential characteristics of the area. The R-1-RE zone is intended to provide primarily for single-family dwellings. Nonconforming uses are permitted to continue in accordance with Chapter 17.64 LCMC.*

#### **Multiple-Family Residential (R-M)**

*Purpose: This zoning district is designed to provide an environment suitable for higher density urban residential uses, and community services.*

#### **Recreation Commercial (RC)**

*Purpose: The recreation-commercial zone (RC) is provided for those commercial uses having a definite relationship to the community's resort and recreation industry. Allowed herein are uses that provide food, lodging, recreational activities and services that have a resort rather than a carnival character. Residential multifamily housing is also permitted which meets demands for housing in areas of concentrated recreation services, including seasonal and retirement homes.*

#### **General Commercial (GC)**

*Purpose: The general commercial zone (GC) is provided to accommodate a wide range of retail commercial uses including those which attract shoppers from a community or larger market area, as well as convenience service/retail uses and single-family residential dwelling units. Retail commercial uses are those that sell services and/or products to the ultimate consumer. Also permitted as conditional*

*uses are low intensity fabrication uses and other limited service facilities as listed.*

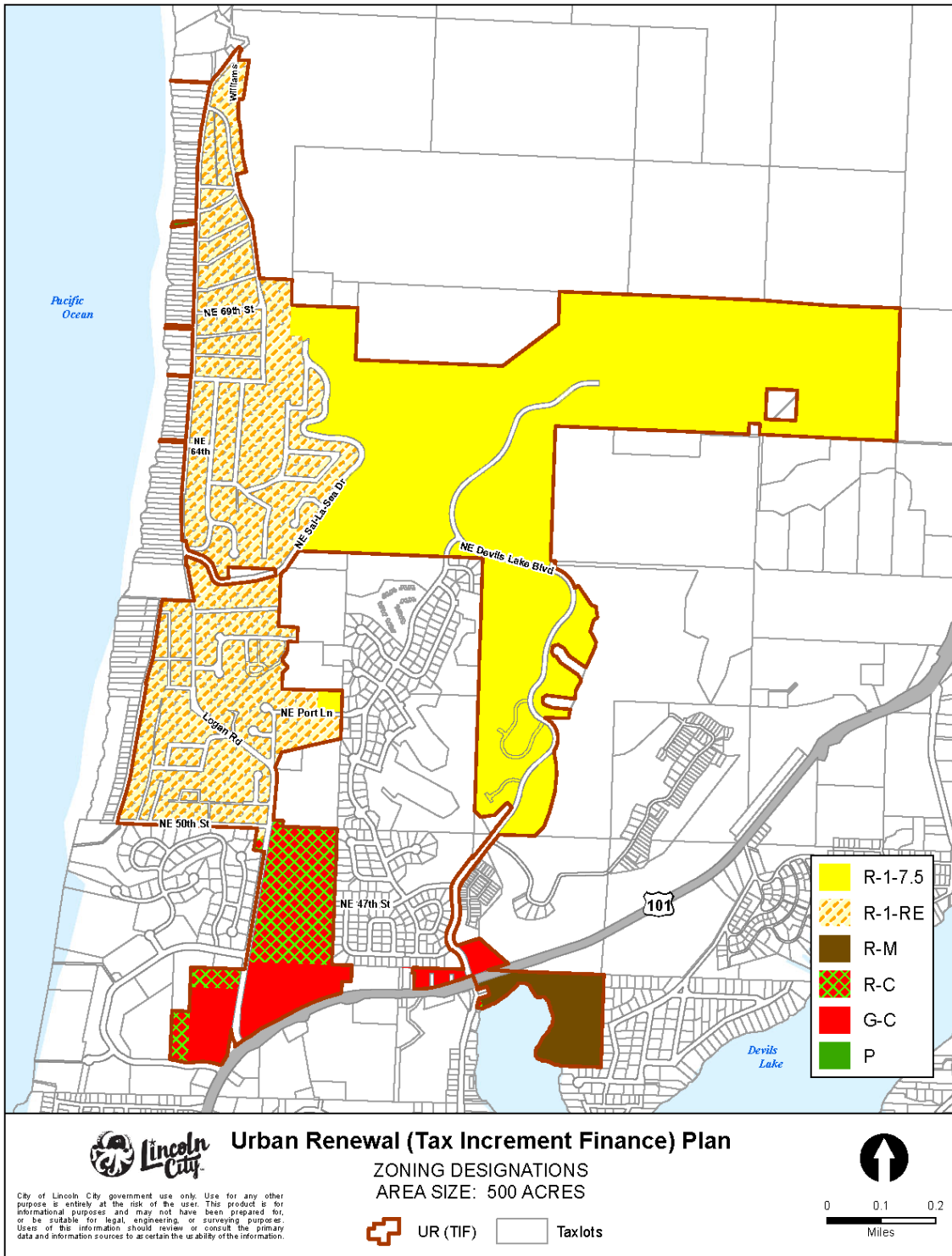
**Park (P)**

*The purpose of the park (P) zone is to provide designated areas for parks and recreational facilities in the city.*

**Finding:** The Plan conforms to the *Lincoln City Municipal Code Title 17* as projects, programs, and expenditures proposed in the Plan conform to the requirements in the code and support the types of uses allowed in the zoning districts present in the Area.

As the *Lincoln City Municipal Code Title 17 Zoning* is updated, this document will be updated by reference. If a substantial amendment to this Plan is completed in the future, this section will be updated to match the current zoning designations.

Figure 3 - Roads End/Villages at Cascade Head Urban Renewal (TIF) Plan Zoning Designations



Source: City of Lincoln City GIS

## XIV. LEGAL DESCRIPTION



AKS ENGINEERING & FORESTRY, LLC  
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P: (503) 563-6151 | www.aks-eng.com

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

### EXHIBIT A

City of Lincoln City  
Urban Renewal Area

A tract of land and road rights-of-way located in the Southwest One-Quarter of Section 26, the Southeast one-Quarter of Section 27, the Northeast One-Quarter, and the Southeast One-Quarter of Section 34, the Northeast One-Quarter, the Northwest One-Quarter, the Southwest One-Quarter, and the Southeast One-Quarter of Section 35, and the Northwest One-Quarter of Section 36, Township 6 South, Range 11 West, and the Northeast One-Quarter and the Northwest One-Quarter of Section 2, and the Northeast One-Quarter of Section 3, Township 7 South, Range 11 West, Willamette Meridian, City of Lincoln City, Lincoln County, Oregon, and being more particularly described as follows:

Beginning at the southeasterly corner of Lot 15, Block 1 of the plat of "Second Foothills Addition to Roads End" (Assessor's Map 06.11.27DD);

1. Thence along the southerly line of said Lot 15, Westerly 100 feet, more or less, to the easterly right-of-way line of NE Neptune Drive (Assessor's Map 06.11.27DD);
2. Thence along said easterly right-of-way line, Southerly 1,039 feet, more or less, to the southerly line of Section 26 (Assessor's Map 06.11.26);
3. Thence along said southerly line, Easterly 315 feet, more or less, to the westerly line of Deed Book 303, Page 231 (Assessor's Map 06.11.35BB);
4. Thence along said westerly line, Southerly 55 feet, more or less, to the northerly line of Parcel 3 of Partition Plat No. 1993-17 (Assessor's Map 06.11.35BB);
5. Thence along said northerly line, Easterly 7 feet, more or less, to the northeasterly corner of said Parcel 3 (Assessor's Map 06.11.35BB);
6. Thence along the easterly line of said Parcel 3, Southerly 191 feet, more or less, to the southerly line of said Deed Book 303, Page 231 (Assessor's Map 06.11.35BB);
7. Thence along said southerly line, and the easterly extension thereof, Easterly 636 feet, more or less, to the easterly line of Parcel 3 of Instrument Number 2013-05262 that bears 247.45 feet southerly, more or less, from the northeasterly corner of said Parcel 3 (Assessor's Map 06.11.35);

8. Thence along said easterly line, Southerly 505 feet, more or less, to a point that bears 752.45 feet southerly, more or less, from said northeasterly corner (Assessor's Map 06.11.35);
9. Thence leaving said easterly line, South 87°47'18" East 1425.05 feet, more or less (Assessor's Map 06.11.35);
10. Thence North 53°13'00" East 670.78 feet, more or less, to a point on the westerly line of Parcel 5 of Instrument Number 2013-05262 that bears 318.76 feet, more or less, southerly of the northwesterly corner of said Parcel 5 (Assessor's Map 06.11.35);
11. Thence along said westerly line, Northerly 319 feet, more or less, to the northerly line of Section 35, Township 6 South, Range 11 West (Assessor's Map 06.11.35);
12. Thence along said northerly line, and continuing along the northerly line of Section 36, Township 6 South, Range 11 West, Easterly 3,302 feet, more or less, to the easterly line of Government Lot 7 (Assessor's Map 06.11.36);
13. Thence along the easterly line of said Lot 7, Southerly 1,285 feet, more or less, to the southerly line of said Lot 7 (Assessor's Map 06.11.36);
14. Thence along said southerly line, and the westerly extension thereof, Westerly 1,325 feet, more or less, to the westerly line of Section 36 (Assessor's Map 06.11.36);
15. Thence along said westerly line, Northerly 104 feet, more or less, to the northeasterly corner of Instrument Number 2019-00761 (Assessor's Map 06.11.35);
16. Thence along the northerly line of said Deed, Westerly 104 feet, more or less, to the northwesterly corner of said Deed (Assessor's Map 06.11.35);
17. Thence along the westerly line of said Deed, Southerly 104 feet, more or less, to the southerly line of Government Lot 1 of Section 35 (Assessor's Map 06.11.35);
18. Thence along said southerly line, and the westerly extension thereof, Westerly 1,875 feet, more or less, to the northwesterly corner of Parcel 1 of Partition Plat Number 2018-15, also being the easterly boundary of the plat of "Rock Creek Village" (Assessor's Map 06.11.35);
19. Thence along said easterly boundary, Southerly 1,305 feet, more or less, to the southerly line of the northeast One-Quarter of Section 35 (Assessor's Map 06.11.35);
20. Thence along said southerly line, Easterly 51 feet, more or less, to the easterly line of said plat (Assessor's Map 06.11.35);
21. Thence tracing said easterly line, Southerly 1,318 feet, more or less, to the northerly line of Tract 7 of said plat (Assessor's Map 06.11.35DB);
22. Thence along the northerly, westerly and southerly lines of said Tract 7, Southerly 874 feet, more or less, to the easterly line of Lot 8 of said plat (Assessor's Map 06.11.35DB);
23. Thence along the easterly line of said Lot 8, Southerly 192 feet, more or less, to the northeasterly corner of Tract 6 of said plat (Assessor's Map 06.11.35DC);

24. Thence along the northerly, westerly and southerly lines of said Tract 6, Southerly 648 feet, more or less, to the southeasterly corner of said Tract 6, also being on the easterly line of said Lot 8 (Assessor's Map 06.11.35DC);
25. Thence along said easterly line, Southerly 90 feet, more or less, to the southeasterly corner of said Lot 8 (Assessor's Map 06.11.35DC);
26. Thence along the southerly line of said Lot 8, Westerly 234 feet, more or less, to the easterly right-of-way line of NE Devil's Lake Boulevard (Assessor's Map 06.11.35DC);
27. Thence along said easterly right-of-way line, Southerly 386 feet, more or less, to the northeasterly corner of Lot 1 of said plat (Assessor's Map 06.11.35DC);
28. Thence along the easterly line of said Lot 1, Southerly 872 feet, more or less, to the southeasterly corner of said Lot 1 (Assessor's Map 06.11.35DC);
29. Thence along the southerly line of said Lot 1, Westerly 351 feet, more or less, to the easterly right-of-way line of NE Devil's Lake Boulevard (Assessor's Map 07.11.02AB);
30. Thence along said easterly right-of-way line, Southwesterly 1,220 feet, more or less, to the southerly line of Parcel 1 of Partition Plat No. 2015-09 (Assessor's Map 07.11.02AB);
31. Thence along said southerly line, Easterly 228 feet, more or less, to the westerly line of Tract "B" of the plat of "Devils Lake Golf and Racquet Club Estates" (Assessor's Map 07.11.02AB);
32. Thence along said westerly line, Southeasterly 374 feet, more or less, to the northwesterly right-of-way line of US Highway 101 (Assessor's Map 07.11.02AB);
33. Thence along said northwesterly right-of-way line, Westerly 203 feet, more or less, to the southerly line of Northwest One-Quarter of the Northeast One-Quarter of Section 2, Township 7 South, Range 11 West (Assessor's Map 07.11.02AB);
34. Thence along said southerly line, and continuing along the southerly line of the Northeast One-Quarter of the Northeast One-Quarter of said Section 2, Easterly 1,120 feet, more or less, to the northwesterly corner of the plat of "Crown Imperial III" (Assessor's Map 07.11.02AD);
35. Thence along the westerly line of said plat, Southerly 899 feet, more or less, to the northerly line of the plat of "Lakeside Heights" (Assessor's Map 07.11.02AC);
36. Thence along said northerly line, Westerly 389 feet, more or less, to the Mean High Water Line of Devil's Lake, as shown on said plat (Assessor's Map 07.11.02AC);
37. Thence along said Mean High Water Line, Northwesterly 1,669 feet, more or less, to the northerly line of Deed Book 185, Page 2279 (Assessor's Map 07.11.02BD);
38. Thence along said northerly line, Westerly 55 feet, more or less, to the easterly right-of-way line of NE West Devil's Lake Road (Assessor's Map 07.11.02BD);
39. Thence along said easterly right-of-way, Northerly 91 feet, more or less, to the southeasterly right-of-way line of Lake Drive (Assessor's Map 07.11.02BD);

40. Thence along said southeasterly right-of-way line, Northeasterly 106 feet, more or less, to the southerly extension of the easterly line of Lot 7, Block 5 of the plat of "Lakonia" (Assessor's Map 07.11.02BD);
41. Thence along said southerly extension and said easterly line, Northerly 85 feet, more or less, to the northeasterly corner of said Lot 7 (Assessor's Map 07.11.02BD);
42. Thence along the northerly line of said Lot 7, Southwesterly 100 feet, more or less, to the easterly right-of-way line of NE West Devil's Lake Road (Assessor's Map 07.11.02BD);
43. Thence along said easterly right-of-way line, Northerly 28 feet, more or less, to the southeasterly right-of-way line of US Highway 101 (Assessor's Map 07.11.02BD);
44. Thence leaving said southeasterly right-of-way line, Northerly 120 feet, more or less, to the intersection of the northwesterly right-of-way line of US Highway 101 and the easterly right-of-way line of NE Devil's Lake Boulevard (Assessor's Map 07.11.02BD);
45. Thence along said northwesterly right-of-way line, Westerly 585 feet, more or less, to the easterly right-of-way line of NW 4th Street (Assessor's Map 07.11.02BD);
46. Thence along said easterly right-of-way line, Northerly 157 feet, more or less, to the northerly right-of-way line of NW 4th Street (Assessor's Map 07.11.02BD);
47. Thence along said northerly right-of-way line, Westerly 20 feet, more or less, to the vacated centerline of NW 4th Street (Assessor's Map 07.11.02BD);
48. Thence along said vacated centerline, Northerly 50 feet, more or less, to the northerly line of the said plat of "Lakonia" (Assessor's Map 07.11.02BD);
49. Thence along said northerly line, Easterly 497 feet, more or less, to the westerly right-of-way line of NE Devil's Lake Boulevard (Assessor's Map 07.11.02BD);
50. Thence along said westerly right-of-way line, Northerly 1,907 feet, more or less, to the southeasterly corner of Tract 2 of the plat of "Maplewood" (Assessor's Map 06.11.35DC);
51. Thence along the southerly line of said Tract 2, Westerly 450 feet, more or less, to the North-South centerline of Section 35, Township 6 South, Range 11 West (Assessor's Map 06.11.35DC);
52. Thence along said North-South centerline, Northerly 2,450 feet, more or less, to the Center of said Section 35, and the westerly south line of the plat of "Rock Creek Village" (Assessor's Map 06.11.35);
53. Thence along said westerly south line, Westerly 1,784 feet, more or less, to the southeasterly right-of-way line of NE Sal-La-Sea Drive (Assessor's Map 06.11.35BC);
54. Thence along said southeasterly right-of-way line, Southwesterly 278 feet, more or less, to the westerly line of Parcel 2 of Partition Plat Number 2016-07 (Assessor's Map 06.11.35CB);
55. Thence along said westerly line, Southerly 513 feet, more or less, to the northerly line of the plat of "Belhaven at Roads End" (Assessor's Map 06.11.35CB);

56. Thence along said northerly line, Easterly 186 feet, more or less, to the northeasterly corner of Lot 1 of said plat (Assessor's Map 06.11.35CB);
57. Thence along the easterly line of said Lot 1, and the southerly extension thereof, Southerly 139 feet, more or less, to the southerly right-of-way line NE 56th Drive (Assessor's Map 06.11.35CB);
58. Thence along said southerly right-of-way line, Westerly 78 feet, more or less, to the easterly right-of-way line of NE Mulberry Loop (Assessor's Map 06.11.35CB);
59. Thence along said easterly right-of-way line, Southerly 210 feet, more or less, to the northeasterly line of Lot 23 of said plat (Assessor's Map 06.11.35CB);
60. Thence along said northeasterly line, Southerly 83 feet, more or less, to the southeasterly line of said Lot 23 (Assessor's Map 06.11.35CB);
61. Thence along said southeasterly line, and the southwesterly extension thereof, Southwesterly 75 feet, more or less, to the northeasterly corner of Tract A of said plat (Assessor's Map 06.11.35CB);
62. Thence along the easterly line of said Tract A, Southerly 161 feet, more or less, to the southwesterly corner of Parcel 1 of Partition Plat No. 2016-07 (Assessor's Map 06.11.35CB);
63. Thence along the southerly line of said Parcel 1, Easterly 582 feet, more or less, to the westerly line of the plat of "Lincoln Palisades" (Assessor's Map 06.11.35CA);
64. Thence along said westerly line, and the southerly extension thereof, Southerly 465 feet, more or less, to the southeasterly corner of Deed Book 84, Page 649 (Assessor's Map 06.11.35CC);
65. Thence along the southeasterly line of said Deed, and the southwesterly extension thereof, Southwesterly 584 feet, more or less, to the northwesterly corner of Parcel 1 of Instrument Number 2019-05924 (Assessor's Map 06.11.35CC);
66. Thence along the westerly line of said Parcel 1, Southerly 159 feet, more or less, to the easterly right-of-way line of NE/NW Logan Road (Assessor's Map 06.11.35CC);
67. Thence along said easterly right-of-way line, Southerly 516 feet, to the northwesterly corner of Instrument Number 2015-11132 (Assessor's Map 06.11.35CC);
68. Thence along the northerly line of said Deed, Easterly 100 feet, more or less, to the northeasterly corner of said Deed (Assessor's Map 06.11.35CC);
69. Thence along the easterly line of said Deed, Southerly 60 feet, more or less, to the southerly line of Section 35 (Assessor's Map 06.11.35CC);
70. Thence along said southerly line, Easterly 530 feet, more or less, to the westerly line of the plat of "Pacific Rim Estates" (Assessor's Map 07.11.02BA);
71. Thence along said westerly line and the westerly line of the plat of "Garden Estates", Southerly 1,318 feet, more or less, to the southerly line of said "Garden Estates" plat (Assessor's Map 07.11.02BA);
72. Thence along said southerly line, Easterly 195 feet, more or less, to the northeasterly corner of Instrument Number 2003-19550 (Assessor's Map 07.11.02B);

73. Thence along the easterly line of said Deed, Southerly 361 feet, more or less, to the northwesterly right-of-way line of US Highway 101 (Assessor's Map 07.11.02B);
74. Thence along said northwesterly right-of-way line, Southwesterly 1,162 feet, more or less, to the easterly line of Lincoln County Court Case #860640 (Assessor's Map 07.11.02B);
75. Thence along said easterly line, Northerly 175 feet, more or less, to the westerly right-of-way line of NE/NW Logan Road (Assessor's Map 07.11.02B);
76. Thence along said westerly right-of-way line, Southerly 262 feet, more or less, to the northwesterly right-of-way line of US Highway 101 (Assessor's Map 07.11.02B);
77. Thence along said northwesterly right-of-way line, Southwesterly 120 feet, more or less, to the northerly right-of-way line of NW 40th Street (Assessor's Map 07.11.02B);
78. Thence along said northerly right-of-way line, Westerly 485 feet, more or less, to the southeasterly corner of Lot 62 of the plat of "Lincoln Star Shore Resorts" (Assessor's Map 07.11.03A);
79. Thence along the easterly line of said Lot 62, Northerly 475 feet, more or less, to the southwesterly corner of Lot 65 of said plat (Assessor's Map 07.11.03A);
80. Thence along the southerly most line of said Lot 65, Easterly 170 feet, more or less, to the southerly easterly line of said Lot 65 (Assessor's Map 07.11.03A);
81. Thence along said southerly easterly line, Northerly 424 feet, more or less, to the easterly southerly line of said Lot 65 (Assessor's Map 07.11.03A);
82. Thence along said easterly southerly line and continuing along the southerly line of Lot 66 of said plat, and the easterly extension thereof, Easterly 522 feet, more or less, to the centerline of NE/NW Logan Road (Assessor's Map 07.11.02B);
83. Thence along said centerline, Northerly 1,150 feet, more or less, to the easterly extension of the easterly northerly line of Lot 48 of said "Lincoln Star Shore Resort" plat (Assessor's Map 07.11.02BB);
84. Thence along said easterly extension and said easterly northerly line, Westerly 109 feet, more or less, to the northerly easterly line of said Lot 48 (Assessor's Map 07.11.02BB);
85. Thence along said northerly easterly line, and the northerly extension thereof, Northerly 214 feet, more or less, to the southerly right-of-way line of NW 50th Street (Assessor's Map 07.11.02BB);
86. Thence along said southerly right-of-way line, Westerly 1,354 feet, more or less, to the southerly extension of the easterly right-of-way line of NW Jetty Avenue (Assessor's Map 06.11.34DD);
87. Thence along said southerly extension and said easterly right-of-way line, Northerly 2,223 feet, more or less, to the southerly right-of-way line of NW 59th Street (Assessor's Map 06.11.34DA);
88. Thence along said southerly right-of-way line, Easterly 270 feet, more or less, to the westerly right-of-way line of NE/NW Logan Road (Assessor's Map 06.11.34DA);

89. Thence leaving said westerly right-of-way line, at right angles, Easterly 40 feet, more or less, to the easterly right-of-way line of NE/NW Logan Road (Assessor's Map 06.11.34DA);
90. Thence along said easterly right-of-way line, Northerly 450 feet, more or less, to the southerly right-of-way line of NE Sal-La-Sea Drive (Assessor's Map 06.11.34AD);
91. Thence along said southerly right-of-way line, Easterly 1,004 feet, more or less, to a point which bears South 00°00'00" East 62.77 feet, more or less, from the southerly southeast corner of Lot 1 of the plat of "Rau Addition to Roads End" (Assessor's Map 06.11.35CB);
92. Thence leaving said southerly right-of-way line, Northerly 63 feet, more or less, to the said southerly southeasterly corner (Assessor's Map 06.11.35CB);
93. Thence along the southerly line of said Lot 10, and the westerly extension thereof, Westerly 456 feet, more or less, to the northeasterly corner of Deed Book 69, Page 44 (Assessor's Map 06.11.35CB);
94. Thence along the easterly line of said Deed, Southerly 105 feet, more or less, to the northerly right-of-way line of NE Sal-La-Sea Drive (Assessor's Map 06.11.35CB);
95. Thence along said northerly right-of-way line, Northwesterly 518 feet, more or less, to the easterly right-of-way line of NE/NW Logan Road (Assessor's Map 06.11.34AD);
96. Thence along said easterly right-of-way line, Northerly 96 feet, more or less, to the southerly line of Lot 68 of the plat of "First Addition to Roads End" (Assessor's Map 06.11.34AD);
97. Thence along said southerly line, and the westerly extension thereof, Westerly 40 feet, more or less, to the westerly right-of-way line of NE/NW Logan Road (Assessor's Map 06.11.34AD);
98. Thence along said westerly right-of-way line, Northerly 952 feet, more or less, to the northerly line of Lot 31 of said plat (Assessor's Map 06.11.34AD);
99. Thence along the said northerly line, and the westerly extension thereof, Westerly 251 feet, more or less, to the Approximate Mean High Water Line of the Pacific Ocean (Assessor's Map 06.11.34AD);
100. Thence along said Approximate Mean High Water Line, Northerly 21 feet, more or less, to the westerly extension of the southerly line of Lot 29 of said plat (Assessor's Map 06.11.34AD);
101. Thence along said westerly extension and said southerly line, Easterly 246 feet, more or less, to the westerly right-of-way line of NE/NW Logan Road (Assessor's Map 06.11.34AD);
102. Thence along said westerly right-of-way line, Northerly 620 feet, more or less, to the northerly line of Lot 5 of said plat (Assessor's Map 06.11.34AA);
103. Thence along said northerly line, and the westerly extension thereof, Westerly 220 feet, more or less, to the Approximate Mean High Water Line of the Pacific Ocean (Assessor's Map 06.11.34AA);

104. Thence along said Approximate Mean High Water Line, Northerly 11 feet, more or less, to the westerly extension of the southerly line of Lot 3 of said plat (Assessor's Map 06.11.34AA);
105. Thence along said westerly extension and said southerly line, Easterly 224 feet, more or less, to the westerly right-of-way line of NE/NW Logan Road (Assessor's Map 06.11.34AA);
106. Thence along said westerly right-of-way line, Northerly 449 feet, more or less, to the northerly line of Lot 7 of the said unrecorded plat (Assessor's Map 06.11.34AA);
107. Thence along said northerly line, and the westerly extension thereof, Westerly 268 feet, more or less, to the Approximate Mean High Water Line of the Pacific Ocean (Assessor's Map 06.11.34AA);
108. Thence along said Approximate Mean High Water Line, Northerly 34 feet, more or less, to the westerly extension of the southerly line of Lot 8 of said plat (Assessor's Map 06.11.34AA);
109. Thence along said westerly extension and said southerly line, Easterly 263 feet, more or less, to the westerly right-of-way of NW/NE Logan Road (Assessor's Map 06.11.34AA);
110. Thence along said westerly right-of-way line, Northerly 991 feet, more or less, to the southeasterly corner of Instrument Number 2019-07121 (Assessor's Map 06.11.27DD);
111. Thence along the southerly line of said Deed, and the westerly extension thereof, Westerly 240 feet, more or less, to the Approximate Mean High Water Line of the Pacific Ocean (Assessor's Map 06.11.27DD);
112. Thence along said Approximate Mean High Water Line, Northerly 58 feet, more or less, to the westerly extension of the northerly line of said Deed (Assessor's Map 06.11.27DD);
113. Thence along said westerly extension and said northerly line, Easterly 226 feet, more or less, to the westerly right-of-way line of NW/NE Logan Road (Assessor's Map 06.11.27DD);
114. Thence along said westerly right-of-way line, Northerly 1,336 feet, more or less, to the northerly line of Lot 52 of said unrecorded plat (Assessor's Map 06.11.27DA);
115. Thence along said northerly line, and the westerly extension thereof, Westerly 389 feet, more or less, to the Approximate Mean High Water Line of the Pacific Ocean (Assessor's Map 06.11.27DA);
116. Thence along said Approximate Mean High Water Line, Northerly 10 feet, more or less, to the westerly extension of the southerly line of Lot 53 of said unrecorded plat (Assessor's Map 06.11.27DA);
117. Thence along said westerly extension and said southerly line, Easterly 389 feet, more or less, to the westerly right-of-way line of NW/NE Logan Road (Assessor's Map 06.11.27DA);
118. Thence along said westerly right-of-way line, Northeasterly 441 feet, more or less, to the northeasterly right-of-way line of NW/NE Logan Road (Assessor's Map 06.11.27DA);

119. Thence along said northeasterly right-of-way line, Southeasterly 40 feet, more or less, to the easterly right-of-way of NW/NE Logan Road (Assessor's Map 06.11.27DA);
120. Thence along said easterly right-of-way line, Southwesterly 26 feet, more or less, to the easterly right-of-way line of NE Williams Court (Assessor's Map 06.11.27DA);
121. Thence along said easterly right-of-way line, Southerly 83 feet, more or less, to a point that bears southerly 15.00 feet, more or less, from the northwesterly corner of Parcel 1 of Partition Plat No. 2002-01 (Assessor's Map 06.11.27DA);
122. Thence Easterly 101 feet, more or less, to the northeasterly corner of said Parcel 1 (Assessor's Map 06.11.27DA);
123. Thence along the easterly line of said Parcel 1, and the southerly extension thereof, Southerly 381 feet, more or less, to the southeasterly corner of Instrument Number 2014-04933 (Assessor's Map 06.11.27DA);
124. Thence along the southerly line of said Deed, Westerly 49 feet, more or less, to the easterly line of the plat of "Swalko Addition to Roads End" (Assessor's Map 06.11.27DA);
125. Thence along said easterly line and continuing along the easterly line of the plat of "Second Foothills Addition to Roads End", Southerly 710 feet, more or less, to the Point of Beginning (Assessor's Map 06.11.27DD);

**Excepting therefrom the following parcel:** (See Map Sheet 02)

Excepting Parcel as described in Ordinance No. 86-03, described as follows:

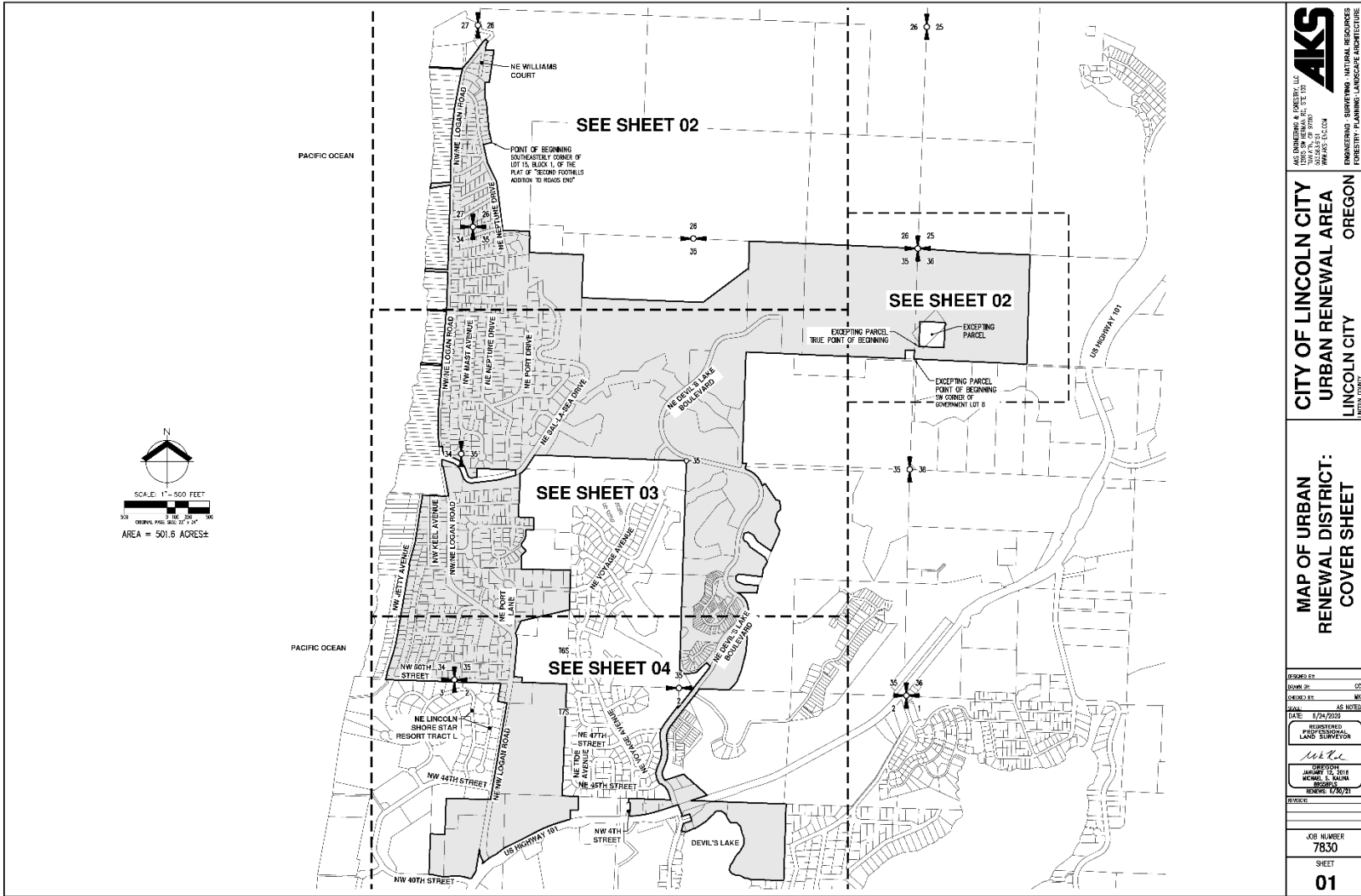
Beginning at the southwest corner of Government Lot 8 of Section 36 (Assessor's Map 06.11.36);

200. Thence leaving said Southwest Corner, North 20°51'49" East 157.69 to the intersection of a line that is parallel with and 54.00 feet easterly of the westerly line of said Lot 8 and a line that is parallel with and 150.00 feet northerly of the southerly line of said Lot 8, said intersection being the True Point of Beginning (Assessor's Map 06.11.36);
201. Thence along said westerly parallel line, Northerly 295 feet, more or less, to a line that is parallel with and 445.00 feet northerly of the southerly line of said Lot 8 (Assessor's Map 06.11.36);
202. Thence along said parallel line, Easterly 295 feet, more or less, to a line that is parallel with and 349.00 feet easterly of the westerly line of said Lot 8 (Assessor's Map 06.11.36);
203. Thence along said parallel line, Southerly 295 feet, more or less, to a line that is parallel with and 150.00 feet northerly of the southerly line of said Lot 8 (Assessor's Map 06.11.36);

204. Thence along said parallel line, Westerly 295 feet, more or less, to the True Point of Beginning.

The above described tract of land contains 501.6 acres, more or less.

6/24/2020



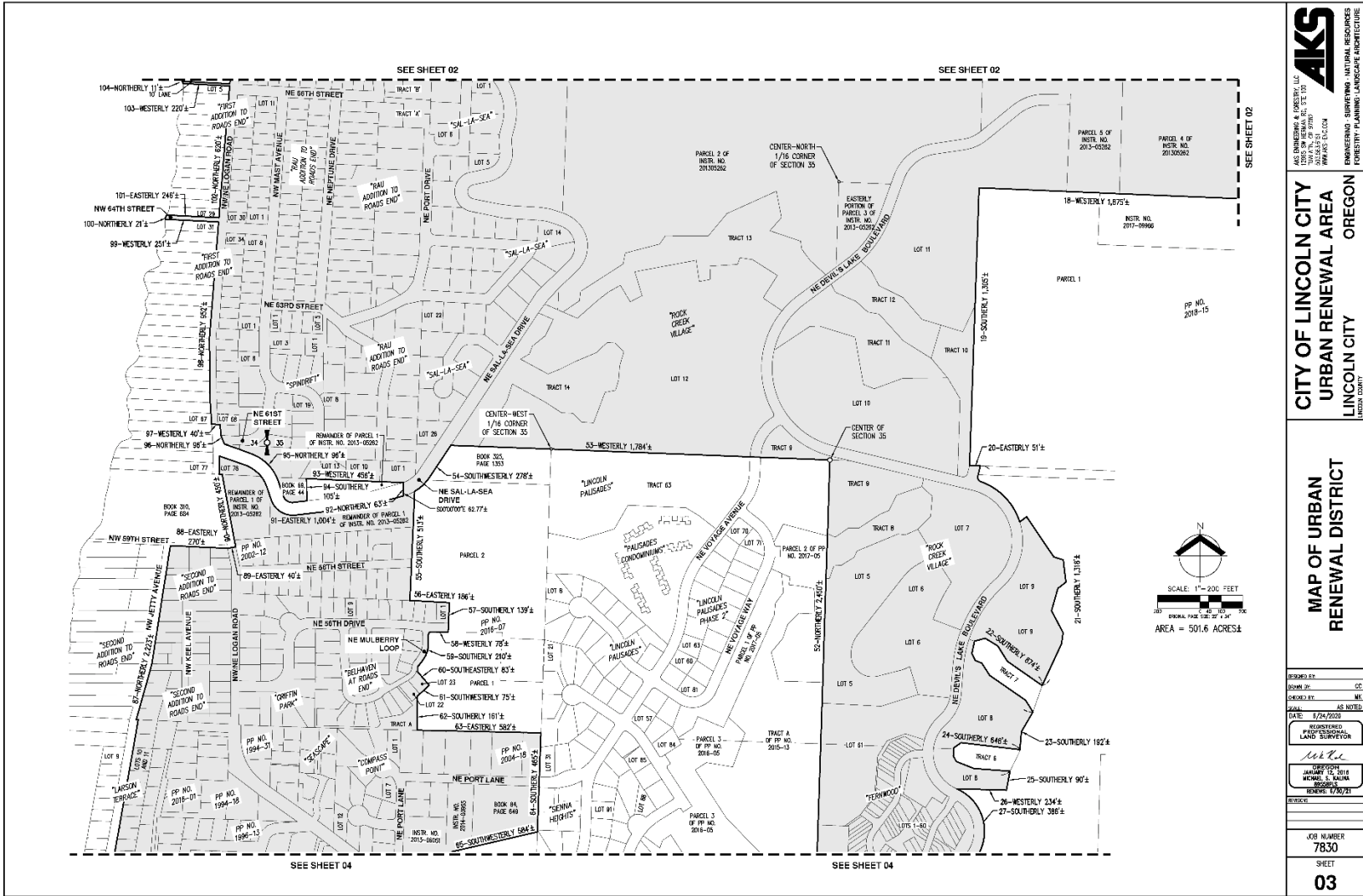
CITY OF LINCOLN CITY  
 URBAN RENEWAL AREA  
 LINCOLN CITY  
 OREGON

MAP OF URBAN  
 RENEWAL DISTRICT:  
 COVER SHEET

DESIGNED BY:	
DRAWN BY:	CC
CHECKED BY:	MK
DATE:	AS NOTED
DATE:	1/24/2023
REGISTERED PROFESSIONAL LAND SURVEYOR	
<i>Michael L. Salva</i>	
CERTIFICATE NUMBER: 12188	
EXPIRES: 12/31/2024	
PROJECT:	
JOB NUMBER:	7830
SHEET:	01

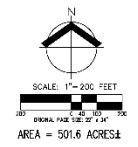
AKS DRAWING BY: F. FERRERAS/ALB; DATE: 08





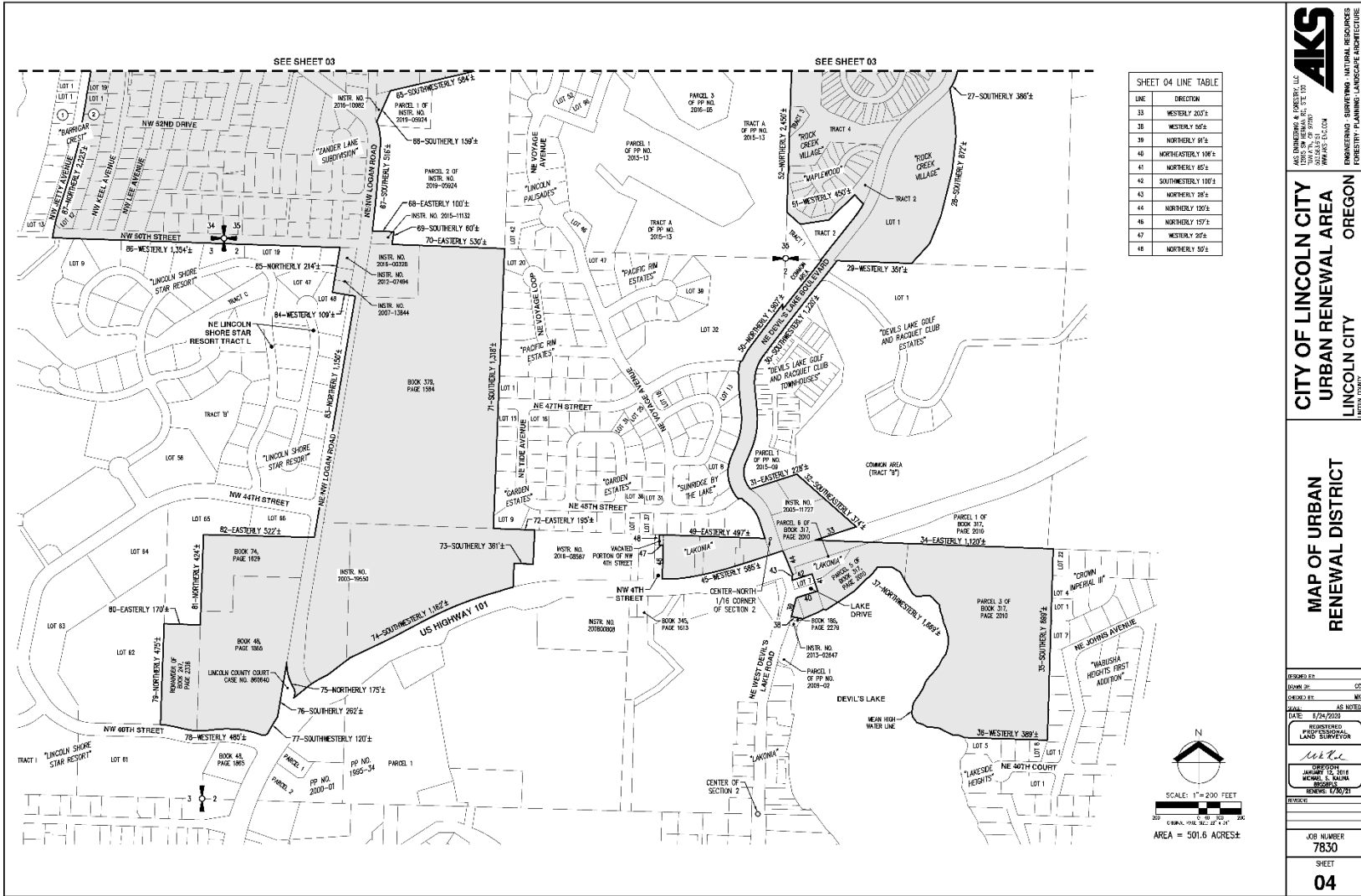
**CITY OF LINCOLN CITY  
URBAN RENEWAL AREA  
LINCOLN CITY**  
OREGON  
LINCOLN COUNTY

**MAP OF URBAN  
RENEWAL DISTRICT**



DESIGNED BY:	
DRAWN BY:	CC
CHECKED BY:	MK
DATE:	AS NOTED
DATE:	1/24/2019
REGISTERED LAND SURVEYOR	
<i>Michael E. Salva</i>	
CITY OF LINCOLN CITY	
MICHAEL E. SALVA	
RENEWAL DISTRICT	
REMARKS:	
JOB NUMBER	7830
SHEET	
	<b>03</b>

AKS DRAWING NO. 7830-URBAN-RD-03 - PART 03



SHEET 04 LINE TABLE

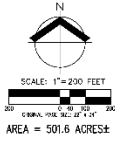
LINE	DIRECTION
33	WESTERLY 201'±
38	WESTERLY 54'±
39	NORTHERLY 91'±
46	NORTHEASTERLY 106'±
47	NORTHERLY 85'±
42	SOUTHWESTERLY 107'±
43	NORTHERLY 28'±
44	NORTHERLY 26'±
46	NORTHERLY 127'±
47	WESTERLY 25'±
48	NORTHERLY 30'±



CITY OF LINCOLN CITY  
URBAN RENEWAL AREA  
LINCOLN CITY  
OREGON

MAP OF URBAN  
RENEWAL DISTRICT

DESIGNED BY: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: 1/24/2019  
 REGISTERED PROFESSIONAL LAND SURVEYOR  
 MICHAEL E. SALVA  
 LICENSE 1730741



SHEET NUMBER  
7830  
SHEET  
04

AKS DRAWING BY: T. ZIEGLER; DATE: 1/24/19