

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.

Façade 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

- 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.

December 6, 2005

Report on the Monmouth Urban Renewal Plan

SECTION I. Introduction

The Report on the Plan for the Monmouth Urban Renewal Area provides technical information to support the Plan and to assist the Renewal Agency and the City Council in their deliberations on the Monmouth Urban Renewal Plan. The required contents of a Report on an Urban Renewal Plan are set forth in ORS 457.085(3), subsections (a) through (i). The sections in this Report on the Monmouth Urban Renewal Plan cover each of those requirements of ORS 457.

Data for this Report has been compiled from several sources, including City staff and Polk County Assessor’s Office.

SECTION II. A Description of the Physical, Social and Economic Conditions in the Urban Renewal Area

II A. Physical Conditions

Land Area

The Monmouth Urban Renewal Area is shown on Exhibit I-Urban Renewal District Boundary of the Urban Renewal Plan. The Monmouth Urban Renewal Area contains 307.62 acres. Of the total acreage in the project area, all acres are inside the City of Monmouth.

Compliance with Land Area Requirements of ORS 457

ORS 457.420(2)(a)(B) provides that the total land area of a proposed urban renewal area, when added to the land area of existing active urban renewal plans, may not exceed 25% of the City's total land area. Table 1 below shows the acreage in existing renewal areas in Monmouth, and the estimated acreage to be added in the proposed Monmouth renewal area boundary.

TABLE I	
Total Acreage in Monmouth Urban Renewal Area	
	Acreage
Acreage in Proposed Renewal Area	307.62
Acres in City of Monmouth	1,242.92
Percent of City’s Acreage in Renewal Area	24.7%

The table shows that with the acreage for the proposed renewal area is below the 25% acreage limitation.

Land Uses and Zoning

The Monmouth area contains a mixture of commercial uses, industrial uses, and some residential uses. The following table shows the zoning in the renewal area. The total acres in the zoning table include acreage in streets, right-of way, and water. The predominant zoning designation in the Monmouth Urban Renewal Area is Light Industrial and commercial. Little of the land zoned light industrial in this area has been developed until recently.

Table 2		
Land Use Designations FY 2004-2005		
Zoning Designations	Acres*	% of Total
Commercial Zones	63.42	22.72
Commercial Highway (CH)		
Commercial Office (CO)		
Commercial Retail (CR)		
Commercial Retail Transitional (CRT)		
Main Street District (MSD)		
Industrial Zones	124.07	44.44
Industrial Park (IP)		
Light Industrial (IL)		
Residential Zones	42	15.05
Single Family Residential (RS)		
Medium Density Residential (RM)		
High Density Residential (RH)		
Public Facility Zones	49.67	17.79
Public Service (PS)		
Public Service College (PSC)		
Total	276.16	100.00
Source: Polk County, OR 2004-2005 Assessment & Taxation Parcel Database		
* Analysis does not factor in an estimated 28.46 acres of right-of-way (ROW) property		

1. Traffic and Circulation Conditions

The Industrial area of the project lacks adequate streets, curbs, and sidewalks. There is inadequate vehicular access to the industrial

areas, and inadequate connections between the commercial core of Monmouth and the industrial areas. The Industrial areas can not be developed to its potential until a funding mechanism is found to develop an industrial area master plan and put an adequate street system in place.

2. Street, Curb and Sidewalk Conditions

Most of the streets, curbs and sidewalks near the commercial core areas are classified as in fair to poor to very poor condition. The Monmouth downtown Plan contains many improvement recommendations for pedestrian, bicycle and vehicular improvements to enhance traffic safety and circulation for all users. The streets surrounding the commercial core areas lack adequate wheelchair access, safe pedestrian ways and handicapped parking.

As noted in the previous section, the industrial area lacks an adequate system of streets, curbs, and sidewalks.

The 2004-09 Capital Improvements Program encourages and suggests that curbs, sidewalks, paths, landscaping, safe intersections and traffic controls are essential to enhance the safety, access and efficiency aspects of pedestrian, bicycle and vehicular modes of transportation within the district.

3. Public Parking Conditions

The City of Monmouth does not have any public parking lots. Consequently, convenient customer parking in the commercial core area is inadequate and inconvenient and negatively affects business and values in the commercial core area.

4. Parks, and Open Space Conditions

The City of Monmouth Downtown Development Plan addresses the development, upgrades and improvements to parks and open space. Main Street Park and portions of the planned Ash Creek Trail are within the Urban Renewal District.

5. Pedestrian and Bicycle Ways

The existing bicycle and pedestrian facilities at the traffic-controlled intersections are unsafe, unfriendly for pedestrians and bicyclists, and directly affects the flow of traffic on Highway 99 and Highway 51.

6. Water and Sewer Services Conditions

Planning and new construction are required in order to provide services for normal low volume water users and low-level industrial waste discharges. Sanitary sewer lift stations are necessary due to the topography of the area. Provisions and funding for high volume water users are not available and, therefore, require additional funding of additional water treatment and water service infrastructure. Concurrently, capital investments for treatment handling facilities and collection system improvements will be needed to meet the

handling of medium to high level of industrial wastes.

The water and sewer services in the commercial area are currently adequate, but will require upgrades on an as-needed basis under present plans and funding resources.

7. Storm Drainage Collector System Conditions

The industrial area requires an elaborate and costly storm drainage system due to federal and state laws and regulations that prohibit the traditional dry well collection and disposal system.

At this time, the storm drainage collection system is adequate in the commercial areas, although replacements and upgrades are a constant endeavor.

8. Conditions -Environmental and Geo-technical

No special conditions are noted at this time.

9. Conditions – Public Facilities

The Monmouth Police Station, City Hall, Public Library, and Municipal Court all are located within the Urban Renewal Area. They are an important source of public usage for the urban renewal area, and they are crucial to the viability of the downtown section of the renewal area. With the exception of the library, all these municipal facilities are in need of replacement, modernization, expansion, or major repairs.

II B. Social and Economic Conditions

ORS 457.420(2)(a)(A) provides that the assessed value of an urban renewal area, when added to the total assessed values previously certified by the assessor for all other urban renewal areas, may not exceed 25% of the total assessed value of the municipality, exclusive of any increased assessed value for other urban renewal areas. It is assumed that the 2006-07 year will become the year for frozen base values for the Monmouth Urban Renewal Area. Assessed Value data for the 2006-07 year is not yet available. However, preliminary data on 2006-07 indicates that the Assessed Value for the area will be approximately \$44,861,452. That estimate of Assessed Value is used in Table III below.

TABLE III
Certified Assessed Values in Monmouth Urban Renewal Area

Monmouth Urban Renewal Area	\$44,861,452
Total Assessed Value, City of Monmouth	\$256,784,917
Percent of Monmouth in Renewal Area	17.7%

The values within the proposed Monmouth Urban Renewal Area boundary are well within the 25% limit.

SECTION III. The Expected Impact, Including Fiscal Impact of the Plan, in Light of Added Services or Increased Population

Attracting the new development and serving the increased daytime and residential population initially will create needs for new streets, curbs and sidewalks, public parking, and improvements to the area's drainage and sanitary sewer systems. As the area reaches latter stages of build out, it is likely that there will be needs for improved public safety facilities, and other community facilities.

Urban renewal activities shown in Section IV of the Monmouth Urban Renewal Plan are intended to allow use of tax increment funds to address the impacts described above. The estimated cost of carrying out the Monmouth Urban Renewal Plan is largely driven by anticipated expenditures to address the infrastructure and service needs of the project area. It is more difficult to quantify the positive fiscal and service impacts expected from the improvements made to transform the Monmouth area to a new employment center, but they are real nevertheless. Reduced automobile usage, increased use of alternative means of transportation, improved public and pedestrian safety, and better public facilities all represent positive fiscal and service benefits of the Plan.

Carrying out the Renewal Plan will require the use of tax increment revenues. With the passage of Ballot Measure 50, the basic fiscal impacts of utilizing tax increment financing have changed. Use of tax increment financing may result in some "foregone" property tax revenues by other taxing bodies. While some property taxes will be foregone during the life of the Plan, it is anticipated that new property values created by urban renewal activities will result in an early payback of these foregone revenues. Further, given the current conditions within the Monmouth area, it seems reasonable to assume that the increases in property values either would not materialize, or would be much lower if the urban renewal activities were not carried out.

The tax impacts of carrying out the Monmouth Urban Renewal Plan and the new property values expected in the project area are addressed in the Financial sections of this Report.

SECTION IV. Reasons for Selection of Each Urban Renewal Area in the Plan

Conditions exist within the Monmouth Urban Renewal Area that meet the definitions of blight in ORS 457.010. These conditions and deficiencies are described in Sections IIA and IIB of this Report, and are summarized below.

- Major parts of the area lack streets, curbs, and sidewalks.
- Major parts of the area lack adequate water and sewer services.

- Major parts of the area lack a storm drainage system.
- A significant portion of the renewal area is unimproved or underdeveloped land, and therefore unproductive for purposes of providing revenues for needed city services-
- Parks, open space, and public facilities in the area are inadequate for current and projected needs.

SECTION V. The Relationship Between Each Project Activity to be Undertaken Under the Plan and the Existing Conditions

All project activities described in Section V of the Plan are intended to correct the deficiencies described in Section IIA and IIB of this Report and summarized in Section IV of this Report.

A comparison of Plan activities in Section IV (of the Plan) with the deficiencies noted in Section II of this Report shows that there is a direct relationship between each project activity authorized in the Plan, and treatment of the existing conditions in the Monmouth Urban Renewal Area.

SECTION VI. The Estimated Total Cost of Each Project

Urban Renewal Projects and Estimated Costs (2005 Dollars)

Urban Renewal Projects authorized by the City of Monmouth Urban Renewal Plan are described in this section. 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

Project 1.

Façade Improvement Program

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

ESTIMATED COST: 250,000

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

ESTIMATED COST: 1,000,000

Project 3.

Code Compliance and Structural Retrofit Program

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

ESTIMATED COST: 250,000

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.

ESTIMATED COST: 500,000

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.

ESTIMATED COST: 100,000

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

ESTIMATED COST: 250,000

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

ESTIMATED COST: 250,000

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.

ESTIMATED COST: 500,000

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.

ESTIMATED COST: 200,000

Project 2.

Infrastructure Improvements (to support Industrial Development)

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

ESTIMATED COST: 4,000,000

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

Project 1.

Public 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

ESTIMATED COST: 400,000

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

ESTIMATED COST: 50,000

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

ESTIMATED COST: 2,000,000

Projects that benefit the entire Urban Renewal District

Project 1.

Investment Incentives (Financial)

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

ESTIMATED COST: 90,000

Project 2.

Business Assistance

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

ESTIMATED COST: 20,000

**Project 3.
Planning Documents Review and Revision (if necessary)**

ESTIMATED COST: 500,000

Contingency

ESTIMATED COST: 1,000,00

TOTAL EXPENDITURES: \$11,360,000

SECTION VII. The Anticipated Completion Date for Each Project

Project activities are anticipated to be undertaken starting in 2006 and ending in 2026

SECTION VIII. The Estimated Amount of Money Required in the Urban Renewal Area Under ORS 457.420 to 457.460 (Tax Increment Financing of Urban Renewal Indebtedness) and the Anticipated Year in which Indebtedness Will be Retired or Otherwise Provided for Under ORS 457.420 to 457.460

Revenues are obtained from anticipated urban renewal bond proceeds and the proceeds of short term urban renewal notes. The capacity for urban renewal bonds is based on projections of urban renewal revenue, which in turn are based on projections of development within the Area.

Total estimated principal costs (i.e., exclusive of debt service) over the life of the plan total \$11,360,000As shown on Table V, revenue is sufficient to cover project expenditures.

It is anticipated that the maximum indebtedness under the Plan will be \$12,000,000 reflecting project activities, district management, and reserve requirements. No additional indebtedness would be incurred under the Plan when either the maximum indebtedness amount is reached, or the urban renewal area no longer has indebtedness or any plan to incur indebtedness within the next year, whichever occurs first. District indebtedness is anticipated to be retired or provided for by the end of FY 2028-2029.

SECTION IX. Financial Analysis of the Plan with Sufficient Information to Determine Feasibility

Table V demonstrates that projected tax increment proceeds are sufficient to cover projected expenditures and that the Plan is financially feasible.

Table V also demonstrates that projected urban renewal taxes are sufficient to support the bonded indebtedness Necessary to provide project revenues. Additional revenue may be provided by short-term urban renewal notes, repaid on an annual basis from the ending fund balances.

Table V: Projected Revenue from Incremental Assessed Values

FY Ending June 30	2006	2007	2008	2009	2010
Appreciation Growth % (1)	2.80%	2.85%	2.90%	2.90%	2.90%
Appreciation Growth \$ (2)	1,256,120	1,278,551	1,454,060	1,641,228	1,703,323
Exception Value (3)	400,000	4,000,000	5,000,000	500,000	500,000
Total Assessed Value (4)	44,861,452	50,140,003	56,594,063	58,735,291	60,938,614
Certified Base ("Frozen") Value (5)	44,861,452	44,861,452	44,861,452	44,861,452	44,861,452
Incremental Assessed Value (6)	0	5,278,551	11,732,611	13,873,838	16,077,162
Consolidated Billing Rate (7)	17.6545	17.1545	16.6545	16.1545	15.6545
Tax Increment Revenues (8)	0	90,550	195,400	224,125	251,680

FY Ending June 30	2011	2012	2013	2014	2015
Appreciation Growth % (1)	2.90%	2.90%	2.90%	2.90%	2.90%
Appreciation Growth \$ (2)	1,767,220	1,963,469	2,034,910	2,108,422	2,314,566
Exception Value (3)	5,000,000	500,000	500,000	5,000,000	500,000
Total Assessed Value (4)	67,705,834	70,169,303	72,704,213	79,812,635	82,627,201
Certified Base ("Frozen") Value (5)	44,861,452	44,861,452	44,861,452	44,861,452	44,861,452
Incremental Assessed Value (6)	22,844,382	25,307,851	27,842,761	34,951,183	37,765,749
Consolidated Billing Rate (7)	15.1545	14.6545	14.1545	13.6545	13.1545
Tax Increment Revenues (8)	346,195	370,874	394,100	477,241	496,790

FY Ending June 30	2016	2017	2018	2019	2020
Appreciation Growth % (1)	2.90%	2.90%	2.90%	2.90%	2.90%
Appreciation Growth \$ (2)	2,396,189	2,480,178	2,567,038	2,786,483	2,881,791
Exception Value (3)	500,000	515,000	5,000,000	500,000	515,000
Total Assessed Value (4)	85,523,390	88,518,568	96,085,606	99,372,089	102,768,880
Certified Base ("Frozen") Value (5)	44,861,452	44,861,452	44,861,452	44,861,452	44,861,452
Incremental Assessed Value (6)	40,661,938	43,657,116	51,224,154	54,510,637	57,907,428
Consolidated Billing Rate (7)	12.6545	12.6545	12.6545	12.6545	12.6545
Tax Increment Revenues (8)	514,556	552,459	648,216	689,805	732,790

FY Ending June 30	2021	2022	2023	2024	2025
Appreciation Growth % (1)	2.90%	2.90%	2.90%	2.90%	2.90%
Appreciation Growth \$ (2)	2,980,298	3,082,109	3,187,335	3,296,088	3,408,484
Exception Value (3)	530,450	546,364	562,754	579,637	1,000,000
Total Assessed Value (4)	106,279,628	109,908,101	113,658,190	117,533,915	121,942,399
Certified Base ("Frozen") Value (5)	44,861,452	44,861,452	44,861,452	44,861,452	44,861,452
Incremental Assessed Value (6)	61,418,178	65,046,649	68,796,738	72,672,463	77,080,947
Consolidated Billing Rate (7)	12.6545	12.6545	12.6545	12.6545	12.6545
Tax Increment Revenues (8)	777,216	823,133	870,588	919,634	975,421

FY Ending June 30	2026	2027	2028
Appreciation Growth % (1)	2.90%	2.90%	2.90%
Appreciation Growth \$ (2)	3,536,330	3,668,753	3,805,913
Exception Value (3)	1,030,000	1,060,900	1,092,727
Total Assessed Value (4)	126,508,729	131,238,382	136,137,022
Certified Base ("Frozen") Value (5)	44,861,452	44,861,452	44,861,452
Incremental Assessed Value (6)	81,647,277	86,376,930	91,275,570
Consolidated Billing Rate (7)	12.6545	12.6545	12.6545
Tax Increment Revenues (8)	1,033,205	1,093,056	1,155,047

Table VI: Projected Bond Rate Calculations and Revenues

FY Ending June 30	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Revenues										
Beginning Balance			0	0	186,884	236,053	316,293	424,602	515,278	352,989
Property Tax										
Current Year			0	86,023	185,631	212,919	239,096	328,885	352,330	374,395
Prior Year			0	0	2,581	5,569	6,388	7,173	9,867	10,570
Interest			0	860	3,751	4,545	5,618	7,607	8,775	7,380
Transfer from Project Fund				100,000						
Total			0	186,884	378,846	459,086	567,395	768,267	886,249	745,334
Expenditures										
Debt Service - Long Term Bonds										
Bond 1					142,793	142,793	142,793	142,793	142,793	142,793
Bond 2								110,196	110,196	110,196
Bond 3										
Bond 4										
Bond 5										
Bond 6										
Bond 7										
Bond 8										
Total Debt Service - Long Term Bonds				0	142,793	142,793	142,793	252,989	252,989	252,989
Bond Reserve (i.e. Debt Service Reserve)				0	142,793	142,793	142,793	252,989	252,989	252,989
Short Term Bonds									280,272	139,356
Total Expenditures			0	0	285,586	285,586	285,586	505,978	786,249	645,334
Ending Balance			0	186,884	93,260	173,500	281,809	262,289	100,000	100,000

FY Ending June 30	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Revenues										
Beginning Balance	352,989	477,023	448,753	448,753	503,720	503,720	604,088	604,088	604,088	820,777
Property Tax										
Current Year	453,379	471,950	488,829	524,836	615,805	655,315	696,150	738,356	781,976	827,059
Prior Year	11,232	13,601	14,159	14,665	15,745	18,474	19,659	20,885	22,151	23,459
Interest	8,176	9,626	9,517	9,883	11,353	11,775	13,199	13,633	14,082	16,713
Transfer from Project Fund										
Total	825,776	972,200	961,258	998,136	1,146,623	1,189,284	1,333,097	1,376,961	1,422,297	1,688,008
Expenditures										
Debt Service - Long Term Bonds										
Bond 1	142,793	142,793	142,793	142,793	142,793	142,793	142,793	142,793	142,793	
Bond 2	110,196	110,196	110,196	110,196	110,196	110,196	110,196	110,196	110,196	110,196

Bond 3	95,764	95,764	95,764	95,764	95,764	95,764	95,764	95,764	95,764	95,764
Bond 4				54,967	54,967	54,967	54,967	54,967	54,967	54,967
Bond 5						100,368	100,368	100,368	100,368	100,368
Bond 6									97,432	97,432
Bond 7										
Bond 8										
Total Debt Service - Long Term Bonds	348,753	348,753	348,753	403,720	403,720	504,088	504,088	504,088	601,520	458,727
Bond Reserve (i.e. Debt Service Reserve)	348,753	348,753	348,753	403,720	403,720	504,088	504,088	504,088	458,727	458,727
Short Term Bonds		174,694	163,752	90,696	239,183	81,108	224,920	268,785		670,554
Total Expenditures	697,506	872,200	861,258	898,136	1,046,623	1,089,284	1,233,097	1,276,961	1,060,247	1,588,008
Ending Balance	128,270	100,000	100,000	100,000	100,000	100,000	100,000	100,000	362,050	100,000

FY Ending June 30	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Revenues										
Beginning Balance	558,727	772,040	661,844	661,844	1,185,147	1,774,886	2,529,672	3,357,653	4,261,899	5,300,559
Property Tax										
Current Year	873,652	926,650	981,545	1,038,404	1,097,294	1,158,287	1,221,454	1,286,870	1,354,615	1,424,768
Prior Year	24,812	26,210	27,799	29,446	31,152	32,919	34,749	36,644	38,606	40,638
Interest	14,572	17,249	16,712	17,297	23,136	29,661	37,859	46,812	56,551	67,660
Transfer from Project Fund										
Total	1,471,763	1,742,148	1,687,901	1,746,991	2,336,730	2,995,752	3,823,733	4,727,979	5,711,671	6,833,625
Expenditures										
Debt Service - Long Term Bonds										
Bond 1										
Bond 2	110,196	110,196								
Bond 3	95,764	95,764	95,764	95,764	95,764					
Bond 4	54,967	54,967	54,967	54,967	54,967	54,967	54,967	54,967		
Bond 5	100,368	100,368	100,368	100,368	100,368	100,368	100,368	100,368	100,368	100,368
Bond 6	97,432	97,432	97,432	97,432	97,432	97,432	97,432	97,432	97,432	97,432
Bond 7	213,313	213,313	213,313	213,313	213,313	213,313	213,313	213,313	213,313	213,313
Bond 8						0	0	0	0	0
Total Debt Service - Long Term Bonds	672,040	672,040	561,844	561,844	561,844	466,080	466,080	466,080	411,113	411,113
Bond Reserve (i.e. Debt Service Reserve)	672,040	561,844	561,844	561,844	466,080	466,080	466,080	411,113	411,113	310,745
Short Term Bonds	27,683	408,264	464,212							
Total Expenditures	1,371,763	1,642,148	1,587,901	1,123,688	1,027,924	932,160	932,160	877,193	822,226	721,858
Ending Balance	100,000	100,000	100,000	623,303	1,308,806	2,063,592	2,891,573	3,850,786	4,889,446	6,111,767

FY Ending June 30	2034	2035	2036	2037
-------------------	------	------	------	------

Revenues				
Beginning Balance	6,422,512	7,731,549	9,131,851	10,627,101
Property Tax				
Current Year	1,497,412	1,572,633	1,650,521	1,731,166
Prior Year	42,743	44,922	47,179	49,516
Interest	79,627	93,491	108,296	124,078
Transfer from Project Fund				
Total	8,042,293	9,442,595	10,937,846	12,531,861
Expenditures				
Debt Service - Long Term Bonds				
Bond 1				
Bond 2				
Bond 3				
Bond 4				
Bond 5				
Bond 6	97,432	97,432	97,432	
Bond 7	213,313	213,313	213,313	213,313
Bond 8	0	0	0	0
Total Debt Service - Long Term Bonds	310,745	310,745	310,745	213,313
Bond Reserve (i.e. Debt Service Reserve)	310,745	310,745	213,313	213,313
Short Term Bonds				
Total Expenditures	621,489	621,489	524,057	426,625
Ending Balance	7,420,804	8,821,106	10,413,788	12,105,235

SECTION X. A Fiscal Impact Statement that Estimates the Impact of the Tax Increment Financing, both Until and After the Indebtedness is Repaid, Upon All Entities Levying Taxes Upon Property in the Urban Renewal Area

The amendments to the Oregon Constitution passed by voters in May 1997 resulted in a shift in Oregon’s property tax system. The tax bases and most continuing levies of taxing districts were reduced and then converted to "permanent rates." These rates were sufficient to raise, in Fiscal Year (FY) 1997/98, the amount of revenue that each taxing district was authorized to levy.

In FY 1998/99 and subsequent years, the maximum revenues of each taxing district with a permanent rate was determined by applying the permanent rate to the assessed value within the taxing district. Under this system of taxation, the fiscal impacts of urban renewal consist primarily of tax revenues foregone by taxing districts.

To a lesser extent, impacts in terms of increased tax rates to tax payers will result from any levy other than permanent rates. For example, if voters approve a local option levy or exempt bond levy, the tax rate necessary to raise the amount approved may be higher as a result of the existence of the Plan.

Table VII projects the amount of tax revenue that will be foregone by each district over a 22 year period. By the end of FY 2029, sufficient urban renewal tax revenue is projected to be collected to retire all outstanding bonded indebtedness necessary to finance the plan. Urban renewal taxes would therefore be projected to cease after FY 2029. The foregone revenues shown here are likely overstated, for they assume that all values in the renewal area would appear even without the improvements resulting from urban renewal investments. Other reasonable scenarios could be constructed showing lower levels of development and value occurring if no renewal actions were taken. These scenarios would of course show less revenue foregone The permanent rates for the taxing bodies are based on FY 2006-2007.

Because of the increased assessed value that is projected to occur within the Area as a result of urban renewal through FY 2028-29, even with no growth in the Area's assessed value after 2028-29, the taxing districts are projected to recoup all foregone revenues within eight years from the cessation of urban renewal tax collection, or by FY 2036-37. Applying even a modest growth to values produced in the renewal area during the life of the Plan would shorten that payback period. The number of years required to recoup foregone revenues may fluctuate, dependent upon the year of cessation.

TableVII: Projected Revenue Impacts on Local Taxing Districts

FY Ending June 30	2006	2007	2008	2009	2010	2011	2012	2013	2014
Assessed Value Without Urban Renewal	46,237,573	48,755,343	51,669,248	53,317,657	55,013,869	58,109,271	59,944,440	61,832,828	65,125,981
Incremental Assessed Value without Urban Renewal	1,376,121	3,893,891	6,807,796	8,456,205	10,152,417	13,247,819	15,082,988	16,971,376	20,264,529
Added Assessed Value from Urban Renewal									
POLK COUNTY Permanent	2,361	6,682	11,682	14,511	17,422	22,733	25,882	29,123	34,774
CHEMETEKA REGIONAL LIBRARY Permanent	113	319	557	692	830	1,084	1,234	1,388	1,658
CITY OF MONMOUTH Permanent	4,969	14,060	24,581	30,533	36,657	47,834	54,460	61,279	73,169

POLK SOIL/WATER CONSERVATION DIST. Permanent	69	195	340	423	508	662	754	849	1,013
FIR CREST CONSERVATION DISTRICT PERMANENT	65	184	321	399	479	625	712	801	956
POLK COUNTY FIRE DISTRICT #1	2,069	5,856	10,238	12,716	15,267	19,922	22,682	25,522	30,474
CENTRAL SCHOOL DIST. #2	6,720	19,015	33,245	41,295	49,578	64,694	73,656	82,878	98,960
WILLAMETTE ESD	408	1,155	2,020	2,509	3,012	3,931	4,475	5,035	6,012
CHEMETEKA COMMUNITY COLLEGE	861	2,437	4,261	5,293	6,354	8,292	9,440	10,622	12,684

FY Ending June 30	2015	2016	2017	2018	2019	2020	2021	2022	2023
0									
Assessed Value Without Urban Renewal	67,164,634	69,262,408	71,425,518	74,996,858	77,321,767	79,718,598	82,189,573	84,736,979	87,363,178
Incremental Assessed Value without Urban Renewal	22,303,182	24,400,956	26,564,066	30,135,406	32,460,315	34,857,146	37,328,121	39,875,527	42,501,726
Added Assessed Value from Urban Renewal									
POLK COUNTY Permanent	38,272	41,872	45,584	51,712	55,702	59,815	64,055	68,426	72,933
CHEMETEKA REGIONAL LIBRARY Permanent	1,824	1,996	2,173	2,465	2,655	2,851	3,053	3,262	3,477
CITY OF MONMOUTH Permanent	80,530	88,105	95,915	108,810	117,204	125,859	134,781	143,979	153,461
POLK SOIL/WATER CONSERVATION DIST. Permanent	1,115	1,220	1,328	1,507	1,623	1,743	1,866	1,994	2,125
FIR CREST CONSERVATION DISTRICT PERMANENT	1,053	1,152	1,254	1,422	1,532	1,645	1,762	1,882	2,006
POLK COUNTY FIRE DISTRICT #1	33,540	36,694	39,947	45,318	48,814	52,418	56,134	59,965	63,914
CENTRAL SCHOOL DIST. #2	108,915	119,160	129,723	147,163	158,517	170,221	182,288	194,728	207,553
WILLAMETTE ESD	6,617	7,240	7,882	8,941	9,631	10,342	11,075	11,831	12,610
CHEMETEKA COMMUNITY COLLEGE	13,960	15,273	16,626	18,862	20,317	21,817	23,364	24,958	26,602
FY Ending June 30	202	202	202	202	2028	202	203	203	2032
4	5	6	7		9	0	1		
Assessed Value Without Urban Renewal	90,070,601	92,982,649	95,988,146	99,090,072	102,291,502	105,595,608	109,005,663	112,525,043	116,157,231
Incremental Assessed Value without Urban Renewal	45,209,149	48,121,197	51,126,694	54,228,620	57,430,050	60,734,156	64,144,211	67,663,591	71,295,779
Added Assessed Value from Urban Renewal						35,614,896	37,459,220	39,381,374	41,384,345
POLK COUNTY Permanent	77,579	82,576	87,733	93,056	98,550	104,220	110,071	67,578	71,016
CHEMETEKA REGIONAL LIBRARY Permanent	3,698	3,936	4,182	4,436	4,698	4,968	5,247	3,221	3,385
CITY OF MONMOUTH Permanent	163,237	173,751	184,603	195,803	207,363	219,293	231,606	142,194	149,426
POLK SOIL/WATER CONSERVATION DIST. Permanent	2,260	2,406	2,556	2,711	2,872	3,037	3,207	1,969	2,069

FIR CREST CONSERVATION DISTRICT PERMANENT	2,134	2,271	2,413	2,560	2,711	2,867	3,028	1,859	1,953
POLK COUNTY FIRE DISTRICT #1	67,986	72,365	76,884	81,549	86,363	91,332	96,460	59,222	62,234
CENTRAL SCHOOL DIST. #2	220,774	234,995	249,672	264,820	280,454	296,589	313,242	192,315	202,096
WILLAMETTE ESD	13,414	14,278	15,169	16,090	17,039	18,020	19,032		
CHEMETEKA COMMUNITY COLLEGE	28,296	30,119	32,000	33,942	35,945	38,014	40,148		

FY Ending June 30	2033	2034	2035	2036	2037
Assessed Value Without Urban Renewal	119,905,822	123,774,523	127,767,159	131,887,677	136,140,148
Incremental Assessed Value without Urban Renewal	75,044,370	78,913,071	82,905,707	87,026,225	91,278,696
Added Assessed Value from Urban Renewal	43,471,230	45,645,237	47,909,691	50,268,035	52,723,841
POLK COUNTY Permanent	74,597	78,327	82,213	86,260	
CHEMETEKA REGIONAL LIBRARY Permanent	3,556	3,734	3,919	4,112	
CITY OF MONMOUTH Permanent	156,962	164,811	172,988	181,503	
POLK SOIL/WATER CONSERVATION DIST. Permanent	2,174	2,282	2,395	2,513	
FIR CREST CONSERVATION DISTRICT PERMANENT	2,052	2,154	2,261	2,373	
POLK COUNTY FIRE DISTRICT #1	65,372	68,641	72,047	75,593	
CENTRAL SCHOOL DIST. #2	212,287	222,904	233,962	245,479	
WILLAMETTE ESD					
CHEMETEKA COMMUNITY COLLEGE					

SECTION XI. Relocation Report

An Analysis of Existing Residences or Businesses Required to Relocate

There is no property currently identified for acquisition in the Monmouth Urban Renewal Plan that would require relocation.

A Description of the Relocation Methods to be Used

The Renewal Agency will provide assistance to persons or businesses displaced in finding replacement facilities. All persons or businesses to be displaced will be contacted to determine such relocation needs. They will be provided information on available space and will be given assistance in moving. All relocation activities will be undertaken and payments made, in accordance with the requirements of O RS 281.045-281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060. Payments made to persons displaced from dwellings will assure that they will have available to them decent, safe and sanitary dwellings at costs or rents within their financial reach. Payment for moving expense will be made to businesses displaced.

An Enumeration by Cost Range of Housing Units to be Removed or Altered

There are no housing units currently identified for acquisition or removal in the Monmouth Urban Renewal Plan.

Exhibit A

City of Monmouth Urban Renewal District Legal Boundary Description

Beginning at the Southwest corner of Parcel 3 of Partition Plat No. 1991-0018 in Section 30, Township 8 South, Range 4 West of the Willamette Meridian in Polk County, Oregon;

thence North 00°17'10" East along the West line of said Parcel 3 and along the West line of Parcel 2 and the northerly extension thereof, a distance of 2394.21 feet to the Northwest corner of the William Myers Donation Land Claim No. 61;

thence South 89°19'15" East along the North line of said Claim, a distance of 137.82 feet to the Southwest corner of Parcel 1 of Partition Plat No. 1998-0032;

thence North 00°26'18" East 403.06 feet to the Northwest corner of said Parcel 1;

thence North 89°33'20" West 10.05 feet to the Southwest corner of Parcel 3 of Partition Plat No. 1995-0005;

thence North 00°28'28" East along the West line of Parcel 3 and Parcel 2 of said Partition Plat No. 1995-0005, a distance of 364.76 feet to the Northwest corner of Parcel 2;

thence South 89°32'26" East along the North line of said Parcel 2, a distance of 261.61 feet, more or less, to the Southwest corner of that tract of land described in Exhibit "A" in Instrument No. 2002-011759, Polk County Records;

thence North 00°25'00" East along the West line of said tract, a distance of 341.52 feet to a point on the South right-of-way line of Madrona Street;

thence South 89°31'06" East along said right-of-way line, a distance of 142 feet, more or less, to a point South of the Southwest corner of that tract of land described in Instrument No. 2004-017642, Polk County Records;

thence northerly across Madrona Street and along the West line of said tract described in Instrument No. 2004-017642, and along the West line of that tract of land described in Instrument No. 2002-015192 and along the West line of that tract of land described in Instrument No. 2004-020845 and the northerly extension thereof, a distance of 454 feet, more or less, to the South right-of-way line of Clay Street;

thence westerly along said right-of-way line, a distance of 1992 feet, more or less, to the West right-of-way line of Monmouth Avenue;

thence northerly along the West right-of-way line of said Monmouth Avenue a distance of 337.50 feet to the Southeast corner of that tract of land described in Book of Records 162, Page 1115, Deed Records;

thence westerly along the South line of said tract and the westerly extension thereof, a distance of 82.50 feet to an angle point;

thence southerly 24.00 feet; thence westerly 82.5 feet to a point on the East line of Lot 2, Block 11, TOWN OF MONMOUTH;

thence southerly along said East line a distance of 27.50 feet to a point being 110.00 feet South of the Northeast corner of said Lot 2;

thence westerly parallel with the North line of said Lot 2, a distance of 165.00 feet to a point on the East right-of-way line of College Street;

thence northerly along said right-of-way line a distance of 258.50 feet to the Northwest corner of the South half of Lot 8, Block 6, TOWN OF MONMOUTH;

thence easterly along the North line of the South half of said Lot 8 and the easterly extension thereof a distance of 330.00 feet to the Northeast corner of Lot 6 of said Block 6;

thence northerly along the East line of Lot 5 of said Block 6, a distance of 12.5 feet;

thence westerly parallel with the South line of said Lot 5, a distance of 105.00 feet;

thence northerly parallel with the East line of said Lot 5, a distance of 70.00 feet to a point on the South line of Lot 4 of said Block 6;

thence westerly along the South line of said Lot 4, a distance of 60.00 feet to the Southwest corner thereof;

thence northerly 82.50 feet to the Northwest corner of said Lot 4;

thence easterly along the North line of said Lot 4 and the easterly extension thereof, a distance of 247.50 feet to a point on the East right-of-way line of Monmouth Avenue;

thence northerly along said right-of-way line a distance of 82.50 feet to the Northwest corner of Block 7, TOWN OF MONMOUTH;

thence easterly along the North line of said Block, a distance of 330.00 feet to the Northeast corner thereof;

thence northerly 66.00 feet to the Southeast corner of Block 2, TOWN OF MONMOUTH;

thence easterly 66.00 feet to the Southwest corner of Block 1, TOWN OF MONMOUTH;

thence easterly along the South line of said Block 1, a distance of 330.00 feet to the Southeast corner thereof;

thence easterly 66.00 feet to the Southwest corner of Block 7, AMENDED PLAT OF OUTLOT 4, IN THE TOWN OF MONMOUTH;

thence northerly along the West line of said Block 7, a distance of 88.00 feet to the Northwest corner of Lot 12 of said Block;

thence easterly along the North line of said Lot 12 and the easterly extension thereof, a distance of 150.00 feet to the Northwest corner of Lot 3 of said Block;

thence southerly along the West line of said Lot 3 and the southerly extension thereof, a distance of 88.00 feet to a point on the North line of Jackson Street;

thence easterly along the North right-of-way line of said Jackson Street, a distance of 935 feet, more or less, to the Southeast corner of Lot 6, Block 1, A.A. CATTRON'S SUBDIVISION OF OUTLOT FIVE;

thence northerly along the East line of said Lot 6 and the East line of Lot 3 and the northerly extension thereof, a distance of 396.00 feet to a point on the North right-of-way line of Powell Street;

thence westerly along said right-of-way line, a distance of 127.04 feet to the East right-of-way line of Catron Street;

thence northerly along the East right-of-way line of said Catron Street, a distance of 731 feet, more or less, to a point on the South line of that tract of land described in Book of Records 147, Page 408;

thence westerly along the South line of said tract a distance of 145 feet, more or less, to the East line of Block 7, WINEGAR ADDITION NO. 3;

thence northerly along said East line, a distance of 367 feet, more or less, to the Southwest corner of Block "A", OAK GROVE ESTATES - PHASE I;

thence South 89°52' East along the South line of said Block "A" and the easterly extension thereof, a distance of 396.13 feet to a point on the West right-of-way line of Pacific Highway 99W;

thence North 00°30'40" East along said right-of-way line, a distance of 825.04 feet to the Northeast corner of Lot 6, OAK GROVE SUBDIVISION;

thence South 89°56'51" West along the North line of said Lot 6 and the North line of Lots 4 and 5 of said Subdivision a distance of 298.09 feet to a point on the East right-of-way line of Catron Street;

thence North 00°20'46" East along said right-of-way line, a distance of 260.00 feet; thence North 89°42'31" East 1.32 feet; thence North 00°20'46" East along said right-of-way line a distance of 175.04 feet; thence North 53°56'51" West 73.90 feet to the Northeast corner of Lot 18, WESTERN ESTATES;

thence along the northern boundary line of said subdivision as follows: North 75° 49'39" West 128.67 feet and North 79°45'55" West 99.64 feet and North 88°45'05" West 181.64 feet and South 66°11'49" West 256.35 feet and North 83° 36'15" West 157.30 feet and North 89°09'32" West 289.83 feet and South 66°07'47" West 65.79 feet to the Northwest corner of Knox Street;

thence North 00°20'36" East 176.01 feet to the Northwest corner of that tract of land described in Instrument No. 2000-04645, Deed Records;

thence easterly along the North line of said tract, a distance of 1520 feet, more or less, to the West right-of-way line of Pacific Highway 99W;

thence East across said Highway a distance of 150.00 feet to the East right-of-way line of said highway;

thence easterly along the North line of that tract of land described in Book of Records 193, Page 1644, Deed Records a distance of 930 feet, more or less, to the westerly bank of the middle fork of Ash Creek;

thence northeasterly along said creek bank a distance of 670 feet more or less to the East line of the John B. Smith Donation Land Claim No. 47;

thence northerly along said claim line a distance of 1970 feet, more or less to the southerly right-of-way line of Hoffman Road;

thence southeasterly along said right-of-way line a distance of 1600 feet, more or less to the Northwest corner of that tract of land described in Book of Records 237, Page 1118;

thence South 00°20'24" West along the West line of said tract a distance of 292.00 feet;

thence South 39°12'58" West 39.83 feet; thence North 89°40'06" West 283.25 feet; thence South 18°37'36" West 424.81 feet;

thence South 02°17'29" East 245.16 feet; thence South 67°17'30" East 458.09 feet;

thence North 24°55'38" East 281.44 feet; thence North 597.74 feet; thence South 89°40'06" East 178.57 feet to the Southeast corner of said tract described in Book of Records 237, Page 1118;

thence North 00°17'25" East along the East line of said tract 292.00 feet to the South right-of-way line of said Hoffman Road;

thence South 89°39'50" East along said right-of-way line a distance of 473 feet, more or less, to the Northwest corner of Partition Plat No. 2002-0017;

thence South 00°00'34" East along the West line of said Partition Plat a distance of 390.00 feet to the Northwest corner of Parcel 2 of said Partition Plat;

thence South 89°40'10" East 926.63 feet to the Northeast corner of said Parcel 2;

thence South 00°01'23" East along the East line of said Parcel 2 a distance of 305.13 feet;

thence southwesterly along the arc of a 367.00 foot radius curve to the right (the chord of which bears South 16°39'30" West 210.69 feet) a distance of 213.70 feet;

thence South 33°20'22" West 58.22 feet;

thence southwesterly along the arc of a 433.00 foot radius curve to the left (the chord of which bears South 16°41'26" West 248.11 feet) a distance of 251.64 feet;

thence South 00°02'30" West 1592.44 feet to the Southeast corner of said Parcel 2;

thence South 89°56'12" West 636.94 feet to the Southwest corner of said Parcel 2;

thence North 00°01'03" West 637.78 feet to an angle point in the West line of said Parcel;

thence North 72°23'59" West 130.62 feet to an angle point in the West line of said Parcel 2;

thence North 72°22'45" West along the northerly boundary line of that tract of land described in Book of Records 150, Page 1032, a distance of 1046.04 feet;

thence North 84°27'04" West 306.91 feet; thence South 16°27' West 239.73 feet; thence North 28°24' West 248.45 feet; thence South 83°25' West 198.40 feet; thence North 52°44' West 264.45 feet; thence North 81°02' West 179.20 feet; thence South 63°15' West 193.90 feet to the East line of the John B. Smith Donation Land Claim No. 47;

thence South along said Claim line a distance of 20 feet, more or less, to the southeasterly bank of the middle fork of Ash Creek;

thence southwesterly along said creek bank a distance of 660 feet, more or less, to a point on the North line of that tract of land described in Book of Records 193, Page 1644, Deed Records;

thence easterly along said North line, a distance of 50 feet, more or less, to the northeast corner of said tract;

thence South 630.00 feet to the Southeast corner of said tract;

thence westerly along the North boundary of GENTLE'S 4TH ADDITION and GENTLE'S 3RD ADDITION and the westerly extension thereof, a distance of 698 feet, more or less, to a point on the East right-of-way line of High Street if extended northerly;

thence southerly along the East right-of-way line of High Street if extended northerly, a distance of 340.50 feet to a point on the North right-of-way line of Olive Way if extended easterly;

thence westerly on said right-of-way line a distance of 266.00 feet to a point on the West line of Lot 1, COMSTOCK ADDITION, if extended northerly;

thence South 00°25' West along the West boundary of said COMSTOCK ADDITION, a distance of 1128 feet, more or less, to the Southwest corner of Lot 21 of said subdivision;

thence South 00°25' West 66.00 feet to a point on the South right-of-way line of Church Street;

thence easterly along said right-of-way line a distance of 50.16 feet to the Northwest corner of Parcel 1 of Partition Plat No. 2001-0009;

thence southerly along the West line of said Parcel 1, and the southerly extension thereof, a distance of 456.68 feet to a point on the South right-of-way line of Powell Street;

thence easterly along said right-of-way line a distance of 72.83 feet to the Northeast corner of that tract of land described in Instrument No. 2004-003422;

thence South along the East line of said tract a distance of 134.00 feet to the Southeast corner thereof;

thence West along the South line of said tract a distance of 63.33 feet to the Northeast corner of that tract of land described in Instrument No. 2005-001491;

thence South along the East line of said tract a distance of 196.00 feet to the Southeast corner of Lot 1, Block 1, BUTLER'S ADDITION TO THE TOWN OF MONMOUTH;

thence westerly along the South line of said Lot 1 a distance of 22.00 feet to a point on the northerly extension of the East line of the westerly 27.50 feet of Lot 3, Block 2, BUTLER'S ADDITION;

thence South along said East line and the southerly extension thereof a distance of 231.00 feet to the center of an alley;

thence East along the centerline of the alley a distance of 173.67 feet to a point on the West right-of-way line of High Street;

thence East 66.00 feet to a point on the East right-of-way line of High Street;

thence East along the centerline of an alley 110.00 feet; thence South 18.00 feet to a point on the West line of Lot 7, Block 1, JOHN WOLVERTON'S SUBDIVISION;

thence East parallel with the North line of said Lot 7, a distance of 110.00 feet to a point on the West right-of-way line of North Craven Street;

thence South along said right-of-way line a distance of 33.00 feet; thence East 66.00 feet to a point on the East right-of-way line of said street marking the Northwest corner of that tract of land described in Instrument No. 2002-008123;

thence East 100.00 feet to the Northeast corner of said tract;

thence North along the West line of that tract of land described in Book 326, Page 1781 a distance of 100.00 feet to the Northwest corner thereof;

thence East along the North line of said tract and the easterly extension thereof a distance of 170.00 feet to the Northeast corner of Parcel 2 as described in Book of Records 264, Page 860;

thence North 20.00 feet to the Northwest corner of Parcel 1 described in Book of Records 264, Page 860;

thence East along the North line of said Parcel 1 a distance of 95.00 feet to the Northeast corner thereof; thence South along the East line of said Parcel 1 a distance of 80.33 feet to the Northwest corner of that tract of land described in Instrument No. 2005-007877;

thence East along the North line of said tract and the easterly extension thereof, a distance of 161.00 feet to a point on the East right-of-way line of Heffley Street;

thence South along said right-of-way line a distance of 160.00 feet to the North right-of-way line of Monmouth Independence Highway;

thence East along the North right-of-way line of said Highway a distance of 148.00 feet;

thence North along the West line of an alley a distance of 286.37 feet to a point on the South right-of-way line of Jackson Street;

thence East along said right-of-way line a distance of 231.00 feet to a point on the East right-of-way line of Atwater Street; thence North along said right-of-way line a distance of 34.14 feet to a point on the South right-of-way line of Jackson Street;

thence East along said right-of-way line a distance of 100.00 feet to the Northwest corner of Lot 12, KILLEN ADDITION;

thence South $00^{\circ}03'52''$ West along the West line of said KILLEN ADDITION a distance of 220.10 feet to the Southwest corner thereof;

thence North $89^{\circ}50'47''$ East along the South boundary line of said Subdivision 431.81 feet to the Southeast corner of Lot 3 of said Subdivision;

thence North $00^{\circ}02'10''$ East 65.00 feet to the Southwest corner of Lot 2 of said Subdivision;

thence North $89^{\circ}54'55''$ East 100.00 feet to the Southeast corner of said Lot 2;

thence South 27.50 feet to the Northwest corner of that tract of land described in Instrument No. 2003-001611;

thence East along the North line of said tract a distance of 218 feet, more or less, to a point on the westerly right-of-way line of the Monmouth Independence Highway;

thence northerly along said westerly right-of-way line, a distance of 425 feet, more or less, to a point East of the Northeast corner of the S.S. Whitman Donation Land Claim No. 62;

thence East 66 feet to a point on the East right-of-way line of said Highway;

thence northerly along said right-of-way line a distance of 205 feet, more or less, to the beginning of a curve to the right;

thence northeasterly along said right-of-way line on the arc of a 174.63 feet radius curve to the right (the chord of which bears North $44^{\circ}10'57''$ East 251.38 feet) a distance of 280.61 feet;

thence South $89^{\circ}47'$ East along the southerly right-of-way line of said Highway a distance of 745.62 feet to the Northeast corner of Parcel 3 of Partition Plat No. 2001-0023;

thence South $00^{\circ}04'06''$ East 594.15 feet to the Southeast corner of Parcel 1 of said Partition Plat;

thence North $89^{\circ}47'07''$ West along the South line of said Parcel 1 and the westerly extension thereof, a distance of 381.48 feet;

thence South $00^{\circ}04'06''$ East 66.00 feet to the Northeast corner of Block 30 in the Town of Talmadge;

thence North $89^{\circ}47'07''$ West along the North line of said Block 30 a distance of 340 feet, more or less, to the Northeast corner of that tract of land described in Block 140, Page 26, Deed Records;

thence South along the East line of said tract and the southerly extension thereof a distance of 443 feet to the Southeast corner of that tract of land described in Instrument No. 2004-005307;

thence West along the South line of said tract a distance of 120.00 feet to the Southwest corner thereof;

thence South on the southerly extension of the West line of said tract a distance of 20.00 feet;

thence West parallel with the South line of said tract described in Instrument No. 2004-005307 a distance of 100.00 feet to a point on the East line of that tract of land described in Instrument No. 2001-011857;

thence South along said East line a distance of 48.00 feet to the Southeast corner of said tract;

thence West along the South line of said tract a distance of 187.60 feet to the Southwest corner thereof;

thence South along the East line of that tract of land described in Book 332, Page 0105 a distance of 158.90 feet to the Southeast corner thereof;

thence West along the South line of said tract and the westerly extension thereof, a distance of 338.36 feet to the Northeast corner of Parcel II as described in Book of Records 232, Page 890, Deed Records;

thence South 94.29 feet to the Southeast corner of said Parcel II; thence West 231.00 feet to the Southwest corner of said Parcel II; thence North 94.29 feet to the Northwest corner of said Parcel; thence East along the North line of said Parcel II a distance of 143.40 feet; thence North a distance of 156.90 feet; thence West 156.40 feet to the Southeast corner of Parcel 2 of Partition Plat No. 1999-0030; thence North $00^{\circ}17'19''$ East along the East line of said Parcel 2 a distance of 93.22 feet to the Northeast corner thereof; thence North $89^{\circ}39'30''$ West 22.10 feet;

thence South $00^{\circ}17'19''$ West 35.52 feet; thence North $89^{\circ}39'30''$ West 90.11 feet to the Northwest corner of said Parcel 2;

thence West 66.00 feet to the West right-of-way line of Atwater Street;

thence South along said right-of-way line a distance of 80.00 feet to the Northeast corner of Lot 10, Block B, DAMON'S ADDITION TO MONMOUTH;

thence West along the North line of said Lot 10 and along the North line of Lots 9, 8, 7 and 6 of said Block "B" a distance of 313.50 feet to the Northwest corner of Lot 6;

thence West 66.00 feet to the Northeast corner of Lot 10, Block "C" of said Subdivision;

thence West along the North line of said Lot 10 and along the North line of Lots 9, 8, 7, and 6 of said Block "C" a distance of 300.00 feet to the Northwest corner of said Lot 6;

thence North along the East right-of-way line of Craven Street a distance of 41.00 feet;

thence West 66.00 feet to the Southeast corner of Lot 1, Block "D" of said Subdivision;

thence West 118.00 feet to the Northwest corner of Lot 3 of said Block "D";

thence South along the West line of said Block "D" a distance of 53.00 feet to the Southeast corner of that tract of land described in Instrument No. 2001-011043;

thence West along the South line of said tract, and the westerly extension thereof, a distance of 182.00 feet to the Southwest corner of that tract of land described in Instrument No. 2005-005205;

thence North along the West line of said tract a distance of 20.00 feet to the Southeast corner of Parcel 2 as described in Book 338, Page 0453, Deed Records;

thence West 87.50 feet to the Southwest corner of said Parcel 2;

thence South along the East line of that tract of land described in Instrument No. 2001-04242, a distance of 165.00 feet to the North right-of-way line of Clay Street;

thence West along said right-of-way line a distance of 162.50 feet;

thence South 66.00 feet to a point on the South right-of-way line of said Clay Street which point is 432.0 feet West of the Northwest corner of Lot 7, Block "D" of said DAMON'S ADDITION;

thence South 230.00 feet to a point on the North line of Tract 1 as described in Book 291, Page 1582, Deed Records;

thence East 15 feet, more or less, to the Northeast corner of said Tract 1;

thence South 100.00 feet to the Southeast corner of said Tract 1;

thence West along the South line of said Tract 1 and along the South line of Tract 2, a distance 200.00 feet to a point on the East right-of-way line of Pacific Highway 99W;

thence South along said right-of-way line a distance of 3572.6 feet;

thence West 100.00 feet to the Southeast corner of Parcel 3 of Partition Plat No. 1991-0018;

thence North $89^{\circ}13'55''$ West 609.34 feet to the Southwest corner of said Parcel 3 and being the Point of Beginning.

Exhibit B.

City of Monmouth Urban Renewal District

