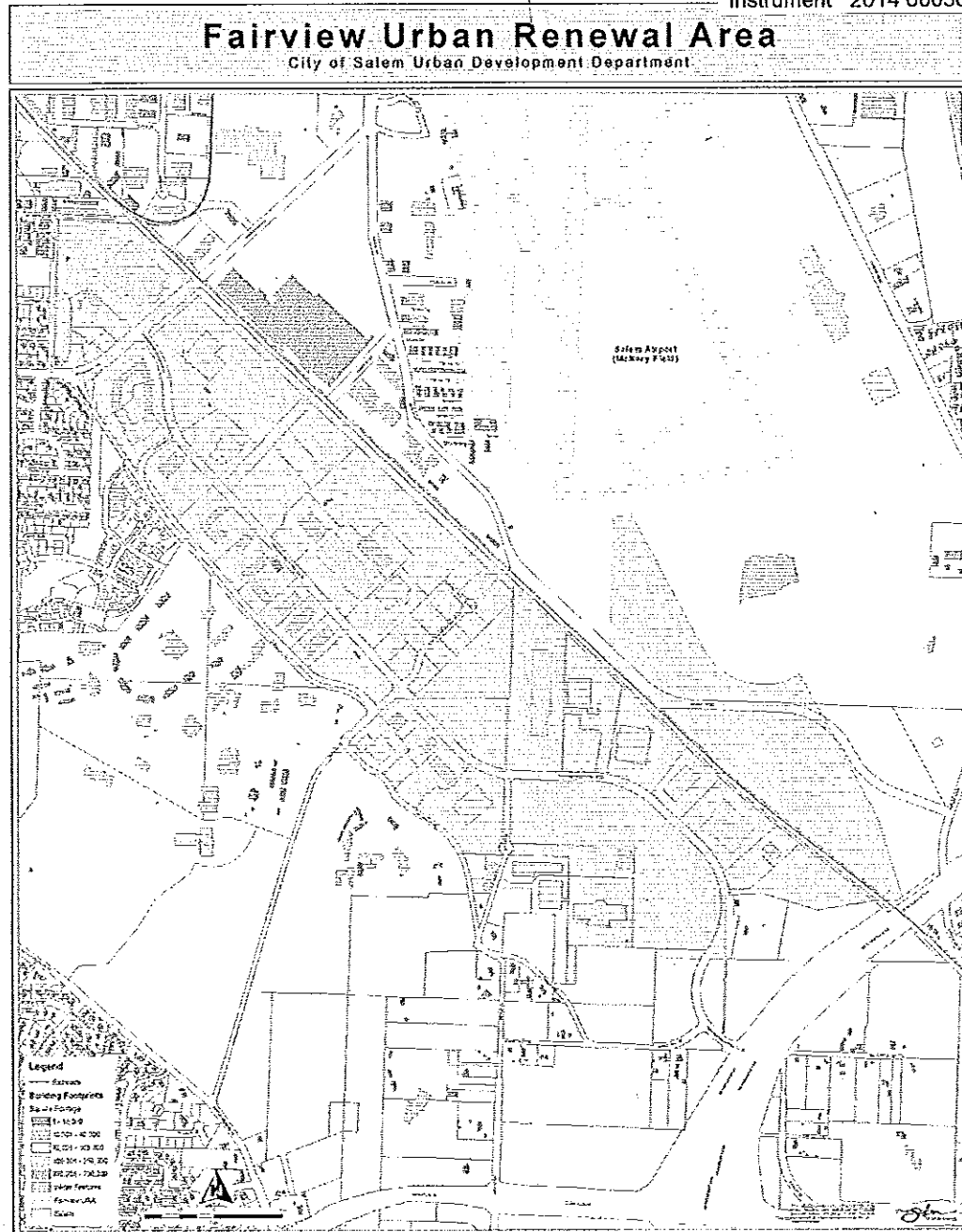




FAIRVIEW URBAN RENEWAL PLAN

CITY OF SALEM JUNE 25, 1984

Corrected map exhibits added September 2009
Resolution NO 11-3 URA added after January 2011

City of Salem
Real Property Services
350 Commercial St NE
Salem, OR 97301

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AND
URBAN RENEWAL AGENCY OF THE CITY OF SALEM**

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Larry Harmer, Urban Design Coordinator

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Moore, Briethaupt & Associates

Le Blanc & Company

The Urban Renewal Plan under the specific direction of a Citizens'— Project Area Committee (C—PAC) .

Committee Members:

Jim Rabe; At Large, Chairman

John Leppelmeier; Morningside Neighborhood

Mary Schlichtmann; Morningside Neighborhood

Al Wingett; SESNA — (S.E. Salem Neighborhood Association)

Robert Ohmart; Economic Development Commission

Tom McMullen; Economic Development Commission

John Totten; Planning Commission

Bob Clay; SCAN

W. Lee Schrunk; Airport Advisory Board

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Jerry Butler; At Large

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I. INTRODUCTION

A. Statement of Purpose

1. General

In early 1983, the City of Salem and the State of Oregon funded initial study of the prospects for creating a new major industrial commercial business and employment center on acreage just south of McNary Field in Salem owned by the State of Oregon the Fairview Industrial Park site). In the summer of 1983, a Land Use Marketing Study outlining the development potential and a marketing program was prepared for the agencies. Subsequently, the City of Salem requested its Renewal Agency to consider preparation of a renewal plan for the Fairview site and all land adjoining the site that is designated for industrial use under the current Comprehensive Plan. This Fairview Renewal Area Plan is focused directly on the properties included in these areas. **See Site Location Map and Study Area Aerial Photo, Exhibits 1 and 2.**

The primary objective of this Plan is to improve the overall appearance, condition, and function of the Project Area and to eliminate blighting conditions impeding the orderly and proper redevelopment of the area in order to stimulate economic development. The Plan is intended to implement the Salem Area Comprehensive Plan, as adopted by the City Council. The Agency may enter into cooperative agreements with other public agencies to achieve the purposes set forth herein.

2. Need to Undertake an Urban Renewal Plan

The primary justification for urban renewal in this area:

- a. To support conversion of the State-owned Fairview property to productive use, and to eliminate flooding and establish an infrastructure of streets and utilities.

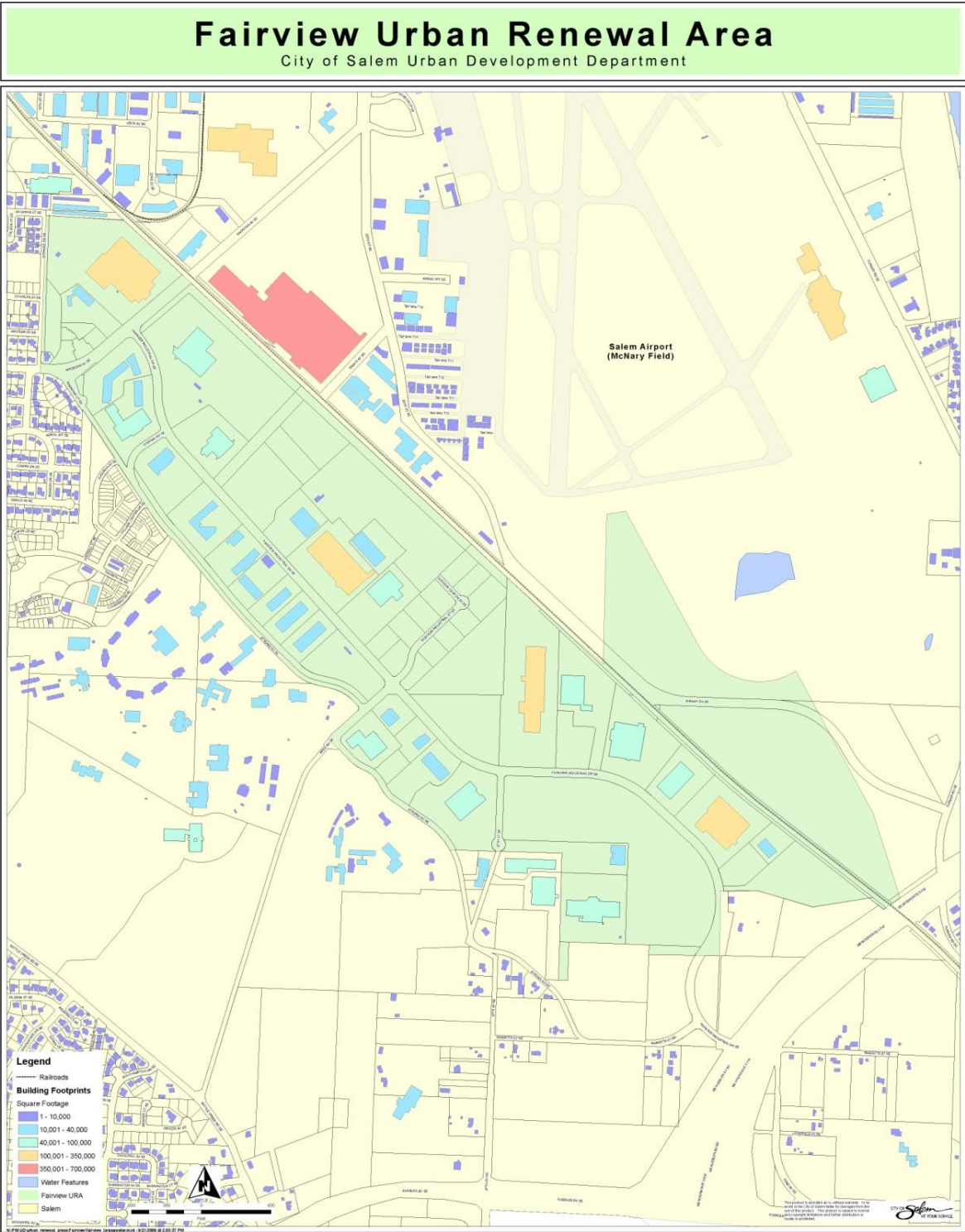


Exhibit 1: Site Location

Map Corrected September 2009

VICINITY

FAIRVIEW URBAN RENEWAL PLAN
CITY OF SALEM/DEPARTMENT OF COMMUNITY DEVELOPMENT



Exhibit 2: Study Area

Map Corrected September 2009

AERIAL MAP

FAIRVIEW URBAN RENEWAL PLAN

CITY OF SALEM/DEPARTMENT OF COMMUNITY DEVELOPMENT

B. Objectives of the Plan

The following objectives have been established for the Fairview Renewal Area. The primary goal of the renewal program is to retain existing jobs and create new job opportunities by eliminating conditions which inhibit private development.

1. Industrial

- a. Encourage the expansion of existing businesses by providing expansion opportunities, i.e., acquisition, clearance, and resale of adjacent underutilized properties.
- b. Encourage the reuse of existing vacant structures.
- c. Encourage businesses to locate in the renewal areas that have 50 employees or more as well as new businesses with less employment.

2. Traffic and Circulation

- a. Discourage through traffic on Madrona into the Morningside Neighborhood by providing alternative arterial routes
- b. Designate truck routes in and adjacent to the project area providing for efficient flow and protecting residential areas.
- c. Maintain traffic service level 'D' at a minimum for all collectors and arterials in the project area and at intersections adjacent to the project area. (See Section IV-B-2 for definition of Service Level D.)

3. Services

- a. Provide sewer and water services consistent with a master plan for the project area.

4. Floodplain

- a. Remove all of the project area from the 100 year floodplain.

5. Financial

The Agency may provide loans, grants, or other assistance to developers or property owners for rehabilitation or development of properties to meet the standards and conditions of the Plan.

6. Acquisition

Acquisition of lands or structures may be exercised by the Agency to assist in the expansion of existing businesses.

C. General Description of the Area

The Urban Renewal Plan for the Fairview Renewal Area consists of the text and exhibits included herein. The Plan is for a specific area located entirely within the corporate limits of the City of Salem and further described in Section II. This Plan has been prepared by the Renewal Agency of the City of Salem through a Citizen Project Advisory Committee for the Salem City Council which shall administer this plan, acting in its capacity as the Salem Urban Renewal Agency, pursuant to Oregon Revised Statute (ORS) Chapter 457, the Oregon Constitution, and all other applicable laws and ordinances. All such applicable laws are made a part of this Plan, whether expressly referred to in the text or not.

D. Definitions

1. **Plan** means the Urban Renewal Plan for the Fairview Urban Renewal Area, consisting of the text and accompanying exhibits.
2. **Text** means the Urban Renewal Plan Text for the Fairview Renewal Area.
3. **Renewal Area** means the Fairview Renewal Area.

4. **Project** means the area included within the boundaries of the Fairview Renewal Area.
5. **Agency** means the Urban Renewal Agency of the City of Salem, Oregon, acting by and through the City of Salem.
6. **Planning Commission** means the Planning Commission of the City of Salem, Oregon.
7. **City** means the City of Salem, Oregon.
8. **County** means the County of Marion, State of Oregon.
9. **ORS** means the Oregon Revised Statutes (State law) and, specifically, Chapter 457, thereof.
10. **State** means the State of Oregon.
11. **Boundary** means the geographic and legal limits which encompass the Urban Renewal Project Area.
12. **Option Agreement** means the Agreement between the City of Salem and the State of Oregon, owners of the property included in the Fairview Renewal Area termed the 'south' area, or the 'industrial park' area.
13. **Comprehensive Plan** means the Salem Area Comprehensive Plan adopted by the Salem City Council in September, 1979, and as subsequently amended by the Salem City Council.
14. **Blight** shall have the same meaning in this Plan as defined in ORS 457.010.
15. **Persons** means any individual, family, business, firm, association, or corporate entity.
16. **Redeveloper** means any person who acquires property from the Agency or who receives financial assistance from the Agency for the physical improvement of the privately held structures and land.
17. **Property Owner** means any individual who owns property within the Fairview Renewal Area.

18. **Lot** means a unit of land that is created by a subdivision or platting of land and recorded in the land records of Marion County.

E. Citizen Participation

The activities and projects identified in this Plan and the report following, the development of subsequent plans and regulations, and the adoption of amendments to this Plan shall be undertaken with the participation of citizens, owners, and tenants as individuals and organizations with interests in the Urban Renewal Area. A thirteen (13) person Citizens' Project Area Committee (CPAC) has participated in the preparation of the Renewal Plan and Report. Before the adoption of the Plan and any amendments thereto, at least one public hearing will be held before the Salem City Council with public notice of such hearings) published in a newspaper of general circulation in accordance with ORS 457.095. Prior to any such hearing, the Salem Planning Commission shall review and make recommendations on the proposal to the City Council.

F. Effective Periods of Controls: Extensions

The provisions and requirements outlined in this Plan shall be in effect until the maximum indebtedness has been retired. The maximum amount of indebtedness that can be issued or incurred under this plan is \$6,286,000. Except that the nondiscrimination provisions of this Plan shall be in effect in perpetuity. The provisions and requirements, or any part of them thereafter, may be extended for additional, successive ten—year periods by agreement by the majority of the property owners in Fairview Renewal Area. No bonded indebtedness shall be issued under this plan after May 25, 2014. For tax years beginning on or after July 1, 1998, the City of Salem chooses the method of collecting ad valorem property taxes sufficient to pay, when due, Indebtedness issued or incurred to carry out this plan. The amount of tax increment to be collected by dividing the taxes shall be set at \$460,000.

II. DESCRIPTION OF LAND USE PLAN AND STANDARDS

A. The Boundary

The Fairview Urban Renewal Area includes land in the City of Salem, County of Marion, State of Oregon, within the boundaries illustrated in **Exhibit 1**.

B. Land Use Plan

The Land Use Plan consists of the Salem Area Comprehensive Plan and Zoning Code provisions as they apply to the applicable areas within the renewal area and are incorporated herein by reference. In addition, the following items also apply.

1. Land Use Map

The Land Use Map shows the primary land use districts to be permitted in the Project Area. **See Exhibit 3.**

2. Classification and Interpretation of Uses

Within the renewal area, land uses are classified in two districts, i.e., Industrial Business Park and Industrial. Permitted uses are functionally classified within the applicable zone code of the City of Salem by generic category with reference to the 'Standard Industrial Classification Manual.' Uses functionally classified with reference to the Standard Industrial Classification Manual (SIC) are described as shown in the SIC catch line for the particular subdivision thereof, followed by the index number assigned in the manual for such category of uses.

The "Standards Industrial Classification Manual, 1972", published by the Executive Office of the President, Office of Management and Budget (U.S. Government Printing Office Stock No. 041—001— 00066—6) , together with the 1977 Supplement thereto, is, by this reference, adopted as part of these development standards for the purpose of identifying those uses described herein.

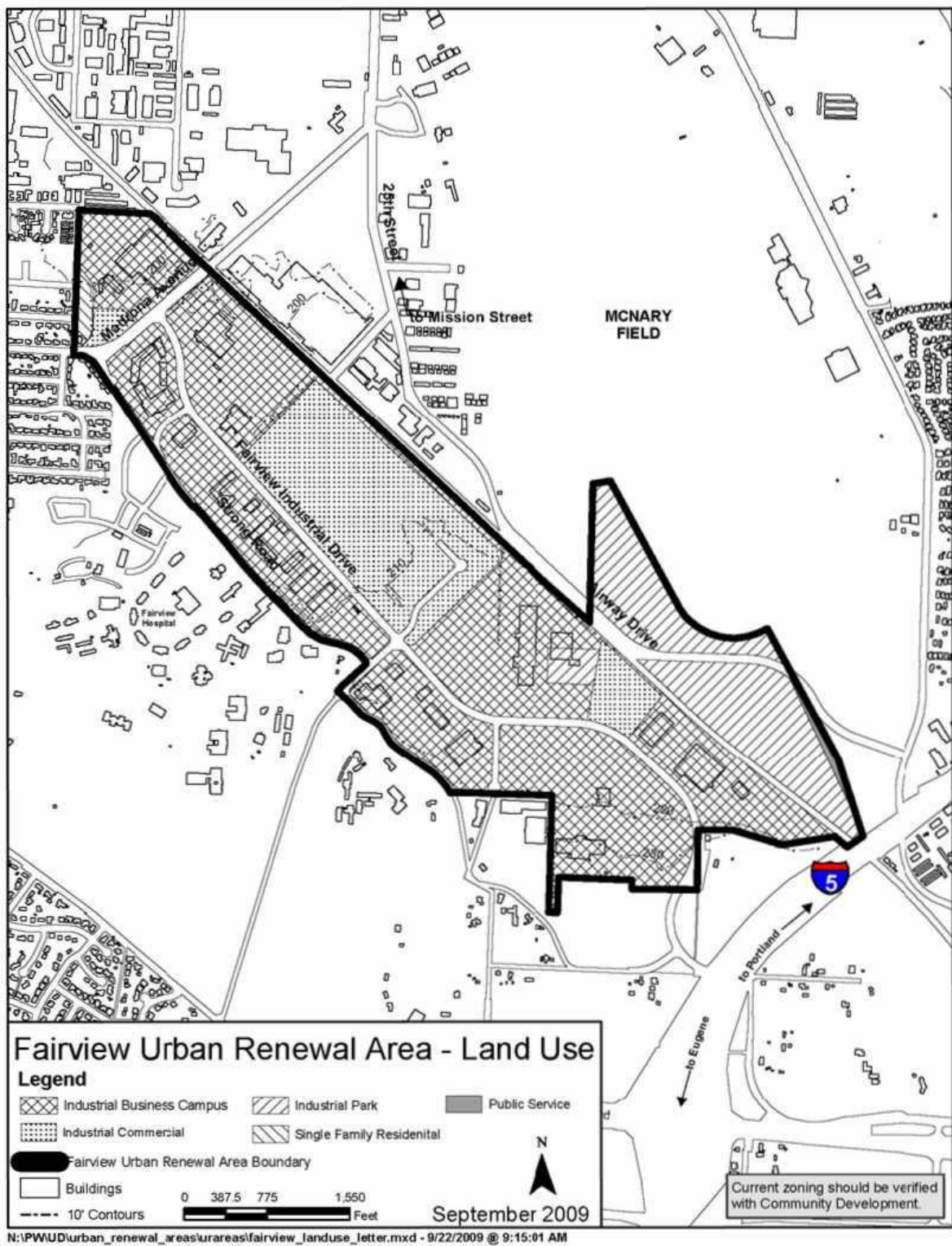


Exhibit 3: Land Use

Map Corrected September 2009

LAND USE

FAIRVIEW URBAN RENEWAL PLAN

CITY OF SALEM/DEPARTMENT OF COMMUNITY DEVELOPMENT

C. Districts and Permitted Land Uses/Development Standards

The following uses, when developed under the general development standards in this plan, are permitted in the Fairview Renewal Area.

1. Industrial Business Park

The permitted land uses and standards for development of properties within the Industrial Business Park District shall be governed by the current City of Salem zone designation of the land and all other applicable laws regulating use and development of the land as may hereinafter be amended.

2. Industrial District

The permitted land uses and standards for development of properties within the Industrial District shall be governed by the current City of Salem zone designation of the land and all other applicable laws regulating use and development of the land as may hereinafter be amended.

D. Exceptions

The Urban Renewal Agency may grant exceptions, which do not constitute a substantial change in the Plan, to any of the regulations required under Section II, Land Use Plan. Prior to granting the exceptions, the Agency shall ascertain that the proposed action will not adversely affect other properties within or adjacent to the Fairview Renewal Area, and is consistent with the intent of the Urban Renewal Plan. Any exceptions from this Plan which are not in accordance with the zoning ordinance of the City of Salem and other applicable codes and standards of the City shall be subject to approval as required by the zoning ordinance and other codes and standards.

III. OUTLINE OF PROJECTS AND ACTIVITIES

In order to achieve the goals and objectives of this Urban Renewal Plan, the following activities will be undertaken on behalf of the City of Salem by the Agency, in accordance with applicable Federal, State, County, and City laws, policies, procedures, and as hereinafter set forth:

A. General Development

The general development plan is to encourage the continued development of the renewal area in accordance with Zone Designation of the City of Salem, for local small businesses, information

processing, technology research, general research, and agricultural research uses as permitted within said district.

Improvements are needed to existing streets and rights—of—way to facilitate improved circulation and access and egress to the area. New streets and services are needed to facilitate new development.

B. Public Improvements

1. Intent

Public facilities and 'utilities may be improved or constructed within public rights—of—way, easements, or on public property. These may include storm and sanitary sewer improvements, water system improvements, street lighting and traffic control installation, landscaping, street improvements, pedestrian amenities, squares, plazas, parking facilities, parks, and open space development. **See Exhibits 4 and 5.** The private utilities concerned will make such modifications and adjustments as may be required of them by the Agency to adequately serve development and meet the objectives of this Plan.

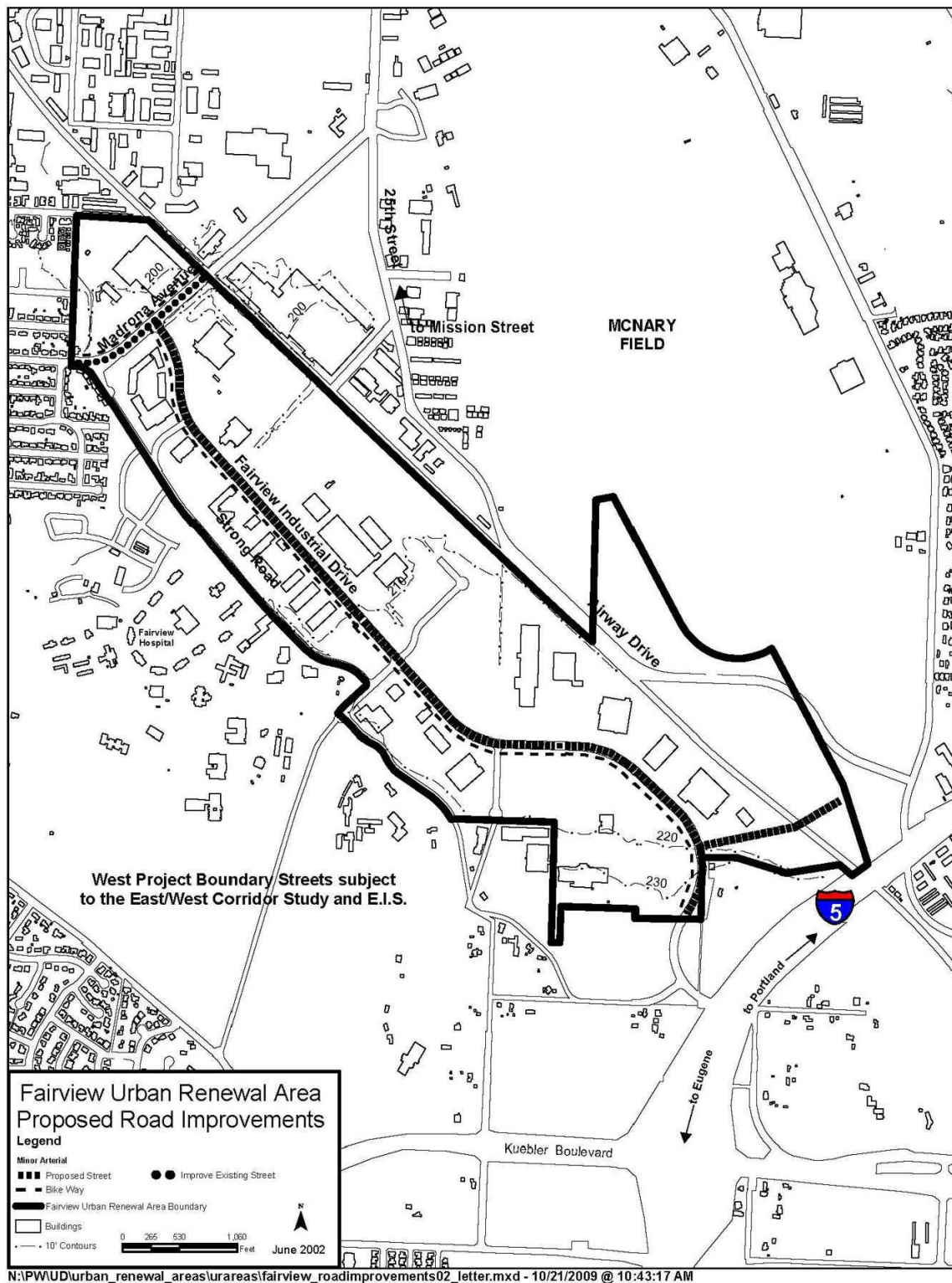


Exhibit 4: Road Improvements Map Corrected September 2009 PROPOSED ROAD IMPR.

FAIRVIEW URBAN RENEWAL PLAN

CITY OF SALEM/DEPARTMENT OF COMMUNITY DEVELOPMENT

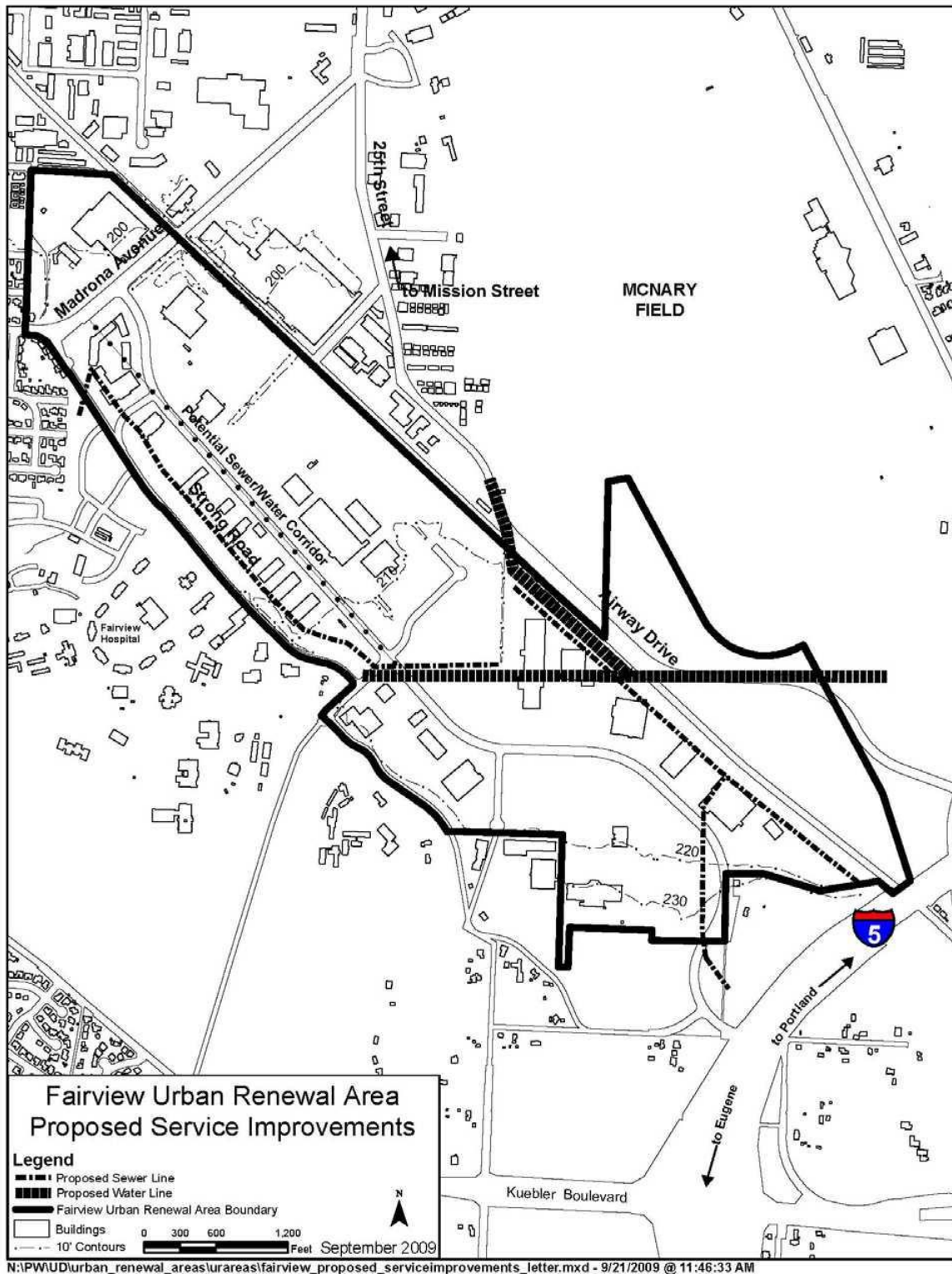


Exhibit 5: Proposed Services Map

Corrected September 2009

PROPOSED SERVICE IMP.

FAIRVIEW URBAN RENEWAL PLAN

CITY OF SALEM/DEPARTMENT OF COMMUNITY DEVELOPMENT

2. Anticipated Improvements

Public improvements which may be installed under this Plan include, but are not limited to, the following:

- a. Improvement of the area's street system. See Section I.B.2.
- b. Improvement of the area's storm drainage system.
- c. Improvement of the area's water delivery and water-related fire protection system.

See Exhibit 5.

C. Land Acquisition

Limited property acquisition authority is made a part of this Plan. No properties shall be acquired by the Agency through the powers of eminent domain without amendment to this Plan, except for those properties designated in **Exhibit 6** or, where necessary to acquire easements and rights-of-way for public improvement projects described in this article.

Approximately 321 acres may potentially be acquired as illustrated on **Exhibit 6**. The Fairview property is owned by the State of Oregon and will be acquired in accordance with the Option Agreement between—the City of Salem and the State. The other ten acres is surrounded by the State owned lands.

Land acquisition for any purpose other than specifically listed in this article, shall be accomplished only following procedures for amending this Plan as set forth in Section VI of this Plan.

If such plan amendment is approved by the City Council, a map exhibit shall be prepared showing the properties to be acquired and the purpose for such acquisition. Such map exhibit shall be appropriately numbered and shall be included as an official part of this Urban Renewal Plan.

D. Loan and Grant Program

A loan and grant program is authorized under this Plan to assist developers or property owners with the rehabilitation or development of properties for the purpose of traded sector uses and to retain and create new job opportunities. To be eligible, applicants must meet the parameters of the loan and grant guidelines and any approved funds may only be used for capital improvements within the Fairview Urban Renewal Area, in accordance with Oregon Revised Statute 457.

Added after January 2011 – Resolution No 11-3 URA

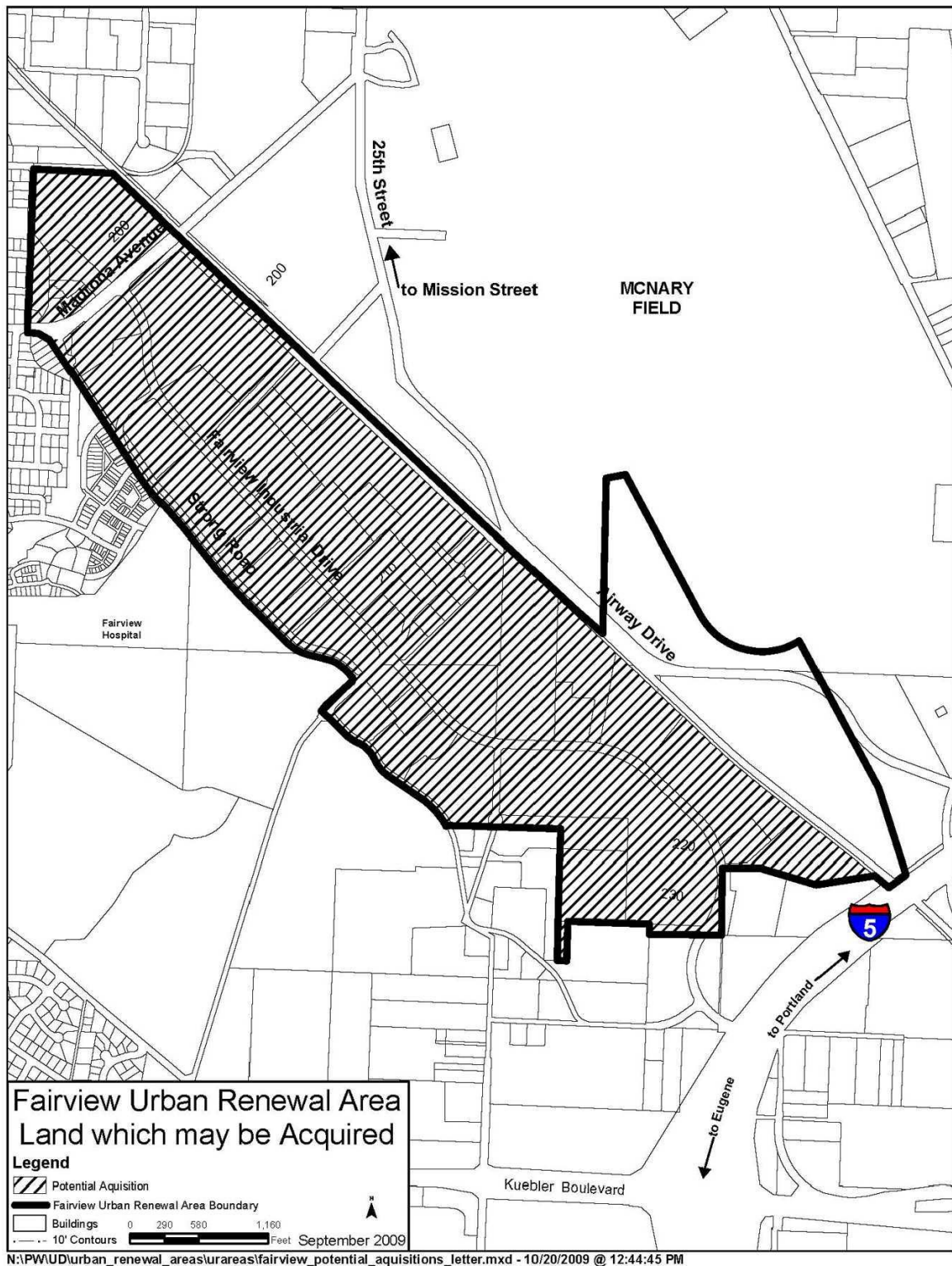


Exhibit 6: Lands which may be acquired Map Corrected 9/2009 LANDS WHICH MAY BE ACQUIRED

FAIRVIEW URBAN RENEWAL PLAN

CITY OF SALEM/DEPARTMENT OF COMMUNITY DEVELOPMENT

IV. GENERAL PLANNING ANALYSIS

There are two adopted plans and two transportation studies in various stages of completion that set the framework and relate to this proposed renewal area. The adopted plans are the Salem Area Comprehensive Plan and the McNary Field Airport Master Plan.

A. Salem Area Comprehensive Plan

The Salem Area Comprehensive Plan has been adopted by ordinance by the Salem City Council and acknowledged by the Land Conservation and Development Commission. Specific goals and policies of the plan relate to the Fairview Renewal Area. These include:

1. General Development

Goal: To insure that future decisions concerning the alteration of land within the Salem area are consistent with State Land Use Goals and are designed to preserve, improve, and add those items which will contribute to a healthful, attractive, and efficient physical environment conducive to social and economic well-being.

2. Economic Development

Goal: Strengthen the economic base of the Salem area so it can sustain the economic growth necessary to provide adequate employment opportunity and maintain community livability.

Policies:

- a. Diversify the Basic Sector of the Salem Urban Area.
 - 1) Expansion of existing industrial enterprises and location of new clean industry in the Salem Urban Area should be encouraged.
 - 2) The light manufacturing element of the community economic base should be expanded

- b. Increase labor intensive employment opportunities within the Salem Urban Area and encourage the hiring of unemployed local residents.
 - 1) By 1984, there should be at least one modern campus-type industrial and office park in operation of 25 acres capable of producing spaces for 40 to 80 firms, depending on size.
 - 2) By 1984, there should be at least one new campus-type, labor intensive firm in operation in addition to Siltec.
- c. Maintain an industrial land inventory offering a choice of parcels of adequate size and suitable locations, provided with necessary public services. Division of parcels of 20 acres or more, designated for industrial use, into smaller parcels shall be discouraged.
- d. Develop a professional comprehensive analysis of the Salem Urban Area economy, establishing an economic data base and including forecasts, especially for the basic sector. This analysis should include a system for annual review and updating. Trends can thus be monitored in order that timely adjustments may be made in industrial, commercial, and residential development planning and projects.
- e. The State and Federal Government and the Food and Wood Products industries are significant sources of basic sector employment opportunity and their contribution to the economic base should be recognized and maintained. This includes the need to find, by 1984, means for cost effective treatment of food processing wastes.
- f. The percentage of new manufacturing employment in the Salem Urban Area should be raised to better balance Salem's manufacturing employment with its percentage of the area's total population.

3. Industrial Development

Goal: To encourage and promote industrial development which strengthens the economic base of the community and minimizes air and water pollution.

Policies:

- a. Sufficient land in large parcels should be zoned industrial to insure a competitive market for industrial sites.
- b. The timely provision of appropriate public improvements including, but not limited to, water, sewers, storm drains, and roads should be provided to support industrial development in major manufacturing areas and other compatible locations.
- c. Industrial land bordered by residential or rural lands shall be subject to industrial development standards which ensure that development design and operation is compatible with surrounding land use.
- d. The zone codes shall allow appropriate on—site employee service and facilities in industrial parks.
- e. Traffic generated by industrial uses should be diverted away from residential areas, and should have convenient access to arterial or collector streets.
- f. Wherever practical, outdoor storage areas shall be screened from view of the public streets and from adjacent residential areas.
- g. Those new industries should be encouraged that employ the largest number of workers per unit of energy; that produce the largest amounts of value added per union of energy, and, where possible, rely upon locally available energy resources.

- h. New industries should be encouraged that utilize energy most efficiently or that manufacture products that contribute to efficient use of energy, including renewable energy sources.
- i. Incentives should be provided to encourage reuse of waste heat from manufacturing processes for further industrial purposes space heating or other uses.
- j. Industry shall be responsible for the adequate disposal of any hazardous wastes generated (as defined by ORS X59.410)
- k. Industries shall be encouraged to locate in industrial areas, but those industrial uses which place few demands on public services and cause no significant environmental impacts may be located in other areas.
- 1. A specific campus industrial zone shall be developed and applied to those lands identified in the Comprehensive Plan as suitable for such development. Industrial uses shall only be permitted if the local government finds that such a use is consistent with the intent of the Economic Development policies.

4. Transportation

Goal: To insure the provision and coordination of transportation facilities and services that reflect and encourage desired development patterns and are timed to coincide with community needs and to minimize the adverse impacts of traffic on residential areas.

Policies:

- a. Transportation facilities and services shall be integrated with existing community travel needs, available fiscal resources, functional plans such as police and fire, and the planned regional and statewide transportation system.
- b. The transportation system should be located and constructed to preserve the character of the neighborhoods. The need for landscaping and noise reduction shall be considered in design.
- c. Transportation facilities shall be designed and constructed to minimize noise, energy consumption, neighborhood disruption, economic losses to the private or public economy and social, environmental, and institutional disruptions, and to encourage the use of public transit, bikeways, and walkways.
- d. Traffic movement on arterial streets should be facilitated by limiting or controlling access wherever possible.
- e. Public facilities, schools, shopping centers, industrial parks, and planned unit developments should be designed, sited, and constructed to accommodate and encourage transit service convenient to the public. Covered bus shelters convenient to major entryways of public buildings and shopping centers should be provided.

B. Coordination with Related Plans and Planning Programs

The following plans, programs, and level of service will guide the implementation of transportation-improvements of the renewal plan.

LEVEL OF SERVICE

Level of Service	Type of Flow	Delay	Maneuverability
A	Free Flow	No Vehicle waits longer than on red indication.	Turning movements are easily made and nearly all drivers find freedom of operation.
B	Stable Flow	The number of vehicles waiting through on red indication is increased.	Many drivers begin to feel somewhat restricted within groups of vehicles.
C Desired Design Level	Stable Flow	Occasionally vehicles may have to wait through more than one red indication.	Backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D Acceptable Peak Hour Level	Approaching Unstable Flow	Delays may be sustainable during short periods, but excessive backups do not occur.	Maneuverability is severely limited during short periods due to temporary backups.
E Capacity	Unstable Flow	Delay may be great - up to several signal cycles.	There are typically long queues of vehicles waiting upstream of the intersection.
F	Forced	Excessive delay.	Jammed conditions. Backups from other locations may restrict or prevent movement of vehicles at the intersection under consideration.
Source: Highway Research Board, 1965			

1. McNary Field

The McNary Field Master Plan was completed in 1979. The Master Plan assures that the site is planned to maximize the airfield's capacity and meet the Federal Aviation Administration standards.

The land area included in this renewal plan is not needed for aviation purposes according to Recommendation 22 from the plan.

Land in the southern part of the airport property not needed for aviation purposes should be reserved for future industrial park development as recommended in previous studies.

2. Transportation Planning Programs

a. East/West Corridor Study

The City has recognized that there is a significant traffic circulation problem in south Salem due to the lack of any single east/west route between Mission Street and Kuebler Boulevard. It is anticipated that development of the project area will compound this problem by greatly increasing the demand for east/west movement, primarily for employees living in south Salem.

To solve these problems, the "East/West Corridor Study" is currently under development. Its intention is to study all possible single and multiroute systems and recommend two or three to be studied in a subsequent "East/West Corridor Project Fundamental Impact Statement". The study should be completed in March of 1984 and the EIS in late 1985.

The "East/West Corridor Study" includes a basic objective of creating a street system connecting South River Road to 25th Street. Because of this, several alternatives under study traverse the project area. Any or all of these could be selected and would be eligible for funding through any of the urban renewal funding processes. The alternatives include but are not limited to:

- Madrona — Improvement as a high volume arterial from **12th**, Pringle, or Strong Road to **25th**
- Browning Extension — A new extension of Browning from Commercial Street, across **12th** and across the Fairview Training Center property to connect with Strong and Madrona. The intersection would be aligned so that the through movement is from Madrona to Strong to Browning, rather than continuing east bound on Madrona.
- Reed Road — Improve as a minor arterial.

These alternatives are shown on the “Proposed Road Improvements” map.

b. Fairview Sector Plan

A draft Sector Plan that includes all of the renewal area was released in January, 1983. The purpose of the plan is to illustrate what public facilities will be needed to serve the area at full development. As proposed, the streets indicated to be improved will address the north— south circulation problem and improve general circulation within the renewal area.

c. Relationship to Funded Projects

- Mission Street

The Environmental Impact Statement to widen and improve Mission Street from 25th to University will be completed in early 1984. The proposed improvements to Mission Street will provide a signalized intersection at 22 Street. 22 Street is proposed as the major north—south street for the renewal area north of Madrona Avenue. Improvements to the intersection with McGilchrist and a direct connection to Madrona Avenue are proposed.

- Kuebler Boulevard

Plans to improve Kuebler Boulevard have been prepared and funding has been approved.

- Hawthorne

Plans to improve Hawthorne have been prepared and funding has been approved.

- Kuebler Interchange

Preliminary environmental data is being collected in preparation for an Environmental Impact Statement.

The capital improvement priorities for streets and intersections may include projects in both the renewal area and in the immediate surrounding area. Projects for the surrounding area specifically programmed with renewal generated funds shall resolve problems that are a direct result of traffic generated by renewal area development. The identification of street and intersection projects shall be guided by traffic engineering principals regarding capacity and safety.

Traffic problems shall be forecasted by use of the planning programs and based on proposals and programs of firm industrial tenants within the renewal area. Projected and existing traffic problems shall be evaluated with respect to intersection capacity, safety, and other applicable traffic engineering indices of operation and efficiency. Capital improvement projects shall be undertaken on a priority basis for service level "D" or worse for intersections or streets and on other related measures of effectiveness.

V. PROPOSED RELOCATION PLAN

It is not the intent of this Plan to require the relocation of any persons or businesses. However, in the event that an action of the Agency will result in temporary or permanent displacement, the Urban Renewal will provide assistance in finding replacement facilities to such persons or businesses. All persons or businesses to be displaced will be contacted to determine their relocation needs. They will be provided information on available space and will be given assistance in moving. All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 281.045—281.105, Relocation Regulations as adopted by the Urban Renewal Agency, and all other applicable laws or regulations.

Relocation payments will be made as provided in ORS 281.060. Payments made to persons displaced from dwellings will assure that they will have available to them decent, safe, and sanitary dwellings at costs or rents within their financial reach. Payment for moving expense will be made to businesses displaced. The Urban Renewal Agency will prepare and maintain information in its office relating to the relocation program and procedures, including eligibility for and amounts of relocation payments, services available, and other relevant matters.

VI. PROPOSED REAL PROPERTY DISPOSITION PLAN

A. Disposition of Acquired Real Property

The Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property which has been acquired in accordance with the provisions of the Plan.

All real property acquired by the Agency in the Plan Area shall be disposed of for development for the uses permitted in the Plan at the fair reuse value for the specific use or uses to be permitted on the real property. All persons obtaining property from the Agency shall use the property for the purpose designated in this Plan, and complete development of the property within a period of time the Agency fixes as reasonable, and comply with other conditions necessary to carry out the purposes of the Plan.

All real property disposed of or leased by the Agency shall be made subject to this Plan. Leases, deeds, contracts, agreements, and declarations of restrictions by the Agency may contain restrictions, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provision necessary to carry out this Plan.

B. Non-discrimination Provisions

In the preparation, adoption, and implementation of the Urban Renewal Plan, no public official or private party shall take any action or cause any person, group, or organization to be discriminated against on the basis of age, race, color, religion, sex, marital status, or national origin.

C. Redeveloper's Obligations

In addition to other provisions of this Plan, a redeveloper shall adhere to the following provisions to be contained in and implemented by appropriate covenants, or other provisions contained in property disposition instruments:

1. The redeveloper and his successors or assigns shall develop land in accordance with the land use provisions and building requirements specified in this Plan.
2. The redeveloper shall begin and complete the development of such land for the uses required in this Plan within a reasonable period of time as determined by the Agency and to be specified in the disposition instrument.
3. Plans and specifications shall comply with this Plan, recognizing that the agency will require the use of design techniques which will relate the new development in plan and size to the existing area, and the requirements of City codes and ordinances.
4. Any redeveloper will be obliged, under the terms of the disposition instrument, to carry out specified improvement in accord with this Plan.
5. The redeveloper will not be permitted to dispose of the property until the improvements are made, except with the prior written consent of the Agency. The consent will not be

granted except under conditions that will prevent speculation and protect the interest of the Agency and the general welfare of the Plan Area.

6. No property shall be restricted as to the sale, lease, use, or occupancy upon the basis of race, religion, color, sex, or national origin.
7. The redeveloper shall maintain developed and/or undeveloped property under his ownership within the area in a clean, neat, and safe condition in accordance with the approved plans for development.

VII. METHODS FOR FINANCING URBAN RENEWAL PROJECTS

A. General Description of the Proposed Project

The Urban Renewal Agency will consider all possible sources of funding in carrying out this Plan. The Agency may borrow and accept advances, loans, grants, and any other form of financial assistance from the federal government, state, city, county, or other public body or from and other sources, public or private, including lease or sale of properties to developers for the purpose of undertaking and carrying out this Plan. In addition, the Urban Renewal Agency may obtain financing as authorized under ORS Chapter 457 or any applicable statutes.

Upon request of the Urban Renewal Agency, the Common Council of the City of Salem, may as necessary to achieve plan objectives, issue general obligation or revenue bonds, certificates, debentures, improvement warrants, or form local improvement or special assessment districts to assist in financing the Plan.

The funds obtained by the Urban Renewal Agency shall be used to pay or repay any cost, expense, advances, and indebtedness incurred in planning or undertaking the Plan or in otherwise exercising any of the powers granted by ORS 457.

B. Self-Liquidation of Cost of Project

The Plan may be financed, in whole or in part, by self—liquidation of costs of the Plan as provided in ORS 457.420—457.450. The ad valorem taxes, if any, levied by a taxing body upon taxable real and personal property situated in the Urban Renewal Project Area, shall be divided as provided in ORS 457.440. That portion of the taxes representing the levy against the assessed value attributable to the increase, if any, in true cash value of property located in the Urban Renewal Area, or part thereof, over the true cash value specified in the certificate or amendment to the certificate paid into a special fund of the Agency and shall be used to pay the principal and interest on any indebtedness incurred by the Agency to finance or refinance the carrying out of the Urban Renewal Plan. If the City issues municipal bonds to finance any portion of the Plan, tax increment funds may be used to retire the bonds.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Urban Renewal Agency or the City in connection with preplanning of this Urban Renewal Project shall be repaid by tax increases from the Urban Renewal Area when and if such funds are available as provided by ORS 457.

D. Completion of Project

Upon satisfaction of all outstanding indebtedness, the Urban Renewal Agency shall not utilize the provisions of ORS 457.420-457.450 for further financing in the Area without filing a new plan or amendment to this Plan.

VIII. RENEWAL PLAN AMENDMENTS

The Plan will be reviewed and analyzed periodically and will continue to evolve during the course of project execution and ongoing planning. It is anticipated that this Plan will be changed or modified from time to time or amended as development potential and conditions warrant, as planning studies are completed, as financing becomes available, or as local needs dictate. Where the proposed modification will substantially change the Plan as approved by the City Council, the modification must be formal written amendment duly approved and adopted by the City Council after the review and recommendation of the

Urban Renewal Agency and Planning Commission and the holding of a public hearing in the same manner as the original Plan in accordance with the requirements of state and local law.

The following amendments are examples of substantial change: revisions in boundaries, addition of new projects not within the scope of this Plan, the use of eminent domain to acquire properties not necessary for the completion of public improvement projects, and other changes which will change the basic planning or principles of this Plan.

IX. APPENDIX

A. LEGAL DESCRIPTION

Beginning at a point on the East Line of Edwards Drive South and the East Line of Laguna Village South Subdivision as recorded in Volume 29, Page 30, Book of Town Plats, Marion County, Oregon, said point being the southwest corner of a tract of land conveyed to Floralee J.

Kunsman, Et Al, as recorded in Reel 62, Page 1035, Deed Records, Marion County, Oregon, said point being in Section 2, Township 8 South, Range 3 West, of the Willamette Meridian, City of Salem, Marion County, Oregon; thence South 88°14' 43" East, along the South Line of said Kunsman tract and the easterly extension of the South Line 700 feet, more or less, to a point on the West Line of the Southern Pacific Railroad right-of-way line; thence South 48" East along the West right-of-way line of said Southern Pacific Railroad 5,650 feet, more or less, to the point of intersection of the southerly extension of the most Westerly, boundary of the Industrial Park Area of the Salem Airport, said boundary line being parallel to and easterly 450 feet from the southerly extension of the Center Line of Runway 16—34; thence North 0° 38' East, along said boundary line 1,350 feet, more or less, to a point that is southerly 200 feet from the Center Line of Taxiway "F", if measured perpendicular thereto; thence North 78° 50' East, parallel to said Center Line of Taxiway "F" 166.92 feet; thence South 30° 03' East, 1320.57 feet; thence along the arc of a 600 foot radius curve to the left (the chord of which bears South 75° 03' East, 848.53 feet) 942.48 feet; thence North 59° 57' East, 35.10 feet; thence South 30° 03' East, parallel with the extension of the Center Line of Runway 13—31 and being westerly 750 feet, 1396.67 feet; thence South 19° 22' East, 729.38 feet to a point on the North Line of Interstate 5 Bypass; thence South

52° 50' East, along the North Line of said Interstate 5, said point also being on the Now Existing City Limits Line 187 feet, more or less, to a point on the West Line of Southern Pacific Railroad; thence North 53° 50' West, along the westerly line of said Southern Pacific Railroad 140 feet, more or less, to the point of intersection at the North Line of a tract of land conveyed to John B Trelstad, as recorded in Volume 722, Page 697, Deed Records, Marion County, Oregon; thence South 78° 57' 39" East, along the North Line of said Trelstad tract, 490.16 feet; thence North 75° 21' 30" West, 502.43 feet; thence South 86° 35' 52" West, 247.43 feet; thence South 2° 05' 17" East, 183.10 feet; thence South 9° 19' 45" West, 381.23 feet to a point on the North Line of Drager's Subdivision, as recorded in Volume 7, Page 70, Book of Town Plats, Marion County, Oregon; thence South 88° 47' 28" West, along the North Line of said Drager's Subdivision 609.14 feet to a point on the quarter section line in said Section 12, Township 8 South, Range 3 West; thence North along said quarter section line 73 feet, more or less, to a point which is North 498.76 feet from said section corner; thence North 89° 54' 2" West, 689.66 feet; thence South 0° 4' 27" West, 329.98 feet; thence South 88° 38' 51" West 79.11' to a point on the East Line of a tract of land conveyed to Laura Lee Wyatt, Et Al, as recorded in Reel 157, Page 1860 Deed Records, Marion County, Oregon; thence northerly along the East Line of said Wyatt tract 1097', more or less, to a point on the easterly extension of the South Line of the Abijah Cary Donation Land Claim No.47 in said Section, Township and Range; thence westerly along the easterly extension of the South Line and the South Line of said Cary Donation Land Claim No. 47 970 feet, more or less, to a point on the West Line of said Strong Road S.E., said point also being on the Now Existing City Limits Line; thence northwesterly along the West Line of said Strong Road S.E. 5735 feet, more or less, to the point of intersection of the southerly extension of the East Line of Edwards Drive S.E.; thence North along the East Line of said Edwards Drive S.E. 983 feet, more or less to the point of beginning.