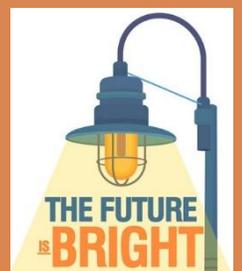




CORNELIUS URBAN RENEWAL PLAN

July 2019 **JANUARY 6, 2025 AMENDMENT**



Adopted by the City of Cornelius

July 15, 2019

Ordinance No. 2019-09

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

JANUARY, 6, 2025 AMENDMENTS

Made via Urban Renewal Agency Resolution No. 2025-01

Section IV., Table 2 is amended to add:

1. Under Acquisition: Cornelius Elementary School Gym/Cafeteria building
2. Under Acquisition: Grande Foods property

Section VI., subsection C Acquisition is amended to add:

1. Cornelius Elementary School Gym/Cafeteria building for a future Cornelius Recreation and Community Center
2. Grande Foods property to facilitate development of a critical property in the Cornelius Town Center

Section VIII., subsection D Properties to be acquired:

1. Cornelius Elementary School Gym/Cafeteria building acquisition and development – Once purchased, this property will be renovated and converted into the community's first recreation and community center. TLID #1N333DD04500.
2. Grande Foods property acquisition and redevelopment – Once purchased, this property will be sold for a redevelopment and future commercial and community use. TLID #N333DD08700.

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I. DEFINITIONS

“Agency” means the Cornelius 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 Cornelius 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 Cornelius, Oregon.

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

“Comprehensive Plan” means the City of Cornelius 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. Chapter 457 specifically relates to urban renewal.

“Planning Commission” means the Cornelius Planning Commission.

“Revenue sharing” means sharing tax increment proceeds with the other taxing districts who levy permanent rate taxes in the urban renewal area 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.

“TenBlock” refers to a definition presented in the Cornelius Town Center Plan for a Metro-designated town center.

“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

A. Plan Overview

Much of this general introduction comes from the Cornelius Town Center Plan (Town Center Plan) developed for the City of Cornelius by the 3J Consulting Team.¹ The Town Center Plan set the stage for the Cornelius Urban Renewal Plan, which is an implementation tool for the Town Center Plan.

"Located in the fertile Tualatin River Valley, the City of Cornelius has deep roots as an agricultural town. Those roots are still evinced today as Cornelius is home to vineyards, farms, and a bucolic landscape that lends itself to tourism and recreational activities. However, the community is no longer able to rely on agriculture as the foundation of its economy. While nearby cities have capitalized on the technology industry in Washington County, Cornelius has been classified as an Economically Distressed Community by the State of Oregon.

In recent years, the City has initiated a series of efforts to turn its economic status around. More than \$9 million has been invested in new downtown infrastructure, including sidewalks, decorative streetlights, and ADA facilities. An Economic Opportunities Analysis and Economic Development Strategic Action Plan provide a framework for growing the local economy. Recently completed, 'Cornelius Place' combines a library and low-income senior housing into a three-story community facility that demonstrates the community's structural and functional aspirations for the Town Center.

In October 2017, the City was awarded a Metro 2040 Planning and Development Grant for the development of a Town Center Plan and Urban Renewal Plan. The objective of these plans is to develop a vision to revitalize downtown Cornelius and establish tools to implement the vision and encourage private investment and employment growth.

Over the summer months of 2018, the City undertook the task of conducting extensive community outreach to its residents, visitors, local business owners, community leaders, and youth to understand their vision for the future of the Town Center.

The process kicked off with a Visioning Session with a diverse group of community leaders and went on to reach hundreds of individuals and households through various avenues, including online surveys, community conversations with local organizations, stakeholder interviews, and intercept surveys at local events. Businesses posted flyers in their storefronts and interactive poster boards were displayed in the lobbies of key institutions. Through a partnership with Centro Cultural de Washington County, nearly all outreach activities were conducted in both English and Spanish.

¹ 3J Consulting *Cornelius Town Center Plan*, (2019) 3J Consulting with partners DKS Associates; ECONorthwest; Elaine Howard Consulting, LLC; JET Planning; SERA Architects; Tiberius Solutions, LLC; Veritas Collaborations; Centro Cultural de Washington County.

Key questions included: *what do you like about Cornelius' town center today? What changes would you like to see in the future? What would bring you into downtown Cornelius? What should the character of Cornelius reflect?* The outreach generated ideas on the identity of Cornelius, where public gathering spaces are located, what kind of transportation connections are needed, which attractions and amenities are desirable, and what types of housing and jobs will meet community needs. The process was guided by a Project Advisory Committee (PAC) representing a diverse range of interests in Cornelius and the region *housing and jobs will meet community needs.*

Where we were....

- Movies in the Park (4)
- Concerts in the Park (2)
- Cornelius National Night Out
- Centro Cultural Taquiza
- Virginia Garcia Health Fair
- Forest Grove Farmers Market
- Forest Grove Annual Corn Roast
- ¡El Grito! Festival Comunitario

To whom we talked...

- Downtown Advisory Group
- Centro Cultural Staff
- Forest Grove/Cornelius Chamber of Commerce
- Economic Development Commission
- Development & Operations Staff
- Youth Advisory Council
- Adelante Mujeres
- Cornelius Boosters
- West Dairy Creek (CPO 12C)
- Rotary Club

Culminating four months of outreach activities, the City hosted Design Week in October 2018. This was an interactive, multi-day event consisting of engaging activities, workshops, and drop-in sessions to redesign Cornelius' downtown core. Nearly 100 people participated in these activities, including elected officials, Pacific University students, property owners, and the broader community.

Building upon the feedback received through the earlier outreach, Design Week activities were designed to identify specific opportunities to transform downtown. Discussion questions focused on the Town Center boundary, neighborhood sub-districts, important transportation connections, and the locations of gateways and public plazas, as well as specific ideas for key opportunity sites.

Some of the priorities that emerged from Design Week include developing the blocks immediately adjacent to Virginia Garcia Memorial Health Center and Cornelius Place. Residents also want to maintain a "village scale" with building heights similar to Cornelius Place (i.e., no more than three stories). Priority physical improvements include: a splash pad or water play park; public art, like painted murals on buildings; and a multi-use path along the abandoned northern rail tracks (i.e., Council Creek Regional Trail).

Outreach efforts continued throughout the process to develop the Town Center Plan. A Project Advisory Committee (PAC) representing a broad cross-section of community interests met five times between July 2018 and April 2019 to review work products and guide decision-making. Two public open house events and several briefings with the Cornelius Planning Commission and City Council were held to provide community members and appointed and elected officials with an opportunity to review and comment on key elements of the Town Center Plan.

The extensive outreach conducted throughout the project was successful in touching a diverse cross-section of the Cornelius community, encouraging high-quality conversations and generating excitement about the future of Cornelius. It unpacked issues, like the constraint of a highway couplet corridor, and uncovered opportunities, such as location of a new splash pad and plaza.”²

Additional public input was sought at a joint Town Center Plan and Urban Renewal Plan Open House on March 7, 2019. Opportunity for public input was also provided at the Cornelius Urban Renewal Agency meeting on May 6, 2019, the Cornelius Planning Commission meeting on June 25, 2019 and the Cornelius City Council public hearing on July 15, 2019. The public hearing was noticed to all utility customers in the City of Cornelius via the monthly Cornelius Gazette newsletter, which is included in each municipal utility bill delivered via US Postal Service.

The City also convened a Technical Advisory Committee comprised of taxing district representatives, property owners, and community members to review the boundary, proposed projects and finances for the urban renewal area.

The Plan Area, shown in Figure 1, consists of approximately 352.66 total acres: 275.13 acres of land in tax lots and 77.53 acres of public rights-of-way. It is anticipated that the Plan will take twenty two years of tax increment collections to implement. The maximum amount of indebtedness that may be issued for the Plan is \$25,600,000 (Twenty-Five Million Six Hundred Thousand dollars). Detailed financial analysis is in the Report Accompanying the Cornelius Urban Renewal Plan (Report).

Detailed goals and objectives developed for this Plan are intended to guide tax increment financing (TIF) investment in the Area over the life of the Plan. The project category descriptions and list of projects are similarly intended to aid future decision makers when considering how best to expend funds generated by TIF. The Plan is to be administered by the Cornelius Urban Renewal Agency (Agency). Substantial amendments to the Plan must be approved by City Council as outlined in Section VII. All amendments to the Plan are to be listed numerically on the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

² *ibid.* p. 1.

The relationship between the sections of the Plan and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this Plan that primarily addresses the statutory reference. There may be other sections of the Plan that also address the statute.

Table 1 - Statutory References

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

B. Urban Renewal Overview

Urban renewal allows for the use of tax increment financing, a financing source that is unique to urban renewal, to fund its projects. Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established - are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the maximum indebtedness amount set by the urban renewal plan.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in Oregon Revised Statutes (ORS) 457.010. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. The Cornelius Urban Renewal Area (Area) meets the definition of blight due to its transportation system infrastructure deficiencies, building conditions, and underdeveloped and undeveloped properties. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the Report Accompanying the Cornelius Urban Renewal Plan (Report).

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

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

III. MAXIMUM INDEBTEDNESS

Maximum indebtedness is the total amount of money that can be spent on projects, programs and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$25,600,000 (Twenty-Five Million Six Hundred Thousand dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds.

IV. PLAN GOALS

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve each goal. The urban renewal projects identified in Sections V and VI of the Plan are the specific means of meeting the objectives. The goals and objectives will be pursued as economically as is feasible and at the discretion of the Agency. The goals and objectives are not listed in any order of importance or priority. A matrix of how the projects align with the goals and objectives is shown in Table 2.

A. Transportation

Goal 1: Improve the overall transportation network in Cornelius

Objectives:

- a) Improve alleyways and streets including pedestrian amenities
- b) Improve connectivity within Old Town and East Gateway District
- c) Reduce traffic congestion and improve safety

B. Developer Incentives

Goal 1: Facilitate development in Cornelius, stimulating economic growth and enhanced livability for the community

Objectives:

- a) Facilitate development on undeveloped and underutilized parcels
- b) Improve the appearance of existing buildings in the downtown core
- c) Create a contemporary mixed-use village around Fred Meyer
- d) Acquire properties to help facilitate future development

C. Creating Community

Goal 1: Strengthen and re-establish "Old Town" as the heart of Cornelius

Objectives:

- a) Create a community gathering space and civic plaza including a splash pad and plaza
- b) Revitalize close-in neighborhoods
- c) Improve the appearance of Old Town
- d) Provide gateways, public art and signage to signal Cornelius as a distinct and walkable place

Goal 2: Celebrate and reconnect with the natural environment

Objectives:

- a) Connect to the future Council Creek Regional Trail

Table 2 – Relationship of Projects to Cornelius Urban Renewal Plan Goals

Project	Goals
TRANSPORTATION	
Reconstruct downtown couplet alleyways with pedestrian amenities and decorative features	A,B,C
Core Neighborhood alleyway improvements	A,B,C
Alleyway connection road treatments (11th, 12th, 13th, 14th)	A,B,C
Other downtown street crossing treatments	A,B,C
1st street pathway connectivity	A,C
Close-in Neighborhood Frontage Improvements	A,B,C
Core Neighborhood pathways	A,C
Fred Meyer road frontage improvements	A,B,C
Access management plan with ODOT	A,B,C
Downtown bike racks, garbage cans, and benches	A,B,C
Bus stops/amenities	A,B,C
N 29th Ave Frontage Improvements	A
Neighborhood Trailheads	A,C
N Holladay Extension (4th to City Boundary)	A,B
Add bulbouts along 11th - 14th between Adair and Davis	A,B,C
DEVELOPER INCENTIVES	
Town Center Core façade improvement grant program	B,C
Cost share program for frontage improvements (sidewalks) for highway commercial development	A,B,C
Downtown blighted building demos	B,C
Design and development assistance	B,C
Targeted SDC waivers/reductions	B
ACQUISITION	
Western States Fire Apparatus building acquisition and redevelopment	B,C
Railroad ROW property acquisition	B,C
Community Investment Trust property	B,C
Purchase and demo house adjacent to library, develop parking	B,C
Estby purchase and brownfield remediation	B,C

[Amended] Cornelius Elementary School Gym/Cafeteria building ³	B,C
[Amended] Grande Foods property purchase ⁴	B,C

Source: City of Cornelius

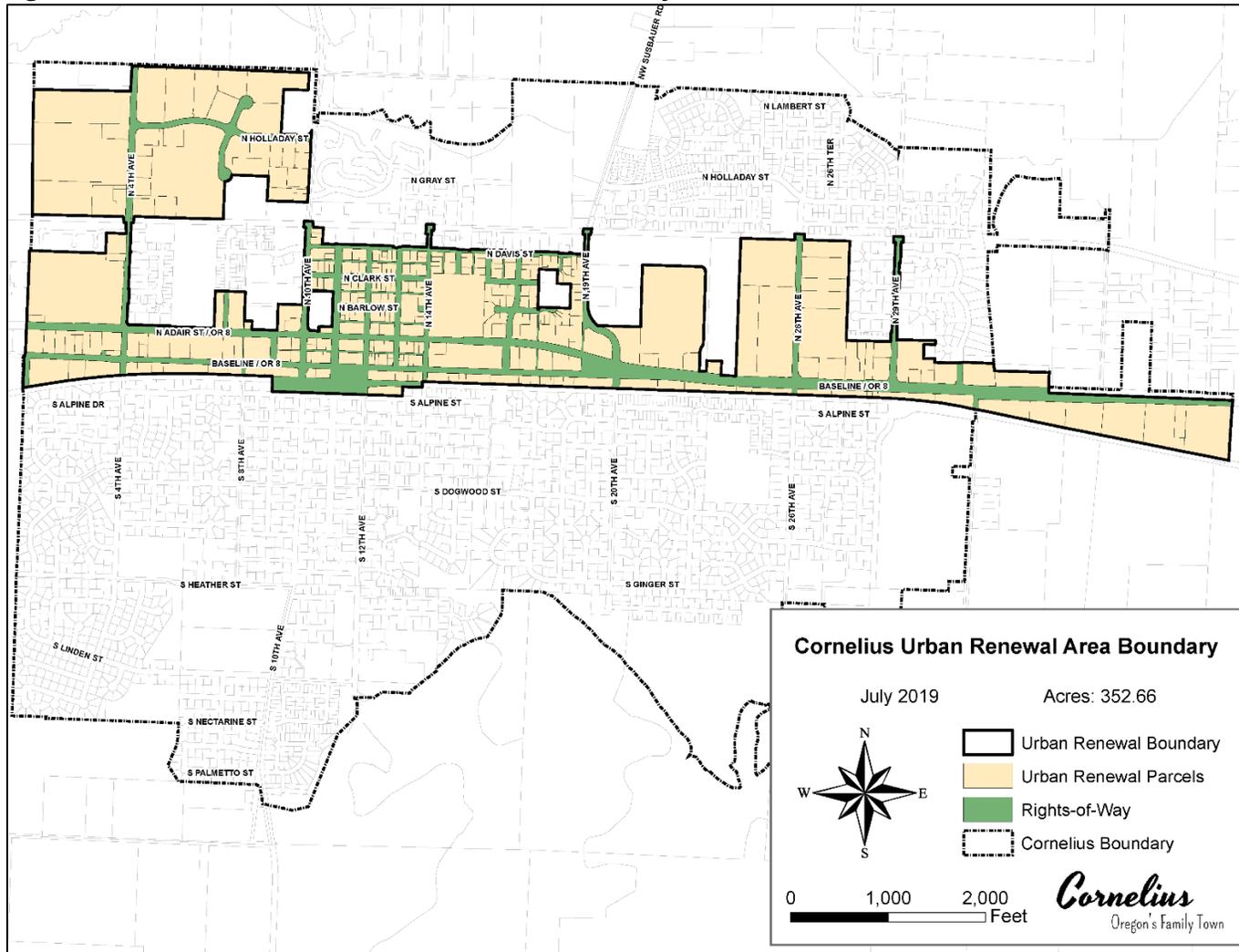
³ Project added via simple amendment, via Urban Renewal Agency resolution No. 2025-01, January 6, 2025.

⁴ Project added via simple amendment, via Urban Renewal Agency resolution No. 2025-01, January 6, 2025.

Project	Goals
CREATING COMMUNITY	
New "Welcome to Cornelius" sign on west side; easement acquisition	C
Add electrical conduit and service to downtown	C
Decorative informational signs	A,B,C
Convert downtown streetlights to LED and Option C (City owned & maintained)	C
Splash Pad and Plaza	C
Town Center Gateway Features	A,B,C
Public Art Program	B,C
14th Avenue Greenway Treatments	A,B,C
Add shepherd's crook lights between Adair and Barlow, 11th -14 th Avenues	A,B,C
Connections and equipment for downtown holiday lighting	C

Source: City of Cornelius

Figure 1 - Cornelius Urban Renewal Plan Area Boundary



Source: City of Cornelius

V. URBAN RENEWAL PROJECT CATEGORIES

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

- *Transportation*
- *Developer Incentives*
- *Acquisition*
- *Creating Community*
- *Administration*

VI. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below. They are not listed in any priority order. The Agency will determine the order of the projects and may add projects in the future through the amendment process defined in Section VII of this Plan.

A. *Transportation*

Reconstruct downtown couplet alleyways with pedestrian amenities and decorative features – These treatments include but are not limited to stormwater-friendly surfacing, bulbouts at entrances, special paving, lighting, minor furnishings, minor landscaping (planter boxes), utility work (drainage), curb extensions with driveway aprons at street entries, miscellaneous building adjustments.

Core Neighborhood alleyway improvements – Install concrete alleyway improvements to improve connectivity and reduce maintenance.

Alleyway connection road treatments (11th, 12th, 13th, 14th Avenues) – Install colored or textured street crossings to reinforce connectivity.

Other downtown street crossing treatments – Install colored or textured street crossings to reinforce connectivity.

1st Avenue pathway connectivity – Construct a pedestrian-friendly connection between Baseline and N Adair Street at 1st Avenue.

Close-in Neighborhood Frontage Improvements – Install sidewalk improvements including the planting of street trees.

Core Neighborhood pathways – Improve the core neighborhood pathway system, particularly around Cornelius Elementary.

Fred Meyer road frontage improvements – Install improvements to the Haney site which is defined as North 26th Avenue to Lot 3. Improvements include street and frontage improvements.

Access management plan with ODOT – Work with ODOT to prepare an access management plan to help facilitate development of properties and safe access along ODOT rights-of-way at the eastern end of town.

Downtown bike racks, garbage cans, and benches – Install bike racks, garbage cans, and benches that fit with the current streetscape.

Bus stops/amenities – Add and upgrade transit stop amenities as needed, to include sheltered stops with seating, landing pads, route information, bicycle parking and improved lighting.

North 29th Avenue Frontage Improvements – Supplement Community Development Block Grant (CDBG), Washington County Transit Development Tax, and other funding sources for frontage improvements including curb, gutter, sidewalk, street trees, street lights and utility undergrounding.

Neighborhood Trailheads – Provide neighborhood trailheads on future Council Creek Regional Trail that include light landscaping, simple signage, light paving for access, fencing and bollards.

North Holladay Extension (4th Avenue to City Boundary) – Extend Holladay Street from 4th Avenue to the west city limits, construct as an Industrial Collector, with sidewalks and bike lanes. Alignment should connect with a future street extension from Yew Street. (Maximum urban renewal expenditure 50% of project costs)

Add bulbouts along 11th - 14th Avenues between Adair and Davis Streets – Extend the sidewalk area into the parking lane to provide a more convenient and comfortable pedestrian connection.

B. Developer Incentives

Town Center Core façade improvement grant program – Establish a Façade Improvement Program. Preliminary plans include the first \$5k as a grant, and then requiring 1:1 match up to \$30k city expenditure. Further guidelines on how the Façade Improvement Program will be operated will be developed by the Agency once the Plan is adopted.

Cost Share Program for frontage improvements (sidewalks) for highway commercial development – Establish a Cost Share Program that would provide a 50% of total cost (1:1 match) to be offered to developers in the following locations: South side of Baseline, 4th to 10th and Mi Casita to 345th; this offer would also include select couplet properties with 2+ frontages. Treatment includes curb, gutter, sidewalk, street trees, street lights, and utility undergrounding. Further guidelines on how the Cost Share Program will be operated will be developed by the Agency once the Plan is adopted.

Downtown blighted building demos – Assist in demolition of blighted buildings in the Area to prepare the sites for future development.

Design and development assistance – Establish a fund to assist with development assistance. Further guidelines on how the Development and Design Assistance Program will be operated will be developed by the Agency once the Plan is adopted.

Targeted SDC waivers/reductions – Waive or reduce System Development Charges (SDC)s on specific properties of interest. Further guidelines on how the SDC Waiver/Reduction Program will be operated be developed by the Agency once the Plan is adopted.

C. Acquisition

An acquisition program will be established. Prior to any property being acquired, it must be identified in the Plan in Section VIII. The following properties are specified identified for future acquisition:

Western States Fire Apparatus building acquisition and redevelopment into indoor farmer's market – This project authorizes the purchase of the Western States Fire Apparatus building and also the costs incurred to bring it up to current seismic standards.

Railroad Right of Way (ROW) property acquisition – This project authorizes the purchase of the Railroad ROW within the Area; assumes state grants for brownfield cleanup.

Purchase and demolition house adjacent to Cornelius Library, develop for parking –Purchase, demolition, paving, striping, landscaping, and frontage costs for a parking lot adjacent to City Hall.

Estby purchase and brownfield remediation – Purchase, demolition; assumes state grants for cleanup.

[Amended] Cornelius Elementary School gym/cafeteria building – Purchase, renovate, and convert into community's first recreation and community center.

[Amended] Grande Foods property acquisition – Purchase property for future commercial redevelopment and community use.

D. Creating Community

New "Welcome to Cornelius" sign on west side; easement acquisition – Design, construct and install a monument similar to the monument on east side of City.

Add electrical conduit and service – Add electrical conduit and service to downtown.

Decorative informational signs – Design, construct and install decorative informational signs.

Convert downtown streetlights – Convert downtown streetlights to LED and Option C (City owned & maintained).

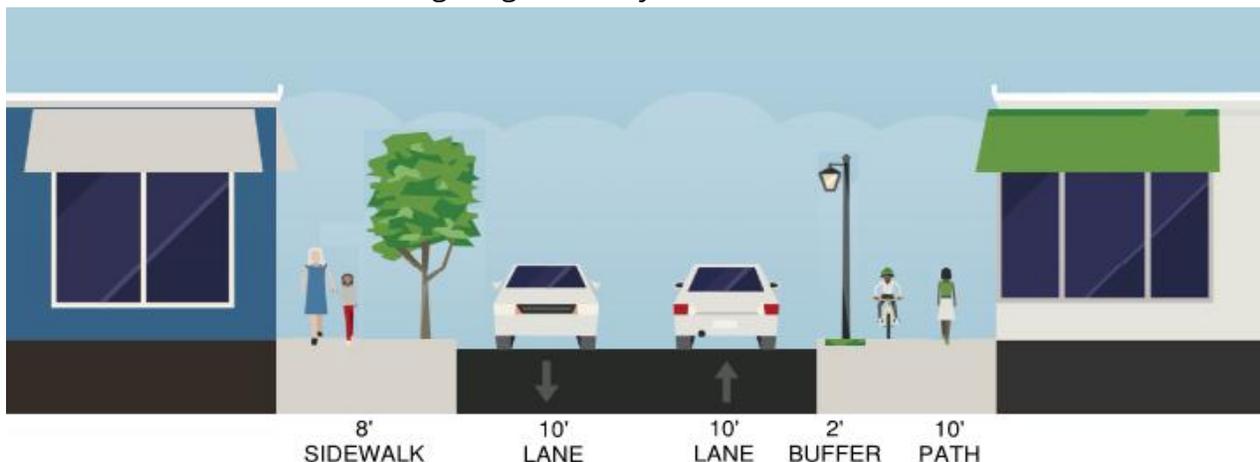
Splash Pad and Plaza – Design and install a plaza with pavement, utilities, furnishings, lighting, landscaping, art, shelter, splash pad fountain and signage.

Town Center Gateway Features – Design, construct and install five gateways (3 along highway couplet, 2 at north/south arterials). Gateway features may include but are not limited to signage, flag poles, landscaping, lighting, art piece, curb extensions, and utility work.

Public Art Program – Develop a program to support and incentivize public art installations.

14th Avenue Greenway Treatments – Provide a multi-modal connection between the Town Center and the planned Council Creek regional trail to the north and the Tualatin River to the south (Alpine Street to Council Creek Regional Trail within the Urban Renewal Area). The greenway would have a unique cross-section to promote walking and biking trips. The available right-of-way is generally 40-feet wide and constrained with existing fronting development. The cross-section elements would include:

- Two travel lanes with narrow width (10 feet) to control vehicle speeds
- Parking bays on one side of the street provided intermittently as space allows
- 10-foot wide sidewalk on the west side of the street with trees in tree wells to buffer the vehicle travel lanes
- 10-foot-wide multiuse path on east side of the street to serve walking and biking trips
- Crosswalks at each intersection
- Curb extensions at crosswalks adjacent to a parking bay
- Pedestrian scale street lighting for safety and comfort



- Art and wayfinding features

The multiuse path on the east side of 14th Avenue would serve pedestrians and cyclists in both directions. Pavement markings and signage would help to clarify how users should share the path. A narrow buffer between the pathway and the travel lane would improve the comfort of using the pathway and provide a space for street lighting.

A wayfinding system with signing and/or pavement markings would guide pathway users to local and regional destinations.

Add shepherd's crook lights – Add shepherd's crook lights between Adair Street and Barlow, Street 11th -14th Avenues.

Connections and equipment for downtown holiday lighting – Purchase and installation of equipment for downtown holiday lighting.

Community Investment Trust property (CIT) Property – Assumes turning vacant railroad property next to Veterans Memorial Park into Community Investment Trust property.

E. Administration

Administration – Authorizes expenditures for the administrative costs associated with maintaining the urban renewal area.

VII. AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, the County, and adoption by the City Council by non-emergency ordinance after a hearing.

Notice of such hearing shall be provided to individuals or households within the City of Cornelius, as required by ORS 457.120.

Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:⁵

- 1. Add land to the urban renewal area, except for an addition of land that totals not more than a cumulative 1% of the existing area of the urban renewal area; or*
- 2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.*

B. Minor Amendments

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

C. Amendments to the Cornelius Comprehensive Plan and/or Cornelius Municipal Code.

Amendments to the Cornelius Comprehensive Plan and/or Cornelius Municipal Code that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the Agency or City Council.

⁵ Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the maximum indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law as by concurrence provisions in ORS 457.470.

VIII. PROPERTY ACQUISITION AND DISPOSITION

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

A. Property acquisition for public improvements

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

B. Property acquisition from willing sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

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

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

D. Properties to be acquired

An indication of which real property may be acquired and the anticipated disposition of said real property whether by retention, resale, lease or other legal use, together with an estimated time schedule for such acquisition and disposition.

The estimated time frame for acquisitions 1-5 is by FYE 2026.

1. Western States Fire Apparatus building acquisition and redevelopment - Once purchased and brought to current seismic standards, this property will be sold for a future commercial use in the Area. TLID #1S304AA00300, -400, & -500.
2. Railroad Right of Way (ROW) property acquisition – The property will be turned into a productive commercial and residential use in the Area through resale. No TLID assigned; currently right-of-way.
3. Community Investment Trust property (CIT) Property – Assumes turning some of the railroad right-of-way property into Community Investment Trust property through public/private partnership or resale. No TLID assigned; currently right-of-way.
4. Purchase and demolition house adjacent to Cornelius Library, develop for parking – Purchase, demolition, paving, striping, and frontage costs for a parking lot and parklet adjacent to the Cornelius Library. Property to be owned by the City of Cornelius. TLID #1N333DD05200.
5. Estby purchase and brownfield remediation – Purchase, demolition and clean-up; assumes state grants for cleanup. Property will be re-sold for future commercial or mixed-use commercial and residential use in the Area. TLID #1S304AB00100 & -200.
6. **[Amended]** Cornelius Elementary School gym/cafeteria building – purchase and renovation for a future Cornelius recreation and community center. TLID #1N333DD04500, 200 N 14th Ave, Cornelius Oregon 97113.
7. **[Amended]** Grande Foods property acquisition and redevelopment – sell for redevelopment and future commercial and community use. TLID #1N333DD08700, 1655 N Adair Street, Cornelius Oregon 97113.

IX. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The acquisition of the parcel adjacent to the Cornelius Library could result in relocation

benefits. The Agency will comply with all applicable state law in providing these potential benefits.

There are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area. All acquisitions will be reviewed for potential of relocation benefits.

X. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.)

A. General description of the proposed financing methods

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

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

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

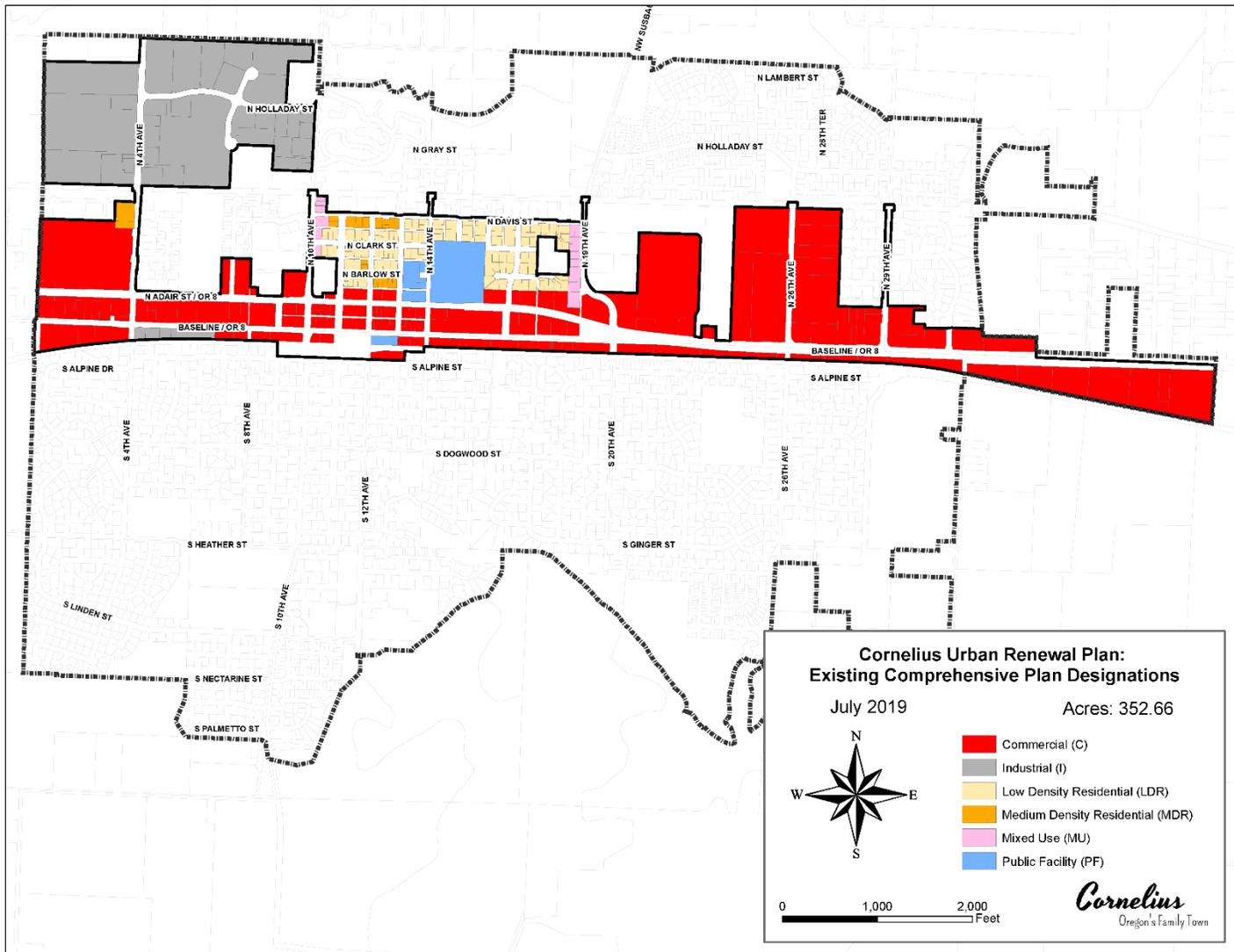
B. Tax increment financing

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

XI. ANNUAL REPORT

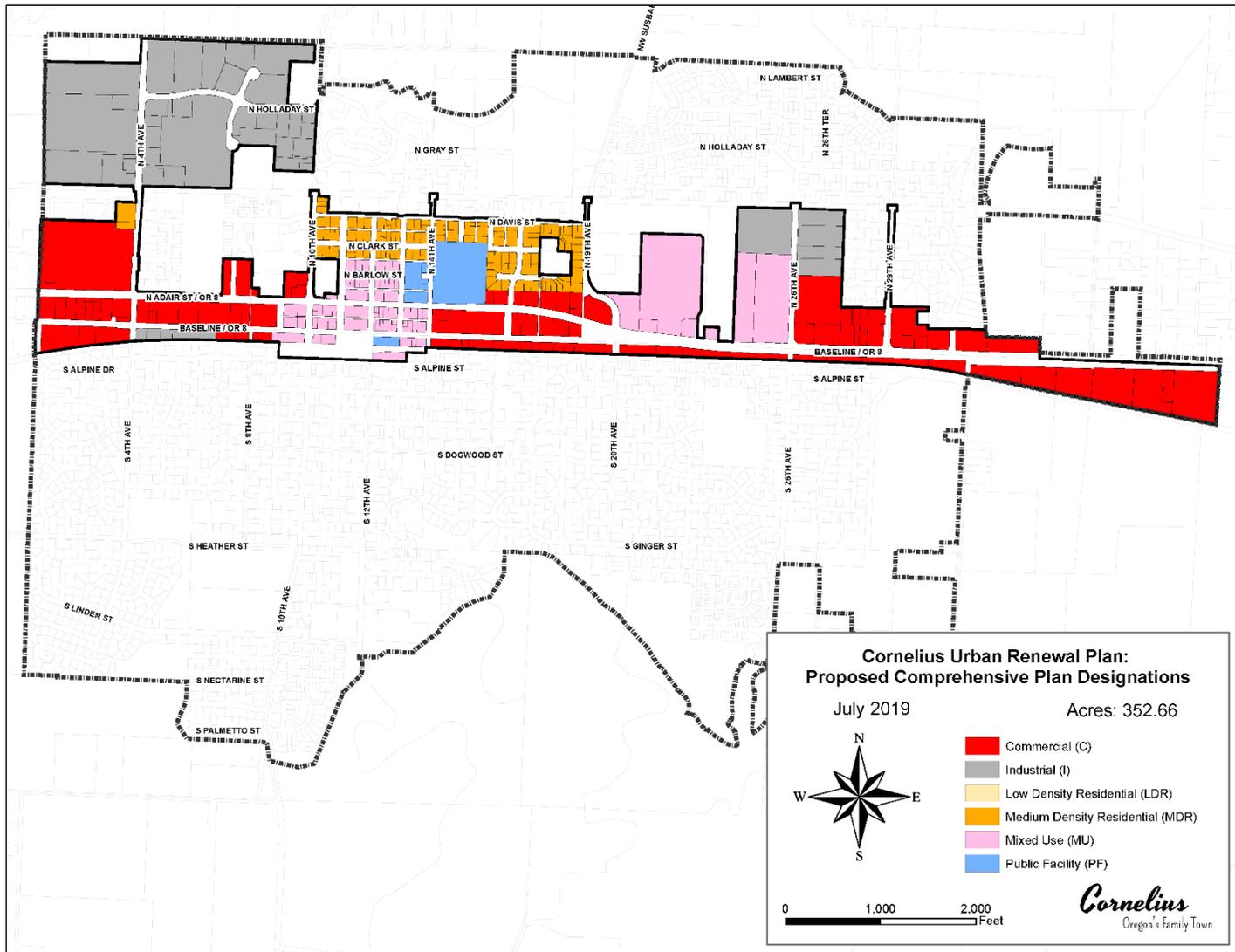
The Agency shall file an Annual Report in compliance with ORS 457.460.

Figure 2 - Comprehensive Plan Designations



Source: City of Cornelius

Figure 3 - Proposed Comprehensive Plan Designations



Source: City of Cornelius

XII. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the Cornelius Comprehensive Plan (Comprehensive Plan), Cornelius Transportation System Plan, and Cornelius Municipal Code (Municipal Code). The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Plan relates to the applicable goals and policies. The analysis covers the most relevant sections of the Comprehensive Plan but may not cover every section of the Comprehensive Plan that relates to the Plan.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text is text that has been taken directly from an original document.*

Comprehensive Plan designations for all land in the Area are shown in Figure 2. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Cornelius Municipal Code.

A. *Cornelius Comprehensive Plan*

As the Comprehensive Plan is updated in the future, this document will automatically incorporate those updates without the Plan having to be formally amended. If a substantial amendment is completed in the future, this section of the Plan should be updated at that point.

The numbering of the policies within this section reflects the numbering that occurs in the original document.

Citizen Involvement

Plan Details

All citizens are involved and participate in decision making for growth and development.

Finding

The Plan conforms to the Citizen Involvement Section of the Comprehensive Plan because the Cornelius Town Center Plan (Town Center Plan) and the implementing tool for the Town Center Plan, this Cornelius Urban Renewal Plan, are the products of ten intensive months of planning work and significant community outreach. The Plan establishes policies and standards to implement the community vision for downtown, including the preferred urban design elements, increased multi-modal transportation options, reduced barriers to development and redevelopment, and incentives for future private investment in the district.

Over the summer months of 2018, the City undertook the task of conducting extensive community outreach to its residents, visitors, local business owners, community leaders and youth to understand their vision for the future of the Town Center.

The process reached hundreds of individuals and households through various avenues. This included online surveys, community conversations with local organizations, stakeholder interviews, intercept surveys at twelve local events and a Vision Ideation Session with City leaders. Businesses posted flyers in their storefronts, and interactive poster boards were displayed in the lobbies of the Virginia Garcia Health Center and City Hall.

As the culminating event, the City hosted Design Week in October 2018. This was an interactive, multi-day event consisting of engaging activities, workshops, and drop-in sessions to redesign Cornelius' downtown core. Nearly 100 people participated in activities, including elected officials, Pacific University students, property owners and the broader community. Activities included:

- Two days of drop-in studio sessions with project staff and urban designers on hand.
- A community workshop, held at Cornelius Elementary School, to build interactive designs.
- An online survey to provide an opportunity to participate in the discussion and activities online.

Building upon the feedback received through the earlier outreach, Design Week activities were designed to identify specific opportunities to transform downtown. Discussion questions focused on the Town Center boundary, neighborhood sub-districts, important transportation connections, the locations of gateways and public plazas, as well as specific ideas for key opportunity sites.

The extensive outreach conducted at the outset of this project touched a diverse cross-section of the Cornelius community, encouraged high-quality conversations, and generated excitement about the future of Cornelius.

Opportunities for input specifically on the urban renewal plan were provided at an Open House, the Agency meeting, Planning Commission meeting, and the City Council hearing in addition to the input provided by the Technical Advisory Committee.

Urbanization and Land Use

Plan Details

The community is pro-active in managing existing land uses and identifying future needs to provide long term quality development.

Finding

The Plan conforms to the Urbanization and Land Use Section of the Comprehensive Plan as the Plan is an implementation tool for the Town Center Plan which received robust community input in identifying needs and actions for the City of Cornelius. Those actions included updating the zoning in the Town Center to make the zoning code more easily understood, reducing the number of zones in the Town Center and to help facilitate future development.

Housing

Plan Details

Citizens take pride in the quality and variety of residential neighborhoods.

Finding

The Plan conforms to the Housing Section of the Comprehensive Plan because the projects in the Plan are aimed not only at improving the downtown core of Cornelius but also adjacent neighborhoods. Projects include core neighborhood alleyway improvements, close-in neighborhood frontage improvements, neighborhood trailheads, and the proposed plaza and splash pad in addition to developer incentive programs. The improvements will help create a more livable community for Cornelius residents throughout the city.

Economy

Plan Details (See also sub-section D on Cornelius Economic Opportunity Analysis and Strategic Action Plan)

Cornelius has a self-supportive, diversified economic base.

Policies

1. Support and promote continued commercial and light industrial development and diversification of the area's economy.

3. Encourage commercial development commensurate with the retail sales and service needs of local residents, and seek to capture the value of high traffic volumes on the highway.

4. Preserve and promote upgrading businesses along the Tualatin Valley Highway by supporting highway and street improvements that will alleviate traffic congestion and improve the appearance of the commercial core of the city.

6. Partner with public and private entities for the provision of competitively-priced and reliable water supply, energy, fiber optics/high-speed communication, transportation connectivity needed to support businesses development

Finding

The Plan conforms to the Economy Section of the Comprehensive Plan because the main thrust of all the urban renewal projects is economic development. There are projects to work with developers on improving their existing facades, to partner with developers to directly incentivize development through cash infusion and targeted SDC waivers/reductions, and to indirectly incentivize development by assisting with infrastructure costs such as frontage improvements. The transportation projects aim to improve transportation connectivity and make downtown Cornelius a more walkable and vibrant place which will be more conducive to economic development in the Area.

Natural and Cultural Resources

Plan Details

Cornelius reflects a unique blend of new and old, natural and manmade environments. The City celebrates a diversity of ethnic cultures; and maintains and enhances the quality of local natural, historic, and cultural resources.

Finding

The Plan conforms to the Natural and Cultural Resources Section of the Comprehensive Plan because it has a trail connection project whose purpose is to connect the Town Center to natural resources. The numerous cultural institutions within the Area will be better served by the transportation connections and transportation safety measures identified in the Plan.

Public Facilities and Services

Plan Details

The citizens enjoy independent utilities, schools and public safety. They utilize neighborhood and centralized parks. The city administration shows concern and responds to the needs of the community

Policies

3. The city shall encourage development of local recreation options.

Finding

The Plan conforms to the Public Facilities and Services Section of the Comprehensive Plan because it has recreational projects identified for the Area. First, there is a project dedicated to making a community plaza including a splash pad. Second, there are trail and connectivity projects that are aimed at improving recreational opportunities.

Transportation

Plan Details - The Cornelius Transportation Systems Plan (TSP) was adopted by the Cornelius City Council on February 5, 2018. It is a component part of the Comprehensive Plan. This section is taken from the TSP.

Transportation Systems Plan Goals and Objectives

Goal 1: Safety

Develop a transportation system that maintains and improves individual health and safety by maximizing pedestrian and bicycle transportation options, public safety and service access, and safe and smooth connections.

Goal 1 Objectives

A. Provide safe connections for walking, biking and driving trips

Goal 2: Transportation System Management

Emphasize effective and efficient management of the transportation system for all users.

Goal 2 Objectives

C. Strive to meet City's mobility standards

E. Reduce single-occupant vehicle trips by supporting travel options

Goal 3: Travel Choices and Livability

Develop and maintain a well-connected transportation system that offers convenient and available pedestrian, bicycle and transit trips, facilitates access to daily needs and services, and enhances livability.

Goal 3 Objectives

A. Provide safe, comfortable and convenient transportation options

B. Incorporate amenities in the system such as street lighting, bike parking, bus shelters that better meet the needs of the walking, biking and transit user

C. Improve walking and biking connections to community destinations and continue to address deficiencies and gaps in the pedestrian and bicycle systems

D. Enhance wayfinding signage for those walking and biking, directing them to bus stops, trails, and key routes and destinations

E. Support efforts and cooperate with regional partners to develop trails

F. Work with TriMet to establish and maintain transit stops in locations that are safe and convenient for users and that are consistent with the TriMet Transit Investment Plan

G. Coordinate with TriMet (and other transit providers) to improve the coverage, quality and

frequency of services as needed in areas where existing and planned land uses support transit services

H. Enhance transportation connections between community destinations and neighborhoods by implementing the City's local street connectivity plan as opportunities arise.

Goal 4: Economic Vitality

Support the development and revitalization efforts of the City, Region, and State economies and ensure the efficient movement of people and goods.

Goal 4 Objectives

D. Enhance the vitality of the downtown area by incorporating roadway design elements for all modes

Goal 6: Equitable Transportation System

Provide a transportation system that is accessible to all users regardless of age, income, and health.

Goal 6 Objectives

B. Ensure that the transportation system supports users with a range of age, income and health

Finding

The Plan conforms to the Transportation Section of the Comprehensive Plan because the Plan is designed to make downtown Cornelius a safe multi-modal hub of the City, encouraging pedestrian activity and safe multi-modal connections within the Area. There are projects in the Plan that improve safety, traffic flow, and connectivity and will help support the economic vitality of the Area. There are projects that assist in the construction of new streets, improving the overall transportation network and facilitating new development. There are also projects that improve pedestrian amenities, encouraging more pedestrian activity.

B. Cornelius Municipal Code

The land uses in the Area will conform to the zoning designations in the Municipal Code, including the maximum densities and building requirements, and are incorporated by reference herein.

The development is expected to conform to the zoning requirements. As the Municipal Code is updated, this document will be automatically updated. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations.

The zoning categories at the time of the Urban Renewal Plan preparation follow in the "Existing Zoning Categories" section.

C. Existing Zoning Categories

General Industrial

The purpose of the general industrial or M-1 zone is to provide for various industrial activities which require processing, fabrication and storage of raw, primary materials, including outdoor storage areas, heavy equipment storage and other uses not compatible with the commercial or residential zones.

Highway Commercial

The purpose of the highway commercial or C-2 zone is to provide for retail businesses, services, and offices located along the Tualatin Valley Highway corridor, where the principal users are auto oriented.

Core Commercial-Employment

The purpose of this district is to implement the provisions of the Core Area Enhancement Plan, as set forth in Chapter IV of the comprehensive plan. The core commercial and employment planning district is designed to provide for a coordinated mixed use (commercial and employment) center which is both transit supportive and pedestrian friendly. The general intent of this planning district is to create or recreate a better sense of coordinated development, while maintaining and recognizing the separate ownerships and business interests within the district.

This district is designed to provide a wide variety of goods, services and employment opportunities. By providing a greater mix of uses, the overall level of activity and interactivity within the district is expected to be enhanced. This greater mix and intensity, in turn, will create greater opportunities to attract people to the district and encourage them to stay for more than short, single purpose trips.

The general intent of this district is to create a more powerful sense of place. It is hoped that this district evolves into a very desirable place to be, to work, shop, or to relax and be entertained.

Therefore, the design criteria for this district focuses more on the location and orientation of uses and buildings to each other than it does on specific uses. The primary intent of this design is to create a pedestrian friendly and transit oriented development plan. It is hoped that through coordinated development planning that a desirable mix and pattern of uses can be accomplished towards these purposes, regardless of the ownership pattern.

As a general guideline, the desired allocation of uses and activity areas includes:

Buildings	40%
Parking (surface)	40%
Landscaping, including pathways, plazas and courtyards	20%

Main Street General Employment

The Main Street general employment (MSG) zone allows general commercial and service uses, where the principal uses are both pedestrian- and auto-oriented. This zone also allows a limited range of light industrial uses, such as research and development, distribution, and warehousing, but requires such uses to meet design and performance criteria. Building heights are generally limited to two stories, although taller buildings may be approved by the planning commission.

Single-family Residential R-7

The purpose of the single-family residential (R-7) zone is to implement the low density residential land use designation and policies of the comprehensive plan. The R-7 is intended to establish low density residential home sites where a minimum gross acreage of 7,000 square feet is available for each dwelling unit. To do this, the R-7 single-family residential zone regulates the construction of single-family homes on existing lots, and provides design guidance for single-family residential subdivisions.

Main Street Civic

The Main Street civic (MSC) zone is designed to provide for governmental, public service, and educational uses, such as City Hall, library, fire and police stations, schools, and public parking. Limited commercial uses may also be allowed as a conditional use. Building heights are generally limited to 40 feet in height, although taller buildings may be approved by the planning commission.

Main Street Retail Commercial

The Main Street retail commercial (MSR) zone is primarily a commercial retail zone, but also allows office and service commercial uses when conducted wholly within an enclosed building. Upstairs office and residential uses are allowed, but not required. Outdoor display, storage, and patron seating (such as for a sidewalk cafe) are only allowed within designated special outdoor use areas designed specifically to support their intended function while maintaining an attractive visual environment, as approved in accordance with the standards in this chapter or temporarily as defined in this code.

Multi-family Residential

The purpose of the multi-family residential or A-2 zone is to implement the city's land use designation and policies for medium-density residential housing as set forth in the comprehensive plan. The A-2 zone regulates development of single-family homes on existing lots and provides design guidance for small lot single-family residential subdivisions and multi-family developments.

Main Street Mixed Use

The Main Street mixed use (MSM) zone is designed to encourage a vertical mix of limited retail, office, and residential uses. Commercial uses are limited to convenience retail,

service, and professional offices. Building heights are limited to three stories, with second-floor offices and second- and third-floor residences. Compliance with these standards is required in the MSM-zoned areas along both sides of 10th Avenue and on both sides of 19th Avenue.

D. Proposed Zoning Categories

As a result of the planning work done in 2019 for the Town Center, a restructuring of the zoning categories that serve the Town Center are being reviewed simultaneously with the Plan adoption. If these changes are adopted by the City Council, they will automatically be incorporated into the Plan with no further action required by the Agency.

Proposed rezoning: Development in the TenBlock District will be implemented through rezoning of properties substantially along the lines of the sub district boundaries, with refinements for specific properties based on distinct development needs such as the Cornelius Elementary school campus. The proposed rezoning will greatly simplify the number of zones applied within the District to streamline future review and create greater certainty for development.

Table 2 - Proposed Zoning

TenBlock Sub district	Existing Zoning	Proposed Zoning
Town Center Core	Main Street Retail Commercial Main Street General Employment Main Street Civic Main Street Design Overlay Highway Commercial (C-2) Multi-family Residential (A-2) Single-family Residential (R-7)	Central Mixed Use (CMU) Retain A-2 for properties on south side of Alpine Street
Core Neighborhood	Multi-family Residential (A-2) Single-family Residential (R-7) Main Street Mixed Use (MSM) along 19 th and 10 th Streets	Core Residential (CR) Corridor Commercial (CC) for Elementary School site
Town Center Corridor	Main Street General Employment (MSG)	Corridor Commercial (CC)
East Gateway	Main Street Mixed Use (MSM) Main Street General Employment (MSG) Core Commercial Employment (CE)	Gateway Mixed Use on the north side of highway (GMU)

Proposed development code amendments: The proposed new zoning districts will be implemented through development code amendments, repealing and replacing the existing Main Street zones.

Central Mixed Use zone

The Central Mixed Use zone will be based primarily on the existing Main Street Retail Commercial, Main Street Civic zone and Main Street Design Overlay zone.

- Dimensions: Cap at 3-story (40-45 feet) height limit to encourage near-term development rather than land-banking until market conditions support more intense development. Minimum 16-foot height requirement for front facades to create a continuous street presence, to be met through various façade treatments if two-story construction is not desired. Zero foot setbacks, with maximum 10-ft setbacks to encourage active street engagement and a continuous street presence.
- Uses: Allow mix of retail, commercial, office, and civic uses based on existing zones. Allow ground-floor residential, in acknowledgement that vertical mixed-use is financially challenging and unlikely in the Cornelius market.
 - Design standards: Require a few, limited design elements for sites fronting N Adair and Baseline that contribute to a strong visual identity rather than extensive and expensive design standards:
 - Require arcade-style weather protection treatment for all development, to create strong, unifying visual identity.
 - Require distinctive corner treatments to increase visual prominence of corner buildings. Design options to include chamfered corners, inset pedestrian plazas, main entrances, turrets, and materials wrapping around the corner such as awning and windows.
 - In addition to a few mandatory elements for all buildings, require several elements from a menu of human-scale design choices to support quality design with opportunity for creating individual identity. Design choices may include: tripartite building design including base, middle and cornice features, ground-floor windows including window sills, mullions and transom windows, architectural bays and fenestration, and pronounced entryways incorporating recessed doors, planters, benches, lighting, and distinct materials.
 - Require a second alley-facing entrance and lighting for sites with alley frontage within the couplet, but no alley façade design requirements.
- Nonconforming development: Ensure that existing residential uses can continue, and allow for modest redevelopment of existing nonconforming sites without triggering compliance with dimensional and design standards for the district.

- Add bike parking minimums, that can be met through bike parking in the right-of-way or on site.

Corridor Commercial zone

Zone will be based on existing Main Street General Employment zone, and will be applied to important redevelopment sites including Grande Foods (Hank's) and the elementary school.

- Dimensional standards will support a presence along the street through setbacks, including creating frontage for future redevelopment on the Grande Foods site for Adair and Baseline. Include design standards to address primary building entrances and connections to the street, and location of parking areas to the side or rear of sites.
- Support active commercial uses such as retail and services, and limit uses with low employment generations, customer visits, and/or auto-orientation by prohibiting uses such as warehousing.
- Limit auto-oriented development aspects, specifically prohibiting any new gas stations and auto-related uses while permitting existing auto-related uses to continue as a permitted use outside of nonconforming use regulations. New drive-throughs will be prohibited to support less auto-oriented site design.
- Schools to be a conditional use, allowing the redevelopment of Cornelius Elementary as an existing "grandfathered" use but requiring conditional use permit review for any other schools.
- Promote on-street parking and limit requirements for off-street parking by clarifying standard allowing on-street parking spaces to count towards parking minimums and consider additional reductions to parking minimums. Add bike parking minimums that can be met through bike parking in the right-of-way or on site.
- Improve connectivity with spacing standards that require a pedestrian and bicycle accessway or public street right-of-way, bisecting the Grande Foods "superblock" and Elementary School site when major redevelopment occurs.

Core Neighborhood zone

Prioritize existing and expanded residential uses in these close-in neighborhoods with access to downtown, while allowing a limited expansion of service commercial and professional office uses through an expansion of home occupation provisions. Avoid creating redevelopment pressures on the existing housing stock, which is relatively affordable, by allowing a gentle increase of density and dimensional standards rather than dramatic increases. This new residential zone will replace a mix of single-family and multifamily zoning, which have created a patchwork of single and multi-family developments that do not necessarily follow those zoning district boundaries. The expanded residential uses within the zone will better match the mix of uses currently

present, and allow for gentle infill that supports the nearby town center commercial development.

- Expand missing middle housing options: Allow single-family detached residential, single-family attached residential (townhouses), accessory dwelling units, duplexes, common wall single-family dwellings, and multifamily residential as permitted uses. Allow two ADUs per home, one internal and one detached, subject to site design standards.
- Practical density increase: Allow up to one unit per 2,000 SF of site area for all dwelling types relative to current minimum lot sizes in the A-2 and R-7 zones ranging from 2,330 SF of site area for multifamily units to 6,000 SF of site area for single-family detached units, to increase the number of units that can be built and support infill development. Retain A-2 zone minimum density standards of 8 units per net acre for single-family development and 11 units per net acre for multifamily and all other “missing middle” types.
- Practical increases to dimensional standards: Retain the 35-foot height limit, modestly increase maximum lot coverage by 10%, and develop standard 5-10 ft setbacks for most uses. Reduce minimum lot widths to allow infill-scale development, based on existing lot patterns.
- Flexible parking requirements: Require one parking space per unit for most dwelling types, similar to existing standards, with flexibility to provide the space off-street or through on-street parking if available. Waive off-street parking requirements for all ADUs, one or two units, to allow more flexibility to creatively use existing structures and lots.
- Expand home occupation options: Permit expansion of commercial service and professional office uses (including legal, medical, financial, etc.) outside of the Town Center Core, but avoid competing with Town Center Core for strictly commercial, retail, and office developments. Model standards on existing Type B home occupation standards, with modifications to allow home occupations as a permitted use, not restricted to family members, and with no daily customer limits. Structural and site modifications will be subject to administrative review.

Gateway Mixed Use zone

Existing zoning will be replaced by new Gateway Mixed Use zone that will accommodate existing Fred Meyer and commercial uses, as well as a mix of employment, retail, and high-density residential uses on the undeveloped portion of the property. Code will allow options for horizontal and vertical mixed use, with provisions for site design, pedestrian circulation, and architectural design. Final configuration and zoning code changes will be developed outside of the Town Center Plan as part of the future site planning process, and adopted concurrently with the TenBlock District code changes in late 2019.

E. Proposed Comprehensive Plan Designations

The proposed Comprehensive Plan designations are in the categories of commercial, industrial, medium density residential, mixed use and public facility. The low density residential comprehensive plan will not apply in the Area.

F. Cornelius Economic Opportunity Analysis & Strategic Action Plan

The Cornelius Economic Opportunity Analysis & Strategic Action Plan was presented to the City of Cornelius in March of 2017 with a follow up memorandum in June 2017. The goals and main objectives are shown below:

Town Center Goal: Business Retention, Expansion & Recruitment - Retain and cultivate growth of existing businesses & attract new businesses.

Objectives:

Retain and expand existing businesses

Focus on filling existing buildings and infill/redevelopment of vacant and underutilized parcels in the Town Center

Citywide Goal: Grow Family Wage Jobs and a “Healthy City” Revenue Base in Cornelius.

Objectives:

Attract and accommodate “small-tech” and “new-tech” Silicon Forest high tech industry cluster growth within identified employment opportunity sites/areas in Cornelius

G. Comprehensive Plan Amendments Focus/Concepts

*Incorporate **Economic Development Plan Goal 3 and related policies** -as informed by EOA findings and recommendations - into City’s Comp Plan Land Use, Transportation and/or Economic Development Sections as relevant:*

Goal 3 – Retain and Grow Existing Businesses: *Develop relationships with existing Cornelius companies and assist them to remain and grow in the City.*

Goal 4 – Attract New Businesses: *Aggressively recruit new business opportunities which draw from the economic strengths of the Portland region and provide family-wage jobs for Cornelius.*

Finding

The Plan conforms to the Cornelius Economic Opportunity Analysis & Strategic Action Plan because the main thrust of all the urban renewal projects is economic development. There are projects to work with developers on improving their existing facades, to partner with developers to directly incentivize development through cash infusion and targeted SDC waivers/reductions, and to indirectly incentivize development by assisting with infrastructure costs such as frontage improvements. The transportation projects aim to improve transportation connectivity and make downtown Cornelius a more walkable and vibrant place which will be more conducive to economic development in the Area.

XIII. APPENDIX A: LEGAL DESCRIPTION

Urban Renewal Area

Cornelius, Oregon

A tract of land and road rights-of-way located in the Northeast, Northwest, Southwest and Southeast One-Quarters of Section 33, the Southwest and Southeast One-Quarters of Section 34 and the Southwest One-Quarter of Section 35, Township 1 North, Range 3 West, the Northwest One-Quarter of Section 2, the Northeast and Northwest One-Quarters of Section 3, and the Northeast and Northwest One-Quarters of Section 4, Township 1 South, Range 3 West, Willamette Meridian, City of Cornelius, Washington County, Oregon, and being more particularly described as follows:

Beginning at the southwest corner of Parcel 2 of Partition Plat Number 1999-004 (Assessor's Map 1N.3.33CA);

1. Thence along the Southerly line of said Parcel 2, Easterly 996 feet, more or less, to the westerly right-of-way line of North 4th Avenue (Assessor's Map 1N.3.33CA);
2. Thence along said westerly right-of-way line, Northerly 261 feet, more or less, to the northerly line of the Benjamin Q. Tucker Donation Land Claim No. 66 (Assessor's Map 1N.3.33CA);
3. Thence along said northerly line, Easterly 1,824 feet, more or less, to the westerly right-of-way line of North 10th Avenue (Assessor's Map 1N.3.33DB);
4. Thence along said westerly right-of-way line, Southerly 181 feet, more or less, to the northerly line of Document Number 2018-060573 (Assessor's Map 1N.3.33DB);
5. Thence along said northerly line, Westerly 251 feet, more or less, to the westerly line of said Deed (Assessor's Map 1N.3.33DB);
6. Thence along said westerly line, Southerly 459 feet, more or less, to the northerly right-of-way line of North Holladay Street (Assessor's Map 1N.3.33DB);
7. Thence along said northerly right-of-way line, Easterly 349 feet, more or less, to the westerly right-of-way line of North 10th Avenue (Assessor's Map 1N.3.33DB);
8. Thence along said westerly right-of-way line, Southerly 747 feet, more or less, to the easterly extension of the westerly south line of Parcel 1 of Partition Plat Number 2002-053 (Assessor's Map 1N.3.33DB);
9. Thence along said easterly extension and said westerly south line, Westerly 417 feet, more or less, to the easterly line of Lot 4 of the plat of "Tenth Avenue Industrial Center" (Assessor's Map 1N.3.33DB);
10. Thence along said easterly line, Northerly 252 feet, more or less, to the northerly line of said Lot 4 (Assessor's Map 1N.3.33DB);

11. Thence along said northerly line, Westerly 377 feet, more or less, to the southeasterly right-of-way line of North 7th Court (Assessor's Map 1N.3.33DB);
12. Thence along said southeasterly right-of-way line, Southwesterly 110 feet, more or less, to the most westerly line of said Lot 4 (Assessor's Map 1N.3.33DB);
13. Thence along said most westerly line and the southerly extension thereof, Southerly 387 feet, more or less, to the northerly right-of-way line of the Oregon Electric Railroad (Assessor's Map 1N.3.33DB);
14. Thence along said northerly right-of-way line, Westerly 914 feet, more or less, to a point 20 feet easterly of the easterly right-of-way line of North 4th Avenue as dedicated per Document Number 91-601876 (Assessor's Map 1N.3.33CA);
15. Thence leaving said northerly right-of-way line, Southerly 61 feet, more or less, to a point on the southerly right-of-way line of the Oregon Electric Railroad that lies 20 feet easterly of the northwesterly corner of Parcel One of Document Number 2003-012006 (Assessors 1N.3.33CD);
16. Thence along said southerly right-of-way line, Westerly 20 feet, more or less, to the easterly right-of-way line of North 4th Avenue (Assessor's Map 1N.3.33CD);
17. Thence along said easterly right-of-way line, Southerly 1,069 feet, more or less, to the northerly right-of-way line of North Adair Street (Assessor's Map 1N.3.33CD);
18. Thence along said northerly right-of-way line, Easterly 889 feet, more or less, to the westerly line of the plat of "Cedar Terrace" (Assessor's Map 1N.33.33CD);
19. Thence along the westerly line, Northerly 382 feet, to the northerly line of Tract 'A' of said plat (Assessor's Map 1N.3.33CD);
20. Thence along said northerly line, and the easterly extension thereof, Easterly 300 feet, more or less, to the easterly line of said plat (Assessor's Map 1N.3.33CD);
21. Thence along said easterly line, Southerly 297 feet, more or less, to the westerly extension of the northerly line of Document Number 2017-037088 (Assessor's Map 1N.3.33DC);
22. Thence along said westerly extension and said northerly line, Easterly 90 feet, more or less, to the easterly line of said Deed (Assessor's Map 1N.3.33DC);
23. Thence along said easterly line, Southerly 85 feet, more or less, to the northerly right-of-way line of North Adair Street (Assessor's Map 1N.3.33DC);
24. Thence along said northerly right-of-way line, Easterly line 260 feet, more or less, to the westerly line of Partition Plat Number 1993-094 (Assessor's Map 1N.3.33DC);

25. Thence along said westerly line, Northerly 270 feet, more or less, to the northerly line of said Partition Plat (Assessor's Map 1N.3.33DC);
26. Thence along said northerly line, Easterly 250 feet, more or less, to the westerly right-of-way line of North 10th Avenue (assessor's Map 1N.3.33DC);
27. Thence along said westerly right-of-way line, Northerly 796 feet, more or less, to the southerly right-of-way line of the Oregon Electric Railroad (Assessor's Map 1N.33.33DC);
28. Thence along said southerly right-of-way line, Westerly 20 feet, more or less, to a point that lies 20 feet westerly of the northeasterly corner of Lot 18 of the plat of "Holladay Crossing" (Assessor's Map 1N.3.33DC);
29. Thence leaving said southerly right-of-way line, Northerly 61 feet, more or less, to a point of the northerly right-of-way line of the Oregon Electric Railroad that lies 20 feet westerly of the intersection of the said northerly right-of-way line and the easterly line of Document Number 90-23109 (Assessor's Map 1N.3.33DC);
30. Thence along said northerly right-of-way line, Easterly 87 feet, more or less, to a point that lies 20 feet easterly of the southwesterly corner of Parcel 2 of Partition Plat Number 1997-008 (Assessor's Map 1N.3.33DC);
31. Thence leaving said northerly right-of-way line, Southerly 61 feet, more or less, to a point on the southerly right-of-way line of the Oregon Electric Railroad that lies 20 feet easterly of the northwesterly corner of Partition Plat Number 2001-019 (Assessor's Map 1N.3.33DC);
32. Thence along said southerly right-of-way line, Easterly 101 feet, more or less, to the easterly line of said Partition Plat (Assessor's Map 1N.3.33DC);
33. Thence along said easterly line and the southerly extension thereof, Southerly 168 feet, more or less, to the northerly right-of-way line of North Davis Street (Assessor's Map 1N.3.33DC);
34. Thence along said northerly right-of-way line, Easterly 1,097 feet, more or less, to the westerly right-of-way line of North 14th Avenue (Assessor's Map 1N.3.33DD);
35. Thence along said westerly right-of-way line, Northerly 135 feet, more or less, to the southerly right-of-way line of the Oregon Electric Railroad (Assessor's Map 1N.3.33DD);
36. Thence along said southerly right-of-way line, Westerly 20 feet, more or less, to a point that lies 20 feet westerly of the northeasterly corner of Block 9 of the plat of "Talbot Addition" (Assessor's Map 1N.3.33DD);
37. Thence leaving said southerly right-of-way line, at right angles, Northerly 97 feet, more or less, to a point on the northerly right-of-way line of the Oregon Electric Railroad that lies 20 feet westerly of the southeasterly corner of Block 4 of the plat of "Talbot Addition" (Assessor's Map 1N.3.33DD);
38. Thence along said northerly right-of-way line, Easterly 80 feet, more or less, to a point that lies 20 feet easterly of the southwesterly corner of Block 5 of the plat of "Talbot Addition" (Assessor's Map 1N.3.33DD);

39. Thence leaving said northerly right-of-way line, at right angles, Southerly 60 feet, more or less, to a point on the southerly right-of-way line of the Oregon Electric Railroad that lies 20 feet easterly of the northwesterly corner of Block 8 of the plat of "Talbot Addition" (Assessor's Map 1N.3.33DD);
40. Thence along said southerly right-of-way line, Westerly 20 feet, more or less, to the easterly right-of-way line of North 14th Avenue (Assessor's Map 1N.3.33DD);
41. Thence along said easterly right-of-way line, Southerly 178, more or less, to the northerly right-of-way line of North Davis Street (Assessor's Map 1N.3.33DD);
42. Thence along said northerly right-of-way line, Easterly 1,640 feet, more or less, to the westerly right-of-way line of North 19th Avenue (Assessor's Map 1N.3.34CC);
43. Thence along said westerly right-of-way line, Northerly 202 feet, more or less, to the southerly right-of-way line of the Oregon Electric Railroad (Assessor's Map 1N.3.34CC);
44. Thence along said southerly right-of-way line, Westerly 20 feet, more or less, to a point that lies 20 feet westerly of the northeasterly corner of Document Number 95-70444 (Assessor's Map 1N.3.34CC);
45. Thence leaving said southerly right-of-way line, Northerly 61 feet, more or less, to a point on the northerly right-of-way line of the Oregon Electric Railroad that lies 20 feet westerly of the intersection of the said northerly right-of-way line with the westerly right-of-way line of Susbauer Road (County Road No. 0196) and which lies 20.00 feet westerly of, when measured at right angles to, the centerline of said County Road (Assessor's Map 1N.3.34CB);
46. Thence along said northerly right-of-way line, Easterly 92 feet, more or less, to a point that lies 20 feet easterly of the southwest corner of Tract "C" of the plat of "Council Creek Estates" (Assessor's Map 1N.3.34CB);
47. Thence leaving said northerly right-of-way line, Southerly 64 feet, more or less, to a point on said southerly right-of-way line that lies 20 feet easterly of the northwesterly corner of Parcel 1 of Partition Plat Number 2015-006 (Assessor's Map 1N.3.34CC);
48. Thence along said southerly right-of-way line, Westerly 20 feet, more or less, to the easterly right-of-way line of North 19th Avenue (Assessor's Map 1N.3.34CC);
49. Thence along said easterly right-of-way line, Southerly 745 feet, more or less, to the easterly right-of-way line of North 20th Avenue, also being the southwest corner of Parcel 2 of Partition Plat Number 1998-136 (Assessor's Map 1N.3.34CC);
50. Thence along said easterly right-of-way line, Southeasterly 234 feet, more or less, to the southerly line of Parcel 1 of said Partition Plat Number 1998-136 (Assessor's Map 1N.3.34CC);

51. Thence along said southerly line, Easterly 484 feet, more or less, to the westerly line of Document Number 89-19394 (Assessor's Map 1N.3.34CD);
52. Thence along said westerly line, Northerly 637 feet, more or less, to the northerly line of said Deed (Assessor's Map 1N.3.34CD);
53. Thence along said northerly line, Easterly 598 feet, more or less, to the easterly line of said Deed (Assessor's Map 1N.3.34CD);
54. Thence along said easterly line, Southerly 1,110 feet, more or less, to the most southerly line of Parcel 1 of Partition Plat No. 2015-006 (Assessor's Map 1N.3.34CD);
55. Thence along said southerly line, Easterly 72 feet, more or less, to the easterly line of said Parcel 1 (Assessor's Map 1N.3.34CD);
56. Thence along said easterly line, Northerly 106 feet, more or less, to the northerly line of Document Number 92-079853 (Assessor's Map 1N.3.34CD);
57. Thence along said northerly line, Easterly 153 feet, more or less, to the easterly line of said Deed (Assessor's Map 1N.3.34CD);
58. Thence along said easterly line, Southerly 144 feet, more or less, to the northerly right-of-way line of the Tualatin Valley Highway (State Highway No. 8) (Assessor's Map 1N.3.34CD);
59. Thence along said northerly right-of-way line, Easterly 152 feet, more or less, to the easterly line of Document Number 2002-088308 (Assessor's Map 1N.3.34CD);
60. Thence along said easterly line, Northerly 1,412 feet, more or less, to the southerly right-of-way line of Oregon Electric Railroad (Assessor's Map 1N.3.34DC);
61. Thence along said southerly right-of-way line, Easterly 555 feet, more or less, to a point that lies 20 feet westerly of the westerly right-of-way line of North Haney Lane as dedicated per Document Number 2005-24167 (Assessor's Map 1N.3.34DC);
62. Thence leaving said southerly right-of-way line at right angles, Northerly 60 feet, more or less, to a point on the northerly right-of-way line of the Oregon Electric Railroad that lies 20 feet west of the southeasterly corner of Tract "D" of the plat of "Council Creek Estates" (Assessor's Map 1N.3.34D);
63. Thence along said northerly right-of-way line, Easterly 101 feet, more or less, to a point that lies 200 feet easterly of the southwesterly corner of Lot 114 of the plat of "Hobbs Farm Estates No. 4" (Assessor's Map 1N.3.34D);
64. Thence leaving said northerly right-of-way line at right angles, Southerly 60 feet, more or less, to a point on the southerly right-of-way line of the Oregon Electric Railroad that lies 20 feet east of the northwesterly corner of Document Number 93-085378 (Assessor's Map 1N.3.34DC);
65. Thence along said southerly right-of-way line, Easterly 466 feet, more or less, to the westerly line of the plat of "Lor-Mar No. 2" (Assessor's Map 1N.3.34DC);

66. Thence along said westerly line, and the southerly extension thereof, Southerly 1,019 feet, more or less, to the southerly line of the plat of "Cornelius Village Condominiums" (Assessor's Map 1N.3.34DC Supplemental Map No. 1);
67. Thence along said southerly line, Easterly 465 feet, more or less, to the westerly right-of-way line of North 29th Avenue (Assessor's map 1N.3.34DC Supplemental Map No. 1);
68. Thence along said westerly right-of-way line, Northerly 1,026 feet, more or less, to the southerly right-of-way line of the Oregon Electric Railroad (Assessor's Map 1N.3.34DC);
69. Thence along said southerly right-of-way line, Westerly 20 feet, more or less, to a point that lies 20 west of the northeasterly corner of Lot 6 of the plat of "Lor-Mar" (Assessor's Map 1N.3.34DC);
70. Thence leaving said southerly right-of-way line at right angles, Northerly 60 feet, more or less, to a point on the northerly right-of-way line that lies 20 feet west of the southeasterly corner of Lot 165 of the plat of "Hobbs Farm Estates No. 6" (Assessor's Map 1N.3.34DB);
71. Thence along said northerly right-of-way line, Easterly 99 feet, more or less, to a point that lies 20 feet easterly of the southwesterly corner of Lot 25 of the plat of "Nature's Ridge" (Assessor's Map 1N.3.34DB);
72. Thence leaving said northerly right-of-way line, at right angles, Southerly 60 feet, more or less, to a point on the said southerly right-of-way line that lies 20 feet east of the northwesterly corner of Lot 7 of the plat of "Ryland Park" (Assessor's Map 1N.3.34DC);
73. Thence along said southerly right-of-way line, Westerly 20 feet, more or less, to the said easterly right-of-way line of North 29th Avenue (Assessor's Map 1N.3.34DC);
74. Thence along said easterly right-of-way line, Southerly 1,023 feet, more or less, to the northerly line of Document Number 2005-040815 (Assessor's Map 1N.3.34DD);
75. Thence along said northerly line, Easterly 396 feet, more or less, to the westerly line of the plat of "Ryland Park" (Assessor's Map 1N.3.34DD);
76. Thence along said westerly line, Southerly 42 feet, more or less, to the northerly line of Document Number 2014-072831 (Assessor's Map 1N.3.34DD);
77. Thence along said northerly line, Westerly 116 feet, more or less, to the westerly line of said Deed (Assessor's map 1N.3.34DD);
78. Thence along said westerly line, Southerly 145 feet, more or less, to the southerly line of said Deed (Assessor's map 1N.3.34DD);
79. Thence along said southerly line, Easterly 117 feet, more or less, to the westerly line of the said plat of "Ryland Park" (Assessor's Map 1N.3.34DD);
80. Thence along said westerly line, Southerly 41 feet, more or less, to the southerly line of said plat (Assessor's Map 1N.3.34DD);

81. Thence along said southerly line, Easterly 607 feet, more or less, to the easterly line of Document number 2017-049363 (Assessor's Map 1N.3.34DD);
82. Thence along said easterly line, Southerly 76 feet, more or less, to the city limits of the City of Cornelius (Assessor's Map 1N.3.35C);
83. Thence along said city limits, Easterly 564 feet, more or less, to the easterly line of Tract 2 of Document Number 2017-033236 (Assessor's Map 1N.3.35C);
84. Thence along said easterly line and the southerly extension thereof, Southerly 210 feet, more or less, to the centerline of Tualatin Valley Highway (State Highway No. 8) (Assessor's Map 1S.3.2B);
85. Thence along said centerline, Easterly 1,890 feet, more or less, to the northerly extension of the easterly line of Document Number 2006-122096 (Assessor's Map 1S.3.2B);
86. Thence along said northerly extension and said easterly line, Southerly 620 feet, more or less, to the northerly right-of-way line of the Southern Pacific Railroad (Assessor's Map 1S.3.2B);
87. Thence along said northerly right-of-way line, Westerly 8,350 feet, more or less, to the easterly line of Block 19 of the plat of "Cornelius" (Assessor's Map 1S.3.4AA);
88. Thence along said easterly line of said Block 19, Southerly 60 feet, more or less, to the southerly right-of-way line of Southern Pacific Railroad (Assessor's Map 1S.3.4AA);
89. Thence along said southerly right-of-way line, Westerly 200 feet, more or less, to the easterly line of Lot 1 of said Block 19 (Assessor's Map 1S.3.4AA);
90. Thence along said easterly line, Southerly 95 feet, more or less, to the northerly right-of-way line of South Alpine Street (Assessor's Map 1S.3.4AA);
91. Thence along said northerly right-of-way line, Westerly 1,340 feet, more or less, to the northerly extension of the centerline of South 9th Avenue (Assessor's Map 1S.3.4AB);
92. Thence along said northerly extension, Northerly 155 feet, more or less, to the northerly right-of-way line of the Southern Pacific Railroad (Assessor's Map 1S.3.4AB);
93. Thence along said northerly right-of-way line, Westerly 2,572 feet, more or less, to the westerly right-of-way line of South 1st Avenue (Assessor's Map 1S.3.4BB);
94. Thence along said westerly right-of-way line, Northerly 310 feet, more or less, to the southerly right-of-way line West Baseline Street (Assessor's Map 1N.3.33CC);
95. Thence leaving said southerly right-of-way line, Northerly 60 feet, more or less, to the intersection of the northerly right-of-way line of West Baseline Street and the easterly line of the W. Catching Donation Land Claim Number 62 (Assessor's Map 1N.3.33CC);

96. Thence along said easterly line, Northerly 1,041 feet, more or less, to the southerly line of Partition Plat Number 1995-089 (1N.3.33CC);
97. Thence along said southerly line, Easterly 782 feet, more or less, to the westerly line of Document Number 2019-012879 (Assessor's Map 1N.3.33CC);
98. Thence along said westerly line, Northerly 208 feet, more or less, to the northerly line of said Deed (Assessor's Map 1N.3.33CC);
99. Thence along said northerly line, Easterly 198 feet, more or less, to the westerly right-of-way line of North 4th Avenue (Assessor's Map 1N.3.33CC);
100. Thence along said westerly right-of-way line, Northerly 112 feet, more or less, to the southerly right-of-way line of the Oregon Electric Railroad (Assessor's Map 1N.3.33CC);
101. Thence along said southerly right-of-way line, Westerly 20 feet, more or less, to a point that lies 20.00 feet west of the northeasterly corner of Parcel 1 of Partition Plat No. 1995-089 (Assessor's Map 1N.3.33CC);
102. Thence leaving said southerly right-of-way line, Northerly 61 feet, more or less, to a point on the northerly right-of-way line of the Oregon Electric Railroad that lies 20.00 feet westerly of the westerly right-of-way line of North 4th Avenue as dedicated per Document Number 91-61879 (Assessor's Map 1N.3.33CA);
103. Thence along said northerly right-of-way line, Westerly 936 feet, more or less, to the westerly line of the plat of "Cornelius Environs" (Assessor's Map 1N.3.33CA);
104. Thence along said westerly line, Northerly 1,280 feet, more or less, to the Point of Beginning.

Excepting Parcel 1:

Parcel 1 of Partition Plat Number 2015-029 (Assessor's Map 1N.3.33DC).

Excepting Parcel 2:

Beginning at the northeast corner of the plat of "Gwendolyn Court" (Assessor's Map 1N.3.34CC);

200. Thence along the northerly line of said plat, Westerly 344 feet, more or less, to the easterly line of the plat of "Parkside Addition (Assessor's Map 1N.3.33DD);

201. Thence along said easterly line and the northerly extension thereof, Northerly 411 feet, more or less, to the northerly line of Deed Book 1095, Page 131 (Assessor's Map 1N.3.34CC);
202. Thence along said northerly line, Easterly 190 feet, more or less, to the westerly line of the plat of "Darcie Court" (Assessor's Map 1N.3.34CC);
203. Thence along said westerly line, Southerly 140 feet, more or less, to the southerly line of said plat (Assessor's map 1N.3.33CC);
204. Thence along said southerly line, Easterly 140 feet, more or less, to the easterly line of Deed Book 648, Page 299 (Assessor's Map 1N.3.33CC);
205. Thence along said easterly line, Southerly 249 feet, more or less, to the Point of Beginning.

The above described tract of land contains 353 acres, more or less.

AKS Engineering 4/15/2019