

**December 6, 2005**

**Urban Renewal Plan  
Monmouth, Oregon**

**I. Introduction**

The City of Monmouth Urban Renewal Plan contains goals, objectives, and projects for the revitalization of the Monmouth Urban Renewal District. The Monmouth Urban Renewal District (map attached to this Plan) is composed of part of the Downtown Main Street District and some adjacent residential area, a portion of the Commercial Highway District, adjacent Industrial Districts, and the properties adjacent to Highway 51 from Highway 99 east to the 'S' Curves at the eastern City Limits. All parts of the Urban Renewal District are adjacent to one another creating a single, uninterrupted District.

The purpose of the Plan is to use the tools provided by Urban Renewal to overcome obstacles to development of the District. These tools include tax increment financing, which means that the property taxes resulting from the growth in property value within the District can be used to finance development and improvement projects within the District. Urban Renewal also allows for the purchase and sale of property for redevelopment as part of a public / private development partnership.

This Plan is administered by the City of Monmouth Urban Renewal Agency which is established by the City of Monmouth specifically for the purpose of execution of the Urban Renewal Plan. The Urban Renewal Agency shall consist of all elected members of the Monmouth City Council. The Urban Renewal Agency shall appoint a Review Board, which may be the Economic Development Commission, to review, provide recommendations, provide visioning for projects/expenditures detailed in the Urban Renewal District. The Urban Renewal Agency may choose to assume said responsibilities of this appointed board by appointing itself as the Review Board.

The City of Monmouth Urban Renewal Plan is designed to perform its function for twenty years. The maximum amount of indebtedness (amount of tax increment financing for projects and programs detailed in the Plan) that may be issued is \$12,000,000.

**II. Goals and Objectives**

The goals and objectives of the Monmouth Urban Renewal Plan represent its basic purpose. That purpose is to demonstrate that the Urban Renewal Plan projects (detailed later in Chapter IV) are consistent with the development goals of the City of Monmouth. The specific projects are the means by which the City of Monmouth meets its goals and objectives.

**Goal 1:**

**Promote the development of a unified and cohesive Downtown Main Street Sub Area**

**Objectives:**

- a. Stimulate private investment in the development and redevelopment of existing properties through financial incentive programs, connection to regional and state business assistance resources, and code compliance assistance.
- b. Implement infrastructure and building improvements in the Downtown Main Street Sub Area as recommended by the 2000 Monmouth Development Plan.
- c. Develop a business retention and recruitment strategy that supports the needs identified by the Monmouth / Independence Area Retail Market Survey prepared in cooperation with the Oregon Downtown Development Association in 2002.

**Goal 2:**

**Promote the redevelopment and new development of properties located adjacent to Highway 99, the Commercial Highway Sub Area**

**Objectives:**

- a. Create and encourage a cohesive, visual connection between the Downtown and Hwy 99 commercial areas through gateway development, streetscape improvements, and infrastructure improvements
- b. Stimulate private investment in the development and redevelopment of existing commercial properties through financial incentive programs, connection to regional and state business assistance resources, and code compliance assistance.
- c. Develop a business retention and recruitment strategy that supports the needs identified by the Monmouth / Independence Area Retail Market Survey (referenced above in Goal 1) that specifically addresses the needs of commercial activity on a busy state highway.

**Goal 3:**

**Promote the development of underutilized or vacant Industrial properties within the Urban Renewal District**

**Objectives:**

- a. Provide technical and financial support to industrial property owners to assist in the site certification process that allows the City of Monmouth to recruit potential industrial and manufacturing businesses to “shovel ready” properties.
- b. Develop a business retention and recruitment strategy that specifically highlights the advantage to industrial and manufacturing businesses that will

utilize the MI-NET communications systems under development in Monmouth and Independence.

- c. Develop business retention and recruitment strategies that attract industrial and manufacturing based businesses that provide family-wage jobs within the Monmouth community.

**Goal 4:**

**Promote and manage the development and redevelopment of properties adjacent to Highway 51 from Highway 99 east to the ‘S’ Curves at the eastern City Limits.**

**Objectives:**

- a. Create and encourage a cohesive, visual connection between the Downtown, Hwy 99 commercial area, and the Hwy. 99 to the ‘S’ Curves that serve to identify the eastern part of the Urban Renewal District with the rest of the community’s commercial areas through gateway development, streetscape improvements and design, and other infrastructure improvements.
- b. Stimulate private investment in the development and redevelopment of existing commercial properties through financial incentive programs, connection to regional and state business assistance resources, and code compliance assistance.
- c. Develop strategies and programs that enhance the residential nature of residential properties and encourage only new development that will serve to complement existing land uses in this corridor.

**Goal 5:**

**Increase business activity and employment opportunities in the Downtown Main Street Sub Area, Commercial Highway Sub Area, Industrial Sub Area, and all other commercially designated areas within the Urban Renewal District**

**Objectives:**

- a. Stimulate private investment in the development and redevelopment of existing properties through financial incentive programs, connection to regional and state business assistance resources, and code compliance assistance.
- b. Develop business retention and recruitment strategies that specifically highlight the advantage to any commercial business activity that could utilize the MI-NET communications systems under development in Monmouth and Independence.
- c. Implement infrastructure improvements throughout the Urban Renewal District that benefit the livability of the community and improve the quality of life in the City of Monmouth. Identified improvements include streetscape, public parking, and pedestrian /bicycle trail development, park and green-space improvements, play field development, and public gardens.

### **III. Map and Legal Description**

Legal Description of the Monmouth Urban Renewal District is attached to the Plan in Exhibit A. Boundary Map of the Monmouth Urban Renewal District is attached to the Plan in Exhibit B.

### **IV. Urban Renewal Projects**

Urban Renewal Projects authorized by the City of Monmouth Urban Renewal Plan are described in this Chapter. Projects are organized for planning purposes into four categories based on the four distinct sub-areas within the Urban Renewal District and projects that provide benefit district wide as follows:

- Downtown Main Street Sub Area (and some adjacent residential area),
- Commercial Highway Sub Area (HWY 99),
- Industrial Sub Area (All industrial lands located within the URD),
- Highway 51 from Highway 99 east to the ‘S’ Curves Sub Area
- Projects that benefit the entire Urban Renewal District.

#### **Downtown Main Street Sub-area (and adjacent residential area within Urban Renewal District)**

##### **Project 1.**

##### **Facade Improvement Program**

- Loan and/or Grant
- Design Standards
- Professional Design Assistance
- Residential Improvement Program

##### **Project 2.**

##### **Infrastructure Improvements**

- Streetscape Improvements – implement the recommendations for downtown from the 2000 Downtown Plan
- Parking Improvements (Plan, District, Physical Improvements)
- Pedestrian Improvements - implement the recommendations for downtown from the 2000 Downtown Plan

##### **Project 3.**

##### **Code Compliance and Structural Retrofit Program**

- Loan and/or Grant
- Professional Assistance (Engineering, etc.)

##### **Project 4.**

##### **Site-Specific Redevelopment Projects**

- Individual property redevelopment projects to be determined by availability of property, cooperation of property owner(s), and property eligibility for development and redevelopment as qualified as underdeveloped or blighted as defined by State of Oregon Urban Renewal

law. Site-specific development or redevelopment projects may include development projects on City-owned property.

### **Commercial Highway (HWY 99) Sub-area**

#### **Project 1.**

##### **“Gateway” Development**

- Monument signage at the north and south ends of the Urban Renewal District as follows: ‘Welcome to the City of Monmouth, Oregon – Home of Western Oregon University
- Signage is to be design-consistent with “gateway” signs on the WOU campus entrances
- Northern “gateway” sign will be located adjacent to the Ash Creek Trail under development and will serve a double purpose as a trail-head access point.

#### **Project 2.**

##### **Infrastructure Improvements**

- Streetscape Improvements - designed to soften the transition between the Downtown commercial area and the Highway 99 commercial area
- Pedestrian and Bicycle Improvements – designed to increase bike and pedestrian safety on and near Highway 99 and to reduce the impact of the “barrier” between east and west Monmouth
- Sewer, storm-water, power, and MI-NET

#### **Project 3.**

##### **Commercial Property Improvement Program**

- Loan and/or grant
- Design standards specific to commercial highway property development
- Professional design assistance
- Improve business access on/off Highway 99

#### **Project 4.**

##### **Site-Specific Development and Redevelopment Projects**

- Individual property redevelopment projects to be determined by availability of property, cooperation of property owner(s), and property eligibility for development and redevelopment as qualified as underdeveloped or blighted as defined by State of Oregon Urban Renewal law. Site-specific development or redevelopment projects may include development projects on City-owned property.

## **Industrial Sub-area**

### **Project 1.**

#### **Industrial Site Certification Assistance**

- Develop programming to provide financial assistance to property owners for necessary site studies
- Provide technical and financial assistance to property owners, and access to state and regional resources for the promotion and completion of site certification.

### **Project 2.**

#### **Infrastructure Improvements (to support Industrial Development)**

- Streets, curbs, sidewalks
- Sewer, storm, water, power, and MI-NET
- Pedestrian / Bicycle Improvements

## **Highway 51 from Highway 99 east to the ‘S’ Curves** **Sub-area**

### **Project 1.**

#### **Infrastructure Improvements**

- Streetscape Improvements
- Pedestrian / Bicycle pathway and safety improvements
- Sewer, storm, water, power, and MI-NET improvements as determined necessary by City Public Works and Engineering

### **Project 2.**

#### **“Gateway” Development**

- Monument signage at the east end of the Urban Renewal District as follows: ‘Welcome to the City of Monmouth, Oregon – Home of Western Oregon University
- Signage is to be design-consistent with “gateway” signs on the WOU campus entrances
- Residential Improvement Program Development

### **Project 3.**

#### **Public Park / Recreation Property Acquisition and Development**

- Sports complex adjacent to Ash Creek Middle School
- Ash Creek Trail development adjacent to sports complex

## **Projects that benefit the entire Urban Renewal District**

### **Project 1.**

#### **Investment Incentives (Financial)**

- Loans and or grants
- Public / Private Partnership Development and Redevelopment Opportunities

### **Project 2.**

#### **Business Assistance**

- Technical Assistance
- Business Planning and Education Opportunities
- Connections to available resources

### **Project 3.**

#### **Planning Documents Review and Revision (if necessary)**

## **V. Relationship to Local Objectives**

The goals and objectives contained in the Plan are consistent with various documents adopted by the City of Monmouth. Those documents include the Monmouth Downtown Plan, adopted in 2001; the Capital Improvements Program, adopted in 2004; the City of Monmouth Local Review Order of 1988, and the Zoning and Development Ordinance, adopted in 1984.

### **Monmouth Downtown Plan**

- Renovate and restore existing downtown structures around the classical small urban center model.
- Raise and otherwise modify certain existing building parapets where possible for a more urban and unified streetscape
- Add and restore awning and storefronts where appropriate to support open urban façade concept.
- Redevelop unutilized second floors of existing buildings as office, housing and studio space.
- Develop a cohesive yet flexible and variable business and building signage program.
- Develop infill buildings particularly on underutilized and unutilized lots on the north side of Main Street.
- Actively encourage a variety of downtown businesses and other uses...
- Enhance existing sidewalks with new street lamps, benches, waste receptacles and additional street trees.
- Develop additional downtown parking on selected N-S streets, by restriping one side of street to become head-in angled parking.
- Further study and implement downtown and related auto and bicycle improvements based on anticipated growth of both Western Oregon University and correspondingly, Downtown Monmouth.

- Main Street Park has the potential of being a classical town square, and being the connection between Western and Monmouth, should be thought of as the Center of Monmouth.
- Develop Main Street Park to be multi-functional classic city square with concert and events areas, playground, band shell, picnic areas and general use open space.
- In the future, build a new City Hall/Police Station on the site of the existing City Hall, incorporating the Volunteer Hall in the enlarged facility.
- Develop a “landmark” downtown mixed use building on the half-block west of Main Street Park. This building could contain facilities that benefit both Western Oregon University and downtown Monmouth. The building should be designed as a downtown facility and enhance the walking connection from downtown to WOU.
- Create additional and better-defined auto, bicycle and pedestrian connections across Highway 99 to connect to both sides of Monmouth.
- Through additional transportation studies, look carefully at how to move increasing numbers of vehicles efficiently onto Highway 99, especially at evening rush hour.
- Develop infill structures to strengthen the “gateway” to the downtown core from Highway 99.
- Carefully control any and all development along highway 51 between the downtown cores of Monmouth and Independence to avoid development that would compete with and sap the vitality from the two downtowns.
- Continue to maintain difference in character between downtown and highways 99 and 51 commercial development.
- Actively encourage a variety of downtown businesses and other uses, possibly including the Jensen Arctic Museum, art galleries, artist studios, student and other housing, fine restaurants, bakery, deli, etc.
- Encourage existing and new downtown businesses to stay open later, developing a downtown nightlife.
- Focus on and strengthen the downtown image both as a college town and as serving the community. Possibilities include developing art gallery space, a bookstore, artist’s lofts in second floors, etc.
- Actively tie into the Ash Creek proposed trail and parks system with a bicycle path between Monmouth and Independence.

The **2004 – 2009 Capital Improvements Program** lists capital projects identified as necessary by the Budget Committee. Project lists are generated for each department – Management and Finance, Police, Parks, Public Works, Power and Light, and MINET. Many projects identified in The Plan are consistent with projects identified in the Capital Improvements Program:

- **City Hall.** Rebuild City Hall. City Hall is in very poor condition. Much of the space cannot be accessed easily for handicapped individuals or is completely unusable.
- **Main Street Park.** Because of its high visibility and long standing history to Monmouth, this park should be viewed as a defining landmark of the City. The following amenities are required to bring the site up to an acceptable system level. Acquisition of land will depend on availability of land.

- Purchase additional Jackson Street property
- Complete master plan and adopt
- Acquire available property
- Further development based on master plan
  
- **Public Works.** The Capital Improvement Plan lists several projects, including
  - Water System
    - Installation of a pump in the American Bottom Well and the construction of a transmission line linking the well to the water system
    - Installation of the SCADA system to provide a communication link between reservoirs, the well and the operation center to allow more controlled monitoring of the system status and performance
    - Marion County and Buena Vista well fields hydro-geologic study to determine proper selection of new well sites and Nitrate control recommendations
    - Buena Vista Well Field land acquisition for well field development
  - Storm System
    - West Campus Storm Relief. Construction of a storm relief channel along the west edge of WOU to provide storm relief for water Impoundment in Marr Court and at various locations within the WOU campus
  - Street System
    - Church Street Improvements. The extension of Church Street between Catron and Hwy 99W will improve access to the NW residential area. Improvement is anticipated to coordinate with development along the Catron Street extension.
  
- **Power and Light**
  - Systematic scheduling of equipment purchases and replacement
  - Master plan system improvements include:
    - construction of 30 miles of single-phase and three-phase distribution line extensions to serve 1,065 new customers during the next 15 years
    - new tie-lines, conversion and line changes
    - new substations, switching stations and points of delivery
    - existing substation changes
    - replacement and additions of equipment
    - construction of transmission and headquarter facilities
  
- **MINET**
  - Fiscal appropriations for support of the MINET fiber optic system to provide phone, data and internet services to homes and businesses throughout town

The **City of Monmouth Local Review Order** of 1988 updates and amends the City's Comprehensive Plan as required by City standards and State mandate. Many long-range goals and projects identified in the Local Review Order are consistent with Goals, Objectives and Projects listed in The Plan:

- Public works projects - water system, sanitary sewer and power system improvements

- Street system improvements - general street construction, reconstruction and improvements
- Alternative transportation – improvements to bicycle and pedestrian corridors

After careful review of the **Zoning and Development Ordinance** and its relationship to the Urban Renewal Plan, it has been confirmed that the Goals and Objectives listed in The Plan are consistent and complementary to the zoning and development standards adopted in the Zoning and Development Ordinance. Furthermore, Project Lists generated for specific areas of the Urban Renewal District identify projects that are congruent with the acceptable use and desired development for each area as defined by the Zoning and Development Ordinance.

The Plan contains five goals for the Urban Renewal District as they relate to projects in each specific sub-area in the District. Local codes, comprehensive and master plans, and ordinances adopted by the City of Monmouth show that the short- and long-term goals of the City are consistent and complementary to those listed in the Projects list and the Goals and Objectives portions of the Plan as follows:

**Goal 1: Promote** the development of a unified and cohesive Downtown Main Street Sub-area

**Objectives:**

- a. Stimulate private investment in the development and redevelopment of existing commercial properties through financial incentive programs, connection to regional and state business assistance resources, and code compliance assistance.
- b. Implement public infrastructure improvements in the Downtown Main Street Sub Area as recommended by the 2000 Monmouth Development Plan. Recommended improvements include streetscape, public parking, and pedestrian /bicycle access and safety.
- c. Develop a business retention and recruitment strategy that supports the needs identified by the Monmouth / Independence Area Retail Market Survey prepared in cooperation with the Oregon Downtown Development Association in 2002.

**Monmouth Downtown Plan**

- Renovate and restore existing downtown structures around the classical small urban center model.
- Raise and otherwise modify certain existing building parapets where possible for a more urban and unified streetscape
- Add and restore awning and storefronts where appropriate to support open urban façade concept.
- Redevelop unutilized second floors of existing buildings as office, housing and studio space.
- Develop infill buildings particularly on underutilized and unutilized lots on the north side of Main Street.
- Actively encourage a variety of downtown businesses and other uses...

- Enhance existing sidewalks with new street lamps, benches, waste receptacles and additional street trees.
- Develop additional downtown parking on selected N-S streets, by re-striping one side of street to become head-in angled parking.
- Further study and implement downtown and related auto and bicycle improvements based on anticipated growth of both Western Oregon University and correspondingly, Downtown Monmouth.
- Main Street Park has the potential of being a classical town square, and being the connection between Western and Monmouth, should be thought of as the Center of Monmouth.
- Develop Main Street Park to be multi-functional classic city square with concert and events areas, playground, band shell, picnic areas and general use open space.
- In the future, build a new City Hall/Police Station on the site of the existing City Hall, incorporating the Volunteer Hall in the enlarged facility.
- Develop and “landmark” downtown mixed use building or buildings on the half-block west of Main Street Park. This building could contain facilities that benefit both Western Oregon University and downtown Monmouth. The building should be designed as a downtown facility and enhance the walking connection from downtown to WOU.
- Actively encourage a variety of downtown businesses and other uses, possibly including the Jensen Arctic Museum, art galleries, artist studios, student and other housing, fine restaurants, bakery, deli, etc.
- Encourage existing and new downtown businesses to stay open later, developing a downtown nightlife.
- Focus on and strengthen the downtown image both as a college town and as serving the community. Possibilities include developing art gallery space, a bookstore, artist’s lofts in second floors, etc.

#### **2004 – 2009 Capital Improvements Program**

- **City Hall.** Rebuild City Hall. City Hall is in very poor condition. Much of the space cannot be accessed easily for handicapped individuals or is completely unusable.
- **Main Street Park.** Because of its high visibility and long standing history to Monmouth, this park should be viewed as a defining landmark of the City. The following amenities are required to bring the site up to an acceptable system level. Acquisition of land will depend on availability of land.
  - Purchase additional Jackson Street property
  - Complete master plan and adopt
  - Acquire available property
  - Further development based on master plan

#### **City of Monmouth Local Review Order**

- Public works projects - water system, sanitary sewer and power system improvements
- Street system improvements - general street construction, reconstruction and improvements
- Alternative transportation – improvements to bicycle and pedestrian corridors

**Goal 2: Promote** the redevelopment and new development of properties located adjacent to Highway 99W, the Commercial Highway Sub-area

**Objectives:**

- a. Create and encourage a cohesive, visual connection between the Downtown and Hwy 99 commercial areas through gateway development, streetscape improvements, and other public infrastructure improvements
- b. Stimulate private investment in the development and redevelopment of existing commercial properties through financial incentive programs, connection to regional and state business assistance resources, and code compliance assistance.
- c. Develop a business retention and recruitment strategy that supports the needs identified by the Monmouth / Independence Area Retail Market Survey (referenced above in Goal 1) that specifically addresses the needs of commercial activity on a busy state highway.

**Monmouth Downtown Plan**

- Create additional and better-defined auto, bicycle and pedestrian connections across Highway 99 to connect to both sides of Monmouth
- Through additional transportation studies, look carefully at how to move increasing numbers of vehicles efficiently onto Highway 99, especially at evening rush hour
- Develop infill structures to strengthen the “gateway” to the downtown core from Highway 99
- Continue to maintain difference in character between downtown and highways 99 and 51 commercial development

**City of Monmouth Local Review Order**

- Public works projects - water system, sanitary sewer and power system improvements
- Street system improvements -general street construction, reconstruction and improvements
- Alternative transportation – improvements to bicycle and pedestrian corridors

**Goal 3: Promote** the development of underutilized or vacant industrial properties within the Urban Renewal District

**Objectives:**

- a. Provide technical and financial support to industrial property owners to assist in the site certification process that allows the City of Monmouth to recruit potential industrial and manufacturing businesses to “shovel ready” properties.
- b. Develop a business retention and recruitment strategy that specifically highlights the advantage to industrial and manufacturing businesses that will utilize the MINET communications systems under development in Monmouth and Independence.
- c. Develop business retention and recruitment strategies that attract industrial and manufacturing based businesses that provide family-wage jobs within the Monmouth community.

### **City of Monmouth Local Review Order**

- Public works projects - water system, sanitary sewer and power system improvements
- Street system improvements -general street construction, reconstruction and improvements
- Alternative transportation – improvements to bicycle and pedestrian corridors

**Goal 4: Promote** and manage the redevelopment of properties adjacent to Highway 51 from Highway 99W east to the “S” curves at the eastern city limits

#### **Objectives:**

- a. Create and encourage a cohesive, visual connection between the Downtown, Hwy 99 commercial area, and the Hwy. 99 to the ‘S’ Curves that serve to identify the eastern part of the Urban Renewal District with the rest of the community’s commercial areas through gateway development, streetscape improvements and design, and other public infrastructure improvements.
- b. Stimulate private investment in the development and redevelopment of existing commercial properties through financial incentive programs, connection to regional and state business assistance resources, and code compliance assistance.
- c. Develop strategies and programs that protect the residential nature of existing residential properties and encourage only new development that will serve to complement existing land uses in this corridor.

### **Monmouth Downtown Plan**

- Create additional and better-defined auto, bicycle and pedestrian connections across Highway 99 to connect to both sides of Monmouth.
- Through additional transportation studies, look carefully at how to move increasing numbers of vehicles efficiently onto Highway 99, especially at evening rush hour.
- Carefully control any and all development along highway 51 between the downtown cores of Monmouth and Independence to avoid development that would compete with and sap the vitality from the two downtowns.
- Continue to maintain difference in character between downtown and highways 99 and 51 commercial development.

### **City of Monmouth Local Review Order**

- Public works projects - water system, sanitary sewer and power system improvements
- Street system improvements -general street construction, reconstruction and improvements

Alternative transportation – improvements to bicycle and pedestrian corridors

**Goal 5: Increase** business activity and employment opportunities in the Downtown Main Street Sub-area, Commercial Highway Sub-area, Industrial Sub-area and all other commercially designated areas within the Urban Renewal District

#### **Objectives:**

- a. Stimulate private investment in the development and redevelopment of existing commercial properties through financial incentive programs,

connection to regional and state business assistance resources, and code compliance assistance.

- b. Develop business retention and recruitment strategies that specifically highlight the advantage to any commercial business activity that could utilize the MINET communications systems under development in Monmouth and Independence.
- c. Implement public infrastructure improvements throughout the Urban Renewal District that benefit the livability of the community and improve the quality of life in the City of Monmouth. Identified improvements include streetscape, public parking, and pedestrian /bicycle trail development, park and green-space improvements, play field development and public gardens.

### **Monmouth Downtown Plan**

- Redevelop unutilized second floors of existing buildings as office, housing and studio space.
- Develop a cohesive yet flexible and variable business and building signage program.
- Develop infill buildings particularly on underutilized and unutilized lots on the north side of Main Street.
- Actively encourage a variety of downtown businesses and other uses...
- Develop a “landmark” downtown mixed use building on the half-block west of Main Street Park. This building could contain facilities that benefit both Western Oregon University and downtown Monmouth. The building should be designed as a downtown facility and enhance the walking connection from downtown to WOU.
- Actively encourage a variety of downtown businesses and other uses, possibly including the Jensen Arctic Museum, art galleries, artist studios, student and other housing, fine restaurants, bakery, deli, etc.
- Encourage existing and new downtown businesses to stay open later, developing a downtown nightlife.
- Focus on and strengthen the downtown image both as a college town and as serving the community. Possibilities include developing art gallery space, a bookstore, artist’s lofts in second floors, etc.
- Actively tie into the Ash Creek proposed trail and parks system with a bicycle path between Monmouth and Independence.

### **Power and Light**

- Systematic scheduling of equipment purchases and replacement
- Master plan system improvements include:
  - construction of 30 miles of single-phase and three-phase distribution line extensions to serve 1,065 new customers during the next 15 years
  - new tie-lines, conversion and line changes
  - new substations, switching stations and points of delivery
  - existing substation changes
  - replacement and additions of equipment
  - construction of transmission and headquarter facilities

## **MINET**

- Fiscal appropriations for support of the MINET fiber optic system to provide phone, data and internet services to homes and businesses throughout town

## **City of Monmouth Local Review Order**

- Public works projects - water system, sanitary sewer and power system improvements
- Street system improvements -general street construction, reconstruction and improvements
- Alternative transportation – improvements to bicycle and pedestrian corridors

## **VI. Proposed Land uses**

Land uses within the Urban Renewal District are governed by the City of Monmouth Zoning and Development Ordinance. This establishes zoning districts that support and implement the objectives of the Local Review Order (Comprehensive Plan). The districts govern the permitted uses and conditional uses of all property in the City of Monmouth and outline development standards for all zoning districts.

Land located within the City of Monmouth Urban Renewal Area is situated in the following zoning districts:

- Commercial Retail
- Commercial Office
- Commercial Highway
- Main Street District
- Commercial Retail Transitional
- High Density Residential
- Medium Density Residential
- Industrial
- Light Industrial
- Industrial Park

**Commercial Retail** (CR) The purpose of the Commercial Retail zone is to define and protect areas suitable for the development of the widest range of general commercial and retail facilities separate from both the Commercial Highway zoning district and the downtown Main Street district.

**Commercial Office** (CO) The purpose of the Commercial Office zone is to define and protect areas suitable for offices and business uses providing personal and professional services.

**Commercial Highway** (CH) lands lying along 99W. Both sides of 99 north of Main Street, west side of 99 only south of Main Street.

The purpose of the Commercial Highway zone is to define and protect areas suitable for commercial uses which require exposure and access to traffic arterials. Development is based on the following principles:

- Promote “large-scale”, motor-vehicle oriented commercial development;
- Avoid strip commercial development patterns along arterial streets
- Implement streetscape improvements to create a unified visual identity and promote pedestrian activity
- Serve as gateway points to other areas of the city such as downtown, Western Oregon University, and commercial areas east of Highway 99

**Main Street District** (MSD) Main Street between Jackson and Clay, 99W and Monmouth Avenue. Emphasis on commercial, residential permitted.

The Main Street District recognizes and promotes downtown Monmouth as the commercial and cultural focal point of the community. Residential Increase employment and housing opportunities in the downtown core;

- Implement streetscape improvements to create a unified visual identity and promote pedestrian activity;
- Enhance connections between key sites, landmarks and public gathering places in downtown Monmouth;
- Encourage a diverse range of commercial activities;
- Promote design and building standards compatible with downtown’s historic architectural theme; and
- Coordinate downtown Monmouth development activities in a manner that is sympathetic with and complimentary to the development plans of Western Oregon University

**Commercial Retail Transitional** (CRT) residential property facing Clay and Jackson Streets, ultimately to be commercial. Permits maintenance of existing residential uses, discourages new residential.

**Medium-Density Residential** (RM) Multi- family residential housing. Duplexes, townhouses, small apartment developments with a maximum number of 6 units per individual building. 12 dwelling units per acre. 7,260 square foot minimum lot size. The Medium Density Residential district is the City’s primary multiple family housing residential zone. A variety of housing types are permitted in this zone, including row houses, duplexes and apartments. Adequate off-street parking, landscaping, pedestrian and bicycle connections, children’s play areas and/or open space plazas are essential to create a high-quality urban living environment.

**High-Density Residential** (RH) Multi-family apartment developments. 20 dwellings per acre. 5000 square foot minimum lot size. Generally, the High Density Residential district is assigned near the downtown area and along major arterial streets, with direct pedestrian and vehicular access to the Main Street District and/or Highway Commercial shopping areas. Although other uses may be permitted on a limited basis, relatively high-density apartment development is expected within this zone. Adequate off-street parking, landscaping, pedestrian and bicycle facilities and children’s play areas and/or open space plazas are essential to create a high-quality urban living environment.

**Industrial** (I) Large tracts of land within the Urban Growth Boundary (UGB) reserved for large manufacturing complexes or industrial campuses.

**Light Industrial** (IL) Light manufacturing

The purpose of the Light Industrial zone is to define and protect areas suitable for a wide range of manufacturing related activities. Activities conducted in this zoning district are restricted from anything producing or emitting noise, vibration, residue, discharge, or odor that is offensive to neighboring land uses.

**Industrial Park** (IP) The Industrial Park zone is intended to accomplish the following land use goals established by the City of Monmouth:

- To define and protect areas for manufacturing and related industrial activities.
- To ensure that such activities are developed and maintained so as to be compatible with neighboring manufacturing and industrial uses and neighboring land uses not industrial in nature.
- To provide standards and review procedures by which such compatibility can be assured.

## **VII. Property Acquisition and Disposition**

The City of Monmouth Urban Renewal Plan authorizes the acquisition and disposition of property as described in this Chapter. Property includes any and all interests in property including simple ownership, lease, easements, licenses or other rights to use.

- **Property Acquisition for Public Improvements**

Property may be acquired for public improvement projects authorized by the Monmouth Urban Renewal Plan by all legal means including use of eminent domain without amendment to the Plan. Good faith negotiations for such acquisition must occur prior to eminent domain procedures.

Procedures for property acquisition requiring eminent domain shall conform to all statutory requirements that ensure that property owners' rights are respected.

- **Property Acquisition for Private Redevelopment**

Property may be acquired for resale or lease for private development by all legal means, including use of eminent domain. Property purchased by the City of Monmouth Urban Renewal Agency shall be purchased at fair market value. Property owners may sell or otherwise convey property to the Urban Renewal Agency at less than the fair market value if the terms and conditions are agreeable to the Agency and the property owner.

Prior to acquisition of property for private development, the Monmouth Urban Renewal Plan must be changed by amendment to identify the property scheduled for acquisition and its intended disposition. Procedures for property acquisition requiring eminent domain shall conform to all statutory requirements that ensure that property owners' rights are respected.

- **Disposition of Land for Private Redevelopment**  
Property sold or leased by the Monmouth Urban Renewal Agency for private redevelopment shall be sold or leased at its fair re-use value, which is the value determined by the Monmouth Urban Renewal Agency in order that it may be used to satisfy the purposes of the Plan.

Where property is sold or leased, the purchaser or lessee must agree to use the property for the purpose designated by the Monmouth Urban Renewal Plan and to begin the improvement project within a period of time determined reasonable by the Monmouth Urban Renewal Agency.

### **VIII. Relocation Methods**

Where property is acquired under the Plan and the acquisition is through or under the threat of eminent domain, residential, commercial, or industrial occupants of such property shall be offered relocation assistance as required under applicable state law. Prior to such acquisition, the governing agency shall adopt rules and regulations as necessary for the administration of relocation assistance.

### **IX. Tax Increment Financing of Plan**

Tax increment financing consists of using annual tax increment revenues to make payments on loans, usually in the form of tax increment bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be both long-term and 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 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 Commission 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 Commission 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 collection 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 \$12,000,000. 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 Commission or the City of Monmouth 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.

## **X. Plan Duration**

No projects may be commenced and no new indebtedness may be incurred after twenty years from the effective date of the Plan. Tax increment revenues may continue to be collected beyond this date, until it is found that deposits in the Commission'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

## **XI. Future Amendments**

### **Amendments to the Renewal Plan**

Within the future duration of this Urban Renewal Plan, it may at times become appropriate to review its contents and make appropriate alterations or additions. Therein, for those purposes, the following types of amendments to this plan exist:

A. Substantial Amendments consist of:

- Increasing the urban renewal boundary in a total exceeding 1%
- Increasing the maximum amount of indebtedness allowable under the plan
- Material changes to the goals and objectives of the Plan
- Addition or expansion of a project, which adds a cost in 2005 dollars more than \$500,000 and which is materially different from projects previously authorized in the Plan
- Extending the duration of the Plan

- Acquisition of property
- Changes of the Urban Renewal Agency by ordinance

Any substantial amendments “shall require the same notice, hearing, and approval procedure required of the original Plan.” The approval process shall also include “public involvement, consultation with taxing districts, presentation to the Planning Commission and adoption by the City Council by non-emergency ordinance after hearing notice of which is provided to individual households within the City of Monmouth.” [ORS 457.095, ORS 457.120]

B. Minor Amendments consist of:

- Increasing the urban renewal boundary in a total less than 1%
- Clarification of language, addition of graphical exhibits.
- Minor modifications in the scope or location of improvements authorized by this plan.

Minor amendments to the Plan defined in this section shall require approval by the Renewal Agency by resolution and approval by the City Council by resolution.