Report on the Turner Downtown Urban Renewal Plan

Adopted by the City of Turner

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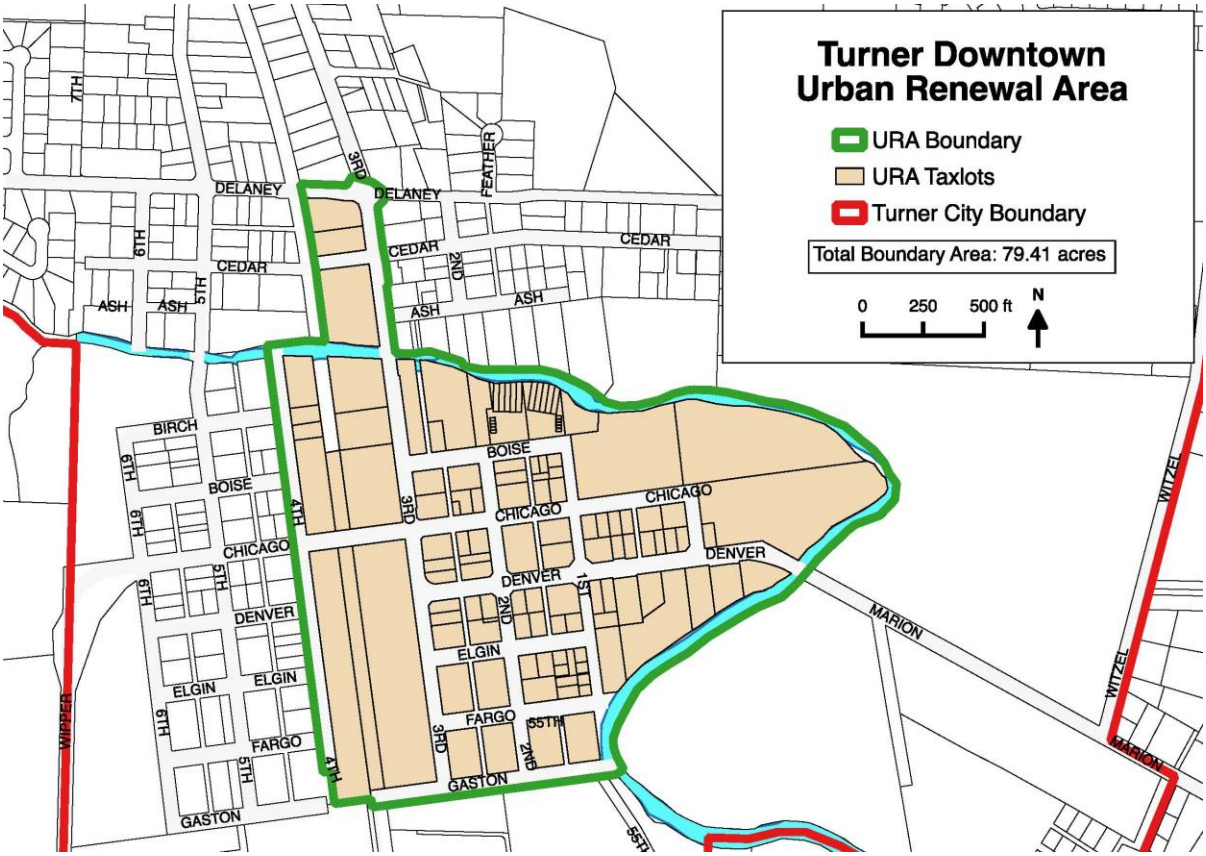
I. INTRODUCTION

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

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The format of the Report is based on this statute. The Report documents the existing conditions in the Turner Downtown Urban Renewal Area (Area) as they relate to the proposed projects in the Plan.

The Report provides guidance on how the urban renewal plan might be implemented. As the Tuner Urban Renewal Agency (Agency) reviews revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other changes as allowed in the amendments section of the Plan.

Figure 1 – Turner Downtown Urban Renewal Plan Area Boundary



Source: Tiberius Solutions LLC

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

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

A. Physical Conditions

1. Land Use

The Area measures 79.41 total acres in size, encompassing 53.58 acres included in 114 individual parcels, and an additional 25.83 acres in public rights-of-way. An analysis of FYE 2016 property classification data from the Marion County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Single Family Residential accounts for the largest land use within the area (31.93%). This is followed by Commercial (31.32%), and Vacant (10.69%). The total land uses in the Area, by acreage and number of parcels, are shown in Table 1.

Table 1 – Existing Land Use in Area

Land Use	Tax Lots	Acres	% Of Total Acres
Single Family Residential	44	17.11	31.93%
Commercial	22	16.78	31.32%
Vacant	7	5.73	10.69%
Single Family Residential – Commercial use	18	5.65	10.54%
Industrial	7	3.72	6.94%
Rural Residential	2	2.1	3.92%
Exempt	13	1.72	3.21%
Manufactured Structure	1	0.77	1.44%
Total	114	53.58	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Marion County Department of Assessment and Taxation (FYE 2016)

2. Zoning and Comprehensive Plan Designations

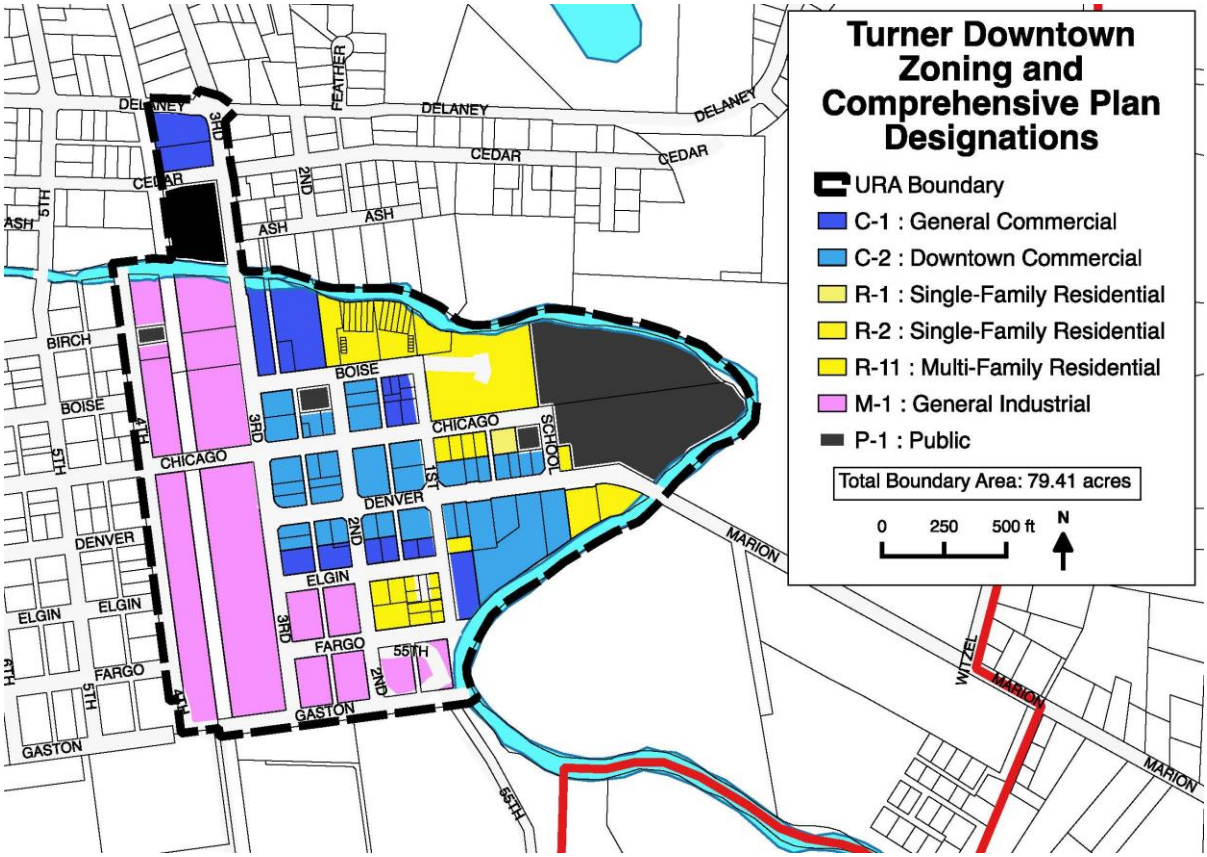
For Turner, the Zoning and Comprehensive Plan Designations are the same. As illustrated in Table 2 and Figure 2, the most prevalent (35.13%) of the Area by acreage is zoned as General Industrial. The second most prevalent zoning designation is Public Industrial, representing 20.72% of the Area.

Table 2 – Existing Zoning/Comprehensive Plan Designations of Area

Zoning/Comp Plan Designation	Tax Lots	Acres	% Of Total Acres
General Industrial	15	18.82	35.13%
Public Industrial	6	11.1	20.72%
Downtown Commercial	38	9.17	17.11%
Multiple-family Residential	34	8.66	16.16%
General Commercial	20	5.6	10.45%
Single-family Residential	1	0.23	0.43%
Total	114	53.58	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Marion County Department of Assessment and Taxation (FYE 2016)

Figure 2 – Area Zoning and Comprehensive Plan Designations



Source: Tiberius Solutions LLC

B. Infrastructure

This section identifies the existing conditions in the Area to assist in establishing blight. There are projects listed in several City of Turner infrastructure master plans that relate to these existing conditions. **This does not mean that all of these projects are included in the Plan.** The specific projects that are included in the Plan are listed in Sections IV and V of this Report.

1. Transportation

The following information pertaining to road pavement was obtained from the Turner Downtown Improvement Plan:

"Within the study area, the street pavement is in good condition following a repaving effort during the sanitary sewer installation in 2000. There are few signs of base course failure or settlement. The problem areas tend to be at the transition points between the public roadway pavement and the off-street parking pavement. In these areas, there is evidence of cracking, stormwater ponding, and subbase failure. Ongoing maintenance, including sweeping, pothole repair, and resurfacing will prolong the life of the downtown Turner streets.

The Transportation System Plan, developed in 1999, lists capital projects that match the deficiencies found in the walk through. Many relate to the sidewalk and frontage improvements to the side streets. The existing striping within the study area is fair; in some cases, striping could be removed since the arterial traffic has since been redirected to the 3rd and Denver route."

The following information pertaining to existing multi-modal transportation circulation was obtained from the Turner Downtown Improvement Plan:

"The recent improvements to the vehicular circulation through the Turner downtown core provided amenities for alternate transportation modes as well. The improvements added a continuously striped bike lane through the downtown area, and expanded the network of sidewalks where right-of-way space permitted. Additionally, two crosswalks and signage were installed to alert drivers and pedestrians and reduce conflict. Where the improvements ended at each side street, the new sidewalks tied into existing walks when possible; in cases where no connecting sidewalk exists, an asphalt ramp was constructed to provide smooth transitions for accessibility to the paved roadway. At several reconstructed corners, new striping defines the crosswalk. Along the major streets (3rd and Denver), a sidewalk exists on the east and north sides of the street, closest to the businesses to reduce crossing conflicts.

The existing local streets within the Turner downtown core have not seen improvements. While many streets contain sidewalks, they are intermittent and lack connectivity. A considerable conflict exists on many side streets with the lack of designation between rights-of-way among the various modes. Angled and 90-degree parking within the shoulder spaces, combined with the limited sidewalks create potential conflict points with pedestrians and drivers, particularly those drivers backing out of a parking space. At street corners, waiting space for pedestrians is undefined, reducing the awareness of drivers.

Transit service in Turner is currently served by the Chemeketa Area Regional Transportation System (CARTS). Presently, three weekday round-trip options are available for residents

traveling between Salem and Gates, with connections to Cherriots, Canby Area Transit, TriMet, and Wilsonville's SMART buses. The bus stop is located at Burkland Park, and CART plans to add a shelter in the near future. All CART transit vehicles are ADA accessible.

A major improvement to bicycle accessibility is the continuously striped bike lane on Denver and 3rd Streets. This solves the issue of connectivity that barred bicyclists from traveling safely through Turner. Bike lanes do not exist on any of the other streets within the study area. Bicycle lanes are not required on the side streets, as the roadway surface is wide enough for shared use among bicycles and vehicles. However, the angle and 90-degree parking still create a safety issue for bicyclists when vehicles are backing out.

Of the sidewalks that exist on the minor streets, most are in poor condition and are not ADA accessible at the corners. The width of the sidewalks vary, with some as narrow as 3 feet. An inventory of sidewalks and their condition is detailed below:

- 3rd Street: new curb-tight sidewalks constructed on the east side of street from Mill Creek south to Denver Street. Accessible curb ramps across all new construction. Striped crosswalk at Chicago Street.
- Boise Street: Sidewalks exist intermittently from 3rd Street to 2nd Street. Due to the large pavement width in the roadway to accommodate travel lanes and 90-degree parking, the sidewalks are nearly invisible. Paved sidewalk exists along the frontage of Burkland Park. Sidewalks also exist on both sides of Boise from 2nd Street to 1st Street; again, these are hidden beyond the large roadway shoulders.
- Chicago Street:[1] The sidewalk situation on Chicago Street mimics that on Boise Street: sidewalks exist along the entirety of Chicago Street but are hidden beyond the roadway shoulders. The block nearest 3rd Street contains curb-tight sidewalks on the north side of the street, and sidewalks exist adjacent to the businesses' off-street parking spaces.
- Denver Street: For its entirety, Denver Street contains new curb-tight sidewalks with well designed curb extensions and ADA access ramps. A striped crosswalk is located at 1st Street and is well signed to alert motorists on Denver Street.
- School Street:[2] As a pedestrian leaves Denver Street for School Street, there are ADA access ramps and a striped crosswalk. North of Denver, there are no sidewalks on the west side of School Street, and a minor sidewalk exists beyond the business' off-street parking spaces on the east side of the street. Another striped crosswalk exists at Chicago Street, directing pedestrians to the entrance of the Turner School building.

[1] City staff noted that Chicago Street is severly inundated with water for half the year.

[2] City staff noted that simultaneous growth in the usage of the pool and school has caused a need for the whole pool/school dropoff area to be redesigned.

- 1st Street: Sidewalks only exist on 1st Street between Chicago and Boise streets. The remaining frontages are relatively flat with little landscaping and provide an intermediary pedestrian pathway.
- 2nd Street: Sidewalks exist along 2nd Street but are intermittent and of poor quality. Accessibility is compromised by the lack of ADA ramps and smooth transitions between adjacent property improvements. Along the eastern frontage of 2nd Street between Chicago and Denver, the building entrances do not meet ADA accessibility."

The following information pertaining to parking was obtained from the Turner Downtown Improvement Plan:

"On-street parking exists on all streets in the downtown core, with the exception of the curve at Denver and 3rd Street. With the recent improvements to these two streets, parallel parking is available along the streets, truncated by curb extensions. The remaining streets have parallel parking available between building faces and the pavement edge within the 60 to 70-foot right-of-way. Along Chicago Street, the gravel shoulder is wide enough for drivers to take advantage of head-in angle and 90-degree parking. Where angle or 90-degree parking occurs, this compromises the pedestrian and bicycle routes. At the boundary of the travel lanes of each street, the remainder of the right-of-way is unclear and becomes a shared use facility among vehicular, pedestrian and bicycle modes, presenting potential safety issues.

The study area does not have a designated city parking lot or park-and-ride area; however, public comment and the TSP recommend a public parking area at the northwest corner of 2nd and Denver. An inventory of existing on- and off-street parking is provided below:

- 3rd Street: parallel parking exists on the east side only. Adequate spaces available on the west side but property lines are unclear for drivers to make parking decisions with certainty.
- Boise Street: wide gravel shoulders allow for parallel, angle, and 90-degree parking for the length of Boise Street. Parking spaces are not marked; however, the parking volume is low, so efficiency is not a necessary priority. Paved spaces are marked for 90-degree parking at the frontage of Burkland Park. Off-street parking is available using 90-degree spacing on the north side of Boise at the Turner Retirement Homes community property.
- Chicago Street: Considered off-street parking, 90-degree spaces exist at the business frontages on the south face of Chicago between 3rd Street and 2nd Street. Spaces are clearly marked with striping. The north side of Chicago contains widened shoulders for parallel parking between the curb and travel lane. Chicago Street was flagged in the TSP (1999) as deficient in off-street parking for businesses. Since that time, the reroute of the main traffic pattern has affected some businesses, making the lack of off-street parking less dramatic. Redevelopment of the central properties in the downtown core will require additional off-street parking options.
- Denver Street: As 3rd Street rounds to Denver, on-street parking is prohibited within the limits of the curve by a narrowing of the curblines. Approximately 130-feet east of 3rd Street, the curb extensions open to allow parallel parking along the entirety of Denver to approximately 130-feet east of School Street. The corner of each block face

is bookended by curb extensions, defining the parking zones. The spaces are not striped. Off-street parking is provided for each property via a driveway drop in the curb and sidewalk. Several business offer off-street parking.

- School Street: Paved on-street parking is available; the width of the street offers space for 90-degree parking on both sides of the street. Since the spaces are not striped; parking efficiency may be an issue during events at the school or swimming pool. In front of the Turner School on the east side of School Street, two spaces are designated for ADA parking. North of Chicago Street, 90-degree parking is available on the street; spaces are clearly marked.
- 1st Street: Between Denver and Chicago Streets, parking is available via driveways and parallel parking along frontages. North of Chicago Street, off-street parking is available using 90-degree and parallel spacing.
- 2nd Street: on-street parallel parking is available near Denver Street; though spaces are not striped, the existing curbs clearly define the adequate road width. Parallel parking is also utilized in the undefined shoulders of 2nd Street. Off-street parking is available via garage and driveway spaces. Off-street parking is also available using 90-degree spacing along the Burkland Park frontage.

An additional parking consideration is the needs of the elementary school and public pool now and into the future. School staff already overflows the parking area. If the pool service is expanded to year round use and/or if the school expands, there could be a parking shortage in the immediate vicinity for those uses."

The following information was obtained from the Turner City Manager in an email dated November 4, 2016:

"In 2008 the City reconstructed the main streets of Denver and Turner Road, creating an entirely different main road through Turner. (TSP was done largely for that project funding.) Little else has been focused on. This is largely due to the difficulty in obtaining money—Turner is in the Salem Metropolitan Planning Organization (MPO) which means our projects must be of 'regional significance'."

Inadequate transportation structures are as follows:

- Turner Road (Chicago north to bridge): no urban cross section on west side, no parking, no sidewalk.
- 55th Street: road is gravel
- 55th Street Culverts: flood often overtops this area
- Chicago street from downtown to school: sidewalk are very old, degrading and below grade; parking is gravel and wet most of the winter
- Boise Street: urban upgrades for parking
- Chicago RR crossing: heavily alligatored pavement
- School Ave: inadequate to handle growing school traffic

2. Water

The following information was obtained from the Turner Downtown Improvement Plan:

"Turner has received its drinking water from the City of Salem system since 1941. The study area is fed through a distribution system consisting of 1" to 10" pipes and is located in the "Low Service Zone," as defined by elevation from existing reservoirs. Portions of the study area are not fed by the existing network: 3rd Street from Boise to Denver, 2nd Street from Boise to Denver, 1st Street from Boise to Chicago Street, and the whole of Chicago Street. These streets do not have water pipes within the rights-of way. Service to the individual properties is made through connections to pipes in the alleys and mains located on Boise and the eastern leg of Denver.

Capital improvements to the City's water system are defined in the Water System Master Plan Update, 2006. Those that apply to the study area are anticipated at the final phase of improvements, to be completed between 2020 and 2026. The improvements include installation of 6" and 8" diameter pipes on the portion of streets currently lacking water infrastructure. These improvements will support new industrial growth and will supplement and reinforce the fire flow potential in these areas."

3. Stormwater

The following information was obtained from the Turner Downtown Improvement Plan:

"The existing storm sewer system collects stormwater from the study area, and deposits the flows into Mill Creek at three separate locations. The stormwater is not treated and it is unknown if flow controls exist at the outfall locations. The collection system consists of catch basins, several of which are flow-through structures, manholes and pipes. There is a catch basin on each block face of the study area and laterals serving the individual lots.

During flood conditions, Mill Creek rises above the levees on the southeast side of the downtown area. It is likely that the outfalls are also responsible for flooding when the storm sewer system surcharges. The groundwater table in Turner consistently rests close to the surface. Because Turner is located on sandy and gravelly soils at the valley of two hill ranges, considerable groundwater movement is common."

The following information was obtained from the Turner City Manager in an email dated November 4, 2016:

"Downtown drainage has the basic problem of the town being almost completely flat, making efficient and rapid drainage difficult. This means that the sizing and design of the infrastructure is all the more important. The Denver Street interceptors are sized for growth. But when these pipes were installed in 2008, none of the rest of the system it feeds were upsized. As a result, the pipes in Chicago Street, Second Street, Boise Street and the alleyway discharge are all severely undersized. Recent storms in 2015 and 2016 flooded downtown intersections at Chicago Street/2nd Street and Boise Street/2nd Street due to this poor infrastructure.

In addition, some areas of downtown have no storm water piping at all. The areas near Turner Retirement homes on Boise Street and First Street, and south First Street and Elgin Street would drain properly with installed storm water.

The mill property is currently connected into the City system. The discharge of mill debris causes periodic plugs in the system. This section of the stormwater system needs to be redesigned and upgraded."

4. Sanitary Sewer

The following information was obtained from the Turner City Manager in an email dated November 4, 2016:

"The area is fully serviced with sewer mains. However, due to contamination plums (Second Street and Boise Street) the system was designed in a manner that does not provide complete service to all street frontage and created difficulty in creating cost-effective connections, i.e. sewer can be 15-20 feet deep and can be 120 feet from the property boundary. Key locations that have this problem:

- North of 5255 Chicago Street;
- Gas Station complex;
- Elgin Street (3rd Street to 2nd Street);
- 1st Street(Boise Street to Chicago Street)"

5. Parks and Open Space

The following information was obtained from the Turner City Manager in an email dated November 4, 2016:

"The City owns 3 distinct park spaces within the downtown. Each of these properties is in the 100 year flood hazard zone and are prone to damage during a flood. Each has its own issues.

- Burkland Park: Good service mix. Bathroom facility is quite old. Fixtures should be replaced. Roof needs to be replaced. Magnetic locks should be installed due to vandalism.
- Burkland Park Addition: A piece of empty adjacent property was acquired during the 2012 flood. Property is grassed but undeveloped. Parking area remains graveled and unpaved. No sidewalk. No amenities have been developed.
- Denver Street Park(on creek!): Located next to Denver Street bridge on the creek, this lot was given to the city in 2014. The lot is bare ground, and it has lots of weeds and black berries. There is no onsite or street parking developed nor a sidewalk. Some trees have fallen into the creek and have had to be removed.
- Burkland Pool (Managed by city—at school): This school facility needs much more parking to serve its users."

C. Social Conditions

Data from the US Census Bureau is used to identify social conditions in the Area. The geographies used by the Census Bureau to summarize data do not strictly conform to the Plan Area. As such, the Census Bureau geographies that most closely align to the Plan Area are used, which, in this case, is Block Group 2 of Census Tract 27. Within the Area, there are 44 tax lots shown as single family residential use and 18 single family residential - commercial. According to the US Census Bureau, American Community Survey (ACS) 2010-14, the block group has 1,187 residents, 92% of whom are white.

Table 4 – Race in the Area

Race	Number	Percent
Total Population:	1,187	
White Alone	1,095	92.3%
Black or African American Alone	0	0.0%
American Indian and Alaska Native Alone	9	0.8%
Asian Alone	45	3.8%
Alone	0	0.0%
Some Other Race Alone	0	0.0%
Two or More Races	38	3.2%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

The largest percentage of residents in the block group is between 25-34 years of age (19%).

Table 5 – Age in the Area

Age	Number	Percent
Total Population:	1,187	
Under 5 Years	64	5.4%
5 to 9 Years	35	3.0%
10 to 14 Years	54	4.6%
15 to 17 Years	78	6.6%
18 to 24 Years	93	7.8%
25 to 34 Years	229	19.3%
35 to 44 Years	151	12.7%
45 to 54 Years	153	12.9%
55 to 64 Years	124	10.5%
65 to 74 Years	49	4.1%
75 to 84 Years	97	8.2%
85 Years and Over	60	5.1%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

In the block group, 11% of adult residents have earned a bachelor's degree or higher. Another 40% have some college education without a degree, and another 40% have graduated from high school with no college experience.

Table 6 – Educational Attainment in the Area

Educational Attainment for Population 25 Years and Over	Number	Percent
Population 25 Years and Over:	863	
Less than High School	67	7.8%
High School Graduate (Includes Equivalency)	351	40.7%
Some College	348	40.3%
Bachelor's Degree	64	7.4%
Master's Degree	33	3.8%
Professional School Degree	0	0.0%
Doctorate Degree	0	0.0%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

In the block group, 24% of commuters drove less than 10 minutes to work, and another 37% of commuters drove 10 to 19 minutes to work.

Table 7 – Travel Time to Work in the Area

Travel Time to Work for Workers 16 Years and Over	Number	Percent
Workers 16 Years and Over:	513	
Did Not Work at Home:	494	96.3%
Less than 10 Minutes	122	23.8%
10 to 19 Minutes	188	36.7%
20 to 29 Minutes	119	23.2%
30 to 39 Minutes	7	1.4%
40 to 59 Minutes	38	7.4%
60 to 89 Minutes	20	3.9%
90 or More Minutes	0	0.0%
Worked at Home	19	3.7%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

Of the means of transportation used to travel to work, the majority, 85%, drove alone with another 8% carpooling.

Table 8 – Means of Transportation to Work in the Area

Means of Transportation to Work for Workers 16 Years and Over	Number	Percent
Workers 16 Years and Over:	513	
Car, Truck, or Van	479	93.4%
Drove Alone	437	85.2%
Carpooled	42	8.2%
Public Transportation	0	0.0%
Motorcycle	0	0.0%
Bicycle	0	0.0%
Walked	15	2.9%
Other Means	0	0.0%
Worked at Home	19	3.7%

Source: US Census Bureau, Social Explorer, American Community Survey 2010-2014, 5-Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Marion County Department of Assessment and Taxation for FYE 2016, including all real, personal, manufactured, and utility properties, is estimated to be $133,876,644.

2. Building to Land Value Ratio

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

Table 9 below shows the improvement to land ratios for properties within the Area. Forty-one parcels in the Area (33.13% of the acreage) have I:L ratios of less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Only 21 of 114 parcels in the Area, totaling 45.22% of the acreage have I:L ratios of 2.0 or more in FYE 2016. In summary, the Area is underdeveloped and not contributing significantly to the tax base in Turner.

Table 9 – I:L Ratio of Parcels in the Area

Improvement/Land Ratio	Tax Lots	Acres	% Total Acres
Exempt	13	1.72	3.21%
No Improvement Value	18	8.64	16.13%
0.01-0.50	9	6.93	12.93%
0.51-1.00	14	2.18	4.07%
1.01-1.50	34	8.54	15.94%
1.51-2.00	5	1.34	2.50%
2.01-2.50	3	6.33	11.81%
2.51-3.00	6	6.59	12.30%
3.01-4.00	7	2.3	4.29%
> 4.00	5	9.01	16.82%
Total	114	53.58	100.00%

Source: Calculated by Tiberius Solutions LLC with data from Marion County Department of Assessment and Taxation (FYE 2016)

E. Impact on Municipal Services

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

The projects being considered for future use of urban renewal funding are transportation; public utilities; public spaces, facilities and installations; and re/development assistance and partnership projects. The use of urban renewal funding for these projects allows the city to match other funding sources to construct the improvements. It also allows the city to tap into different funding source besides the City of Turner general fund or system development charges (SDC) funds.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development would not occur were the infrastructure not upgraded. This development will require city services. However, since the property is within the city limits, the city has anticipated the need to provide services to the Area. As the development will be new construction or redevelopment, it will be up to current building code and will aid in any fire protection needs. An upgraded transportation system will also assist in fire prevention to the Area.

The financial impacts from tax increment collections will be countered by providing future jobs in the Turner Downtown Area and, in the future, placing property back on the property tax rolls with future increased tax bases for all taxing jurisdictions, including the city.

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

The primary reason for selecting the Area is to provide the ability to fund improvements necessary to cure blight within the Area. The secondary reasons are to improve infrastructure, facilitate development, to add jobs, and to increase the tax base.

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

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area.

A. Project Support

This category allows for repayment of costs associated with implementation of the Plan, including but not limited to ongoing administration and financing costs associated with issuing long- and short-term debt, relocation costs, costs of studies and planning and code changes, and other administrative costs.

Existing Conditions: Since there has not been an urban renewal plan, there has not been a need for project support.

B. Infrastructure

This category allows for the improvement of the stormwater, water services and fire hydrants within the downtown.

Existing Conditions: The stormwater collection system on Chicago/Boise/1st/2nd Street area and in the 4th Street/Boise Street area is all undersized and will need to upgraded to adequately serve new growth. The water main in Chicago St. will need to be upgraded to provide adequate flows throughout the district. A main needs to cross Turner Road to service the current mill lot on the west side. The number and distribution of fire hydrants will need to be upgraded to serve future development.

C. Economic Development

Projects within this category are intended to contribute to the Area's diversity and vitality by providing assistance to new and existing businesses. Projects include, but are not limited to, the following:

- Façade improvement grants/loans
- Building loans
- Business incubator/event facility
- Site assembly
- Site clean-up/preparation
- Site acquisition

A storefront improvement program will provide for upgrades to the exterior older buildings.
A building renovation program will provide for retrofits to internal system that are a burden for redevelopment.
A business development center will provide long-term business support services and space for new and growing business.

Existing Conditions: The City has no funding sources to assist in economic development programs as identified above. Many of the structures in the Area are in need of upgrading, Turner lacks many of the basic services small downtowns generally provide. Business assistance programs can help increase the number of businesses and improve the conditions of structures in the Area.

D. Public Safety

This category will provide for projects that relate to flood safety, building code safety and Fire District Facility Rehabilitation and Enhancement.

a) Levy safety will include regulatory review and analysis of existing levy system, as well as structural modifications to enhance safety.
b) Building Code Safety will include initiatives, based on Turner Fire District recommendations, to enhance fire safety on new or existing buildings, or other safety improvements that enhance one or more links in the Chain of Survival within the URA Boundary.
c) Fire District Rehab and Enhancement will include a broad array of projects to support the current and future facility needs of the Turner Fire District, including: land acquisition, building renovations/remodels, building construction, analysis to guide and design any land and facility alterations.

Existing Conditions: The levy is currently uncertified. There presently is no agreement between the Turner Fire District and the City of Turner as there is not an urban renewal plan.

E. Amenity

This project category includes entryways to Downtown Turner, signage and signals throughout the Area, street lights throughout the Area, and streetscape improvements including but not limited to:

- Sidewalks
- Benches
- Entry Signs
- Plantings
- Street Lights

Existing Conditions: There are some existing sidewalks, but, the Area is deficient in sidewalks. There is some street lighting, but it is in need of upgrades. The Area does not include the other amenities identified.

F. Community Facility

This project category includes the funding towards an event center which will provide year-round facilities for both indoor and outdoor events to attract people into the downtown, and a historic museum.

Existing Conditions: There is presently no event center nor an historic museum in the Area.

G. Transportation

Projects in this category focus on transportation infrastructure, including: urban cross section improvements of curb, gutter, storm and sidewalk to the Turner Road Mill Site, general parking improvements throughout the Area including both the acquisition of land and development of facilities, a complete urban upgrade to Chicago Street, and a rehabilitated Rail Road crossing on Chicago Street.

Existing Conditions: Turner Road Mill site is not developed to urban standard. There are not sufficient parking facilities in the Area. Chicago Street is developed to urban standards.

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

The total urban renewal fund expenditures for all proposed projects by category are shown in Table 10. All cost estimates shown are the most current figures available at the time of the preparation of the Plan.

The Public Safety allocation has $100,000 (2017 present value PV) allocated to Building Code Safety Initiatives. The number in the table below reflects the full PV of $160,000 allocated to public safety inflated over time to year of expenditure dollars.

The Plan assumes that the city will seek out other funding sources to pay for many of the urban renewal projects listed and use urban renewal funds as leverage. The City's vision of Urban Renewal is as a secure revenue stream to use as a core resource to redevelop a vital downtown. However, the City wants to leverage this core resource to its maximum potential. This will be achieved in the following ways:

- Using TIF funds to provide match for significant grant opportunities that include: SKATS transportation funding; OEM and FEMA flood mitigation funding; Oregon Main St. funding; Marion County Community Development Grants.
- Using TIF funds to partner with other City revenue streams that include: Water and Sewer Revenue; SDC Fees; Housing Rehabilitation Loan Repayments
- Using future TIF receipts to allow the City Council to use current reserves to jump start a more significant level of investment.

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

Table 10 – Projects to be Completed Using Urban Renewal Funds by Category Year of Expenditure Dollars

Project Funding Categories	Expenditures
Fire District 3% for Capital	($334,592)
Infrastructure	($450,000)
Economic Development	($1,245,000)
Public Safety	($298,567)
Amenities	($300,000)
Community Facilities	($650,000)
Transportation	($938,059)
Studies	($145,000)
Financing Fees	($22,700)
Administration	($591,703)
Total Expenditures	($4,975,621)

Source: City of Turner, Tiberius Solutions LLC forecasts

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the Agency. Rather than identify the specific timing and dollar amount of individual projects, the forecast for the allocation of funding over time is shown in categories of projects: fire district, infrastructure, economic development, public safety, amenities, community facilities, transportation, studies, financing fees, administration.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the district in FYE 2045. The projections in the financial model assume 5.0% annual growth in the assessed value of real, personal, utility, and manufactured property value.

Estimated annual expenditures by project category are shown in Table 11. All costs shown in Table 11 are in year-of-expenditure dollars, which are adjusted by 3% annually to account for inflation. The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. The first year of tax increment collections is anticipated to be FYE 2019.

Table 11 – Projects and Costs in Year of Expenditure Dollars

PROJECTS FUND	Total	FYE 2019	FYE 2020	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027
Resources										
Beginning Balance		$0	$15,317	$2,724	$23,350	$1,701	$11,303	$5,585	$34,966	$25,144
Interest Earnings	$3,176	$0	$77	$14	$117	$9	$57	$28	$175	$126
Transfer from TIF Fund	$3,837,445	$16,576	$25,822	$35,361	$16,489	$27,005	$38,047	$49,642	$61,815	$36,061
Bond/Loan Proceeds	$1,135,000				$360,000					$400,000
Other	$0									
Total Resources	$4,975,621	$16,576	$41,216	$38,099	$399,956	$28,715	$49,407	$55,255	$96,956	$461,331
Expenditures (YOE $)										
Fire District 3% for Capital	($334,592)	($1,259)	($1,916)	($2,594)	($3,292)	($4,011)	($4,751)	($5,514)	($6,299)	($7,108)
Infrastructure	($450,000)				($100,000)					($100,000)
Economic Development	($1,245,000)				($65,000)					($100,000)
Public Safety	($298,567)				($60,000)					
Amenities	($300,000)				($50,000)					($100,000)
Community Facilities	($650,000)								($50,000)	
Transportation	($938,059)				($100,000)					($125,000)
Studies	($145,000)		($25,000)				($25,000)			
Financing Fees	($22,700)				($7,200)					($8,000)
Administration	($591,703)		($11,576)	($12,155)	($12,763)	($13,401)	($14,071)	($14,775)	($15,513)	($16,289)
Total Expenditures	($4,975,621)	($1,259)	($38,492)	($14,749)	($398,255)	($17,412)	($43,822)	($20,289)	($71,812)	($456,397)
Ending Balance		$15,317	$2,724	$23,350	$1,701	$11,303	$5,585	$34,966	$25,144	$4,934

Source: Tiberius Solutions LLC

Table 11 – Projects and Costs in Year of Expenditure Dollars, page 2

PROJECTS FUND	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036
Resources									
Beginning Balance	$4,934	$29,398	$16,361	$16,277	$54,875	$1,988	$46,462	$32,058	$9,297
Interest Earnings	$25	$147	$82	$81	$274	$10	$232	$160	$46
Transfer from TIF Fund	$49,483	$63,575	$78,373	$93,910	$61,660	$78,791	$96,777	$115,663	$135,493
Bond/Loan Proceeds					$375,000				
Other									
Total Resources	$54,442	$93,120	$94,816	$110,268	$491,809	$80,789	$143,471	$147,881	$144,836
Expenditures (YOE $)									
Fire District 3% for Capital	($7,941)	($8,800)	($9,683)	($10,594)	($11,532)	($12,498)	($13,493)	($14,518)	($15,573)
Infrastructure		($50,000)							
Economic Development				($25,000)			($75,000)	($100,000)	($100,000)
Public Safety									
Amenities			($50,000)						
Community Facilities									
Transportation					($450,000)				
Studies									
Financing Fees					($7,500)				
Administration	($17,103)	($17,959)	($18,856)	($19,799)	($20,789)	($21,829)	($22,920)	($24,066)	($25,270)
Total Expenditures	($25,044)	($76,759)	($78,539)	($55,393)	($489,821)	($34,327)	($111,413)	($138,584)	($140,843)
Ending Balance	$29,398	$16,361	$16,277	$54,875	$1,988	$46,462	$32,058	$9,297	$3,993

Source: Tiberius Solutions LLC

Table 11 – Projects and Costs in Year of Expenditure Dollars, page 3

PROJECTS FUND	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045
Resources									
Beginning Balance	$3,993	$17,134	$49,756	$102,950	$27,865	$24,952	$11,714	$23,321	$41,169
Interest Earnings	$20	$86	$249	$515	$139	$125	$59	$117	$206
Transfer from TIF Fund	$156,315	$178,177	$201,132	$225,237	$250,545	$393,107	$421,010	$450,308	$481,071
Bond/Loan Proceeds									
Other									
Total Resources	$160,328	$195,397	$251,137	$328,702	$278,549	$418,184	$432,783	$473,746	$522,446
Expenditures (YOE $)									
Fire District 3% for Capital	($16,661)	($17,781)	($18,934)	($20,122)	($21,346)	($22,606)	($23,905)	($25,242)	($26,619)
Infrastructure					($50,000)	($150,000)			
Economic Development	($100,000)	($100,000)				($25,000)	($250,000)	($250,000)	($55,000)
Public Safety							($100,000)	($100,000)	($38,567)
Amenities					($100,000)				
Community Facilities			($100,000)	($250,000)	($50,000)				($200,000)
Transportation						($100,000)			($163,059)
Studies						($75,000)		($20,000)	
Financing Fees									
Administration	($26,533)	($27,860)	($29,253)	($30,715)	($32,251)	($33,864)	($35,557)	($37,335)	($39,201)
Total Expenditures	($143,194)	($145,641)	($148,187)	($300,837)	($253,597)	($406,470)	($409,462)	($432,577)	($522,446)
Ending Balance	$17,134	$49,756	$102,950	$27,865	$24,952	$11,714	$23,321	$41,169	$0

Source: Tiberius Solutions LLC

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

Table 12 shows the allocation of tax increment revenues to debt service and transfers to the project fund.

It is anticipated that all debt will be retired by FYE 2045 (any outstanding bonds will be defeased). The maximum indebtedness is $5,000,000(five million). This is estimated over a 27 year urban renewal area.

The estimated total amount of tax increment revenues required to service the maximum indebtedness of $5,000,000 is $5,478,884 and is made up of tax increment revenues from permanent rate levies.

The interest rate for the loans and bonds are estimated at 5% with varying terms. The assumed financing plan maintains a debt service coverage ratio of at least 1.5 x total annual debt service payments.

The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is more robust than the projections, it may take a shorter time period. The Agency may decide to issue bonds or take on loans on a different schedule, and that will alter the financing assumptions. These assumptions show one scenario for financing and that this scenario is financially feasible.

Table 12 – Tax Increment Revenues and Allocations to Debt Service

TAX INCREMENT FUND	Total	FYE 2019	FYE 2020	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026
Resources									
Beginning Balance		$0	$0	$0	$0	$0	$0	$0	$0
Interest Earnings	$0	$0	$0	$0	$0	$0	$0	$0	$0
TIF: Current Year	$5,380,710	$16,576	$25,490	$34,851	$44,679	$54,998	$65,834	$77,212	$89,158
TIF: Prior Years	$98,170	$0	$332	$510	$697	$894	$1,100	$1,317	$1,544
Total Resources	$5,478,880	$16,576	$25,822	$35,361	$45,376	$55,892	$66,934	$78,529	$90,702
Expenditures									
Debt Service									
Loan A	($577,740)				($28,887)	($28,887)	($28,887)	($28,887)	($28,887)
Loan B	($578,055)								
Loan C	($485,640)								
Total Debt Service	($1,641,435)	$0	$0	$0	($28,887)	($28,887)	($28,887)	($28,887)	($28,887)
Debt Service Coverage Ratio					1.55	1.90	2.28	2.67	3.09
Transfer to URA Projects Fund	($3,837,445)	($16,576)	($25,822)	($35,361)	($16,489)	($27,005)	($38,047)	($49,642)	($61,815)
Total Expenditures	($5,478,880)	($16,576)	($25,822)	($35,361)	($45,376)	($55,892)	($66,934)	($78,529)	($90,702)
Ending Balance		$0	$0	$0	$0	$0	$0	$0	$0

Source: Tiberius Solutions LLC

Table 12 – Tax Increment Revenues and Allocations to Debt Service, page 2

TAX INCREMENT FUND	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035
Resources									
Beginning Balance	$0	$0	$0	$0	$0	$0	$0	$0	$0
Interest Earnings	$0	$0	$0	$0	$0	$0	$0	$0	$0
TIF: Current Year	$101,702	$114,873	$128,702	$143,223	$158,470	$174,479	$191,289	$208,939	$227,472
TIF: Prior Years	$1,783	$2,034	$2,297	$2,574	$2,864	$3,169	$3,490	$3,826	$4,179
Total Resources	$103,485	$116,907	$130,999	$145,797	$161,334	$177,648	$194,779	$212,765	$231,651
Expenditures									
Debt Service									
Loan A	($28,887)	($28,887)	($28,887)	($28,887)	($28,887)	($28,887)	($28,887)	($28,887)	($28,887)
Loan B	($38,537)	($38,537)	($38,537)	($38,537)	($38,537)	($38,537)	($38,537)	($38,537)	($38,537)
Loan C						($48,564)	($48,564)	($48,564)	($48,564)
Total Debt Service	($67,424)	($67,424)	($67,424)	($67,424)	($67,424)	($115,988)	($115,988)	($115,988)	($115,988)
Debt Service Coverage Ratio	1.51	1.70	1.91	2.12	2.35	1.50	1.65	1.80	1.96
Transfer to URA Projects Fund	($36,061)	($49,483)	($63,575)	($78,373)	($93,910)	($61,660)	($78,791)	($96,777)	($115,663)
Total Expenditures	($103,485)	($116,907)	($130,999)	($145,797)	($161,334)	($177,648)	($194,779)	($212,765)	($231,651)
Ending Balance	$0	$0	$0	$0	$0	$0	$0	$0	$0

Source: Tiberius Solutions LLC

Table 12 – Tax Increment Revenues and Allocations to Debt Service, page 3

TAX INCREMENT FUND	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045
Resources										
Beginning Balance	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Interest Earnings	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TIF: Current Year	$246,932	$267,364	$288,818	$311,344	$334,998	$359,833	$385,910	$413,292	$442,042	$472,230
TIF: Prior Years	$4,549	$4,939	$5,347	$5,776	$6,227	$6,700	$7,197	$7,718	$8,266	$8,841
Total Resources	$251,481	$272,303	$294,165	$317,120	$341,225	$366,533	$393,107	$421,010	$450,308	$481,071
Expenditures										
Debt Service										
Loan A	($28,887)	($28,887)	($28,887)	($28,887)	($28,887)	($28,887)				
Loan B	($38,537)	($38,537)	($38,537)	($38,537)	($38,537)	($38,537)				
Loan C	($48,564)	($48,564)	($48,564)	($48,564)	($48,564)	($48,564)				
Total Debt Service	($115,988)	($115,988)	($115,988)	($115,988)	($115,988)	($115,988)	$0	$0	$0	$0
Debt Service Coverage Ratio	2.13	2.31	2.49	2.68	2.89	3.10				
Transfer to URA Projects Fund	($135,493)	($156,315)	($178,177)	($201,132)	($225,237)	($250,545)	($393,107)	($421,010)	($450,308)	($481,071)
Total Expenditures	($251,481)	($272,303)	($294,165)	($317,120)	($341,225)	($366,533)	($393,107)	($421,010)	($450,308)	($481,071)
Ending Balance	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Source: Tiberius Solutions LLC

VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2045, as shown above, are based on projections of the assessed value of development within the Area and the consolidated tax rate that will apply in the Area. The assumptions include assumed growth in assessed value of 5.0% for real property, personal, utility, and manufactured property is assumed. Table 13 shows the historical growth for the city of Turner.

Table 13 – Historical Growth Data

FYE	Assessed Value	Percent Change
2001	$ 47,853,306	
2002	$ 54,504,733	13.9%
2003	$ 60,395,206	10.8%
2004	$ 66,076,057	9.4%
2005	$ 70,099,686	6.1%
2006	$ 75,091,840	7.1%
2007	$ 82,152,594	9.4%
2008	$ 90,777,901	10.5%
2009	$ 96,161,270	5.9%
2010	$ 100,759,155	4.8%
2011	$ 104,603,358	3.8%
2012	$ 110,984,459	6.1%
2013	$ 112,743,723	1.6%
2014	$ 116,148,791	3.0%
2015	$ 121,676,446	4.8%
2016	$ 127,507,653	4.8%
2017	$ 133,876,644	5.0%

Source: Tiberius Solutions LLC

Table 14 shows the projected incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts, delinquencies, and compression losses. These projections of increment are the basis for the projections in Tables 11 and 12. The first year of tax increment collections is FYE 2019. Gross TIF is calculated by multiplying the tax rate times the excess value. The tax rate is per thousand dollars of value, so the calculation is “tax rate times excess value divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies which would not be impacted by this Plan.

Table 14 – Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

	Assessed Value				Tax Increment Finance		
FYE	Total	Frozen Base	Increment	Tax Rate	Gross	Adjustments	Net
2019	$13,327,860	$12,088,761	$1,239,099	14.0814	$17,448	($872)	$16,576
2020	$13,994,254	$12,088,761	$1,905,493	14.0814	$26,832	($1,342)	$25,490
2021	$14,693,967	$12,088,761	$2,605,206	14.0814	$36,685	($1,834)	$34,851
2022	$15,428,665	$12,088,761	$3,339,904	14.0814	$47,031	($2,352)	$44,679
2023	$16,200,098	$12,088,761	$4,111,337	14.0814	$57,893	($2,895)	$54,998
2024	$17,010,104	$12,088,761	$4,921,343	14.0814	$69,299	($3,465)	$65,834
2025	$17,860,610	$12,088,761	$5,771,849	14.0814	$81,276	($4,064)	$77,212
2026	$18,753,641	$12,088,761	$6,664,880	14.0814	$93,851	($4,693)	$89,158
2027	$19,691,323	$12,088,761	$7,602,562	14.0814	$107,055	($5,353)	$101,702
2028	$20,675,889	$12,088,761	$8,587,128	14.0814	$120,919	($6,046)	$114,873
2029	$21,709,683	$12,088,761	$9,620,922	14.0814	$135,476	($6,774)	$128,702
2030	$22,795,167	$12,088,761	$10,706,406	14.0814	$150,761	($7,538)	$143,223
2031	$23,934,925	$12,088,761	$11,846,164	14.0814	$166,811	($8,341)	$158,470
2032	$25,131,672	$12,088,761	$13,042,911	14.0814	$183,662	($9,183)	$174,479
2033	$26,388,256	$12,088,761	$14,299,495	14.0814	$201,357	($10,068)	$191,289
2034	$27,707,669	$12,088,761	$15,618,908	14.0814	$219,936	($10,997)	$208,939
2035	$29,093,053	$12,088,761	$17,004,292	14.0814	$239,444	($11,972)	$227,472
2036	$30,547,706	$12,088,761	$18,458,945	14.0814	$259,928	($12,996)	$246,932
2037	$32,075,092	$12,088,761	$19,986,331	14.0814	$281,436	($14,072)	$267,364
2038	$33,678,847	$12,088,761	$21,590,086	14.0814	$304,019	($15,201)	$288,818
2039	$35,362,790	$12,088,761	$23,274,029	14.0814	$327,731	($16,387)	$311,344
2040	$37,130,929	$12,088,761	$25,042,168	14.0814	$352,629	($17,631)	$334,998
2041	$38,987,475	$12,088,761	$26,898,714	14.0814	$378,772	($18,939)	$359,833
2042	$40,936,849	$12,088,761	$28,848,088	14.0814	$406,221	($20,311)	$385,910
2043	$42,983,692	$12,088,761	$30,894,931	14.0814	$435,044	($21,752)	$413,292
2044	$45,132,877	$12,088,761	$33,044,116	14.0814	$465,307	($23,265)	$442,042
2045	$47,389,521	$12,088,761	$35,300,760	14.0814	$497,084	($24,854)	$472,230

Source: Tiberius Solutions LLC
Notes: TIF is tax increment revenues. Tax rates are expressed in terms of dollars per $1,000 of assessed value.

Revenue sharing is part of the 2009 legislative changes to urban renewal and means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the area. The share is a percentage basis dependent upon the tax rates of the taxing jurisdictions. The first threshold is 10% of the original maximum indebtedness. At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold and the taxing jurisdictions will receive 75% of the increment above the 10% threshold. The second threshold is set at 12.5% of the maximum indebtedness. If this threshold is met, revenue for the district would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

Revenue sharing targets are not projected to be reached during the life of the Area. If assessed value in the Area grows more quickly than projected, the revenue sharing triggers could be reached.

IX. IMPACT OF THE TAX INCREMENT FINANCING

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

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2043, and are shown in Tables 15a and 15b.

In negotiation with the Turner Fire District, the City has agreed to ensure that the District is "held harmless" from any financial impact, i.e. loss of potential revenue that would be allocated to the district through their tax levy. To accomplish this, the following two components have been agreed to:

- Bringing the Fire District buildings and land into the URA boundary, while establishing a project category for expending the District's 3% tax increment for rehabilitation and improvements to those facilities.
- Adopting an IGA between the City and the District for direct payments to the District for any tax distribution to the URA that would have gone to the District.

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

Tables 15a and 15b show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 14a shows the general government levies, and Table 15b shows the education levies.

General obligation bonds and local option levies are impacted by urban renewal only if they were originally approved by voters in an election prior to October 6, 2001. There are no local option levies or general obligation bonds approved prior to October 6, 2001 that will still be in effect in the Area at the time that tax increment revenues begin to be collected.

Table 15a – Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	Marion County	City of Turner	Marion Ext & Soil & Water	4-H	Turner Fire District	Library	Subtotal
2019	($3,561)	($4,134)	($59)	($59)	($2,119)	($96)	($10,028)
2020	($5,548)	($6,439)	($92)	($92)	($3,300)	($150)	($15,621)
2021	($7,597)	($8,818)	($126)	($126)	($4,519)	($205)	($21,391)
2022	($9,748)	($11,316)	($161)	($161)	($5,799)	($264)	($27,449)
2023	($12,008)	($13,938)	($198)	($198)	($7,143)	($325)	($33,810)
2024	($14,380)	($16,692)	($238)	($238)	($8,555)	($389)	($40,492)
2025	($16,871)	($19,583)	($279)	($279)	($10,037)	($456)	($47,505)
2026	($19,486)	($22,619)	($322)	($322)	($11,592)	($527)	($54,868)
2027	($22,232)	($25,807)	($367)	($367)	($13,226)	($601)	($62,600)
2028	($25,116)	($29,154)	($415)	($415)	($14,942)	($679)	($70,721)
2029	($28,143)	($32,668)	($465)	($465)	($16,743)	($761)	($79,245)
2030	($31,323)	($36,359)	($518)	($518)	($18,634)	($847)	($88,199)
2031	($34,660)	($40,233)	($573)	($573)	($20,620)	($937)	($97,596)
2032	($38,165)	($44,302)	($631)	($631)	($22,705)	($1,032)	($107,466)
2033	($41,846)	($48,574)	($692)	($692)	($24,894)	($1,131)	($117,829)
2034	($45,710)	($53,059)	($755)	($755)	($27,193)	($1,236)	($128,708)
2035	($49,767)	($57,769)	($823)	($823)	($29,607)	($1,346)	($140,135)
2036	($54,027)	($62,714)	($893)	($893)	($32,141)	($1,461)	($152,129)
2037	($58,501)	($67,907)	($967)	($967)	($34,802)	($1,582)	($164,726)
2038	($63,197)	($73,358)	($1,045)	($1,045)	($37,596)	($1,709)	($177,950)
2039	($68,129)	($79,083)	($1,126)	($1,126)	($40,530)	($1,842)	($191,836)
2040	($73,308)	($85,094)	($1,212)	($1,212)	($43,611)	($1,982)	($206,419)
2041	($78,745)	($91,405)	($1,301)	($1,301)	($46,845)	($2,129)	($221,726)
2042	($84,454)	($98,032)	($1,396)	($1,396)	($50,242)	($2,284)	($237,804)
2043	($90,448)	($104,991)	($1,495)	($1,495)	($53,808)	($2,446)	($254,683)
2044	($96,743)	($112,297)	($1,599)	($1,599)	($57,552)	($2,616)	($272,406)
2045	($103,352)	($119,969)	($1,708)	($1,708)	($61,484)	($2,795)	($291,016)
Total	($1,177,065)	($1,366,314)	($19,456)	($19,456)	($700,239)	($31,828)	($3,314,358)

Source: Tiberius Solutions LLC

Table 15b – Projected Impact on Taxing District Permanent Rate Levies - Education

FYE	Cascade School District	Willamette Regional ESD	Community College	Subtotal	Total
2019	($5,463)	($349)	($737)	($6,549)	($16,577)
2020	($8,510)	($544)	($1,148)	($10,202)	($25,823)
2021	($11,653)	($745)	($1,572)	($13,970)	($35,361)
2022	($14,954)	($956)	($2,017)	($17,927)	($45,376)
2023	($18,419)	($1,178)	($2,484)	($22,081)	($55,891)
2024	($22,058)	($1,410)	($2,975)	($26,443)	($66,935)
2025	($25,879)	($1,655)	($3,491)	($31,025)	($78,530)
2026	($29,891)	($1,911)	($4,032)	($35,834)	($90,702)
2027	($34,103)	($2,180)	($4,600)	($40,883)	($103,483)
2028	($38,526)	($2,463)	($5,196)	($46,185)	($116,906)
2029	($43,170)	($2,760)	($5,823)	($51,753)	($130,998)
2030	($48,047)	($3,072)	($6,480)	($57,599)	($145,798)
2031	($53,167)	($3,399)	($7,171)	($63,737)	($161,333)
2032	($58,544)	($3,743)	($7,896)	($70,183)	($177,649)
2033	($64,189)	($4,104)	($8,658)	($76,951)	($194,780)
2034	($70,116)	($4,483)	($9,457)	($84,056)	($212,764)
2035	($76,340)	($4,881)	($10,297)	($91,518)	($231,653)
2036	($82,875)	($5,299)	($11,178)	($99,352)	($251,481)
2037	($89,737)	($5,738)	($12,104)	($107,579)	($272,305)
2038	($96,942)	($6,198)	($13,075)	($116,215)	($294,165)
2039	($104,506)	($6,682)	($14,096)	($125,284)	($317,120)
2040	($112,450)	($7,190)	($15,167)	($134,807)	($341,226)
2041	($120,790)	($7,723)	($16,292)	($144,805)	($366,531)
2042	($129,548)	($8,283)	($17,473)	($155,304)	($393,108)
2043	($138,743)	($8,871)	($18,713)	($166,327)	($421,010)
2044	($148,398)	($9,488)	($20,016)	($177,902)	($450,308)
2045	($158,536)	($10,136)	($21,383)	($190,055)	($481,071)
Total	($1,805,554)	($115,441)	($243,531)	($2,164,526)	($5,478,884)

Source: Tiberius Solutions LLC
Please refer to the explanation of the schools funding in the preceding section

Table 16 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2046.

Table 16 – Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Tax Rate	Tax Revenue in FYE 2046 (year after termination) From Frozen Base	From Excess Value	Total
General Government				
Marion County	3.0252	$36,571	$113,960	$150,531
City of Turner	3.5116	$42,451	$132,283	$174,734
Soil & Water	0.0500	$604	$1,884	$2,488
Marion Ext & 4-H	0.0500	$604	$1,884	$2,488
Turner Fire District	1.7997	$21,756	$67,795	$89,551
Library	0.0818	$989	$3,081	$4,070
Subtotal	*8.5183*	*$102,975*	*$320,887*	*$423,862*
Education				
Cascade School District	4.6405	$56,098	$174,809	$230,907
Willamette Regional ESD	0.2967	$3,587	$11,177	$14,764
Chemeketa Community College	0.6259	$7,566	$23,578	$31,144
Subtotal	*5.5631*	*$67,251*	*$209,564*	*$276,815*
Total	**14.0814**	**$170,226**	**$530,451**	**$700,677**

Source: Tiberius Solutions LLC

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

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities over 50,000 in population. As noted below, the frozen base (assumed to be FYE 2017 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be $12,088,761. The total assessed value of the City of Turner is $133,876,644. The urban renewal assessed value is 9.03%, which is below the 25% statutory limitation.

The Area contains 79.41 acres, including public rights-of-way, and the City of Turner contains 922 acres. The amount of acreage in urban renewal is 8.61%, which is below the 25% statutory limitation.

Table 17 – Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Assessed Value	Acreage
City of Turner	$133,876,644	922
Urban Renewal Area	$12,088,761	79.41
Percent in UR Area	9.03%	8.61%

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Turner and Marion County Department of Assessment and Taxation (FYE 2016)

XI. RELOCATION REPORT

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been identified, however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.