

Sutherlin Tax Increment Finance Plan

DRAFT

Adopted by the City of Sutherlin

DATE

Ordinance No. ____



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.

Date	Resolution or Ordinance No.	Purpose of Change

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I. DEFINITIONS

“Agency” means the Sutherlin Urban Renewal Agency. The Agency is responsible for administration of this Sutherlin TIF Plan.

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

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

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

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

“City” means the City of Sutherlin, Oregon.

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

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

“County” means Douglas County, Oregon.

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

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

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

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness. The maximum indebtedness for this Plan is \$23,700,000.

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

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

“Plan” or “Sutherlin TIF Plan” means the official plan for the TIF Area pursuant to ORS 457.

“Planning Commission” means the Sutherlin Planning Commission.

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

“Report Accompanying Sutherlin TIF Plan” or “Report” means the official report that accompanies the Sutherlin TIF Plan pursuant to ORS 457.085(3).

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

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

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

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

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

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

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

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

II. INTRODUCTION

The Plan for the Area was developed for the Sutherlin City Council with cooperative input from a council appointed Urban Renewal Task Force. The Plan also includes input from the taxing districts through consult and confer letters with the opportunity for follow up with each taxing district, in public meetings, and in hearings before the Planning Commission, City Council, and a public briefing with the Douglas County Board of Commissioners.

Note on language: This Plan, wherever applicable and permissible, uses the term Tax Increment Finance or TIF rather than “urban renewal”. The term TIF is used consistently in other parts of the nation and does not evoke past practices of other urban renewal agencies throughout the country wherein minorities and 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.

A. Area Context

In 2019 the City of Sutherlin, Oregon completed a feasibility study for a Tax Increment Finance Area (TIF Area) to serve the downtown and other undeveloped property south of the downtown and surrounding Exit 136 off Interstate 5. After review of the feasibility study, the Sutherlin City Council directed staff to prepare a draft Tax Increment Finance (TIF) Plan and Report. The City Council formed a Task Force to review the boundary, potential projects and provide input on the preparation of the TIF Plan and Report. The Task Force met three times. In addition, information about the feasibility study and proposed TIF Plan was posted on the city website.

B. Plan Overview

The Goals and Objectives of this Plan are intended to guide investment by the Sutherlin Urban Renewal Agency (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 front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

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

Table 2 - Statutory References

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

C. TIF Area Overview

ORS 457 allows for the use of tax increment revenues, a financing source that is unique to TIF areas, to fund projects within an area to improve conditions that impede development. Tax increment revenues - the amount of property taxes generated by the increase in total assessed values within a TIF area from the time an area is first established - are used to repay borrowed funds. The borrowed funds are used to pay for projects within an area and cannot exceed the maximum indebtedness amount set by a TIF plan.

The purpose of a TIF area is to improve specific areas of a municipality that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have property that is undeveloped or underdeveloped, old or deteriorated buildings, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, TIF area projects can include construction or improvement of streets, utilities, and other public facilities, infrastructure, assistance for development, rehabilitation or redevelopment of property, acquisition and re-sale of property (site assembly) from willing sellers, and improvements to public spaces.

The Area, shown in Figure 1, contains 615.3 acres. The Area meets the definition of blight due to its infrastructure deficiencies, including deficiencies in the transportation system, storm drain system, and water system. In addition, there are many underdeveloped properties within the Area and properties that contain wetlands. These blighted conditions are specifically cited in the ordinance adopting this Plan and described in detail in the Report.

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

- A description of the physical, social, and economic conditions in the area
- The expected impact of the Plan, including fiscal impact in light of increased services
- Reasons for selection of the Area
- The relationship between each Project to be undertaken and the existing conditions
- The estimated total cost of each Project and the source(s) of funds to pay such costs
- The estimated completion date of each Project
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired
- A financial analysis of the Plan
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the Area
- 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 \$23,300,000 (Twenty-three million three 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. PLAN GOALS AND OBJECTIVES

The Goals and Objectives of the Plan represent its basic intents and purposes. The goals align with the Goals in the 2014 Economic Opportunity Analysis for Sutherlin. The Projects identified in Sections V and VI of the Plan are the specific means of meeting the Goals and Objectives. The Goals and Objectives 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. Actively increase the Economic Vitality of Sutherlin

1. Improve the Downtown to provide a healthy economy, housing and services for our community.
2. Improve the Central Avenue Corridor to support businesses, attract new business, provide critical commercial/retail services to our community and improve the economic and visual conditions along Central Avenue.
3. Improve the Industrial Area for the creation of traded-sector jobs for our citizens.
4. Provide transportation and utility improvements to support the development and diversity of jobs that will increase the economic vitality of the Area.
5. Work with developers and property owners for the development or redevelopment of properties in the Area to serve our residents and encourage tourism investment and activity.
6. Create a Sports Park Complex that will enhance the lives of families and where visitors can recreate in the community.

B. Become a Visible Economic Development Leader within the Umpqua River Valley Region

1. Provide transportation improvements to support the development of jobs and increase the economic vitality of the Area.
2. Work with the Umpqua Valley Wine Growers Association, community leaders, and local wineries to grow this segment of the economy and thus, increase tourism.

C. Establish Sutherlin as a Unique Destination for Overnight Tourism

1. Create a Sports Park Complex where residents and visitors can recreate in the community.
2. Work with the Umpqua Valley Wine Growers Association, community leaders, local wineries and destination-oriented stakeholders to market this segment of the economy and other tourism-oriented activities abundant in our region.
3. Work with developers and property owners for the development or redevelopment of properties in the Area to serve our residents and encourage both tourism and commercial/retail economic investment.

Table 3 shows the project categories and the Goals to which they relate:

Table 3 - Goals Matrix

Goal	Project Categories
A. Actively increase the Economic Vitality of Sutherlin	Sports Park Facilities Downtown Industrial Park Central Avenue Corridor and Properties at Exit 136
B. Become a Visible Economic Development Leader	Industrial Park Downtown Central Avenue Corridor
C. Establish Sutherlin as a Unique Destination for Overnight Tourism	Sports Park Facilities Downtown Central Avenue Corridor and Properties at Exit 136

[illegible]

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V. TIF AREA PROJECT CATEGORIES

In relationship to the Goals and Objectives described in the Chapter IV, the Projects within the Area fall into the following categories:

A. Sports Park Facilities

B. Downtown

C. Industrial Park

D. Central Avenue Corridor and Properties at Exit 136

E. Plan Administration

VI. TIF AREA PROJECTS

TIF Area Projects authorized by the Plan are described below. No project currently includes a public building. If any project 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.

A. Sports Park Facilities:

Kick-start the creation of a community sports park complex that will also stimulate greater community fundraising for a full-service community center. This project will construct a service roadway onto the site, establish a gravel parking lot, provide utility services on site and assign \$500,000 as a grant match for ODOT Safe Routes to Schools (Waite Street) and a Transportation Enhancement grant (Red Rock Road).

The project components are:

- Set-aside for Safe Routes to School and Transportation Enhancement grants
- Initial road access and parking
- Contingency including utility services and other project components

B. Downtown:

Provide for ongoing investment in future development and redevelopment in the downtown. This project includes an initial demonstration to infuse improvements that will stimulate immediate economic investment and demonstrate the enormous positive impacts of a TIF Area. The initial project is to purchase land for needed parking, provide building façade improvement grants, recruit targeted businesses into downtown and conduct specific land, building and infrastructure improvements that reveal a need for financial investment as projects are executed. These same tools and other tools that may be identified as the initial project is implemented will be provided for the long-term to assist in the development and redevelopment of downtown.

The project components are:

- One-block Initial Demonstration Project
- Property acquisition
- Building restoration grants
- Location Incentives
- Contingency
- New and Redevelopment in downtown

C. Industrial Park:

The County and City own 43 acres of industrially zoned land that is currently inundated by wetlands. The project will pay for wetlands consultation, purchase of wetlands credits, on-site mitigation requirements that will come out of the consultant's analysis, business recruitment incentives and infrastructure improvements for adjacent and on-site services. The project includes expending monies for immediate impact development.

Initial project work:

- Wetlands credits
- Wetlands plan
- Location incentives
- Contingency
- Infrastructure (water, sewer, streets)

D. Central Avenue Corridor and Properties at Exit 136:

Construct transportation improvements at Interstate 5 at Exit 136. These funds would kick-start the design, engineering and construction of the Interchange Area Master Plan (IAMP) in partnership with the Oregon Department of Transportation (ODOT).

Develop at least one multi-family housing development along Central Avenue. This project would entail the purchase of one significantly blighted area and use monies to incite a public/private partnership for construction of a multi-family housing complex on this property.

Create an Umpqua Wine Interpretative Center with public and private partners.

The project components are:

- Property acquisition
- Blight cleanup
- Housing partnership
- Exit 136 area improvements (streetlights/transportation, etc.)
- Gateway Partnership with Umpqua Wine Interpretive Center

E. Administration

Provide for the administration of the Plan.

Examples of eligible projects include:

- 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, as required by ORS 457.120.

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

Substantial Amendments are amendments that:

1. Add land to the Area, except for an addition of land that totals not more than 1% of the existing area of the Area;¹ 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.

The projects proposed in the Plan and Report are organized by project categories. If the Agency determines that the allocation of funds within a project category should be adjusted based on needs within the Area, they may do so through a Minor Amendment.²

¹ 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. .

² Project costs may be impacted by grants, timing, cost savings, inflation, or other external forces unanticipated at this time but which may occur over the 25 year life of this Area.

VIII. PROPERTY ACQUISITION AND DISPOSITION

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

A. Property acquisition for public improvements

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 for private development or redevelopment from willing sellers

The Plan authorizes the Agency acquisition of any interest in property within the Area that the Agency finds is necessary for private redevelopment or development, 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 or development. 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 under Subsection A of this Section VIII for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. 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 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 Projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues are annual property taxes imposed on the cumulative *increase* in assessed value within the Area over the total assessed value at the time the Plan is adopted, with the exception of property taxes for General Obligation (GO) bonds and local option levies. (Under current law, the property taxes for General Obligation (GO) bonds and local option levies approved after October 6, 2001, are not part of the tax increment revenues.)

A. General description of the proposed financing methods

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

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

Revenues obtained by 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 Sutherlin 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. 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 describe the relationship of the plan to definite local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the *Sutherlin Comprehensive Plan, Sutherlin Parks and Open Space Plan, Sutherlin Transportation System Plan, and the Sutherlin Development Code*. The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how this Plan conforms to the applicable goals and policies.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. The language from the original document is in *italics*.

Comprehensive Plan designations for all land in the Area are shown in Figure 3. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Sutherlin Development Code described in subsection C of this Section XIII. The zoning designations are shown in Figure 4.

A. Sutherlin Comprehensive Plan

The analysis of how the Plan conforms to the Comprehensive Plan covers the most relevant sections but may not cover every section of the Comprehensive Plan that relates to the Plan.

If the Comprehensive Plan policies identified in the Plan are updated in the future, this document will automatically incorporate those updates without the Plan having to be formally amended. If a Substantial Amendment is completed in the future, this section of the Plan should be updated at that point.

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

Citizen Involvement

Goal: *To establish a framework for a planning and policy process which involves citizens and is a basis for all decisions and actions related to land use, and which ensures that an adequate factual base is available for such decisions and actions.*

Finding: The Plan conforms to the Citizen Involvement chapter as there was a Task Force created to review projects and financials for the Plan. There were public hearings conducted by the Planning Commission and City Council and a briefing was provided to the Douglas County Commission. Information on the Feasibility Study and Plan were provided on the City of Sutherlin website.

Housing Element

Goal: Enable all members of the community to live in housing appropriate to their needs.

Finding: The Plan conforms to the Housing Element chapter as the projects include the development of parks which are an amenity for housing and the ability to assist in the development of multi-family housing within the Area.

Economy

Goals: to broaden, improve and diversify the economy of Sutherlin while enhancing the environment.

Finding: The Plan conforms to the Economy chapter as there are projects, programs, and expenditures identified for incentivizing development in the Area, providing transportation improvements, working with the Umpqua Wine Growers Association, and creating a Sports Park to encourage economic activity in the Area.

Public Facilities

Goal: To provide efficient public facilities and services in an orderly planned manner so as to meet the needs of Sutherlin's residents and businesses.

Ensure that as new development occurs, public facilities and services to support the development are available or will be available within a reasonable time.

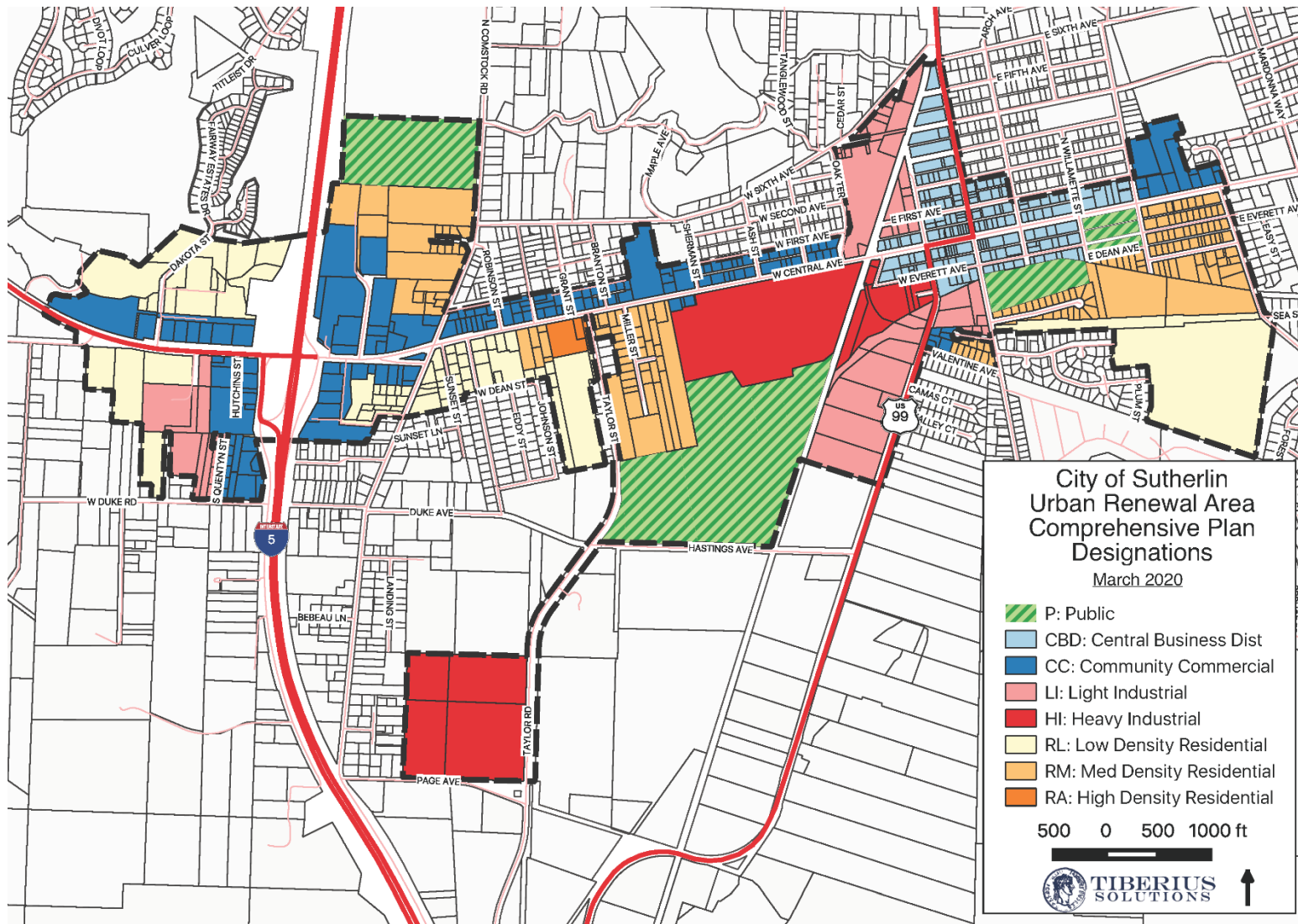
Goal: To provide and encourage a safe, convenient, aesthetic and economical transportation system.

Encourage the expansion of the street improvement program and also coordinate the program with the future street plan, and thus ensure that those streets that have been designated to carry high volumes of traffic (arterials and collectors) are in satisfactory and safe condition.

13. The city shall work with the Oregon Department of Transportation and Douglas County to improve the city's transportation system to a level consistent with the goals and policies of the Comprehensive Plan and the Public Facilities Plan.

Finding: The Plan conforms to the Public Facilities chapter as there are specific projects identified for transportation and utility infrastructure improvements in the Area.

Figure 2 - TIF Area Comprehensive Plan Designations



Source: Tiberius Solution

B. Sutherlin Parks and Open Space Plan³

The *Sutherlin Open Space Plan* established the need for additional open space and parks facilities in the Area. The specific recitation is shown below. The table is from the *Sutherlin Open Space Plan* document.

Section 6.2 Existing and Future Parks

Based on an assumption of shared facility use, the Needs Analysis identified a need for 6 to 12 neighborhood parks and 4 to 10 community parks (Section 5.2, Needs Assessment). Not all neighborhood and community parks need to be the same, containing the same or similar array of elements. Indeed, quality park and open space planning recognizes unique qualities of a particular site and develops a specific park plan around a balance of a site's unique features with the overall community need for park resources. Thus, the array of identified neighborhood and community parks in Sutherlin can have variety. In particular, the 5 identified community parks (3 community parks and 2 sports parks) each has a unique, identifiable focus. Table 6.3 of the City of Sutherlin Parks and Open Space Plan outlines this approach.

Table 6.3 – Park Functions⁴

Community Park	Park Function
<i>Central Park / Festival Grounds (C-1)</i>	<i>Functions as a host location for community events and festivals</i>
<i>Cooper Creek Reservoir (C-2) facility</i>	<i>Functions as a boating and picnicking destination</i>
<i>Ford's Pond (C-3)</i>	<i>Could function as an open expanse of informal open space</i>
<i>Westside Sports Park (S-1)</i>	<i>A host location for tournament-level regulation sports such as softball and soccer</i>
<i>Eastside Sports Park (S-2)</i>	<i>A shared location with the Sutherlin School District for baseball and football</i>

Finding: The Plan conforms to the *Sutherlin Parks and Open Space Plan* as there is a project for creating a Sports Park Facility in the Area.

³ SATRE Associates, *City of Sutherlin Parks and Open Space Plan*, April 30, 2005.

⁴ SATRE Associates, *City of Sutherlin Parks and Open Space Plan*, Table 6.3, 44.

C. Sutherlin Transportation System Plan⁵

The Sutherlin Transportation System Plan (TSP) goals and objectives serve as the basis for the TSP for needs analysis, policy and ordinance development and project selection. These goals and objectives reflect the transportation goals of the City and the overall transportation vision for the Sutherlin area. The goals and objectives will maximize mobility, safety, efficiency and accessibility to the transportation system and will address the requirements of the Oregon Transportation Planning Rule (TPR) and the Oregon Transportation Plan (OTP).

Goal 1. Overall Transportation System

Provide a transportation system for the Sutherlin area that supports safe, efficient and accessible movement.

Goal 2. Transportation and Land Use

Maximize the efficiency of Sutherlin's transportation system through effective land use planning.

Objectives

A. Facilitate development or redevelopment on sites that are best supported by the overall transportation system and that reduce motor vehicle dependency by promoting walking, bicycling, transit and personal electric vehicle use. This may include altering land use patterns through changes to type, density, and design.

B. Plan land uses to increase opportunities for multi-purpose trips.

C. Support mixed-use development where zoning allows.

Goal 4. Street System

Provide a well-planned, comprehensive street system that serves the needs of the Sutherlin area.

Objectives

C. Make better use of the southern interchange by connecting an east-west route to the southern interchange on both sides of I-5.

D. Identify opportunities to improve flow of people and goods east-west across I-5.

E. Identify alternative east-west routes to improve traffic flow and improve emergency vehicle access. This includes alternative routes to relieve traffic congestion on Central Avenue such as connecting Fourth Avenue to Sixth Avenue across the railroad tracks north of Central Avenue. Other alternative east-west routes include a connection between the southern interchange and the eastern city limits. Identify options for improved access to the Sutherlin Industrial Park.

⁵ Parsons Brinckerhoff, *City of Sutherlin Transportation System Plan*, July 2005

Goal 6. Transportation that Supports Economic Development

Facilitate the provision of a multi-modal transport system for the efficient, safe, and competitive movement of goods and services to, from, and within the Sutherlin area.

Objectives

A. Promote accessibility to transport modes that fulfill the needs of freight shippers.

B. Strive to balance the needs of moving freight with community livability.

F. Designated arterial routes and freeway access are essential for efficient movement of goods. Design these facilities and adjacent land uses to reflect the needs of goods movement.

Goal 7. Funding Transportation System Improvements

Implement the transportation plan by working cooperatively with federal, State, regional, and local governments, the private sector, and residents. Create a stable, flexible financial system for funding transportation improvements.

Objectives

C. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area. Key agencies for coordination include Douglas County, Oregon Department of Transportation, Umpqua Regional Council of Governments (URCOG), and Umpqua Transit.

G. Working in partnership with Oregon Department of Transportation, Douglas County, and other jurisdictions and agencies, develop a long-range financial strategy to make needed improvements to the transportation system and support operational and maintenance requirements.

Finding: The Plan conforms to the *Sutherlin Transportation System Plan* as there are projects for improving transportation facilities in the Area.

D. Sutherlin Economic Opportunities Analysis⁶

B.2 Community Economic Development Objectives

Goal 1: Actively Increase the Economic Vitality of Sutherlin

Goal 2: Become a Visible Economic Development Leader

Goal 3: Establish Sutherlin as a Unique Destination for Overnight Tourism

Finding: The Plan conforms to the *Sutherlin Economic Opportunities Analysis* as there are projects, programs, and expenditures for improving transportation facilities, sports facilities, and development partnerships in the Area.

E. Sutherlin Development Code

The land uses in the Area will conform to the zoning designations in the *Sutherlin Development Code*, including maximum densities and building requirements, and those provisions of the *Sutherlin Development Code*, are incorporated by reference herein. The following zoning districts are currently present in the Area:

Low Density Residential (R1)
Medium Density Residential (R2)
Multi-family Residential (R3)
Downtown Commercial (C1)
Community Commercial (C3)
Public (CG)
Light Industrial (M1)
General Industrial (M2)
High Density Residential (RH)
Medium Density Residential (RM)

As the *Sutherlin Development Code* is updated, the references to the Sutherlin Development Code in this document will be deemed to incorporate those updates without the Plan having to be formally amended. If a Substantial Amendment to this Plan is completed in the future, this section will be updated to match the current zoning designations. When any Project is undertaken, the provisions of the Sutherlin Development Code in effect at the time of the Project will apply.

⁶ FCS Group, *Economic Opportunities Analysis*, November 2014.

Section 2.2.100 – RESIDENTIAL DISTRICTS

A. Purpose. *The residential districts provide for neighborhoods ranging in densities from very low to moderately high. The differences in these densities and regulations are intended to support the varying lifestyles of the City's residents. The districts provide for a range of residential habitation including residential-hillside, single family, multifamily, manufactured home, and combinations thereof, together with home occupations, schools, parks, and public services necessary for neighborhood living.*

- 2. Low density residential (R-1); This district is a low density area that protects established single family neighborhoods and preserves the residential quality, value identity environmental privacy, light and air and outdoor space that is meant to conform to systems and facilities which support the residential quality of the area.*
- 3. Medium density residential (R-2); This district is a medium density area allowing a compatible mix of both single family and multiple family housing protected as to residential quality, value, identity, environmental privacy, light and air and outdoor space that is meant to conform to systems and facilities which support the residential quality of the area.*
- 4. Multifamily residential (R-3); This district is a medium to high density area meant to serve as a general residential district allowing a large variety of housing and densities without conflict together with certain nonresidential uses.*

Section 2.3.100 – COMMERCIAL ZONING DISTRICTS

A. Purpose. *The purpose of the commercial districts is to:*

- 1. Allow a mixture of complimentary land uses that may include, retail, offices, commercial services, civic uses, and housing to create economic and social vitality and to encourage the linking of trips;*
- 2. Develop commercial and mixed-use areas that encourage walking as an alternative to driving, and provide more employment and housing options;*
- 3. Provide flexibility in the siting and design of new developments and redevelopment to anticipate changes in the marketplace;*
- 4. Provide both formal and informal community gathering places;*
- 5. Provide roadway and pedestrian connections from the commercial districts to neighborhoods and other employment areas;*
- 6. Maintain, preserve and enhance the distinct storefront character, which identifies the downtown commercial district;*
- 7. Encourage efficient land use by facilitating compact development and minimizing the amount of land needed for surface parking;*
- 8. Facilitate development (land use mix, density and design) that can be served by public transit where applicable;*

9. *Provide appropriate locations and design standards for automobile and truck-dependent uses;*
10. *Maintain mobility along traffic corridors and statewide highways; and*
11. *Provide for automobile-oriented uses, while preventing strip-commercial development in highway corridors.*

B. Applicability. *Commercial zoning districts fall under two categories:*

1. *Downtown Commercial (C-1); and*
2. *Community Commercial (C-3).*

Section 2.4.100 – SECTION 2.4 – PUBLIC/SEMI-PUBLIC DISTRICTS

A. Purpose. *The purpose of this district is to provide for the review and location of public and semi-public facilities and related uses, which by necessity, character, or effect will be compatible with surrounding uses.*

B. Applicability. *The public/semi-public district applies to lands that have been so designated on the zoning map. Such designation is made upon a finding of public need for public/semi-public uses or facilities. Public (C-3)*

SECTION 2.5.100 – INDUSTRIAL DISTRICTS

A. Purpose. *The industrial districts accommodate a range of heavy manufacturing, assembly, and processing of raw materials, junk yard, motor vehicle wrecking yards, light manufacturing, warehousing and distribution, industrial-office uses, automobile-oriented uses (e.g., lodging, restaurants, auto-oriented retail), and similar uses which are not appropriate in the downtown. The district's standards are based on the following principles:*

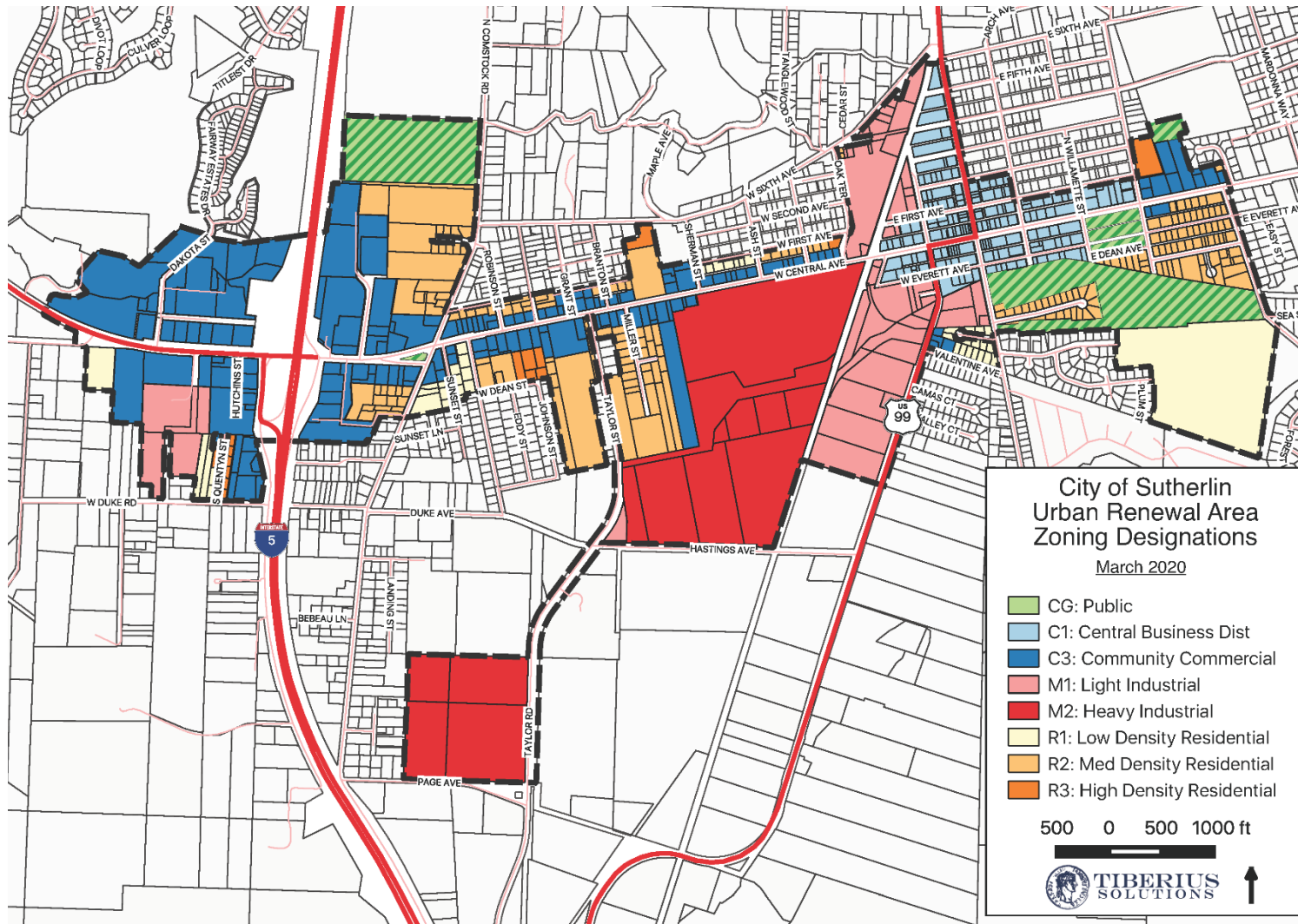
1. *Ensure efficient use of land and public services.*
2. *Provide a balance between jobs and housing, and encourage mixed-use development.*
3. *Provide transportation options for employees and customers.*
4. *Provide business services close to major employment centers.*
5. *Ensure compatibility between industrial uses and nearby residential areas.*
6. *Provide appropriately zoned land with a range of parcel sizes for industry.*
7. *Provide for automobile-oriented uses, while preventing strip-commercial development in highway corridors.*

B. Applicability. *Industrial zoning districts fall under two categories:*

1. *Light industrial (M-1); and*
2. *General industrial (M-2).*

Finding: The Plan conforms to the Sutherlin Development Code as projects, programs, and expenditures proposed in the Plan conform to the requirements in the Sutherlin Development Code and support the types of uses allowed in the zoning districts present in the Area.

Figure 3 - TIF Area Zoning Designations



Source: Tiberius Solutions

XIV. LEGAL DESCRIPTION