



**City of Yachats
Finance Committee Meeting
To Be Held Via Zoom & In Person
Thursday, September 10, 2026, 2:00 PM**

In Person Meeting Location:

Commons Building, Civic Meeting Room 1
441 N. Hwy 101, Yachats OR 97498

[Join Zoom Meeting](#)

<https://us02web.zoom.us/j/82455077267>

Meeting ID: 824 5507 7267

Agenda

Regular Session

- I. Call to Order**
- II. Announcements & Correspondence**
- III. Citizens' Concerns** (limited to items not on the Agenda, 5-minute limitation per person)
- IV. Reports**
- V. Ongoing Business**
 - a. Urban Renewal District (URD) Discussion
 - b. Audit Update
 - c. Tiered Rates Discussion
 - d. Transient Rental Tax and Food and Beverage Tax – Revenue Review
- VI. Other Business**

- a. From Committee
- b. From Staff

VII. Adjourn

This meeting is open to the public and interested citizens are invited to attend via Zoom. These are open meetings under Oregon law, but a work session is not a community forum; audience participation is at the discretion of the Council. Meetings are audio-recorded. The meetings are accessible to persons with disabilities. For accommodations, please call (541) 547-3565, or Oregon Relay 1-800-735-2900 TDD) two days in advance. City of Yachats does not discriminate on the basis of race, color, religion, creed, gender, national origin, age, disability, marital or veteran status, sexual orientation, or any other legally protected status. POSTED September 8, 2026 By: Neal Morphis, Deputy Recorder

CITY OF YACHATS URBAN RENEWAL PLAN

City of Yachats

August 2006

(Legal Description amended by Urban Renewal Agency - December 14, 2006. Amendment did not change boundary nor plan, but were minor changes made as required by the Lincoln County Assessor.)

YACHATS URBAN RENEWAL PLAN

ACKNOWLEDGEMENTS

The Mayor and City Council appointed a Citizen Advisory Committee to oversee the preparation of the plan, and provide a forum for citizen involvement in all phases of preparation of the plan. The Advisory Committee gave generously of their time and provided excellent direction on all key issues involved in preparing the plan. Members of the Citizen Advisory Committee are:

Members of the Advisory Committee

City Council

Yvonne Wulff

Public Works & Streets Commission

Walt Weyand, Committee Vice Chair

Bob Bennett

Planning Commission

Greg Scott

Non-profit

Max Glenn

Budget Committee

Carl Miller

Resident Citizens at large

Keith Perkins, Committee Chair

Burgundy Featherkile

Staff Assistance

Nancy Batchelder, City Clerk

Larry Lewis, City Planner

Urban Renewal Consultant

Charles Kupper, Spencer & Kupper

URBAN RENEWAL PLAN

TABLE OF CONTENTS

	Page
100. INTRODUCTION	1
200. CITIZEN PARTICIPATION	1
300. BOUNDARY DESCRIPTION	1
400. RELATIONSHIP TO LOCAL OBJECTIVES	1
500. PROPOSED LAND USES	2
600. OUTLINE OF DEVELOPMENT	3
700. DESCRIPTION OF PROJECTS TO BE UNDERTAKEN	4
800. PROPERTY ACQUISITION AND DISPOSITION PROCEDURES	8
900. REDEVELOPER'S OBLIGATIONS	9
1000. RELOCATION	9
1100. PLAN AMENDMENTS	10
1200. MAXIMUM INDEBTEDNESS	11
1300. FINANCING METHODS	11
1400. DEFINITIONS	12

100. INTRODUCTION

The Yachats Urban Renewal Plan consists of Part One – Text and Part Two – Exhibits. The City Council of Yachats acts as the Governing Body of the Yachats Development Agency, the Urban Renewal Agency of Yachats, Oregon.

This Plan has been prepared pursuant to Oregon Revised Statute (ORS) Chapter 457, the Oregon Constitution, and all applicable laws and ordinances of the State of Oregon and Yachats respectively. All such applicable laws and ordinances are made a part of this Plan, whether expressly referred to in the text or not.

This Yachats Urban Renewal Plan for the Yachats Urban Renewal Area was approved by the Yachats City Council on August 22, 2006 by Ordinance No.260.

200. CITIZEN PARTICIPATION

The Yachats Planning Commission met to review the Plan on July 18, 2006. The Yachats City Council scheduled a public hearing on adoption of this Plan on August -22, 2006. Additional notice for the Council hearing on adoption of the Plan was provided, as required by ORS 457.120.

300. BOUNDARY DESCRIPTION

A map of the boundary of the Yachats Urban Renewal Area is shown in Exhibit 1, attached to this Plan. A legal description of the project boundary is included as Attachment "A" of this Plan. If inconsistencies exist between Exhibit 1 and Attachment A, Attachment A governs.

400. RELATIONSHIP TO LOCAL OBJECTIVES

The Yachats urban renewal plan will help Yachats carry out goals and objectives of Yachats's Comprehensive Plan, and the project goals developed by the citizen advisory committee.

A. GOALS OF CITIZEN ADVISORY COMMITTEE

Overall Economic Development

- Promote economic development
- Promote private development
- Assist public and private development as incentive to further growth and development

Transportation and Infrastructure

- Assist in providing wastewater facilities to allow continued economic development in Yachats
- Assist in providing storm drainage and adequate fire flows for existing and new development in Yachats.
- Provide access and circulation improvements within the renewal area.
- Provide additional public parking in the commercial area of Yachats

Improve Visual appearance

- Make funds available to assist rehabilitation and renovation of property
- Provide funds for public parks, open space, and trails, and public buildings

B. YACHATS COMPREHENSIVE PLAN

The City of Yachats Comprehensive Land Use Plan contains the following goals, objectives, and recommendations that are relevant to the actions and projects proposed in the Yachats Urban Renewal Plan.

- Improve streets which are dedicated but not open, graveled streets and narrow paved streets to city standards
- Provide safe, well-marked pedestrian ways which do not conflict with vehicular traffic within future development
- Encourage participation in available government and private loan or other programs in order to provide for the housing needs of all income levels
- Improve Highway 101 to be safer and more aesthetic for pedestrians, bicyclists, and automobiles
- Assist with providing for “entry statements” in the north and south areas of town through art, landscaping, or signage (or a combination)
- Provide parking areas appropriate for the community
- Provide a central location where visitors could come for information and paths and trails intersect

500. PROPOSED LAND USES

A. Land Use Plan

The use and development of land in the Yachats Urban Renewal Area shall be in accordance with the regulations prescribed in the City’s Comprehensive Plan, Zoning Ordinance, Sign Ordinance, Subdivision Ordinance, and other applicable local, county, state or federal laws regulating the use of property in the Urban Renewal Area.

Zoning Classifications in the Urban Renewal Area

R-1 - Low Density Residential: The R-1 residential zone is intended to provide a quality environment for low density, urban, single-family residential uses and other compatible land uses determined desirable and/or necessary.

R-2 – Medium Density Residential: This residential zone is intended to provide a quality environment for medium density, urban, single-family residential uses and other compatible land uses determined to be desirable and/or necessary.

R-3 – High Density Residential: The R-3 residential zone is intended to provide a quality environment for high density, urban, residential uses together with other compatible land uses determined to be desirable and/or necessary.

R-4 – High Density Residential: The multiple-family residential zone is intended to provide a quality environment for high density, urban, residential, resort and motel uses together with other compatible land uses determined to be desirable and/or necessary.

C-1 – Commercial: The intent of these provisions is to centralize commercial uses along U.S. Highway 101 in the downtown core area, and to maintain primary commercial uses such as stores, banks and offices in the central area of town. Large land users are intended to be located on the fringes of the commercial zone.

P-F Public Facilities: The public facilities zone is intended to designate nonresidential, city-owned land and to provide for its future noncommercial use and management in the interest of residents.

600. OUTLINE OF DEVELOPMENT

The Yachats Urban Renewal Plan consists of activities and actions which treat the causes of blight and deterioration in the Yachats Urban Renewal Area. Project activities further are intended to implement the vision and guiding principles in Section 400 of this Plan. Project activities to treat blighting conditions and to implement community and comprehensive plan goals include:

- Providing infrastructure and utility upgrades to service new and existing development in the Urban Renewal Area, especially sewer plant and facilities improvements
- Providing incentives for the repair and rehabilitation of deficient structures in the Urban Renewal Area
- Contribute to public buildings and facilities in the Urban Renewal Area, including parking areas
- Contribute to streetscape improvements in the Urban Renewal Area

- Providing access and circulation improvements within the Urban Renewal Area
- Provide funding for public parks, open space and trails in the Urban Renewal Area

Section 700 provides further description of each urban renewal project to be undertaken within the Yachats Urban Renewal Area.

700. DESCRIPTION OF PROJECTS TO BE UNDERTAKEN

The activities authorized for funding in the Yachats urban renewal plan are taken from recent Master Plan studies detailing needed infrastructure improvements in the Yachats Urban Renewal Area, from recommendations contained in the Yachats Village Circulation Plan, and from recommendations by members of the renewal advisory committee.

To achieve the objectives of this Urban Renewal Plan, the following activities will be undertaken by the Urban Renewal Agency in accordance with applicable federal, state, county, and county laws, policies, and procedures. The Renewal Agency may fund these activities in full, in part, or it may seek other sources of funding for them.

1. PUBLIC IMPROVEMENTS

Definition - Public improvements include the construction, repair, or replacement of curbs, sidewalks, streets, parking, parks and open spaces, pedestrian and bicycle amenities, water, sanitary sewer and storm sewer facilities, utilities, and other public facilities necessary to carry out the goals and objectives of this Plan.

A. Public Parks and Open Spaces

The Renewal Agency may participate in funding the design, acquisition, construction or rehabilitation of public spaces, parks or public recreation facilities within the Urban Renewal Area. Improvements to public parks, open space, and trails have been identified as eligible Urban Renewal projects.

B. Street, Curb, and Sidewalk Improvements

The Renewal Agency may participate in funding sidewalk and roadway improvements including design, redesign, construction, resurfacing, repair and acquisition of right-of way for curbs, streets, and sidewalks. The City of Yachats Comprehensive Plan prescribes that streets which are dedicated but not open, graveled streets and narrow paved streets are to be improved to city standards. Street, curb, and sidewalk improvements identified as eligible Urban Renewal

projects include:

- Street repairs and restoration in Urban Renewal District (excavations & overlays)
- Sidewalk With Curb – Hwy 101

C. Public Utilities

The Renewal Agency is authorized to participate in funding improvements to water, storm, and sanitary sewer facilities in the area. City staff and the community have identified improvements to storm drainage and adequate fire flows as eligible Urban Renewal projects. The City of Yachats Comprehensive Plan indicates that current water and sewer system demands are near or at capacity, and additional water or sewer hook-ups beyond the existing or planned capacity of those systems will not be permitted. Improving existing systems and expanding capacity of these systems has been identified to allow continued economic development within the City of Yachats. Specific wastewater system, water system, and storm drainage system improvements identified as eligible Urban Renewal projects include:

Wastewater System

- Sewer Plant, pump stations, and other system improvements
- Infiltration & inflow – Repair and replacement in Urban Renewal District (includes manhole rehabilitation)

Water System

- .5 MG finished water reservoir – south end of town including land acquisition for reservoir, pump station and waterlines to and from reservoir
- Miscellaneous looping of waterlines in Urban Renewal District
- Upgrade (size) of waterlines
- New fire hydrants installed
- Water main valve replacement

Storm Drainage System

- Storm drainage improvements (enclosing selected open Ditches) minimum 12 ADS smooth-bore corrugated storm water pipe

D. Streetscape and Neighborhood Beautification Projects

The Renewal Agency is authorized to participate in activities improving the visual appearance of the project area. The City of Yachats Comprehensive Plan calls for “entry statements” in the north and south areas of town. These statements will provide through art, landscaping, or signage (or a combination) an immediate, physical notice to individuals that they are entering a “place”. The intent will be to slow traffic down and enhance and personalize the image of the community. This is one such beautification project in which the Renewal Agency may choose to participate in.

E. Pedestrian, Bicycle, and Transit Improvements

The Renewal Agency may participate in funding improvements to public transit facilities, and make improvements including design, redesign, construction, resurfacing, repair and acquisition of right-of-way for pedestrian and bicycle paths and connections. These activities will improve transit options, and facilitate pedestrian and bicycle usage in the Yachats Urban Renewal Area. The City of Yachats Comprehensive Plan identifies a Village Circulation Plan and implementation strategy to provide a continuous pedestrian pathway from the north to the south of Yachats. Portions of this loop trail system needing improvements are located within the Urban Renewal Area. The Comprehensive Plan further identifies a specific objective to have a central location where visitors could come for information and paths and trails intersect. Improving Highway 101 to be safer and more aesthetic for pedestrians, bicyclists, and automobiles, providing access and circulation improvements within the renewal area, and improving trails have been identified by city staff and the community as an eligible Urban Renewal project.

F. Public Buildings and Facilities

The Renewal Agency may participate in development of public facilities in the Renewal Area. The extent of the Renewal Agency’s participation in funding such facilities will be based upon a Renewal Agency finding on the proportional benefit of that project to the Yachats Urban Renewal Area, and the importance of the project in carrying out Plan objectives. City staff and the community have identified public facility improvements including a Community Center and additional public parking in the commercial area of Yachats as eligible Urban Renewal projects.

2. PRESERVATION AND REHABILITATION

This activity will help improve the condition and appearance of buildings in the project area, and encourage infill and reuse in the Yachats Urban Renewal Area. The Renewal Agency may participate, through loans, grants, or both, in maintaining and improving exterior and interior conditions of buildings or

properties within the Yachats Urban Renewal Area. Making funds available to assist rehabilitation and renovation of property has been identified as an eligible Urban Renewal project.

3. DEVELOPMENT AND REDEVELOPMENT

The Renewal Agency also is authorized to provide loans or other forms of financial assistance to parties wishing to develop or redevelop land or buildings within the Yachats Urban Renewal Area. The Agency may make this assistance available as it deems necessary to achieve the objectives of this Plan. Examples of such assistance include, but are not limited to:

- Below market interest rate loans.
- Write down of land acquisition costs.
- Provision of public parking to assist development.
- Assistance in providing utilities and other infrastructure.
- Technical assistance, including architectural assistance, and zoning change work.
- Transfer of assembled sites at fair reuse value.
- Make funds available to assist rehabilitation and renovation of property

4. BELOW MARKET INTEREST RATE LOANS AND INCENTIVES

The Renewal Agency may promulgate rules, guidelines and eligibility requirements for the purpose of establishing below-market or market rate loan programs, or other financial incentives to advance the goals and objectives of the Yachats Urban Renewal Area. Loans or incentives provided by the Renewal Agency may be used for voluntary rehabilitation of buildings, façade improvements, provision of amenities on private property in compliance with adopted design guidelines and standards, construction of new buildings, pre-development assistance, connecting to Renewal Agency provided underground electrical and communication systems, or other capital construction activities approved by the Renewal Agency.

5. PROPERTY ACQUISITION AND DISPOSITION

In order to carry out the objectives of this Plan, the Renewal Agency is authorized to acquire land or buildings for public and private development purposes. The procedures for acquiring and disposing of property are described in Sections 800 of this Plan.

6. PLAN ADMINISTRATION

Tax increment funds may be utilized to pay indebtedness associated with preparation of this Plan, to carry out design plans, miscellaneous land use and public facility studies, engineering, market, and other technical studies as may be needed during the course of the Plan. Project funds also may be used to pay for personnel and other administrative costs incurred in management of the Plan.

800. PROPERTY ACQUISITION AND DISPOSITION PROCEDURES

Section 39 of the City Charter for the City of Yachats states that no fee simple title to real property shall be purchased nor shall fee simple title to property owned by the City be sold or otherwise transferred in its entirety without prior voter approval at an election. The Urban Renewal Agency will acquire or dispose of property consistent with the City Charter.

The Urban Renewal Agency shall pass a resolution requesting the City Council to place a measure on the ballot for any acquisition or disposal of real property.

900. REDEVELOPER'S OBLIGATIONS

Redevelopers within the Yachats Urban Renewal Area will be subject to controls and obligations imposed by the provisions of this Plan. Redevelopers also will be obligated by the following requirements:

1. The Redeveloper shall develop or redevelop property in accordance with the land-use provisions and other requirements specified in this Plan.
2. The Renewal Agency may require the redeveloper to execute a development agreement acceptable to the Renewal Agency as a condition of any form of assistance by the Renewal Agency. The Redeveloper shall accept all conditions and agreements as may be required by the Renewal Agency.
3. The Redeveloper shall submit all plans and specifications for construction of improvements on the land to the Renewal Agency or its designated agent, for review and approval prior to distribution to reviewing bodies as required by the County.
4. The Redeveloper shall commence and complete the development of such property for the use provided in this Plan within a reasonable period of time as determined by the Renewal Agency.
5. The Redeveloper shall not execute any instrument whereby the sale, lease, or occupancy of the real property, or any part thereof, is restricted upon the basis of age, race, color, religion, sex, marital status, or national origin.

1000. RELOCATION

The Renewal Agency will provide relocation assistance to all persons or businesses displaced by project activities. Those displaced will be given assistance in finding replacement facilities. All persons or businesses which may be displaced will be contacted to determine such 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 and any 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 expenses will be made to residences and businesses displaced. The Development Agency may contract with Oregon Department of Transportation (ODOT), or other appropriate agencies or parties for assistance in administering its relocation program.

1100. PLAN AMENDMENTS

It is anticipated that this Plan will be reviewed periodically during the execution of the Project. The Plan may be changed, modified, or amended as future conditions warrant. Types of Plan amendments are:

A. Substantial Amendments

Substantial Amendments are limited to amendments:

- Adding land to the Yachats Urban Renewal Area that is in excess of one percent of the existing area of the Plan.
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments shall require the same notice, hearing and approval procedure required of the original Plan, including public involvement, consultation with taxing districts, presentation to the Planning Commission and adoption by the City Council by non-emergency ordinance after a hearing notice of which is provided to individual households as prescribed in ORS 457.

B. Other Amendments Requiring Approval by Ordinance of City Council

The following types of amendments will require adoption by a non-emergency Ordinance of the City Council, and require consultation with taxing districts, and presentation to the Planning Commission, but will not require the special notice prescribed in ORS 457.120.

1. The addition of improvements or activities which represent a substantial change in the purpose and objectives of this Plan, and which cost more than \$500,000. The \$500,000 amount will be adjusted annually from the year 2005 according to the "Engineering News Record" construction cost index for the Northwest area.
2. Acquisition of property for any purposes.

C. Minor Amendments.

Minor amendments may be approved by the Development Agency Board in resolution form. Such amendments are defined as:

1. Amendments to clarify language, add graphic exhibits, make minor modifications in the scope or location of improvements authorized by this Plan, or other such modifications which do not change the basic planning

- or engineering principles of the Plan.
- 2.. Addition of a project substantially different from those identified in Sections 700 of the Plan or substantial modification of a project identified in Section 700 if the addition or modification of the project costs less than \$500,000 in 2005 dollars.
 - 3 Increases in the Yachats Urban Renewal Area boundary that are less than one percent of the existing area of the Plan.

From time to time during the implementation of this Plan, the Planning Commission and the City Council may officially approve amendments or modifications to the City's Comprehensive Plan and implementing ordinances. Furthermore, the City Council may from time to time amend or approve new codes, regulation or ordinances, which affect the implementation of this Plan. When such amendments, modifications, or approvals have been officially enacted by the City Council, such amendments, modifications or approvals which affect the provisions of the Plan shall, by reference, become a part of this Plan.

1200. MAXIMUM INDEBTEDNESS

The maximum indebtedness authorized under this Plan is \$7,589,800. This amount is the principal of indebtedness, and does not include interest or indebtedness incurred to refund existing indebtedness.

1300. FINANCING METHODS

A. General

The Renewal Agency may borrow money and accept advances, loans, grants and other forms of financial assistance from the federal government, the state, city, county or other public body, or from any sources, public or private for the purposes of undertaking and carrying out this Plan. In addition, the Renewal Agency may borrow money from, or lend money to a public entity in conjunction with a joint undertaking of a project authorized by this Plan. If such funds are loaned, the Renewal Agency may promulgate rules and procedures for the methods and conditions of payment of such loans. The funds obtained by the Renewal Agency shall be used to pay or repay any costs, expenses, advances and indebtedness incurred in planning or undertaking project activities or in otherwise exercising any of the powers granted by ORS Chapter 457.

B. Tax Increment Financing

This Plan will be financed in whole, or in part, by tax increment revenues. The ad valorem taxes levied by all taxing districts in which all or a portion of the Yachats Urban Renewal Area is located shall be divided as provided in Section 1C, Article IX of the Oregon Constitution and ORS 457.420 to 457.460.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Renewal Agency or the County in connection with preplanning for this Plan shall be repaid from tax increment proceeds generated pursuant to this section.

1400. DEFINITIONS

The following definitions will govern the construction of this Plan unless the context otherwise requires:

"Agency", "Renewal Agency" or "Urban Renewal Agency" means the Yachats Urban Renewal Agency, which is the Urban Renewal Agency for Yachats.

"Area" means the area included within the boundaries of the Yachats Urban Renewal Area.

"Bonded Indebtedness" means any formally executed written agreement representing a promise by a unit of government to pay to another a specified sum of money, at a specified date or dates at least one year in the future.

"County" means Lincoln County, Oregon.

"Comprehensive Plan" means the City's Comprehensive Land Use Plan and its implementing Ordinances, policies and development standards.

"Development Agency" means the Yachats Development Agency.

"Displaced" person or business means any person or business required to relocate as a result of action by the Urban Renewal Agency to vacate a property for public use or purpose.

"Disposition and Development Agreement" means an agreement between the Urban Renewal Agency and a private developer which sets forth the terms and conditions under which will govern the disposition of land to a private developer.

"Exhibit" means an attachment, either narrative or map, to the Urban Renewal Plan for the Yachats Urban Renewal Area, Part Two - Exhibits.

"Mixed Use" means a development site, or a single building containing multiple uses.

For example, a common type of mixed use development is one that includes residential and retail uses, with related parking. Other combinations of uses are possible.

"ORS" means Oregon Revised Statute (State Law) and specifically Chapter 457 thereof.

"Plan" or "Renewal Plan" means the Urban Renewal Plan for the Yachats Urban Renewal Area, Parts One and Two.

"Planning Commission" means the Planning Commission of Yachats, Oregon.

"Project, Activity or Project Activity" means any undertaking or activity within the Renewal Area, such as a public improvement, street project or other activity which is authorized and for which implementing provisions are set forth in the Urban Renewal Plan.

"Report" refers to the report accompanying the Urban Renewal Plan, as provided in ORS 457.085 (3).

"Redeveloper" means any person, individual or group acquiring property from the Development Agency or receiving financial assistance for the physical improvement of privately or publicly held structures and land.

"Rehabilitation Loans and Grants" – Funds provided by the Renewal Agency to owners of existing properties within the urban renewal area for the purpose of rehabilitation, renovation, repair, or historic preservation of the property. Loan and grant policies and procedures will be developed by the Renewal Agency, to carry out the Rehabilitation and Conservation activities of this Plan.

"Redevelopment Assistance" – Financial assistance provided by the Renewal Agency to private or public developers of property within the urban renewal area. This assistance is intended to make development within the renewal area financially feasible and competitive with other locations, and carry out the redevelopment through new construction activities of this Plan. Redevelopment Assistance may take the form of participation in financing public improvements such as parking, infrastructure, landscaping, and public places, providing technical information and assistance to potential redevelopers, re-sale of land at reduced prices, and such other assistance as the Agency determines is within its authority, and necessary.

"State" means the State of Oregon.

"Text" means the Urban Renewal Plan for the Yachats Urban Renewal Area, Part One - Text.

"Urban Renewal Area", or "Yachats Urban Renewal Area", " means the geographic area for which this Urban Renewal Plan has been approved. The boundary of the Renewal

Area is described in Exhibits made a part of this plan.

Yachats Urban Renewal Plan

Yachats, Oregon

Part Two-Exhibits

EXHIBITS

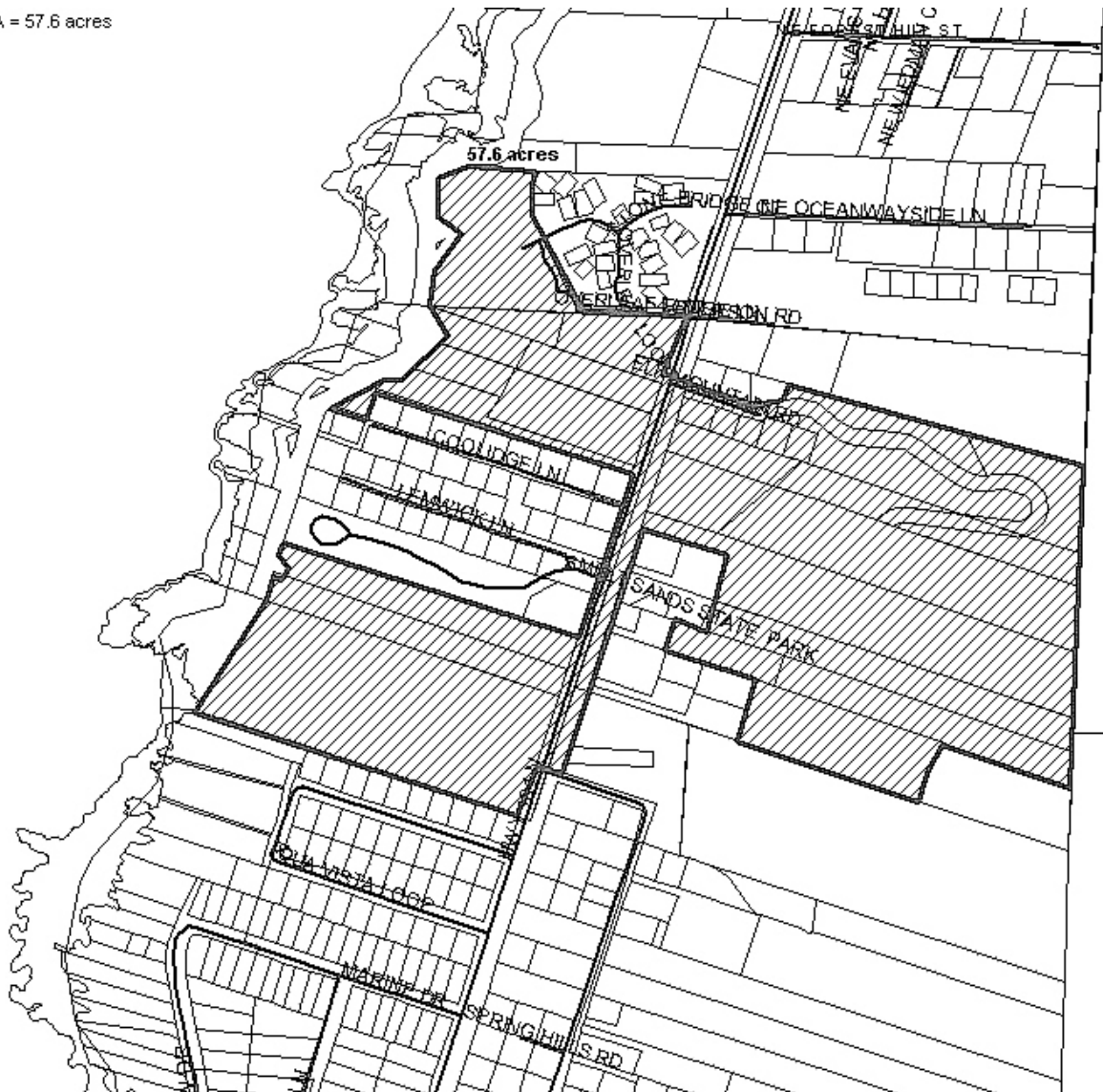
Exhibit 1 Map of Plan Boundary

ATTACHMENTS

Attachment A..... Boundary Description

Exhibit 1A- Map of Plan Boundary- North Section

TOTAL AREA = 57.6 acres



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Exhibit 1B- Map of Plan Boundary- Central Section

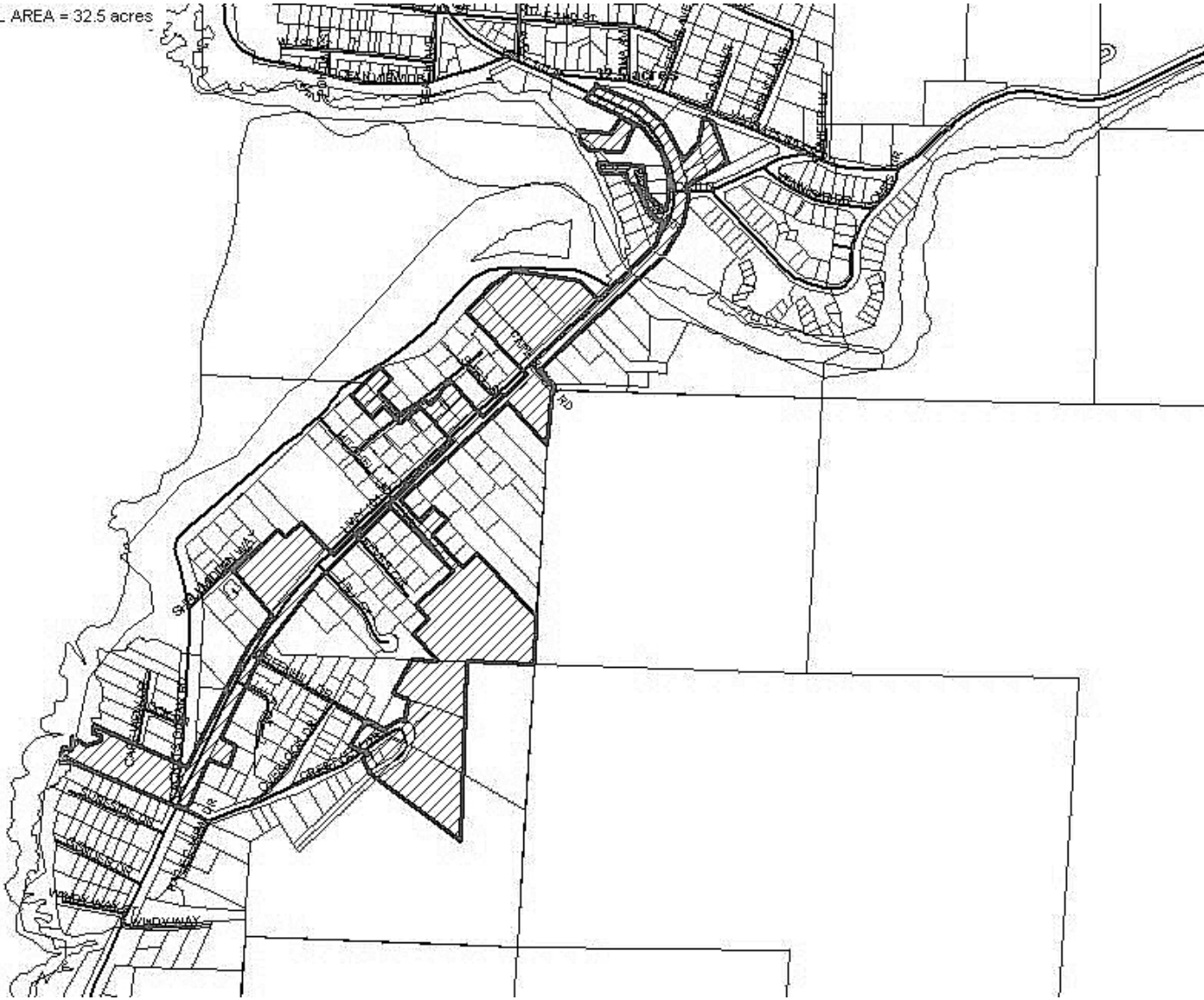
TOTAL AREA = 66.17 acres



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Exhibit 1C Map of Plan Boundary- South Section

TOTAL AREA = 32.5 acres



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ATTACHMENT A – LEGAL DESCRIPTION OF YACHATS URBAN RENEWAL AREA

Beginning at the initial point of Overleaf Village Replat No. 1 as shown in Book 16, Pages 34 and 34A, Lincoln County Oregon, said point lying S 34°03'35 W (Grid Bearing) for 1030.33 feet from the One Quarter Corner between Sections 22 and 23, Township 14 South, Range 12 West, Willamette Meridian, Thence along the Western line of said Plat to the Southwest corner of said Plat, Thence East along the Southern line of said Plat to the Western Right of Way line of US Highway 101,

Thence Southwest along said Western Right of Way line to a point lying 25.00 feet Northeast of that land described in Document Number 2005-19762, Lincoln County Deed Records, Lincoln County, Oregon, Thence Southeast across US Highway 101 to a point in the Eastern Right of Way line of said Highway, said point lying 99.90 feet Southwest of the Southwest corner of Parcel 1 as shown on Partition Plat 2000 - 16, Lincoln County, Oregon, Thence Southwest along said Eastern Right of Way Line to the Southwest corner of that land described in Book 407, Page 2366, Lincoln County Deed Records, Lincoln County, Oregon, Thence Southeast to the Southeast corner of said land, Thence Northeast to a point lying 21.81 feet Northwest from the Southeast corner of Parcel 3 Partition Plat 2003 - 24 Lincoln County Oregon, Thence Southeast to the Southeast corner of said Parcel 3,

Thence Northeast along the Eastern line of said Parcel 3 to the Northeast corner of said Parcel, Thence Northwest along the Northern lines of Parcels 3 and 2 of said Partition Plat to Northwest corner of said Parcel 2, Thence Northeast to the Northeast corner of Elk Mountain Road Right of Way (Private Street), Thence Northwest along the Northern Right of Way line of Elk Mountain Road to a Southern corner of Parcel 2 of Partition Plat 1994 - 33, Lincoln County, Oregon, said corner lying 49.15 feet Southeast of the Southwest corner of said Parcel,

Thence Northeast along the Southern Line of said Parcel to the Southeast corner of said Parcel, Thence North along the Eastern line of said Parcel to the Northwest corner of Parcel 1 of Partition Plat 2000 - 15, Lincoln County, Oregon, Thence Southeast along the Northern Lines of Parcels 1 and 2 of said Partition Plat to the Eastern line of the Southwest One Quarter of the Southwest One Quarter of Section 23, Township 14 South, Range 12 West, Willamette Meridian;

Thence South along said line to the Southeast corner of that land described in Book 273 Page 870, Parcel 2, Lincoln County Deed Records, Lincoln County, Oregon, Thence Northwest along the Southern Line of said Parcel 2 to a point lying 17.00 feet Southerly of the Northeast corner of Lot 4, Replat of Lot 4 of the Powell Addition to Yachats as shown in Book 15, Page 20, Lincoln County, Oregon, said point lying in the Eastern line of the "easement road" as shown on said Plat, Thence South along the Eastern line of said Lot 4 to the Southeast corner of said Lot, Thence Northwest along the Southern line of said Lot to the Southwest corner of said Lot, Thence Northeast along the Western line of said Lot to the Northeast corner of Lot 6 of said Plat, Thence Northwest along the Northern Lines of Lots 6 and 2 of said Plat in Powell Add to Yachats to the Southeast corner of Parcel 1 of Partition Plat 1995 - 47 Lincoln, County, Oregon,

Thence Northeast along the Eastern line of said Parcel to the Northeast corner of said Parcel, said point lying in the Southern line of Parcel 1 of Partition Plat 1999 - 5, Lincoln County, Oregon, Thence Southeast along the Southern line of said Parcel for 79.47 feet to the Southeast corner of said Parcel, Thence Northeast along the Eastern line of said Parcel to the Southeast corner of Parcel 2 of Partition Plat 1998 -12, Lincoln County, Oregon, Thence Northeast along the Eastern line of said Parcel to the Northeast corner of said Parcel, Thence Northwest along the Northern lines of Parcels 2 and 1 of said Plat to the Eastern Right of Way line of US Highway 101,

Thence Southwest along said Eastern Right of Way line to the Northern Right of Way Line of King Street, Thence Southeast along said Northern Right of Way line to the Eastern Right of Way Line of King Street,

Thence Southwest along the Eastern Right of Way line of King Street to a point in the Northern line of the Easement Road as shown on Partition Plat 1993 - 14, Lincoln County, Oregon, thence Southeast along said Northern line of s:\finance\urban renewal agency aka district (urd)\yachats plan-modified as per lincoln county assessor 10-06.doc

said Easement Road to the point of intersection with the Northern line of Parcel 1 of said Partition Plat, Thence Southeast along the Northern lines of Parcels 1 and 2 of said Plat to a point in the East line of the Northwest One Quarter of the Northwest One Quarter of Section 26, Township 14 South, Range 12 West, Willamette Meridian,

Thence South along said line to the Southeast corner of that land described in Book 168 Page 1083 Lincoln County Deed on Partition Plat 1999 - 16, Lincoln County, Oregon, Thence Northwest along Southern line of said Lot to the Eastern Right of Way line of Horizon Hill Road, Thence Southerly along said Right of Way line to a point in the Northern Right of Way line of said Road, said point being the Southeast corner of the land described in Deed Book 239 Page 1889, Lincoln County, Oregon, Thence crossing Horizon Hill Road Southwest to the Easternmost corner of Parcel 1 of Partition Plat 29-1991, Lincoln County, Oregon, Thence Southwest along the Southern line of said Parcel 1 to the Southern most corner of said Parcel, Thence Northwest along the Western line of said Parcel to the Eastern Right of Way line of Loma Avenue,

Thence South along said Right of Way line to a point of intersection with the Northern Right of Way line of East Third Street, Thence North Westerly, crossing Loma Avenue, along the Northern Right of way line of East Third Street to the Southwest corner of Lot 19, Block 10 of the Plat of Overlook Addition to Yachats, Lincoln County, Oregon, Thence North along the West line of said Lot to the Northwest corner of said Lot, Thence South Easterly along the North lines of Lots 19 and 20 of said Plat to the Western Right of Way line of Loma Avenue, Thence North along said Western Right of Way line to the Northeast corner of Lot 8, Block 9 of said Plat, said corner lying in the Northern Right of Way line of Horizon Hill Road, Thence East and Northerly along said Right of Way line to the Northeast corner of Parcel 2 of Partition Plat 1999 - 16, Lincoln County, Oregon, said corner lying in the Southern line of Lot 23, Black Stone as shown on Book 17 Pages 32 through 32C, Thence Northwest along the Southern lines of Lots 23 and 22 of said Plat to the Southwest corner of Lot 22 of said Plat, Thence Northwest along the West line of said Lot to the Northwest corner of said Lot, Thence Northeast along the North line of said Lot to the Western Right of Way line of Keenah Lane, Thence Northwest along said Right of Way line to a point in the Southern line of Lot 21 of said Plat, Thence Northwest along the Southern Line of said Lot to the Southwest corner of said Lot, Thence Northerly along the Western lines of Lots 21, 20 and 19 of said Plat to the Northwest corner of Lot 19 of said Plat, said corner lying in the Southern line of Parcel 2 of Partition Plat 2005 - 3, Lincoln County, Oregon,

Thence with the projection of the Westerly lines of lots 20 and 19 of Black Stone Plat Northerly to a point of Southerly line of Parcel 3 of Partition Plat 1997-21, thence Northwest along said Southern line to a point of intersection with the Northeast projection of the eastern line of Lots 18, 17, 16, 15 and 14 of Black Stone, Thence Southwest to a point of intersection with the Northeast corner of Lot 14, Black Stone as shown in Book 17 Pages 32 through 32C, Thence Southwest along the Eastern lines of Lots 14, 15, 16, 17 and 18 of said Plat to the Southeast corner of Lot 18 of said Plat, Thence Northwest along the Southern Line of Lot 18 of said Plat to the Southwest corner of said Lot 18, Thence Northwest along the Southern Right of Way line of Gilmet Lane to a point lying 14.28 feet North of the Southeast corner of Lot 10 of said Plat. Thence South 14.28 feet to the Southeast corner of Lot 10 of said Plat, Thence Southeast along the Southern line of Tract "A" of said Plat for 69.77 feet to the Northeast corner of that land described in Book 450 Page 17, Parcel 1, Lincoln County Deed Records, Lincoln County, Oregon, Thence Southwest along the Eastern line of said Parcel 1 and continuing along the Eastern lines of Parcel 2 and 3 of said Deed to the Southeast corner of said Parcel 3, said point lying in the Eastern Right of Way line of Radar Road,

Thence along said Eastern Right of Way line to the Northernmost corner of that land described in Document Number 2004-1826, Lincoln County Deed Records, Lincoln County, Oregon, Thence Southeast along the Northeastern line of said land to the Easternmost corner of said land, thence Southwest along the Southeastern line of said land to the Easternmost corner of that land described in Book 209 Page 650, Lincoln County Deed Records, Lincoln County, Oregon, Thence Southwest along the Southeastern line of said land to the Southernmost corner of said land, Thence Northwest along the Southwestern line of said land to the Eastern Right of Way line of Radar Road,

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Thence West across Radar Road to a point in the Western Right of Way of Radar Road and said point lying Northerly 140.00 feet from the Southeast corner of Lot 5 of Plat of Horizon Vista as shown in Book 14, Page 28, Lincoln County, Oregon, Thence Northerly along the Eastern lines of Lots 5, 4, 3, 2 and 1 of said Plat to the Northeast corner of said Lot 1, Thence Northwest along the North line of said Lot for 48.43 feet to the Southeast corner of Lot 5 of Plat Of The Hanley Terraces as shown in Book 14, Page 27, Lincoln County, Oregon,

Thence Northerly along the Eastern Line of said Lot 5 to the Northeast corner of said Lot, Thence Northwest along the Northern line of said Lot to the Southeast corner of Parcel 1 of Partition Plat 1992 - 6, Thence Northeast along the Eastern line of said Plat to the Northeast corner of Parcel 1 of said Plat, thence Northwest along the Northern Line of said Parcel to the intersection with the Eastern Right of Way line of Hanley Drive, Thence Southwest along the Eastern Right of Way line of Hanley Drive to the Southwest corner of Lot 5 of Plat Of The Hanley Terraces as shown in Book 14 Page 27, Lincoln County, Oregon

Thence Northwest, across Hanley Drive and along the Southern lines of Lots 6, 7, 8, and 9 of said Plat to the Southwest corner of said Lot 9, said corner lying in the Eastern Right of Way line of King Street, Thence Southwest to a point of intersection with the Southern Right of Way line of Ninth Street and the centerline of the 50 foot width portion of King street, thence Northwest along the Southern Right of Way line of Ninth Street to the Eastern Right of Way line of US Highway 101, Thence South along said Eastern Right of Way line to the Northern Right of Way line of East Seventh Street, Thence East along the Northern Right of Way line of East Seventh Street to the Southwest corner of Lot 9, Block 4, of the Amended Plat of Overlook Addition to Yachats as shown in Book 7 Page 54, Lincoln County, Oregon,

Thence Northeast along the Western line of said Lot to the Northwest corner of said Lot, thence Southeast along the Northern lines of Lots 9 and 10 of Block 4 of said Plat to the Northeast corner of said Lot 10, Thence Southwest along the Eastern line of said Lot 10, and it's projection, crossing East Seventh Street to the Southern Right of Way line of said Street, Thence Northwest along the Southern Right of Way line of said Street to the Eastern Right of Way line of US Highway 101,

Thence Southerly along said Eastern Right of Way line to the Northwest corner of Lot 6, Block 7, Plat of Overlook Addition to Yachats as shown in Book 7 Page 38. Lincoln County, Oregon, Thence East along the Northern line of said Lot 6 to the Western Right of Way line of Center Way, Thence Southeast along the Western Right of Way line of Center Way to the Southeast corner of Lot 9, Block 7, of said Plat, thence Southwest along the Southern Line of said Lot 9 to the Eastern Right of Way line of US Highway 101,

Thence Southeast along said Eastern Right of Way line to the Northwest corner of Lot 14, Block 1, of Plat of Yachats as shown in Book 6, Page 25, Lincoln County, Oregon, Thence East along the Northern line of said lot to the Northeast corner of said Lot, Thence South along the East line of said Lot to the Northern Right of Way line of East Second Street, thence West along the Northern Right of Way line of said Street to the Eastern Right of Way of line of US Highway 101, Thence Southeast along said Eastern Right of Way to the Southern Right of Way line of East Second Street, Thence East along the Southern Right of Way of said Street through Prospect Avenue to the Northeast corner of Lot 2, Block 5, of aforesaid Plat, Thence South along the Eastern lines of Lots 2 and 5, Block 5, of said Plat to the Northern Right of Way line of US Highway 101,

Thence Southeasterly along the Northern Right of Way line of said Highway to the Northwest corner of Lot 3, Shoreburd Vista, as shown in Book 17, Pages 6 and 6A, Lincoln County, Oregon, Thence Northeast along the Northern line of said Lot 3 to the Westernmost corner of Lot 4 of said Plat, thence Northeast along the Northwestern line of said Lot 4 to the Southern Right of Way line of Yachats River Road, Thence Southeast along said Southern Right of Way line to the Northeast corner of Lot 4 of said Plat, thence Southeast along the Eastern lines of Lots 4 and 2 of said Plat to the Southeast corner of said Lot 2, Thence Southwest along the Southern lines of Lots 2 and 1 of said Plat to the Eastern Right of Way line of US Highway 101,

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Thence Southerly along said Eastern Right of Way line to Southern Right of Way line of Cape Ranch Road, Thence Southeast along said Southern Right of Way to its intersection with the Eastern Section line of Section 34, Township 14 South, Range 12 West, Willamette Meridian, said point also being the Section Corner common to Sections 26, 27, 34 and 35 of said Township,

Thence South along the Eastern Section line of Section 34 of said Township to the Southernmost corner of that land described in Book 309, Page 990 (also portion), Lincoln County Deed Records, Thence Northwest to the Westernmost corner of said land, said corner lying in the Eastern Right of Way line of US Highway 101,

Thence Southwest along said Eastern Right of Way line to the Northern Right of Way line of the Northern portion of Reeves Circle, Thence Southeast along said Northern Right of Way line to the most Southerly corner of Parcel 2 of Partition Plat 12 - 1990, Lincoln County, Oregon, Thence Northeast along the Eastern line of said Parcel to the Northeast corner of said Parcel, Thence Southeast along the Northern line of land described in Book 443, Page 229, Lincoln County Deed Records, Lincoln County Oregon to the Northeast corner of said land, Thence Southwest along the Eastern line of said land to the Northern Right of Way Line of the Northern portion of said Reeves Circle, Thence Southeast along the Northern Right of Way line of said Reeves Circle to the most Southerly corner of that land described in Book 359, Page 549, Lincoln County Deed Records, Lincoln County, Oregon, Thence Northeast along the East line of said land to the most Easterly corner of said land, Thence Southeast to the Southeast corner of that land described in Book 158 Page 1192, Lincoln County Deed Records, said corner lying in the Eastern Section line of Section 34, Township 14 South, Range 12 West, Willamette Meridian,

Thence South along said Section Line to the Southeast corner of the Northeast One Quarter of the Northeast One Quarter of Section 34, Township 14 South, Range 12 West, Willamette Meridian, Thence West along the Southerly line of the Northeast One Quarter of the Northeast One Quarter of said Section 34 to the Northeast corner of Lot 8, Plat of M N and R Mobile Subdivision as shown in Book 14, Page 32, Lincoln County, Oregon, Thence South along the Eastern line of said Lot to the Southeast corner of said Lot,

Thence continuing South along the projection of the Eastern Line of said Lot 8 for 235 feet more or less to a point, Thence Northwest along a line parallel to the Southern line of Lot 8 of aforesaid Plat to the Eastern Right of Way line of the Eastern portion of Crestview Drive, Thence Westerly across said Crestview Drive to the Southeast corner of Lot 3 of Yachats Beach Homes as shown in Book 9, Page 2, Lincoln County, Oregon, Thence Northwest along the Southern line of said Lot to the Eastern Right of Way line of the Western portion of Crestview Drive, Thence crossing said Drive Northwest to the Southeast corner of that land described in Book 451, Page 960, Lincoln County Deed Records, Thence Northwest along the South line of said land to the Southwest corner of said land, Thence Northeast along the Western line of said land as it projects to the Northern Right of Way line of Greenhill Drive, thence Southeast along said Right of Way line to the Northern Right of Way line of Crestview Drive, Thence Northerly along said Northern Right of Way line to the Southeast corner of that land described in Document Number 2004-15693, Lincoln County Deed Records, Lincoln County, Oregon, Thence Northeast along the Eastern line of said land to the Northeast corner of said land, Thence Northwest along the Northern line of said land to the Northwest corner of said land, thence Northeast to the Northwest corner of Lot 8, Plat of M N and R Mobile Subdivision as shown in Book 14, Page 32, Lincoln County, Oregon, said corner lying in the Southern line of Lot 5, Sunset Terrace as shown in Book 14, Page 39, Lincoln County, Oregon,

Thence East along the Southern line of said Lot to the Southeast corner of said Lot, Thence Northwest along the Northeastern line of said Lot for 168.91 feet to a point, said point being the Southernmost corner of that land described in Book 83, Page 1058, Lincoln County Deed Records, Lincoln County, Oregon, Thence Northeast along the Southeastern line of said land to the most Easterly corner of said land, Thence Northwest along the Northeastern line of said land for 150.00 feet to a point where the Southern Right of Way line of the Southern portion of Reeves Circle intersects with the projection of the Western Right of Way line of the Eastern portion of Reeves Circle, Thence Northeast along the Western Right of Way line of the Eastern portion of Reeves Circle to the Southern Right of Way line of the Northern portion of Reeves Circle, Thence Northwest along said Southern Right of Way line to

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the Eastern Right of Way line of US Highway 101,

Thence Southerly along said Eastern Right of Way line to the Northwest corner of that land described in Document Number 2004-07726, Lincoln County Deed Records, Thence Southeast along the Northern line of said land to the Northeast corner of said land, Thence Southwest along the Eastern line of said land to the Southeast corner of said land, Thence Northwest along the Southern line of said land to the Eastern Right of Way line of US Highway 101,

Thence Southwest along said Eastern Right of Way line to the Southern Right of way line of Crestview Drive, Thence Northwest across US Highway 101 to the Northeast corner of that property described in Book 249 Page 0889 lying East of Lot 2, Block 2, of Yachats Beach Homes as shown in Book 9, Page 2, Lincoln County, Oregon, Thence Northwest across the Northern lines of said Lot, Lot 2 and Lot 3 of said Block, said line lying 100 feet Northeast of and parallel to the Northern Right of Way Line of Surfside Drive (formerly Drift Wood Drive), and as said line projects to the Mean High Water Line of the Pacific Ocean, Thence Northerly along said Mean High Water Line to the Southwest corner of Lot 5, Merrit-Nash Addition to Yachats as shown in Book 12, Page 36, Lincoln County, Oregon, Thence Southeast along the Southern line of Lot 5, along the Southern Right of Way line of Cape View Drive and along the Southern line of Lot 1 of said Plat projecting to the intersection with the Western Right of Way line of US Highway 101, Thence Northeasterly along said Western Right of Way line to the most Southerly corner of Parcel 3 of Partition Plat 2000 - 4, Lincoln County, Oregon, Thence Northwest along the Southern line of said Parcel to the most Westerly corner of said Parcel, Thence Northeast along the Western line of said Parcel as it jogs East then North to the most Northerly corner of said Parcel, Thence Southeast along the Northern line of said Parcel to the Western Right of Way line of US Highway 101,

Thence Northeast along said Western Right of Way line to the most Southerly corner of Lot 8, Block 2, Plat of Smunk's Addition to the City of Yachats as shown in Book 13, Page 16, Lincoln County Oregon, Thence Northwest along the Southern Lines of Lots 8 and 5, Block 2 of said Plat to the Eastern Right of Way line of Shell Street, Thence Southwest along said Eastern Right of Way line to a point opposite to the Easternmost corner of Lot 5, Block 1 of said Plat, Thence Northwest across Shell Street to the Easternmost corner of said Lot 5, Thence Northwest along the Northeastern line of said Lot to the Northernmost corner of said Lot, Thence Southwest along the Northwestern line of said Lot to the Southernmost corner of Lot 4, Block 1 of said Plat, Thence Northwest along the Southwestern lines of Lots 4 and 1, Block 1 of said Plat to the Westernmost corner of Lot 1, Block 1 of said Plat, Thence Northeast along the Northwestern lines of Lots 1 and 2, Block 1 of said Plat to the Northernmost corner of said Lot 2, thence Southeast along the Northeastern line of said Lot to the Easternmost corner of said Lot, Thence Southwest along the Southeastern line of said Lot to the Northernmost corner of Lot 4, Block 1 of said Plat, Thence Southeast along the Northeastern line of said Lot to the Western Right of Way line of Shell Street, Thence Northeast along said Western Right of Way line to a projection of the Block 2 of said Plat; Thence Southeast, crossing Shell Street, along the Northern lines of Lots 6 and 7, Block 2 of said Plat to the Western Right line of Way of US Highway 101,

Thence Northeast along said Western Right of Way line to the Southeast corner of that land described in Document Number 2003-09010, Parcel Six, Lincoln County Deed Records, Lincoln County, Oregon, Thence Northwest along the Southern line of said land to the Westernmost corner of said land, said corner lying in the Eastern Right of Way line of Yachats Ocean Road,

Thence Northerly and Easterly along said Eastern Right of Way line to the Western Right of Way line of US Highway 101, Thence Northeast along said Western Right of Way line to the Southern Right of Way line of Bayview Terrace described as a "Road and Pedestrian Way" in Book 10, Page 382, Lincoln County Deed Records, Lincoln County, Oregon, Thence along said Right of Way line as described in said Deed around the entirety of Bayview Terrace and said Pedestrian Way, as it returns to the Western Right of Way line of US Highway 101,

Thence Northwest along said Western Right of Way line to the Northeast corner of that land described in Parcel One of Book 362, Page 2496, Lincoln County Deed Records, Lincoln County, Oregon, Thence Southwest to the Southeast corner of said land, Thence West along the Southern line of said land to the Mean High Water Line of the

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Yachats River, Thence Northerly along said High Water Line for 100.00 feet more or less to the Northwest corner of said land, Thence East along the Northern line of said land for 331 feet more or less to an angle point, Thence Northeast to the Northernmost corner of said land, said corner lying in the Western Right of Way line of US Highway 101,

Thence Northwest along said Western Right of Way Line to a point lying 15.00 feet South of the Northeast corner of that land described in Book 425, Page 2175, Parcel One, Lincoln County Deed Records, Lincoln County, Oregon, Thence South along the Eastern line of said land to the Mean High Water Line of the Yachats River, Thence Northwesterly along said High Water Line to it's intersection with the Western line of that land described in Book 446, Page 1029, Parcel One, Lincoln County Deed Records,

Thence Northwesterly along said Western line to the Westernmost corner of said land, said corner lying in the Southern Right of Way line of Ocean View Drive,

Thence Southwest along said Southern Right of Way line to a point where it intersects with the projection of the Western Right of Way line of Beach Avenue, Thence North crossing Ocean View Drive and along the Western Right of Way line of Beach Avenue to the Northeast corner of Lot 21, Block 2 First Addition to Yachats, as shown in Book 7, Page 14, Lincoln County, Oregon, Thence West along the North lines of Lots 21, 22 and 23 of Block 2 of said Plat to the Northeast corner of Lot 24, Block 2 of said Plat, Thence South along the East line of said Lot to the North Right of Way Line of First Street, Thence West along said North Right of Way line to the Southwest corner of said Lot, Thence North along the West lines of Lots 24 and 17 to the Southern Right of Way Line of West Second Street, Thence crossing West Second Street to the Southwest corner of Lot 25, Block 1 of said Plat, Thence North along the West lines of Lots 25 and 19 Block 1 of said Plat to the Southern Right of Way line of West Third Street,

Thence Northwest across said West Third Street to the Southwest corner of Lot 2, Block 1, Third Addition to Yachats, as shown in Book 7, Page 51, Lincoln County Oregon, Thence along the West line of said Lot to the Southeast corner of Lot 18, Block 1 of said Plat, Thence West along the Southern Lines of Lots 18 and 17 to the Southwest corner of Lot 17, Block 1 of said Plat, Thence North along the West line of said Lot to the Southern Right of Way line of Fourth Street, Thence Northwest across said Fourth Street to the Southwest corner of the School Lot as shown on aforesaid Plat, said point lying in the Northern Right of Way line of Fourth Street, Thence West along said Northern Right of Way line to the Southwest corner of Lot 5, Block 3 of said Plat, Thence North along the West lines of Lots 5 and 10, Block 3 of said Plat to the Northwest corner of said Lot 10,

Thence crossing Fifth Street to the Southwest corner of Lot 5, Block 6 of said Plat, Thence North along the West line of said Lot to the Northeast corner of Lot 7, Block 6 of said Plat, Thence West along the North line of said Lot 7 to the Southeast corner of Lot 8, Block 6 of said Plat, Thence North along the East line of said Lot to the Southeast corner of Lot 9, Block 6 of said Plat, Thence West along the Southern line of said Lot 9 to the Eastern Right of Way line of Ocean View Drive, Thence Northwest along said Eastern Right of Way line to the Southern Right of Way line of West Sixth Street, Thence East along said Southern Right of Way line to the Northeast corner of said Lot 9,

Thence North crossing West Sixth Street to the Southeast corner of Lot 7, Block 7 of said Plat, Thence North along the East line of said Lot to the Northeast corner of said Lot, Thence West along the North line of said Lot to the Southwest corner of Lot 12, Block 7 of said Plat, Thence North along the West line of said Lot to the Southern Right of Way line of West Seventh Street,

Thence Northeast across West Seventh Street to the Southwest corner of Lot 4, Block 3 Ocean Crest as shown in Book 8 Page 66A, Lincoln County, Oregon, Thence North along the West line of said Lot to the Northwest corner of said Lot, Thence East along the North line of said Lot to the Northeast corner of said Lot, Thence South along the East line of said Lot to the Northern Right of Way line of West Seventh Street, Thence East along said Northern Right of Way line to the Western Right of Way line of Driftwood Lane, Thence North along said Western Right of Way line to the Southeast corner of Lot 47, Block 3 of aforesaid Plat, Thence West along the South line of said Lot

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to the Southwest corner of said Lot, Thence Northeast along the West line of said Lot to the Northwest corner of said Lot, thence East along the North line of said Lot, and it's projection, through Driftwood Lane to the Eastern Right of Way line of Driftwood Lane, Thence Southwest along said Eastern Right of Way line to the Northern Right of way line of West Seventh Street, Thence Southwest across West Seventh Street to the intersection of The Southern Right of Way line of West Seventh Street and the Eastern Right of Way line of Pontiac Street, Thence South along the Eastern Right of Way line of Pontiac Street to the Northern Right of Way line of West Sixth Street,

Thence East along said Northern Right of Way line to the Southeast corner of Lot 3, Block 8, Third Addition to Yachats as shown in Book 7, Page 51, Lincoln County, Oregon, Thence South across West Sixth Street to the Northeast corner of Lot 10, Block 5 of said Plat, Thence South along the East lines of Lots 10 and 3, Block 5 of said Plat to the Northern Right of Way line of Fifth Street, Thence East along said Northern Right of Way line to the Western Right of Way line of US Highway 101,

Thence Northerly along said Western Right of Way line to the Southeast corner of Lot 45, Block 2 Ocean Crest as shown in Book 8, Page 66A, Lincoln County, Oregon, Thence Northwest along the Southern line of said Lot to the Southwest corner of said Lot, Thence Northeast along the West lines of Lots 45 and 44, Block 2 of said Plat to the Northwest corner of said Lot 44, Thence Southeast along the Northern line of said Lot to the Western Right of Way line of US Highway 101, Thence Northerly along said Western Right of Way line to the Southeast corner of Lot 40, Block 2 of said Plat, Thence Northwest along the South line of said Lot to the Southwest corner of said Lot, Thence Northeast along the Western lines of Lots 40, 39, 38, 37, 36, 35 and 34, Block 2 of said Plat to the Northwest corner of said Lot 34, Thence Southeast along the Northern line of said Lot, to the Southwest corner of Lot 31, Block 2 of said Plat, Thence Northeast along the Western line of said Lot to the Southern Right of Way line of Marine Drive,

Thence Southeast along said Southern Right of Way line as said line projects to the Eastern Right of Way line of US Highway 101, Thence Southwest along said Eastern Right of Way line to the Northern Right of Way line of Ninth Street, Thence East along said Northern Right of Way Line to the Western Right of Way line of King Street,

Thence North along said Western Right of Way line to a point opposite the Northwest corner of Lot 1, Plat of the Hanley Terraces to the City of Yachats as shown in Book 14, Page 27, Lincoln County, Oregon, Thence Easterly across King Street to said Northwest corner,

Thence Southeast across the Northern lines of Lots 1, 2, 3, and 4 of said Plat to the Southwest corner of Tract "C" Black Stone as shown in Book 17, Pages 32 through 32C, Lincoln County, Oregon, Thence Northeast along the West line of said Tract to the Northwest corner of said Tract, said corner lying in the Southern line of Lot 3 of said Plat, Thence Northwest along the Southern line of said Lot to the Southwest corner of said Lot, Thence Northerly along the Western lines of Lot 3, 2, and 1 of said Plat to the Northwest corner of said Lot 1, Thence Southeast along the Northern lines of Lots 1, 4, and 6 of said Plat to the Southwest corner of Parcel 2 of Partition Plat 2005 - 3, Lincoln County, Oregon,

Thence Northeast along the West line of said Parcel 2 to the Southwest corner of Parcel 2 of Partition Plat 2005 - 2, Lincoln County, Oregon, Thence Northeast along the West line of said Parcel to the Northeast corner of Parcel 1 of said Partition Plat, Thence Northwest along the North line of said Parcel as it projects to the Eastern Right of Way line of King Street,

Thence Northeast along said Eastern Right of Way line to a point lying Southwest for 199.84 feet from the Northernmost corner of Parcel 2 of Partition Plat 1997 - 21, Lincoln County, Oregon, Thence Southeast to the Southeast corner of said Parcel 2, Thence Northeast along the East line of said Parcel to Southern Easement line shown as "Easement Road" in Partition Plat 1993 - 14, Lincoln County, Oregon, Thence Northwest along said Southern Easement line to the Eastern Right of Way line of King Street, Thence crossing King Street in a perpendicular line to the Western Right of Way Line of said King Street, Thence Northeast along said Western Right of Way line to the Southern Right of Way line of same said King Street, Thence Northwest along said

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Southern Right of Way line and it's projection to a point where said line intersects with the Western Right of Way line of US Highway 101,

Thence Southwest along said Western Right of way line to the Northeast corner of Block 1, Lot 12, Aqua Vista as shown in Book 9, Page 21, Lincoln County, Oregon, Thence Northwest along the Northern line of said Plat to the Eastern Right of Way line of County Road 804, portion now vacated, Thence Northeast along said Eastern Right of Way line and along the Eastern Prescriptive Easements as found in Book 213, Page 1893 , Lincoln County Deed Records, Lincoln County, Oregon, to a point of intersection of said Eastern Right of Way line and the Northern line of that land described in Book 325, Page 869, Lincoln County Deed Records, Lincoln County, Oregon, Thence Southeast along said Northern line to the Western Right of Way line of US Highway 101,

Thence Northeast along said Western Right of Way line to the Northeast corner of that land described in Document Number 2005-19762, Lincoln County Deed Records, Lincoln County, Oregon, Thence Northwest to the Northwest corner of that land described in Book 346, Page 1025, Lincoln County Deed Records, Lincoln County, Oregon, Thence Southwest along the Western line of said land to the Southeast corner of that land described in Document Number 2003-20341, Parcel 1, Lincoln County Deed Records, Lincoln County, Oregon

Thence Northwest along the Southern line of said land to the Eastern Right of way line of County Road 804, Thence Northerly along said Eastern Right of Way line and the Eastern Prescriptive Easements as described in Book 213, Page 1893, Lincoln County Deed Records, Lincoln County, Oregon to the intersection of said Eastern Right of Way line with the Northern line of that land described in Book 303 Page 1012, Lincoln County Deed Records, Lincoln County Oregon,

Thence East along said Northern line to the Point and Place of Beginning.

Exhibit A - Banks Urban Renewal Plan Amendment One

New additions are shown in italics. Deletions are shown in ~~crossout~~.

I. DEFINITIONS

“Public Building Project” means projects identified in ORS 457 as public building projects. The identification of these projects is from the 2025 definition of public building projects in ORS 457.010.

II. INTRODUCTION

A. Plan Overview

The Plan Area, shown in Figure 1, consists of approximately ~~405.9~~ *111.55* total acres: ~~82.82~~ *100.93* acres of land in tax lots and ~~23.08~~ *10.62* acres of public rights-of-way. It is anticipated that the Plan will take ~~30 years of tax increment collections~~ *through FYE 2057, to implement*. The maximum amount of indebtedness (amount of tax increment financing (TIF) for projects and programs) that may be issued for the Plan is \$30,000,000 (thirty million dollars)

The Report accompanying the Plan contains the information required by ORS 457.087, including:

III. GOALS AND OBJECTIVES

Goal 1: District Identity/*Main Street Improvements*

~~Increase the vitality of Banks’ downtown. Strengthen the downtown’s role as the service, tourist and cultural heart of the Bank’s community.~~

- ~~a) — Recognize and build on the three “districts” of Banks, those being Southtown, Mid town, and the Traditional/Historic Downtown.~~
- ~~b) — Install new streetscapes and upgrades, providing uniformity to the three districts on Main Street, but also being specific to and with differences in each.~~
- ~~c) — Create a new public multi-use plaza as a community and visitor focus, preferably connecting to Main Street to the west side of the city.~~

Revitalize the visual and functional character of downtown Banks through targeted investments in storefronts, public art, and pedestrian-friendly enhancements. Create an inviting and vibrant Main Street experience that supports existing businesses, attracts visitors, and enhances community pride.

Goal 2: Economy

Improve downtown Banks as a destination. Enhance the city’s identity and facilities to attract businesses to downtown Banks. *Support the cleanup and redevelopment of the former Hampton Mill site into productive light industrial or employment-generating uses.*

- a) Improve efficiency of parking and provide streetscape and pedestrian and bicycle amenities to enhance downtown business.
- b) Provide programs for improvement of properties through storefront loans, redevelopment assistance, and business assistance.
- c) *Restore the long-dormant mill property into a thriving employment center that supports Banks' long-term economic resilience and job growth.*
- d) *Transform key sites into productive and attractive spaces that support small business development, mixed-use projects, and community reinvestment.*

Goal 3: Arts, Culture and Recreation

Develop a vibrant arts, history, and culture district within the city. Provide facilities and parks/public spaces to support the citizens of Banks, tourism trade, downtown, and businesses. Plan and support future development of public-use facilities that serve as cultural and recreational anchors for the community. Create inclusive, multipurpose spaces that enhance quality of life, attract regional visitors, and support creative industries and wellness initiatives. Together, these elements will celebrate local heritage, create opportunities for artistic expression, and offer welcoming public spaces for the community to gather and connect.

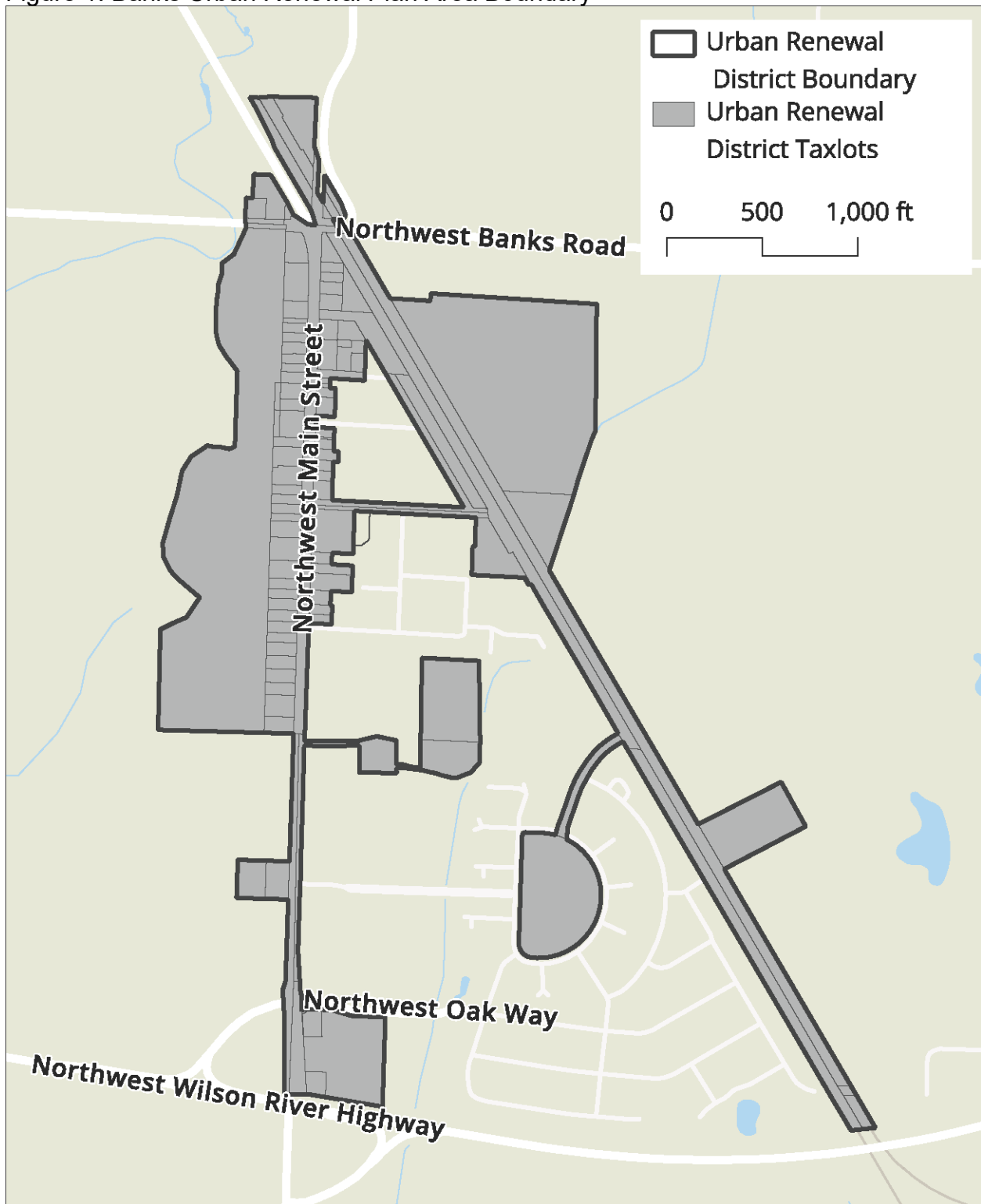
- a) *Develop a Performing Arts Center.*
- b) Create a new public multi-use plaza as a community and visitor focus, preferably connecting to Main Street and the west side of the city.
- c) Develop further trails and support areas, creating additional trailhead opportunities.
- d) *Develop a Recreation Center.*
- e) *Provide funding to the Banks School District for the improvements to Kelly Field.*

Goal 4: Transportation

Improve transportation network to standards that will facilitate effective traffic flow and provide for increased pedestrian and bicyclist safety.

- a) *Improve active transportation access, expand recreational opportunities, and increase regional visibility of the Banks–Vernonia State Trail/Salmonberry Trail.*
- ~~b) *Underground utility lines on Main Street*~~
- b) Repave as necessary, provide crosswalks, bulb-outs.
- c) Install traffic safety measures such as traffic circles.
- d) Install features on Commerce Street to improve and encourage use of bike trail facilities.
- e) Implement Banks' parking plan to encourage visits to downtown businesses and trailheads.

Figure 1. Banks Urban Renewal Plan Area Boundary



IV. URBAN RENEWAL PROJECT CATEGORIES

As an outcome of the goals described in the previous section, the projects within the Area fall into the following categories¹:

- **District Identity/Main Street Improvements (Goal 1)**
- **Economy (Goal 2)**
- **Arts, Culture and Recreation (Goal 3)**
- **Transportation (Goal 4)**
- **Public Safety (Goal 5)**

V. URBAN RENEWAL PROJECTS

A. District Identity

~~1. Downtown Streetscape Improvements~~

~~2. New and repaired sidewalks, possible bulb-outs, and streetscape furnishings including benches, bike racks, street lights, receptacles, drinking fountains, bollards, possible transit shelter and other streetscape improvements as designated.~~

~~3. Mid Town Streetscape Improvements~~

~~4. New and repaired sidewalks, possible bulb-outs, and streetscape furnishings including benches, bike racks, street lights, receptacles, drinking fountains, bollards, possible transit shelter, and other streetscape improvements as designated.~~

~~5. South Town Streetscape Improvements~~

~~6. New and repaired sidewalks, possible bulb-outs, and streetscape furnishings including benches, bike racks, street lights, receptacles, drinking fountains, bollards, possible transit shelter, and other streetscape improvements as designated.~~

~~7. Commerce Street Extension and Improvements~~

~~8. New streetscape as described above, and possible extension north and west through existing right of ways (ROW) to connect to Main Street. Also possible new shelter and restrooms, bike fixing stations, bike racks, re-striping and other streetscape improvements as designated.~~

1. *Main Street Improvement Program*

This program will support comprehensive streetscape improvements along Main Street and connecting corridors to create a safe, attractive, and accessible environment for

residents, businesses, and visitors. Eligible improvements include but are not limited to new and repaired sidewalks, curb bulb-outs, benches, bike racks, street lighting, trash receptacles, drinking fountains, bollards, transit shelters, restrooms, bike repair stations, and other designated public amenities. The program may also fund the extension or enhancement of existing rights-of-way to improve connectivity to Main Street, including landscaping, and wayfinding elements to promote walkability, encourage bicycle use, and strengthen the local business district.

- 2. Storefront grants and façade improvements for eligible businesses.*
- 3. Installation of murals, public art, wayfinding signage, and historic markers.*
- 4. Public realm enhancements such as decorative lighting, street furniture, flower baskets, and seasonal décor.*
- 5. Small-scale placemaking efforts such as pocket parks or parklets.*

The addition of public art may trigger the requirement for concurrence of a public building project in accordance with ORS 457.089(3) if the public art is an art statue, sculpture, clocktower or bell tower. The Agency has received concurrence from three of the top four taxing districts for inclusion of the installation of murals, public art, wayfinding signage, and historic markers project in the Plan. The project serves and benefits the Area by providing a general atmosphere of a community that cares for and appreciates public art as part of its civic pride. This civic pride helps encourage investment in the community in both the improvement of structures and encouraging tourist activity and supporting businesses.

B. Economy

3. Millsite Revitalization and Industrial Incentive Program

Eligible Activities include but are not limited to:

- Environmental remediation and site preparation.*
- System Development Charge (SDC) offsets or reimbursement incentives for targeted developers*
- Infrastructure improvements (water, sewer, road, or dry utilities).*
- Site planning and predevelopment assistance to attract light industrial manufacturing tenants.*

C. Arts, Culture and Recreation

1. Arts, History and Culture District

Develop a vibrant arts, history, and culture district within the Area, supported by planned investments in projects including but not limited to a replica of the historic Wilkes House, preservation of the Wilkes property's original silo, thoughtfully designed gardens and mature trees, and an inviting outdoor performance space.

2. Banks Plaza Mixed Use/Urban Open Space Development (public/private partner)

Develop a Banks Plaza, realized if possible as mixed-use public-private partnership to gain the multi-use plaza and surrounding mixed-use building structures (housing, retail, community center).

3. Multi-use Trails Extensions and New Trails

Provide significant and varied extensions of trails such as the Banks/Vernonia trail along the Railroad to continue southeast and join with other regional planned trails. Other routes developed as part of new and existing streetscapes.

4. Parks Upgrades and Improvements/New Parks

Install continuing upgrades, new features, maintenance and improvements of existing parks. Possible new parks additions per Banks Parks Plan and as triggered by growth, new Urban Growth Boundary (UGB) lands, popularity and otherwise.

5. *Kelly Field*

Provide investment in Kelly Field for a community track, field upgrades, and recreational infrastructure.

6. *Performing Arts Center*

Develop a Performing Arts Center on the Banks High School campus to provide a dedicated venue for theater, music, dance, and other cultural events that will enrich the lives of students and residents alike.

7. *Recreation Center*

Participate in the development of a Recreation Center to provide a facility for community recreation activities.

D. Transportation

1. Main Street

Construct upgrades and replacement.

2. *Traffic Solutions*

Construct upgrades, crosswalks, bulb-outs, and other traffic resolutions.

3. *New Development Infrastructure*

Assist in the construction of streets, extensions, and infrastructure for new residential and industrial developments and other opportunities particularly on the lands newly added within the expanded UGB.

4. *Banks–Vernonia State Trail/Salmonberry Trail.*

Provide trailhead enhancements and national level signage.

5. *Connectivity improvements*

Provide connectivity improvements such as pedestrian crossings, bike lanes, and Americans with Disabilities Act (ADA) pathways.

E. Public Safety

1. *Fire Department*

Assist the Fire Department in the funding of capital projects.

Fire Department projects include the following:

- ~~Replacement of Rescue (2010) — \$480,000~~
- ~~Replacement of Engine (2003) — \$500,000~~
- *Apparatus - \$1,366,039 (2025\$)*
- *Station Improvement - \$633,385 (2025\$)*

VI. PROPERTY ACQUISITION AND DISPOSITION

No changes to this section.

VII. RELOCATION METHODS

No changes to this section.

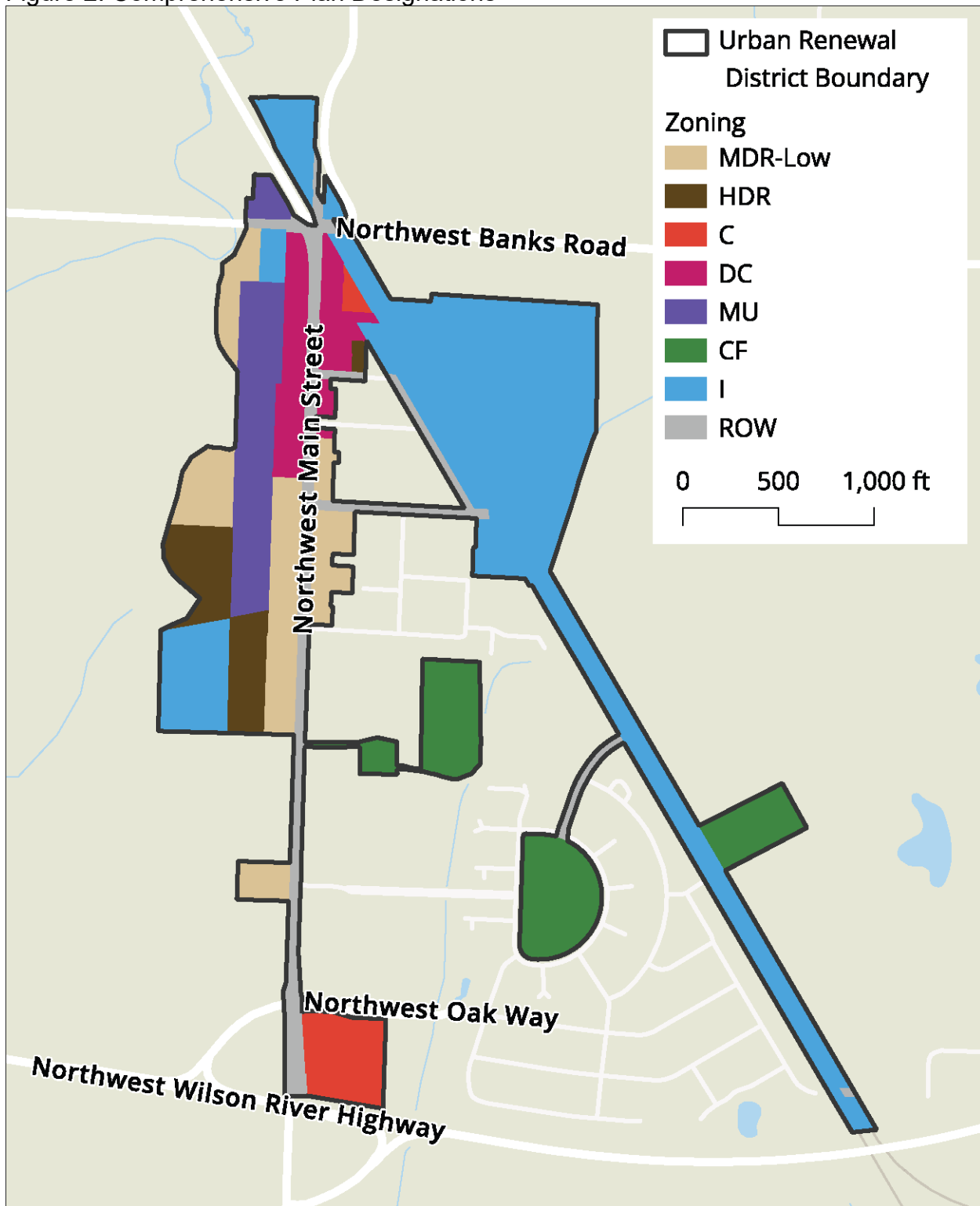
VIII. TAX INCREMENT FINANCING OF PLAN

No changes to this section.

IX. AMENDMENTS TO PLAN

No changes to this section.

Figure 2. Comprehensive Plan Designations



X. RELATIONSHIP TO LOCAL OBJECTIVES

A. Banks Comprehensive Plan

5. Open Space, Scenic and Historic Areas, and Natural Resources

Goal: To protect and enhance through proper use and development the open spaces, scenic and historic areas, and natural resources of the area.

Policies

3. All public facilities shall recognize their potential to contribute to open space system.

Finding: The Banks Urban Renewal Plan conforms to the Open Space, Scenic and Historic Areas, and Natural Resources Goal of the Banks Comprehensive Plan because it includes the Greenville City Park and a project to improve said park *and improvements to the trail system in Banks.*

8. Recreation

Goal: To provide programs and facilities to meet the recreational needs of area residents and visitors.

Objective: a) Community park and outdoor recreation areas should be encouraged and enhanced.

b) Development of pedestrian and bicycle pathways should be promoted.

Finding: The Banks Urban Renewal Plan conforms to the Recreation Goal of the Banks Comprehensive Plan because it has projects including both trails and open spaces. Specifically, improvements to the Greenville City Park are included in the Plan as well as improvements to existing trails and the building of new trails. *It also includes the development of a performing arts center, recreation center and assisting with the improvements to Kelly Field.*

9. Economics

Goal: *To provide for the economic diversification and stability of the area.*

Finding: The Banks Urban Renewal Plan conforms to the Economics Goal of the Banks Comprehensive Plan because it has both an existing building additions and remodels program to help businesses improve the façade of their buildings and a new building structure program to encourage the development of new structures in the Area. *The projects also include the ability to assist in the redevelopment planning and redevelopment of the former Hampton Mills property.*

11. Public Facilities and Services

~~Goal: To coordinate and arrange for the provision of public facilities and services in an efficient, orderly and timely manner.~~

~~Objectives: d) future use of underground utilities is aesthetically desirable and should be encouraged.~~

~~The Banks Urban Renewal Plan conforms to the Public Facilities and Services Goal of the Banks Comprehensive Plan because it contains a project for the undergrounding of utilities on Main Street.~~

12. Transportation

Goal: To develop and encourage a safe, convenient, and economic transportation system.

*Objectives: a) City street improvements should be a priority and a better maintenance program should be developed.
c) Alternative modes of transportation, such as public transit and bicycles, should be encouraged and promoted.*

Finding: The Banks Urban Renewal Plan conforms to the Transportation Goal of the Banks Comprehensive Plan because it contains projects to improve city streets. Included in these improvements are improvements for bicycle traffic *and* ADA improvements.

B. Chapter 151 Zoning Code of Banks Code of Ordinances

This entire section was deleted and replaced with the following information.

RESIDENTIAL ZONING REGULATIONS

151.035 PURPOSE.

(A) This subchapter regulates allowed land uses in the residential zones ("uses") and sets forth lot and development standards, including minimum dimensions, area, density, coverage, structure height, and other provisions that control the intensity, scale, and location of development. The regulations of this chapter are intended to implement the City of Banks Comprehensive Plan and the purposes of this Code, per §§ [151.001](#) and [151.002](#).

(B) The intent and purpose of each residential zone is described as follows:

(3) The Medium Density Residential-Low (MDR-L) zone is intended to provide for a blend of detached and attached single-family housing units with limited multi-family housing types at a density of 8.0 to 12.9 dwellings per net acre.

(5) The High Density Residential (HDR) zone is intended to provide for a broad range of housing types at a density of 17.0 to 30.0 dwellings per net acre. The HDR zone also provides opportunities for a limited amount of neighborhood-scale commercial uses.

(6) Mixed-Use (MU) zone is intended to provide a mix of medium density residential uses together with small to medium scale retail commercial and civic uses that emphasize a pedestrian environment.

NONRESIDENTIAL ZONING REGULATIONS

151.050 PURPOSE.

(A) This subchapter regulates allowed land uses in the nonresidential zones and sets forth lot and development standards, including minimum dimensions, area, density, coverage, structure height, and other provisions that control the intensity, scale, and location of development. The regulations of this chapter are intended to implement the City of Banks Comprehensive Plan and the purposes of this Code, per § 151.002.

(B) The intent and purpose of each nonresidential zone is described as follows:

(1) Community Facilities Zone CF. The purpose of the Community Facilities Zone is to provide for community facilities on properties owned by public or semi-public agencies, while encouraging protection of natural resources designated by the comprehensive plan under the requirements of statewide planning goals.

(2) General Commercial Zone C. The purpose of the General Commercial Zone is to provide for a broad range of commercial activities to serve the residents of Banks and the surrounding area.

(3) Downtown Commercial Zone DC. The purpose of the Downtown Commercial Zone is to allow a mix of complementary uses in the Banks Downtown/Main Street area, promote pedestrian-friendly development, encourage efficient use of land, and facilitate economic development while preserving the small-town character of Banks.

(4) General Industrial Zone I. The purpose of the General Industrial Zone is to facilitate economic development by providing areas suitable for warehousing, primary and secondary processing, packaging, fabricating of finished goods and equipment with related outdoor storage and incidental sales.

Finding: The Banks Urban Renewal Plan conforms to the City of Banks Chapter 151 Zoning Code of the Banks Municipal Code. The Banks Urban Renewal Plan does not change any zoning within the area. There is no development proposed by the Banks Urban Renewal agency that would change any zoning in the urban renewal area. If any project is undertaken that might impact zoning, the proposed zone change would go

through the City of Banks zoning change process. The urban renewal plan does not impact that process or decision.

C. Banks Park and Recreation System Master Plan

The Banks Park and Recreation Master Plan was adopted in September 2023. The Banks Park and Recreation Master Plan has purpose and intent statements for different types of facilities, listed below.

Neighborhood Parks

Purpose and Intent

Local parks that provide a place for unstructured, non-organized play and active and passive recreation opportunities. Landscaped Areas, such as gateways, remnant parcels, viewsheds or beautification areas, shall not count as neighborhood parks.

Community Parks

Purpose and Intent

Provide opportunities for active recreation and organized play in a location that can accommodate visitors who live beyond the half mile park radius, while also serving as a neighborhood park for nearby residents. Community parks should also be designed for group use; sites are intended to be activated through events, sports, programs, and activities.

Citywide Parks

Purpose and Intent

As the City's largest park type, these sites are intended to be the hub of community activities to support organized sports, recreation, community gatherings, and play. Citywide parks are designed to meet the recreation needs of Banks residents, while also providing unique facilities that attract visitors.

Special Use Sites

Purpose and Intent

Provide recreation facilities or specialized features that cannot be accommodated within other park sites due to size or location requirements. Revenue-generating activities and concessions may be provided at special use sites. This category also includes trailheads such as the Banks-Vernonia.

Trail Corridors

Purpose and Intent

As part of the active transportation system, provide off-street trail corridors that connect the community to parks, schools, and community destinations, while maintaining the required access needs for utilities. Trails may be soft or hard surfaced depending on community needs, trail purpose, environmental considerations, or other factors.

Finding: The Banks Urban Renewal Plan conforms to the Banks Park and Recreation Master Plan because it has projects that will improve the trail/pathway system, and improve Greenville City Park and assist in the funding of Kelly Field.

D. Banks Transportation Systems Plan²

The City of Banks Transportation System Plan (TSP), adopted in 2024, addresses key issues related to transportation within the existing City of Banks urban growth boundary (UGB).

The following transportation goals were used to help set priorities for transportation solutions and plan implementation. They were based off evaluation criteria developed in the previous TSP by stakeholders in the community and other goals used in recent TSPs for similar cities. These goals will be used to develop evaluation criteria used to assess the benefits of potential future projects.

Goal 1: Mobility

- *Provide a multi-modal transportation system that facilitates efficient and reliable travel and will accommodate future growth.*

Goal 2: Safety

- *Provide a transportation system that ensures safety for all users.*

Goal 3: Access and Connectivity for All Modes

- *Provide a transportation system that ensures a convenient and accessible network for all modes of travel, including walking, biking, using transit, and driving.*

Goal 4: Economic Development

- *Minimize property impacts for existing and future development potential and promote*

² This section updated in 2025 amendment.

economic development.

Goal 5: Environmental Resources

- *Provide a transportation system that advances sustainable transportation options and minimizes impacts on the environment and important natural features.*

Goal 6: Livability, Health, and Recreation

- *Provide a transportation system that preserves a livable community, enhances public health through supporting active transportation, and offers recreational opportunities.*

Goal 7: Regional Coordination

- *Coordinate with other jurisdictions to plan and fund projects that better connect Banks with the region and consistent with local, regional, and state plans. Achieve local support on projects within the city that meet the needs and interests of the community.*

Goal 8: Capital Investments and Funding

- *Promote cost effective investments to the transportation system.*

Finding: The Banks Urban Renewal Plan conforms to the City of Banks Transportation System Plan of the Banks Comprehensive Plan because it contains projects to help provide a transportation system that ensures safety for all users, that ensures convenient and accessible network for all modes of travel, advances sustainable transportation options, supports active transportation and provides additional funding for the transportation system.

E. Washington County Comprehensive Plan³

The Washington County Comprehensive Plan provides the basis for the future growth and development of the county. The CFP is applicable to unincorporated properties inside the regional UGB and the UGBs of Banks, Gaston and North Plains. The RNRP addresses all properties outside of a UGB. The properties that are outside of the Banks Urban Growth Boundary are:

- *2N4250002400*
- *2N331BB05600*
- *2N4250002500*
- *2N4250002300*
- *2N4250003200*

³ This section updated in 2025 amendment.

Policy 33: Recreation

It is the policy of Washington County to work to provide residents and businesses in the urban unincorporated area with adequate park and recreation facilities and services and open space.

The Banks Urban Renewal Plan conforms with the Washington County Comprehensive Plan because one of the projects is to provide trailhead improvements, signage and parking at the Banks/Vernonia State Trail/Salmonberry Trail.

Policy 34: Open Space and Recreation Facilities Location

It is the policy of Washington County to encourage the location of parks, open space and recreation facilities so as to define and implement the countywide development concept, County policies and community plans.

The Banks Urban Renewal Plan conforms with the Washington County Comprehensive Plan because one of the projects is to provide trailhead improvements, signage and parking at the Banks/Vernonia State Trail/Salmonberry Trail.



EXHIBIT A

Urban Renewal Area

Banks, Oregon

A tract of land and road right-of-ways located in the Southeast One-Quarter of Section 25 and the Northeast One-Quarter and Southeast One-Quarter of Section 36, Township 2 North, Range 4 West, the Southwest One-Quarter and the Northwest One-Quarter of Section 31, and the Southwest One-Quarter of Section 30, Township 2 North, Range 3 West, Willamette Meridian, City of Banks, Washington County, Oregon, and being more particularly described as follows:

Beginning at the section corner common to said Sections 25, 36, 31 and 30 (Assessor's Map 2N 3 31BB);

1. Thence along the northerly line of said Section 31, Easterly 166 feet, more or less, to the northwesterly extension of the northeasterly right-of-way line of State of Oregon Railroad (Assessor's Map 2N 3 31BB);
2. Thence along said northwesterly extension and the northeasterly right-of-way line thereof, Southeasterly 417 feet, more or less, to the southerly line of Tract 'E' of the Plat of "First Addition to Banks" (Assessor's Map 2N 3 31BB);
3. Thence along said southerly line and the southerly line of Document Number 90-014015, Easterly 211 feet, more or less, to the southeast corner thereof (Assessor's Map 2N 3 31BB);
4. Thence along the easterly line of said Deed, Northerly 39 feet, more or less, to the southerly line of Tract 'C' of said Plat (Assessor's Map 2N 3 31BB);
5. Thence along said southerly line and the easterly extension thereof, Easterly 872 feet, more or less, to the easterly line of Parcel 1 of Document Number 2016-068513 (Assessor's Map 2N 3 31BB);
6. Thence along said easterly line, Southerly 1018 feet, more or less, to the intersection of the southerly line of said Parcel 1 of said Deed and the easterly line of Parcels 2 and 3 of said Deed (Assessor's Map 2N 3 31);
7. Thence along said easterly line, Southwesterly 416 feet, more or less, to the northeasterly right-of-way line of State of Oregon Railroad (Assessor's Map 2N 3 31);
8. Thence along said northeasterly right-of-way line, Southeasterly 1571 feet, more or less, to a point along said northeasterly right-of-way line which bears Southeasterly 480 feet more or less, from the south line of the northwest one-quarter of section 31 (Assessor's Map 2N 3 31);

9. Thence leaving said northeasterly right-of-way line, along a line at right angles to said right-of-way line, Northeasterly 488 feet, more or less, to a line that is parallel with and 488 feet northeasterly of said right-of-way line (Assessor's Map 2N 3 31);
10. Thence along said parallel line, Southeasterly 266 feet, more or less (Assessor's Map 2N 3 31);
11. Thence leaving said parallel line, along a line at right angles to said parallel line, Southwesterly 488 feet, more or less, to the said northeasterly right-of way line of State of Oregon Railroad (Assessor's Map 2N 3 31);
12. Thence along said northeasterly right-of-way line, Southeasterly 1547 feet, more or less, to the northerly right-of-way line of Wilson River Highway (State Highway No. 6) (Assessor's Map 2N 3 31D);
13. Thence along said northerly right-of-way line, Westerly 126 feet, more or less, to the southwesterly right-of-way line of the Port of Tillamook Bay Railroad (Assessor's Map 2N 3 31D);
14. Thence along said southwesterly right-of-way line, Northwesterly 2362 feet, more or less, to the southeasterly right-of-way line of NW Scottston Terrace (Assessor's Map 2N 3 31CA);
15. Thence along said southeasterly right-of-way line, Southwesterly 535 feet, more or less, to the northeasterly right-of-way line of NW Arborpark Loop (Assessor's Map 2N 3 31 CA);
16. Thence leaving said northeasterly right-of-way line, along a line at right angles to said northeasterly right-of-way line, Southwesterly 50 feet, more or less, to the interior right-of-way line of NW Arborpark Loop (Assessor's Map 2N 3 31CA);
17. Thence along said interior right-of-way line of NW Arborpark Loop, Southwesterly and Northerly 1774 feet, more or less, to a radial line from the intersection of the westerly right-of-way line of NW Scottston Terrace, and the northerly right-of-way line of NW Arborpark Loop (Assessor's Map 2N 3 31CA);
18. Thence along said radial line, Northeasterly 50 feet, more or less, to the northerly line of NW Arborpark Loop (Assessor's Map 2N 3 31CA);
19. Thence along said northerly line and the northwesterly line of NW Scottston Terrace, Northeasterly 600 feet, more or less, to the southwesterly right-of-way line of the Port of Tillamook Bay Railroad (Assessor's Map 2N 3 31BC);
20. Thence along said southwesterly right-of-way line, Northwesterly 901 feet, more or less, to the southerly line of Parcel 5 of Document Number 2016-068513, also being the southerly line of Lot 4, Block 7, of the Plat "First Addition To Banks" (Assessor's Map 2N 3 31BC);
21. Thence along said southerly line, Westerly 334 feet, more or less, to the westerly line thereof (Assessor's Map 2N 3 31BC);
22. Thence along said westerly line, Northerly 313 feet, more or less, to the south right-of-way line of NW Sunset Avenue (Assessor's Map 2N 3 31BC);

23. Thence along said south right-of-way line of NW Sunset Avenue, Westerly 637 feet, more or less, to the northerly extension of the easterly line of Lot 16, Block 4 of said Plat (Assessor's Map 2N 3 31BC);
24. Thence along said northerly extension and easterly line, Southerly 226 feet, more or less, to a line that is parallel with and 110 feet northerly of the southerly line thereof (Assessor's Map 2N 3 31BC);
25. Thence along said parallel line, Westerly 110 feet, more or less, to a line that is parallel with and 110 feet easterly of the east right-of-way line of NW Main Street (Assessor's Map 2N 3 31BC);
26. Thence along said parallel line, Southerly 60 feet, more or less, to a line that is parallel with and 50 feet northerly of the southerly line of said Lot 16 (Assessor's Map 2N 3 31BC);
27. Thence along said parallel line, Easterly 110 feet, more or less, to the easterly line thereof (Assessor's Map 2N 3 31BC);
28. Thence along said easterly line thereof and the easterly line of Lot 15, Southerly 140 feet, more or less, to the southerly line of Lot 15 (Assessor's Map 2N 3 31BC);
29. Thence along said southerly line, Westerly 110 feet, more or less, to a line that is parallel with and 10 feet easterly of the easterly line of Parcel 1 of Document Number 2000-027388 (Assessor's Map 2N 3 31BC);
30. Thence along said parallel line, Southerly 75 feet, more or less to the southerly line thereof (Assessor's Map 2N 3 31BC);
31. Thence along said southerly line, Easterly 10 feet, more or less, to the westerly line of Document Number 93-076501 (Assessor's Map 2N 3 31BC);
32. Thence along said westerly line, Southerly 99 feet, more or less, to the north right-of-way line of NW Wilkes Street (Assessor's Map 2N 3 31BC);
33. Thence along said northerly right-of-way line, Westerly 120 feet, more or less, to the easterly right-of-way line of NW Main Street (Assessor's Map 2N 3 31BC);
34. Thence along said easterly right-of-way line. Southerly 619 feet, more or less, to the north line of a portion of the Banks School District properties, being Tracts 5, 7 and 8 of Document Number 2025-029085 (Assessor's Map 2N 3 31);
35. Thence along said north line on the following courses within the Banks School District Properties, North 89°45'31" East 278.31 feet, more or less;
36. Thence North 73°54'33" East 28.22 feet, more or less;
37. Thence North 76°44'12" East 75.01 feet, more or less;
38. Thence South 78°07'34" East 103.92 feet, more or less;
39. Thence South 00°42'58" East 125.17 feet, more or less;
40. Thence South 88°10'54" East 32.87 feet, more or less;
41. Thence South 74°19'55" East 44.41 feet, more or less;
42. Thence South 86°18'31" East 48.60 feet, more or less;
43. Thence North 00°55'50" East 145.56 feet, more or less;

44. Thence North 00°52'49" East 428.43 feet, more or less, to the southerly line of the plat "First Addition To Banks" (Assessor's Map 2N 3 31BC);
45. Thence along said southerly line, South 86°52'11" East 299.98 feet, more or less;
46. Thence leaving said southerly line, South 00°47'16" East 426.09 feet, more or less;
47. Thence South 02°09'40" West 107.05 feet, more or less;
48. Thence South 41°18'31" West 68.73 feet, more or less;
49. Thence South 69°06'33" West 73.13 feet, more or less;
50. Thence North 90°00'00" West 34.42 feet, more or less;
51. Thence North 77°05'33" West 51.36 feet, more or less;
52. Thence North 71°00'12" West 33.64 feet, more or less;
53. Thence North 78°51'26" West 35.08 feet, more or less;
54. Thence North 73°18'03" West 16.33 feet, more or less;
55. Thence North 77°16'32" West 16.57 feet, more or less;
56. Thence North 81°15'14" West 13.72 feet, more or less;
57. Thence North 83°25'05" West 54.60 feet, more or less;
58. Thence North 80°32'16" West 25.38 feet, more or less;
59. Thence North 87°52'44" West 14.09 feet, more or less;
60. Thence South 84°11'36" West 30.93 feet, more or less;
61. Thence South 01°13'08" East 24.52 feet, more or less;
62. Thence South 89°05'26" East 197.16 feet, more or less;
63. Thence North 00°12'47" East 140.29 feet, more or less;
64. Thence South 89°57'55" West 286.87 feet, more or less, to the easterly right-of-way line of NW Main Street (Assessor's Map 2N 3 31CB);
65. Thence along said easterly right-of-way line, Southerly 1394 feet, more or less, to the southerly right-of-way line of NW Oak Way (Assessor's Map 2N 3 31CC);
66. Thence along said southerly right-of-way line, Easterly 437 feet, more or less, to the easterly line of Document Number 2003-197079 (Assessor's Map 2N 3 31CC);
67. Thence along said easterly line, Southerly 470 feet, more or less, to the northerly right-of-way line of Wilson River Highway (State Highway No. 6) (Assessor's Map 2N 3 31CC);
68. Thence along said northerly right-of-way line and the westerly extension thereof, Westerly 523 feet, more or less, to a point 31.00 feet westerly of the east line of Section 36 (Assessor's Map 2N 4 36);
69. Thence Northerly 575 feet, more or less, to the easterly southeast corner of Document Number 2025-015922, also being on the westerly right-of-way line of NW Main Street (26.00 feet from the centerline) (Assessor's Map 2N 4 36);
70. Thence along said westerly right-of-way line, Northerly 427 feet, more or less, to the southerly line of Document Number 2006-002019 (Assessor's Map 2N 4 36);
71. Thence along said southerly line, Westerly 271 feet, more or less, to the westerly line thereof (Assessor's Map 2N 4 36);

72. Thence along said westerly line, Northerly 200 feet, more or less, to the northerly line thereof (Assessor's Map 2N 4 36);
73. Thence along said northerly line, Easterly 271 feet, more or less, to the westerly right-of-way line of NW Main Street (Assessor's Map 2N 4 36);
74. Thence along said westerly right-of-way line, Northerly 669 feet, more or less, to the south line of the Northeast One-Quarter of Section 36 (Assessor's Map 2N 4 36);
75. Thence along said south line, Westerly 716 feet, more or less, to a point that bears 352 feet westerly of the southeast corner Parcel 3 of Partition Plat Number 2025-025 (Assessor's Map 2N 4 36);
76. Thence leaving said south line along a line parallel with the east line of the Northeast One-Quarter, Northerly 527 feet, more or less, to the westerly line of Partition Plat Number 2025-025 (Assessor's Map 2N 4 36);
77. Thence along said westerly line of said Partition Plat, and also the westerly line of Partition Plat Number 2025-012, Northerly 2598 feet, more or less, to the southerly right-of-way line of NW Cedar Canyon Road (Assessor's Map 2N 4 36);
78. Thence along said southerly right-of-way line, Westerly 10 feet, more or less, to the southerly extension of the westerly line of Document Number 2019-065146 (Assessor's Map 2N 4 25);
79. Thence along said southerly extension and the westerly line thereof, Northerly 158 feet, more or less, to the northerly line of said Deed (Assessor's Map 2N 4 25);
80. Thence along said northerly line, Easterly 33 feet, more or less, to the westerly line of Document Number 2015-032251 (Assessor's Map 2N 4 25);
81. Thence along said westerly line, Northerly 125 feet, more or less, to the northerly line of said Deed (Assessor's Map 2N 4 25);
82. Thence along said northerly line, Easterly 96 feet, more or less, to the southwesterly right-of-way line of State Highway No. 47 (Assessor's Map 2N 4 25);
83. Thence along said southwesterly right-of-way line and the southwesterly extension thereof, Southeasterly 309 feet, more or less, to the south line of said Section 25, Township 2 North, Range 4 West (Assessor's Map 2N 4 25);
84. Thence along said south line, Easterly 61 feet, more or less, to southerly extension of the westerly right-of-way line of NW Sellers Road (Assessor's map 2N 4 25);
85. Thence along said southerly extension thereof, Northerly 84 feet, more or less, to the northeasterly right-of-way line of State Highway No. 47 (Assessor's Map 2N 4 25);
86. Thence along said northeasterly right-of-way line, Northwesterly 687 feet, more or less, to the Urban Growth Boundary line of the City of Banks (Assessor's Map 2N 4 25);
87. Thence along said Urban Growth Boundary line and the Northerly line of Document Number 98-025607, Easterly 355 feet, more or less, to the westerly right-of-way line of NW Sellers Road (Assessor's Map 2N 4 25);

88. Thence along said westerly right-of-way line, Southerly 255 feet, more or less, to the northwesterly extension of the southwesterly right-of-way line of the relocated NE Sellers Road (Assessor's Map 2N 4 25);
89. Thence along said northwesterly extension and the southwesterly right-of-way line, Southeasterly 399 feet, more or less, to the northerly right-of-way line of NW Banks Road (Assessor's Map 2N 3 30CC);
90. Thence long said northerly right-of-way line, Westerly 152 feet, more or less, to the east line of Section 25 (Assessor's Map 2N 3 30CC);
91. Thence along said east line, Southerly 50 feet, more or less, to the Point of Beginning (Assessor's Map 2N 3W 31BB);

Excepting the following Parcel:

Excepting Parcel:

Beginning at the northwesterly corner of Lot 12, Block 8, of the Plat of "First Addition to Banks", located in the Northwest One-Quarter of Section 31, Township 2 North, Range 3 West, Willamette Meridian, City of Banks, Washington County, Oregon (Assessor's Map 2N 3 31BB);

110. Thence along the northeasterly line of said Lot 12 and the southwesterly right-of-way line of NW Commerce Street, Southeasterly 1012 feet, more or less, to the northerly right-of-way line of NW Sunset Avenue (Assessor's Map 2N 3 31BB);
111. Thence along said northerly right-of-way line, Westerly 692 feet, more or less, to the west line of Partition Plat Number 2008-024(Assessor's Map 2N 3 31BB);
112. Thence along the said west line, Northerly 200 feet, more or less, to the north line of said Partition Plat (Assessor's Map 2N 3 31BB);
113. Thence along said north line, Easterly 25 feet, more or less, to a line parallel with and 25 feet easterly of the west line of Lot 5, Block 2 of the Plat of "First Addition to Banks" (Assessor's Map 2N 3 31BB);
114. Thence along said parallel line, Northerly 58 feet, more or less, to a line parallel with and 6.60 feet southerly of the easterly extension of the south line of Lot 2, Block 2, of the Plat of "First Addition to Banks" (Assessor's Map 2N 3 31BB);
115. Thence along said parallel line, Westerly 25 feet, more or less to the west line of said Lot 5, Block 2 of said Plat (Assessor's Map 2N 3 31BB);
116. Thence along said west line of Lot 5 and the west lines of Lots 2 and 1, Northerly 112 feet, more or less, to the southerly right-of-way line of NW Depot Street (Assessor's Map 2N 3 31BB);
117. Thence along said southerly right-of-way line, Westerly 100 feet, more or less, to the easterly right-of-way line of NW Main Street (Assessor's Map 2N 3 31BB);
118. Thence along said easterly right-of-way line, Northerly 60 feet, more or less, to the northerly line of NW Depot Street (Assessor's Map 2N 3 31BB);

119. Thence along said northerly right-of-way line, Easterly 100 feet, more or less, to the easterly line of Lot B, Block 1, of said Plat (Assessor's Map 2N 3W 31BB);
120. Thence along said easterly line, and the easterly line of Lot A, Northerly 150 feet, more or less, to a line parallel with and 50 feet south of the southerly right-of-way line of NW Market Street (Assessor's Map 2N 3 31BB);
121. Thence along said parallel line, Westerly 30 feet, more or less, to a line parallel with and 30 feet west of the east line of Lot A, Block 1 of said Plat (Assessor's Map 2N 3 31BB);
122. Thence along said parallel line, Northerly 50 feet, more or less, to the southerly right-of-way line of NW Market Street (Assessor's Map 2N 3 31BB
123. Thence along said southerly right-of-way line, Easterly 179 feet, more or less, to the southerly extension of the westerly line of Lot 12, Block 8, of said Plat (Assessor's Map 2N 3W 31BB);
124. Thence along said southerly extension and the westerly line thereof, Northerly 209 feet, more or less, to the Point of Beginning (Assessor's Map 2N 3 31BB).

The above described tract of land contains 111.4 acres, more or less.

11/06/2025

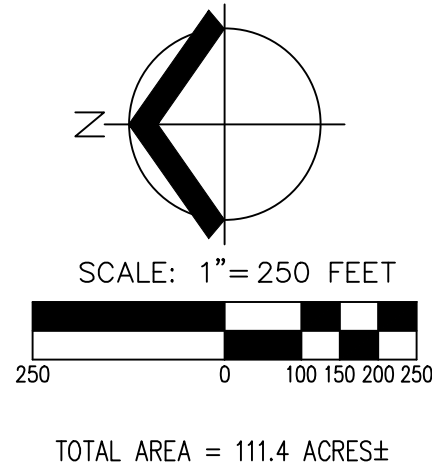
REGISTERED
PROFESSIONAL
LAND SURVEYOR

Mik Kal

OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS

RENEWS: 6/30/27

AKS DRAWING FILE: 612_20250202 CITY OF BANKS URBAN RENEWAL AREA LAYOUT: 01-COVERSHEET



POINT OF BEGINNING
SECTION CORNER COMMON TO
SECTIONS 25, 36, 31 AND 30

POINT OF BEGINNING
EXCEPTING PARCEL
NORTHWEST CORNER OF LOT 12,
BLOCK 8, OF THE PLAT OF
"FIRST ADDITION TO BANKS"

EXCEPTING
PARCEL

MAIN STREET

NORTHWEST SUNSET AVENUE

SEE SHEET 03

SEE SHEET 04

SEE SHEET 05

SEE SHEET 02

STATE HIGHWAY 47

STATE HIGHWAY 6

CITY OF BANKS
URBAN RENEWAL AREA
OREGON

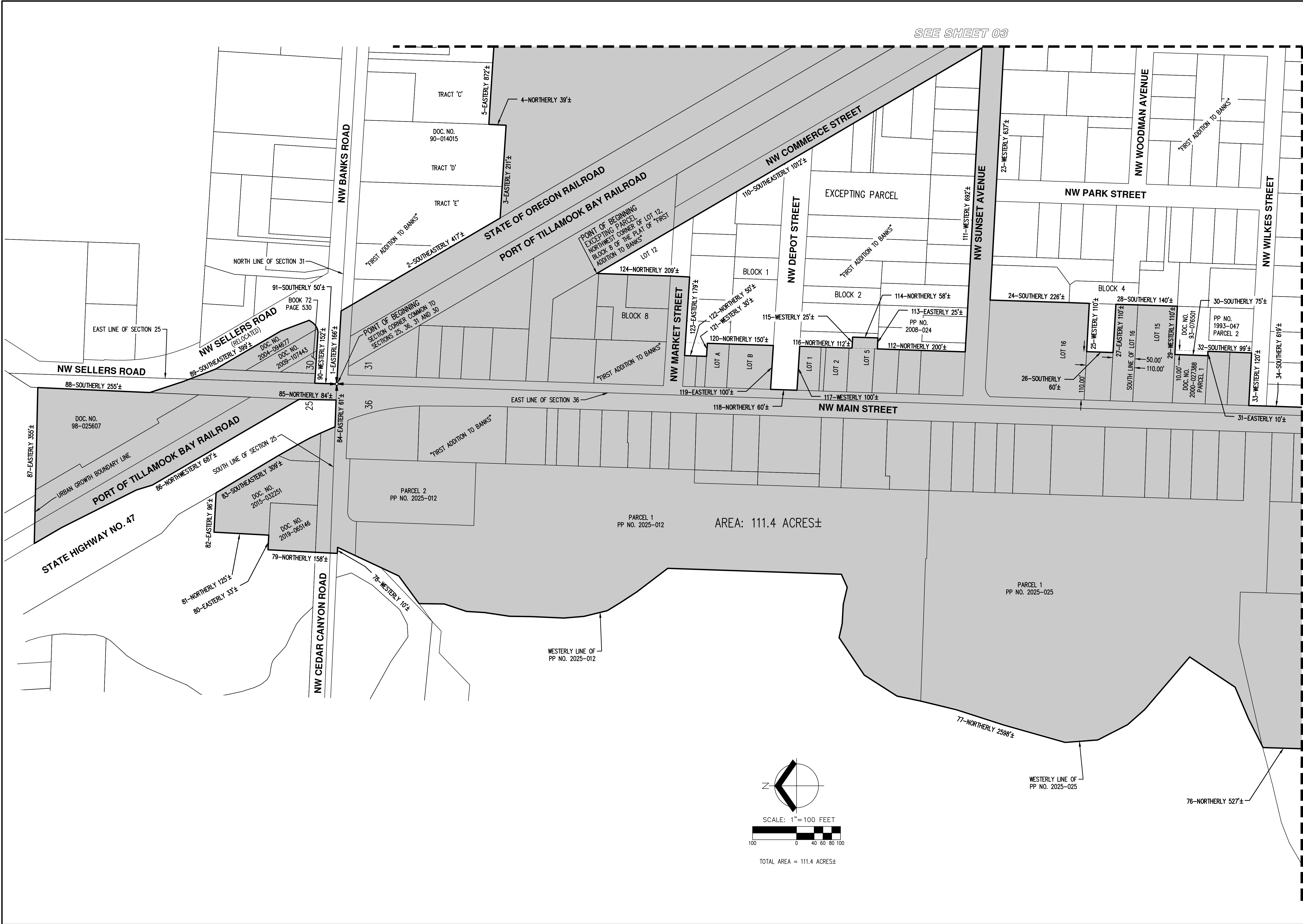
MAP OF URBAN
RENEWAL AREA

DESIGNED BY:
DRAWN BY: MRL
MANAGED BY: MSK
CHECKED BY: MSK
DATE: 11/06/2025

REGISTERED
PROFESSIONAL
LAND SURVEYOR
Michael S. Kalina
OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/27

REVISIONS
JOB NUMBER
6112
SHEET
01

AKS
AKS ENGINEERING & FORESTRY, LLC
1206 E. SW HERMAN RD., STE 100
TULALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM
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SEE SHEET 03

SEE SHEET 05

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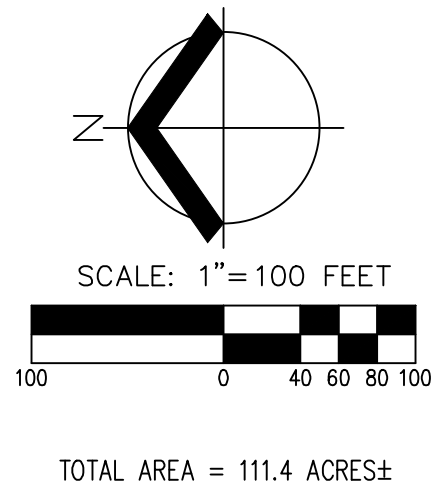
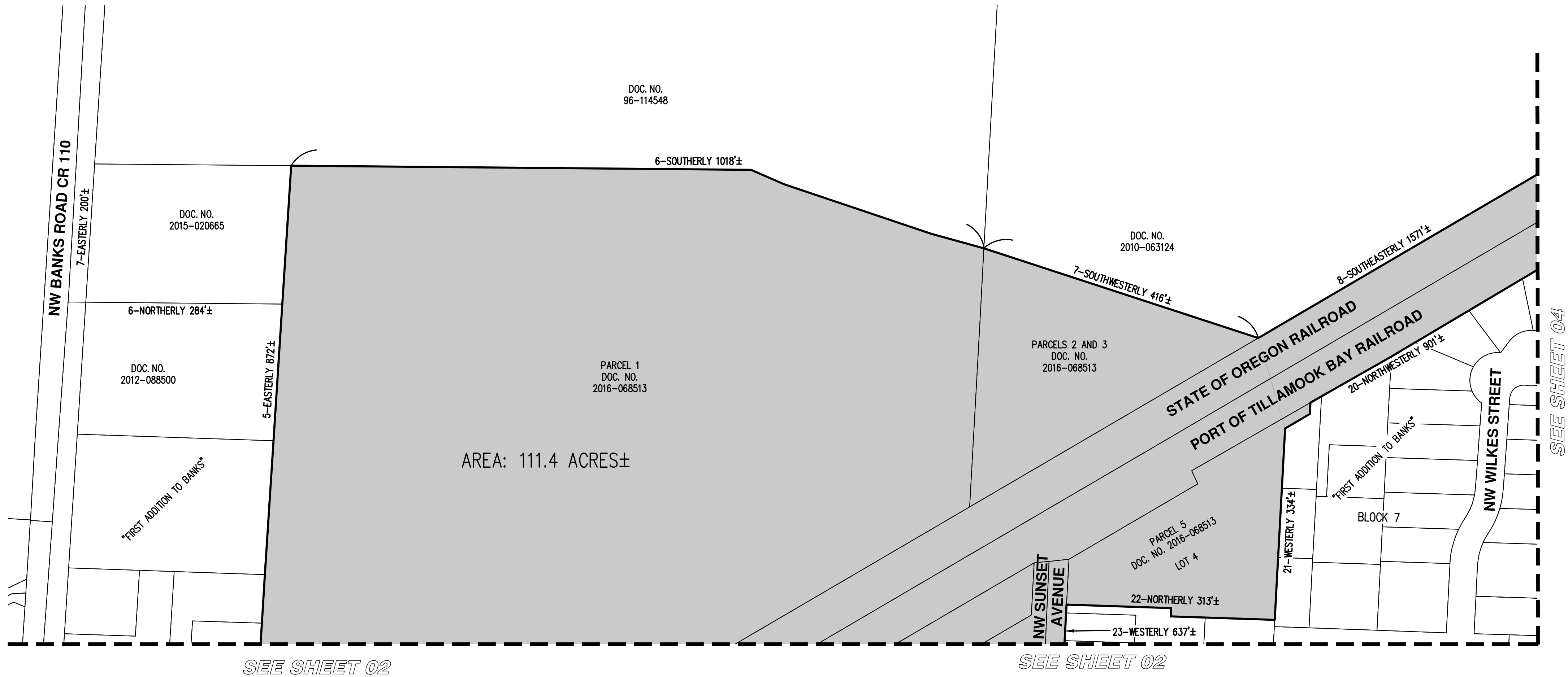
CITY OF BANKS
URBAN RENEWAL AREA
OREGON

WASHINGTON COUNTY

MAP OF URBAN
RENEWAL AREA

DESIGNED BY: _____
DRAWN BY: MRL
MANAGED BY: MSK
CHECKED BY: MSK
DATE: 11/06/2025
REGISTERED PROFESSIONAL LAND SURVEYOR
Michael S. Kalina
OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/27
REVISIONS
JOB NUMBER
6112
SHEET
02

Page 55 of 139



CITY OF BANKS
URBAN RENEWAL AREA
OREGON

MAP OF URBAN
RENEWAL AREA

DESIGNED BY: _____
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MANAGED BY: MSK
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DATE: 11/06/2025

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael S. Kalina

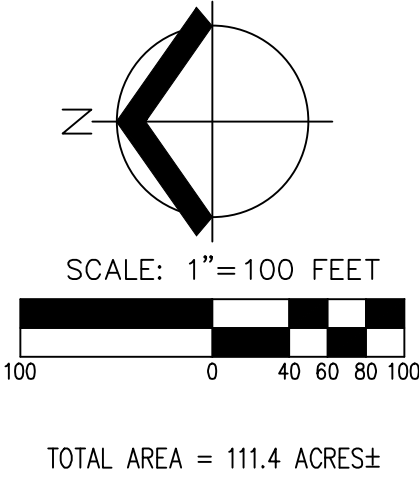
OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/27

REVISIONS	
JOB NUMBER	6112
SHEET	03

SEE SHEET 03

SEE SHEET 03

BANKS SCHOOL
DISTRICT PROPERTY



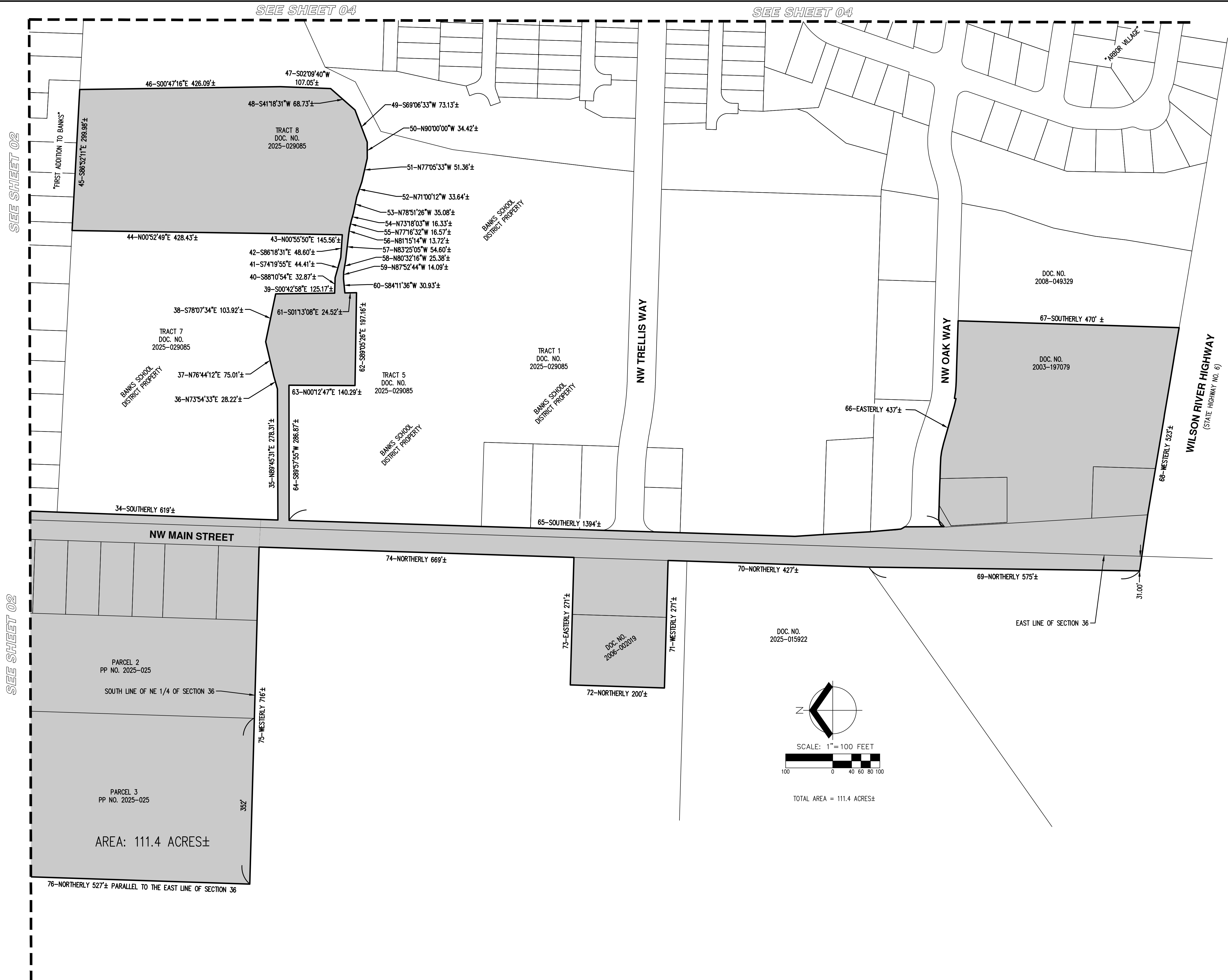
CITY OF BANKS
URBAN RENEWAL AREA
OREGON

MAP OF URBAN
RENEWAL AREA

DESIGNED BY: _____
DRAWN BY: MRL
MANAGED BY: MSK
CHECKED BY: MSK
DATE: 11/06/2025
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PROFESSIONAL
LAND SURVEYOR
MICHAEL S. KALINA
89558PLS
RENEWALS: 6/30/27

JOB NUMBER
6112
SHEET
04

AKS
AKS ENGINEERING & FORESTRY, LLC
1206 E. SW HERMAN RD., STE 100
TULALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM
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Report Accompanying the Banks Urban Renewal Plan Substantial Amendment

Adopted by the City of Banks

DATE

Ordinance No. _____

Banks Urban Renewal Area



LIST OF PARTICIPANTS

Banks City Council

Marsha Kirk, Mayor
Pearcia Bogroff
April Cannon
Peter Edison
Stephanie Jones
Marilyn McCalister
Niki Walters

Banks Urban Renewal Agency

Marsha Kirk
Pearcia Bogroff
April Cannon
Peter Edison
Stephanie Jones
Marilyn McCalister
Niki Walters

Banks Planning Commission

Whitney Hergert, Chair
Loren Behrman, Vice Chair
Tony Walters
Sam VanDyke
Jimmy Bogroff
Barbara Brennan
Debra Berry

City of Banks

Jolynn Becker, City Manager
Angie, Lanter, City Recorder, Assistant City Manager
Jon Legarza, Healthy Sustainable Communities, Economic Development
Coordinator

Elaine Howard Consulting, LLC

Elaine Howard

Tiberius Solutions LLC

Nick Popenuk
Ali Danko

Margaret Raimann

TABLE OF CONTENTS

I.	DEFINITIONS.....	1
II.	INTRODUCTION.....	3
III.	THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA	7
IV.	THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS	10
V.	FINANCIAL ANALYSIS OF THE PLAN.....	12
VI.	THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED.....	15
VII.	THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT	19
VIII.	REVENUE SHARING.....	22
IX.	IMPACT OF THE TAX INCREMENT FINANCING	22
X.	COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA.....	26
XI.	EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES.....	27
XII.	REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN	41
XIII.	RELOCATION REPORT	41

I. DEFINITIONS

“Agency” means the Banks Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan.

“Area” means the properties and rights-of-way located with the Banks urban renewal boundary.

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

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

“City” means the City of Banks, Oregon.

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

“Comprehensive Plan” means the City of Banks comprehensive land use plan and its implementing ordinances, policies, and standards.

“County” means Washington County, Oregon.

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

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

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

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

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

“Planning Commission” means the Banks Planning Commission.

“Public Building Project” means projects identified in ORS 457 as public building projects. The identification of these projects is from the 2025 definition of public building projects in ORS 457.010.

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

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

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

“UGB” means urban growth boundary.

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

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220. “Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

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

II. INTRODUCTION

The Report Accompanying the Banks Urban Renewal Plan Substantial Amendment (Report) contains background information and project details that pertain to the Banks Urban Renewal Plan Substantial Amendment (Amendment). 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 Amendment.

The Report provides the analysis required to meet the standards of ORS 457.087, including financial feasibility. The format of the Report is based on this statute. The Report documents the existing conditions in the Banks Urban Renewal Area (Area) as they relate to the proposed projects in the Amendment. The relationship between the sections of the Report and ORS 457.087 requirements is shown in Table 1. The specific reference shown is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

The Report requirements include:

1. A description of the physical, social, and economic conditions in the Area and expected impact of the plan, including fiscal impact in light of increased services; (ORS 457.087(1))
2. Reasons for selection of the plan Area; (ORS 457.087(2))
3. The relationship between each project to be undertaken and the existing conditions; (ORS 457.087(3))
4. The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.087(4))
5. The estimated completion date of each project; (ORS 457.087(5))The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired; (ORS 457.087(6))
6. A financial analysis of the plan; (ORS 457.087(7))
7. A fiscal impact statement that estimates the impact of tax increment financing (TIF) upon all entities levying taxes upon property in the urban renewal area; (ORS 457.087(8)) and
8. A relocation report. (ORS 457.087(9))

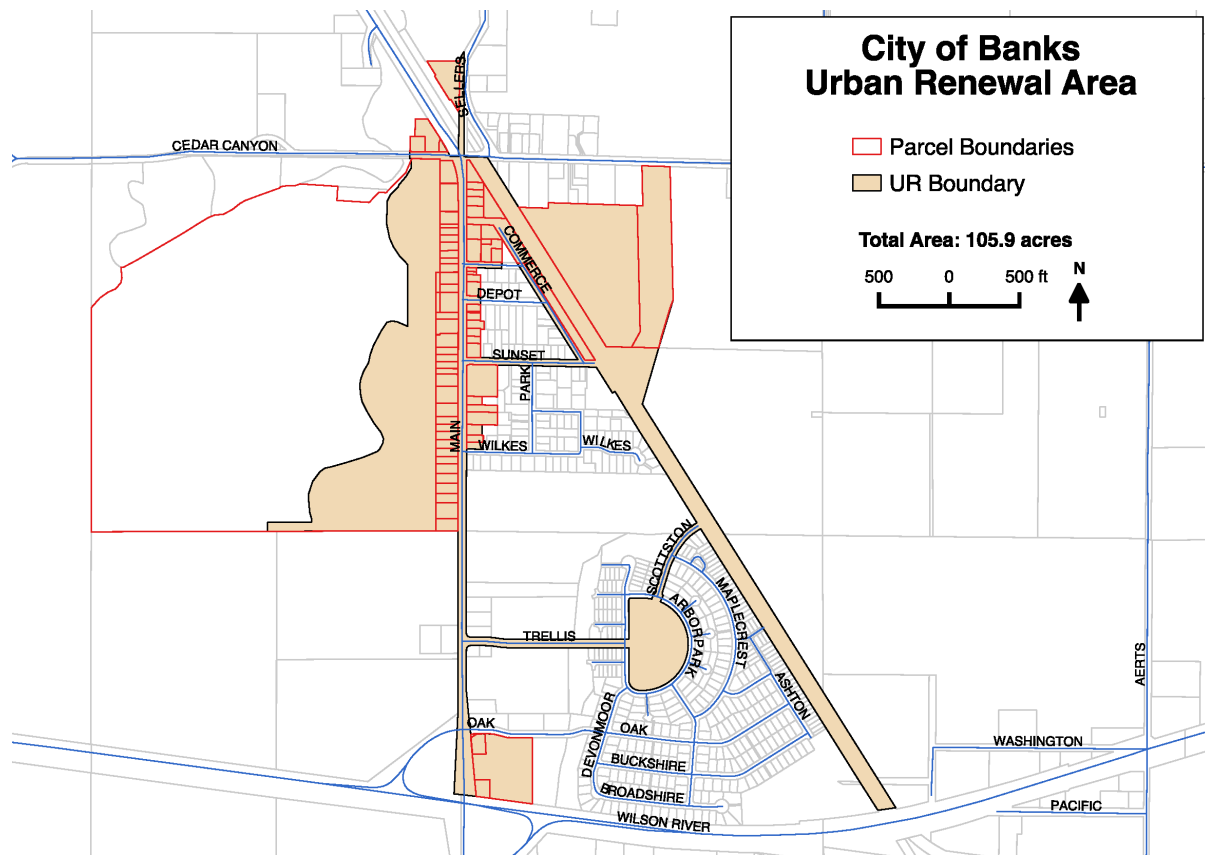
Table 1. Statutory References

Statutory Requirement	Report Section
ORS 457.087 (1)	XI
ORS 457.087 (2)	XII
ORS 457.087 (3)	III
ORS 457.087 (4)	IV
ORS 457.087 (5)	VI, VII
ORS 457.087 (6)	V,VI, VII
ORS 457.087 (7)	V,VI, VII
ORS 457.087 (8)	IX
ORS 457.087 (9)	XIII

The Report provides guidance on how the urban renewal plan might be implemented. As the Banks 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.

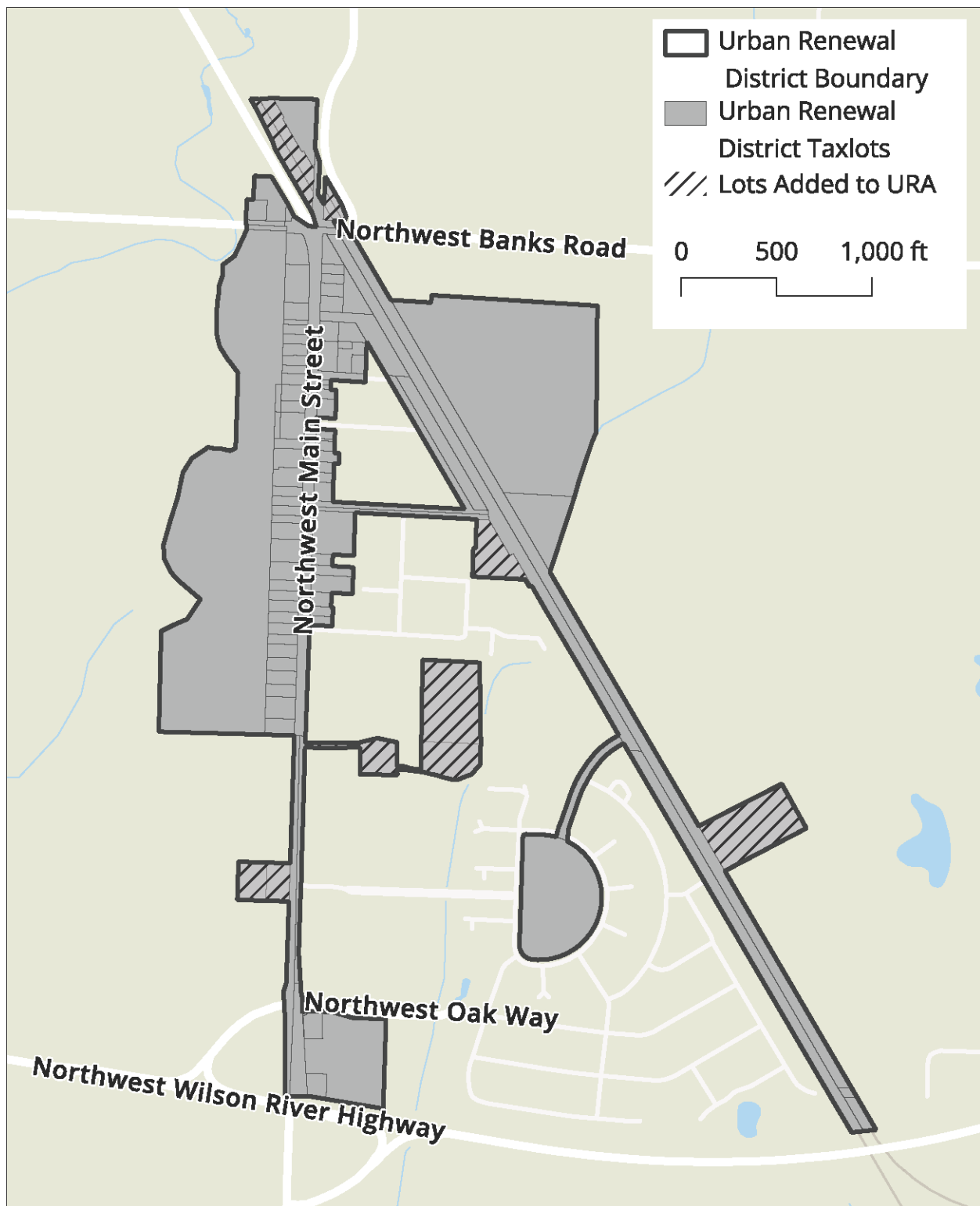
Figure 1 shows the original area boundary, Figure 2 shows the tax lots added in this amendment, Figure 3 shows the new boundary.

Figure 1. Original Banks Urban Renewal Plan Area Boundary



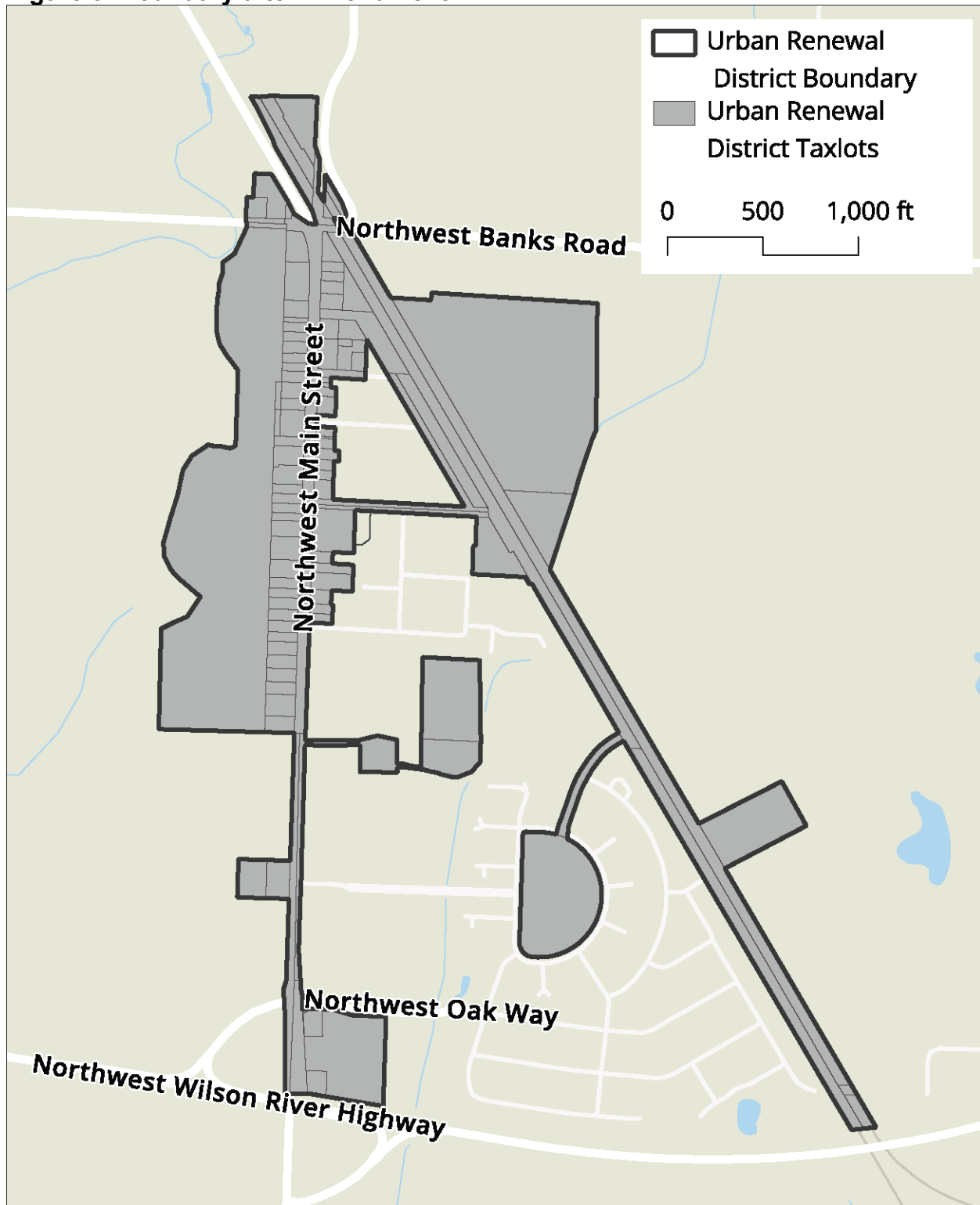
Source: Tiberius Solutions, LLC

Figure 2. Amendment Properties



Source: Tiberius Solutions, LLC Margaret Raimann Amendment properties are shown in crosshatch.

Figure 3. Boundary after Amendment



Source: Tiberius Solutions LLC, Margaret Raimann

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

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area. This section only includes new projects added in Amendment, it does not reflect existing projects described in the original Report. The numbering of projects in this section reflect the numbering as they will be added to the Banks Urban Renewal Plan.

A. DISTRICT IDENTITY

1. *Main Street Improvement Program.*

This project was in the original Plan and Report but has been reformatted to eliminate reference to three separate districts.

This program will support comprehensive streetscape improvements along Main Street and connecting corridors to create a safe, attractive, and accessible environment for residents, businesses, and visitors. Eligible improvements include but are not limited to new and repaired sidewalks, curb bulb-outs, benches, bike racks, street lighting, trash receptacles, drinking fountains, bollards, transit shelters, restrooms, bike repair stations, and other designated public amenities. The program may also fund the extension or enhancement of existing rights-of-way to improve connectivity to Main Street, including landscaping, and wayfinding elements to promote walkability, encourage bicycle use, and strengthen the local business district.

Existing Conditions:

There are currently little to no streetscape nor streetscape furnishings in the Area.

B. ECONOMY

3. *Millsite Revitalization and Industrial Incentive Program*

Eligible Activities Include but are not limited to:

- Environmental remediation and site preparation.
- System Development Charge (SDC) offsets or reimbursement incentives for targeted developers
- Infrastructure improvements (water, sewer, road, or dry utilities).
- Site planning and predevelopment assistance to attract light industrial manufacturing tenants.

Existing Conditions: This site is presently a vacant industrial site. It does not have an interior transportation network nor sufficient infrastructure to allow for redevelopment. It is anticipated that remediation will need to be completed to allow

for future industrial use of the site. There may be other activities that need to be undertaken to allow for development of the site.

C. ARTS, CULTURE AND RECREATION

1. *Arts, History and Culture District*

Develop a vibrant arts, history, and culture district within the Area, supported by planned investments in projects including but not limited to a replica of the historic Wilkes House, preservation of the Wilkes property's original silo, thoughtfully designed gardens and mature trees, and an inviting outdoor performance space.

Existing Conditions:

The Banks School District presently provides the space for arts, history and culture activities. There is a desire to create new facilities to provide increased access to arts, history and cultural activities.

5. *Kelly Field*

Investment in Kelly field for a community track, field upgrades, and recreational infrastructure.

Existing Conditions:

The Banks School District is undergoing a community-driven project called Kelly Field 365 to replace the existing grass field with an artificial turf facility. This upgrade aims to provide a year-round venue for Banks High School and community events. The project is focused on enhancing the field for various sports and activities and creating a more versatile space for the community. The addition of the project to the Plan allows for the Agency to contribute funding to this project.

6. *Performing Arts Center*

Develop a Performing Arts Center on the Banks High School campus to provide a dedicated venue for theater, music, dance, and other cultural events that will enrich the lives of students and residents alike.

Existing Conditions:

The Banks School District presently provides the space for performing arts events in Banks. The community desires to have access to performing arts in a separate, state of the art facility to provide excellent space for performing arts.

7. *Recreation Center*

Participate in the development of a Recreation Center to provide a facility for community recreation activities.

Existing Conditions:

There is no city-wide recreation center outside of the Banks School District facilities.

D. TRANSPORTATION

3. *New Development Infrastructure*

Assist in the construction of streets, extensions, and infrastructure for new residential and industrial developments and other opportunities particularly on the lands newly added within the expanded UGB.

Existing Conditions:

There are large parcels within the Area that do not have adequate transportation networks and other infrastructure. This infrastructure will be required to allow the parcels to develop.

4. *Banks Vernonia State Trail/Salmonberry Trail*

Provide trailhead enhancements and national-level signage for the Banks Vernonia State Trail/Salmonberry Trail.

Existing Conditions:

The Banks Vernonia State Trail/Salmonberry Trail is well used and brings visitors to the city. The trailhead needs additional parking and signage to upgrade the community recreation asset.

5. *Connectivity improvements*

Provide connectivity improvements such as pedestrian crossings, bike lanes, and Americans with Disabilities Act (ADA) pathways.

Existing Conditions:

As noted in Section II, B Transportation of the existing conditions within the Area, there are multiple areas needing pedestrian crossings, bike lanes and compliance with the ADA.

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

The total cost estimates of the projects in Fiscal Year Ending (“FYE”) 2025 are shown in Table 2. These estimates will be refined in the future in the annual budgeting process, understanding the limiting total cost factor of the maximum indebtedness. Different allocations may be made to different line items within the Plan without any formal amendment to the Plan.

Allocations to projects in current year dollars could not exceed \$17,775,123 to stay within the maximum in indebtedness. Funding was allocated for the initial five years, then it is shown as “Other Projects”. This acknowledges that priorities change over time and that the final funding will be in the annual budgeting process. 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 may also pursue regional, county, state, and federal funding and private developer contributions.

The scenario presented in this Report is only one scenario for how the Agency may decide to implement this Plan, and this scenario is financially feasible.

Table 2a. Project Cost Allocations by Category

Expenditures	2025\$	Prior Investment
District Identify	\$2,000,000	\$73,954 Storefront Grants
Economy	\$2,500,000	
Arts, Culture & Recreation	\$6,750,000	
Public Safety	\$1,701,733*	\$125,000
Transportation	\$2,425,000	
Future Project Allocations	\$1,830,659	
Financing Fees	\$87,731	
Administration/Materials & Services	\$480,000	
TOTAL Expenditures	\$17,775,123	

Source: City of Banks and Tiberius Solutions, LLC

- The original allocation to the Banks Fire Protection District in 2017\$ was \$1,445,000. This number inflated by 3% is \$1,777,168 in FYE 2025. \$125,000 was distributed to the Fire District in FYE 2024. The remaining contribution to the Banks Fire Protection District is \$1,701,733 in FYE 2025\$.

Table 2b. Project Cost Allocation by Individual Project

Expense	Prior Expenditure	Remaining to be Funded 2025\$
DEPARTMENT		
Admin/Materials and Services		480,000
Loan Payments		1,463,300
Dept Total		1,943,300
PROGRAM/PROJECT		
District Identity		2,000,000
<i>Main Street Improvements Program</i>		
<i>Storefront Grants/Façade</i>	(73,954)	
<i>Public Art, Murals, Wayfinding, Historic markets</i>		
<i>Public Realm</i>		
Economy		2,500,000
<i>(1) Millsite Revitalization & Industrial Incentive Program</i>		2,500,000
<i>(2) Strategic Commercial Property Acquisition Program</i>		
<i>(3) Existing Buildings Additions & Remodels/New buildings</i>		
Arts, Culture & Recreation		6,750,000
<i>(1) Kelly Field</i>		500,000
<i>(2) Arts, History, Culture District</i>		
<i>(3) Banks Plaza Mixed Use Space</i>		2,500,000
<i>(4) Performing Arts Center</i>		500,000
<i>(5) Multi-Use Trails /New Trails/Railroad Acq. ROW</i>		2,000,000
<i>(7) Parks Upgrades/New Parks</i>		250,000
<i>(8) Salmonberry/Banks Vernonia Trailhead enhancements</i>		500,000
<i>(9) Recreation/Community Center (study?)</i>		500,000
Public Safety		1,701,733
<i>Apparatus</i>	(125,000)*	1,201,733
<i>Station Improvement</i>		500,000
To allocate in future years		1,797,060
Transportation		2,425,000
Program Total		17,775,123
Capacity in FYE 2025 \$		17,775,123

V. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2057, as shown Table 3 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 table 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 6,7,8 and 9. The assumptions include assumed growth in assessed value of 3% for real and personal property, derived from a combination of appreciation of existing property values and new construction. Assumptions for new development for the residential parcel on the west side of the Area were provided by the developer. City staff worked with the consultant to provide industrial development assumptions for the Area. No change in value for utility and manufactured property is projected.

The narrative analysis for Table 3 is shown below:

- Total AV is the estimated total assessed value of the Area on an annual basis.
- Frozen base is the estimate of the assessed value of the Area at its formation.
- Increment applied is the total assessed value minus the frozen base.
- Increment shared is the amount that will be distributed to all taxing Areas according to their permanent rate due to revenue sharing. In this Plan, there is no assumption for revenue sharing as the financial projections do not meet the statutory thresholds. See Section VIII for a definition of revenue sharing.
- Tax rate is the total permanent rate levy for the Area. The change in tax rate is the result of the blended rate from multiple Tax Code Areas (TCA) that are impacted by the urban renewal area. There happens to be one TCA impacted by the urban renewal area that is outside of City limits. Currently, that TCA has total AV below its frozen base value, generating zero increment. With assumed future growth in assessed value, we forecast that in FYE 2046 the TCA would have increment value, and thus would start to drag down the blended tax rate ever so slightly. By the final year of the forecast, this results in a decrease of \$0.005 in the blended overall tax rate.
- Gross tax increment financing revenue (TIF) is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is "tax rate times assessed value used divided by one thousand."
- Adjustments are calculated at 5% of the Gross TIF and are for discounts, delinquencies, and rate truncation. This is basically those tax payments that receive the 3% discount for paying the full amount in November, delinquencies are the tax payments not paid on time and truncation is a term assessors use for the process or operation that shortens or cuts off a piece of data, by removing numbers from the end.

- Current Year Net reflects subtracting the 5% adjustment factor defined above from Gross TIF.
- Prior Year Net is the tax increment revenue that was delinquent the prior year and is paid by the assessor's office once it is received. It is estimated that this amount is 1.5% of total TIF.
- Total TIF is the amount of tax increment revenues estimated to be received by the Agency.

Table 3. Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Total AV	Frozen Base AV	Increment Applied	Tax Rate	Gross TIF	Adjustments	Current Year Net	Prior Year Net	Total TIF
2025	24,105,443	18,196,276	6,434,829	10.9134	70,226	(3,511)	66,715	1,053	67,768
2026	24,828,606	18,196,276	7,138,559	10.9134	77,906	(3,895)	74,011	1,001	75,011
2027	26,022,369	18,683,745	7,824,837	10.9134	85,396	(4,270)	81,126	1,110	82,236
2028	36,887,731	18,683,745	18,669,583	10.9134	203,749	(10,187)	193,561	1,217	194,778
2029	56,711,137	18,683,745	38,471,755	10.9134	419,858	(20,993)	398,865	2,903	401,768
2030	58,412,470	18,683,745	40,151,216	10.9134	438,186	(21,909)	416,277	5,983	422,260
2031	60,164,845	18,683,745	41,881,063	10.9134	457,065	(22,853)	434,212	6,244	440,456
2032	69,460,790	18,683,745	51,153,804	10.9134	558,262	(27,913)	530,349	6,513	536,862
2033	71,544,614	18,683,745	53,213,728	10.9134	580,743	(29,037)	551,706	7,955	559,661
2034	73,690,952	18,683,745	55,335,449	10.9134	603,898	(30,195)	573,703	8,276	581,979
2035	75,901,680	18,683,745	57,520,822	10.9134	627,748	(31,387)	596,360	8,606	604,966
2036	78,178,729	18,683,745	59,771,755	10.9134	652,313	(32,616)	619,697	8,945	628,643
2037	101,375,092	18,683,745	82,941,219	10.9134	905,171	(45,259)	859,912	9,295	869,208
2038	104,416,345	18,683,745	85,954,766	10.9134	938,059	(46,903)	891,156	12,899	904,054
2039	107,548,835	18,683,745	89,058,719	10.9134	971,933	(48,597)	923,337	13,367	936,704
2040	110,775,301	18,683,745	92,255,791	10.9134	1,006,824	(50,341)	956,483	13,850	970,333
2041	114,098,562	18,683,745	95,548,776	10.9134	1,042,762	(52,138)	990,624	14,347	1,004,971
2042	127,588,520	18,683,745	109,007,550	10.9134	1,189,643	(59,482)	1,130,161	14,859	1,145,020
2043	131,416,177	18,683,745	112,803,087	10.9134	1,231,065	(61,553)	1,169,512	16,952	1,186,464
2044	135,358,663	18,683,745	116,712,490	10.9134	1,273,730	(63,687)	1,210,044	17,543	1,227,586
2045	139,419,422	18,683,745	120,739,174	10.9134	1,317,675	(65,884)	1,251,791	18,151	1,269,942
2046	143,602,005	18,683,745	124,918,260	10.9129	1,363,221	(68,161)	1,295,060	18,777	1,313,837
2047	147,910,066	18,683,745	129,226,321	10.9124	1,410,165	(70,508)	1,339,657	19,426	1,359,083
2048	152,347,367	18,683,745	133,663,622	10.9119	1,458,518	(72,926)	1,385,592	20,095	1,405,687
2049	156,917,789	18,683,745	138,234,044	10.9114	1,508,321	(75,416)	1,432,905	20,784	1,453,689
2050	161,625,322	18,683,745	142,941,577	10.9109	1,559,618	(77,981)	1,481,637	21,494	1,503,131
2051	166,474,080	18,683,745	147,790,335	10.9104	1,612,455	(80,623)	1,531,832	22,225	1,554,057
2052	171,468,302	18,683,745	152,784,557	10.9100	1,666,876	(83,344)	1,583,532	22,977	1,606,510
2053	176,612,352	18,683,745	157,928,607	10.9096	1,722,930	(86,147)	1,636,784	23,753	1,660,537
2054	181,910,721	18,683,745	163,226,976	10.9091	1,780,666	(89,033)	1,691,632	24,552	1,716,184
2055	187,368,041	18,683,745	168,684,296	10.9087	1,840,133	(92,007)	1,748,127	25,374	1,773,501
2056	192,989,083	18,683,745	174,305,338	10.9084	1,901,385	-95,069	1,806,316	26,222	1,832,538
2057	198,778,755	18,683,745	135,563,869	10.9080	1,478,729	(73,936)	1,404,793	27,095	1,431,888
TOTAL:					33,955,228	(1,697,761)	32,257,466	463,843	32,721,310

Source: Tiberius Solutions LLC

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

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

Table 4 shows a summary of the financial capacity of the Area, including how total TIF revenue translates to the ability to fund urban renewal projects in constant 2025 dollars in five-year increments.

It is anticipated that all debt will be retired by FYE 2057 (any outstanding bonds will be defeased and the full maximum indebtedness used). The maximum indebtedness is \$30,000,000 (thirty million dollars). There is \$29,715,044 maximum indebtedness remaining as of FYE 2025.

The estimated total amount of tax increment revenues required to service the remaining \$29,715,044 of the maximum indebtedness of \$30,000,000 is \$32,721,310 and is made up of tax increment revenues from permanent rate levies.

Table 4. TIF Capacity of the Area in FYE 2025 Constant Rounded Numbers

Net TIF	\$32,700,000
Maximum Indebtedness	\$30,000,000
Capacity (2025\$)	\$17,700,000
Years 1-5	\$1,800,000
Years 6-10	\$3,400,000
Years 11-15	\$2,700,000
Years 16-20	\$2,300,000
Years 21-25	\$2,800,000
Years 26-30	\$3,400,000

Source: Tiberius Solutions LLC

This financial analysis shows borrowings as identified in Table 5. The Agency may decide to do borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings repaid at the termination of the Area in FYE 2057. The amounts shown are the principal amounts of the borrowings. The total amounts, including interest, are shown in the second column of Table 6. The debt service coverage ratio in the first year of the initial borrowing is projected to be 1.13. The Agency should understand this is a thin margin between revenues and expenditures and will want to make sure the new development is happening to provide increased tax increment revenues in the subsequent years.

Table 5. Projected Loan Amounts and Terms

	Loan A	Loan B	Loan C
Principal Amount	\$867,500	\$2,700,000	\$1,600,000
Interest Rate	5.50%	5.00%	5.00%
Loan Term	20	20	20
Loan Year	2026	2031	2036
Interest Payment Start	2027	2031	2036
Principal Payment Start	2027	2031	2036
Annual Payment	\$(72,592)	\$(216,655)	\$ (128,388)

Source: Tiberius Solutions LLC

Table 6 and Table 7 show more detailed tables on the allocation of tax revenues to debt service and transfers to the project fund. The initial Loan A payment is not shown until FYE 2027. Table 8 and Table 9 show potential allocations to projects and administration over time until the maximum indebtedness is reached.

Table 6. Tax Incremental Revenues and Allocations to Debt Service

	Total	FYE2026	FYE 2027	FYE2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032
Resources								
Beginning Balance		245,138	-	-	-	-	-	-
Interest Earnings	1,226	1,226	-	-	-	-	-	-
TIF: Current Year	32,257,466	74,011	81,126	193,561	398,865	416,277	434,212	530,349
TIF: Prior Years	463,843	1,001	1,110	1,217	2,903	5,983	6,244	6,513
Total Resources	32,722,536	321,375	82,236	194,778	401,768	422,260	440,456	536,862
Expenditures								
Debt Service								
Loan A	(1,451,000)		(72,592)	(72,592)	(72,592)	(72,592)	(72,592)	(72,592)
Loan B	(4,333,100)	-	-	-	-	-	(216,655)	(216,655)
Loan C	(2,567,763)	-	-	-	-	-	-	-
Total Debt Service	(8,351,862)		(72,550)	(72,550)	(72,550)	(72,550)	(289,205)	(289,205)
Debt Service Coverage Ratio			1.13	2.68	5.54	5.82	1.52	1.86
Transfer to URA Projects Fund	(24,548,044)	(321,375)	(9,644)	(122,186)	(329,176)	(349,668)	(151,209)	(247,615)
Total Expenditures	(32,899,906)	(321,375)	(82,236)	(194,778)	(401,768)	(422,260)	(440,456)	(536,862)

	FYE 2033	FYE2034	FYE2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040
Resources								
Beginning Balance	-	-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-
TIF: Current Year	551,706	573,703	596,360	619,697	859,912	891,156	923,337	956,483
TIF: Prior Years	7,955	8,276	8,606	8,945	9,295	12,899	13,367	13,850
Total Resources	559,661	581,979	604,966	628,643	869,208	904,054	936,704	970,333
Expenditures								
Debt Service								
Loan A	(72,592)	(72,592)	(72,592)	(72,592)	(72,592)	(72,592)	(72,592)	(72,592)
Loan B	(216,655)	(216,655)	(216,655)	(216,655)	(216,655)	(216,655)	(216,655)	(216,655)
Loan C	-	-	-	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)
Total Debt Service	(289,205)	(289,205)	(289,205)	(417,593)	(417,593)	(417,593)	(417,593)	(417,593)
Debt Service Coverage Ratio	1.94	2.01	2.09	1.51	2.08	2.16	2.24	2.32
Transfer to URA Projects Fund	(270,456)	(292,774)	(315,761)	(211,050)	(451,615)	(486,461)	(519,111)	(552,740)
Total Expenditures	(559,661)	(581,979)	(604,966)	(628,643)	(869,208)	(904,054)	(936,704)	(970,333)
		-	-	-	-	-	-	-

Table 7. Tax Incremental Revenues and Allocations to Debt Service

	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE2047	FYE2048
Resources	-							
Beginning Balance	-	-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-
TIF: Current Year	990,624	1,130,161	1,169,512	1,210,044	1,251,791	1,295,060	1,339,657	1,385,592
TIF: Prior Years	14,347	14,859	16,952	17,543	18,151	18,777	19,426	20,095
Total Resources	1,004,971	1,145,020	1,186,464	1,227,586	1,269,942	1,313,837	1,359,083	1,405,687
Expenditures								
Debt Service								
Loan A	(72,592)	(72,592)	(72,592)	(72,592)	(72,592)	-	-	-
Loan B	(216,655)	(216,655)	(216,655)	(216,655)	(216,655)	(216,655)	(216,655)	(216,655)
Loan C	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)
	(417,593)	(417,593)	(417,593)	(417,593)	(417,593)	(345,043)	(345,043)	(345,043)
Debt Service Coverage Ratio	2.41	2.74	2.84	2.94	3.04	3.81	3.94	4.07
Transfer to URA Projects Fund	(587,378)	(727,427)	(768,871)	(809,993)	(852,349)	(968,793)	(1,014,040)	(1,060,644)
Total Expenditures	(970,333)	(1,004,971)	(1,186,464)	(1,227,586)	(1,269,942)	(1,313,837)	(1,359,083)	(1,405,687)

	FYE2049	FYE2050	FYE 2051	FYE 2052	FYE 2053	FYE 2054	FYE 2055	FYE 2056	FYE 2057
Resources									
Beginning Balance	-	-	-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-	-
TIF: Current Year	1,432,905	1,481,637	1,531,832	1,583,532	1,636,784	1,691,632	1,748,127	1,806,316	1,404,793
TIF: Prior Years	20,784	21,494	22,225	22,977	23,753	24,552	25,374	26,222	27,095
Total Resources	1,453,689	1,503,131	1,554,057	1,606,510	1,660,537	1,716,184	1,773,501	1,832,538	1,431,888
Expenditures									
Debt Service									
Loan A	(216,655)	(216,655)	-	-	-	-	-	-	-
Loan B	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	-	-
Loan C	(345,043)	(345,043)	(128,388)	(128,388)	(128,388)	(128,388)	(128,388)	-	-
Debt Service Coverage Ratio	4.21	4.36	12.10	12.51	12.93	13.37	13.81		
Transfer to URA Projects Fund	(1,108,646)	(1,158,088)	(1,425,668)	(1,478,122)	(1,532,148)	(1,587,796)	(1,645,113)	(1,832,538)	(1,431,888)
Total Expenditures	(1,453,689)	(1,503,131)	(1,554,057)	(1,606,510)	(1,660,537)	(1,716,184)	(1,773,501)	(1,832,538)	(1,431,888)

Source: Tiberius Solutions LLC

VII. 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. Annual expenditures for project administration and finance fees are also shown.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the district in FYE 2057. The amount of money available for projects in 2025 constant dollars for the Area is approximately \$17,700,000. See Table 2 for the individual project analysis.

Table 8 and Table 9 show the approximate \$17,700,000 of 2025 constant dollars for projects inflated over the life of the Area, totaling the maximum indebtedness of \$30,000,000. All costs shown in Table 8 and Table 9 are in year-of-expenditure dollars, which are adjusted by 3.0% annually to account for inflation.

The 3% inflation rate is the rate to use in the future if any amendment to increase maximum indebtedness is pursued in accordance with ORS 457.470.

The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. The following tables are prepared to show that the Area is financially feasible as required by ORS 457. The initial five years of the Finance Plan have funding allocated to specific project categories. After that time, the available funding is in the row titled "Future Project Funding". This is done so that the funding can be allocated in the future in the amounts that are decided by the Agency at that time. There may be changes to project timelines and priorities in five years that make for different funding choices. There is a category for Future Project Funding. That category just allows for the funding after the initial 5 years to be allocated by the Agency. However, the funding must be allocated to a project or program that is within the Plan.

FYE 2026 does not have a Beginning Fund Balance as those funds are shown in the row titled "Transfer from TIF Fund". After that time, the Beginning Fund Balance in Tables 8 and 9 will equal the prior year's Ending Balance in the initial five years. After that time, there is no Ending Balance as all funds are shown as being spent on projects.

There are some project categories where there is no total shown in column two of Table 8 (Public Safety and Transportation). That is because no specific allocations to those categories have been made yet on an annual basis. Prior to FYE 2026 the Banks Rural Fire Protection District received \$125,000 for apparatus. See Table 8 for project allocations.

Table 8. Projects and Costs in Year of Expenditure Dollars

	Total	FYE2026	FYE 2027	FYE2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032
Resources								
Beginning Balance		-	115,840	6,614	2,919	719	8,508	-
Interest Earnings	674	-	579	33	15	4	43	-
Transfer from TIF Fund	24,547,207	321,375	9,644	122,186	329,176	349,668	151,209	247,615
Bond/Loan Proceeds	5,167,500	867,500	-	-	-	-	-	-
Total Resources	29,715,381	1,188,875	126,064	128,833	332,110	350,391	2,859,760	247,615
Expenditures								
District Identify	(160,000)	(30,000)	(30,000)	(30,000)	(35,000)	(35,000)	-	-
Economy	(200,000)	-	-	-	(100,000)	(100,000)	-	-
Arts, Culture & Recreation	(1,391,500)	(867,500)	(74,000)	(80,000)	(180,000)	(190,000)	-	-
Public Safety (included in future project funding)	-	-	-	-	-	-	-	-
Transportation (included in future project funding)	-	-	-	-	-	-	-	-
Future Project Funding	(26,983,719)	(53,919)	-	-	-	-	(2,799,095)	(229,745)
Financing Fees	(86,000)						(54,000)	
Administration/Materials & Services	(894,162)	(121,616)	(15,450)	(15,914)	(16,391)	(16,883)	(17,390)	(17,912)
Total Expenditures	(29,715,381)	(1,073,035)	(119,450)	(125,914)	(331,391)	(341,883)	(2,859,760)	(247,615)
Ending Balance		115,840	6,614	2,919	719	8,508		

	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040
Resources								
Beginning Balance	-	-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-
Transfer from TIF Fund	270,414	292,732	315,719	211,008	451,573	486,420	519,069	552,698
Bond/Loan Proceeds	-	-	-	1,600,000	-	-	-	-
Total Resources	270,414	292,732	315,719	1,811,008	451,573	486,420	519,069	552,698
Expenditures								
District Identify	-	-	-	-	-	-	-	-
Economy	-	-	-	-	-	-	-	-
Arts, Culture & Recreation	-	-	-	-	-	-	-	-
Public Safety	-	-	-	-	-	-	-	-
Transportation	-	-	-	-	-	-	-	-
Future Project Funding	(251,965)	(273,730)	(296,147)	(1,758,849)	(430,810)	(465,034)	(497,041)	(530,009)
Financing Fees				(32,000)				
Administration/Materials & Services	(18,449)	(19,002)	(19,572)	(20,159)	(20,763)	(21,386)	(22,028)	(22,689)
Total Expenditures	(270,414)	(292,732)	(315,719)	(1,811,008)	(451,573)	(486,420)	(519,069)	(552,698)
Ending Balance	-	-	-	-	-	-	-	-

Table 9. Projects and Costs in Year of Expenditure Dollars

	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE2047	FYE2048	
Resources									
Beginning Balance	-	-							
Interest Earnings	-	-							
Transfer from TIF Fund	587,336	727,385	768,829	809,951	852,307	896,202	1,014,040	1,060,644	
Bond/Loan Proceeds	-	-	-	-	-	-	-	-	
Total Resources	587,336	727,385	768,829	809,951	852,307	896,202	1,014,040	1,060,644	
Expenditures									
District Identify	-	-	-	-	-	-	-	-	
Economy	-	-	-	-	-	-	-	-	
Arts, Culture & Recreation	-	-	-	-	-	-	-	-	
Public Safety	-	-	-	-	-	-	-	-	
Transportation	-	-	-	-	-	-	-	-	
Future Project Funding	(563,966)	(703,314)	(744,037)	(784,415)	(826,004)	(869,110)	(986,135)	(1,031,902)	
Financing Fees									
Administration/Materials & Services	(23,370)	(24,071)	(24,792)	(25,536)	(26,303)	(27,092)	(27,905)	(28,742)	
Total Expenditures	(587,336)	(727,385)	(768,829)	(809,951)	(852,307)	(896,202)	(1,014,040)	(1,060,644)	
Ending Balance	-	-	-	-	-	-	-	-	
	FYE2049	FYE2050	FYE 2051	FYE 2052	FYE 2053	FYE 2054	FYE 2055	FYE 2056	FYE 2057
Resources									
Beginning Balance	-	-	-	-	-	-	-	-	
Interest Earnings	-	-	-	-	-	-	-	-	
Transfer from TIF Fund	1,108,646	1,158,088	1,425,668	1,478,122	1,532,148	1,587,796	1,645,113	1,832,538	1,431,888
Bond/Loan Proceeds	-	-	-	-	-	-	-	-	
Total Resources	1,108,646	1,158,088	1,425,668	1,478,122	1,532,148	1,587,796	1,645,113	1,832,538	1,431,888
Expenditures									
District Identify	-	-	-	-	-	-	-	-	
Economy	-	-	-	-	-	-	-	-	
Arts, Culture & Recreation	-	-	-	-	-	-	-	-	
Public Safety	-	-	-	-	-	-	-	-	
Transportation	-	-	-	-	-	-	-	-	
Future Project Funding	(1,079,042)	(1,127,596)	(1,394,261)	(1,445,773)	(1,498,828)	(1,553,477)	(1,609,765)	(1,796,130)	(1,394,388)
Financing Fees									
Administration/Materials & Services	(29,604)	(30,492)	(31,407)	(32,349)	(33,320)	(34,319)	(35,348)	(36,408)	(37,500)
Total Expenditures	(1,108,646)	(1,158,088)	(1,425,668)	(1,478,122)	(1,532,148)	(1,587,796)	(1,645,113)	(1,832,538)	(1,431,888)
Ending Balance	-	-	-	-	-	-	-	-	

Source: Tiberius Solutions LLC

VIII. REVENUE SHARING

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. (10% of \$30,000,000 is \$3,000,000) 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 original maximum indebtedness (12.5% of \$30,000,000 is \$3,750,000). 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.

Neither threshold is anticipated to be reached prior to the termination of this district. Therefore, revenue sharing is not anticipated for the Area. FYE 2056 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 2057 and are shown in Table 10 and Table 11.

The Banks School District and the Northwest 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.

Table 10 and Table 11 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 10 shows the general government levies, and Table 11 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.

The impact of just adding the parcels to the Area in the Amendment is projected to be a total of \$70,765 over the thirty-two year estimated time frame.

Table 10. Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	Washington County	Tualatin Soil & Water-	Port of Portland-	FIRE-Banks RFPD	City of Banks	Subtotal General Government
2025	(\$13,962)	(\$559)	(\$435)	(\$6,726)	(\$12,233)	(\$33,914)
2026	(\$15,454)	(\$619)	(\$482)	(\$7,445)	(\$13,540)	(\$37,539)
2027	(\$16,942)	(\$678)	(\$528)	(\$8,162)	(\$14,845)	(\$41,155)
2028	(\$40,129)	(\$1,606)	(\$1,251)	(\$19,331)	(\$35,160)	(\$97,477)
2029	(\$82,773)	(\$3,313)	(\$2,581)	(\$39,873)	(\$72,524)	(\$201,064)
2030	(\$86,995)	(\$3,482)	(\$2,712)	(\$41,907)	(\$76,223)	(\$211,320)
2031	(\$90,744)	(\$3,632)	(\$2,829)	(\$43,713)	(\$79,508)	(\$220,426)
2032	(\$110,605)	(\$4,427)	(\$3,448)	(\$53,281)	(\$96,910)	(\$268,672)
2033	(\$115,302)	(\$4,615)	(\$3,595)	(\$55,544)	(\$101,026)	(\$280,082)
2034	(\$119,900)	(\$4,799)	(\$3,738)	(\$57,758)	(\$105,054)	(\$291,251)
2035	(\$124,636)	(\$4,989)	(\$3,886)	(\$60,040)	(\$109,204)	(\$302,755)
2036	(\$129,514)	(\$5,184)	(\$4,038)	(\$62,390)	(\$113,478)	(\$314,604)
2037	(\$179,076)	(\$7,168)	(\$5,583)	(\$86,264)	(\$156,902)	(\$434,994)
2038	(\$186,255)	(\$7,456)	(\$5,807)	(\$89,723)	(\$163,193)	(\$452,433)
2039	(\$192,982)	(\$7,725)	(\$6,017)	(\$92,963)	(\$169,086)	(\$468,773)
2040	(\$199,910)	(\$8,002)	(\$6,233)	(\$96,301)	(\$175,157)	(\$485,602)
2041	(\$207,046)	(\$8,288)	(\$6,455)	(\$99,738)	(\$181,409)	(\$502,937)
2042	(\$235,899)	(\$9,443)	(\$7,355)	(\$113,637)	(\$206,690)	(\$573,024)
2043	(\$244,438)	(\$9,784)	(\$7,621)	(\$117,751)	(\$214,171)	(\$593,765)
2044	(\$252,910)	(\$10,124)	(\$7,885)	(\$121,832)	(\$221,594)	(\$614,344)
2045	(\$261,636)	(\$10,473)	(\$8,157)	(\$126,035)	(\$229,240)	(\$635,541)
2046	(\$270,691)	(\$10,835)	(\$8,440)	(\$130,398)	(\$237,115)	(\$657,479)
2047	(\$280,027)	(\$11,209)	(\$8,731)	(\$134,895)	(\$245,226)	(\$680,088)
2048	(\$289,643)	(\$11,594)	(\$9,030)	(\$139,527)	(\$253,581)	(\$703,375)
2049	(\$299,548)	(\$11,990)	(\$9,339)	(\$144,298)	(\$262,186)	(\$727,362)
2050	(\$309,749)	(\$12,399)	(\$9,657)	(\$149,213)	(\$271,050)	(\$752,067)
2051	(\$320,257)	(\$12,819)	(\$9,985)	(\$154,274)	(\$280,179)	(\$777,514)
2052	(\$331,080)	(\$13,253)	(\$10,322)	(\$159,488)	(\$289,582)	(\$803,725)
2053	(\$342,228)	(\$13,699)	(\$10,670)	(\$164,858)	(\$299,267)	(\$830,722)
2054	(\$353,710)	(\$14,158)	(\$11,028)	(\$170,389)	(\$309,243)	(\$858,528)
2055	(\$365,536)	(\$14,632)	(\$11,397)	(\$176,086)	(\$319,518)	(\$887,169)
2056	(\$377,717)	(\$15,119)	(\$11,776)	(\$181,954)	(\$330,102)	(\$916,669)
2057	(\$295,146)	(\$11,814)	(\$9,202)	(\$142,178)	(\$257,892)	(\$716,232)
Total	(\$6,742,440)	(\$269,890)	(\$210,214)	(\$3,247,971)	(\$5,902,087)	(\$16,372,601)

Source: Tiberius Solutions LLC

Table 11. Projected Impact on Taxing District Permanent Rate Levies - Education

FYE	ESD-NW Regional	Portland Community College	SCH-Banks School District	Subtotal Education	Total All
2025	(\$955)	(\$1,756)	(\$31,142)	(\$33,854)	(\$67,768)
2026	(\$1,057)	(\$1,944)	(\$34,471)	(\$37,472)	(\$75,011)
2027	(\$1,159)	(\$2,131)	(\$37,791)	(\$41,081)	(\$82,236)
2028	(\$2,745)	(\$5,047)	(\$89,509)	(\$97,302)	(\$194,778)
2029	(\$5,662)	(\$10,411)	(\$184,631)	(\$200,704)	(\$401,768)
2030	(\$5,951)	(\$10,942)	(\$194,048)	(\$210,940)	(\$422,260)
2031	(\$6,207)	(\$11,414)	(\$202,409)	(\$220,030)	(\$440,456)
2032	(\$7,566)	(\$13,912)	(\$246,712)	(\$268,190)	(\$536,862)
2033	(\$7,887)	(\$14,503)	(\$257,189)	(\$279,579)	(\$559,661)
2034	(\$8,202)	(\$15,081)	(\$267,445)	(\$290,728)	(\$581,979)
2035	(\$8,526)	(\$15,677)	(\$278,009)	(\$302,211)	(\$604,966)
2036	(\$8,859)	(\$16,290)	(\$288,890)	(\$314,039)	(\$628,643)
2037	(\$12,250)	(\$22,524)	(\$399,440)	(\$434,214)	(\$869,208)
2038	(\$12,741)	(\$23,427)	(\$415,454)	(\$451,621)	(\$904,054)
2039	(\$13,201)	(\$24,273)	(\$430,458)	(\$467,931)	(\$936,704)
2040	(\$13,675)	(\$25,144)	(\$445,912)	(\$484,731)	(\$970,333)
2041	(\$14,163)	(\$26,042)	(\$461,830)	(\$502,034)	(\$1,004,971)
2042	(\$16,137)	(\$29,671)	(\$526,188)	(\$571,996)	(\$1,145,020)
2043	(\$16,721)	(\$30,745)	(\$545,234)	(\$592,699)	(\$1,186,464)
2044	(\$17,300)	(\$31,811)	(\$564,131)	(\$613,242)	(\$1,227,586)
2045	(\$17,897)	(\$32,908)	(\$583,596)	(\$634,401)	(\$1,269,942)
2046	(\$18,516)	(\$34,047)	(\$603,794)	(\$656,358)	(\$1,313,837)
2047	(\$19,155)	(\$35,221)	(\$624,619)	(\$678,995)	(\$1,359,083)
2048	(\$19,813)	(\$36,431)	(\$646,068)	(\$702,311)	(\$1,405,687)
2049	(\$20,490)	(\$37,677)	(\$668,160)	(\$726,327)	(\$1,453,689)
2050	(\$21,188)	(\$38,960)	(\$690,916)	(\$751,064)	(\$1,503,131)
2051	(\$21,907)	(\$40,281)	(\$714,354)	(\$776,542)	(\$1,554,056)
2052	(\$22,647)	(\$41,643)	(\$738,495)	(\$802,785)	(\$1,606,510)
2053	(\$23,410)	(\$43,045)	(\$763,360)	(\$829,815)	(\$1,660,537)
2054	(\$24,195)	(\$44,489)	(\$788,972)	(\$857,656)	(\$1,716,184)
2055	(\$25,004)	(\$45,977)	(\$815,351)	(\$886,332)	(\$1,773,501)
2056	(\$25,837)	(\$47,509)	(\$842,523)	(\$915,869)	(\$1,832,538)
2057	(\$20,189)	(\$37,123)	(\$658,343)	(\$715,655)	(\$1,431,888)
TOTAL	(\$461,211)	(\$848,053)	(\$15,039,444)	(\$16,348,709)	(\$32,721,310)

Source: Tiberius Solutions LLC

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

Table 12 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2057. Frozen Base is the assessed value of the Area when it was established. This will increase a small amount with the 2025 amendment. Excess Value means the increased assessed value in the Area after the Frozen Base was established.

Table 12. Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Type	Tax Rate	From Frozen Base	From Excess Value	Total
General Government					
Washington County	Permanent	2.2484	\$42,008	\$418,334	\$460,342
Tualatin Soil & Water	Permanent	0.0900	\$1,682	\$16,744	\$18,426
Port of Portland	Permanent	0.0701	\$1,310	\$13,043	\$14,353
Banks RFPD	Permanent	1.0831	\$20,237	\$201,520	\$221,757
City of-Banks	Permanent	1.9700	\$34,496	\$365,462	\$399,958
<i>Subtotal</i>		5.4616	\$99,733	\$1,015,103	\$1,114,836
Education					
NW Regional ESD	Permanent	0.1538	\$2,873	\$28,615	\$31,488
Portland Community College-	Permanent	0.2828	\$5,284	\$52,618	\$57,902
Banks School District	Permanent	5.0152	\$93,703	\$933,120	\$1,026,823
<i>Subtotal</i>		5.4518	\$101,860	\$1,014,353	\$1,116,213
TOTAL:		10.9134	\$201,593	\$2,029,456	\$2,231,049

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 under 50,000 in population. As noted below, the frozen base (assumed to be FYE 2025 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$24,105,443. The total assessed value of the City of Banks is \$169,703,511. The percentage of assessed value in the Area is 14.76%, below the 25% threshold.

The original Area had 105.9 acres. The statutory limitation (ORS 457.220) states no more than twenty percent of the original plan acreage may be added to the Area. The Amendment adds 12.73 acres, in compliance with that limitation. However, the percentage of acres in urban renewal to total acres in the city is at the limit, so no new acreage could be added to the Area until the total acreage of the city is increased through future annexations.

The Amendment also removed 5.43 acres in tax lots and 1.60 acres in right of way to keep the Plan within the twenty-five percent of total city acreage limitation.

The Area contains 111.5 acres, including public rights-of-way, and the City of Banks contains 447 acres. This puts 24.95% of the City's acreage in an Urban Renewal Area, below the 25% threshold.

Table 13. Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Assessed Value	Acreage
A. City of Banks	\$169,703,511	447
B. Banks Urban Renewal Area acreage		111.55
C. Banks Urban Renewal Area Frozen Value	\$24,105,443	
D. Banks Urban Renewal Area Excess Value	\$6,434,829	
Percentage in Urban Renewal Area	14.76%	24.95%
	Percentage in UR =C/(A-D)	
	Original Acres	
Banks Urban Renewal Area 20% limitation	105.9	21.18
Acreage added in 2025 Amendment		12.73
Remaining acres to add		8.45

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Banks and Washington County Department of Assessment and Taxation (FYE 2025)

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

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

A. PHYSICAL CONDITIONS

1. Tax Lots to be Added

The tax lots added in the Amendment are shown in Table 14 and Figure 2. The total addition of tax lot acreage is 12.517 acres. The right of way addition is .21 acres.

Table 14. Amendment Tax lots

Tax Lot Number	Acreage
2N330CC03100	0.14
2N4360001001	0.556
2N4360001002	0.689
2N331BC00100	1.243
2N330CC00600	0.175
2N4250003200	0.679
2N331CA06900	2.998
2N331CB02300	2.223
2N331BC06900	3.005
2N4250003300	0.809
TOTAL Acres	12.517

Source: Tiberius Solutions LLC, Margaret Raimann

The tax lots removed in the Amendment are:

2N3310000401

2N4360000600 (**partially** removed)

2. Land Use

The land use in the Area is shown in Table 15. Approximately twenty-six percent of the property is in Exempt uses, meaning they do not pay property taxes.

Table 15. Existing Land Use in Area

Land Use	Tax Lots	Acreage	% of Acreage
Exempt	18	29.22	26.19%
Multiple uses*	1	24.62	22.07%
Industrial	3	19.19	17.20%
Commercial	38	19.41	17.40%
Residential Single Family	23	7.86	7.05%
Multifamily vacant (700)	2	0.45	0.40%
Manufactured Structure	1	0.18	0.16%
Total	95	100.93	
Right of Way		10.62	9.52%
TOTAL acres		111.55	100.00%

Source: Compiled by Elaine Howard Consulting, LLC with data from the Washington County Department of Assessment and Taxation (FYE 2025) * (site on west side of the Area)

3. Zoning and Comprehensive Plan Designations

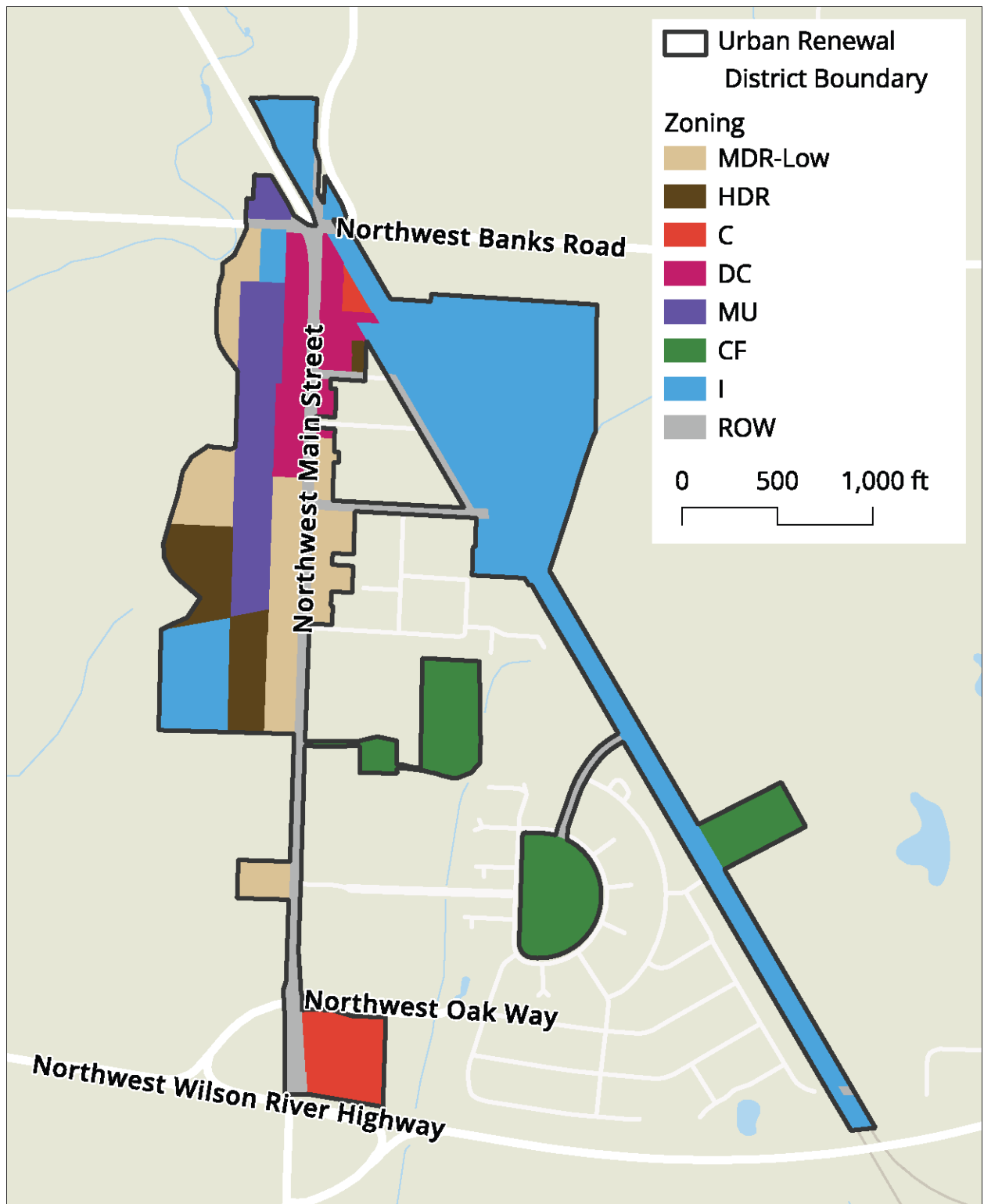
As illustrated in Table 16, approximately forty percent of the land is zoned industrial and has an industrial comprehensive plan designation. At this time, the former Hampton Lumber site is the largest site and it is presently not in an active use. The vacant site on the west side of the Area presently has multiple zoning designations.

Table 16. Existing Zoning Designations

Zoning	Tax Lots	Acreage	% of Acreage
Industrial	15	40.83	40.45%
Multiple designations including High Density Residential	5	25.17	24.93%
Community Facilities	4	13.50	13.38%
Medium Density Residential - Low	33	9.26	9.18%
Downtown Commercial	30	6.30	6.24%
Commercial	5	4.92	4.88%
Mixed Use	3	0.95	0.94%
Total tax lots	95	100.93	100.00%
Right of Way		10.62	
TOTAL acres		111.55	

Source: Compiled by Elaine Howard Consulting, LLC with data from the Washington County Department of Assessment and Taxation (FYE 2025)

Figure 4. Area Zoning and Comprehensive Plan Designations



Source: Tiberius Solutions LLC, Margaret Raimann

B. INFRASTRUCTURE

This section identifies the existing conditions in the Area to assist in establishing blight. There are projects listed in several City of Banks 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 is from the Transportation Systems Plan adopted August 13, 2024.

a. Motor Vehicles Projects

- 7 - New At-Grade Railroad Crossing

Construct new east-west roadway and at-grade crossing of railroad tracks from Sunset Ave to future collector on east side. Construct to City Collector standards.

- 8 - Wilkes St Extension in West Banks

Construct new east-west roadway from Wilkes St/Main St to the west to the City UGB. Build to City Collector standards.

- 9 - New North-South Collector in West Banks

Construct new north-south roadway from Cedar Canyon Rd to Wilkes St extension (Motor Vehicle Project 8) to City Collector standards.

- 14 - New East-West Collector in West Banks

Construct new east-west roadway from OR 47/Trellis Ave to the west along south boundary of Sunset Park to UGB. Build to City Collector standards.

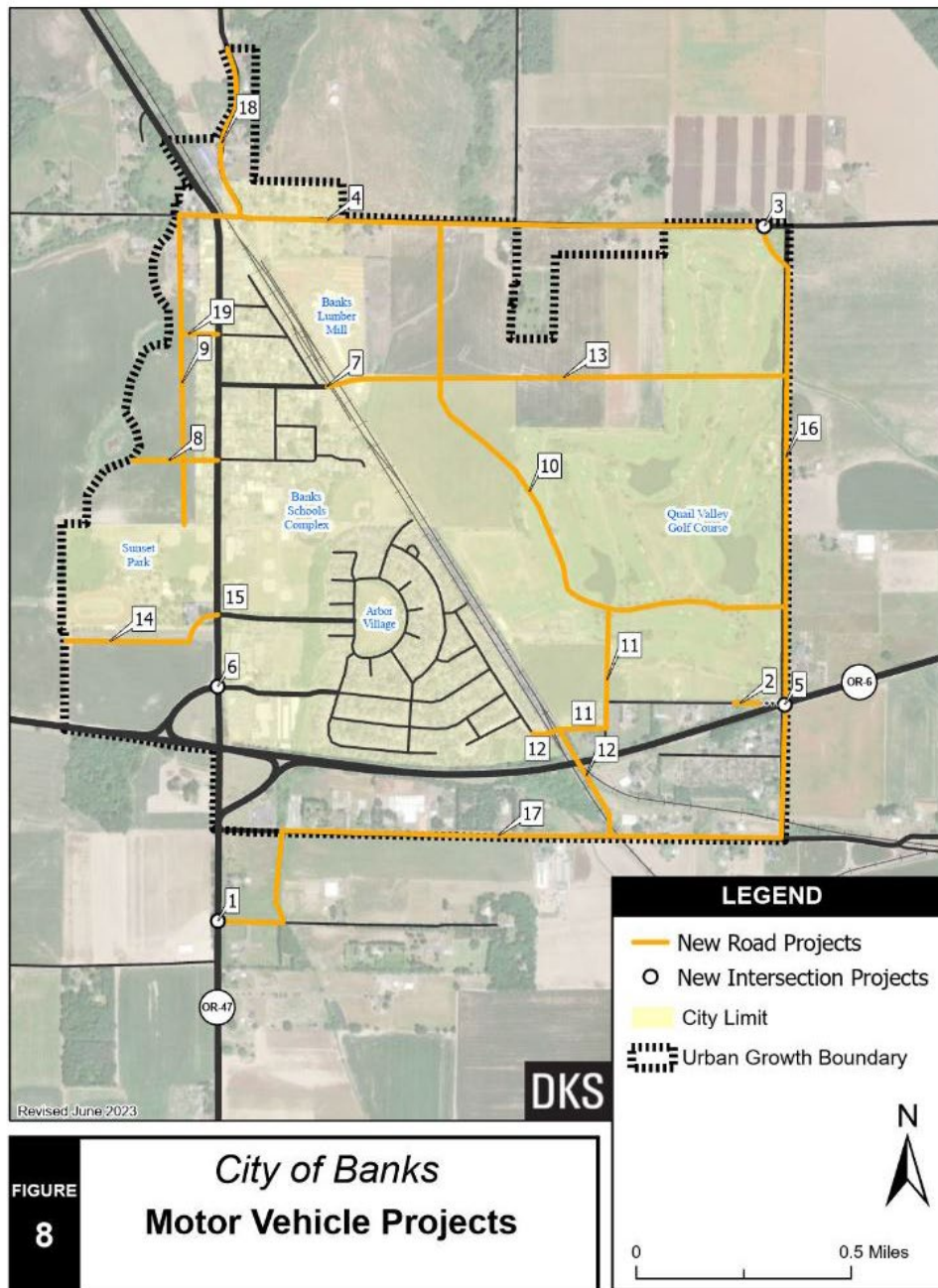
- 15 - OR 47/Trellis Ave Intersection Improvements

Install a traffic signal with northbound and westbound left turn lanes. Until adjacent redevelopment occurs, and warrants are met, Project AT-5 will provide short-term pedestrian crossing enhancements.

- 19 - Depot Street Extension in West Banks

Construct new east-west roadway from Depot Street/Main St to the west to Project 9. Build to City Collector standards.

Figure 5. City of Banks Transportation Systems Plan Motor Vehicle Projects



Source: City of Banks Transportation Systems Plan

b. Pedestrian Projects

- AT- 1 Main Street Sidewalk Infill Sunset Park to Oak Way

Install sidewalk to fill the gap on the west side of Main Street between Sunset Park and the Main

Street/Oak Way intersection and include ADA improvements to curb ramps on Main Street.

- AT- 2 Railroad Trail

Construct a multi-use path connecting the Banks Vernonia Trailhead and OR 6 along the railroad tracks and around Hampton Lumber.

- AT- 3NW Oak way Bicycle lane

Extend bicycle lanes on NW Oak Way between the intersection of Main Street and existing bicycle lane terminus to the east.

- AT-4 Main Street Crosswalk at Sunset Avenue

Install a new crosswalk on Main Street at Sunset Avenue and review opportunities for crossing enhancements, such as bulb-outs, flashing beacons, or traffic control. Include ADA improvements to curb ramps.

- AT-5 Main Street Crosswalk at NW Trellis Way

Install a new crosswalk on Main Street at NW Trellis Way and review opportunities for crossing enhancements, such as bulb-outs, and flashing beacons. Include ADA improvements to curb ramps

- AT- 6 Pedestrian/Bicycle Access between Wilkes St and Schools

Provide pedestrian/bicycle access between Wilkes Street and schools to the south.

- AT- 7 Main Street Lighting

Install pedestrian-scale lighting on Main Street.

- AT- 9 Bike/Ped Overcrossing of Railroad

Build pedestrian/bicycle bridge over railroad tracks to connect West Banks near the schools to the new collector on the east side.

- AT- 11 Main Street Radar Speed Limit Sign

Install a dynamic radar-activated speed limit sign along the Main Street corridor.

- AT- 12 Main Street Bicycle Parking

Install bicycle parking along the Main Street corridor, focus on commercial areas and cyclist destinations.

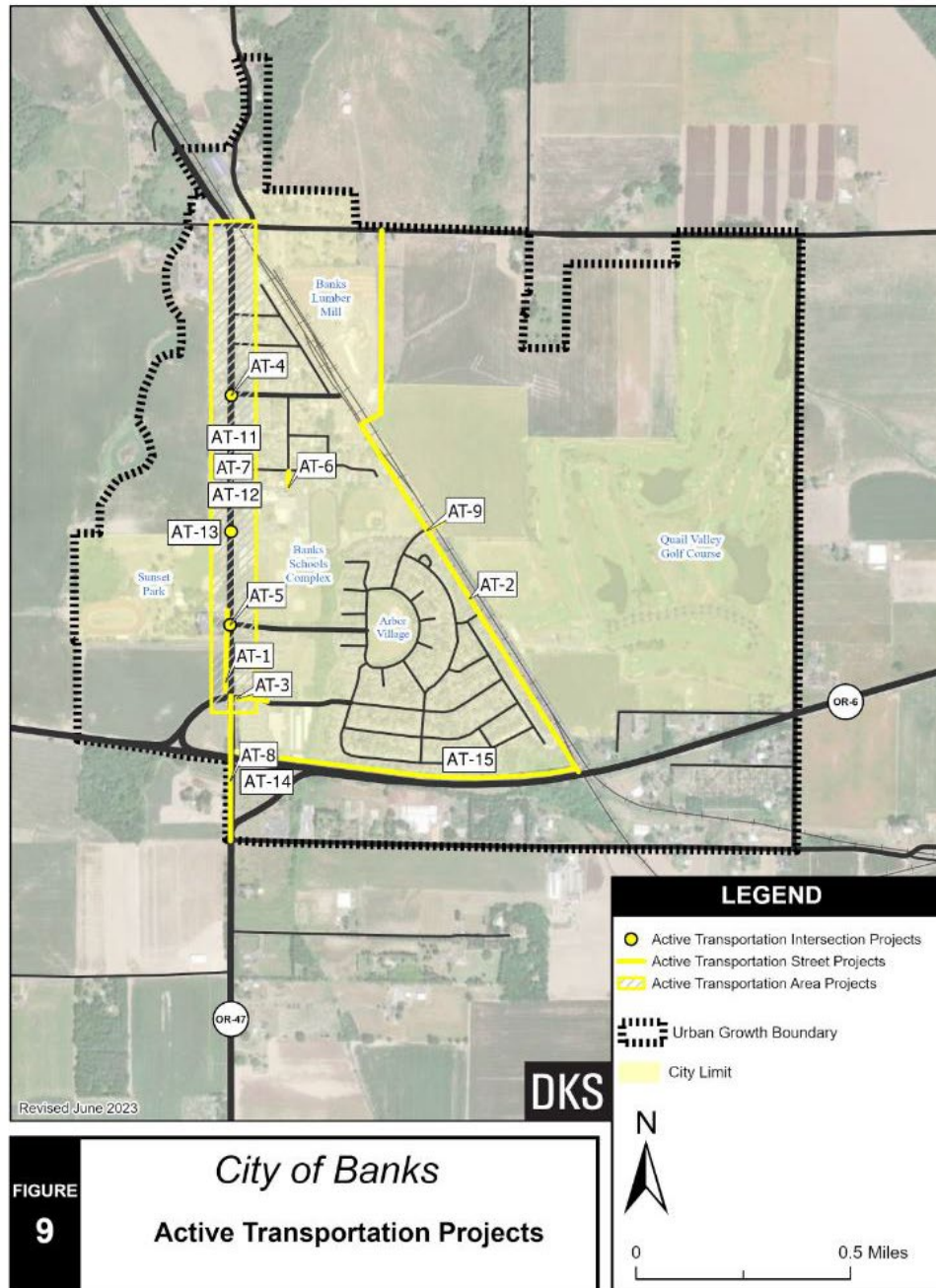
- AT- 13 Main Street Crossing at Banks High School

Enhance the existing pedestrian crossing on Main Street at the Banks High School and review feasibility of consolidating nearby driveway to reduce conflicts.

- AT- 14 Main Street Trail

Install a separated trail on the east side of Main Street between Oak Way and Wilkesboro Rd.

Figure 6. City of Banks Transportation Systems Plan Active Transportation Projects



Source: City of Banks Transportation Systems Plan

2. Water

The following information is from the Water System Master Plan Amendment, March 9, 2023.

“The City of Banks owns and operates Public Water System No. OR4100076 in Washington County Oregon. The City currently has no interties to other water systems and relies on surface water and groundwater supplies. From 2015 to 2020 the City enacted several water use curtailments during peak summer demands. The curtailments were required for two primary reasons:

- The City’s aging transmission and distribution system was in poor condition and unaccounted/non-revenue water was estimated as high at 50%
- The City’s supply and treatment processes could not supply enough water to meet peak day demands.

Since 2019 there has been significant interest in residential development in recently annexed areas of Banks. The total number of new residential connections proposed would more than double the number of connections to the water system. This has raised the water supply issue to the front of discussions. The City has imposed conditions of approval for large developments in Banks requiring developers to provide the City sufficient water supply to serve the proposed development. As a result, bringing these developments to approval has been slow.

This WMPA will provide a road map for the City to pursue additional supply, treatment, and storage to meet projected demands and maintain the existing system in good condition. It will also provide the basis of planning for growth and will support the City in pursuit of funding capital improvements.”(Water Systems Master Plan, p 1)

Specific future projects/deficiencies:

- **4.3.3.3.2 Westside Loop**

“The Westside water main loop will be constructed to serve development on the west side of Banks to the existing western City Limits. The diameter of this line will be determined based on the proposed density and demands and is expected to be 8-inch to 12-inch diameter ductile iron pipe. The Westside Loop will have at least 3 connections to the Main Street water main at Cedar Canyon Road, Wilkes Street, and Oak Way. The estimated cost to construct the entire Westside Loop is \$2,600,000 and the entire line would be System Development Charge (SDC) eligible.” (Water Systems Master Plan, p 17)

3. Stormwater

There are currently no capital stormwater projects, but the following was obtained in an email from Damon Reische at Clean Water Services dated May 19, 2017:

“A number of the projects identified by the urban renewal plan include creating new impervious are or modifying existing impervious area, such as new or

repaired sidewalks, street extensions, or the Banks Plaza. These projects would likely trigger the need to provide water quality treatment per the current Clean Water Services Design and Construction Standards. Additionally, Clean Water Services is required by their new National Pollutant Discharge Elimination System permit to implement a hydromodification standard by April of 2019 that will address the quantity component of stormwater runoff from developing or redeveloping sites (typically addressed through detention). Given the timeline of urban renewal districts, it seems likely that the potential projects will need to address the hydromodification standard as well.

In developing the costs for the potential urban renewal projects it is important to keep the stormwater management requirements in mind, since this can add to the cost of a public improvement. The inclusion of “bulb-outs” with the streetscape improvements may be one opportunity to address stormwater management through the use of street side stormwater management planters.”

4. Sanitary Sewer

There are currently no capital sanitary sewer projects, but Damon Reische at Clean Water Services in an email dated May 19, 2017 has stated that as new development occurs, new sewer infrastructure will be required.

5. Parks and Open Space

The following capital improvement needs are found in the Banks Parks Master Plan adopted September 2023.

Greenville City Park Improvements

Greenville City Park is currently developed as a neighborhood park providing primarily passive recreation opportunities. This park’s 5.8 acre size and central location make it a good potential site for numerous active recreation improvements to better serve the needs of the neighborhood and the community.

“Accessibility issues. The play area at Greenville City Park is not accessible to those in wheelchairs and site amenities such as picnic tables are located away from accessible paths.” (p 8)

“Infrastructure needs. Greenville City Park requires landscaping and drainage improvements to reduce maintenance costs and increase year-round field capacity.” (p 8)

“Lack of desired facilities. Interest in organized sports is high in Banks and existing facilities at the School District Sites and Sunset Park cannot meet the current demand for youth fields. Residents also desire a wider range of play opportunities.” (p 15)

Safer Connections and Interconnected Trails

Key needs:

- Creating safer walking connections to access parks and play areas.
- Improved access to the Banks-Vernonia State Trail/Salmonberry Trail.

- Connections to planned new growth areas.
- Collaborate with regional and partner agencies to support the development of regional trail systems.” (p 21)

Overall needs:

“Forecasted densities of new development on the east side, coupled with the isolation from the existing park system, suggest a need to provide an expanded park system on the east side of Banks.

With no City-owned park on the westside of Main Street/Highway 47 and the road’s designation as a state highway, there is a need for a developed park on the westside to serve future residents. The railroad corridor and lack of pedestrian connectivity across it is a major obstacle that isolates potential future eastside development from existing parks and restricts existing areas from accessing potential new parks.” (p 15)

C. SOCIAL CONDITIONS

There are 25 tax lots identified as residential use by the Washington County Assessor.

While the property to the west of Main Street will eventually be developed for residential uses, it is presently undeveloped. The census data used for the social conditions tables is for the entire city of Banks, not just the urban renewal area.

Of the 997 workers 16 and over, seventy-four percent of the workers drove alone to work, as shown in Table 17.

Table 17. Means of Transportation to Work

	Number	Percent
Drove alone	737	74%
Carpooled	80	8%
Public transportation (includes taxicab)	40	4%
Motorcycle	2	0%
Bicycle	3	0%
Walked	17	2%
Other means	-	0%
Worked at home	118	12%
TOTAL	997	100%

Source: American Community Survey, 2023 5-year estimates

Of the population in Banks 18 years and over, 323 have graduated high school, 490 have some college experience or an associate degree, 225 or 17% have a Bachelor's degree, and 210 or 16% have a Graduate or Professional degree as shown in Table 18.

Table 18. Education in the Area

	Number	Percent
Less than high school	51	4%
High school graduate (includes equivalency)	323	25%
Some college	335	26%
Associate's degree	155	12%
Bachelor's degree	225	17%
Master's degree	194	15%
Professional school degree	-	0%
Doctorate degree	16	1%
TOTAL	1,299	100%

Source: American Community Survey, 2023 5-year estimates

The median household income in Banks is \$84,651 and the mean household income in Banks is \$107,927. The income distribution is shown in Table 19.

Table 19. Income in the Area

	Number	Percent
Less than \$10,000	-	0%
\$10,000 to \$19,999	39	5%
\$20,000 to \$29,999	40	5%
\$30,000 to \$39,999	17	2%
\$40,000 to \$49,999	45	6%
\$50,000 to \$59,999	43	5%
\$60,000 to \$74,999	73	9%
\$75,000 to \$99,999	209	26%
\$100,000 to \$124,999	79	10%
\$125,000 to \$149,999	67	8%
\$150,000 to \$199,999	121	15%
\$200,000 or more	64	8%
TOTAL	797	100%

Source: American Community Survey, 2023 5-year estimates

As shown in Table 20 largest percentage of Banks citizens are of age 35 to 44 years (19%), followed by age 55 to 64 years (13%).

Table 20. Age in the Area

	Number	Percent
Under 5 years	192	9%
5 to 9 years	187	9%
10 to 14 years	166	8%
15 to 17 years	76	4%
18 to 24 years	172	8%
25 to 34 years	260	12%
35 to 44 years	391	19%
45 to 54 years	231	11%
55 to 64 years	267	13%
65 to 74 years	106	5%
75 to 84 years	44	2%
85 years and over		0%
TOTAL	2,092	100%

Source: American Community Survey, 2023 5-year estimates

Of the 2,092 citizens from the American Community Survey information for Banks, 88% were 88% were Not Hispanic or Latino. Of those, 74% were White alone. The full breakout of Race is shown in Table 21.

Table 21. Race in the URA

	Number	Percent
Not Hispanic or Latino	1,839	88%
White alone	1,546	74%
Black or African American alone	15	1%
American Indian and Alaska Native alone	-	0%
Asian alone	30	1%
Native Hawaiian and Other Pacific Islander alone	15	1%
Some other race alone	99	5%
Two or more races	134	6%
Hispanic or Latino	253	12%
White alone	40	2%
Black or African American alone	-	-
American Indian and Alaska Native alone	-	-
Asian alone	-	-
Native Hawaiian and Other Pacific Islander alone	-	-
Some other race alone	74	4%
Two or more races	139	7%
TOTAL	2,092	100%

Source: American Community Survey, 2023 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 Washington County Department of Assessment and Taxation for FYE 2025, including all real, personal, manufactured, and utility properties, is estimated to be \$24,105,443.

2. Building to Land Value Ratio

An analysis of real 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. This relationship is referred to as the "Improvement to Land Value Ratio," or "I:L.". 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 22 below shows the improvement to land ratios for properties within the Area. There are eighteen tax lots equaling about twenty-nine percent of the acreage that is exempt from taxation as it is owned by a public entity or non-profit. Twelve tax lots have either no land or no improvement value. Thirty-four tax lots (57% 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 twelve of the ninety-six tax lots in the Area, totaling six percent of the acreage have I:L ratios of 2.0 or more in FYE 2025. In summary, the Area is underdeveloped and not contributing significantly to the tax base in Banks.

Table 22. I:L Ratio of Parcels in the Area

Improvement/Land Ratio	Tax Lots	Acres	% Total Acres
Exempt	18	29.22	28.95%
No Improvement Value	8	1.28	1.27%
No land value	4	1.71	1.70%
0.01-0.50	13	31.92	31.63%
0.51-1.00	21	25.82	25.58%
1.01-1.50	14	3.35	3.32%
1.51-2.00	6	1.48	1.47%
2.01-2.50	2	0.26	0.25%
2.51-3.00	5	1.04	1.03%
3.01-4.00	3	4.50	4.46%
> 4.00	2	0.35	0.35%
TOTAL	96	100.93	100.00%

Source: Calculated by Elaine Howard Consulting, LLC with data from Washington County Department of Assessment and Taxation (FYE 2025)

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 added in the Amendment are district identity; economy; arts, history and recreation, and transportation 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 Banks general fund or system development charges (SDC) funds.

It is anticipated that these improvements will make Banks a city with excellent arts, culture and recreation resources, drawing new residents and businesses. Assistance in infrastructure development and development assistance will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development will not occur if the infrastructure not upgraded.

This development will require city services. However, since the property in the Area is within the city limits, or the urban growth boundary, 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 improved infrastructure, facilitating housing development and encouraging future jobs in the Banks 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.

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

The reason for selecting the new properties to be added to the Area is to provide the ability to fund improvements necessary to cure blight and improve conditions within the Area. This specifically includes a potential new transportation connection and improvements so some of the recreation amenities for the citizens of Banks.

XIII. 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. If acquisitions are made, all city relocation requirements will be met.

Account Number	Total Units	Min Units	Max Units	Average Units
000003-000	0.0	0.0	0.0	0.0
000055-000	0.0	0.0	0.0	0.0
000069-001	0.0	0.0	0.0	0.0
000146-000	0.0	0.0	0.0	0.0
000154-000	0.0	0.0	0.0	0.0
000160-000	0.0	0.0	0.0	0.0
000166-000	0.0	0.0	0.0	0.0
000198-000	0.0	0.0	0.0	0.0
000222-000	0.0	0.0	0.0	0.0
000262-000	0.0	0.0	0.0	0.0
000263-000	0.0	0.0	0.0	0.0
000273-000	0.0	0.0	0.0	0.0
000337-000	0.0	0.0	0.0	0.0
000365-000	0.0	0.0	0.0	0.0
000381-000	0.0	0.0	0.0	0.0
000437-000	0.0	0.0	0.0	0.0
000479-000	0.0	0.0	0.0	0.0
000517-000	0.0	0.0	0.0	0.0
000522-000	0.0	0.0	0.0	0.0
000540-000	0.0	0.0	0.0	0.0
000729-000	0.0	0.0	0.0	0.0
000772-000	0.0	0.0	0.0	0.0
000782-000	0.0	0.0	0.0	0.0
000821-000	0.0	0.0	0.0	0.0
000825-000	0.0	0.0	0.0	0.0
000839-000	0.0	0.0	0.0	0.0
000942-001	0.0	0.0	0.0	0.0
000947-000	0.0	0.0	0.0	0.0
001105-000	0.0	0.0	0.0	0.0
001155-000	0.0	0.0	0.0	0.0
001318-000	0.0	0.0	0.0	0.0
001341-000	0.0	0.0	0.0	0.0
001360-000	0.0	0.0	0.0	0.0
001360-001	0.0	0.0	0.0	0.0
001368-000	0.0	0.0	0.0	0.0
001428-000	0.0	0.0	0.0	0.0
000036-001	0.0	0.0	0.0	0.0
000570-000	0.0	0.0	0.0	0.0
001091-000	0.1	0.0	0.0	0.0
001164-000	0.1	0.0	0.0	0.0
000076-000	0.1	0.0	0.1	0.0
001087-000	0.2	0.0	0.0	0.0
000165-000	0.2	0.0	0.1	0.0
001367-000	0.2	0.0	0.1	0.0
001327-000	0.2	0.0	0.0	0.0

000017-000	0.2	0.0	0.0	0.0
000661-000	0.2	0.0	0.0	0.0
000171-000	0.2	0.0	0.0	0.0
000191-000	0.3	0.0	0.0	0.0
000618-000	0.3	0.0	0.1	0.0
001104-000	0.4	0.0	0.1	0.0
000040-000	0.4	0.0	0.1	0.0
000981-000	0.4	0.0	0.0	0.0
000784-000	0.4	0.0	0.1	0.0
001149-001	0.4	0.0	0.0	0.0
000863-000	0.6	0.0	0.1	0.1
000986-001	0.7	0.0	0.1	0.1
001191-000	0.7	0.0	0.1	0.1
001427-000	0.1	0.0	0.1	0.1
000362-000	0.8	0.1	0.1	0.1
000246-000	0.8	0.0	0.2	0.1
001235-000	0.8	0.0	0.2	0.1
001382-000	0.8	0.0	0.4	0.1
000393-000	1.0	0.0	0.1	0.1
000093-000	1.0	0.0	1.0	0.1
000098-000	1.0	0.0	1.0	0.1
000210-000	1.0	0.0	1.0	0.1
000398-000	1.0	0.0	1.0	0.1
000456-000	1.0	0.0	1.0	0.1
000514-000	1.0	0.0	1.0	0.1
000519-000	1.0	0.0	1.0	0.1
000529-000	1.0	0.0	1.0	0.1
000630-000	1.0	0.0	1.0	0.1
000271-000	1.8	0.0	0.6	0.1
000021-000	2.0	0.0	1.0	0.2
000119-000	2.0	0.0	1.0	0.2
000181-000	2.0	0.0	1.0	0.2
000400-000	2.0	0.0	2.0	0.2
000660-000	2.0	0.0	0.8	0.2
000958-001	2.1	0.0	0.9	0.2
001275-000	2.1	0.0	1.0	0.2
000081-000	2.5	0.0	0.3	0.2
000060-000	2.7	0.0	1.2	0.2
000819-000	2.7	0.0	1.1	0.2
001339-001	2.9	0.0	0.6	0.2
000004-000	3.0	0.0	1.0	0.3
000036-000	3.0	0.0	1.0	0.3
000175-000	3.0	0.0	1.0	0.3
000230-000	3.0	0.0	2.0	0.3
000470-000	3.0	0.0	1.0	0.3
000550-000	3.0	0.0	1.0	0.3

000596-000	3.0	0.0	1.0	0.3
000759-000	3.0	0.0	1.0	0.3
000760-000	3.0	0.0	2.0	0.3
000765-000	3.0	0.0	1.0	0.3
000770-000	3.0	0.0	1.0	0.3
000792-000	3.0	0.0	1.0	0.3
000852-000	3.0	0.0	1.0	0.3
001294-000	3.0	0.0	1.0	0.3
001215-000	3.3	0.0	0.8	0.3
001381-000	3.0	0.0	1.0	0.3
000092-000	3.4	0.0	2.4	0.3
000306-000	3.4	0.0	1.1	0.3
000027-000	2.0	0.0	1.0	0.3
000699-000	3.5	0.2	0.4	0.3
000584-000	3.6	0.0	3.4	0.3
000280-000	3.7	0.0	2.0	0.3
000051-000	3.9	0.0	2.3	0.3
001156-000	4.0	0.0	1.6	0.3
000111-000	4.0	0.0	2.0	0.3
000314-000	4.0	0.0	1.0	0.3
000319-000	3.0	0.0	2.0	0.3
000322-000	4.0	0.0	1.0	0.3
000359-000	2.0	0.0	1.0	0.3
000480-000	4.0	0.0	2.0	0.3
000538-000	4.0	0.0	1.0	0.3
000583-000	4.0	0.0	2.0	0.3
000587-000	4.0	0.0	1.0	0.3
000601-000	4.0	0.0	1.0	0.3
000707-000	4.0	0.0	2.0	0.3
000801-000	4.0	0.0	1.0	0.3
001196-000	4.0	0.0	1.0	0.3
001315-000	4.0	0.0	2.0	0.3
001380-000	3.9	0.0	1.9	0.4
001060-000	4.3	0.0	2.4	0.4
000690-000	4.3	0.0	1.0	0.4
000037-000	4.4	0.0	1.0	0.4
000410-000	4.4	0.0	1.5	0.4
001233-000	4.6	0.0	1.4	0.4
000357-000	2.0	0.0	2.0	0.4
001201-000	5.0	0.2	0.7	0.4
000022-000	5.0	0.0	1.0	0.4
000082-000	5.0	0.0	1.0	0.4
000124-000	5.0	0.0	2.0	0.4
000172-000	5.0	0.0	2.0	0.4
000196-000	5.0	0.0	1.0	0.4
000260-000	5.0	0.0	1.0	0.4

000443-000	5.0	0.0	2.0	0.4
000738-000	5.0	0.0	2.0	0.4
000811-000	5.0	0.0	3.0	0.4
000820-000	5.0	0.0	1.0	0.4
000868-000	5.0	0.0	2.0	0.4
000877-000	5.0	0.0	2.0	0.4
001127-000	5.0	0.0	2.0	0.4
001355-000	5.0	0.0	2.0	0.4
001339-000	5.1	0.0	1.7	0.4
001259-000	5.1	0.0	2.1	0.4
000555-000	5.3	0.0	2.0	0.4
001351-000	5.4	0.0	1.2	0.4
001309-000	5.4	0.1	1.1	0.4
000814-000	5.6	0.0	4.1	0.5
001285-000	5.9	0.0	3.0	0.5
000136-000	6.0	0.0	1.0	0.5
000187-000	6.0	0.0	2.0	0.5
000189-000	6.0	0.0	1.0	0.5
000266-000	6.0	0.0	1.0	0.5
000279-000	6.0	0.0	2.0	0.5
000503-000	6.0	0.0	3.0	0.5
000613-000	6.0	0.0	1.0	0.5
001069-000	6.0	0.0	2.0	0.5
001377-000	6.0	0.0	2.0	0.5
001415-000	2.0	0.0	2.0	0.5
000768-000	6.0	0.0	3.8	0.5
001364-000	6.3	0.0	1.4	0.5
000851-001	6.5	0.0	1.5	0.5
000005-001	2.7	0.2	1.1	0.5
000514-001	6.7	0.0	1.4	0.6
000131-000	7.0	0.0	1.0	0.6
000223-000	7.0	0.0	2.0	0.6
000364-000	7.0	0.0	1.0	0.6
000407-000	7.0	0.0	1.0	0.6
000435-000	7.0	0.0	2.0	0.6
000447-000	7.0	0.0	2.0	0.6
000493-000	7.0	0.0	1.0	0.6
000643-000	7.0	0.0	2.0	0.6
000710-000	7.0	0.0	1.0	0.6
000733-000	7.0	0.0	2.0	0.6
000803-000	7.0	0.0	2.0	0.6
000855-000	7.0	0.0	2.0	0.6
000986-000	7.0	0.0	2.0	0.6
001106-000	7.0	0.0	2.0	0.6
001119-000	7.0	0.0	4.0	0.6
001209-000	7.0	0.0	4.0	0.6

001229-000	7.0	0.0	2.0	0.6
001306-000	7.0	0.0	2.0	0.6
000794-000	7.0	0.0	1.4	0.6
000649-000	7.3	0.0	3.3	0.6
001398-000	5.0	0.0	2.0	0.6
000452-000	7.8	0.0	1.2	0.7
000087-000	8.0	0.0	1.0	0.7
000113-000	8.0	0.0	3.0	0.7
000163-000	8.0	0.0	2.0	0.7
000416-000	8.0	0.0	2.0	0.7
000476-000	8.0	0.0	2.0	0.7
000539-000	8.0	0.0	2.0	0.7
000590-000	8.0	0.0	1.0	0.7
000692-000	8.0	0.0	4.0	0.7
000834-000	8.0	0.0	3.0	0.7
000979-000	2.0	0.0	1.0	0.7
001248-000	8.0	0.0	2.0	0.7
001272-000	8.2	0.0	1.7	0.7
000042-000	8.4	0.3	1.5	0.7
000386-000	8.4	0.1	1.7	0.7
001401-000	5.0	0.0	1.0	0.7
001308-000	8.7	0.1	7.9	0.7
000110-000	8.8	0.0	1.6	0.7
000533-000	8.9	0.0	2.7	0.7
000177-000	9.0	0.0	3.0	0.8
000331-000	9.0	0.0	2.0	0.8
000378-000	9.0	0.0	2.0	0.8
000594-000	9.0	0.0	3.0	0.8
000631-000	3.0	0.0	1.0	0.8
000837-000	9.0	0.0	2.0	0.8
000854-000	9.0	0.0	3.0	0.8
000946-000	9.0	0.0	2.0	0.8
000949-000	9.0	0.0	2.0	0.8
000960-000	9.0	0.0	2.0	0.8
001030-000	9.0	0.0	2.0	0.8
001099-000	9.0	0.0	3.0	0.8
001101-000	9.0	0.0	2.0	0.8
001153-000	9.0	0.0	3.0	0.8
001206-000	9.0	0.0	4.0	0.8
001268-001	9.0	0.0	2.0	0.8
001326-000	9.0	0.0	2.0	0.8
001396-000	6.0	0.0	2.0	0.8
001413-000	3.0	0.0	1.0	0.8
001303-000	9.0	0.0	2.7	0.8
001393-000	6.1	0.1	1.4	0.8
001329-000	9.3	0.2	3.0	0.8

000161-000	9.4	0.4	1.1	0.8
001431-000	0.8	0.8	0.8	0.8
000592-000	9.5	0.0	1.9	0.8
000705-000	9.7	0.0	2.9	0.8
000691-000	9.8	0.0	3.5	0.8
000046-000	10.0	0.0	4.0	0.8
000121-000	10.0	0.0	3.0	0.8
000170-000	10.0	0.0	2.0	0.8
000202-000	10.0	0.0	3.0	0.8
000340-000	10.0	0.0	2.0	0.8
000536-000	10.0	0.0	3.0	0.8
000849-000	10.0	0.0	2.0	0.8
001109-000	10.0	0.0	3.0	0.8
001134-000	10.0	0.0	2.0	0.8
001197-000	10.0	0.0	3.0	0.8
001250-000	10.0	0.0	3.0	0.8
001335-000	10.0	0.0	1.0	0.8
001375-000	10.0	0.0	2.0	0.8
001131-000	10.1	0.0	3.3	0.8
000844-000	10.3	0.1	1.4	0.9
001286-000	10.5	0.0	2.8	0.9
001412-000	4.4	0.2	1.7	0.9
000665-000	10.7	0.0	4.6	0.9
000156-000	6.4	0.7	1.2	0.9
000142-000	11.0	0.0	4.0	0.9
000572-000	11.0	0.0	1.0	0.9
000989-000	11.0	0.0	2.0	0.9
001189-000	11.0	0.0	3.0	0.9
001222-000	11.0	0.0	3.0	0.9
001305-000	11.0	0.0	2.0	0.9
000841-000	11.0	0.0	2.6	0.9
001081-000	11.0	0.3	1.6	0.9
000634-000	11.3	0.0	3.8	0.9
000039-000	11.3	0.0	2.0	0.9
001241-000	11.4	0.1	2.6	1.0
000824-000	11.6	0.0	3.3	1.0
000005-000	11.7	0.0	1.7	1.0
000830-000	12.0	0.7	1.5	1.0
000085-000	12.0	0.0	2.0	1.0
000117-000	12.0	0.0	2.0	1.0
000137-000	12.0	0.0	2.0	1.0
000445-000	12.0	0.0	3.0	1.0
001088-000	1.0	1.0	1.0	1.0
001207-000	12.0	0.0	2.0	1.0
001424-000	2.0	1.0	1.0	1.0
001432-000	1.0	1.0	1.0	1.0

000764-000	12.1	0.0	7.3	1.0
000876-000	12.1	0.0	4.0	1.0
000742-000	12.2	0.0	3.6	1.0
000763-000	12.3	0.0	3.1	1.0
000827-000	12.5	0.0	2.6	1.0
001121-000	12.6	0.3	2.5	1.1
000875-000	12.6	0.0	3.2	1.1
001002-000	12.7	0.3	2.0	1.1
000647-000	12.9	0.4	1.7	1.1
000284-000	12.9	0.9	1.5	1.1
000095-000	13.0	0.0	4.0	1.1
000167-000	13.0	0.0	3.0	1.1
000277-000	13.0	0.0	2.0	1.1
000332-000	13.0	0.0	3.0	1.1
000343-000	13.0	0.0	3.0	1.1
000486-000	13.0	0.0	2.0	1.1
000509-000	13.0	0.0	2.0	1.1
000537-000	13.0	0.0	4.0	1.1
000686-000	13.0	0.0	8.0	1.1
000761-000	13.0	0.0	3.0	1.1
000807-000	13.0	0.0	3.0	1.1
001063-000	13.0	0.0	3.0	1.1
001072-000	13.0	0.0	3.0	1.1
001214-000	13.0	0.0	2.0	1.1
001228-000	13.0	0.0	3.0	1.1
001238-000	13.0	0.0	2.0	1.1
001307-000	13.0	0.0	2.0	1.1
001353-000	13.0	0.0	2.0	1.1
001376-000	13.0	0.0	2.0	1.1
001400-000	9.0	0.0	2.0	1.1
000026-000	13.5	0.0	3.3	1.1
000518-000	13.7	0.8	1.5	1.1
000108-000	14.0	0.0	3.0	1.2
000178-000	14.0	0.0	5.0	1.2
000385-000	14.0	0.0	3.0	1.2
000474-000	14.0	0.0	2.0	1.2
000489-000	14.0	0.0	2.0	1.2
000709-000	14.0	0.0	3.0	1.2
000724-000	14.0	0.0	4.0	1.2
000740-000	14.0	0.0	3.0	1.2
000766-000	14.0	0.0	3.0	1.2
000779-000	14.0	1.0	2.0	1.2
000930-000	14.0	0.0	5.0	1.2
001128-000	14.0	0.0	3.0	1.2
001195-000	14.0	0.0	2.0	1.2
001247-000	14.0	0.0	2.0	1.2

001253-000	14.0	0.0	3.0	1.2
001310-000	14.0	1.0	2.0	1.2
001331-000	14.0	0.0	4.0	1.2
001363-000	14.0	0.0	2.0	1.2
001409-000	6.0	0.0	3.0	1.2
000663-000	11.0	0.0	3.0	1.2
000094-000	15.0	0.0	6.0	1.3
000148-000	15.0	1.0	2.0	1.3
000159-000	15.0	1.0	2.0	1.3
000283-000	15.0	1.0	3.0	1.3
000296-000	15.0	1.0	2.0	1.3
000338-000	15.0	0.0	2.0	1.3
000408-000	15.0	0.0	2.0	1.3
000490-000	15.0	0.0	6.0	1.3
000542-000	15.0	0.0	3.0	1.3
000597-000	15.0	1.0	2.0	1.3
001130-000	15.3	0.1	2.3	1.3
001311-000	15.9	0.0	3.0	1.3
000589-001	16.0	0.5	2.7	1.3
000195-000	16.0	0.0	3.0	1.3
000282-000	16.0	1.0	2.0	1.3
000335-001	16.0	0.0	2.0	1.3
000521-000	16.0	0.0	3.0	1.3
000574-000	16.0	0.0	7.0	1.3
000728-000	16.0	0.0	6.0	1.3
001151-000	16.0	0.0	5.0	1.3
001204-000	16.0	0.0	2.0	1.3
001184-000	13.6	0.0	2.6	1.4
000516-000	16.9	0.0	2.4	1.4
000299-000	17.0	0.0	3.0	1.4
000356-000	17.0	1.0	2.0	1.4
000499-000	17.0	0.0	4.0	1.4
000651-000	17.0	0.0	5.0	1.4
000656-000	17.0	0.0	3.0	1.4
000843-000	17.0	0.0	5.0	1.4
000847-000	17.0	0.0	4.0	1.4
000937-000	17.0	0.0	2.0	1.4
000967-000	17.0	0.0	12.0	1.4
001234-000	17.0	1.0	2.0	1.4
001337-000	17.0	0.0	3.0	1.4
001059-000	17.3	0.1	3.0	1.4
000511-000	18.0	-0.1	2.2	1.5
000007-000	18.0	0.0	5.0	1.5
000028-000	18.0	0.0	4.0	1.5
000425-000	18.0	1.0	2.0	1.5
000644-000	18.0	0.0	14.0	1.5

000698-000	18.0	0.0	4.0	1.5
001167-000	18.0	0.0	3.0	1.5
001194-000	6.0	1.0	3.0	1.5
000978-000	12.3	0.0	5.7	1.5
000302-000	18.7	0.0	5.3	1.6
000150-000	19.0	0.0	5.0	1.6
000426-000	19.0	0.0	4.0	1.6
000455-000	19.0	0.0	4.0	1.6
000543-000	19.0	0.0	5.0	1.6
000600-000	19.0	1.0	2.0	1.6
000769-000	19.0	0.0	4.0	1.6
000793-000	19.0	0.0	3.0	1.6
000802-000	19.0	0.0	5.0	1.6
001054-000	19.0	0.0	4.0	1.6
001258-000	19.0	0.0	3.0	1.6
001334-000	19.0	1.0	2.0	1.6
001348-000	19.0	0.0	2.0	1.6
001163-000	17.7	0.0	4.7	1.6
000344-000	19.8	0.0	4.8	1.6
000345-001	19.9	0.2	3.4	1.7
001165-000	19.9	0.3	2.9	1.7
000168-000	20.0	1.0	2.0	1.7
000188-000	20.0	0.0	7.0	1.7
000220-000	20.0	1.0	2.0	1.7
000261-000	20.0	0.0	6.0	1.7
000333-000	20.0	1.0	2.0	1.7
000336-000	20.0	0.0	3.0	1.7
000390-000	20.0	0.0	4.0	1.7
000427-000	20.0	0.0	4.0	1.7
000429-000	20.0	1.0	2.0	1.7
000454-000	20.0	0.0	5.0	1.7
000504-000	20.0	0.0	5.0	1.7
000635-000	20.0	1.0	2.0	1.7
000755-000	20.0	1.0	3.0	1.7
000853-000	20.0	0.0	3.0	1.7
001340-000	20.0	0.0	3.0	1.7
001354-000	20.0	0.0	7.5	1.7
001135-000	20.2	0.0	7.2	1.7
000313-000	20.3	1.1	2.4	1.7
000769-001	20.5	1.5	2.3	1.7
001067-000	20.5	1.2	2.3	1.7
001270-000	20.5	0.0	5.6	1.7
000065-000	20.6	0.2	4.0	1.7
001108-000	20.8	0.2	2.5	1.7
000604-000	20.8	1.1	2.2	1.7
001098-000	20.9	0.5	2.6	1.7

000116-000	21.0	1.0	4.0	1.8
000217-000	21.0	1.0	3.0	1.8
000245-000	21.0	1.0	2.0	1.8
000307-000	21.0	1.0	2.0	1.8
000371-000	21.0	0.0	3.0	1.8
000622-000	21.0	0.0	4.0	1.8
000650-000	21.0	0.0	4.0	1.8
000662-000	21.0	1.0	3.0	1.8
000685-000	21.0	1.0	3.0	1.8
000752-000	21.0	0.0	5.0	1.8
001102-000	21.0	0.0	3.0	1.8
001147-000	21.0	0.0	7.0	1.8
001193-000	21.0	0.0	4.0	1.8
000544-000	21.1	0.0	4.2	1.8
001224-000	21.1	0.4	2.9	1.8
001178-000	21.4	0.9	3.2	1.8
001097-000	21.6	1.2	2.6	1.8
000636-000	21.8	0.0	9.1	1.8
000132-000	22.0	0.0	9.0	1.8
000215-000	22.0	1.0	3.0	1.8
000515-000	22.0	1.0	2.0	1.8
000641-000	22.0	0.0	6.0	1.8
000867-000	22.0	1.0	2.0	1.8
001149-000	22.0	0.0	4.0	1.8
001342-000	22.0	0.0	5.0	1.8
000831-000	7.4	1.6	2.2	1.9
001198-000	22.2	0.4	3.3	1.9
000714-000	22.7	0.0	12.3	1.9
001056-000	22.7	1.0	2.6	1.9
001287-000	22.8	0.1	6.5	1.9
000091-000	23.0	0.0	6.0	1.9
000141-000	23.0	1.0	3.0	1.9
000350-000	23.0	1.0	3.0	1.9
000424-000	23.0	0.0	6.0	1.9
000439-000	23.0	1.0	5.0	1.9
000482-000	23.0	0.0	4.0	1.9
000485-000	23.0	0.0	5.0	1.9
000524-000	23.0	1.0	8.0	1.9
000719-000	23.0	1.0	3.0	1.9
000963-000	23.0	1.0	3.0	1.9
001210-000	23.0	0.0	4.0	1.9
001324-000	23.0	1.0	3.0	1.9
000829-000	23.2	0.2	15.4	1.9
001017-000	23.2	0.5	3.1	1.9
001112-000	23.5	1.1	2.7	2.0
001388-000	17.6	0.0	6.1	2.0

000086-000	23.5	1.3	3.9	2.0
000128-000	24.0	-10.0	6.0	2.0
000216-000	24.0	0.0	4.0	2.0
000218-000	24.0	1.0	3.0	2.0
000256-000	6.0	2.0	2.0	2.0
000289-000	24.0	1.0	3.0	2.0
000321-000	24.0	1.0	3.0	2.0
000330-000	24.0	1.0	3.0	2.0
000405-000	24.0	1.0	3.0	2.0
000581-000	24.0	1.0	3.0	2.0
000642-000	24.0	0.0	5.0	2.0
000955-000	24.0	0.0	4.0	2.0
001240-000	24.0	0.0	5.0	2.0
001256-000	24.0	1.0	3.0	2.0
001325-000	24.0	0.0	6.0	2.0
001416-000	6.0	2.0	2.0	2.0
000033-000	24.2	0.5	3.6	2.0
001138-000	24.2	1.6	2.7	2.0
000609-000	24.3	-3.6	3.5	2.0
001205-000	24.5	0.0	8.0	2.0
000838-000	24.5	0.0	7.0	2.0
001374-000	24.6	0.0	3.8	2.0
000275-000	5,013.9	1.0	3.0	2.1
000308-000	25.0	1.0	4.0	2.1
000494-000	25.0	1.0	4.0	2.1
000676-000	25.0	1.0	4.0	2.1
000767-000	25.0	1.0	7.0	2.1
001089-000	25.0	0.0	5.0	2.1
001242-000	25.0	0.0	5.0	2.1
001243-000	25.0	0.0	6.0	2.1
000669-000	25.0	1.5	2.5	2.1
001422-000	25.6	1.3	3.3	2.1
000090-000	6.4	0.0	7.0	2.2
000134-000	26.0	1.0	3.0	2.2
000238-000	26.0	2.0	3.0	2.2
000241-000	26.0	1.0	3.0	2.2
000422-000	26.0	0.0	5.0	2.2
000450-000	26.0	0.0	5.0	2.2
000568-000	26.0	1.0	4.0	2.2
000718-000	26.0	1.0	3.0	2.2
000783-000	26.0	1.0	3.0	2.2
000798-000	26.0	1.0	5.0	2.2
001144-000	26.0	0.0	8.0	2.2
001343-000	26.0	1.4	3.4	2.2
000936-000	26.1	0.0	8.0	2.2
000713-000	11.0	0.0	5.4	2.2

000041-000	26.5	1.0	4.0	2.3
000102-000	27.0	0.0	6.0	2.3
000190-000	27.0	1.0	3.0	2.3
000211-000	27.0	2.0	3.0	2.3
000244-000	27.0	1.0	4.0	2.3
000438-000	27.0	2.0	4.0	2.3
000512-000	27.0	2.0	3.0	2.3
000945-000	27.0	0.0	4.0	2.3
001079-000	9.0	0.0	6.0	2.3
001188-001	27.0	0.0	4.0	2.3
001190-000	27.0	1.0	7.0	2.3
001273-000	27.0	1.0	3.0	2.3
001278-000	27.0	1.0	4.0	2.3
000174-000	27.0	1.9	2.8	2.3
000138-000	27.1	1.1	6.2	2.3
000264-000	27.2	1.7	3.4	2.3
001411-000	27.3	0.8	4.5	2.3
000721-000	11.4	0.4	6.3	2.3
001029-000	27.5	1.3	3.4	2.3
000701-000	27.7	1.7	2.7	2.3
001068-000	27.8	1.8	3.0	2.3
000016-000	27.9	0.0	8.3	2.3
000958-000	28.0	1.3	3.4	2.3
000083-000	28.0	2.0	3.0	2.3
000249-000	28.0	2.0	3.0	2.3
000268-000	28.0	1.0	4.0	2.3
000363-000	28.0	0.0	5.0	2.3
000375-000	28.0	1.0	3.0	2.3
000451-000	28.0	1.0	5.0	2.3
000484-000	28.0	2.0	4.0	2.3
000495-000	28.0	1.0	5.0	2.3
000510-000	28.0	2.0	3.0	2.3
000702-000	28.0	1.0	3.0	2.3
000734-000	28.0	1.0	4.0	2.3
001074-000	28.0	0.0	4.0	2.3
001372-000	28.0	1.0	5.0	2.3
000417-000	28.0	0.6	4.2	2.4
000233-000	28.8	1.8	4.1	2.4
000096-000	28.8	2.0	3.0	2.4
000193-000	29.0	1.0	3.0	2.4
000345-000	29.0	0.0	7.0	2.4
000406-000	29.0	1.0	7.0	2.4
000423-000	29.0	2.0	5.0	2.4
000520-000	29.0	0.0	6.0	2.4
000657-000	29.0	0.0	6.0	2.4
000712-000	29.0	2.0	3.0	2.4

000859-000	29.0	1.0	10.0	2.4
001092-000	29.0	2.0	3.0	2.4
001202-000	29.0	0.0	6.0	2.4
001208-000	29.0	1.0	4.0	2.4
001390-000	29.0	0.0	3.0	2.4
000449-000	22.0	2.1	3.5	2.5
000228-001	29.7	2.0	3.2	2.5
000603-000	30.0	2.2	3.4	2.5
000062-000	30.0	0.0	4.0	2.5
000070-000	30.0	0.0	5.0	2.5
000221-000	30.0	1.0	4.0	2.5
000294-000	30.0	0.0	4.0	2.5
000342-000	30.0	2.0	3.0	2.5
000388-000	30.0	0.0	4.0	2.5
000563-000	30.0	0.0	4.0	2.5
000681-000	30.0	2.0	4.0	2.5
000753-000	30.0	0.0	9.0	2.5
000805-000	30.0	0.0	9.0	2.5
001076-000	30.0	0.0	6.0	2.5
001145-000	30.0	1.0	3.0	2.5
001187-001	30.0	1.0	5.0	2.5
001321-000	30.0	1.0	5.0	2.5
001352-000	30.0	2.0	4.0	2.5
000846-000	30.0	0.9	6.1	2.5
001018-000	30.3	1.9	3.0	2.6
000045-000	30.7	2.0	4.0	2.6
000434-000	31.0	0.0	5.0	2.6
000467-000	31.0	0.0	6.0	2.6
000593-000	31.0	2.0	3.0	2.6
000624-000	31.0	1.0	8.0	2.6
000666-000	31.0	0.0	4.0	2.6
000720-000	31.0	1.0	4.0	2.6
000723-000	31.0	1.0	4.0	2.6
000750-000	31.0	1.0	4.0	2.6
000790-000	31.0	2.0	3.0	2.6
001291-000	31.0	2.0	4.0	2.6
000125-000	31.0	1.0	6.0	2.7
000225-000	32.0	1.0	5.0	2.7
000243-000	32.0	1.0	5.0	2.7
000347-000	32.0	2.0	6.0	2.7
000573-000	32.0	0.0	8.0	2.7
000627-000	32.0	2.0	4.0	2.7
000715-000	32.0	1.0	5.0	2.7
000860-000	32.0	2.0	4.0	2.7
000872-000	32.0	0.0	6.0	2.7
000927-000	32.0	2.0	4.0	2.7

001129-000	32.0	0.0	6.0	2.7
000269-000	32.0	2.1	3.3	2.7
000067-000	32.5	1.2	4.8	2.7
000201-000	32.7	0.0	5.0	2.8
000235-000	33.0	1.0	4.0	2.8
000414-000	33.0	2.0	5.0	2.8
000545-000	33.0	2.0	4.0	2.8
000620-000	33.0	0.0	6.0	2.8
000633-000	33.0	2.0	5.0	2.8
000648-000	33.0	1.0	6.0	2.8
000776-000	33.0	1.0	7.0	2.8
000998-000	33.0	0.0	6.0	2.8
001137-000	33.0	1.0	6.0	2.8
001203-000	33.0	2.0	4.0	2.8
001230-000	33.0	1.0	5.0	2.8
001345-000	33.0	1.0	4.0	2.8
000370-000	33.0	1.7	6.2	2.8
001192-000	33.2	2.0	3.4	2.8
001392-000	33.3	0.0	13.0	2.8
000419-000	25.0	1.4	5.6	2.8
000632-000	33.5	2.1	3.4	2.8
000069-000	33.7	0.0	5.0	2.8
000104-000	34.0	0.0	6.0	2.8
000334-000	34.0	2.0	4.0	2.8
000432-000	34.0	0.0	7.0	2.8
000541-000	34.0	0.0	4.0	2.8
001055-000	34.0	0.0	7.0	2.8
001064-000	34.0	2.0	4.0	2.8
001199-000	34.0	0.0	6.0	2.8
001299-000	34.0	1.0	4.0	2.8
001317-000	34.0	1.0	6.0	2.8
000491-000	34.0	2.0	3.9	2.9
000864-000	34.4	0.2	7.7	2.9
000151-000	35.0	2.0	4.0	2.9
000157-000	35.0	1.0	5.0	2.9
000252-000	35.0	2.0	4.0	2.9
000420-000	35.0	1.0	5.0	2.9
000477-000	35.0	2.0	4.0	2.9
000615-000	35.0	0.0	5.0	2.9
000640-000	35.0	1.0	4.0	2.9
001283-000	35.0	2.0	5.0	2.9
001323-000	35.0	2.0	5.0	2.9
000044-000	35.0	0.0	6.8	2.9
001170-000	35.4	1.4	4.6	3.0
001226-000	35.6	2.5	3.9	3.0
000316-000	35.8	1.0	5.0	3.0

000513-000	36.0	2.0	4.0	3.0
000582-000	36.0	1.0	6.0	3.0
000655-000	36.0	1.0	7.0	3.0
000667-000	36.0	2.0	4.0	3.0
000683-000	36.0	0.0	10.0	3.0
001083-002	36.0	0.0	6.0	3.0
001133-000	36.0	2.0	4.0	3.0
001254-000	36.0	2.0	4.0	3.0
001269-000	36.0	1.0	5.0	3.0
001266-000	36.0	0.5	4.1	3.0
000043-000	36.3	2.2	4.7	3.1
000301-000	36.7	2.3	4.2	3.1
000034-000	36.8	3.0	4.0	3.1
000237-000	37.0	2.0	4.0	3.1
000242-000	37.0	0.0	5.0	3.1
000355-000	37.0	2.0	4.0	3.1
000369-000	37.0	0.0	6.0	3.1
000413-000	37.0	2.0	4.0	3.1
000436-000	37.0	1.0	8.0	3.1
000554-000	37.0	2.0	4.0	3.1
000591-000	37.0	1.0	5.0	3.1
000625-000	37.0	2.0	5.0	3.1
001262-000	37.0	2.0	6.0	3.1
001219-000	37.0	2.1	4.3	3.1
000817-000	37.1	2.5	4.1	3.1
000380-000	37.7	2.0	4.0	3.2
000569-000	38.0	2.0	7.0	3.2
000866-000	38.0	1.0	5.0	3.2
000015-000	38.0	1.9	7.8	3.2
000059-000	38.5	0.0	6.3	3.2
000670-000	38.8	1.0	10.0	3.3
001116-000	39.0	2.0	5.0	3.3
001236-000	39.0	1.0	5.0	3.3
001344-000	13.0	1.0	7.0	3.3
001298-000	39.0	2.4	4.1	3.3
001328-000	39.3	0.4	7.6	3.3
000327-000	39.5	2.8	3.9	3.3
000152-000	39.6	1.0	6.0	3.3
000257-000	40.0	1.0	12.0	3.3
000384-000	40.0	2.0	4.0	3.3
000448-000	40.0	1.0	6.0	3.3
000478-000	40.0	2.0	6.0	3.3
000498-000	40.0	3.0	4.0	3.3
000684-000	40.0	2.0	5.0	3.3
000745-000	40.0	1.0	7.0	3.3
000756-000	40.0	3.0	4.0	3.3

001405-000	40.0	0.0	10.0	3.3
001125-000	20.0	1.2	5.8	3.4
000053-000	40.5	2.0	4.0	3.4
000789-000	41.0	2.0	12.0	3.4
000816-000	41.0	2.0	5.0	3.4
001161-000	41.0	2.0	6.0	3.4
001166-000	41.0	0.0	9.0	3.4
001216-000	41.0	2.0	5.0	3.4
000994-000	41.0	2.6	4.5	3.4
000050-000	41.3	2.0	4.0	3.5
000255-000	42.0	2.0	6.0	3.5
000305-000	42.0	2.0	6.0	3.5
000374-000	42.0	2.0	5.0	3.5
000415-000	42.0	2.0	7.0	3.5
000653-000	42.0	2.0	6.0	3.5
000862-000	42.0	2.0	5.0	3.5
001221-000	42.0	3.0	4.0	3.5
001284-000	42.0	2.0	5.0	3.5
001286-001	42.0	0.0	8.0	3.5
001332-000	42.0	2.0	5.0	3.5
000047-000	42.0	1.5	6.4	3.5
000832-000	42.1	2.1	6.4	3.5
000934-000	42.3	1.0	4.3	3.5
000836-000	42.3	0.1	11.5	3.6
000114-000	42.7	3.0	5.0	3.6
000240-000	43.0	2.0	5.0	3.6
000459-000	43.0	3.0	4.0	3.6
000731-000	43.0	3.0	4.0	3.6
000749-000	43.0	3.0	5.0	3.6
001016-000	43.0	2.8	4.9	3.6
001213-000	43.1	1.3	11.4	3.6
000780-000	43.2	2.0	6.0	3.6
000019-000	40.0	2.0	5.0	3.7
000071-000	44.0	2.0	5.0	3.7
000254-000	44.0	2.0	5.0	3.7
000328-000	44.0	0.0	13.0	3.7
000463-000	44.0	2.0	6.0	3.7
000508-000	44.0	3.0	6.0	3.7
000564-000	44.0	0.0	12.0	3.7
000950-000	44.0	1.0	6.0	3.7
001173-000	44.0	2.0	8.0	3.7
001260-000	44.0	0.0	12.0	3.7
001288-000	44.0	1.0	12.0	3.7
001223-000	44.0	1.4	11.1	3.7
001096-000	44.2	0.3	5.1	3.7
000008-000	45.0	1.0	17.0	3.8

000179-000	45.0	3.0	5.0	3.8
000421-000	45.0	3.0	5.0	3.8
000298-000	45.0	1.2	8.1	3.8
001180-000	45.4	3.2	4.4	3.8
000109-000	45.7	2.1	4.8	3.8
000658-000	45.8	0.0	20.3	3.8
000292-000	46.0	0.0	28.0	3.8
000348-000	46.0	3.0	5.0	3.8
000787-000	46.0	2.0	7.0	3.8
001048-000	46.0	3.0	5.0	3.9
000549-000	27.0	0.0	11.8	3.9
000968-000	46.5	3.2	4.8	3.9
001141-000	46.8	2.0	9.0	3.9
001358-000	47.0	3.0	5.0	3.9
001160-000	47.0	2.6	8.4	4.0
001419-000	47.5	0.4	10.9	4.0
000120-000	12.0	3.0	5.0	4.0
000281-000	48.0	2.0	10.0	4.0
000317-000	48.0	3.0	6.0	4.0
000379-000	48.0	3.0	5.0	4.0
000395-000	48.0	3.0	6.0	4.0
000403-000	48.0	3.0	5.0	4.0
000428-000	48.0	2.0	7.0	4.0
000497-000	48.0	2.0	6.0	4.0
000638-000	48.0	2.0	5.0	4.0
000727-000	48.0	0.0	12.0	4.0
000954-000	48.0	1.0	9.0	4.0
000557-000	48.0	1.2	12.6	4.0
001169-000	48.2	2.6	6.4	4.0
000176-000	48.3	3.0	6.0	4.1
000236-000	49.0	1.0	9.0	4.1
000373-000	49.0	3.0	6.0	4.1
000871-000	49.0	1.0	7.0	4.1
000251-000	49.0	1.7	6.7	4.1
000457-000	49.2	2.8	5.5	4.1
000324-000	49.4	3.0	7.0	4.2
000329-000	50.0	4.0	5.0	4.2
000351-000	50.0	2.0	8.0	4.2
000472-000	50.0	3.0	6.0	4.2
000561-000	50.0	1.0	6.0	4.2
000991-000	50.0	3.0	6.0	4.2
000560-000	50.0	1.9	7.2	4.2
000285-000	50.8	1.0	13.0	4.3
000287-000	51.0	1.0	36.0	4.3
000297-000	51.0	2.0	6.0	4.3
000664-000	51.0	1.0	7.0	4.3

000812-000	51.0	3.0	7.0	4.3
001265-000	51.0	1.3	6.7	4.3
000209-000	51.1	0.0	8.6	4.3
000089-000	51.4	0.0	11.0	4.3
000465-000	52.0	1.0	7.0	4.3
000747-000	52.0	4.0	5.0	4.3
000943-000	52.0	0.0	17.0	4.3
000948-000	52.0	3.0	7.0	4.3
001093-000	52.0	2.0	9.0	4.3
000293-000	52.0	2.9	5.8	4.4
000258-000	52.4	2.0	8.0	4.4
000303-000	53.0	0.0	11.0	4.4
000460-000	53.0	3.0	5.0	4.4
000531-000	53.0	3.0	6.0	4.4
000762-000	53.0	2.0	7.0	4.4
000775-000	53.0	4.0	5.0	4.4
001118-000	53.0	2.0	8.0	4.4
001126-000	53.0	1.0	7.0	4.4
001293-000	53.0	2.0	6.0	4.4
001300-000	53.0	0.0	14.0	4.4
001373-000	53.0	0.0	6.0	4.4
000080-000	53.0	0.1	24.7	4.5
000084-000	53.9	3.0	6.0	4.5
000247-000	54.0	2.0	8.0	4.5
000341-000	54.0	4.0	5.0	4.5
000458-000	54.0	2.0	7.0	4.5
000708-000	54.0	3.0	6.0	4.5
000751-000	54.0	2.0	7.0	4.5
000808-000	54.0	2.0	9.0	4.5
001168-000	54.0	2.7	8.2	4.5
000629-000	54.4	2.0	8.1	4.5
001394-000	54.6	0.0	14.0	4.6
000952-000	41.0	2.0	15.0	4.6
000976-000	55.0	0.0	30.0	4.6
001024-000	55.0	1.0	9.0	4.6
000444-000	55.0	0.0	44.5	4.6
001347-000	55.7	3.7	6.3	4.7
000440-000	55.9	4.0	6.0	4.7
000815-000	56.0	2.0	7.0	4.7
001406-000	56.0	3.0	6.0	4.7
001052-001	28.0	0.5	10.3	4.7
000588-000	56.9	1.9	10.1	4.7
000199-000	57.0	2.0	8.0	4.8
000689-000	57.0	2.0	11.0	4.8
001000-000	57.0	3.0	8.0	4.8
000722-000	57.0	3.2	6.1	4.8

001264-000	57.4	2.6	6.5	4.8
001080-000	57.5	3.0	8.1	4.8
000064-005	57.9	3.0	7.0	4.8
000115-000	58.0	1.0	10.0	4.8
000253-000	58.0	4.0	7.0	4.8
000418-000	58.0	1.0	10.0	4.8
000774-000	58.0	2.0	8.0	4.8
001071-000	58.0	2.2	7.7	4.8
001278-001	58.1	2.0	6.4	4.8
000066-000	58.2	4.3	5.8	4.9
001115-000	58.4	0.0	44.1	4.9
001356-000	58.5	1.3	8.3	4.9
000446-000	58.8	3.0	7.0	4.9
000461-000	59.0	3.0	8.0	4.9
000466-000	59.0	4.0	6.0	4.9
001185-000	59.0	4.0	7.0	4.9
000130-000	59.0	0.0	49.9	4.9
000326-000	59.1	4.4	5.6	5.0
000377-000	59.4	4.1	7.2	5.0
000206-000	59.6	3.0	7.0	5.0
000571-000	60.0	1.0	10.0	5.0
000678-000	60.0	1.0	26.0	5.0
000149-000	60.0	3.0	8.0	5.1
000068-000	61.0	3.2	6.9	5.1
000562-000	61.1	4.0	6.0	5.2
001338-000	62.0	0.2	39.3	5.2
000127-000	62.7	2.0	11.0	5.3
000535-000	63.0	2.0	9.0	5.3
000785-000	63.0	4.0	9.0	5.3
000850-000	63.0	0.0	28.0	5.3
000219-000	63.0	4.5	7.0	5.3
000290-000	63.2	4.1	6.3	5.3
000183-000	63.5	4.0	8.0	5.3
000996-000	64.0	3.5	7.3	5.3
000309-000	64.1	5.0	6.0	5.4
000628-000	65.0	4.0	6.0	5.4
001172-000	65.0	5.0	6.0	5.4
000139-000	65.0	3.6	6.7	5.5
000483-000	65.9	1.0	8.0	5.5
000674-000	66.0	3.0	14.0	5.5
000688-000	66.0	5.0	6.0	5.5
000813-000	66.0	1.0	19.0	5.5
000969-000	66.0	4.0	6.0	5.5
000739-000	66.0	4.0	12.0	5.6
000185-000	67.0	3.0	10.0	5.7
000612-000	68.0	2.0	20.0	5.7

000997-000	68.0	4.0	8.0	5.7
000291-000	68.0	5.2	6.3	5.7
000402-000	68.1	2.0	10.0	5.8
000941-000	69.0	3.0	9.0	5.8
000565-000	69.0	3.0	9.0	5.8
001249-000	70.0	4.6	7.8	5.9
000312-000	70.4	4.0	8.0	5.9
000840-000	71.0	3.0	8.0	5.9
001083-000	71.0	4.0	7.0	6.0
000158-000	72.0	4.0	9.0	6.1
000352-000	73.0	0.0	14.0	6.1
000626-000	73.0	4.0	9.0	6.1
001319-000	73.0	3.7	12.3	6.1
000056-000	73.5	1.0	10.0	6.2
000226-000	74.0	1.0	42.0	6.2
000409-000	74.0	4.0	9.0	6.3
000623-000	75.0	4.0	13.0	6.3
000741-000	75.0	5.0	8.0	6.3
000164-000	75.0	5.0	8.0	6.3
000229-000	76.0	1.0	12.0	6.3
000038-000	76.0	4.0	10.2	6.4
000938-000	76.7	2.0	19.0	6.4
000736-000	77.0	4.0	8.0	6.5
001182-000	78.0	4.0	11.0	6.6
000621-000	79.0	2.0	12.0	6.7
001369-000	80.0	4.0	9.0	6.7
000700-000	80.0	5.0	11.0	6.8
000112-000	81.0	4.0	12.0	6.8
000169-000	82.0	4.0	11.0	6.8
000376-000	82.0	2.0	11.0	6.9
000993-000	83.0	4.7	10.1	6.9
000020-000	83.3	6.1	8.1	7.2
001053-000	86.1	0.0	47.0	7.3
001114-000	87.0	3.7	10.1	7.3
000009-000	87.8	5.0	12.0	7.3
000315-000	88.0	1.0	67.0	7.3
000585-000	88.0	2.0	18.0	7.3
001245-000	88.0	6.0	9.0	7.3
001140-000	88.0	5.0	11.8	7.4
001171-000	88.5	2.9	13.0	7.6
001220-000	90.8	5.0	12.0	7.7
001302-000	92.0	7.0	9.0	7.8
000361-000	94.0	6.0	10.0	8.1
001425-000	97.0	5.3	10.9	8.1
000462-000	16.2	6.4	11.6	8.3
000971-000	99.8	2.0	47.0	8.6

001330-000	103.0	0.4	30.8	8.6
001274-000	103.3	6.0	19.0	8.7
000505-000	104.0	6.0	11.0	8.8
000577-000	105.0	8.0	10.0	8.8
000677-000	53.0	6.0	15.0	8.8
001404-000	106.0	8.0	12.0	8.8
000758-000	53.0	5.0	12.0	8.9
001078-000	107.0	6.0	13.0	8.9
001389-000	107.0	3.0	14.0	9.6
000552-000	86.0	6.0	14.0	9.6
000679-000	115.0	5.0	15.0	9.6
000799-000	115.0	9.0	11.0	9.6
001290-000	115.0	6.0	14.0	9.7
000135-000	116.0	8.0	13.0	9.8
000208-000	117.0	0.0	110.0	9.8
001084-000	118.0	0.0	20.0	9.9
001304-000	119.0	3.0	60.0	9.9
001252-000	119.0	2.9	39.9	9.9
000942-000	119.1	7.0	18.0	10.1
001176-000	121.0	1.3	31.0	10.2
000953-000	122.9	2.5	23.5	10.3
001052-000	123.8	1.0	17.0	10.5
000054-000	126.0	4.3	40.0	10.6
001371-000	127.3	7.0	14.0	10.7
000197-000	128.0	4.0	17.0	10.8
000980-000	129.0	0.0	66.0	11.2
000162-000	134.0	6.0	18.0	11.6
000286-000	139.0	9.0	16.0	11.6
000695-000	139.0	6.0	23.0	12.0
000525-000	144.0	9.0	22.0	12.9
001136-000	155.0	8.0	22.0	13.2
000200-000	158.0	5.0	28.0	13.7
001142-000	164.0	3.0	34.0	13.8
001365-000	165.0	13.0	26.0	14.9
000077-000	179.0	10.0	32.0	15.6
000203-000	187.0	7.0	26.0	15.8
000145-000	190.0	9.0	29.0	16.7
000530-000	200.0	8.9	49.9	18.0
000523-000	216.3	11.0	25.0	18.2
000058-000	218.0	7.5	41.8	19.6
000795-000	235.1	4.0	35.0	19.8
001083-001	237.0	20.0	52.0	26.5
000192-000	318.0	12.0	53.0	26.8
000576-000	322.0	25.0	62.0	37.2
000579-000	446.0	27.0	71.0	41.3
000248-000	495.0	33.4	82.2	51.1

000013-000	612.9	43.0	100.0	60.8
000143-000	730.0	30.0	104.0	66.7
000204-000	800.0	38.9	106.5	70.6
000011-000	847.6	64.0	131.0	95.8
000010-000	1,150.0	76.0	168.0	116.1
000014-000	1,393.0	108.1	203.6	165.5
000006-000	1,985.6	118.0	235.0	175.2
000659-000	2,102.0	138.0	259.0	190.9
000389-000	2,291.0	277.0	418.0	367.9
000194-000	4,415.0	224.0	540.0	425.1
001181-000	5,101.0	463.0	1,036.0	651.9

Customer Usage Analysis

Units	# of customers
0	55
1	208
2	194
3	183
4	109
5	95
6	37
7	23
8	12
9	10
10 to 20	23
20 to 100	9
100+	7

S

	Fixed Revenue -Base Rat		
	Connections	965	
	Units included w/base	2	
	base rate	\$65.12	
	Total	\$754,090	
	Yearly Consumption	Tiered Unit Rates	
1	0 TO 2	4,868	
2	2.01 TO 7	18,347	
3	7.01 to 20	6,910	

4	20.01 +	30,832	
	Total	60,956	

tes

Yearly Revenue \$754, 090
est. O&M \$900, 000
Capital Projects -\$145, 910

Yearly Revenue

\$0	8%
\$0	30%
\$0	11%

457

424

68

	\$0	51%
	\$0	

16

965

Fixed Revenue -Base Rates

Connections	965
Units included w/base	2
base rate	\$65.12
Total	\$754,090

Variable Revenue -Unit Rates

2 free units	22,748	\$0.00
sold units	38,412	\$7.38
Total	61,160	

Yearly Revenue \$1,037,570

est. O&M \$900,000

Capital Projects \$137,570

\$0

\$283,481

\$283,481

Water Fixed Revenue –Base

Connections	955	
Units included w/base	2	
base rate	\$73. 10	
Total	\$837, 726	
Total 2 free units	22, 668	\$0. 00
2 to 9 units	9, 038	\$7. 15
10 Units or more -50 top users	34, 229	\$7. 15
Total	65, 935	

Yearly Revenue	\$1,147,085
O&M	\$832,015
Capital Projects	\$315,070
	\$0
	\$64,622
	\$244,737
	\$309,359

	Connections
	Units included w/base
	base rate
	Total
	Total 2 free units
	2 to 9 units
10	Units or more -50 top users
	Total

Variable Revenue –Unit Rates

955			Yearly Revenue	\$1,430,164
2			O&M	\$832,015
\$75.12			Capital Projects	\$598,149
\$860,875				
22,668	\$7.38	\$167,290		
9,038	\$8.50	\$76,823		
34,229	\$9.50	\$325,176		
65,935		\$569,288		

Str



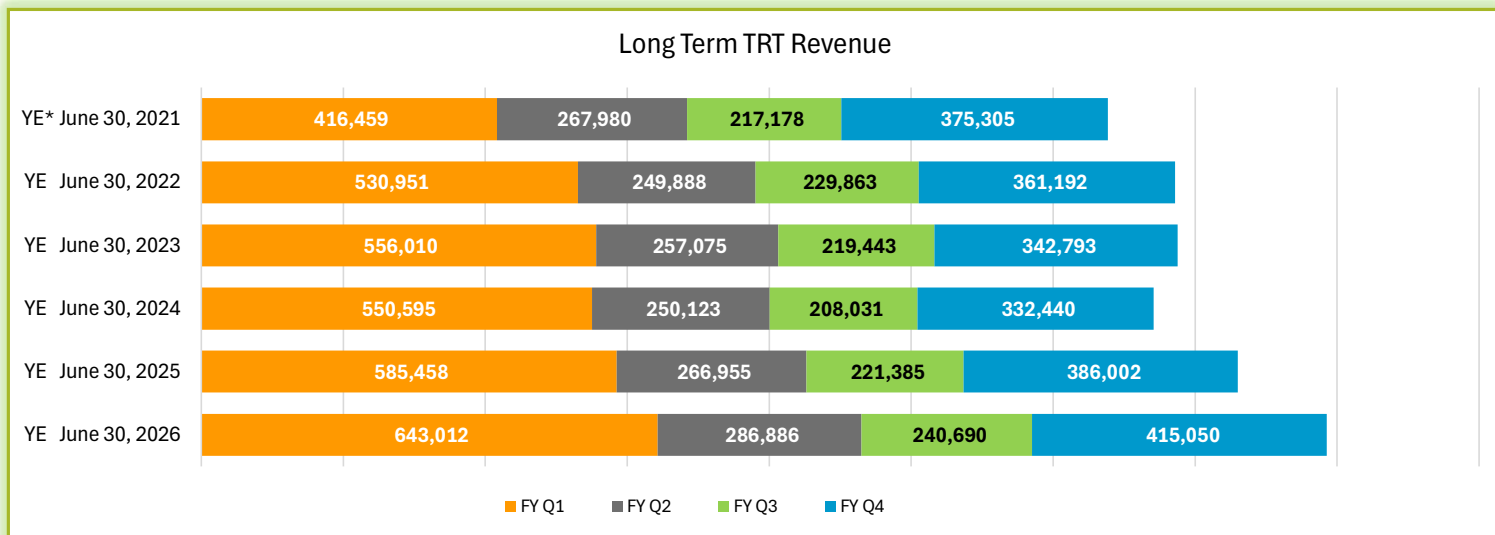
July 2026

Long Term TRT Revenue



	Stays Jul-Sep <i>To be paid in October</i>	Stays Oct-Dec <i>To be paid in January</i>	Stays Jan-Mar <i>To be paid in April</i>	Stays Apr-Jun <i>To be paid in July</i>	
	FY Q1	FY Q2	FY Q3	FY Q4	Full Year
YE* June 30, 2021	416,459	267,980	217,178	375,305	1,276,922
YE June 30, 2022	530,951	249,888	229,863	361,192	1,371,894
YE June 30, 2023	556,010	257,075	219,443	342,793	1,375,321
YE June 30, 2024	550,595	250,123	208,031	332,440	1,341,189
YE June 30, 2025	585,458	266,955	221,385	386,002	1,459,800
YE June 30, 2026	643,012	286,886	240,690	415,050	1,585,638
YE June 30, 2027	-	-	-	-	-

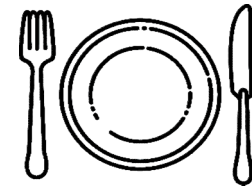
* YE = Year End





July 2026

Long Term Food & Beverage Tax Revenue



	F&B Tax Jul-Sep <i>To be paid in October</i>	F&B Tax Oct-Dec <i>To be paid in January</i>	F&B Tax Jan-Mar <i>To be paid in April</i>	F&B Tax Apr-Jun <i>To be paid in July</i>	
	FY Q1	FY Q2	FY Q3	FY Q4	Full Year
YE* June 30, 2021	135,196	64,276	77,436	133,387	410,295
YE June 30, 2022	169,405	81,041	81,085	116,904	448,435
YE June 30, 2023	180,382	83,803	81,032	127,405	472,622
YE June 30, 2024	184,591	93,864	82,968	133,417	494,840
YE June 30, 2025	197,990	98,549	88,364	144,052	528,955
YE June 30, 2026	191,796	102,585	100,602	149,282	544,265
YE June 30, 2027	-	-	-	-	-

* YE = Year End

