

Cornelius

Oregon's Family Town

**PLANNING COMMISSION MEETING
WALTERS COMMUNITY ROOM
1370 N. ADAIR STREET**

**June 25, 2019
7:00 PM**

AGENDA

NOTE: *Persons wishing to give oral testimony on any of the Public Hearing items should sign up prior to the public hearings. Length of presentation may be limited by the chairman of the Commission, depending on the number of persons wishing to speak.*

CALL TO ORDER

1. WELCOME

2. APPROVAL OF PLANNING COMMISSION MINUTES FOR: May 28, 2019

3. NEW BUSINESS:

- a. Planning Commission appointment recommendation: Nathan Braithwaite
- b. Cornelius Urban Renewal Plan (CPA-02-19), recommendation for approval and findings of conformance with Cornelius Comprehensive Plan
 - i. Staff Presentation
 - ii. Public comment

4. PUBLIC HEARINGS: None

5. PRESENTATION: None

6. OLD BUSINESS: None

7. ANNOUNCEMENTS: Upcoming Planning Commission schedule, summer community events

ADJOURNMENT

CORNELIUS PLANNING COMMISSION

MEETING MINUTES

Tuesday, May 28, 2019

Walters Community Room, 1370 N Adair St.-Cornelius, OR 97113

Commissioners Present: Vice Chair Bill Bash, Vicky Cordell, Rick Howell, Eden Lopez

Commissioners Absent: Chair Dave Waffle (excused)

Staff Present: Ryan Wells, Planning Director, Tim Franz, Associate Planner

Vice Chair Bash called the Planning Commission meeting to order at 7:00 PM.

A. WELCOME

B. APPROVAL OF PLANNING COMMISSION MINUTES – April 9, 2019.

A motion was made by **Commissioner Cordell** to approve the minutes from April 9, 2019, seconded by **Commissioner Howell**. Motion passed 4-0.

C. NEW BUSINESS – Planning Commission appointment recommendation: Lucia Garcia-Martinez. Mr. Wells introduced Ms. Garcia-Martinez and gave a brief overview of her background.

A motion was made by **Commissioner Cordell** to recommend appointment of Lucia Garcia-Martinez to the City Council for approval. Motion was seconded by **Commissioner Howell**. Motion passed 4-0.

D. PUBLIC HEARINGS

1. CUP-02-19 – Mr. Nice Guy

Proposal: A Type III Conditional Use (CUP-02-19) for a retail marijuana facility within an existing commercial building within the Highway Commercial (C-2) zone.

Applicant: Larry Hitchcock

Owner: Asgard Valley, LLC

Location: 3146 Baseline

Zoning: Highway Commercial, C-2

Vice Chair Bash read the opening statement and procedure for the public hearing.

Vice Chair Bash opened the hearing.

Vice Chair Bash requested that all Planning Commission members announce any potential conflict of interest, bias, ex parte contact, or if they had visited the site.

Commissioners Cordell, Howell, Lopez and Vice Chair Bash had no conflicts, ex parte contact or bias. **Commissioner Cordell** and **Vice Chair Bash** visited the site when it was the Sears store.

Vice Chair Bash asked if any member of the audience wished to challenge the right for any commissioner to hear the matter before them for reason of conflict of interest, bias or ex parte contact. There were no challenges.

Associate Planner Tim Franz reviewed the Staff Report dated April 16, 2019 using a PowerPoint presentation and entered it into the record. He said no public written comments were received but noted that earlier in the afternoon he received a phone call from a citizen with concerns over traffic impacts. The City Engineer had reviewed the plan and said no Traffic Impact Study was needed. Mr. Franz additionally noted that ODOT had not submitted any comments after receiving the required notice of the project.

He said retail sales are permitted outright, however the marijuana aspect requires a heightened review through a Type III conditional use permit review. He concluded saying the Community Development Director recommends approval of CUP-02-19 subject to the Recommended Conditions of Approval.

Vice Chair Bash asked if any of the Commissioners had any specific questions for Staff at this time.

Applicant was requested to speak.

Larry Hitchcock, 17019 S Bradley Road, Oregon City, OR. He said he is a real estate agent but is a project manager for MNG (Mr. Nice Guy). The company currently operates 23 dispensaries around the state and are building six more and employ about 700 people.

Commissioner Cordell referred to page 7 of the Staff Report regarding the filtration system and said she appreciated that they were taking steps to protect the neighborhood. She said she was confused by the seating area and asked if the OLCC limits the number of customers that enter the store. She asked how many employees would be involved in the retail portion.

Mr. Hitchcock responded they no longer limit it. He described the previous regulations when the stores were for medical marijuana and reviewed the current process for checking ID at the counter and again at the register to verify the age of at least 21. He said between 7-10 employees for a store this size and the stated hours they would operate.

Vice Chair Bash asked if there would be cameras and other security measures for staff and general safety and if it would be posted that there is video recording.

Mr. Hitchcock said security is strictly enforced for both internal and external areas, they expect to have about 18 cameras total and the OLCC requires 90 days of recordings. He said they also will have a master camera that will feed to a Cloud location. He said OLCC requires they post in the parking lot and on the entrance to the building that there are video recordings, as well as posting no minors are allowed nor any consumption of product allowed in any immediate area by customers or employees.

Proponents were invited to speak. None.

Opponents were invited to speak.

Peter Susbauer, 3000 NW Cornelius-Schefflin Road, Cornelius, OR 97113. One of his concerns was the proximity to Open Door Counseling that serves a lot of homeless people and wondered if that had been really considered as he felt it was a mistake for this location. Another concern was that for a “Family Town” the jobs wouldn’t be high paying which the community needs. He said just because something is legal doesn’t mean it’s right and he has experienced personal family experiences over marijuana use and doesn’t want to see anyone in the community go through it. He said it was interesting that Mr. Hitchcock lives outside the area so how would he really know about the community.

He said his family has lived in the area since the 1800’s, he’s been active in citizen government and he knows some about land use. He asked to be able to review the Conditional Use Permit for 30 days so he could review it and research if anything was missed.

He spoke about concerns over the requirement for video surveillance and felt it was vague. He said there are many types of recordings and sometimes it misses faces and he wondered if the night videos would be able to be seen.

Janet Webster, 200 N 31st Avenue, Cornelius, OR. She said she’s lived in town for three years and loves the family town. Her primary concern is the location because it’s heavily travelled. She said living on 31st, they can hardly make a turn in either direction and described what their experience was like. She wondered if a traffic study has been done previously for that area. She said Mr. Wells assured her the project is within the Code but she’d like information in real time on how many citations, how many collisions, what are the traffic patterns and what are the peak hours. She was worried about the narrowness of the driveways to serve both in and out traffic. She said her neighbors share the same concerns. She also said she’d like the date of the Neighborhood Meeting as she never received any notice of it.

She spoke about an article that was in the Portland Tribune and posted online February 18, 2019 that says “Officials estimate that the stockpile of cannabis flour is enough to supply each consumer for over six years. The major excess in cannabis inventory has caused the price of the product in Oregon to drop from \$10 a gram in 2016 to \$5 a gram by 2018.” She said this is relevant because revenue and jobs are of interest to the City. If there are four other dispensaries in a five mile stretch will it cause a loss of revenue that comes into the City. She is asking for a more careful look at the site. She acknowledged that everyone has a right to marijuana’s legal use but there are young children on 31st getting on and off buses and not everyone is responsible with their use.

Vice Chair Bash asked if the Applicant wished to provide a rebuttal.

Larry Hitchcock addressed Mr. Susbauer’s comment about not being from the City saying he has lived in Oregon City for a long time and has served on public committees like the Planning Commission. He also addressed concerns regarding wages and said theirs are on par or better than a number of business in town. They pay over minimum wage, managers are paid very well and they have made raises on a consistent basis and remain active in the communities and stage food bank drives in each of the stores throughout the year. They are proactive in ensuring the safety in and around their facilities. He said they’ve reviewed the traffic and driveway situation, which is within ODOT standards and is wider than most convenience stores that have 10 times the traffic they will have.

He said they are always open to public suggestions and were required by the City to provide mailed notices of public meetings to residents within 1000 feet of the site. He said notarized lists of the mailings were supplied to the Planning Department and regrets that Ms. Webster didn't receive one and is not sure what error that could be attributed to.

He said the age limit of what people are exposed today can't be avoided in today's world. He discussed the State moratorium in June 2018 on number of licenses issued and are not granting anymore production licenses to anyone to grow additional marijuana. He reviewed the steps they take to ensure distribution does not exceed any of the legal requirements.

He addressed the video recording saying it was in real-time and every second is time coded. He said the OLCC comes in on a regular basis and randomly picks a timeframe to review, or if there is a suspected issue they will go right to that timeframe. He reiterated that they keep 90 days so the video can't be modified in any way and the video recording devices are locked away and not available to anybody to edit. He added that even if one of their cameras goes down, a notice goes out to the OLCC, business, and security company so it's an additional way to monitor the system.

Commissioner Howell asked if the video monitoring was available online to OLCC at all times. **Mr. Hitchcock** responded that OLCC has the right to observe it at any time.

Commissioner Cordell asked what the expected number of clients per day would be. **Mr. Hitchcock** responded for a store of this size and location they predict 100-200 on holidays or special events and normal days would be 50-100. **Commissioner Cordell** broke it down to about 13 people per hour on a normal day to help address Ms. Webster's traffic concern comments.

Vice Chair Bash asked if there were further comments from Staff.

Mr. Wells said the neighborhood meeting was held on February 18, 2019 and he had an affidavit of mailing as part of the Application that states notices were sent to all property owners within 1000 linear feet of the property boundary at least 20 days prior to the meeting. He also had Exhibit C in the staff packet that the City sent a public notice to all property owners within a 1000 feet of the property boundary and Ms. Webster was included in the list.

In regards to Mr. Susbauer's request to keep the record open 30 days, he said the Planning Commission has the authority to keep the record open only for 7 days as stated in Vice Chair Bash's opening statement.

Commissioner Cordell asked what happens after the 7 day period. **Mr. Wells** responded the 7 day period allows someone to provide testimony on the record so that once a Notice of Decision is issued, an appeal request can be made to the City Council if there is sufficient evidence or testimony provided.

Vice Chair Bash closed the Public Hearing.

Commissioner Cordell noted that this retail sale is a permitted service within the Code. She said she worked with the City in 2016 when they developed the Code for marijuana retail sales and they went over a lot of information during that time. She said she feels confident that the State Legislature had developed adequate guidelines for the OLCC to control this substance and there are more stringent rules for marijuana than there are for liquor. This is why the surveillance cameras are not a concern to her since OLCC can access them at any time.

In regards to the possible 26 in and out trips per hour at the site, she didn't think would be a traffic hazard for N 31st. She said in her 17 years of commuting through that area she's never seen a problem however Ms. Webster was correct that no one ever goes the posted speed of 40.

Commissioner Howell said he appreciated the testimony given and said he is a recovering drug addict himself so he understood their pain. He said legalized marijuana is a mixed emotion for him however it is permissible within the Code and they had spent a lot of time deliberating the topic when it was added. He said he lives off of 338th Avenue so he understood the "death lane" concern as he deals with it every day. He said back when the site was Tualatin Valley Irrigation, it generated a lot more traffic than this proposal will have and it never caused an issue.

Vice Chair Bash commented that when they deliberated adding marijuana facilities to the Code, they decided 1000 feet from schools and 500 feet from parks made good sense. He said if you look at the City Map, these regulations took out most of the commercial sites.

Commissioner Cordell clarified if they voted to approve the application, the record could remain open for seven (7) days to allow people to review and makes comments to staff. She asked what would happen after that. She also asked if the proceeding tonight was judicial or non-judicial.

Mr. Wells responded that providing comment allowed someone standing to make an appeal. Staff would not make any amendments to findings or decisions by the Planning Commission. If the person wanted to appeal, they would have to make an application for it, pay the requisite fee and then Staff could make consideration for the appeal going to the City Council at a future date. He clarified that the hearing was quasi-judicial; it is specific to one property.

Commissioner Cordell's final comment was that based on the testimony and number of people in the audience, she wanted to leave the record open for seven (7) days. The rest of the commissioners agreed.

Commissioner Cordell made a motion that application for the Type III Conditional Use (CUP-02-19) for a retail marijuana facility within an existing commercial building within the Highway Commercial (C-2) zone be approved, based on the facts, findings and conclusions presented in the staff report and public testimony and evidence in this hearing with the following changes:

1. That the record remain open for seven (7) days to allow additional comments from the public.

Motion seconded by **Commissioner Howell**.

Motion passed 4-0.

Mr. Wells stated for public knowledge that a seven (7) day record would close at 5:00 pm on Tuesday, June 4, 2019. They can submit any written comments to the Community Development Department at 1300 S Kodiak Circle.

2. CPA-01-19 – Cornelius Town Center Plan

Proposal: A Type III Comprehensive Plan Text and Map Amendment (CPA-01-19) associated with the proposed Cornelius Town Center Plan.

Applicant: City of Cornelius

Location: City-wide

Vice Chair Bash read the opening statement and procedure for the public hearing.

Vice Chair Bash opened the hearing.

Vice Chair Bash requested that all Planning Commission members announce any potential conflict of interest, bias, ex parte contact, or if they had visited the site.

Commissioners Cordell, Howell, Lopez and Vice Chair Bash had no conflicts, ex parte contact or bias.

Vice Chair Bash asked if any member of the audience wished to challenge the right for any commissioner to hear the matter before them for reason of conflict of interest, bias or ex parte contact. There were no challenges.

Community Development Director Ryan Wells briefly reviewed the background of the Town Center Plan project and the RFP process to select a consulting team headed by 3J Consulting to help with the plan. He introduced Steve Faust, a Project Manager from 3J Consulting, which has been the lead consultant throughout this project.

Steve Faust, 5075 SW Griffith Dr., Beaverton, OR, 3J Consulting. He commended City Staff saying the amount of work they did made the Consultants job a lot easier as they developed the plan. He reviewed the timeline of the project and discussed the steps and events that were held as well as the feedback they heard from the Community to help build the plan. He reviewed details of the various aspects of the plan and how they will fit in with the layout of the City and wants/needs of the citizens. He said that the Town Center Plan is running with a concurrent effort for an Urban Renewal Plan so a number of the outlined projects are covered by both. They hope the Urban Renewal Plan will be the mechanism to fund the improvements for the Town Center Plan.

Mr. Wells said they would first need to amend the Comprehensive Plan by adopting the Town Center Plan in order to implement it. In addition the Comprehensive Plan Map needs to be amended so that they can do the zone district changes listed in the Town Center Plan. He then entered the Staff Report dated May 21, 2019 into the record and reviewed it using a PowerPoint presentation. He briefly explained why the Comprehensive Plan Map changes were needed and showed the areas on a map.

He said they received a letter from the Fair Housing Council of Oregon today and said he'd provide copies to the Commissioners by the end of the hearing. The essence of the letter was they felt adoption of the plan should be put on hold because there wasn't a full analysis of the housing needs and building land inventory to ensure adoption of the plan would fully meet the residential future demand.

He concluded saying, City staff recommends that the Planning Commission recommends City Council adoption of the Town Center Plan and associated Comprehensive Plan Text and Map Amendment File #CPA-01-19. He stated this is a legislative decision and that it must go to the City Council for a final decision at their public hearing on June 17, 2019.

Vice Chair Bash asked if any of the Commissioners had any specific questions for Staff at this time.

Commissioner Cordell said she'd been involved in several of the committees developing this and appreciated everyone's time and hard work on it.

Commissioner Howell said it was outstanding and no stone left unturned in the thoroughness. He commended the public outreach.

Vice Chair Bash said he was involved since 1993 and this was more detailed and comprehensive than the previous versions.

Proponents were requested to speak. None.

Opponents were asked to speak.

Amy Miller, 377 N 15th Avenue, Cornelius, OR. She was there on behalf of her sister who was unable to attend. She said it sounded to her like the houses in the core neighborhood of where she lives were going to go away. She asked how many homes were going to be purchased to be demolished in that core area or in general.

Mr. Wells said there's often a lot of misconceptions regarding these type of efforts and what they are trying to do proactively is not go in and bulldoze down homes. He said it is to create conditions where a resident that voluntarily chooses to redevelop their site would have the ability to do so. Through the implementation of the Urban Renewal Plan which is the funding side of it, there is only one (1) house in the entire district that would potentially be bought by the City and used for something else. He said they will not go through and remove anyone else's house in the entire district. If a person lives in a single family home in that core neighborhood they can stay there, their kids/grandkids can stay there; they will not do anything to compel through the implementation of the plan to change that.

Ms. Miller clarified that if her sister says she doesn't want to sell, she doesn't have to. She also commented that neither she or her sister were computer savvy to keep up on the Community Outreach and details of the Plan and there was only one piece of mail that her sister received and it's appearance was that it was junk mail. She wondered if there was a way to make it more clear for the future that the letters were important. Her final question was wondering when it would all start.

Mr. Wells responded to Ms. Miller's clarification about not having to sell the house and said that was correct. He discussed the outreach over the past year, he said at almost every City Council meeting they've provided updates or announced dates of upcoming events, utility customers receive a Gazette and on four occasions he had articles in it. In addition there have been flyers put up around town, they've been at 12 different community events. He said they did everything short of doing a television commercial; they didn't have the funding for that. With regard to the letters, he said it's the person's prerogative whether they read it or not, but he would hope that every person would open a letter received from the City. On the top of the letter in bold letters was a statement saying 'your property might be affected by this plan'. The only other thing that could be done would be knocking on everyone's door but they don't have the capacity for that. The final topic he addressed was about implementation and said the intention is that it would be funded through private investments/development that will come into the City. It will start when they reach out to the Community Development Department. He said they aren't expecting to see full realization of the plan for about 20 years.

Vice Chair Bash commented that the City Council meetings are on Public Access as another way to keep up to date on city happenings.

Diana Hickman, 1697 N Barlow, Cornelius, OR. She said her property butts up to the school property and she wondered with the plans for new school buildings and the splash pad, how much of the existing school would be maintained, including the field that's in their view. She mentioned the pathway that appears to run along the backside of their property.

Commissioner Bash said he believed eventually the Forest Grove School District is planning on putting a new building in place of the existing one. He doesn't know what it'll look like or if they have any drawings yet.

Mr. Wells said the whole thing is still conceptual because they can't do anything unless the Forest Grove taxpayers approve a general obligation bond sometime in the future. He said Cornelius Elementary is the oldest school in the Forest Grove School District and has the most deferred maintenance, so it would likely be the top priority for a complete new rebuild if a bond was approved by the voters. He said often times, a new building would be constructed next to the existing building to keep it in service, then upon completion the old building would be removed. He said if this takes place, it allows the City to partner with the School District to make public improvements such as the splash pad. With regard to the pathway, he said it's conceptual so it doesn't mean it's going to be right along the eastern side of the property, it could weave through the site. He said when they get to the point of redevelopment of the site, it's a public process so the adjacent property owners would be notified so they could attend and comment.

Samantha Dietzman, 2323 Gales Way, Forest Grove, OR. She asked if the plan is to make all of the alleyways into walkable only like the one behind Virginia Garcia. She said the property she owns in Cornelius already has a parking issue and if the alleyway behind the house is no longer drivable, where will people park.

Her other concern was the potential location of the splash pad being right next to the highway and as a parent, she hoped there would be a lot of safety put in place and they should really consider the location carefully.

Mr. Wells said the intention is to retain drivability and access on all other alleyways in the system.

Joe Nador, 289 N 14t Avenue, Cornelius, OR. He said transparency has been great. He asked if they looked at other cities to see what plans like this did to people's property values, whether property taxes went up.

Mr. Wells responded a lot of it is speculative so he wanted to be careful in setting any expectations. He said property taxes are limited at state level by Measures 5 and 50 so property tax can only go up a maximum of 3 percent a year unless the property was redeveloped wholesale. He said change of zoning doesn't really affect it unless, on a voluntary basis, someone buys a house, tears it down and builds a duplex or triplex.

Claudia Herrera, 1215 N Barlow Street, Cornelius, OR. She thanked them for the letter she received that said there was the possibility of some of their property being used for the development. She wanted to know how much of their property was being considered and to what part of the sales can they say no to.

Mr. Wells referred to the map that showed any potential property acquisitions they would be looking at. He said it's all online so anyone can look up the list of properties that the City would like to work with the owners on acquiring. He said the properties they were interested in were either undeveloped or commercial except for the one residential property that was mentioned earlier. He said that property owner would be entitled to fair market value for the property. He said there are a lot of laws and regulations governing what the City can and can't do in acquiring property and their goal would be to work with the property owner to meet an agreement.

Ms. Herrera asked what property the City is considering

Mr. Wells responded it is the property just north of City Hall. He said it was a bit premature to be talking about it until they had an approved plan that would grant them the authority to reach out to her about it. He said the conversation would be go over what they want to do, an appraisal would be done to know how much the property is worth and then negotiate with the property owner to reach a fair deal.

Vice Chair Bash closed the Public Hearing.

Vice Chair Bash asked if there were further comments from Staff.

Commissioner Cordell addressed the Fair Housing Letter saying she thought they were wrong in thinking the City would be reducing the housing availability but actually they would be increasing it by making it mixed use and changing almost all of the east gateway to mixed use instead of just commercial. It seemed to her that they didn't look at the maps or Comprehensive Plan.

Commissioner Howell made a motion that application for the Type III legislative approval of two proposed actions pertaining to adoption of the 2019 Cornelius Town Center Plan (CPA-01-19) including adoption of the Cornelius Town Center Plan and related Comprehensive Plan Text and Map Amendments be recommended for approval to the City Council, based on the facts, findings and conclusions presented in the staff report and public testimony and evidence in this hearing.

Motion seconded by **Commissioner Lopez**.

Motion passed 4-0.

E. OLD BUSINESS – None at this time.

F. ANNOUNCEMENTS – Upcoming Planning Commission schedule.

Monday, June 17, 2019 at 7:00 p.m. the approved CPA-01-19 will go before City Council for the adoption hearing.

June 25, 2019 will be a Planning Commission Hearing for the Urban Renewal Plan that if approved, would go before the City Council on Monday July 15, 2019. If approved it would go into effect 30 days later in August.

G. ADJOURNMENT

Vice Chair Bash adjourned the meeting at 9:28 p.m.

Date Approved

Bill Bash, Planning Commission Vice
Chair

Cornelius

Oregon's Family Town

APPLICATION FOR CITIZENS ADVISORY BOARDS, COMMITTEES & COMMISSIONS

Please check the Advisory Board(s) on which you would like to serve. If interested in more than one, please note order of preference.

- | | |
|--|---|
| <input type="checkbox"/> Budget Committee | <input checked="" type="checkbox"/> Planning Commission |
| <input type="checkbox"/> Library Advisory Board | <input type="checkbox"/> Parks Advisory Board |
| <input type="checkbox"/> Economic Development Commission | <input type="checkbox"/> Public Works Advisory Board |
| <input type="checkbox"/> Police Advisory Board | |

I have served _____ years on the board noted above and wish to be considered for reappointment.

Name: Nathan Braithwaite
Please print

Telephone: _____

Residence Address: _____

Cell Phone: _____

Mailing Address: Same as above

Email: _____

Occupation: Nike Innovation Designer

Years lived in Cornelius: 10 years

Are you in the City limits? Yes Availability for meetings After 4:00 pm on weekdays, all day on weekends

Why are you interested in serving on the Advisory Board/Commission(s)? Care about the community and want to see it grow in smart ways that fosters distinctive, attractive design that maintains a strong sense of community.

What contributions do you feel you can/will make to the Board/Commission(s)? Want to advocate for the needs of the citizens of Cornelius and help build a safe, happy, well planned community.

What are your qualifications and/or experience that will help you serve on the Board/Commission(s)? Thirteen years of design experience at Nike creating world class product. Eight years of design experience at a Civil Engineering firm specializing in the design and engineering of commercial and residential developments.

Previous/current community affiliations and activities: On the board at Forest Hills Golf Course.

Previous appointed or elected governmental offices: None

Signature _____



**CITY OF CORNELIUS
COMMUNITY DEVELOPMENT DEPARTMENT**

CORNELIUS URBAN RENEWAL PLAN

Land Use File No. CPA-02-19

Planning Commission Hearing: June 25, 2019

Staff Report Date: June 18, 2019

Request: A Type III legislative approval of two proposed actions pertaining to adoption of the 2019 Cornelius Urban Renewal Plan:

1. Adoption of the Cornelius Urban Renewal Plan
2. Findings of conformance with the Cornelius Comprehensive Plan

Applicant: Cornelius Community Development Department

Location: City-wide

Process: The Cornelius Urban Renewal Plan adoption and Comprehensive Plan conformance application (CPA-02-19) was initiated by the Cornelius Community Development Department at the direction of the Cornelius City Council. Before taking final action, the Planning Commission shall hold a public hearing and forward a written report and recommendation to the City Council. After the public hearing before the Planning Commission, the City Council shall hold a public hearing to consider the written report and recommendation of the Planning Commission relative to the proposed adoption and Comprehensive Plan conformance findings. Notice of the time, place and purpose of both public hearings shall be given in accordance with the requirements of CMC 18.15.030 and ORS 457.120.

APPEAL RIGHTS

The Commission will make a recommendation to Council concerning the request. Council will make a decision. Any appeal of a decision by Council shall be made to the State Land Use Board of Appeals (LUBA) per ORS 197.830. In order for an issue to be considered for appeal to LUBA, it must be raised before the close of the record of the Public Hearing. Such issues must be raised with sufficient specificity so as to afford the hearing body and the parties an adequate opportunity

to respond to each issue. If there is no continuance granted at the hearing, any participant in the hearing may request that the record remain open for at least seven days after the hearing.

APPLICABLE CRITERIA

Urban Renewal Plan:

- ORS 457.085 (Plan Requirements)

BASIC FACTS AND BACKGROUND INFORMATION

1. On June 19, 2017 the Cornelius City Council submitted a Letter of Commitment for the City's application to the Metro 2040 Planning and Development Grant Program to support the development of a Town Center Master Plan for the City of Cornelius. The letter established the City's commitment to provide a 10-percent in-kind match totaling \$31,500.
2. In October 2017, the City of Cornelius was awarded a \$315,000 grant from the Metro 2040 Planning and Development Grant Program for the proposed "Cornelius Urban Renewal Plan, Town Center Plan, and Conceptual Site Planning Project."
3. In March 2018, the City of Cornelius released a Request for Qualifications (RFQ) for consultant services on the Cornelius Town Center Plan and Urban Renewal Plan. Following a review of consultant proposals, the City selected 3J Consulting as the primary consultant team to assist the City of Cornelius in preparing the Urban Renewal Plan.
4. The purpose of the Cornelius Urban Renewal Plan is to provide assistance for the development and redevelopment of parcels in the Area, including transportation infrastructure, developer incentives, acquisition of property, creating community and administration of the Plan.
5. As part of the Urban Renewal Plan development process, the City formed a Technical Advisory Committee (TAC) that was comprised of taxing district representatives, property owners, and community members to review the boundary, proposed projects and finances for the urban renewal area. The TAC met twice during the Plan's development.
6. On May 7, 2019 consult and confer letters were sent out via USPS to all taxing jurisdictions affected by the proposed Urban Renewal Plan.
7. On May 10, 2019 City staff held a consultation meeting with the Washington County Administrator, and on June 18, 2019 a consultation meeting was held before the Washington County Commission.
8. On May 20, 2019 notice of the proposal was delivered to the Department of Land Conservation and Development (DLCD).

9. A public hearing notice was included in the June edition of the Cornelius Gazette, a monthly newsletter that is delivered to every utility customer in the City. This notification conforms to ORS 457.120(1).
10. On May 29, 2019 public notice regarding the proposal was published in the Forest Grove News-Times.
11. On June 6, 2019 public notice of the public hearings was posted on the City of Cornelius website.
12. As of this date the City has received no written public comments regarding the proposal.
13. 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.
14. 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).
15. It is anticipated that the Plan will take twenty-two years of tax increment collections to implement.

RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to “definite local objectives” (ORS 457.085(2)(d)). This section provides that analysis. Relevant local planning and development objectives are contained within the Cornelius Comprehensive Plan (Comprehensive Plan), Cornelius Transportation System Plan (TSP), and Cornelius Municipal Code (CMC). 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 CMC.

Cornelius Comprehensive Plan

Through Land Use File CPA-01-19, a Cornelius Comprehensive Plan Amendment was approved by the Cornelius City Council; this document will automatically incorporate those updates without the Urban Renewal Plan having to be formally amended. If a substantial amendment to

the Comprehensive Plan 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.

I. Citizen Involvement

Vision

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

Findings

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 and fall 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 Urban Renewal Agency meeting, Planning Commission meeting, and the City Council hearing in addition to the input provided by the Technical Advisory Committee.

III. Land Use

Vision

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

Findings

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.

IV. Housing

Vision

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.

V. Economic Development

Vision

Cornelius has a self-supportive, diversified economic base.

Implementation

6. The City shall work toward implementation of the Strategies and Actions identified in the Cornelius Economic Opportunity Analysis: Economic Development Strategic Action Plan

7. The City shall implement the Cornelius Town Center Master Plan to encourage a mix of residential and commercial uses in the downtown district, along with public investments in

infrastructure and strategic incentives, to create an inviting sense of place and support small business.

Findings

The Plan conforms to the Economic Development Section of the Comprehensive Plan because the main thrust of all the urban renewal projects is economic development. As the primary implementation tool for the Cornelius Town Center Plan, 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. The development and implementation of the Cornelius Urban Renewal Plan is an explicit goal of the Cornelius Economic Development Strategic Action Plan, adopted in 2017.

VI. Natural and Cultural Resources

Vision

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.

Findings

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. The Urban Renewal Plan will also provide funding for small business incentives and cultural amenities to highlight the community's multicultural heritage.

VII. Public Facilities and Services

Vision

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

Implementation

6. The City shall work to identify and coordinate with partnerships to improve the parks system.

Findings

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. Finally, the project includes substantial public sidewalk improvements within the Town Center District to increase walkability.

VIII. Transportation System Plan

Vision

All transportation modes flow smoothly and safely to and throughout the City of Cornelius, meeting the needs of residents, businesses, visitors, and people of all ages and abilities. Efficient multi-modal movement along the highway is balanced with safe and convenient crossings and access to the rest of the City.

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

Findings

The Plan conforms to the Transportation System Plan 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. The projects listed in the Urban Renewal Plan are, by and large, already part of the adopted Cornelius Transportation System Plan.

CONCLUSION

Based on the facts and findings presented in this staff report, staff concludes that the Cornelius Urban Renewal Plan is in conformance with the applicable “definite local objectives” in the Cornelius Comprehensive Plan, as required in ORS 457.085(2)(d).

RECOMMENDATION

The request is for a Planning Commission finding that the Plan conforms to the Cornelius Comprehensive Plan, and a recommendation to the City Council for the adoption of the Cornelius Urban Renewal Plan. This staff report has outlined the findings of conformance to applicable Chapters in the Cornelius Comprehensive Plan.

Based upon the facts, findings, and conclusions in the Staff Report, City staff recommends that the Planning Commission find that the Plan conforms to the “definite local objectives” found in Cornelius Comprehensive Plan, and recommend adoption of the Cornelius Urban Renewal Plan (CPA-02-19) to the Cornelius City Council.

DATE OF STAFF REPORT AND RECOMMENDATION: June 18, 2019



Ryan A. Wells, AICP, Community Development Director

Exhibits: “A” Cornelius Urban Renewal Plan
 “B” Report Accompanying the Cornelius Urban Renewal Plan

Exhibit 'A'



CORNELIUS URBAN RENEWAL PLAN

July 2019



Adopted by the City of Cornelius

DATE

Ordinance No.

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

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LIST OF PARTICIPANTS

Mayor

Jeffrey C. Dalin

City Council

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John Colgan

Steve Heinrich

Luis Hernandez

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Rock Creek

Dave Waffle, Cornelius Planning
Commission Chair

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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).

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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.*

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

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*
- *Latino Businesses*

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.

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.

² *ibid.* p. 1.

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

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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.

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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

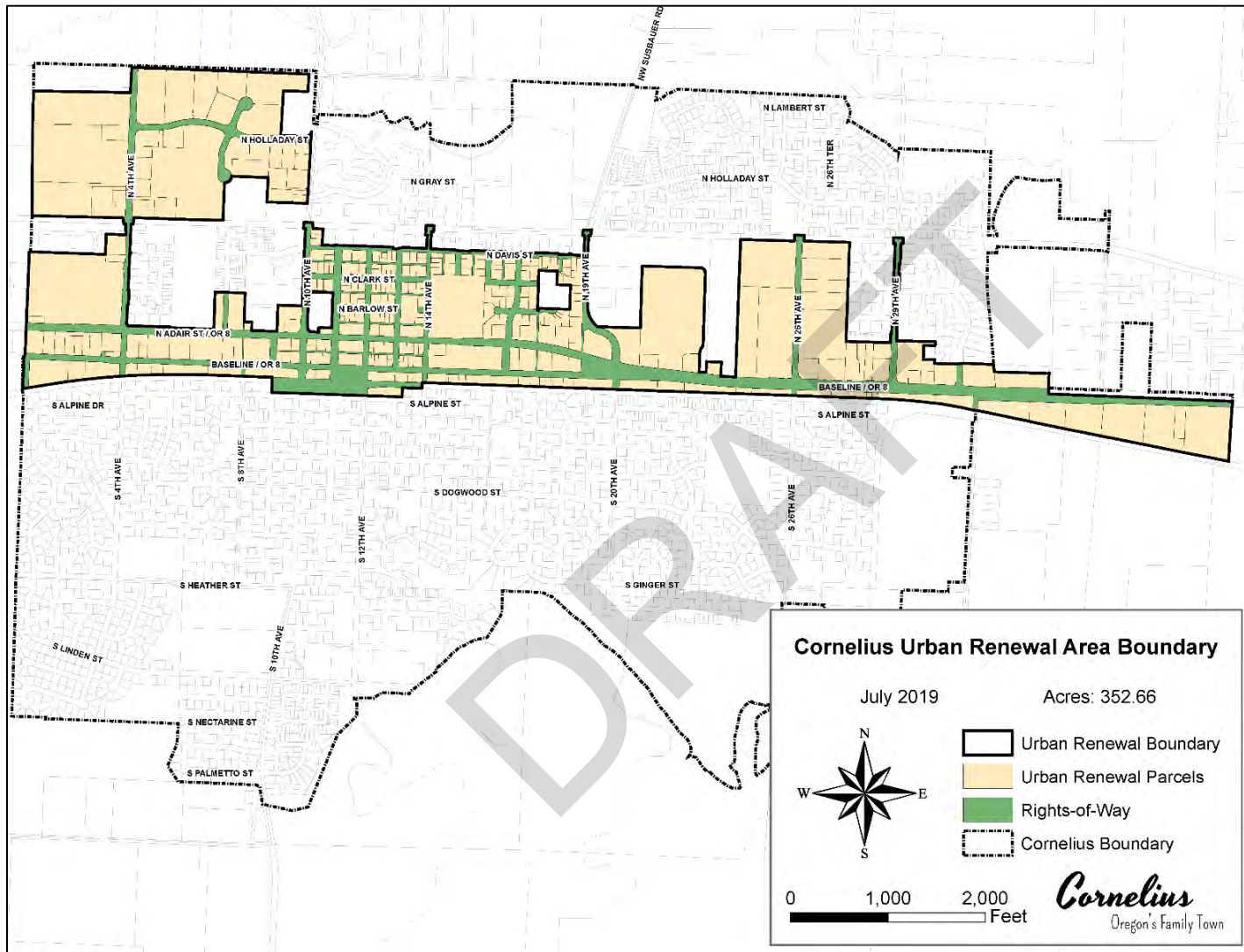
Table 2 – Relationship of Projects to Cornelius Urban Renewal Plan Goals

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

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

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Figure 1 – Cornelius Urban Renewal Plan Area Boundary



Source: City of Cornelius (2019)

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. 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).

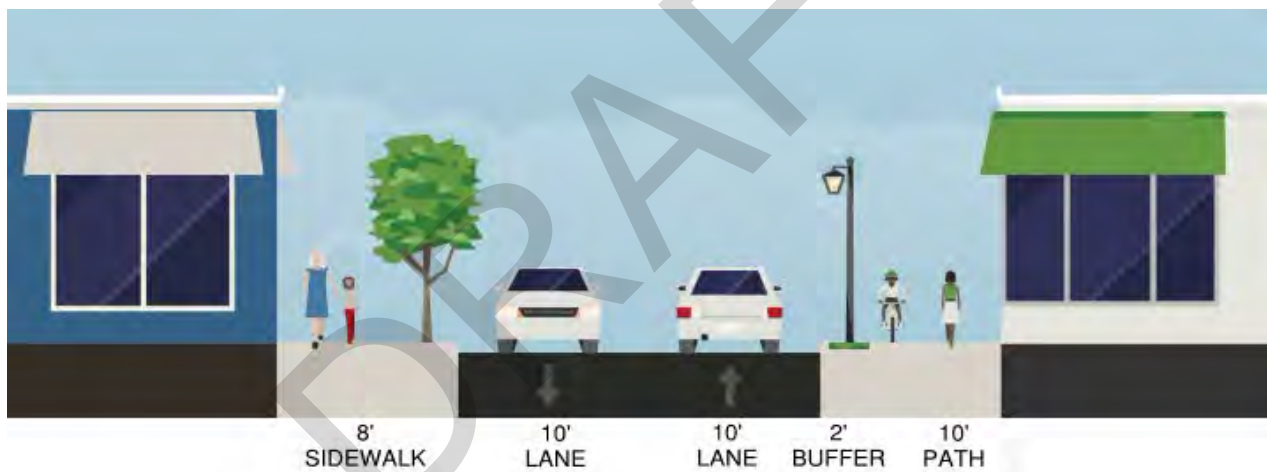
Splash Pad and Plaza – Design and install a plaza with pavement, utilities, furnishings, lighting, landscaping, art, shelter, splash pad fountain and signage.

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-foot 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.

C. 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 will be developed by the Agency once the Plan is adopted.

D. 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.

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:³

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.

³ 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

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.

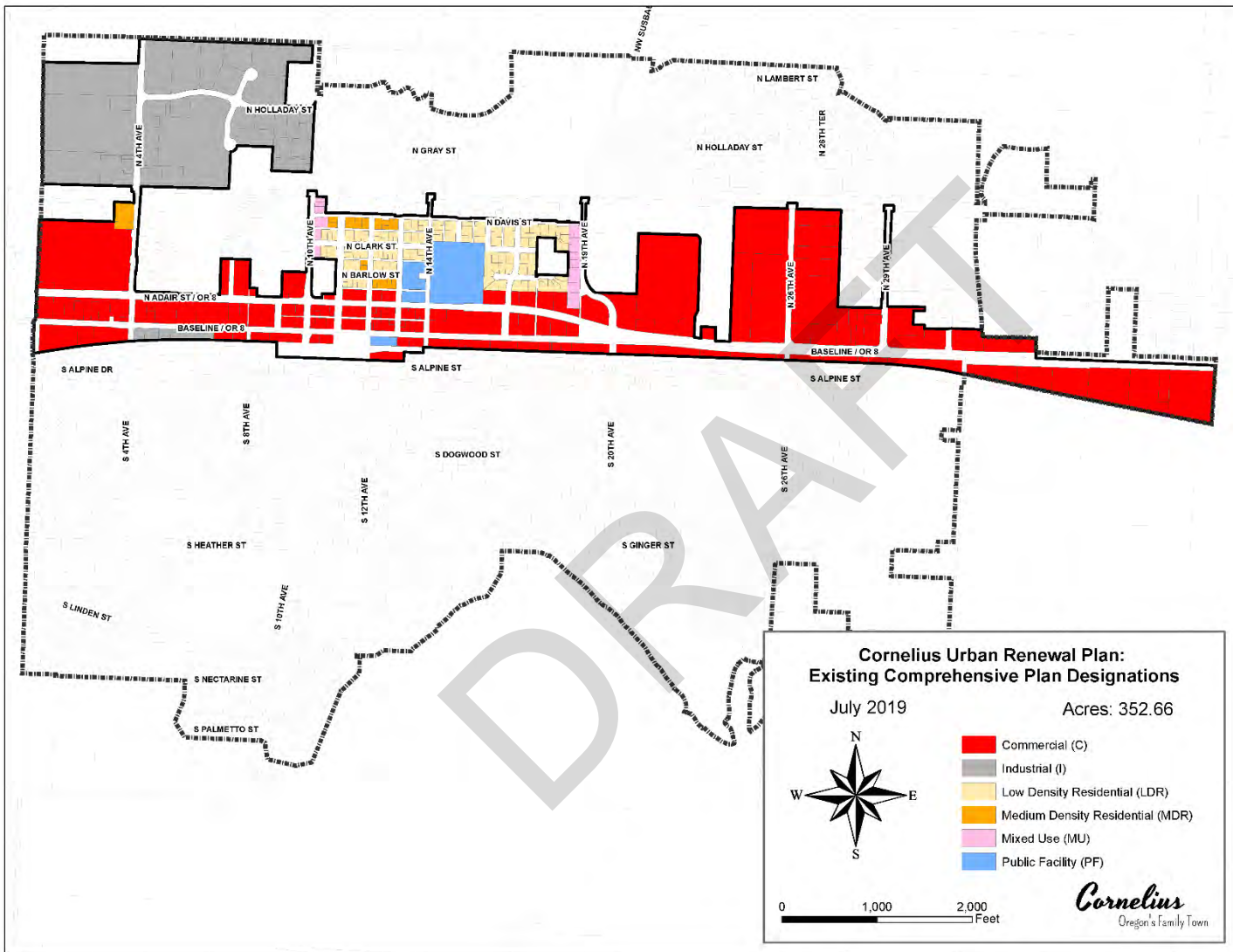
B. Tax increment financing

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

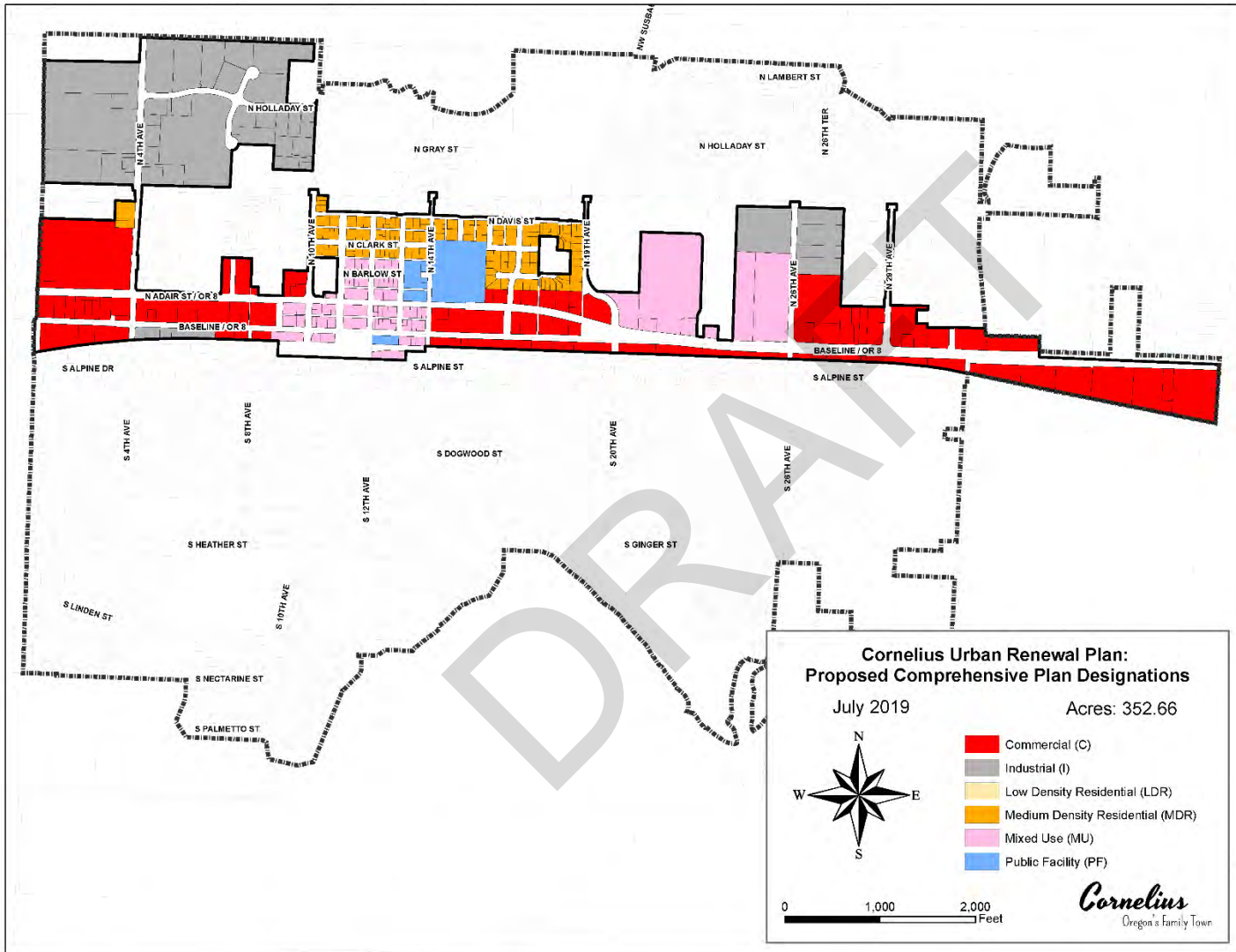
The Agency shall file an Annual Report in compliance with ORS 457.460.

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.

1. 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.

2. 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.

C. 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.

D. 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

Comp 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,

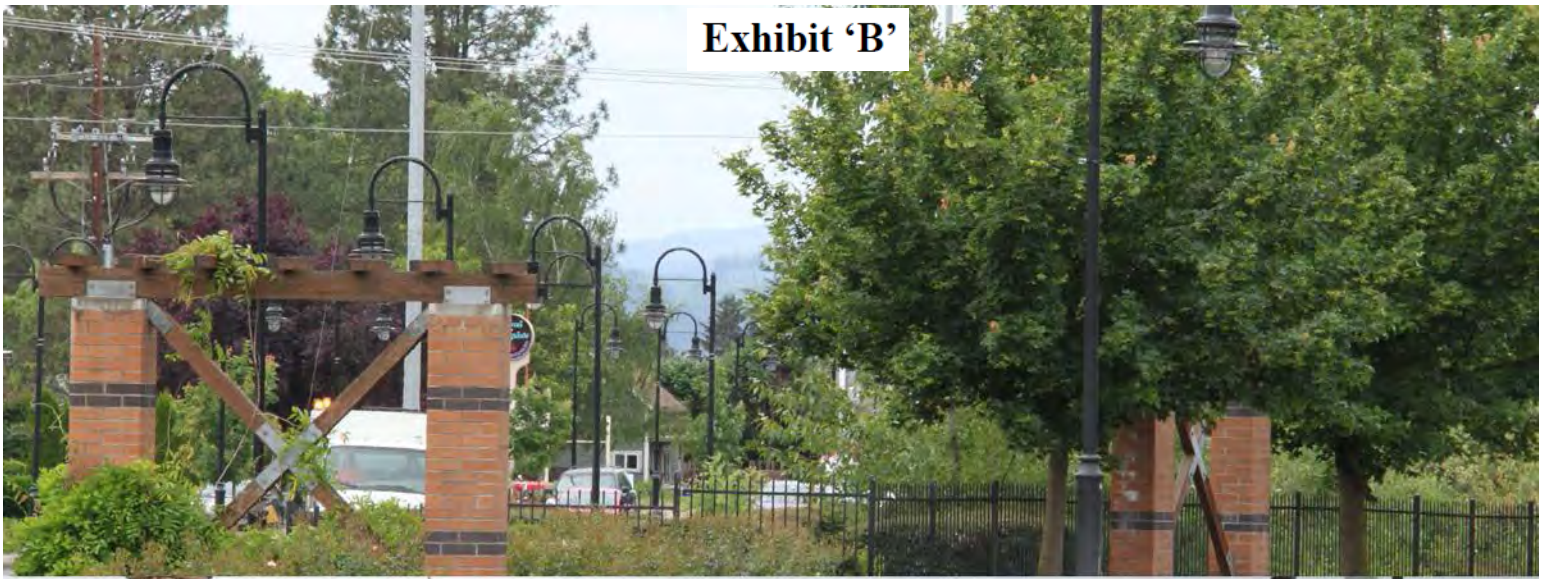
and to indirectly incentivize development by assisting with infrastructure costs such as frontage improvements. The transportation projects aim to improve transportation connectivity and make downtown Cornelius a more walkable and vibrant place which will be more conducive to economic development in the Area.

DRAFT

XIII. APPENDIX A: LEGAL DESCRIPTION

DRAFT

Exhibit 'B'



CORNELIUS URBAN RENEWAL PLAN

ACCOMPANYING REPORT

July 2019



LIST OF PARTICIPANTS

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Jeffrey C. Dalin

City Council

Dave Schamp, Council President

John Colgan

Steve Heinrich

Luis Hernandez

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Autumn Davis, property owner

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David Parker, Forest Grove School
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Dave Schamp, Cornelius City Council
President

Chris Villa, Portland Community College
Rock Creek

Dave Waffle, Cornelius Planning
Commission Chair

Casey Waletich, Hillsboro School District

Jonathan Williams, Metro

Gene Zurbrugg, property owner

Cornelius Urban Renewal Plan adopted by the City of Cornelius

Date

Ordinance No.

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I. INTRODUCTION

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

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The Report accompanying the Plan contains the information required by ORS 457.085, including:

- A description of the physical, social, and economic conditions in the area;(ORS 457.085(3)(a))
- Expected impact of the Plan, including fiscal impact in light of increased services; (ORS 457.085(3)(a))
- Reasons for selection of the Plan Area; (ORS 457.085(3)(b))
- The relationship between each project to be undertaken and the existing conditions; (ORS 457.085(3)(c))
- The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.085(3)(d))
- The estimated completion date of each project; (ORS 457.085(3)(e))
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired; (ORS 457.085(3)(f))
- A financial analysis of the Plan; (ORS 457.085(3)(g))
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; (ORS 457.085(3)(h)) and
- A relocation report. (ORS 457.085(3)(i))

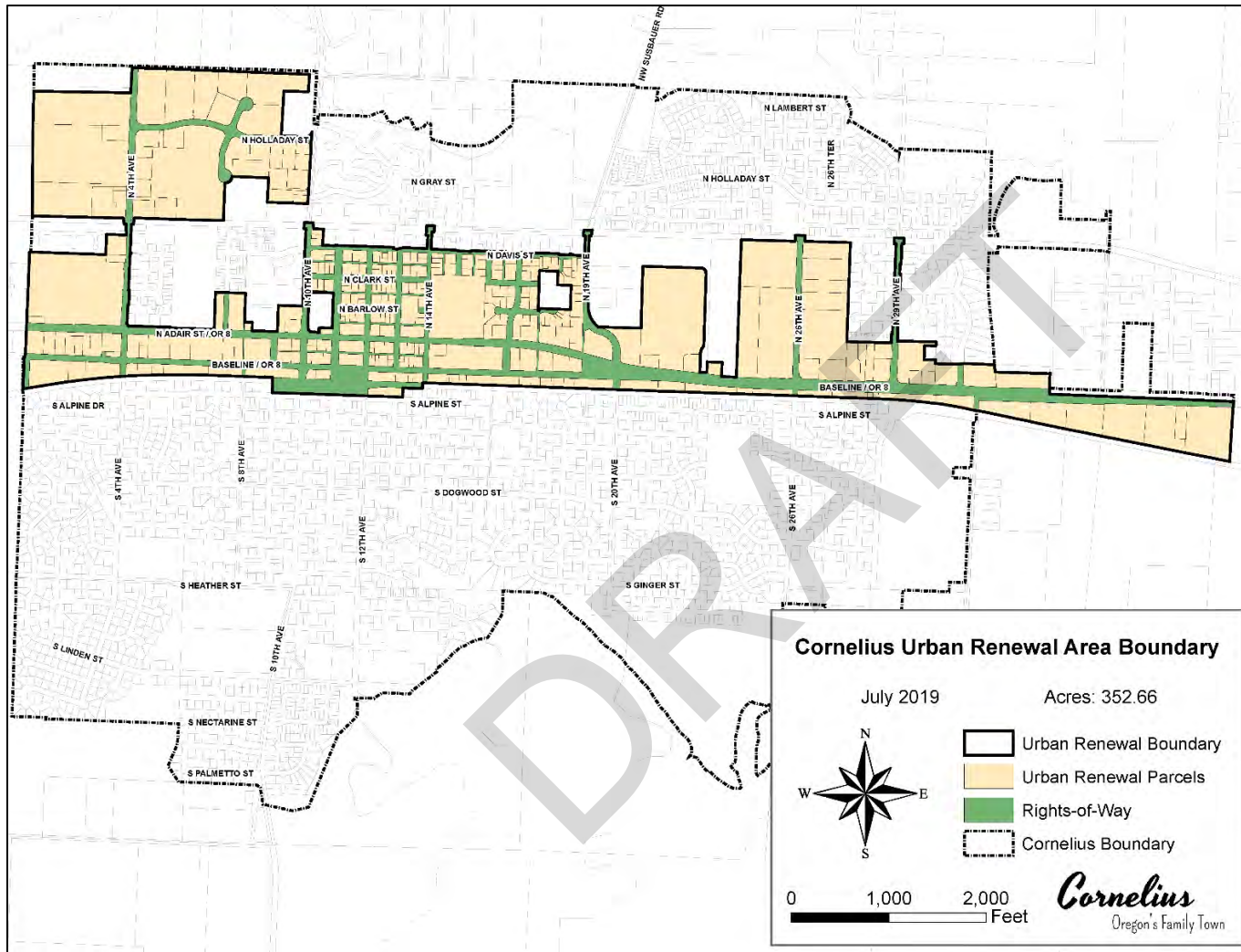
The relationship of the sections of the Report and the ORS 457.085(3) requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

Table 1 - Statutory References

Statutory Requirement	Report Section
ORS 457.085(3)(a)	X
ORS 457.085(3)(b)	XI
ORS 457.085(3)(c)	II
ORS 457.085(3)(d)	III
ORS 457.085(3)(e)	VI
ORS 457.085(3)(f)	IV,V
ORS 457.085(3)(g)	IV,V
ORS 457.085(3)(h)	VIII
ORS 457.085(3)(i)	XII

The Report provides guidance on how the urban renewal plan might be implemented. As the Cornelius Urban Renewal Agency (Agency) will review revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other adjustments to the financials as determined by the Agency. The Agency may also make changes as allowed in the Amendments section of the Plan. These adjustments must stay within the confines of the overall maximum indebtedness of the Plan.

Figure 1 - Cornelius Urban Renewal Area Boundary



Source: City of Cornelius

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

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

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.

Existing conditions: The alleyways are important to allow for increased transportation connectivity in the Area. The high volumes and speeds on the downtown couplet are not conducive to pedestrian activity, so finding an alternate way to provide increased transportation connectivity and safety is important. These improvements were identified in the Cornelius Town Center Plan (Town Center Plan).¹

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

Existing conditions: The alleyways are important to allow for increased transportation connectivity and site access in the Area. Alleyways within the Core Neighborhood are typically gravel and overgrown; these improvements will reduce maintenance burden on the City and increase flow throughout the neighborhood. While these improvements were not specifically identified in the Town Center Plan, they directly complement the vision of the Core Neighborhood subdistrict.

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

Existing conditions: The street crossing treatments are important to allow for increased transportation connectivity in the Area. They enforce a continuation of the couplet alleyway treatments. The high volumes and speeds on the downtown couplet are not conducive to pedestrian activity, so finding an alternate way to provide increased transportation connectivity and safety is important. The TSP called for “Enhancements, such as marked and signed crosswalks, can be considered to increase driver awareness of potential pedestrian.”²

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.

² DKS Associates. *City of Cornelius Transportation System Plan*, , February 5, 2018, p. 3-4.

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

Existing conditions: The street crossing treatments are important to allow for increased transportation connectivity in the Area. The high volumes and speeds on the downtown couplet are not conducive to pedestrian activity, so finding an alternate way to provide increased transportation connectivity and safety is vital. The TSP called for “Enhancements, such as marked and signed crosswalks, can be considered to increase driver awareness of potential pedestrian.”³

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

Existing conditions: This transportation connection does not exist. The pedestrian connections in this area are deficient. These improvements were identified in the Cornelius Transportation System Plan (TSP) in Figure 5-1.⁴

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

Existing conditions: There is an incomplete sidewalk system in the close-in neighborhood. The lack of sidewalks contribute to unsafe pedestrian connections in the Area. These deficiencies are identified in the TSP on Figure 3-2 and on page 5-1.

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

Existing conditions: The Cornelius Elementary School site creates a barrier for east-west and north-south walking trips. Potential redevelopment of the site provides an opportunity to facilitate continuous walking paths across the edges of the site at N Clark Street and at N 16th Avenue. This project is identified in the Cornelius Town Center Plan.

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 for N Davis Street.

Existing conditions: These improvements do not exist. They are identified as project P25 in the TSP.⁵

Access management plan with ODOT – Work with ODOT to prepare an access management plan to help facilitate development of properties and safe access along the ODOT right-of-way (OR 8) at the eastern end of town.

Existing conditions: There are many undeveloped and underdeveloped properties along the ODOT right-of-way, known as OR 8 or TV Highway. An access management plan can help

³ ibid. p. 3-4.

⁴ ibid. p. 5-8.

⁵ ibid. p. 5-5.

facilitate future development of these properties and safe access to the highway and transit services.

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

Existing conditions: Although there are some pedestrian amenities in the Area, additional pedestrian amenities will enhance the Area. Bike racks are provided at upgraded bus stops on Baseline at N 12th Avenue and N 14th Avenue. The TSP identifies that “available bicycle parking in Cornelius is quite low. Increased bicycle parking is needed to support and promote bicycling as a mode of transportation.”⁶

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.

Existing conditions: The TSP states “TriMet bus shelters are needed at the Baseline Street/19th Avenue and Baseline Street/14th Avenue bus stops based on the number of daily boardings.”⁷ The TSP identifies that “available bicycle parking in Cornelius is quite low. Increased bicycle parking is needed to support and promote bicycling as a mode of transportation.”⁸

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.

Existing conditions: The TSP identifies N 29th Avenue as a priority location for sidewalk infill needs.⁹

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

Existing conditions: These neighborhood trailheads do not exist. They are generally identified in the Council Creek Regional Trail Master Plan¹⁰, the Cornelius Parks Master Plan¹¹, and the TSP.¹²

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)

⁶ibid. p. 3-11.

⁷ibid. p. 3-19.

⁸ibid. p. 3-11.

⁹ ibid. p. 3-8.

¹⁰ Parametrix. *Council Creek Trail Master Plan*, August 2015.,p. 62.

¹¹ *City of Cornelius Parks Master Plan*, October 2009.

¹²DKS Associates. *Cornelius Transportation Systems Plan*, February 5, 2018. p. 5-5.

Existing conditions: This section of roadway does not exist, but is a desired component of an efficient transportation network and will help provide transportation improvements that will allow for future development. This extension is identified in the TSP¹³ and subject to a signed Memorandum of Understanding between the Cities of Cornelius and Forest Grove.

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.

Existing conditions: The existing transportation network can be improved by pedestrian safety measures. These features are included in the City's updated Public Works Standards (March 2017).

B. 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.

Existing conditions: There is a wooden welcome sign on the west side of Cornelius. The City desires to improve the quality and condition of the west-side entrance to the city.

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

Existing conditions: There is no electrical conduit within the downtown. The City desires to add electrical conduit to facilitate future events downtown.

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

Existing conditions: There are no informational signs in Cornelius. The City desires to add decorative informational signs to assist with wayfinding and tourism.

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

Existing conditions: The existing street lights are Option B and high pressure sodium. Converting them to LED and Option C lights will improve the energy efficiency and allow the city to maintain the lights in the future.

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

Existing conditions: There are few outdoor central gathering spaces for residents of Cornelius. This plaza including the splash pad was one of the items specifically identified as a result of the community input on the Cornelius Town Center Plan.¹⁴

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

¹³ibid. p. 3-35.

¹⁴ Cornelius Town Center Plan, 3J Consulting team, 2019.

limited to signage, flag poles, landscaping, lighting, art piece, curb extensions and utility work.

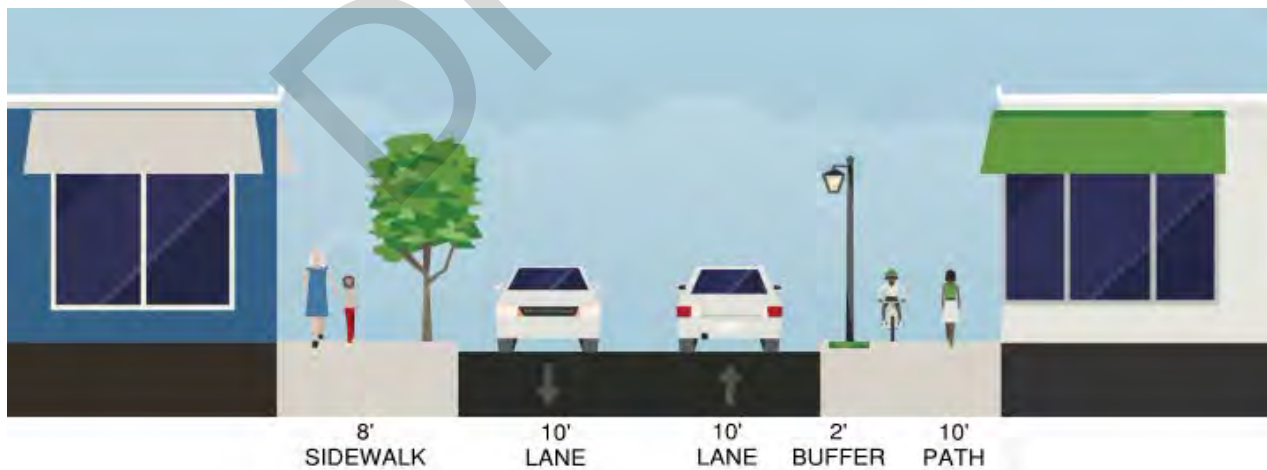
Existing conditions: There are no Town Center Gateway features in Cornelius. The City received abundant feedback during the Town Center development process that gateways were needed to better identify the Town Center district.

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

Existing conditions: There is no public art program in Cornelius.

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.

Existing conditions: 14th Avenue has existing transportation deficiencies as identified in the TSP. These include sidewalk gaps and lack of adequate pedestrian crossings and motor vehicle crashes. There is no greenway treatment in the area designated for greenway treatments in this project. Improvements to 14th Avenue are identified in the TSP as project no. P8. The 14th Avenue greenway is also identified as an improvement in the Cornelius Town Center Plan.

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

Existing conditions: There are no shepherd's crook lights in this area nor any other street lighting.

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

Existing conditions: There are insufficient connections and equipment for a robust downtown holiday lighting program.

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

Existing conditions: There is a desire in Cornelius to establish a CIT that would be able to pursue future development keeping properties affordable for the future. Assisting in this acquisition could help facilitate this desire.

C. 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.

Existing conditions: There are many properties within the Area that could benefit from façade improvements. There is no present funding source for this program.

Cost Share Program for frontage improvements (sidewalks) for highway commercial development – Establish a Cost Share Program that would provide a 50% of total frontage improvement 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.

Existing conditions: Frontage improvements are required by the Cornelius Municipal Code. The cost of these improvements may make development economically infeasible. These specific parcels are undeveloped and if developed would contribute to the vitality of the Area.

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

Existing conditions: There are buildings within the Area that are dilapidated and may create an attractive nuisance, need to be demolished to provide 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.

Existing conditions: There is a desire for additional development in Cornelius. There is presently no program that can provide this type of assistance.

Targeted SDC waivers/reductions – Waive or reduce System Development Charges (SDCs) 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.

Existing conditions: SDCs are an additional cost to developing property in the Area. The city desires additional development in Cornelius. There is presently no program that can provide this type of assistance.

D. Acquisition

An acquisition program will be established. Prior to any property being acquired, it must be identified in the Plan. 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.

Existing conditions: The Western States Fire Apparatus building is underutilized and in need of repair including bringing it up to current seismic standards. The costs of this acquisition and rehabilitation has thus far prohibited the development of this property.

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.

Existing conditions: The railroad ROW is undeveloped and is providing no productive use to the Area.

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.

Existing conditions: The Cornelius library was completed in 2019. There is a need for additional off-street parking to serve the facility. This parcel can provide that additional off-street parking.

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

Existing conditions: This parcel is vacant and has potential needs for brownfield remediation. It is a key development parcel in the Area.

E. Administration

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

Existing conditions: There is no administration funding as there is no urban renewal area.

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

The total cost estimates for projects is shown are Table 2 below. These are all estimates acknowledging that the urban renewal portions of these project activities must fit within the maximum indebtedness. These costs are shown in year of expenditure costs, which assumes inflation of 3.0% annually.

The Plan assumes that the Agency/City will use other funds to assist in the completion of the projects within the Area. These sources include but are not limited to City of Cornelius General Funds, System Development Charges (SDCs), local, state and federal grants, and other sources as identified by the Agency/City. The Agency/City may pursue regional, county, state, and federal funding, private developer contributions and any other sources of funding that may assist in the implementation of the programs.

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

Table 2 - Estimated Cost of Each Project

Project Title	Year of Expenditure Project Cost
Transportation	12,645,644
Developer Incentives	3,196,886
Acquisition	2,803,565
Creating Community	5,487,164
Administration	1,430,912
TOTAL:	\$25,564,171

Source: City of Cornelius and Tiberius Solutions LLC

IV. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through 2041 are calculated based on projections of the assessed value of development within the Area and the consolidated tax rate that will apply in the Area.

Figure 2 shows expected TIF revenues over time, the expected revenue sharing and the projected tax revenues after termination of the Area. Table 3 shows the incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts, and delinquencies. The projections assume an annual growth rate of 5.0% for assessed value in the Area. This assumption is supported by an evaluation of the development potential of vacant and redevelopable land within the Area. Appendix A from Tiberius Solutions, LLC details the information used in evaluating the growth projections. These projections of growth are the basis for the projections in Table 6, Table 7, Table 8, Table 9, Table 10, and Table 11.

The first year of tax increment collections is anticipated to be fiscal year ending (FYE) 2021. Gross tax increment financing (TIF)¹⁵ is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is "tax rate times assessed value used divided by one thousand." The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies, which will not be impacted by this Plan.

Figure 2 shows expected TIF revenues over time, the expected revenue sharing and the projected tax revenues after termination of the Area.

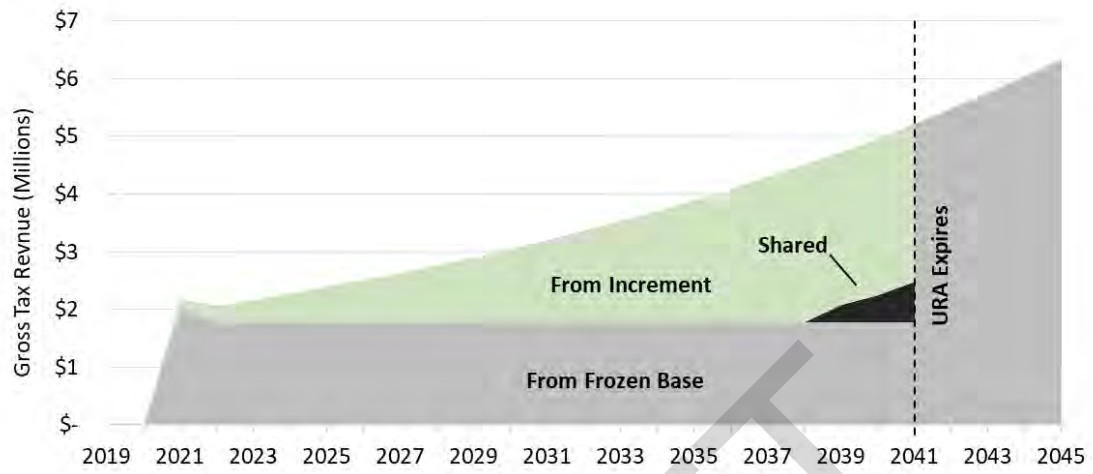
¹⁵ TIF is also used to signify tax increment revenues

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

FYE	Total Assessed Value	Frozen Base	Increment Used	Increment Not Used	Tax Rate	Gross TIF	Adjustments	Net TIF (Current Year)	Net TIF (Prior Year)	Net TIF (Total)
2021	171,085,560	155,179,645	15,905,915	-	12.7027	202,048	(10,102)	191,946	-	191,946
2022	179,639,837	155,179,645	24,460,192	-	11.4951	281,171	(14,059)	267,113	2,879	269,992
2023	188,621,829	155,179,645	33,442,184	-	11.4951	384,420	(19,221)	365,199	4,007	369,206
2024	198,052,920	155,179,645	42,873,275	-	11.4951	492,831	(24,642)	468,189	5,478	473,667
2025	207,955,566	155,179,645	52,775,921	-	11.4951	606,662	(30,333)	576,329	7,023	583,352
2026	218,353,344	155,179,645	63,173,699	-	11.4951	726,186	(36,309)	689,876	8,645	698,521
2027	229,271,011	155,179,645	74,091,366	-	11.4951	851,685	(42,584)	809,101	10,348	819,449
2028	240,734,563	155,179,645	85,554,918	-	11.4951	983,459	(49,173)	934,286	12,137	946,423
2029	252,771,290	155,179,645	97,591,645	-	11.4951	1,121,822	(56,091)	1,065,731	14,014	1,079,745
2030	265,409,855	155,179,645	110,230,210	-	11.4951	1,267,103	(63,355)	1,203,748	15,986	1,219,734
2031	278,680,349	155,179,645	123,500,704	-	11.4951	1,419,648	(70,982)	1,348,666	18,056	1,366,722
2032	292,614,367	155,179,645	137,434,722	-	11.4951	1,579,821	(78,991)	1,500,829	20,230	1,521,059
2033	307,245,086	155,179,645	152,065,441	-	11.4951	1,748,002	(87,400)	1,660,601	22,512	1,683,114
2034	322,607,340	155,179,645	167,427,695	-	11.4951	1,924,592	(96,230)	1,828,362	24,909	1,853,271
2035	338,737,707	155,179,645	183,558,062	-	11.4951	2,110,011	(105,501)	2,004,511	27,425	2,031,936
2036	355,674,594	155,179,645	200,494,949	-	11.4951	2,304,702	(115,235)	2,189,467	30,068	2,219,534
2037	373,458,322	155,179,645	218,278,677	-	11.4951	2,509,127	(125,456)	2,383,670	32,842	2,416,512
2038	392,131,238	155,179,645	236,951,593	-	11.4951	2,723,773	(136,189)	2,587,584	35,755	2,623,339
2039	411,737,801	155,179,645	231,167,796	25,390,360	11.4951	2,657,288	(132,864)	2,524,424	38,814	2,563,237
2040	432,324,692	155,179,645	236,314,518	40,830,529	11.4951	2,716,450	(135,822)	2,580,627	37,866	2,618,494
2041	453,940,926	155,179,645	238,445,744	60,315,537	11.4951	2,740,948	(137,047)	2,603,901	38,709	2,642,610
TOTAL:						\$31,351,747	\$(1,567,586)	\$29,784,160	\$407,703	\$30,191,863

Source: Tiberius Solutions, LLC

Figure 2 - TIF Projections



Source: Tiberius Solutions, LLC

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

Table 4 shows a summary of the financial capacity of the URA, including how the total TIF revenue translates to the ability to fund urban renewal projects in constant 2019 dollars in five-year increments. Table 6, Table 7, and Table 8 show more detailed tables on the allocation of tax revenues to projects, programs, and administration over time.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the urban renewal area in 2041, a 21-year urban renewal plan. The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is more robust than the projections, it may take a shorter time period. These assumptions show one scenario for financing and that this scenario is financially feasible.

The maximum indebtedness is \$25,600,000 (twenty-five million six hundred thousand dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$25,600,000 is \$30,191,864 and is made up of \$30,173,616 in revenues from the division of taxes from permanent rate levies and \$18,248 from bonds.

If pending legislation introduced in the 2019 Oregon Legislature to amend ORS 457 is adopted, no bonds will be impacted by this Plan. This will shift the impact of the \$18,248 in bonds to the taxing districts. The Forest Grove School District has one bond that was issued prior to 2001. The impacts of GO bonds are on the property tax payer, not on the taxing district. The Forest Grove School District GO bond will be impacted for one year. For the Forest Grove School District GO bond, the impact for a \$100,000 value property is an estimated total of \$0.88 for the 1-year impact on the urban renewal area.

The financial analysis projects capacity of funding for projects in five-year increments as shown below in Table 4.

Table 4 - TIF Capacity of the Area

Total TIF (YOE\$)	\$30,191,864
Maximum Indebtedness (YOE\$)	\$25,600,000
Capacity (2019\$)	\$17,525,000
Years 1-5	\$4,642,500
Years 6-10	\$4,455,000
Years 11-15	\$3,457,500
Years 16-21	\$4,970,000

Source: Tiberius Solutions, LLC

This financial analysis shows borrowings as identified in Table 5. These are only one scenario for how the Agency may decide to implement this Plan, and this scenario is financially feasible. The Agency may decide to do borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings paid off at the termination of the District in FYE 2041. These are the principal amounts of the borrowings. The amounts including interest are shown in the second column of Table 6, Table 7, and Table 8.

Table 5 - Estimated Borrowings and Amounts

Name	Loan A	Loan B	Loan C	Loan D	Loan E	Loan F
Principal Amount	\$2,900,000	\$1,600,000	\$1,600,000	\$2,350,000	\$1,250,000	\$1,000,000
Interest Rate	5 %	5 %	5 %	5 %	5 %	5 %
Loan Term	19	17	15	12	10	9
Loan Year	2,023	2,025	2,027	2,030	2,032	2,033
Interest Payment Start	2,023	2,025	2,027	2,030	2,032	2,033
Principal Payment Start	2,023	2,025	2,027	2,030	2,032	2,033
Annual Payment	(239,961)	(141,919)	(154,148)	(265,140)	(161,881)	(140,690)

Source: Tiberius Solutions, LLC

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Table 6 - Tax Increment Revenues and Allocations to Debt Service, page 1

	TOTAL:	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027
Resources								
Beginning Balance		-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-
TIF: Current Year	29,784,160	191,946	267,113	365,199	468,189	576,329	689,876	809,101
TIF: Prior Years	407,704	-	2,879	4,007	5,478	7,023	8,645	10,348
Total Resources	30,191,864	191,946	269,992	369,206	473,667	583,352	698,521	819,449
Expenditures								
Debt Service								
Scheduled Payments								
Loan A	(4,559,250)	-	-	(239,961)	(239,961)	(239,961)	(239,961)	(239,961)
Loan B	(2,412,617)	-	-	-	-	(141,919)	(141,919)	(141,919)
Loan C	(2,312,215)	-	-	-	-	-	-	(154,148)
Loan D	(3,181,677)	-	-	-	-	-	-	-
Loan E	(1,618,807)	-	-	-	-	-	-	-
Loan F	(1,266,211)	-	-	-	-	-	-	-
Total Debt Service	(15,350,776)	-	-	(239,961)	(239,961)	(381,879)	(381,879)	(536,027)
Debt Service Coverage Ratio				1.52	1.95	1.51	1.81	1.51
Transfer to URA Projects Fund	(14,841,088)	(191,946)	(269,992)	(129,245)	(233,707)	(201,473)	(316,642)	(283,422)
Total Expenditures	(30,191,864)	(191,946)	(269,992)	(369,206)	(473,667)	(583,352)	(698,521)	(819,449)

Source: Tiberius Solutions LLC

Table 7 - Tax Increment Revenues and Allocations to Debt Service. page 2

	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036
Resources									
Beginning Balance	-	-	-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-	-
TIF: Current Year	934,286	1,065,731	1,203,748	1,348,666	1,500,829	1,660,601	1,828,362	2,004,511	2,189,467
TIF: Prior Years	12,137	14,014	15,986	18,056	20,230	22,512	24,909	27,425	30,068
Total Resources	946,423	1,079,745	1,219,734	1,366,722	1,521,059	1,683,114	1,853,271	2,031,936	2,219,534
Expenditures									
Debt Service									
Scheduled Payments									
Loan A	(239,961)	(239,961)	(239,961)	(239,961)	(239,961)	(239,961)	(239,961)	(239,961)	(239,961)
Loan B	(141,919)	(141,919)	(141,919)	(141,919)	(141,919)	(141,919)	(141,919)	(141,919)	(141,919)
Loan C	(154,148)	(154,148)	(154,148)	(154,148)	(154,148)	(154,148)	(154,148)	(154,148)	(154,148)
Loan D	-	-	(265,140)	(265,140)	(265,140)	(265,140)	(265,140)	(265,140)	(265,140)
Loan E	-	-	-	-	(161,881)	(161,881)	(161,881)	(161,881)	(161,881)
Loan F	-	-	-	-	-	(140,690)	(140,690)	(140,690)	(140,690)
Total Debt Service	(536,027)	(536,027)	(801,167)	(801,167)	(963,047)	(1,103,737)	(1,103,737)	(1,103,737)	(1,103,737)
Debt Service Coverage Ratio	1.74	1.99	1.50	1.68	1.56	1.50	1.66	1.82	1.98
Transfer to URA Projects Fund	(410,396)	(543,718)	(418,567)	(565,555)	(558,012)	(579,377)	(749,534)	(928,199)	(1,115,797)
Total Expenditures	(946,423)	(1,079,745)	(1,219,734)	(1,366,722)	(1,521,059)	(1,683,114)	(1,853,271)	(2,031,936)	(2,219,534)

Source: Tiberius Solutions LLC

Table 8 - Tax Increment Revenues and Allocations to Debt Service, page 3

	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041
Resources					
Beginning Balance	-	-	-	-	-
Interest Earnings	-	-	-	-	-
TIF: Current Year	2,383,670	2,587,584	2,524,424	2,580,627	2,603,901
TIF: Prior Years	32,842	35,755	38,814	37,866	38,709
Total Resources	2,416,512	2,623,339	2,563,237	2,618,494	2,642,610
Expenditures					
Debt Service					
Scheduled Payments					
Loan A	(239,961)	(239,961)	(239,961)	(239,961)	(239,961)
Loan B	(141,919)	(141,919)	(141,919)	(141,919)	(141,919)
Loan C	(154,148)	(154,148)	(154,148)	(154,148)	(154,148)
Loan D	(265,140)	(265,140)	(265,140)	(265,140)	(265,140)
Loan E	(161,881)	(161,881)	(161,881)	(161,881)	(161,881)
Loan F	(140,690)	(140,690)	(140,690)	(140,690)	(140,690)
Total Debt Service	(1,103,737)	(1,103,737)	(1,103,737)	(1,103,737)	(1,103,737)
Debt Service Coverage Ratio	2.16	2.34	2.29	2.34	2.36
Transfer to URA Projects Fund	(1,312,775)	(1,519,602)	(1,459,500)	(1,514,756)	(1,538,873)
Total Expenditures	(2,416,512)	(2,623,339)	(2,563,237)	(2,618,494)	(2,642,610)

Source: Tiberius Solutions LLC

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the Agency. Annual expenditures for program administration is also shown. These are predicated on the fact that urban renewal activities will start off slowly in the beginning years and increase in the final years of the Area.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in 2041, a 21-year program.

The amount of money available for projects in 2019 constant dollars for the Cornelius Urban Renewal Area is \$17,692,792.

Table 9, Table 10, and Table 11 show the \$17,692,792 of 2019 project dollars inflated over the life of the Area including administrative expenses. All costs shown in Table 9, Table 10, and Table 11 are in year-of-expenditure dollars, which are adjusted by 3.0% annually to account for inflation.

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

The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan.

An exhibit indicating the projected timing of the projects is shown in Exhibit 1.

Exhibit 1 - Timing of Projects

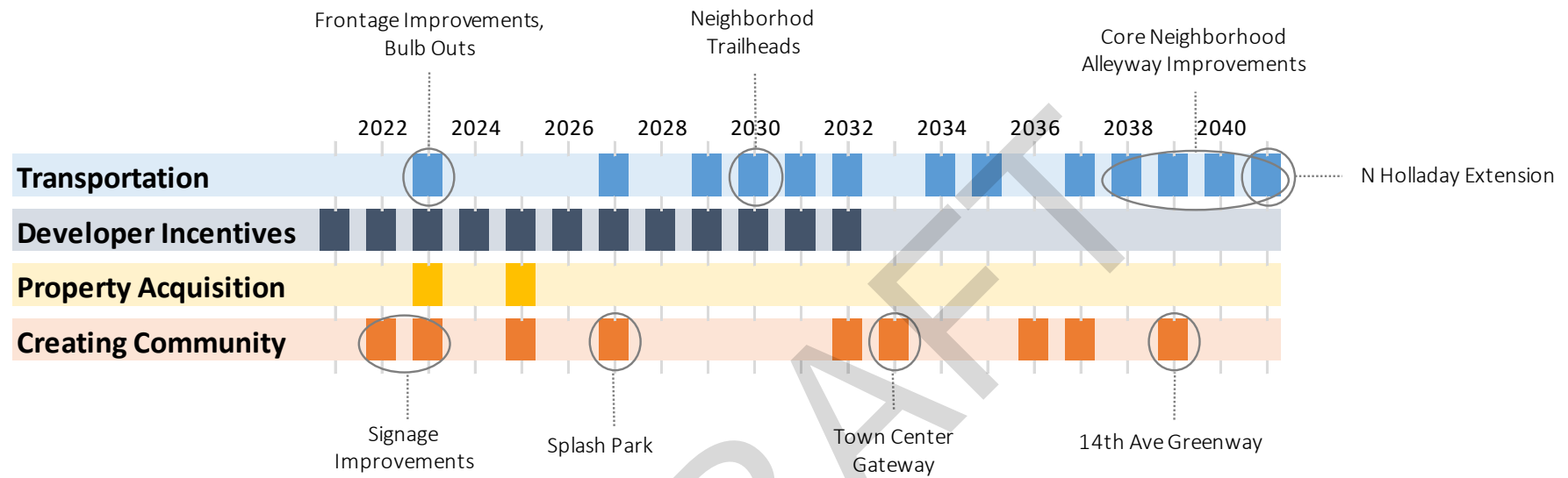


Table 9 - Programs and Costs in Year of Expenditure Dollars, Page 1

	Total	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026
Resources							
Beginning Balance		-	\$43,420	\$2,209	\$111,880	\$4,152	\$125,787
Interest Earnings	\$23,083	-	\$217	\$11	\$559	\$21	\$629
Transfer from TIF Fund	\$14,841,088	\$191,946	\$269,992	\$129,245	\$233,707	\$201,473	\$316,642
Bond/Loan Proceeds	\$10,700,000	-	-	\$2,900,000	-	\$1,600,000	-
Other	-						
Total Resources	\$25,564,171	\$191,946	\$313,629	\$3,031,465	\$346,146	\$1,805,646	\$443,058
Expenditures (YOE \$)							
Transportation	\$(12,645,644)			\$(880,704)			
Developer Incentives	\$(3,196,886)	\$(106,090)	\$(120,197)	\$(275,748)	\$(295,622)	\$(376,142)	\$(338,223)
Acquisition	\$(2,803,565)			\$(1,609,465)		\$(1,194,100)	
Creating Community	\$(5,487,164)		\$(147,515)	\$(50,648)		\$(29,853)	
Financing Fees	\$(214,000)			\$(58,000)		\$(32,000)	
Administration	\$(1,216,912)	\$(42,436)	\$(43,708)	\$(45,020)	\$(46,372)	\$(47,764)	\$(49,196)
Total Expenditures	\$(25,564,171)	\$(148,526)	\$(311,420)	\$(2,919,585)	\$(341,994)	\$(1,679,859)	\$(387,419)
Ending Balance	-	\$43,420	\$2,209	\$111,880	\$4,152	\$125,787	\$55,639

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Table 10 - Programs and Costs in Year of Expenditure Dollars, Page 2

	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033
Resources							
Beginning Balance	\$55,639	\$228,829	\$229,356	\$35,076	\$57,628	\$117,347	\$109,376
Interest Earnings	\$278	\$1,144	\$1,147	\$175	\$288	\$587	\$547
Transfer from TIF Fund	\$283,422	\$410,396	\$543,718	\$418,567	\$565,555	\$558,012	\$579,377
Bond/Loan Proceeds	\$1,600,000	-	-	\$2,350,000	-	\$1,250,000	\$1,000,000
Other							
Total Resources	\$1,939,339	\$640,368	\$774,222	\$2,803,818	\$623,471	\$1,925,947	\$1,689,299
Expenditures (YOE \$)							
Transportation	\$(12,668)		\$(383,012)	\$(2,401,587)	\$(199,598)	\$(1,255,568)	
Developer Incentives	\$(348,370)	\$(358,820)	\$(302,378)	\$(242,235)	\$(249,498)	\$(183,563)	
Acquisition							
Creating Community	\$(1,266,800)					\$(293,700)	\$(1,512,600)
Financing Fees	\$(32,000)			\$(47,000)		\$(25,000)	\$(20,000)
Administration	\$(50,672)	\$(52,192)	\$(53,756)	\$(55,368)	\$(57,028)	\$(58,740)	\$(60,504)
Total Expenditures	\$(1,710,510)	\$(411,012)	\$(739,146)	\$(2,746,190)	\$(506,124)	\$(1,816,571)	\$(1,593,104)
Ending Balance	\$228,829	\$229,356	\$35,076	\$57,628	\$117,347	\$109,376	\$96,195

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Table 11 - Programs and Costs in Year of Expenditure Dollars, Page 3

	FYE 2034	FYE 2035	FYE 2036	FYE 2038	FYE 2039	FYE 2040	FYE 2041
Resources							
Beginning Balance	\$96,195	\$24,365	\$447,205	\$37,549	\$829,637	\$234,330	\$1,071,248
Interest Earnings	\$481	\$122	\$2,236	\$188	\$4,148	\$1,172	\$5,356
Transfer from TIF Fund	\$749,534	\$928,199	\$1,115,797	\$1,519,602	\$1,459,500	\$1,514,756	\$1,538,873
Bond/Loan Proceeds	-	-	-	-	-	-	-
Other							
Total Resources	\$846,210	\$952,686	\$1,565,237	\$1,557,340	\$2,293,285	\$1,750,258	\$2,615,477
Expenditures (YOE \$)							
Transportation	\$(759,525)	\$(441,293)		\$(657,563)	\$(586,983)	\$(604,598)	\$(2,538,833)
Developer Incentives							
Acquisition							
Creating Community			\$(743,760)		\$(1,399,728)		
Financing Fees							
Administration	\$(62,320)	\$(64,188)	\$(66,112)	\$(70,140)	\$(72,244)	\$(74,412)	\$(76,644)
Total Expenditures	\$(821,845)	\$(505,481)	\$(809,872)	\$(727,703)	\$(2,058,955)	\$(679,010)	\$(2,615,477)
Ending Balance	\$24,365	\$447,205	\$755,365	\$829,637	\$234,330	\$1,071,248	-

Tiberius Solutions, LLC

VII. REVENUE SHARING

Revenue sharing is part of the 2009 legislative changes to urban renewal and means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (\$2,560,000). At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold, and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness (\$3,200,000). If this threshold is met, revenue for the district would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

Revenue sharing targets are projected to be reached in FYE 2039 as the 10% target is met in the prior fiscal year. If assessed value in the Area grows more quickly than projected, the revenue sharing triggers could be reached earlier. If assessed values increase at a slower rate, the revenue sharing triggers could be reached at a later date. The specific projected revenue sharing amounts can be seen in Table 12.

Table 12 - Projected Revenue Sharing

Year	Shared Revenue
FYE 2039	291,864
FYE 2040	469,349
FYE 2041	655,709
TOTAL:	\$1,416,922

Source: Tiberius Solutions LLC

VIII. IMPACT OF THE TAX INCREMENT FINANCING

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

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2041 and are shown in Table 13 and Table 14.

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

Table 13 and Table 14 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 13 shows the general government levies, and Table 14 shows the education levies.

Table 13 - Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	Washington County	City of Cornelius	Metro	Port of Portland	Tualatin Soil & Water District	Subtotal
FYE 2021	33,975	60,195	1,460	1,059	1,044	97,732
FYE 2022	52,810	93,566	2,269	1,647	1,623	151,915
FYE 2023	72,216	127,948	3,103	2,252	2,219	207,737
FYE 2024	92,648	164,149	3,981	2,889	2,847	266,513
FYE 2025	114,102	202,160	4,902	3,557	3,507	328,228
FYE 2026	136,629	242,072	5,870	4,260	4,199	393,029
FYE 2027	160,282	283,979	6,886	4,997	4,926	461,070
FYE 2028	185,117	327,982	7,953	5,772	5,689	532,513
FYE 2029	211,195	374,184	9,074	6,585	6,491	607,528
FYE 2030	238,576	422,697	10,250	7,438	7,332	686,294
FYE 2031	267,327	473,636	11,485	8,335	8,216	768,998
FYE 2032	297,515	527,121	12,782	9,276	9,144	855,838
FYE 2033	329,212	583,281	14,144	10,264	10,118	947,019
FYE 2034	362,494	642,249	15,574	11,302	11,141	1,042,760
FYE 2035	397,441	704,165	17,076	12,391	12,215	1,143,287
FYE 2036	434,134	769,177	18,652	13,535	13,342	1,248,841
FYE 2037	472,663	837,440	20,307	14,737	14,526	1,359,673
FYE 2038	513,117	909,115	22,046	15,998	15,770	1,476,046
FYE 2039	501,362	888,287	21,540	15,631	15,408	1,442,229
FYE 2040	512,170	907,436	22,005	15,968	15,741	1,473,319
FYE 2041	516,887	915,794	22,207	16,115	15,885	1,486,889
TOTAL:	\$5,901,872	\$10,456,633	\$253,566	\$184,008	\$181,383	\$16,977,458

Source: Tiberius Solutions LLC

Table 14 - Projected Impact on Taxing District Permanent Rate Levies – Education

FYE	Forest Grove School District	Hillsboro School District	Portland Community College	NW Regional ESD	Subtotal	Total
FYE 2021	57,374	17,091	972	528	75,965	173,697
FYE 2022	89,209	26,539	1,509	820	118,077	269,992
FYE 2023	121,953	36,328	2,065	1,123	161,469	369,206
FYE 2024	156,458	46,606	2,649	1,441	207,154	473,667
FYE 2025	192,688	57,398	3,263	1,774	255,124	583,352
FYE 2026	230,730	68,730	3,907	2,125	305,492	698,521
FYE 2027	270,674	80,629	4,583	2,493	358,378	819,449
FYE 2028	312,615	93,122	5,294	2,879	413,909	946,423
FYE 2029	356,653	106,240	6,039	3,284	472,217	1,079,745
FYE 2030	402,893	120,014	6,822	3,710	533,440	1,219,734
FYE 2031	451,445	134,477	7,644	4,157	597,723	1,366,722
FYE 2032	502,424	149,663	8,508	4,627	665,222	1,521,059
FYE 2033	555,953	165,608	9,414	5,120	736,095	1,683,114
FYE 2034	612,158	182,350	10,366	5,637	810,511	1,853,271
FYE 2035	671,173	199,930	11,365	6,181	888,649	2,031,936
FYE 2036	733,139	218,388	12,414	6,752	970,693	2,219,534
FYE 2037	798,203	237,770	13,516	7,351	1,056,840	2,416,512
FYE 2038	866,521	258,120	14,673	7,980	1,147,294	2,623,339
FYE 2039	846,668	252,206	14,337	7,797	1,121,009	2,563,237
FYE 2040	864,920	257,643	14,646	7,965	1,145,175	2,618,494
FYE 2041	872,886	260,016	14,781	8,038	1,155,722	2,642,610
TOTAL:	\$9,966,737	\$2,968,868	\$168,767	\$91,782	\$13,196,158	\$30,173,614

Source: Tiberius Solutions LLC

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

Table 15 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2042.

The Frozen Base is the assessed value of the Area established by the county assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

Table 15 - Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Type	Tax Rate	From Frozen Base	From Excess Value	Total
General Government					
Washington County	Permanent	2.2484	348,906	722,767	1,071,673
City of Cornelius	Permanent	3.9836	618,174	1,280,561	1,898,735
Metro	Permanent	0.0966	14,990	31,053	46,043
Port of Portland	Permanent	0.0701	10,878	22,534	33,412
Tualatin Soil & Water District	Permanent	0.0691	10,723	22,213	32,936
Subtotal	Gen. Govt.	6.4678	1,003,671	2,079,128	3,082,799
Education					
Forest Grove School District	Permanent	4.9142	589,211	1,220,564	1,809,775
Hillsboro School District	Permanent	4.9749	175,515	363,583	539,098
Portland Community College	Permanent	0.2828	9,977	20,668	30,645
NW Regional ESD	Permanent	0.1538	5,426	11,240	16,666
Subtotal	Education	10.3257	780,129	1,616,055	2,396,184
Total		16.7935	\$1,783,800	\$3,695,183	\$5,478,983

Source: Tiberius Solutions LLC

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

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base (assumed to be FYE 2019 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$155,179,645. The Washington County Assessor will set the frozen base once the urban renewal plan is adopted. The total assessed value of the City of Cornelius in FYE 2019 is \$689,688,734. The percentage of assessed value in the urban renewal area is 22.50%, below the 25% threshold.

The Area contains 352.66 acres, including public rights-of-way, and the City of Cornelius contains 1,494.87 acres. This puts 23.6% of the City's acreage in an urban renewal area, which is below the 25% threshold.

Table 16 - Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Assessed Value	Acreage
In Cornelius Urban Renewal Area	\$155,179,645	352.66
In City of Cornelius	\$689,688,734	1,494.87
Percent in urban renewal	22.50%	23.6%

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Cornelius and Washington County Department of Assessment and Taxation (FYE 2019)

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

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

A. Physical Conditions

1. Land Use

The Area measures 352.66 total acres in size, which is composed of 323 individual parcels encompassing 275.13 acres, and an additional 77.53 acres in public rights-of-way. An analysis of FYE 2018-2019 property classification data from the Washington County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Commercial uses account for the most prevalent land use within the Area (61.04%). This was followed by Farm (13.43%). Detailed land use designations in the Area can be seen in Table 17.

Table 17 - Land Use in the Area

Land Use	Parcels	Acreage	Percent of Acreage
Commercial	165	167.95	61.04%
Farm	10	36.95	13.43%
Miscellaneous	10	24.13	8.77%
Residential	116	22.19	8.07%
Exempt	18	18.02	6.55%
Industrial	1	5.15	1.87%
Multi-Family	3	0.74	0.27%
TOTAL:	323	275.13	100.00%

Source: Compiled by Elaine Howard Consulting, LLC with data from the City of Cornelius using the Washington County Department of Assessment and Taxation database (FYE 2018-2019)

2. Comprehensive Plan Designations

The most prevalent comprehensive plan designation by acreage in the Area is Commercial (57.24%). The second most prevalent comprehensive plan designation in the Area is Industrial (29.21%). Detailed comprehensive plan designations in the Area can be seen in If there is more than one comprehensive plan designation, the most dominate designation is used. The proposed changes to the Comprehensive Plan designations are shown in Table 19

Table 18. If there is more than one comprehensive plan designation, the most dominate designation is used. The proposed changes to the Comprehensive Plan designations are shown in Table 19

Table 18 – Comprehensive Plan Designations in the Area

Comprehensive Plan Designation	Parcels	Acreage	Percent of Acreage
Commercial	149	157.48	57.24%
Industrial	38	80.37	29.21%
Low Density Residential	96	18.44	6.70%
Medium Density Residential	19	3.76	1.37%
Mixed Use	15	3.94	1.43%
Public Facility	6	11.15	4.05%
TOTAL:	323	275.13	100.00%

Source: Compiled by City of Cornelius with data from the City of Cornelius

Table 19 - Potential New Comprehensive Plan Designations

Comprehensive Plan Designation	Parcels	Acreage	Percent of Acreage
Commercial	95	102.71	37.33%
Industrial	43	94.50	34.35%
Low Density Residential	0	0	0%
Medium Density Residential	113	22.99	8.35%
Mixed Use	66	43.79	15.91%
Public Facility	6	11.15	4.05%
TOTAL:	323	275.13	100.00%

Source: Compiled by City of Cornelius with data from the City of Cornelius

3. Zoning Designations

The most prevalent zoning designation by acreage in the Area is General Industrial (29.21%). The second most prevalent zoning designation in the Area is Highway Commercial (28.28%). Detailed zoning designations in the Area can be seen in Table 20. These zoning designations may change with the subsequent actions to the adoption of the Cornelius Town Center Plan.

Table 21 shows the proposed changes to the zoning designations as a result of the Town Center Plan. As these changes are made, they will be automatically incorporated into the Plan once adopted by the City Council.

Table 20 - Zoning Designations in the Area

Zoning Designations	Parcels	Acreage	Percent of Acreage
General Industrial	38	80.37	29.21%
Highway Commercial	65	77.82	28.28%
Core Commercial-Employment	14	50.50	18.35%
Maint Street General Employment	38	22.41	8.14%
Single-Family Residential	91	17.58	6.39%
Main Street Civic	6	11.15	4.05%
Main Street Retail	32	6.75	2.45%
Multi-Family Residential	24	4.62	1.68%
Main Street Mixed-Use	15	3.94	1.43%
TOTAL:	323	275.13	100.00%

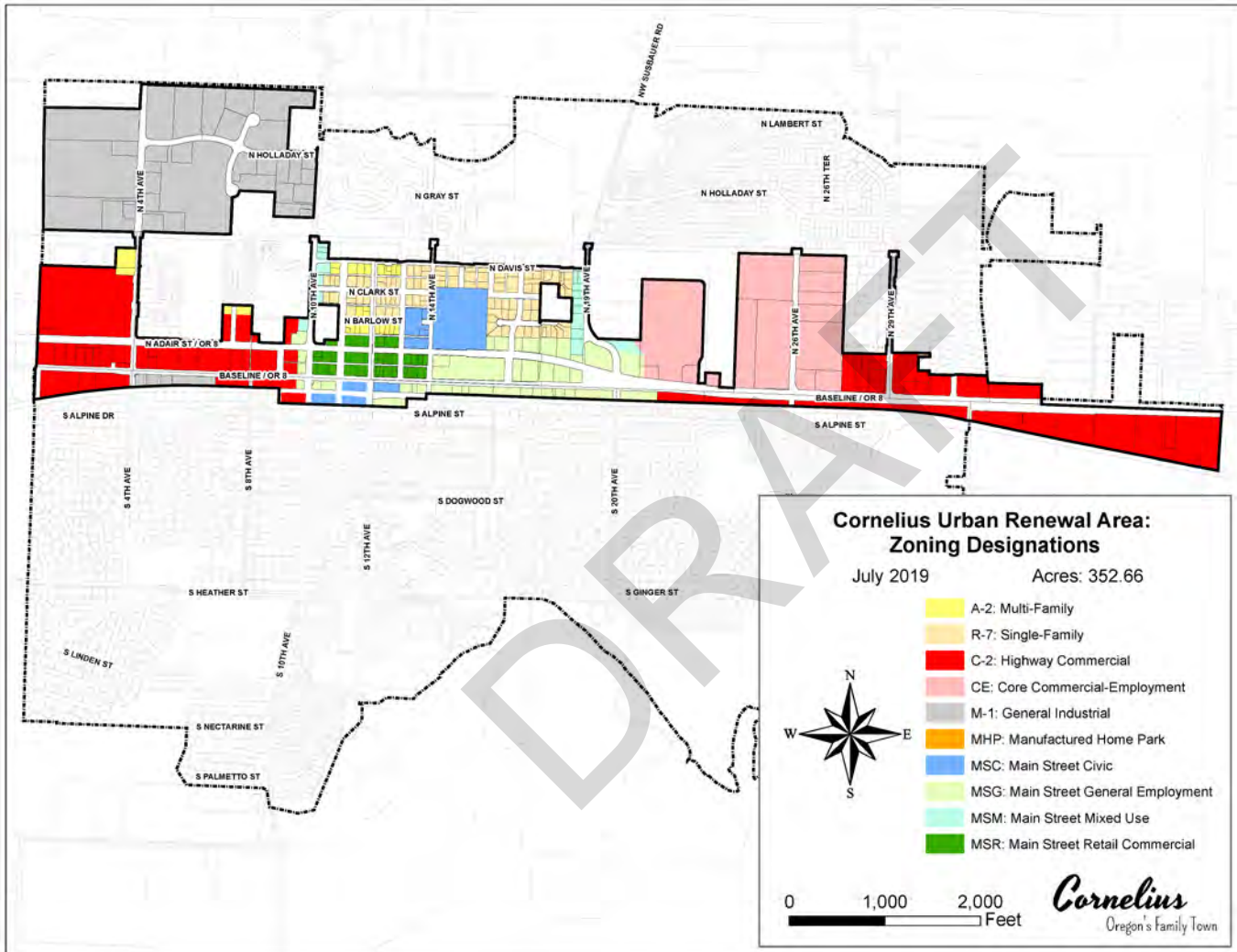
Source: Compiled by Elaine Howard Consulting, LLC with data from the City of Cornelius using the Washington County Department of Assessment and Taxation database (FYE 2018-2019)

Table 21 – Proposed New Zoning Designations

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)

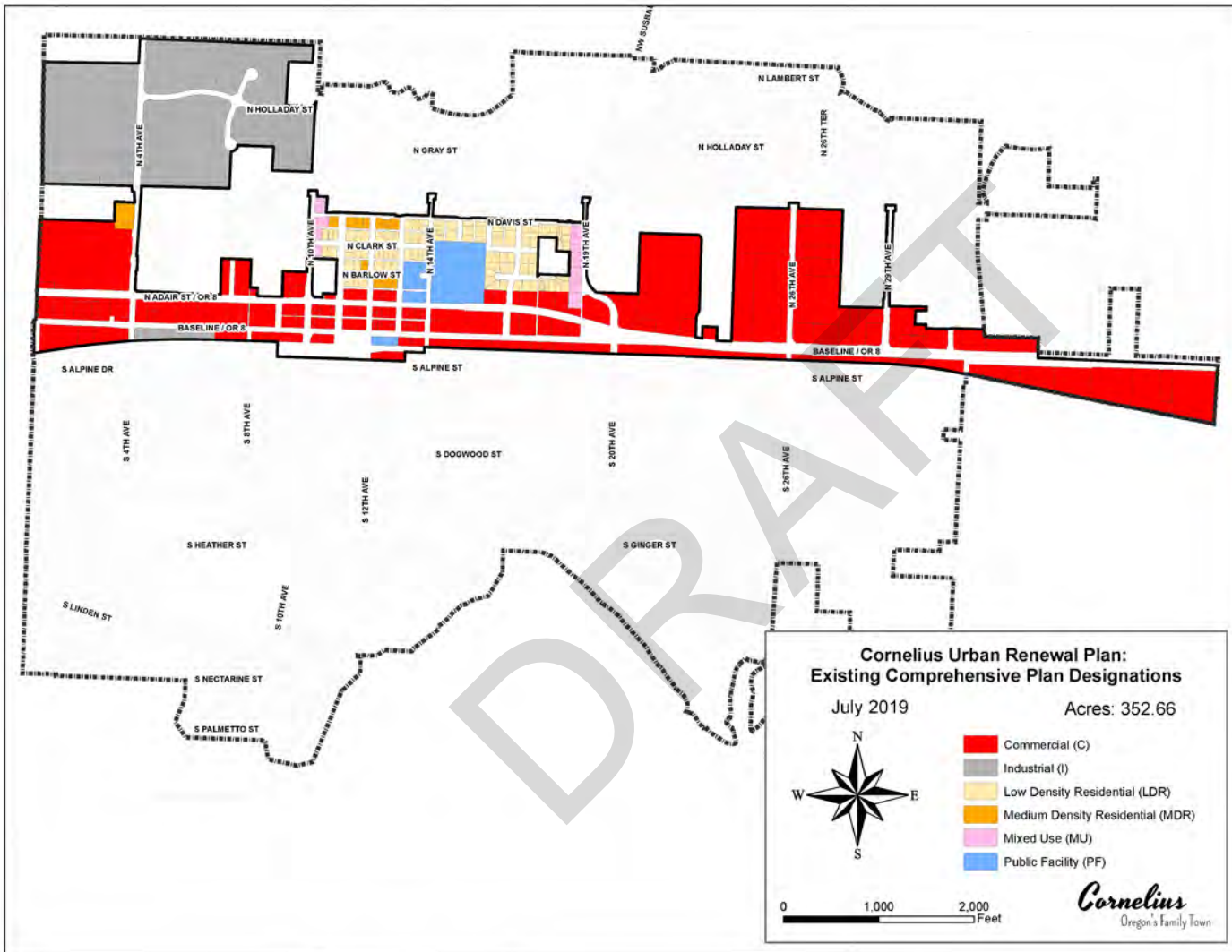
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Figure 3 - Cornelius Urban Renewal Area Zoning Designations



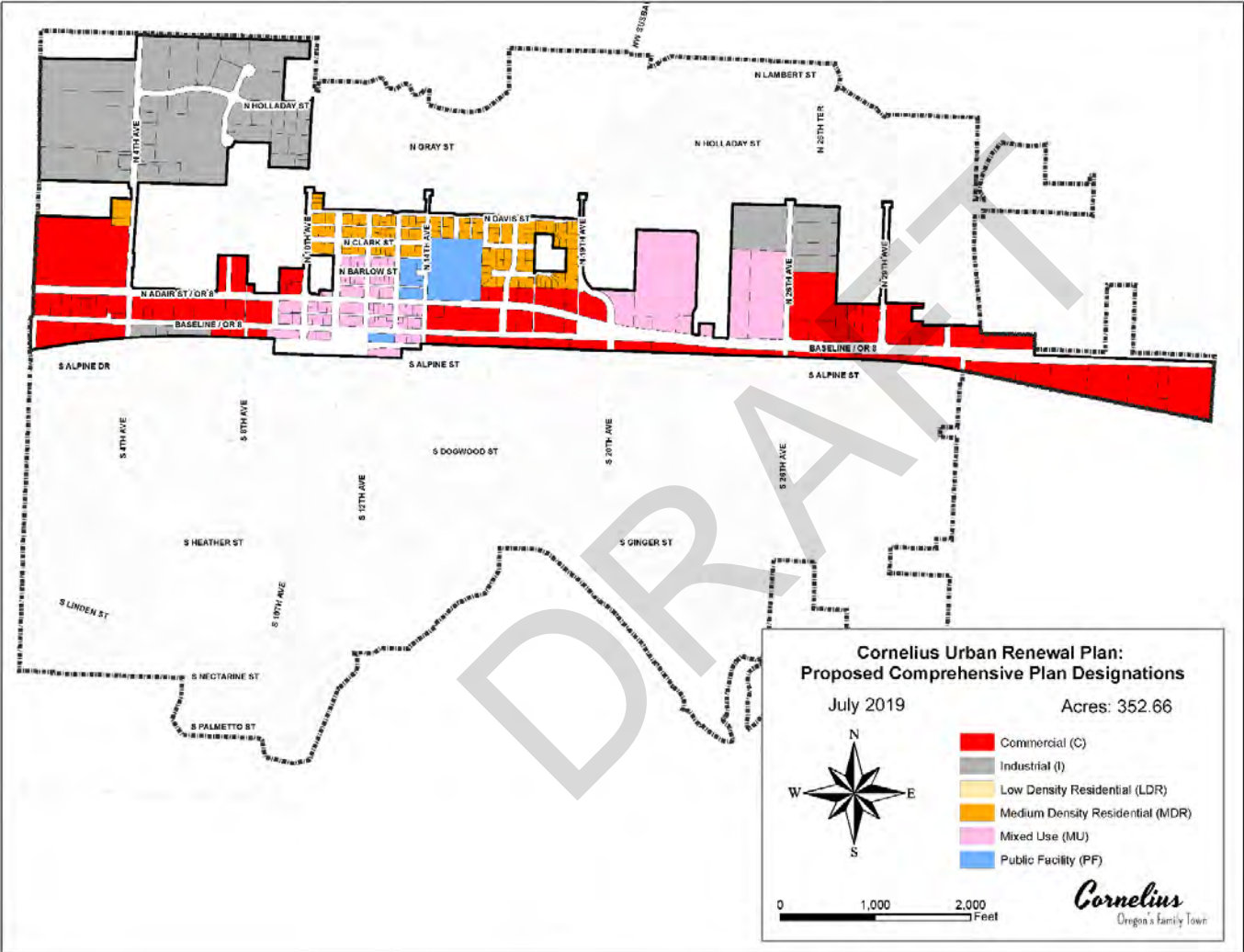
Source: City of Cornelius

Figure 4 - Cornelius Urban Renewal Area Comprehensive Plan Designations



Source: City of Cornelius

Figure 5 - Proposed Cornelius Urban Renewal Area Comprehensive Plan Designations



Source: City of Cornelius

B. Infrastructure

This section identifies the existing conditions in the Area to assist in **establishing blight in the ordinance adopting the urban renewal plan.** There are projects listed in several City of Cornelius' infrastructure master plans that relate to these existing conditions. **This does not mean that all of these projects are included in the urban renewal plan.** The specific projects that are included in the Plan are listed in Sections II and III of this Report.

1. Transportation

The projects listed in Table 22 are capital projects in the Area from the City of Cornelius Transportation System Plan:

Table 22 - Transportation Projects in the Area

Project Number	Project Title	Project Description
A	ADA/Curb Ramp Upgrade Program	Upgrade curb ramps and eliminate gaps in ADA access along pedestrian routes near key destinations.
B1	Holladay Street Bicycle Improvements between 4th Ave and 10th Ave	Add bicycle improvements to Holladay Street between 4th Avenue and 10th Avenue (e.g., restripe with bike lanes).
B10	26th Avenue Bicycle Improvements - Baseline St and Fremont St	Add bicycle improvements to 26th Avenue between Baseline Street and Fremont Street (e.g., bike lanes).
B11	Hobbs Road-29th Avenue Bicycle Improvements between Baseline St and Davis Dr	Add bicycle improvements to Hobbs Road-29th Avenue between Baseline Street and Davis Drive (e.g., bike lanes).
B16	10th Avenue Bicycle Improvements between Baseline Street and the southUrban Growth Boundary	Add bicycle improvements to 10th Avenue between Baseline Street and the south Urban Growth Boundary (e.g., restripe with bike lanes).

Source: Cornelius Transportation Systems Plan (2018)

Table 23 - Transportation Projects in the Area, page 2

Project Number	Project Title	Project Description
B2	4th Avenue Bicycle Improvements between Adair Street and the northern terminus of the street	Add bicycle improvements to 4th Avenue between Adair Street and the northern terminus of the street (e.g., bike lanes).
B22	Baseline Street Bike Boulevard	Add a two-way bike boulevard on the south side of Baseline Street through town.
B4	4th Avenue Bicycle Improvements between Baseline Street and Adair Street	Add bicycle improvements to 4th Avenue between Baseline Street and Adair Street (e.g., bike lanes).
B6	Davis Street Bicycle Improvements between 10th Avenue and 19th Avenue	Add bicycle improvements to Davis Street between 10th Avenue and 19th Avenue (e.g., pavement markings/signage designating a shared street for bikes).
B8	19th Avenue Bicycle Improvements between 20th Avenue and the north Urban Growth Boundary	Add bicycle improvements to 19th Avenue between 20th Avenue and the north Urban Growth Boundary (e.g., bike lanes).
C1	Adair-Baseline Street Crossing Study	Study to identify shared-use path alignment between Adair St and Baseline St, and highway crossing needs between Walmart and 1st Avenue at the west end of city.
C2	Baseline Street Crossing Study	Study for crossing enhancements along Baseline Street at the east end of the city (e.g., near transit stops).

Source: Cornelius Transportation Systems Plan (2018)

Table 24 - Transportation Projects in the Area, page 3

Project Number	Project Title	Project Description
D1	Holladay Street extension from 4th Avenue to the west city limits	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.
D11	29th Boulevard extension from Baseline Street to Dogwood Street	Extend 29th Boulevard from Baseline Street to Dogwood Street as a Collector, with a shared-use path on east side. Close 345th Avenue railroad crossing and relocate to 29th Avenue (pending coordination and permitting with ODOT Rail). Includes possible inst
D18	Baseline Street frontage road (south side) connecting to 341st Avenue	Create a frontage road on the south side of Baseline Street connecting to 341st Avenue as properties redevelop. This street shall be constructed as a local street.
D8	Davis Street extension from the Fred Meyer driveway to 26th Avenue	Extend Davis Street from the Fred Meyer driveway to 26th Avenue constructed as a Collector, with a sidewalk on south side and shared-use path on the north side.
P1	Holladay Street Pedestrian Improvements between 4th Avenue and 10th Avenue	Add pedestrian improvements to Holladay Street between 4th Avenue and 10th Avenue (e.g., complete pedestrian facility gaps on both sides).
P10	Davis Street Pedestrian Improvements between 14th Avenue and 19th Avenue	Add pedestrian improvements to Davis Street between 14th Avenue and 19th Avenue (e.g., complete pedestrian facility gap on the south side).

Source: Cornelius Transportation Systems Plan (2018)

Table 25 - Transportation Projects in the Area, page 4

Project Number	Project Title	Project Description
P11	19th Avenue Pedestrian Improvements between 20th Avenue and Davis Street	Add pedestrian improvements to 19th Avenue between 20th Avenue and Davis Street (e.g., complete pedestrian facility gap on the west side).
P13a	26th Avenue Pedestrian Improvements between Baseline Street and Fremont Street (west side)	Add pedestrian improvements to 26th Avenue between Baseline Street and Fremont Street (e.g., complete pedestrian facility gap on the west side).
P14	Hobbs Road-29th Avenue Pedestrian Improvements between Baseline Street and the north Urban Growth Boundary	Add pedestrian improvements to Hobbs Road-29th Avenue between Baseline Street and the north Urban Growth Boundary (e.g., complete pedestrian facility gaps on both sides).
P15	Baseline Street Pedestrian Improvements between 26th Avenue and East Lane	Add pedestrian improvements to Baseline Street between 26th Avenue and East Lane (e.g., complete pedestrian facility gap on the south side).
P2	4th Avenue Pedestrian Improvements between Barlow Court and the northern terminus of the street	Add pedestrian improvements to 4th Avenue between Barlow Court and the northern terminus of the street (e.g., complete pedestrian facility gaps on both sides).
P25	Fred Meyer Roadway Improvements	Add frontage improvements to the Fred Meyer roadway between OR 8 and Davis Street Extension (e.g., complete sidewalks, landscaping buffer).
P3	4th Avenue Pedestrian Improvements between Adair Street and Baseline Street	Add pedestrian improvements to 4th Ave between Adair St and Baseline St (e.g., complete pedestrian facility gaps on east side, includes rail crossing).

Source: Cornelius Transportation Systems Plan (2018)

Table 26 - Transportation Projects in the Area, page 5

Project Number	Project Title	Project Description
P5	Baseline Street Pedestrian Improvements between 1st Avenue and 4th Avenue	Add pedestrian improvements to Baseline Street between 1st Avenue and 4th Avenue (e.g., complete pedestrian facility gaps on both sides).
P6a	Baseline Street Pedestrian Improvements between 4th Avenue and 10th Avenue (north side)	Add pedestrian improvements to Baseline Street between 4th Avenue and 10th Avenue (e.g., complete pedestrian facility gaps on the north side).
P6b	Baseline Street Pedestrian Improvements between 4th Avenue and 10th Avenue (south side)	Add pedestrian improvements to Baseline Street between 4th Avenue and 10th Avenue (e.g., complete pedestrian facility gaps on the south side).
P8	14th Avenue Pedestrian Improvements between Davis Street and Gray Street	Add pedestrian improvements to 14th Avenue between Davis Street and Gray Street (e.g., complete pedestrian facility gap on the west side, includes rail crossing).
P9	Davis Street Pedestrian Improvements between 10th Avenue and 14th Avenue	Add pedestrian improvements to Davis Street between 10th Avenue and 14th Avenue (e.g., complete pedestrian facility gap on the south side).
S1	Council Creek Trail connection between the west city limits and 4th Avenue	Create a shared-use path connection between the west city limits and 4th Avenue (e.g., Council Creek Trail).
S2	Council Creek Trail connection between 4th Avenue and 10th Avenue	Create a shared-use path connection between 4th Avenue and 10th Avenue (e.g., Council Creek Trail).

Source: Cornelius Transportation Systems Plan (2018)

Table 27 - Transportation Projects in the Area, page 6

Project Number	Project Title	Project Description
S3	Council Creek Trail connection between 10th Avenue and 19th Avenue	Create a shared-use path connection between 10th Avenue and 19th Avenue (e.g., Council Creek Trail).
S4	Council Creek Trail connection between 19th Avenue and Hobbs Road-29th Avenue	Create a shared-use path connection between 19th Ave and Hobbs Road-29th Avenue (e.g., Council Creek Trail).
S5	Council Creek Trail connection between Hobbs Road-29th Ave and the east Urban Growth Boundary	Create a shared-use path connection between Hobbs Road-29th Avenue and the east Urban Growth Boundary (e.g., Council Creek Trail).
T1	Baseline Street/17th Avenue Bus Stop	Work with TriMet to provide a bus stop on Baseline Street at 17th Avenue.
T2	Transit Stop Improvements	Upgrade transit stop amenities as needed, to include sheltered stops with seating, landing pads, route information, bicycle parking and improved lighting.
T3	OR 8 Park & Ride	Develop a Park & Ride along OR 8 at 10th Avenue and 26th Avenue and incorporate other transit amenities.
T4	High Capacity Transit Feasibility Study	Prepare a feasibility study for high capacity transit to Cornelius, including expected costs, expected revenue, and potential funding sources.

Source: Cornelius Transportation Systems Plan (2018)

2. Stormwater

There are no stormwater projects in the Area from the City of Cornelius' Storm Water Master Plan. The Town Center is serviced by catch basins and gravity storm sewer mains that run within the existing street network. Pipe sizes range from 10 inches to 24 inches. Storm sewer is conveyed to the south of the Town Center, eventually discharging into the Tualatin River. City maps note two water quality facilities within the Town Center. There are eight separate drainage basins that contribute to the Town Center.¹⁶

3. Sanitary Sewer

There are no sanitary sewer projects in the Area from the City of Cornelius' Sanitary Sewer Master Plan.

4. Water

The current Water System Master Plan was adopted in January 2017. The master plan indicates that the system services approximately 12,000 people with approximately 3,060 customer accounts. Currently the City purchases all their treated water from the City of Hillsboro and has plans to supplement from the ASR well in the future. The City has three master meter connections to the 72-inch Water Transmission Main, two of which fall within the Study Area.

Water infrastructure in the Town Center consists of the 72-inch transmission line, mainly running east west along Tualatin Valley Highway. Distribution lines varying in sizes from 2 inch up to 12 inches in size service the existing Town Center. In addition, there is a 1.5 MG Reservoir and lift station located just south of N. Davis Street, along the east end of N. Clark Street.¹⁷

5. Electrical power

The Town Center is serviced by Portland General Electric (PGE) by either above ground or below ground power lines.¹⁸

6. Natural Gas

The Town Center is serviced by Northwest Natural Gas (NWNG) with underground distribution mains.¹⁹

¹⁶ 3J Consulting *Memorandum RE: Existing and Planned Conditions Report*, September 17, 2018

¹⁷ *ibid.*

¹⁸ *ibid.*

¹⁹ *ibid.*

7. Parks and Open Space

The projects listed in Table 23 are projects in the Area from the City of Cornelius' Parks Master Plan:

Table 28 - Parks Master Plan Projects in the Area

Project Number	Project Title	Project Description	Project Source
NP-1	Future Neighborhood Park, northwest area	Property acquisition northwest area, 1-1.5 acres	\$578,813
Trail - 2	Baseline Bike Route	Re-Stripe, Signage	\$16,538
Proposed Bike Routes	Proposed Bike Routes	Re-Stripe, Signage	No estimate listed
Trails and Pathways	Trails and Pathways	Re-Stripe, Signage	No estimate listed

Source: City of Cornelius Parks Master Plan

C. Social Conditions

The social conditions were taken from the Cornelius Town Center Plan.²⁰

*"Cornelius is a growing community that has a distinct demographic profile that varies from many of its neighboring communities in Washington County. With a population of 12,500 people²¹, Cornelius is one of the smaller cities in Washington County, but continues to grow at a steady rate. The city's population is more than 50% Latino, a demographic group that typically has larger than average family sizes and more multigenerational households. According to the 2010 Census, the most recent data set available, the average household size in Cornelius is 3.51, compared to an average household size of 2.61 for Washington County"*²²

Age

*"Cornelius has a distinctly young population and many households with children. This is unique, as many communities in Oregon are aging as the Baby Boomer generational wave continues to get older and put demographic pressures on their communities. Only 10 percent of the Cornelius population is over the age of 60 versus more than 20 percent at the state level. According to the 2017 American Community Survey, the median age in Cornelius is 30.6, compared to 36.4 for Washington County."*²³

The most common age bracket in the Area was under 20 at 34%.

Table 29 - Age in the Area

Age	Percentage
Under 20	34%
20 to 39	30%
40-59	26%
60+ Years	10%
TOTAL:	100%

Source: 3J Consulting September 17, 2018 Memorandum RE: Existing and Planned Conditions Report

²⁰ibid.

²¹The most recent population estimate from the U.S. Census lists 12,492 residents (2017). Other sources, such as the PSU Population Research Center, estimate a population closer to 12,000 persons.

²²3J Consulting, 2018 Memorandum RE: Existing and Planned Conditions Report, September 17.

²³ibid.

Households

"Another unique demographic characteristic of Cornelius is the high number of households with three or more people. Cornelius' share of households with three or more people was 62 percent from 2012 to 2016. This compares to 41 percent and 35 percent for Washington County, and Oregon, respectively. Half of Cornelius' households are households with children, which explains Cornelius' high share of three or more people per household. Cornelius' households with children will have an impact on all aspects of the city. This group of households will have aligned preferences; households with children may vote similarly regarding schools, parks, and public safety. This group of households may also support a similar subset of businesses, e.g., family-friendly restaurants."²⁴

The measurements for house size ranged from one person, two persons, or three or more persons.

Table 30 - House Size in the Area

Household Size	Percentage
1 Person	14%
2 Persons	24%
3 or more Persons	62%
TOTAL:	100%

Source: 3J Consulting September 17, 2018 Memorandum RE: Existing and Planned Conditions Report

Housing was further broken down into household composition with categories of Nonfamily households, Family households without children, Households with children. The most prevalent housing composition was Households with children.

Table 31 - House Composition in the Area

Household Composition	Percentage
Nonfamily households	21%
Family households without children	29%
Households with children	50%
TOTAL:	100%

Source: 3J Consulting September 17, 2018 Memorandum RE: Existing and Planned Conditions Report

Income

"Cornelius's household income profile also is unique. The city has fewer households in both the lowest income brackets, and the highest income brackets and many more households in the medium income brackets, than households across Washington County and the state. The recently completed Cornelius Economic Opportunities Analysis (EOA) showed that

²⁴ibid.

*annual wages in Cornelius are less than half of those at the Portland MSA level, and average less than \$30,000 a year.*²⁵

Cornelius' median household income was \$58,420, in 2016 dollars, over the period of 2012 to 2016. This compares to Washington County's median household income of \$69,743, and Oregon's of \$53,270. Household Income distribution is shown in Figure 13. Almost one-third of Cornelius' households made between \$50,000 to \$74,000 between 2012 and 2016.

A standard income analysis was performed on the Area. The most prevalent income bracket in the Area was \$50,000 – 74,000.

Table 32 - Income in the Area

Income Range	Percentage
< \$25,000	15%
\$25,000 - 49,000	26%
\$50,000 - \$74,000	32%
\$75,000 - \$99,000	13%
\$100,000 - \$149,000	10%
\$150,000 +	4%
TOTAL:	100%

Source: 3J Consulting September 17, 2018 Memorandum RE: Existing and Planned Conditions Report

²⁵3J Consulting Team. *Town Center Master Plan 2019*, and PNW Economics, LLC (2017). *City of Cornelius Economic Opportunity Analysis (EOA)*. Prepared for the City of Cornelius.

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Washington County Department of Assessment and Taxation for FYE 2019, including all real, personal, manufactured, and utility properties, is estimated to be \$155,179,645.

2. Building to Land Value Ratio

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

Table 28 shows the improvement to land ratios (I:L) for properties within the Area. In the Area 194 parcels representing 52% of the acreage have I:L ratios less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Only 52 of the 323 parcels in the Area, totaling 29% of the acreage have I:L ratios of 2.0 or more in FYE 2018-2019. In summary, the area is underdeveloped and not contributing significantly to the tax base in Cornelius. Of the 19 parcels listed as Exempt in Table 4, one parcel is a utility property and not technically a governmental exempt property.

Table 33 - Improvement to Land Ratios in the Area

Improvement to Land Ratio	Parcels	Acreage	Percent of Acreage
Exempt	19	18.43	6.70%
No Improvement Value	49	59.20	21.52%
0.01-0.50	47	43.81	15.92%
0.51-1.00	98	40.89	14.86%
1.01-1.50	36	12.11	4.40%
1.51-2.00	22	21.29	7.74%
2.01-2.50	12	25.62	9.31%
2.51-3.00	15	6.99	2.54%
3.01-4.00	16	9.41	3.42%
> 4.00	9	37.38	13.59%
TOTAL:	323	275.13	100.00%

Source: Compiled by Elaine Howard Consulting, LLC with data from the Washington County Department of Assessment and Taxation (FYE 2018-2019)

E. Impact on Municipal Services

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

The projects being considered for future use of urban renewal funding are for development and redevelopment of properties, transportation improvements, creating community and plan administration. The use of tax increment allows the city to add an additional funding source to the City of Cornelius general fund or system development charges funds to allow these projects to be completed.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development will require city services. However, since the property is within the city limits, the city has anticipated the need to provide services to the Area. As the development will be new construction or rehabilitation, it will be up to current building code and will aid in any fire protection needs.

The financial impacts from tax increment collections will be countered by future economic development, and, in the future, adding increases in assessed value to the tax base for all taxing jurisdictions, including the City.

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

The reason for selecting the Area is to provide the ability to fund projects and programs necessary to cure blight within the Area.

XII. RELOCATION REPORT

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.



TIBERIUS SOLUTIONS

Appendix A to Cornelius Urban Renewal Plan
Accompanying Report

DATE: January 18, 2019
TO: Steve Faust
FROM: Nick Popenuk
SUBJECT:

CORNELIUS EXCEPTION VALUE – MEETING NOTES

Attendees:

- Ryan Wells, Community Development Director, City of Cornelius
- Tim Franz, Associate Planner, City of Cornelius
- Nick Popenuk, Tiberius Solutions
- Ali Danko, Tiberius Solutions
- Elaine Howard, Elaine Howard Consulting

Specific development opportunities in URA

Industrial area (NW corner of URA)

- Higher Taste: 17,000 SF industrial facility. Breaking ground in 2019. Has been approved for 3-year Enterprise Zone tax abatement.
- Truss Components: 1,248 SF addition. Expected to break ground in 2019.
- Vacant warehouse (t-shaped structure) is for sale and close to a deal with new tenant. Pending land use decision in April. Anticipates \$10M of machinery value. May qualify for 3-year E-Zone tax abatement.
- Eagle Precision sheet metal. Planning expansion of existing operations. Approximately 100% expansion of building (16,000 SF). Would be \$4.5M project (building and equipment), and E-Zone abatement for 3 years.
- Multiple other parcels of vacant industrial land with development opportunities. Approximately 40 acres in this area, divided into contiguous parcels ranging from 1 to 20 acres. Most of the land is shovel ready and does not require additional infrastructure investments. Some of the property will be needed for right-of-way acquisitions.
- Wilco property in the area will likely remain in operation, and is not expected to redevelop in the foreseeable future.

Commercial/Mixed-Use along Hwy 8 (from West to East)

West end

- Just south of industrial area (corner of N 4th Ave and N Davis Street), small 6-7 unit residential subdivision planned on one-acre site. Construction expected in next two years.
- Walmart Supercenter. No plans for redevelopment. Excessive amount of onsite parking. Possibility for restaurant/retail/commercial pad development on site, if Walmart is ever interested.

- West end of couplet. Lots of non-conforming residential uses in commercial zone. Relatively few property owners. Have not been interested in selling/redeveloping in past, because owners' estimate of property values are higher than market interest. Still, likely to sell/redevelop in the future due to increasing age of property owners. Frontage improvement costs a stated obstacle.
- Cedar Terrace 2 at 7th and Adair. Plans for 21-unit apartment complex and 13 units of single-family detached homes. Apartments may be built prior to single-family homes. Construction likely to begin in late 2019 or 2020.
- Old "Happy Hour" restaurant is a derelict building, applying for demolition, which could make the site and surrounding area more attractive for redevelopment.
- Most properties at West end of couplet are likely to redevelop, except for strip of successful businesses (State Farm, fruteria, etc.).
- South of Baseline on West end, three contiguous parcels with 5 acres of vacant land. All zoned commercial. Attractive "gateway" site, if developer can deal with ODOT requirements for access/frontage. URA likely to include gateway investment in this area.
- Hillsboro Pipe and Supply own an adjacent residential property that has potential for redevelopment in the next few years.

Residential neighborhood East of N 10th Avenue and West of N 20th Avenue

- City is in process of rezoning the neighborhood to allow mixed-use and higher density residential. Rezone is expected to occur later in 2019, and will allow for significant redevelopment opportunities. Need to be careful of how we describe this in the Plan/Report documents, due to ORS requirements that Plan be consistent with current City Comprehensive Plan, and not dependent upon future Comp Plan amendments.
- Opportunity site in middle of couplet between 14th and 17th Avenues. Old strip mall that is very underutilized. Approximately 3-acre site. Dutch Bros on corner of lot is the only thriving business on the block. This was identified as an opportunity site in the EOA, and identified in the Metro Grant as a site for more in-depth analysis (once the zone change is complete).

South of Baseline

- Lots of long-skinny properties on the southside of Baseline from 10th street East, with development opportunities. However, constrained by ODOT/City frontage requirements on Baseline and by railroad issues on the backside of the lots. These issues result in bureaucratic red tape, expensive frontage improvement requirements, and difficulty accommodating parking, circulation, and access.

N 26th Ave

- The Haney property on west side of N 26th is an opportunity site for future redevelopment. Owned by Tom Moyer Theaters. 12.5-acre site, zoned "core-commercial employment." This is form-based code that has challenges for development. City is planning to rezone this area to some sort of mixed-use zone as a part of the awarded Metro 2040 grant.
- Sheldon Manufacturing owns 2 lots on east side of street and has potential for expansion, but is land-constrained.
- Eagles Lodge is a good opportunity site, if the Eagles decide in the future that they cannot afford to maintain the current building and need to sell.
- Self-storage facility unlikely to redevelop as anything else in the foreseeable future.

East End

- Pape and Coastal Farm are established businesses along Hwy 8 that will generate 3% appreciation, but will not redevelop in the foreseeable future.
- West of Pape is 3-acre vacant lot owned by Pacific Tractor. Property owner vacillates between wanting to sell the land and wanting to develop it.

General thoughts on development opportunities

- Why is development activity likely to be more significant in the future than in past years?
 - Residential development in Cornelius and surrounding communities (i.e., Forest Grove) is really taking off. Cornelius is expecting 1,200 new homes in the next 5-7 years.
 - All of this new growth leads to increased traffic counts along the Hwy 8 couplet, increasing demand for commercial development.
 - City has made recent investments in infrastructure and frontage improvements, and plans to include URA funding to assist private developers with frontage improvements.
 - The City also has a different reputation today than it did a decade ago, with developers appreciating the approach of City staff and the relative ease of development. In particular, the City's development review process is fast, compared with other jurisdictions in the region.
- What are remaining obstacles to development?
 - The Baseline and Adair couplet are ODOT roads that have ODOT requirements for frontage improvements and access, and these are challenging for developers.
 - Additionally two railroad lines through town, the southern one is adjacent to a number of vacant, developable properties, and poses additional bureaucratic challenges to development.
 - TDT has been raised by developers as a deterrent for development, though it is the same rate as all other jurisdictions in Washington County, and less than other jurisdictions that have begun adopting supplemental transportation SDCs.
 - Clean Water Services (CWS) requirements for on-site stormwater detention and treatment.
- Timeline for development:
 - Some projects should be under construction this year.
 - Some of those will have E-Zone abatements that delay value for 3 more years.
 - Other sites likely to develop in near future, benefiting from growing demand, and availability of shovel ready sites for industrial, commercial, and mixed-use.
 - Upcoming zoning changes will allow more development in the area in coming years.
 - Properties dealing with ODOT and railroad frontage will take longer to develop, due to bureaucratic issues.
 - All told – plenty of development opportunities with staggered timelines that should allow a relatively steady stream of development for many years to come.
- Nick's thoughts on growth forecast for urban renewal plan:
 - A large number of relatively low-value development opportunities in the area with uncertainty on exact timing and value of development.

- This lends itself to using an assumed growth rate, as opposed to making specific assumptions of exception value.
- Seems reasonable to assume upwards of 5% growth per year, based on the strong development potential of the area, but will need to look at historical trends citywide, as well as compare the percentage growth to the frozen base to better understand what X% growth per year means in terms of millions of dollars of new construction.