

Washington County, Oregon 2006-097256
08/15/2006 01:32:33 PM
D-AG Cnt=1 Stn=29 RECORDS1
\$195.00 \$6.00 \$11.00 - Total = \$212.00



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I, Richard Hobemicht, Director of Assessment and
Taxation and Ex-Officio County Clerk for Washington
County, Oregon, do hereby certify that the within
instrument of writing was received and recorded in the
book of records of said county.



Richard W. Hobemicht
Richard W. Hobemicht, Director of Assessment and
Taxation, Ex-Officio County Clerk

RETURN TO
NORTH PLAINS, CITY OF
31360 NW COMMERCIAL ST
NORTH PLAINS, OR 97133

City of North Plains

North Plains Urban Renewal Plan

July 17, 2006

LIST OF PARTICIPANTS

Urban Renewal Advisory Committee

Paul Coussens
George Dunlap
David Hatcher
Stewart King
Mark J. Perkins
Dan VanDyke
Mitch Ward

City of North Plains Staff

Don Otterman, City Manager
Blake Boyles, Public Works Director

Consultants

Jeffrey Tashman, Tashman Johnson LLC
Tina Mosca, Cascade Economic Planning
Allison Wildman, SERA Architects

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I. INTRODUCTION

The North Plains Urban Renewal Plan (the “Plan”) contains goals, objectives and projects for the revitalization of the North Plains Urban Renewal Area (the “Area”). The Area, shown in Figure 1, is zoned for a broad mix of uses. It encompasses commercial, industrial and residential lands within North Plains’ General Commercial District, Highway Commercial District, Light Industrial District, General Industrial District and R2.5 Multi-Family Residential District.

Under existing conditions, the Area consists primarily of underdeveloped commercial property in the Central Business District, vacant and underdeveloped commercial property along Glencoe Road, and vacant residential lands within the R2.5 zoning district in the eastern part of the Area. The Area lacks the mix of high quality commercial, office, residential and public uses suitable for the City’s Central Business District. Information regarding conditions in the Area is provided in the Report accompanying the Plan (the “Report”).

The purpose of the Plan is to use the tools provided by urban renewal to promote private investment and facilitate the Area’s redevelopment. These tools include tax increment financing (see Section X), which generally means that the property taxes resulting from growth in property value within the Area can be used to finance improvement projects and programs. Urban renewal also allows for the Agency purchase of land from willing sellers and subsequent Agency sale for redevelopment as part of a public/private development partnership.

The Plan is administered by the North Plains Urban Renewal Agency (the “Agency”) which was established by the City Council of the City of North Plains as the City’s Urban Renewal Agency. The Plan may be changed in the future, under the provisions of Chapter XII.

The Plan has a duration of 20 years (see Chapter XI), meaning that no new debt will be incurred after Fiscal Year 2025/2026. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$17,112,306 (SEVENTEEN MILLION ONE HUNDRED AND TWELVE THOUSAND THREE HUNDRED AND SIX DOLLARS).

II. GOALS AND OBJECTIVES

A. **Goal: Promote a Mix of Retail, Commercial and Residential Uses Oriented to Pedestrians.**

The Area’s location in the Central Business District and the Commercial Street – Glencoe Road corridor makes it an ideal location for a mix of pedestrian-oriented retail and residential development.

1. **Objective:** Implement public utility, transportation and streetscape improvements that will make the Area a safe and attractive location for pedestrian-oriented commercial and mixed-use development.
2. **Objective:** Facilitate the improvement and redevelopment of existing, underutilized commercial buildings to expand the range of retail, commercial and residential services.
3. **Objective:** Promote the development of housing units, including locations above commercial and office space, to increase the range of housing opportunities in the Area.
4. **Objective:** Promote mixed-use development, including office space above ground floor commercial and retail space, to attract a broad range of businesses, increase employment density, and create a lively downtown commercial community.

B. Goal: Provide a Broader Level of Goods and Services for North Plains.

Currently, North Plains residents must travel outside the City for many goods and services that are not available within the community. Redevelopment of the Central Business District and the adjacent Highway Commercial District can increase the diversity of goods and services available at the local level.

C. Goal: Increase Employment and Business Activity within the Area.

Due to the limited availability of local jobs, many North Plains residents must commute outside of the City for work. Redevelopment of the downtown/commercial core can increase the number and type of jobs that are available locally.

1. **Objective:** Create a more attractive development environment for professional and general office space.
The Plan can facilitate the development of streetscape improvements and public amenities that would make the downtown/commercial core a more attractive environment for office development.
2. **Objective:** Provide opportunities for small businesses and business incubators to locate to the Area by facilitating the rehabilitation and/or redevelopment of existing commercial space that is currently underutilized or vacant.
3. **Objective:** Ensure that public facilities and services support increased business activity and employment.

D. Goal: Improve Access, Safety and Connectivity Throughout the Area.

Transportation improvements will make the Area a more attractive and accessible location for retail, business and recreational activities.

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1. **Objective:** Provide additional public parking to encourage retail and commercial activity in the Central Business District.
2. **Objective:** Implement street system improvements that will increase traffic circulation and safety.
3. **Objective:** Develop sidewalks and bike lanes in conjunction with street improvements to promote multimodal access.
4. **Objective:** Promote land uses and design that are efficient in their use of transportation.

Mixed use (retail/office/residential) projects can eliminate the need for some trips. For example, a restaurant located within the Area can serve Area residents, patrons and employees with no need for a vehicle trip. Housing units that incorporate a work or shop space (“live/work”) units can reduce vehicle trips between work and home.

III. OUTLINE OF PROJECTS

The Plan identifies transportation projects, including street improvements, streetscape improvements and railroad crossing improvements, which will increase multimodal connectivity throughout the Area and make it a safer and more accessible destination for pedestrians, bicyclists and vehicular users. The Plan also includes Parks, Public Spaces and Public Facilities projects that will make the Area a more attractive location to live and work by improving connections to natural amenities and providing opportunities for residents, visitors and workers to participate in a wide range of community and recreational activities.

Planning and Development Assistance Programs identified in the Plan will facilitate the development, redevelopment and rehabilitation of private property in the Area. The programs will encourage Area business and property owners to invest in projects that will improve the health and economic vitality of the Central Business District and the Commercial Street – Glencoe Road commercial corridor and support the goals and objectives of the North Plains Commercial Corridor Study and the City’s Comprehensive Plan.

IV. MAP AND LEGAL DESCRIPTION OF URBAN RENEWAL AREA

Figure 1. shows the urban renewal area boundaries. Exhibit A is a legal description of the Area.

NORTH PLAINS URBAN RENEWAL PLAN

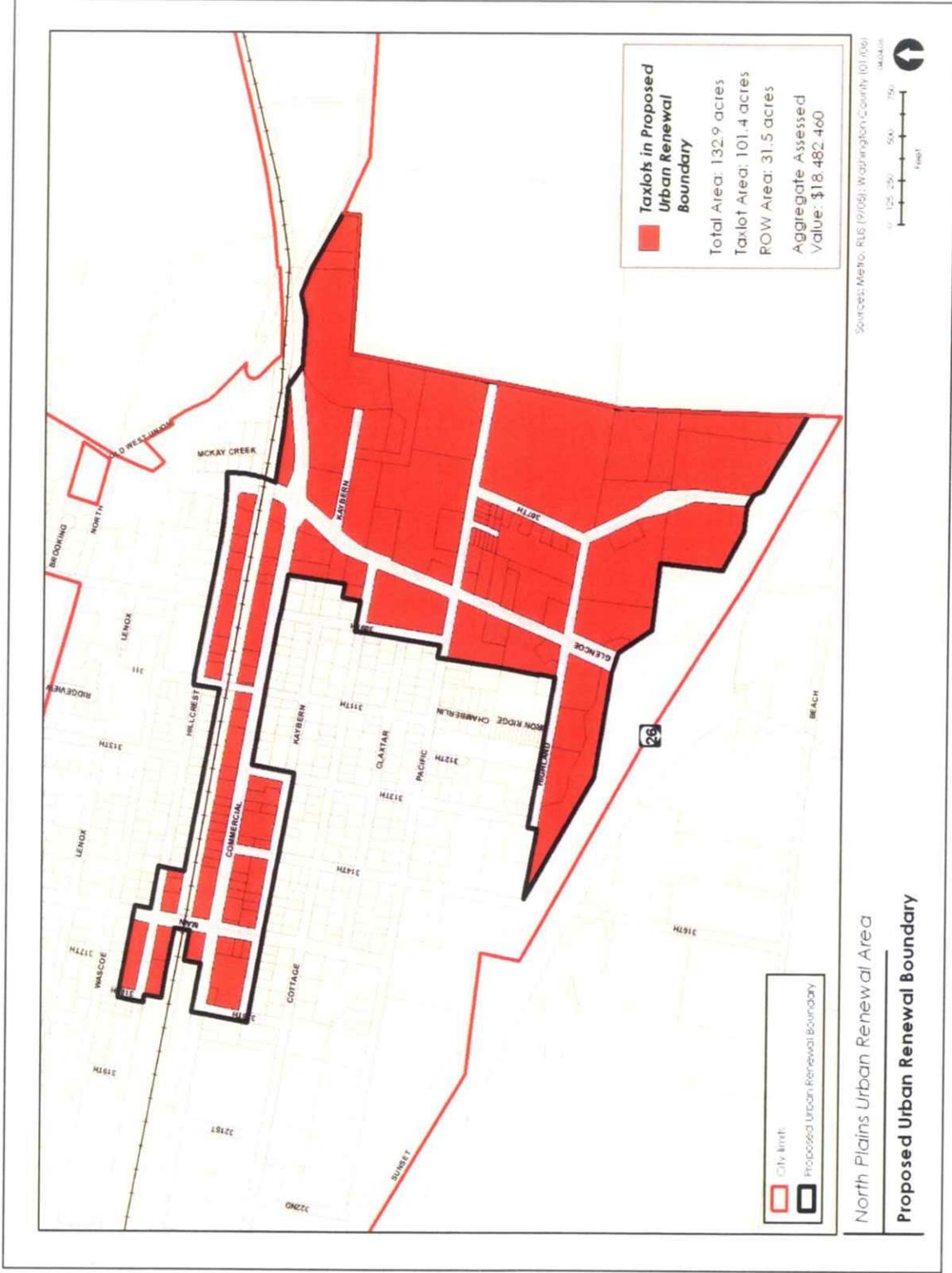


Figure 1: North Plains Urban Renewal Area

FINAL
MSA
6/7/2006

Legal Description
North Plains Urban Renewal Area

That area of land located in Sections 1 and 12, Township 1 North, Range 3 West, and Sections 6 and 7 Township 1 North, Range 2 West, Willamette Meridian, Washington County, Oregon, said area described as follows:

Beginning at the Southeast corner of Parcel II as described in Document No. 2001084469, Records of Washington County, Oregon, said parcel being situated in the Northeast 1/4 of Section 12, Township 1 North, Range 3 West, said corner lying on the Northerly right-of-way line of State Highway 26 ("Sunset Highway"), said point being the TRUE POINT OF BEGINNING; thence Westerly along said Northerly highway right-of-way line 3,520 feet, more or less, to the Westerly corner of Tract "A" as described in Partition Plat 1996-050, Document No. 96059047, Records of Washington County, Oregon, said tract being situated in the Northeast 1/4 of Section 12, Township 1 North, Range 3 West; thence Easterly along the Northerly line of said Tract "A" 394.28 feet to the intersection with the Westerly right-of-way line of NW 313th Avenue, said point also lying on the Southerly right-of-way line of NW Highland Court; thence Northerly along the Westerly right-of-way line of NW 313th Avenue 60 feet, more or less, to a point, said point being the intersection of the Westerly extension of the Northerly right-of-way line of NW Highland Court; thence Easterly along the Northerly right-of-way line of NW Highland Court and its Westerly extension 878 feet, more or less, to the Southwesterly corner of that parcel as described in Document No. 2005-035790, Records of Washington County, Oregon; thence Northerly along the Westerly line of that parcel as described in Document No. 2005-035790, Records of Washington County, Oregon, to the Northwesterly corner of said parcel, said point also being the Southwesterly corner of Lot 2, Block 50, "North Plains", a duly recorded plat in the Records of Washington County, Oregon; thence Northerly along the Westerly line of said Lot 2 and its Northerly extension to the intersection with the Northerly right-of-way line of NW Pacific Street; thence Easterly along the Northerly right-of-way line of NW Pacific Street to the Westerly right-of-way line of NW 309th Avenue; thence Northerly along the Westerly right-of-way line of NW 309th Avenue to the intersection of the Westerly right-of-way line of NW 309th Avenue and the Northerly right-of-way line of NW Cottage Street, said point being the Southeasterly corner of Block 39, "North Plains"; thence Easterly 180 feet, more or less, along the Northerly right-of-way line of NW Cottage Street and its Westerly extension to the Southeasterly corner of that parcel as described in Document No. 86024336, Records of Washington County, Oregon; thence Northerly along the Easterly line of said parcel as follows: North 7°43' East 110.00 feet, thence South 82°17' East 80.00 feet, thence North 7°43' East 120.02 feet to the Northeasterly corner of said parcel, said point being the Southwesterly corner of that parcel as described in Document No. 91072661, Records of Washington County, Oregon; thence Northerly 230, feet more or less, along the Westerly line of said parcel as described in Document No. 91072661, Records of Washington County,

Oregon, to the Northwesterly corner of said parcel, said point also lying on the Southerly right-of-way line of NW Commercial Street; thence Westerly along the Southerly right-of-way line of NW Commercial Street to the Easterly right-of-way line of NW 313th Avenue; thence Southerly along the Easterly right-of-way line of NW 313th Avenue to the Southerly right-of-way line of NW Kaybern Street; thence Westerly along the Southerly right-of-way line of NW Kaybern Street to the Westerly right-of-way line of NW 318th Avenue; thence Northerly along the Westerly right-of-way line of NW 318th Avenue and its Northerly extension to the Northerly right-of-way line of NW Commercial Street; thence Easterly along the northerly right-of-way line of NW Commercial Street 285 feet, more or less, to the Southwesterly corner of Parcel III as described in Document No. 2002-129669, thence Northerly along the Westerly line of said Parcel III to the Northwesterly corner of said Parcel III; thence Easterly along the Northerly line of said Parcel III to the Westerly right-of-way line of NW Main Street; thence Northerly to the Southeasterly corner of that parcel described in Document No. 2003-176610, Records of Washington County, Oregon; thence Westerly 410 feet, more or less, along a line to a point, said line being the Northerly right-of-way line of the S. P. & S Railroad and said line being parallel to and 100 feet Southerly of the Southerly right-of-way line of SW Hillcrest Street and said point being the Southwesterly corner of that parcel identified as Tax Lot 3902-A1, Map 1N-3-1CA, Section 1, Township 1 North, Range 3 West; thence Northerly 100 feet along the Westerly line of said Tax Lot 3902-A1 100 feet, more or less, to a point on the Southerly right-of-way line of SW Hillcrest Street; thence Westerly 50 feet, more or less, along the Southerly right-of-way line of SW Hillcrest Street to a point, said point being the intersection with the Southerly extension of the Westerly right-of-way line of NW 318th Street; thence Northerly along the Westerly right-of-way line of NW 318th Street to the Southeasterly corner of Lot 1, Block 11, "North Plains", thence Easterly along the Westerly extension of the Northerly line of Lots 9 through 16, Block 12, "North Plains" and along the Northerly line of said lots and their Easterly extension to the Easterly right-of-way line of NW Main Street; thence Southerly 100 feet, more or less, along the Easterly right-of-way line to the Northerly right-of-way line of NW Hillcrest Street; thence Easterly along the Northerly right-of-way line of NW Hillcrest Street 250 feet, more or less, to a point, said point being the Northerly extension of the Easterly line of Lot 13, Block 18, "North Plains"; thence Southerly along said Lot 13 Northerly extension and the Easterly line of Lot 13 to the Southeasterly corner of Lot 13, thence Easterly along the Southerly line of Lots 1 through 12, Block 18, "North Plains" and the Easterly extension of said line across a vacated portion of NW 313th Avenue: thence continuing Easterly along the southerly line of Lots 16 through 23, Block 17, "North Plains" to the Westerly right-of-way line of NW 311th Avenue; thence Northerly along the Westerly right-of-way line of NW 311th Avenue to the Northerly right-of-way line of NW Hillcrest Street; thence Easterly along the Northerly right-of-way line of NW Hillcrest Street to the Westerly right-of-way line of NW Glencoe Road; thence, Easterly to the Northwest corner of Lot 3, "McKay Creek Estates", a duly recorded plat in the Records of Washington County, Oregon; thence Southerly along the Easterly right-of-way line of NW Glencoe Road to the Northwesterly corner of Parcel 2, Partition Plat No. 1993-086, Document No. 93072447, Records of Washington County, Oregon; thence Easterly along the Northerly line of said Parcel 2 to the Easterly corner of said Parcel 2; thence Southeasterly across the NW West Union Road right-of-way to the Northwesterly corner of Parcel 1 as described in Partition Plat No. 1993-086,

Document No. 93072447 Records of Washington County, Oregon; thence Easterly along the Southerly right-of-way line of NW West Union Road to the Northeasterly corner of that parcel as described in Document No. 2002-030944, Records of Washington County, Oregon; thence Southerly along the Easterly line of said parcel as described in Document No. 2002-030944, Records of Washington County, Oregon to the Northerly line of Parcel V as described in Document No. 2000047427, Records of Washington County, Oregon; thence Westerly along the Northerly line of said Parcel V to the Northwesterly corner of said Parcel V; thence Southerly along the Westerly line of said Parcel V to the Southwesterly corner of said Parcel V, said point being the Northwesterly corner of Parcel 1 as described in Document No. 2003-160007, Records of Washington County, Oregon, thence Southerly along the Westerly line of said Parcel 1 to the TRUE POINT OF BEGINNING.

V. URBAN RENEWAL PROJECTS

Urban renewal projects authorized under the Plan, which may be undertaken by the Agency, are described below and shown in Figures 2 and 3. Property acquisition may be required for these projects. Further, some of the projects described herein will require participation of other public agencies.

Tax increment revenues generated within the urban renewal area may be used to finance projects without a dedicated funding source. Urban renewal can also provide additional financing for projects with a committed funding source, including projects under ODOT and Washington County's jurisdiction, by funding elements that are not identified in the existing project description. Examples of such elements may include streetscape and landscape improvements and development standards that differ from those of the agency financing the lion's share of the project.

A. **Transportation**

Sidewalks, curbs, gutters, street lighting and other streetscape and landscape improvements may be provided in conjunction with the street improvements identified below.

1. Glencoe Road Widening Enhancements

The provision of a comprehensive system of streetscape enhancements, including landscaping improvements, bike lanes and pedestrian facilities, in conjunction with the widening of Glencoe Road is a project under the Plan.

2. Main Street Widening Project, including Railroad Crossing

The widening of Main Street, a minor collector, is a project under the Plan. The existing Willamette Pacific railroad crossing will be replaced by a new multiuse crossing and the existing rail spur will be removed as part of this project.

3. Glencoe Road and 311th Avenue Railroad Crossing Improvements

Improvements to the existing Glencoe Road and 311th Avenue Railroad Crossings are a project under the Plan.

4. Hillcrest Street Improvements

Improvements to Hillcrest Street, a minor collector, are a project under the Plan. Under existing conditions, the roadway is in substandard condition and unsafe for pedestrians and bicyclists.

5. Commercial/ Main Street Traffic Control Devices

The design and installation of traffic control devices that will improve multimodal safety at the intersection of Commercial Street and Main Street is a project under the Plan.

6. 314th Avenue Redirection

Under existing conditions, 314th Avenue is a two-way street. To improve traffic circulation in the Central Business District and increase vision clearance at the intersection of 314th and Commercial Street, 314th Avenue will be converted to a one-way southbound street between Commercial Street and Kaybern Street.

7. Glencoe Road Interchange Enhancements

The provision of streetscape enhancements, including landscaping features, pedestrian amenities and bicycle facilities, in conjunction with the construction of the new Glencoe Road/US 26 Interchange is a project under the Plan.

8. Central Business District Streetscape Improvements

The North Plains Revitalization Plan identifies landscaping features, street lighting, street furniture and other streetscape improvements that will enhance the physical appearance of the Central Business District (CBD) and attract a broader range of users, including shoppers, tourists and commercial employers. Most of the streetscape improvements will be concentrated on Commercial Street.

9. Glencoe Road Gateway Improvements

The design and construction of formal gateway areas that mark the entrance to the City of North Plains and the Central Business District are a project under the Plan. The gateway to the City will be located at the intersection of Glencoe Road and Pacific Street. The gateway to the Central Business District will be located at the intersection of Glencoe Road and Commercial Street.

10. Commercial Street/ Glencoe Road Intersection Signalization

The signalization of the Commercial Street/ Glencoe Road intersection is a project under the Plan. Under existing conditions, multimodal safety is compromised by the lack of a traffic signal at this busy intersection.

11. Pacific Street Extension

Currently, access to undeveloped residential property east of Pacific Street is constrained by the lack of an existing roadway. The extension of Pacific Street from its terminus at 307th Avenue to the North Plains City Limits is a project under the Plan.

12. 307th Avenue Upgrades

Under existing conditions, 307th Avenue is in substandard condition. Upgrades to the existing roadway will improve access to residential and industrial property in the southeast portion of the Area that is currently undeveloped.

13. Public Parking

The design and construction of public parking facilities within the Plan's commercial areas is a Project under the Plan.

14. Highland Court Upgrades

Currently, Highland Court is in substandard condition. Upgrades to the existing roadway will increase access to adjacent commercial and residential property.

B. Public Facilities

1. Storm Drainage Improvements

The provision of storm drainage improvements throughout the Area, in accordance with the Stormwater Master Plan, is a project under the Plan.

2. Water System Improvements

The provision of water system improvements throughout the Area, in accordance with the Water Master Plan, is a project under the Plan.

C. Parks and Open Space

1. Multi-use Recreational Trail

The design and development of a multi-use recreational trail that provides new opportunities for pedestrians and bicyclists to enjoy the Area's natural amenities and promotes the preservation of environmentally sensitive areas is a project under the Plan.

D. Public Spaces

1. Public Plaza

The design and development of a public plaza in the Central Business District is a project under the Plan.

E. Public Buildings

1. New City Hall

Because such a use is key to the vitality of the Area, the Plan authorizes participation in the development of a new city hall. The participation in the project shall be proportional to the benefits of the facility to the Area. Anticipated benefits specific to the Area include increased activity that creates commercial and residential development and provision of facilities for administration of the Plan.

Before allocating Agency funds for this project, the Agency shall be required to adopt a minor amendment of the Plan that states findings of proportionality and benefits to the Area specific to the allocation of funds.

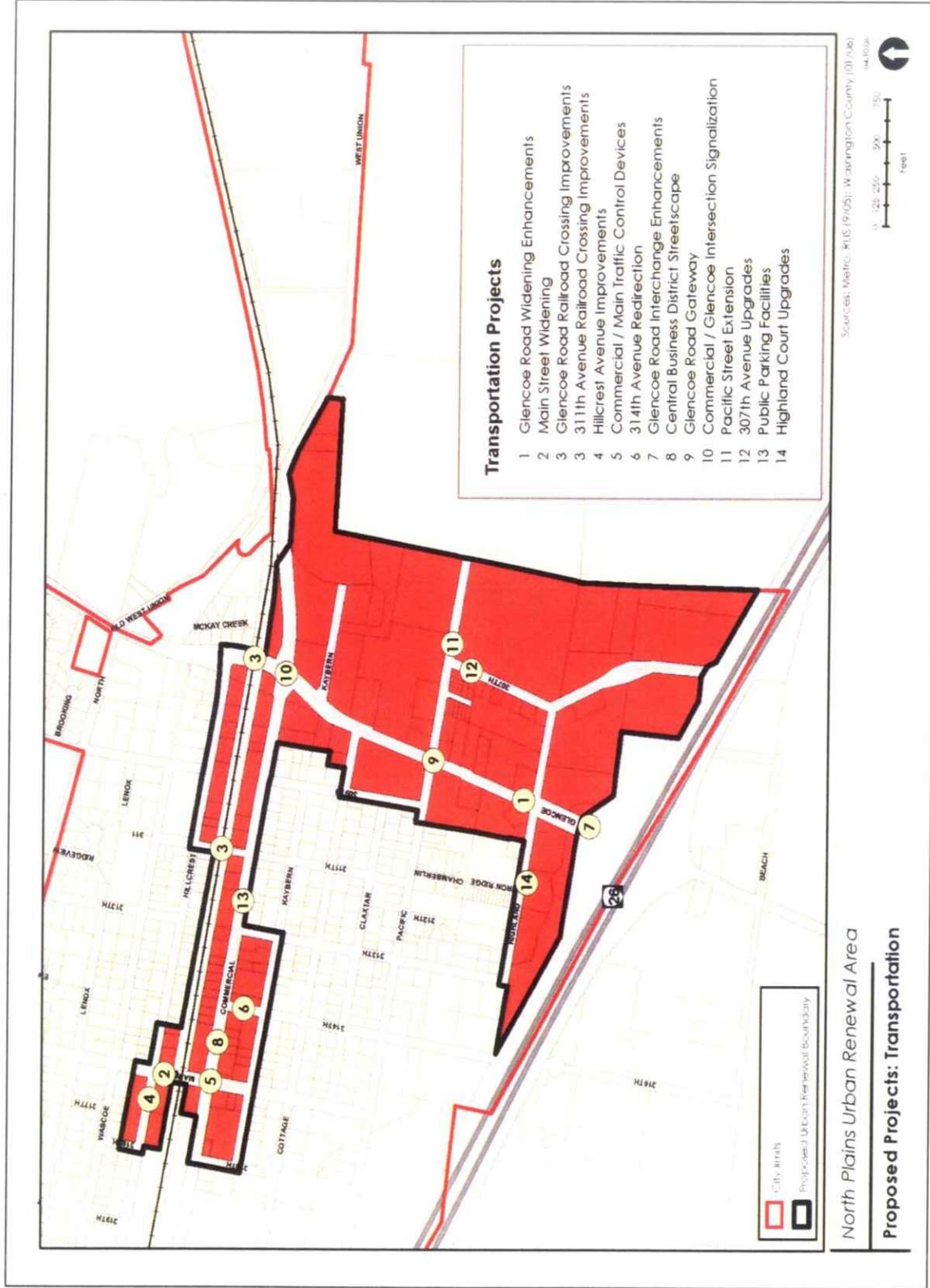


Figure 2: Transportation Projects

2. Fire Station Improvements

Building improvements and site improvements to the Washington County Fire District No. 2 Fire Station and station-related traffic control devices are a project under the Plan.

F. Planning and Development Assistance

Offering the following types of planning and development assistance to support the development, redevelopment and rehabilitation of private property in the Area is a project under the Plan. Detailed rules and regulations for the administration of financial and technical assistance programs will be established by the Agency after adoption of the Plan in order to ensure that urban renewal funds are used in compliance with the Plan and for the agreed upon Plan purposes. The adoption and amendment of such programs, rules and regulations would not be considered changes to the Plan.

1. Rehabilitation/Redevelopment Grant/Loan Program

The Urban Renewal Plan authorizes loans and/or grants for property rehabilitation and redevelopment. Property to be improved may be residential or commercial. Loans may be at or below market rates, and assistance can include direct loans or guarantees of loans made by third parties.

2. New Development Grant/Loan Program

In addition to providing rehabilitation and redevelopment assistance, the Urban Renewal Plan authorizes loans and/or grants for new development. Property to be improved may be residential or commercial. Loans may be at or below market rates, and assistance can include direct loans or guarantees of loans made by third parties.

3. Technical Assistance Program

The Urban Renewal Plan authorizes technical assistance in the form of site studies, market studies, feasibility analyses, engineering and design and other activities directly related to development of property in the urban renewal area. An example of such technical assistance may include structural analysis of buildings to promote the rehabilitation of underutilized buildings.

4. Commercial Façade Improvement Loans

To create a distinct identity for the North Plains Central Business District and surrounding Highway Commercial Area that is visually appealing and unified, the Urban Renewal Plan authorizes façade improvement loans for commercial development. Improvements will be used to enhance the architectural integrity and character of historic commercial buildings and storefronts in need of a “face lift.” The City may establish

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design standards for specific areas and appoint a design review committee to review loan applications and ensure that proposed improvements are consistent with City standards.

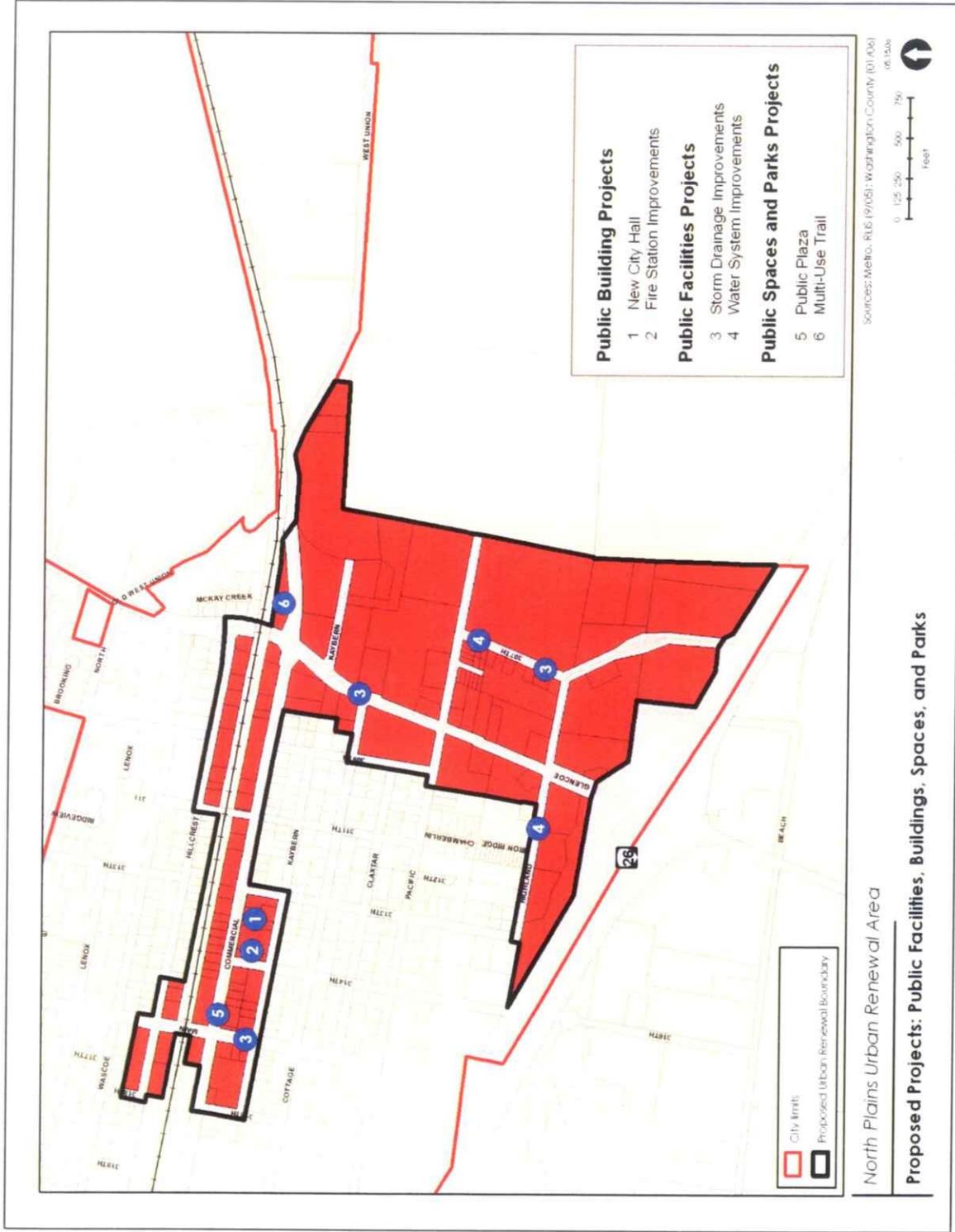


Figure 3: Public Building, Public Facilities, Public Spaces and Parks Projects

VI. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan addresses local planning and development objectives contained in the City's Comprehensive Plan, Development Code, Transportation System Plan (TSP), Parks and Recreation Capital Facilities Master Plan, Stormwater Master Plan and Water System Master Plan. Adopted in 2000 and last revised in November 2004, the Comprehensive Plan identifies objectives and policies that will enable the City to grow and develop in a manner that is sustainable, efficient and cost effective. The City's Development Code is updated on an ongoing basis and the TSP was adopted in November 2004. The Parks and Recreation Capital Facilities Master Plan, adopted in July 2005, identifies parks, recreation and open space facility types and standards and specific improvements needed to meet Level of Service standards. The Stormwater Master Plan was adopted in 2002 and the Water System Master Plan was adopted in 2001.

A. City of North Plains Zoning and Development Code

The City of North Plains Zoning and Development Code establishes zoning districts, which govern allowed uses and contain development standards. The Area encompasses property within the City's commercial, industrial and -residential zoning districts.

The purpose of the City's commercial zoning districts is to promote development of a suitable size and scale for the Central Business District and the highway commercial area, which encompasses property along Glencoe Avenue and the eastern part of Commercial Street. Generally, development standards for the Central Business District are designed to promote compact, high-density, pedestrian-oriented development that allows for a broad mix of commercial, office residential uses whereas development standards for the highway commercial area are designed to provide areas for a broad range of retail and service operations which are dependent upon highway accessibility and visibility.

The purpose of the City's industrial zoning districts is to provide suitable locations for a broad range of industrial processing and manufacturing uses as well as light industrial uses that are compatible with adjacent urban development. The purpose of the City's R2.5 residential zoning district is to provide areas for the development of a range of housing options at varying densities, including both attached and detached single family dwellings and multi-family residential uses. A detailed description of commercial, industrial and residential zoning districts within the Area and corresponding development standards is provided in Section VII below.

The Plan implements the public investments necessary to generate development that is consistent with the general objectives and specific development standards prescribed for the General Commercial (C-1) District, Highway Commercial (C-2) District, Light Industrial (M-1) District, General Industrial (M-2) District and R2.5 Multi-family Residential (R2.5) District. Further, the Plan will help ensure that the Area develops efficiently, with well-designed, high quality development that creates an identity and sense of community unique to the City of North Plains.

B. North Plains Comprehensive Plan Goals and Policies

The North Plains Comprehensive Plan identifies objectives and policies that address the City of North Plains' long range planning and development needs. Of particular relevance to the Plan are objectives and policies contained in the Scenic and Historic Areas and Natural Resources, Recreation, Economics, Housing, Public Facilities and Services, Transportation, Town Center, Compact Growth and Economic Diversity sections.

Scenic and Historic Areas and Natural Resources

Section 15.02.035 of the Comprehensive Plan identifies objectives and policies intended to preserve and enhance the City's natural areas and amenities and historic buildings.

Scenic and Historic Areas and Natural Resources objectives and policies supported by the Plan include:

1. **Objective:** To protect and enhance the open space and natural resources of the area through proper use and development, especially McKay Creek and its tributaries.
 - A. **Policy**
 1. The City will encourage recreational uses of open space land.
2. **Objective:** To continually explore ways to develop and maintain an open-space network.
 - A. **Policies:**
 2. The City will provide and preserve green-ways and open space along, creeks, or other water features for recreational purposes and visual aesthetics.
3. **Objective:** To identify sites and structures relating to the history of the State and the City that should be identified, protected and enhanced.
 - A. **Policies:**
 2. The City will develop a program using public and private resources, to revitalize those older residential structures which have been identified as having some historical or architectural significance.
 3. The City will investigate the possibilities of receiving funding and tax benefits from the federal, state, and local levels in order to support historic preservation.

Recreation

Section 15.02.060 of the Comprehensive Plan identifies objectives and policies intended to ensure that the City will provide adequate recreational facilities to meet future population growth needs.

Recreation objectives and policies supported by the Plan include:

1. **Objective:** To plan a parks and recreation system adequate to serve projected population growth.
 - A. **Policies**
 1. The City will make it a top priority to identify and acquire land to serve long-range community recreation needs, in accordance with an adopted Park and Recreation Master Plan.
 2. The City will locate new neighborhood parks to conveniently serve city residents.
2. **Objective:** A variety of community parks and outdoor recreation areas should be encouraged, maintained, and enhanced.
 - A. **Policies**
 1. Recreation facilities will fulfill the needs of the neighborhood and the community at large by providing recreational opportunities for all people.
 6. The City shall assure that all park lands are accessible to all neighborhoods via efficient and safe linkages.

The Plan identifies parks and open space and public spaces improvements as well as planning and development assistance programs that will further the Comprehensive Plan's Scenic and Historic Areas and Natural Resources and Recreation objectives. In particular, the proposed Multi-use Recreational Trail and Public Plaza projects will provide new opportunities for residents to enjoy the Area's natural amenities, engage in active and passive recreational activities, and participate in community gatherings. The Rehabilitation/Redevelopment Grant/Loan Program will provide financial assistance to property owners to support the preservation and rehabilitation of historic buildings within the Area.

Economics

Section 15.02.075 of the Comprehensive Plan identifies objectives and policies intended to increase job opportunities within the City of North Plains and diversify the local employment base.

Economics objectives and policies supported by the Plan include:

1. **Objective:** To increase local job opportunities.
 - A. **Policy**
 1. The City will encourage development that provides new employment opportunities for residents.
2. **Objective:** Diverse businesses and industries should be encouraged to locate in North Plains.
 - A. **Policies**
 3. The City will protect existing and planned industrial and commercial areas from encroachment by incompatible uses.
 4. The City will promote appropriate development near its industrial park in the eastern City in order to provide citizens the means for walkable access to jobs in the City's eastern industrial area.
 5. The City will work with property owners and developers to construct sewer and water facilities necessary for development.
 6. The City shall support the diversification of the local economy.
 7. The City will encourage economic development by assuring that adequate land, streets, utilities, and public services exist to serve commercial and industrial development.

One of the Plan's stated goals is to "Increase employment and business activity within the Area." The Plan includes street improvements that will increase multimodal access to the Central Business District as well as underutilized and/or undeveloped commercial, industrial and residential lands throughout the Area. In addition, the Plan supports the development of a public plaza, traffic calming and streetscape projects, which will make downtown a safer and more attractive destination for pedestrians and bicyclists by providing new or upgraded sidewalks and bike lanes, traffic control devices and railroad crossing improvements. These projects, coupled with proposed development assistance programs outlined in Section V(f), will help strengthen the local business climate.

Housing

Section 15.02.085 of the Comprehensive Plan identifies objectives and policies intended to increase the diversity of housing choices within the City of North Plains.

Housing objectives and policies supported by the Plan include:

1. **Objective:** Future residential development should provide a variety of housing choices for North Plains' citizens in a manner that is consistent with the City's livability objectives.
 - A. **Policies**
 3. The City shall work to assure that all citizens have:
 - a) adequate links to transportation systems;
 - b) availability of adequate public facilities;
 - c) reasonable buffering of adverse impacts.
 4. The City of North Plains shall assure the equitable geographic distribution of housing types through the development of policies and objectives that will assure housing variety, affordability, linkages, walk-ability, buffers, accessibility to centers and transit.

In addition to financing the development assistance programs described in Section V, the Plan includes public improvement projects that will make the Central Business District and residential lands in the eastern part of the Area more attractive and viable locations for new, high quality residential development of varying densities.

Public Facilities and Services

Section 15.02.090 of the Comprehensive Plan identifies objectives and policies intended to facilitate the provision of public facilities, utilities and services to meet the needs of the existing population and anticipated future demand.

Public Facilities and Services objectives and policies supported by the Plan include:

1. **Objective:** To program and provide municipal facilities in the most efficient and cost effective manner to adequately serve existing population and anticipated growth, in accord with the Comprehensive Plan.
 - A. **Policies**
 2. The City will develop, maintain, update and expand police and fire services, streets and sidewalks, water and sewer systems, and storm drains as necessary to provide adequate, efficient and cost effective facilities and services to the community.

3. The City will plan public facilities, utilities, and services to meet the expected demand through development of a capital improvement program.
3. **Objective:** To aggressively seek outside revenue sources to fund public facility needs and utilize these solely for capital improvements.
 - A. **Policy**
 2. The City will develop local funding adequate to meet “matching” requirement of outside revenue sources.

Area-wide storm drainage improvements, including new storm drainage facilities and upgrades to existing facilities, are a project under the Plan.

Transportation

Section 15.02.105 of the Comprehensive Plan identifies objectives and policies intended to provide a safe, efficient and cost-effective transportation system that is convenient to both vehicular and non-vehicular traffic.

Transportation objectives and policies supported by the Plan include:

1. **Objective:** Provide a system of roads and other forms of transportation which link each part of the community into a unified whole, and one which will safely, efficiently, and economically move traffic to and through the area in a manner that is consistent with the City’s livability objectives when the City is fully urbanized.
2. **Objective:** Development should occur in such a manner as to encourage and facilitate pedestrian movements in a manner that is consistent with the City’s livability objectives.
 - A. **Policies**
 1. The City of North Plains shall consider bikeways as a transportation alternative in future roadway planning. Bikeways on the City’s designated major and minor arterials and collector streets will be given highest priority for transportation related paths.
 2. The City of North Plains shall encourage development of bikeways that connect residential areas to activity areas such as the downtown core, industrial areas, other areas of work, schools, community facilities, and recreation facilities.

5. The City will provide safe pedestrian access to schools, parks, shopping and jobs to make walking a realistic alternative to driving within the City. The City's highest priority is to provide such pedestrian access as one of the means for achieving the City's livability objectives.
 8. The City of North Plains shall encourage the use of alternative modes of transportation (walking, bicycling, and public transportation) through improved access, safety and service. These include:
 - a) Providing sidewalks or shoulders and safe crossings on collectors and arterials.
 - b) Implementing the bicycle, pedestrian, and transit plan of the City of North Plains' TSP.
5. **Objective:** The City of North Plains has developed plans for construction for improvements of Commercial Street between Main Street and NW 313th Avenue in the downtown area.
- A. Policies**
1. The Plan provides for a cross section consisting of two 16-foot travel lanes, 8-foot of parallel parking on one side and 20-foot diagonal parking on the other side of the roadway. The section also includes two 10-foot sidewalks with no bike lanes. The total right-of-way width is 80 feet. The plan also includes a new traffic circle at the intersection of Commercial Street and Main Street.
 2. The Transportation System Plan includes the following projects for improvements related to bike lanes:
 - Glencoe Road: Include bicycle lanes and sidewalks on both sides of the road. This would provide connectivity to the existing sidewalks and future growth to the east of Glencoe Road.
 - Commercial Street: Include bicycle lanes and sidewalks on both sides of the road. A detailed plan should be developed to make sure these facilities coexist with parking demand in the downtown area.

The Plan includes several street improvement projects, including street widening, upgrade and extension projects, which also provide for the installation of new bike lanes and sidewalks or upgrades to existing facilities. These improvements will increase multimodal access and circulation. Further, to create an attractive streetscape environment that draws residents and visitors to the Central Business District to shop, entertain and participate in recreational activities, landscape improvements, street trees,

NORTH PLAINS URBAN RENEWAL PLAN

street furniture and other streetscape improvements are identified as key components of the Plan.

Livability

The Plan supports the following Livability objective and policy, identified in Section 15.02.125 of the Comprehensive Plan:

1. **Objective:** The City's livability objectives are the following:
 - A. **Sense of Place:** To create a City of North Plains identity that is clearly apparent and related to North Plains' history and small town character and avoids development that bisects the City by the disruptive physical features of the freeway or other physical forces.

Town Center

The Plan supports the following Town Center objective and policies, identified in Section 15.02.127 of the Comprehensive Plan:

1. **Objective:** Establish a planning program and a direction for growth that:
 - A. **Policy:**
 1. Creates a mixed use, accessible, pedestrian-oriented town center that provides a focal point for the community, and
 2. Reinforces the prominence and accessibility of the town center, and
 3. Creates opportunity to integrate the City's eastern industrial area into a mixed use, accessible, pedestrian oriented area connected to the town center by pathways, bicycles and vehicular connections.

Compact Growth

The Plan supports the following Compact Growth objective and policies, identified in Section 15.02.128 of the Comprehensive Plan:

1. **Objective:** Establish a planning program and a direction for growth that:
 - A. **Policies:**

1. Promotes the efficient use of land, including appropriate in-fill redevelopment and new development at higher density than currently on the ground in the City, and
3. Encourage the City to grow its existing neighborhoods, amenities, town center and industrial area into one connected compact city.

The Plan includes transportation and public spaces projects and development assistance programs that will encourage more compact and intensive pedestrian-oriented development in Central Business District/town center area and help establish a unique identity for the City of North Plains. Further, proposed transportation and parks and open space improvements will provide pedestrians, bicyclists and automobilists convenient access to the Central Business District and the broader Area.

Economic Diversity

The Plan supports the following objective and policies, identified in Section 15.02.134 of the Comprehensive, intended to diversify and expand the City's employment base:

1. **Objective:** Establish a planning program and a direction for growth that:
 - A. **Policies:**
 1. Encourage and accommodate the development of a diverse and viable economy.
 3. Recognize existing businesses in the City and support their viability and plans for growth.
 4. Establish a planning program that integrates the City's eastern industrial areas with the rest of the community such that workers in the industrial area have enjoyable places to eat, jog or walk on breaks, without having to get into an automobile to reach such a destination.
 5. Enhance the development of community-scale businesses and services (e.g. doctors, dentists, schools, coffee shops, bookstores, etc.) so that more of the needs of local residents are met locally.

The Plan includes several projects, including public parking facilities, street improvements and streetscape improvements in the Central Business District, which will make the Area's commercial and industrial areas a more attractive and convenient location to do business. In particular, the Glencoe Road Widening Enhancements, Main Street Widening, Glencoe Road Interchange Enhancements and 307th Avenue Upgrades projects will improve multimodal access to employment areas. Further, the Plan

supports development assistance programs that will have a positive economic impact by encouraging private investment in both new development and upgrades to existing buildings.

C. Transportation System Plan Goals and Policies

Adopted in 2004 and most recently amended in June 2005, the TSP identifies policy objectives intended to create a transportation system that enhances community livability and facilitates safe and convenient multimodal access to all areas of the City. The Plan's goals, objectives and transportation projects directly address or correlate to long term planning needs identified in the TSP.

Of particular relevance to the Plan are the following transportation system objectives and accompanying policies.

4.02.10 Street System

The development of a street system that provides safe and efficient multimodal access throughout the City, both at peak hours and non-peak hours, is a general objective of the TSP. The Plan includes transportation infrastructure projects that will improve access and traffic circulation and increase multimodal safety throughout the Area.

4.02.20 Bicycle and Pedestrian Facilities

A second objective of the TSP is to support the development of bicycle and pedestrian facilities that increase multimodal access throughout the City and the Area. In particular, the Plan supports the following bicycle and pedestrian facilities policies identified in the TSP:

- The City of North Plains shall include bikeways as a transportation alternative in future roadway planning. Bikeways on major and minor arterials and collector streets will be given highest priority for transportation related paths.”
- The City of North Plains shall require, when applicable, development of bikeways that connect residential areas to activity areas such as downtown core, industrial areas, other areas of work, schools, community facilities, and recreation facilities.
- The City will ensure, within its jurisdiction, access for bicyclists to and from Highway 26 because it is part of the State Bicycle Route System.
- The City will provide safe pedestrian access to schools, parks and shopping to make walking a realistic alternative to driving within the City. The City's highest priority is to provide such pedestrian access as one of the means for achieving the City's livability objectives.

Street Connectivity and Development

In addition to the bicycle and pedestrian policies outlined above, the Plan supports the following Street Connectivity and Development policies:

- The City will promote adequate transportation linkages between residential, commercial and industrial use areas in a manner that is consistent with the City's livability objectives. This will be done through street improvements, new streets, marked turning lanes, warning signs and/or speed reduction in appropriate locations to facilitate connections to the downtown core, industrial areas, parks, schools and neighborhoods. Problems identified in the plan are of first priority.
- The City will require applicants for development in the North Plains urban area to construct streets within and serving the development to City standards including curbs, gutter, and sidewalk and drainage facilities.
- Local streets in residential neighborhoods shall include trees and landscaping to achieve a pleasant visual effect as well as to achieve an environment at a pedestrian scale.
- The City will cooperate with ODOT in the implementation of the Six-Year Highway Improvement Program.

The Plan includes transportation projects that support the objectives of the TSP to develop a street system that is safe, convenient and accessible by various modes of motorized and non-motorized transportation. Projects such as the Glencoe Road Widening Enhancements and the Glencoe Road Interchange Enhancements will increase multimodal access to businesses in the City's Highway Commercial Zone and will generally improve multimodal safety and community livability. Other projects, such as the Main Street Road Widening Project, the Commercial/Main Street Traffic Control Devices, the 314th Street Redirection and Central Business District Streetscape Improvements, will improve traffic circulation, safety and access to and within the Central Business District and make it a more desirable location for employment and commercial activity as well as entertainment and recreational activities.

Projects in the eastern part of the Area, including the Pacific Street Extension and 307th Avenue upgrades support the TSP's objectives to improve access to undeveloped and underutilized residential and industrial areas to facilitate private investment in these areas.

Sidewalks, bike lanes, curbs, gutters and streetscape improvements, such as pedestrian-scale lighting and street furniture, plantings and other landscape enhancements, are an integral component of the Plan's transportation projects. These project elements will help create a complete system of bicycle and pedestrian facilities that enables pedestrians and bicyclists to commute safely and conveniently between residential neighborhoods and the Area's commercial and employment areas.

D. Parks and Recreation Capital Facilities Master Plan

The City of North Plains Parks and Recreation Capital Facilities Master Plans is intended to support the vision, goals, objectives and policies related to parks, recreation and open space, as prescribed in the Comprehensive Plan. Policies that support the City's Scenic and Historic Areas and Natural Resources and Recreation objectives are of particular relevance to the Plan and are outlined in Subsection VI(B) above.

The Plan includes parks, public spaces and transportation projects that will contribute to overall community livability, protect and enhance the Area's natural resources, provide increased recreational opportunities for residents and visitors, reduce auto-dependency, and improve bicycle and pedestrian access connections between residential neighborhoods and commercial and industrial areas. In particular, the Multi-use Recreational Trail and Public Plaza projects will provide public access to natural amenities such as McKay Creek, provide new community spaces that will serve as a focal point for public gatherings, and create new recreational opportunities for residents, workers and visitors to the Area.

E. North Plains Resource Team Report

The North Plains Resource Team Report is a visioning document that contains recommendations for strengthening downtown's image and sense of community as well as design guidelines for public and private spaces.

The following general recommendations for improving the sense of place and identity in downtown are of particular relevance to the Plan:

- It is important to continue to develop Commercial Street North Plains as the primary business district for the community, and as a logical place for people to do business, interact, shop and visit. This can be supported, in part, through elements of design, appropriate redevelopment, business and image development, and by capitalizing on North Plains unique history, culture, and events. The community as a whole will be strengthened by taking advantage of opportunities to cooperate and by building new collaborations.
- Community pride, identity, and image are important issues for North Plains to address. Currently, North Plains has one market; the local shoppers. The current market appears to be homeowners who work at the local mill, at area farms, and local farming families who shop for service and food in North Plains. Locals and tourists will appreciate any additional public amenities that are phased in the downtown: benches, drinking fountains, pedestrian lighting, bike racks, and public restrooms.

The Plan authorizes public improvements and development assistance programs that support the Resource Team Report's design recommendations. Specific public space design recommendations include traffic circulation/intersection improvements and streetscape improvements such as pedestrian-scale lighting, improved sidewalks and curbs, plantings, street furnishings with a uniform design and trash receptacles as public

space improvements that will beautify downtown and establish a unique identity that is suitable for the Main Street/Commercial corridor. Recommended private space improvements that may be financed through public-private partnerships include storefront improvements, rehabilitation of building facades and new commercial development that is compatible with the historic character of downtown and design standards that the City may establish at a future date.

F. Stormwater Master Plan

The stated purpose of the Stormwater Master Plan is, “to provide guidance for planning and implementing improvements to stormwater facilities within the City of North Plains. The Plan should be used to direct both the City and private developers as they plan and design improved stormwater management facilities within the City’s Urban Growth Boundary (UGB), and within the proposed north and east expansion areas.”

Proposed storm system improvements outlined in the Stormwater Master Plan include Level I and Level II Conveyance Improvements. Level I improvements include improvements to the existing storm system that would address existing deficiencies. Level II improvements include improvements that will be necessary to facilitate development and land use patterns that are expected to occur in the City.

The Plan identifies Area-wide storm drainage improvements as a priority project that will facilitate private investment in new housing, commercial and industrial development, in accordance with the City’s long range planning objectives.

G. Water System Master Plan

The purpose of the Water System Master Plan is to assist the City in planning and providing for the required water infrastructure and financing needed to accommodate future population and employment growth. The Water System Master Plan identifies recommended capital improvements needed to maintain adequate water storage, pump station, water treatment and water distribution system facilities and address existing infrastructure deficiencies.

Proposed water system improvements are grouped into three levels of immediacy. Level I improvements, believed to pose immediate health and safety hazards, have a recommended timeline for construction of 1 to 5 years. Level II improvements represent components of the existing water system that are at or near the end of their useful lives and will need to be upgraded or replaced to accommodate increased capacity needs. Level III improvements include improvements to existing facilities that will add reliability and redundancy to the system.

The Plan identifies multiple water system improvement projects, which may include but are not limited to the upsizing of existing mains on 307th Avenue, Highland Court, Cottage Street and Kaybern Street and the installation of a new water main under the Willamette Pacific Railroad tracks at Glencoe Road, north of West Union Road. As the Area redevelops and attracts new residents and businesses, proposed water system improvements will ensure that the needs of existing and future users will be met.

VII. PROPOSED LAND USES

Land uses within the Area are governed by the City of North Plains Development Code. The Development Code establishes zoning districts that implement the North Plains Comprehensive Plan. The districts govern the allowed uses and contain development standards.

Currently, land in the Area is within the General Commercial, Highway Commercial, Light Industrial, General Industrial and R2.5 Multi-family Residential zoning districts. The purpose of the districts is described in the Development Code as follows:

A. **General Commercial**

“The purpose of the C-1 District is to provide areas in the central business district to:

1. Allow a mixture of complimentary land uses including retail, offices, commercial services, civic and residential uses, to create economic and social vitality and to encourage the linking of trips;
2. Develop commercial and mixed-use areas that are safe, comfortable and attractive to pedestrians;
3. Provide flexibility in the siting and design of new developments and redevelopment to anticipate changes in the marketplace;
4. Reinforce streets as public places that encourage pedestrian and bicycle travel;
5. Provide roadway and pedestrian connections to residential areas;
6. Provide transitions between high traffic streets and neighborhoods;
7. Encourage efficient land use by facilitating compact, high-density development and minimizing the amount of land that is needed for surface parking; and
8. Provide appropriate locations and design standards for automobile- and truck-dependent uses.”

Development in the C-1 District shall have a minimum lot area of 2,500 square feet and a minimum lot width of 25 feet. Generally, minimum front yard, side yard and rear yard setbacks are not required. However, minimum setbacks of 10 feet shall apply to property abutting a residentially zoned lot. A maximum height limit of 45 feet is prescribed for new development, which shall be oriented towards the street. There is no maximum lot coverage requirement in the C-1 District.

B. **Highway Commercial**

“The purpose of the C-2 District is to provide areas for the broad range of retail and service operations which are dependent upon highway accessibility and visibility.”

Development in the C-2 District shall have a minimum lot area of 5,000 square feet and a minimum lot width of 50 feet. A minimum front yard setback of 20 feet is required for all development. Side yard and rear yard setbacks shall range from 0 feet to 20 feet for property adjacent to a street. A maximum height limit of 45 feet is prescribed for new development, which shall be oriented towards the street.

C. Light Industrial

“The purpose of the M-1 District is to provide for light industrial uses which will be compatible with adjacent urban development.”

Development in the M-1 District shall have a minimum lot area of 5,000 square feet and a minimum lot width of 50 feet at the front building line. Minimum front yard, side yard and rear yard setbacks shall range from 0 to 20 feet. A maximum height limit of 80 feet is prescribed for new development.

D. General Industrial

“The purpose of the M-2 District is to provide areas appropriate for the location of a broad range of industrial processing and manufacturing uses.”

Development in the M-2 District shall have a minimum lot area of 5,000 square feet and a minimum lot width of 50 feet at the front building line. Minimum front yard, side yard and rear yard setbacks shall range from 0 to 20 feet. A maximum height limit of 80 feet is prescribed for new development.

E. R2.5 Multi-family Residential District

“The purpose of the R2.5 District is to provide areas for the development of multi-family housing, and to implement the housing policies of the Comprehensive Plan.”

Minimum lot size requirements in the R2.5 District shall range from 2,500 square feet per unit minimum for duplexes, triplexes and attached single-family dwellings to 4,000 square feet for single-family detached dwellings and 10,000 square feet for multi-family developments of greater than 3 units. Lots created by subdivision shall be subject to a 6,000 square foot maximum lot size. With the exception of lots for attached single family dwellings, which may have an average lot width of 25 feet, the minimum average lot width in the R2.5 District shall be 40 feet. The minimum lot depth shall be 80 feet.

Minimum front yard setbacks for most development in the R2.5 District shall range from 15 to 20 feet. Minimum side yard setbacks shall range from 0 feet for attached dwellings to 5 feet for detached dwellings. Minimum rear yard setbacks shall range from 6 feet for alley-access lots to 10 feet for street-access lots. Buildings shall be restricted to a height of 35 feet or two and a half stories, whichever is less. Maximum lot coverage requirements shall range from 50% of the total lot area for single family detached dwellings to 65% of the total lot area for duplexes, triplexes and single-family attached dwellings.

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.

A. Property Acquisition – From Willing Sellers

The Plan authorizes the Agency acquisition of any interest in property within the Area, including fee simple interest, to support private redevelopment, only in those cases where the property owner wishes to convey such interests to the Agency. The Plan does not authorize use of the power of eminent domain to acquire property for private redevelopment.

Property acquisition for public improvements projects authorized in Section IV may be required. The Agency is not granted eminent domain authority under the Plan. Therefore, if the Agency cannot acquire the property needed for the described public improvements through negotiation and voluntary sale, the acquisition will be undertaken by the City of North Plains or other public entity under its independent eminent domain authority.

Property acquisition from willing sellers may be required to support development of retail, office, housing and mixed use projects within the Area.

B. Land Disposition

The Agency may dispose of property acquired under the Plan by conveying any interest in property acquired pursuant to Subsection VIII A. 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 such plan. Because fair reuse value reflects limitations on use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Property disposition may be required to support development of retail, office, housing and mixed use projects within the Area.

IX. RELOCATION METHODS

As described in Section VIII, the Plan authorizes the acquisition of property by willing sellers only. Relocation benefits must be paid for any public acquisition, whether the acquisition is voluntary or involuntary. Therefore, before the Agency acquires any property, the Agency will adopt relocation regulations.

X. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues collected by the Agency to make payments on debt incurred by the Agency, usually in the form of tax increment bonds. The proceeds of the bonds are used to pay for the urban renewal projects authorized in the Plan. Debt, including bonds, may be both long-term and short-term, and does not require voter approval.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative increase in the total 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 included in 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 the Federal, State or local governments or other public body;
- Loans, grants, dedications or other contributions from private developers and property owners; and
- Any other source, public or private.

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

B. Tax Increment Financing and Maximum Indebtedness

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 Commission based upon the distribution schedule established under ORS 311.390.

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 \$17,112,306. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Agency or the City of North Plains in connection with the preparation of this Plan or prior planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

D. Impact of Tax Increment Financing on Public Schools

This Plan has been adopted with consideration of information in the Report accompanying the Plan regarding the impact of tax increment financing on the K-12 Public School system. Under current law providing for substantial state funding of K-12 schools, the tax increment financing of this Plan has minimal impacts on the revenues received by the Hillsboro School District.

XI. DURATION OF PLAN

No projects may be commenced and no new indebtedness may be incurred after the twentieth anniversary of the effective date of the Plan. As is common practice in urban renewal plans in Oregon, tax increment revenues may continue to be collected beyond this date. Collection may continue until it is found that deposits in the Agency's debt service fund are sufficient to fully pay principal and interest on indebtedness issued during the twenty years following the effective date of the Plan, either through direct payment of the indebtedness or by payment of principal and interest on bonds or notes issued to finance the indebtedness. Tax increment revenues collected after the twentieth anniversary of the Plan may only be used to retire outstanding debt.

XII. FUTURE AMENDMENTS TO PLAN

A. Substantial Amendments

Substantial Amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area; or
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.

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

B. Council-Approved Amendments

Council-Approved Amendments consist solely of the following amendments:

- Material changes to the goals and objectives of the Plan.
- Addition or expansion of a project, which adds a cost in 2006 dollars of more than \$500,000 and which is materially different from projects previously authorized in the Plan.

Council-approved amendments require approval by the Agency by resolution and by the City Council, which may approve the amendment by resolution.

C. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments or Council-Approved amendments. They require approval by the Agency by resolution.

D. Amendments to the North Plains Comprehensive Plan and Zoning and Development Code

Amendments to the North Plains Comprehensive Plan and Zoning and Development Code that affect the Plan and/or the Area shall be incorporated within the Plan without any action required by the Agency or the City Council.

NORTH PLAINS URBAN RENEWAL PLAN

**EXHIBIT A
CITY CENTER URBAN RENEWAL AREA
LEGAL DESCRIPTION**

That area of land located in Sections 1 and 12, Township 1 North, Range 3 West, and Sections 6 and 7 Township 1 North, Range 2 West, Willamette Meridian, Washington County, Oregon, said area described as follows:

Beginning at the Southeast corner of Parcel II as described in Document No. 2001084469, Records of Washington County, Oregon, said parcel being situated in the Northeast 1/4 of Section 12, Township 1 North, Range 3 West, said corner lying on the Northerly right-of-way line of State Highway 26 ("Sunset Highway"), said point being the TRUE POINT OF BEGINNING; thence Westerly along said Northerly highway right-of-way line 3,520 feet, more or less, to the Westerly corner of Tract "A" as described in Partition Plat 1996-050, Document No. 96059047, Records of Washington County, Oregon, said tract being situated in the Northeast 1/4 of Section 12, Township 1 North, Range 3 West; thence Easterly along the Northerly line of said Tract "A" 394.28 feet to the intersection with the Westerly right-of-way line of NW 313th Avenue, said point also lying on the Southerly right-of-way line of NW Highland Court; thence Northerly along the Westerly right-of-way line of NW 313th Avenue 60 feet, more or less, to a point, said point being the intersection of the Westerly extension of the Northerly right-of-way line of NW Highland Court; thence Easterly along the Northerly right-of-way line of NW Highland Court and its Westerly extension 878 feet, more or less, to the Southwesterly corner of that parcel as described in Document No. 2005-035790, Records of Washington County, Oregon; thence Northerly along the Westerly line of that parcel as described in Document No. 2005-035790, Records of Washington County, Oregon, to the Northwesterly corner of said parcel, said point also being the Southwesterly corner of Lot 2, Block 50, "North Plains", a duly recorded plat in the Records of Washington County, Oregon; thence Northerly along the Westerly line of said Lot 2 and its Northerly extension to the intersection with the Northerly right-of-way line of NW Pacific Street; thence Easterly along the Northerly right-of-way line of NW Pacific Street to the Westerly right-of-way line of NW 309th Avenue; thence Northerly along the Westerly right-of-way line of NW 309th Avenue to the intersection of the Westerly right-of-way line of NW 309th Avenue and the Northerly right-of-way line of NW Cottage Street, said point being the Southeasterly corner of Block 39, "North Plains"; thence Easterly 180 feet, more or less, along the Northerly right-of-way line of NW Cottage Street and its Westerly extension to the Southeasterly corner of that parcel as described in Document No. 86024336, Records of Washington County, Oregon; thence Northerly along the Easterly line of said parcel as follows: North 7°43' East 110.00 feet, thence South 82°17' East 80.00 feet, thence North 7°43' East 120.02 feet to the Northeasterly corner of said parcel, said point being the Southwesterly corner of that parcel as described in Document No. 91072661, Records of Washington County, Oregon; thence Northerly 230, feet more or less, along the Westerly line of said parcel as described in Document No. 91072661, Records of Washington County, Oregon, to the Northwesterly corner of said parcel, said point also lying on the Southerly right-of-way line of NW Commercial Street;

thence Westerly along the Southerly right-of-way line of NW Commercial Street to the Easterly right-of-way line of NW 313th Avenue; thence Southerly along the Easterly right-of-way line of NW 313th Avenue to the Southerly right-of-way line of NW Kaybern Street; thence Westerly along the Southerly right-of-way line of NW Kaybern Street to the Westerly right-of-way line of NW 318th Avenue; thence Northerly along the Westerly right-of-way line of NW 318th Avenue and its Northerly extension to the Northerly right-of-way line of NW Commercial Street; thence Easterly along the northerly right-of-way line of NW Commercial Street 285 feet, more or less, to the Southwesterly corner of Parcel III as described in Document No. 2002-129669, thence Northerly along the Westerly line of said Parcel III to the Northwesterly corner of said Parcel III; thence Easterly along the Northerly line of said Parcel III to the Westerly right-of-way line of NW Main Street; thence Northerly to the Southeasterly corner of that parcel described in Document No. 2003-176610, Records of Washington County, Oregon; thence Westerly 410 feet, more or less, along a line to a point, said line being the Northerly right-of-way line of the S. P. & S Railroad and said line being parallel to and 100 feet Southerly of the Southerly right-of-way line of SW Hillcrest Street and said point being the Southwesterly corner of that parcel identified as Tax Lot 3902-A1, Map 1N-3-1CA, Section 1, Township 1 North, Range 3 West; thence Northerly 100 feet along the Westerly line of said Tax Lot 3902-A1 100 feet, more or less, to a point on the Southerly right-of-way line of SW Hillcrest Street; thence Westerly 50 feet, more or less, along the Southerly right-of-way line of SW Hillcrest Street to a point, said point being the intersection with the Southerly extension of the Westerly right-of-way line of NW 318th Street; thence Northerly along the Westerly right-of-way line of NW 318th Street to the Southeasterly corner of Lot 1, Block 11, "North Plains", thence Easterly along the Westerly extension of the Northerly line of Lots 9 through 16, Block 12, "North Plains" and along the Northerly line of said lots and their Easterly extension to the Easterly right-of-way line of NW Main Street; thence Southerly 100 feet, more or less, along the Easterly right-of-way line to the Northerly right-of-way line of NW Hillcrest Street; thence Easterly along the Northerly right-of-way line of NW Hillcrest Street 250 feet, more or less, to a point, said point being the Northerly extension of the Easterly line of Lot 13, Block 18, "North Plains"; thence Southerly along said Lot 13 Northerly extension and the Easterly line of Lot 13 to the Southeasterly corner of Lot 13, thence Easterly along the Southerly line of Lots 1 through 12, Block 18, "North Plains" and the Easterly extension of said line across a vacated portion of NW 313th Avenue: thence continuing Easterly along the southerly line of Lots 16 through 23, Block 17, "North Plains" to the Westerly right-of-way line of NW 311th Avenue; thence Northerly along the Westerly right-of-way line of NW 311th Avenue to the Northerly right-of-way line of NW Hillcrest Street; thence Easterly along the Northerly right-of-way line of NW Hillcrest Street to the Westerly right-of-way line of NW Glencoe Road; thence, Easterly to the Northwest corner of Lot 3, "McKay Creek Estates", a duly recorded plat in the Records of Washington County, Oregon; thence Southerly along the Easterly right-of-way line of NW Glencoe Road to the Northwesterly corner of Parcel 2, Partition Plat No. 1993-086, Document No. 93072447, Records of Washington County, Oregon,; thence Easterly along the Northerly line of said Parcel 2 to the Easterly corner of said Parcel 2; thence Southeasterly across the NW West Union Road right-of-way to the Northwesterly corner of

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Parcel 1 as described in Partition Plat No. 1993-086, Document No. 93072447 Records of Washington County, Oregon; thence Easterly along the Southerly right-of-way line of NW West Union Road to the Northeasterly corner of that parcel as described in Document No. 2002-030944, Records of Washington County, Oregon; thence Southerly along the Easterly line of said parcel as described in Document No. 2002-030944, Records of Washington County, Oregon to the Northerly line of Parcel V as described in Document No. 2000047427, Records of Washington County, Oregon; thence Westerly along the Northerly line of said Parcel V to the Northwesterly corner of said Parcel V; thence Southerly along the Westerly line of said Parcel V to the Southwesterly corner of said Parcel V, said point being the Northwesterly corner of Parcel 1 as described in Document No. 2003-160007, Records of Washington County, Oregon, thence Southerly along the Westerly line of said Parcel 1 to the TRUE POINT OF BEGINNING.

