

CORNELIUS MAIN STREET PLAN

REVISED 2002

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EXECUTIVE SUMMARY

Introduction

The City of Cornelius is located near the western edge of the Portland metropolitan area between the cities of Hillsboro and Forest Grove. As the region has grown, Cornelius has experienced the challenges of population growth in western Washington County, evidenced as increased traffic along Highway 8, demand for commercial support, housing and services. Population in Cornelius increased over 60 percent during the decade of the 1990s. While traffic provides potential customers for local businesses, it has also compromised the safety, security and convenience of business and civic life along the primary arterials that run through its core area. To address these challenges and coordinate with other efforts of the Metro 2040 planning process and State of Oregon transportation planning rule program, the Cornelius Main Street District Plan was first developed in 1997 and is now revised in 2002.

The 1997 planning effort was funded through a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. TGM grants rely on federal Intermodal Surface Transportation Efficiency Act and Oregon Lottery funds.

The Main Street District Plan is a declaration of the community desired future for the core area of Cornelius. It creates possibilities but is not designed as a precisely defined linear event. The Plan provides a framework for enhancement, improvement and redevelopment of the core business area of the City of Cornelius. It paints a vision of urban identity oriented toward pedestrian friendly streetscapes along a state highway with easy access to an active commercial and civic district from walkable, stable and diverse residential neighborhoods and surrounding areas, via both public and private transportation.

The Cornelius Main Street District Plan is comprised of several components that collectively define the strategies to create a broad range of possibilities while still defining the parameters necessary to achieve the desired outcomes for the city. As part of the Plan they represent distinct chapters and include:

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The document and each chapter are organized to offer a concise description and display of the important elements for each component of the plan. Additional information may be obtained by referring to a separate background appendix document. This Executive Summary provides an overview of the central themes and recommendations incorporated into each chapter of the Plan.

Please refer to the attached Exhibit 1, Illustrative Concept for a depiction of the possibilities that could be realized in the future at full implementation of the Main Street District Plan.

Process

In 1997, a broad-based citizen Steering Committee was appointed by the mayor and city council to guide an eight step planning process.

Step 1 Community Involvement

Develop a framework for involving the community, guide the process, identify values, and evaluate success.

Step 2 Existing Conditions

Summarize the physical (land use, environmental, etc.), operational (circulation, utilities infrastructure,

Step 3 Future Development Projections

Develop a sense of how the Main Street could look and function if built out under "business as usual" trends and identify needs for meeting Metro's 2040 growth allocations.

Step 4 Design Ideas

Develop possible design ideas (street extensions, landscaping, pedestrian and bicycle accommodations, new buildings, architectural theme, etc.) to accommodate the growth defined in Step 3.

Step 5 Draft Main Street Development Focus Areas

Package the design ideas into discrete Main Street Development Focus Areas. Evaluate against the community values developed in Step 1.

Step 6 Preferred Main Street Development Concept

Develop a Preferred Main Street Development Concept based on the results of the evaluation process conducted in Step 5.

Step 7 Main Street District Plan

Prepare implementation strategies (zoning and codes) for the Preferred Main Street Development Concept.

Step 8 Prepare Final Main Street District Plan

Finalize the Main Street Development Plan based on public and steering committee input.

Over a 9-month time period, the Steering Committee sought to understand the range of issues, come to consensus on the vision for the district, and prepare the supporting documentation to articulate that vision in practical terms. All the while the Steering Committee sought ways of involving the community in their decision making process through open houses, workshops, creative design charrettes, student activities in the local schools, and articles in newspapers and city newsletters.

To guide their efforts, the 1997 Steering Committee developed and adopted the following **Evaluation Criteria:**

Land Use

- Create an attractive, viable commercial core area,
- Create opportunities for a mix of uses, including commercial, residential, institutional and civic/public uses,
- Provide the community with quality essential goods and services to meet the needs of an expanding population,
- Create opportunities for local employment.
- Locate parks and plazas as focal points of development,
- Locate community buildings (day care, library) in the main street area,

Circulation

- Reduce reliance on state highway for local circulation,
- Improve local street connectivity,
- Improve pedestrian crossing opportunities to transit stops and activity areas,
- Provide a safe, coordinated system of pedestrian and bicycleways,
- Identify improvements necessary for pedestrian, bicycle and transit circulation,
- Maintain acceptable traffic speed and capacity on Highway 8,
- Reduce direct property access to Highway 8.

Design

- Provide human scale features such as low level street lighting (street lamps), signage, seating, special paving materials, raised pavement, sidewalk extensions, etc. in the core of the main street area,
- Orient main building entrances to primary pedestrian areas such as sidewalks and plazas,
- Provide ample street trees and vegetation throughout the main street area,
- Locate parking lots away from primary pedestrian areas,
- Encourage building heights and scales that "close in" on the main street creating the illusion that the street has narrowed (so drivers slow down and watch for pedestrians)
- Encourage on-street parking.

Social

- Use existing local business organization to establish and maintain a community business district along the main street.
- Foster a positive business atmosphere in which ethnically diverse owner-operated shops and family-owned businesses grow and prosper,
- Continue to improve on the benefits of the Centro Cultural for the whole community and provide opportunity for cultural diversity and interaction,

In 2001-2002, a second Main Street Citizen Advisory Committee was formed to guide a process of revision to develop specific recommendation for the Main Street Plan which would make the plan and related code provisions more reflective of the community and better encourage commercial development. (City Council Resolution No. 1515) Key elements that emerged from this refinement of the original plan include:

- Encourage a design theme for the Main Street District that includes the existing cottages and historical commercial buildings.
- Increase opportunities to renovate existing commercial buildings and develop new business structures lot by lot.
- Simplify the development and zoning code to attract the mix and intensity of business necessary for a healthy small business district and, without being too prescriptive, encourage creative, high quality development.
- Reduce the boundaries of the Main Street District to focus on the downtown commercial opportunities around the convergence of Cornelius' major three thoroughfares – Adair/Baseline, 19th/20thAvenues and 10th Avenue.

Following is a summary of the **key elements** necessary for success in developing a healthy and sustainable downtown business district in Cornelius:

1. Land Use

The plan seeks to balance auto orientation with pedestrian orientation of the land use and development patterns of the District by ~~redirecting~~ concentrating and reconfiguring activity along the primary arterial couplet (Adair and Baseline) and secondarily along 19th and 10th Avenues. The land use patterns will encourage area unique commercial development and a supportive mix of residential and service activity. The intent is to draw more local residents and employees and visitors to the core and define this part of Cornelius as a community focused destination and less of a thoroughfare, while still maintaining appropriate highway capacity.

The plan includes special mixed use and general employment subdistricts bracketing a concentrated central retail business and civic core designed to expand on the existing strengths and future opportunities of the City. Four key blocks have been designated as critical redevelopment targets to establish a central focus incorporating the best of existing buildings and new “period” structures that create a bold presence identifiable throughout the city and western part of this region. Several civic open and activity spaces and investments have been identified in the Main Street District to provide attraction, relief and connection among the private business, civic and cultural activities in the District.

2. Retail/Employment

The plan seeks to enhance and diversify employment opportunities within the Main Street District by ensuring that existing businesses are supported through opportunities for expansion and upgrades of their buildings and sites. Emphasis will be placed on leveraging the strength of the existing retail and employment base by allowing the renovation of existing structures and adding new development in a manner that supplements and expands the commercial attraction and viability of the primary retail core.

The goal is to increase current employment by 214 jobs. This equates to between 89,000 and 150,000 square feet of new construction in four different employment zones: a central Retail District, 10th and 19th Avenues Mixed-Use Districts, General Employment District, and Civic District.

3. Housing

The community desires to retain, protect and enhance the existing neighborhoods through promoting rehabilitation and redevelopment of deteriorated or underdeveloped units and lots. Although to achieve a critical mass density for District success, it is important that a mix of medium density housing types, including rental and owner occupied, is encouraged within the Main Street District. A total goal of 224 units of housing is planned to be fostered within and adjacent the District within the short-, mid- and long-term. Overall regional 2040 Plan housing goals for Cornelius are met.

4. Main Street Design Guidelines

Because the city of Cornelius currently has no special district oriented design guidelines or compatibility standards in effect, one of the critical components of the plan is the Main Street Design Guidelines.

The design guidelines are intended to encourage the development of space within the core area of the Main Street District based on five organizing principles:

- Overall District Design Theme of Historical (1900-1940) Train Station Town;
- Separate Subdistricts/Separate Land Use Clusters with Design Emphases to Fit ;
- Compatible Design Variations of Subdistricts based on pedestrian/auto orientation and building setback and height variations;
- Unifying Circulation/Infrastructure Designs to provide continuity and definition of form along the streetscape and public right of ways; and
- Mixed Designs that will integrate variety into the vertical elements of buildings along the Main Street.

The design guidelines define components of the architectural character and themes of the District. The mass of buildings and landscape mix present some urban enclosure, yet rural town scale and openness. The sidewalk pedestrian zone with amenities and street trees along with the variety of building height and setback provides human scale. The street, with bicycle access, auto travel & parking, transit and industrial traffic, accommodates the needs of motorists in a way that reduces automobile domination and gives weight to pedestrian experience.

5. Circulation

The intent of the plan is to maintain the existing transportation system connectivity and expand multi-modal opportunities to accommodate desired growth and change in land use and development into the coming decades.

The most critical circulation element of the plan is to increase pedestrian, bicycle and transit orientation and slow down traffic speeds along the main couplet of Adair and Baseline while maintaining adequate traffic volumes and efficiency. This is accomplished through the introduction of integrated intersection signalization and accent paving, sidewalk width expansion and crossing extensions, road narrowing, bike lanes, bus turnouts, access control along the main streets, and on-street parking.

6. Parking

The primary goal of the parking element of the Main Street District is to provide a balance of parking throughout the district, and minimize the use of valuable land that can be developed commercially. Recommendations include redeveloping some underutilized surface lots; reducing the demand for parking by increasing pedestrian oriented development and pedestrian improvements, promoting shared parking, establishing parking maximums, expanding emphasis on on-street parking, and decreasing the area of impervious surface devoted to cars to reduce the environmental affects of storm water runoff from parking lots.

7. Zoning and Development Code

The desire is to encourage a greater mix of compatible commercial uses and a greater density or intensity and efficiency of uses within the District and especially in the core area of the District. The recommendations include changes to the zoning and development code that introduce a series of mixed-use sub-districts under the heading of the Main Street zoning district. The Main Street zoning district includes four sub-district zones relating to retail/commercial, mixed use, general commercial and civic uses. This chapter also establishes on-going implementation roles for the City Planning Commission and other citizens.

8. Implementation Strategy and Action

The Main Street District Plan seeks to identify methods to achieve on-going meaningful and tangible improvements to a community in transition. A key part of the recommended implementation strategy is the design of a process that always keeps multiple projects moving forward simultaneously. A project in this sense is broad in definition. What is most important strategically is to maintain a number and variety of programs that are constantly being introduced, moved forward and publicized. This approach:

- Builds community awareness and goodwill,
- Enhances the quality of life
- Provides opportunity for public participation,
- Allows special interest groups to have a role in the community,
- Sends a message of success to the outside world, and
- Creates developer confidence and an increasingly attractive environment for investment.

The key components to put in effect for the implementation program are (1) Community buy-in to the Plan and implementing ordinances; (2) Capital improvement program of public investments; (3) Financial assistance from the region, state and federal government; (4) Private financial investment; and (5) Leadership & public/private teamwork.

The critical facets of successful implementation include committed leadership from both the public and private sectors. Success cannot be vulnerable to the failure of one project. Even the most minor victories must be continually celebrated and broadcast through an ongoing communications strategy. Regulatory barriers that do not allow and/or encourage what the city wants must be evaluated for continued applicability. The ultimate measure of success is the engagement of multiple parties and a variety of stakeholders. And it is the City that has the largest long-term interest and responsibility for implementation. The city is the logical conduit to local, regional, state and federal funding. Therefore, under any organizational structure, the city needs to have very strong involvement and perhaps serve as the entity that provides and promotes continuing leadership.

LAND USE PLAN

Introduction

Existing Circumstance

The historic land use designations within the Main Street District have encouraged a pattern of low-density automobile dependant uses where the greatest intensity of business activity should bring the most value. The circulation system supporting these uses (primarily Highway 8) has effectively bisected the heart of the Cornelius central business district. Although the highway couplet is the primary traffic route, the Cornelius district has four actual main streets: Adair Street, Baseline Street, 10th Avenue and 19th Avenue.

Desired Outcome

The intent of the Main Street District Plan land use recommendations is to encourage growth and both growth diversification and compatibility of the main street area over a 20-year horizon. This is accomplished by creating four special mixed-use sub-districts within the broader main street district. It is hoped that the creation of these districts will stimulate six primary outcomes:

1. Encourage locally unique and supported commercial activity.
2. Draw more residents, ~~and~~ employees, and visitors to the community core.
3. Define this part of Cornelius as a destination, not just a through route, while balancing highway capacity needs with needs for economic vitalization.
4. Promote the use of non-auto travel modes such as walking, bicycling, transit.
5. Re-create a central business district to enhance community identity and vitality.
6. Encourage on going implementation of affordable "bite size" projects and programs.

What's Inside

This Main Street District Land Use Strategy is organized as follows:

- **Subdistricts**
- **Massing & Scale**
- **Civic Services & Public Space**

The attached Exhibit 2, Land Use Zones map illustrates the proposed Main Street District land uses.

Subdistricts

The outcome of the project's collaborative design process included the formulation of general recommendations about the location and intensity of employment and residential generating uses for *four* subdistricts; within the Main Street District:

1. Retail District,
2. 10th Avenue and 19th Avenue Mixed-Use Districts,
3. General Employment District, and
4. Civic District.

The locations and estimated employment and residential development potential (based on land carrying capacity) for each subdistrict are below:

1. Retail Subdistrict: (500 feet per employee) The intent of the retail subdistrict is to build a relatively compact shopping area that attracts business investment, promotes compatible business clustering, is inviting to customers, and provides the ability to park once and move on foot from shop to shop. For this type of district to be successful, it cannot become too large - a maximum length of approximately one-quarter of mile or 1,200 feet is recommended.

As a result, the retail subdistrict is located ~~on~~ along Adair Street and Baseline from 10th Avenue to 14th Avenue (a straight-line distance of approximately 1200 lineal feet). New and remodeled specialty and convenience retail space in buildings one and two stories in height is recommended. (A third floor would be allowed for housing.) Total retail floor area should range from 50,000 to 60,000 square feet for the subdistrict. Generally speaking, upper level retail space has great difficulty operating profitably. However, office space and service-commercial space (e.g., attorneys, dentists, stockbrokers, real estate agents, etc.) do well on the upper levels, particularly if the first floor establishes an inviting atmosphere and a sense of quality. Employment is projected at approximately 500 square feet per employee, which equates to 100 to 120 employees.

Office commercial and community service uses are most appropriate along the north side of Adair and south side of Baseline. The density of retail activity is important enough for overall success within these four full blocks of the couplet, that new business will be encouraged to be predominantly retail. However office commercial should be allowed to help build up the area. Existing improved non-retail uses are appropriate too.

Residential development within this subdistrict is expected to total at least 12 units twenty years out and would be located over the ground floor retail/employment buildings. The intent to encourage vertical mix of uses within this key district is an important element of the plan.

2. Mixed-Use Subdistricts – 10th and 19th Avenue: (500 square feet per employee). These subdistricts are located on 10th and 19th Avenues from Adair Street to the Portland Western Railroad. Development will be encouraged that is ground floor retail and/or office space with residential above. Planning for the 10th and 19th Avenue mixed-use subdistrict should envision two story buildings, with a residential third story if the ground floor is retail. Total square footage is estimated to be 35,000 square feet.

New residential development within this subdistrict is expected to consist of up to 40 apartment rental units, some over retail/office, over twenty years. This will add to the stock of smaller, more affordable units in close proximity to retail facilities and services.

3. General Employment Subdistrict: (750 square feet per employee). The general employment subdistrict is located on the east and west sides of the Retail District, on the south side of Baseline east of 13th Avenue and east of 14th Avenue along the highway couplet to 20th Avenue. New service oriented general commercial space is estimated at 52,600 square feet. Development in this subdistrict is designed to be a combination of one and two-story commercial buildings (including the rehabilitation of existing buildings) that may be auto as well as pedestrian oriented.

No residential development is anticipated for this subdistrict. However, residential use, particularly second and third story over commercial, will not be prohibited.

4. Civic Subdistricts: (400 sq. ft. per employee). One of two civic subdistricts is centered on the existing City Hall/Library/Fire Station/Elementary school properties. It extends from Adair to mid-block between Barlow and Clark, plus the Cornelius Elementary School site. Expansion of these uses to Adair Street could yield an additional 6,000 sq. ft. of civic space probably in a two-story configuration. A central public parking lot/structure is also envisioned in this subdistrict.

A second civic subdistrict extends from 10th Ave. to 13th Ave., south of Baseline on both sides of the Union Pacific Railroad. This land is owned by Union Pacific Railroad, part of which is leased by the City of Cornelius. It is hoped that a multi-purpose community center (library, indoor soccer, senior center, workshop, meeting space, parking. etc.) will be developed here.

No residential development is anticipated for this subdistrict and will not be permitted in the long-term.

Surrounding Residential Neighborhoods: Additional residential development is anticipated in the surrounding residential neighborhoods to the north and south of the Main Street District. This area is excluded from the revised Main Street Plan. However, with the influence of economic development in the Main Street District, residential development in these residential zones are projected to yield the following estimated units:

<i>Courtyard or cluster apartments:</i>	
<i>10th Avenue and Davis Street (4 acres @ 20 du/acre)</i>	<i>80 units</i>
<i>Alpine from 8th to 17th Avenues South of Water Park (1 acre @ 20 du/acre)</i>	<i>15 units</i>
<i>Alpine to SP RR between 13th and 14th (1 acre @ 20 du/acre)</i>	<i>20 units</i>
<i>Townhouses/Rowhouses:</i>	
<i>Barlow Street and 11th Avenue</i>	<i>2 units</i>
<i>Davis Street and 13th Avenue</i>	<i>4 units</i>
<hr/> <i>Total Projected New Surrounding Residential</i>	<i>141 units</i>

Subdistrict Development Summary

<i>Subdistrict</i>	<i>Number of Floors</i>	<i>Square Feet</i>	<i>Square Feet per Employee</i>	<i>Number of Employees</i>	<i>Number of MF Units</i>
<i>Retail</i>	<i>2</i>	<i>55,000</i>	<i>500</i>	<i>110</i>	<i>12</i>
<i>10th/19th Ave. Mixed-Use</i>	<i>2</i>	<i>35,000</i>	<i>500</i>	<i>70</i>	<i>30</i>
<i>General Employment</i>	<i>2</i>	<i>52,600</i>	<i>750</i>	<i>70</i>	
<i>Civic</i>	<i>3</i>	<i>6,000</i>	<i>400</i>	<i>15</i>	
<i>Plus Surrounding Residential Neighborhoods</i>					<i>141</i>
<i>Total Plan Potential</i>		<i>148,600</i>		<i>265</i>	<i>181</i>
<i>Estimated Allocation Target (2040 Plan)</i>				<i>214</i>	<i>134</i>
<i>Difference (over target)</i>				<i>50</i>	<i>49</i>

The total square footage of additional development for the Main Street district within the retail/employment category approaches 150,000 square feet. Of this amount, approximately 62,500 square feet (42 percent) is allocated for retail development including freestanding retail and mixed use (retail located under residential). The general employment space represents approximately 52,000 square feet, one-third of the potential new development, and includes a combination of office space, highway commercial, light manufacturing, distribution warehousing and similar kinds of employment not oriented toward pedestrian shoppers.

Heavy manufacturing is not considered compatible with the Main Street District objectives in the long-term. (As an existing use, Western States will be allowed to continue to operate, but will also be encouraged to relocate to the industrial district if possible.) The balance is housing and institutional/civic space.

Massing & Scale

Main streets have a distinct pedestrian-friendly mass and scale. Generally, the buildings have physical prominence to be identifiable from the surrounding area. Entry or arrival to the main street is defined, in large part, by building mass (building form or density) and scale (design details that relate to the user) and public right-of-way improvements.

Building mass defines the general space (tight and closed, wide and open), while the building scale establishes the connection between the building and the people on the ground. In order to create a sense of enclosure, the height of structures and landscaping should match or exceed the pavement width. A zero setback is the recommended standard for new buildings, with adjustments allowed for plazas, alcoves, higher buildings, and setbacks graduated to be compatible with existing cottages.

The richness of life on the sidewalk is greatly influenced by building mass and scale. The scale of the buildings must engage the pedestrian. The building mass along the street must be articulated and varied with intriguing details and welcoming pockets of open space. These welcoming respites can be small courtyards, flowerbeds or plazas that create opportunities to get out of the flow of pedestrian traffic to sit, park a bike, tie a pet, or simply people watch. This is the beginning point for creating visually stimulating places that draw people out of their cars, turning them from motorists into pedestrians. Pedestrians are good for business. The atmosphere is appealing because it is active, vital, and full of variety. Such a place compels passers by to slow down and check things out.

Land use is a key step to encourage these conditions. Uses should be mixed and varied including retail (specialty and convenience), office (professional service and institutional) and residential (rental and owner-occupied). Landscaping (street trees, planters and greenspaces) and street furniture (benches, lighting, signage, bike racks, drinking fountains, etc.) and lots of windows (for window shopping) are critical components in creating comfortable spaces for residents, workers and visitors to interact.

The retail core of the Main Street District (Adair Street and Baseline from 10th to 14th Avenues) must provide the highest intensity and variety of uses (highest employment densities), tallest buildings (up to three stories) and most pedestrian accommodations (wide sidewalks, street furniture, gathering space, etc.).

Civic Services, Public Facilities & Public Space

Passive recreation and social gathering spaces are currently lacking within the Cornelius Main Street District. To enhance socialization and a sense of place in Cornelius, the following public and semi-public places should be expanded and developed within the core area of the Main Street:

1. Civic Center
2. Cultural Center
3. Park, Pedestrian Paths & Courtyards
4. Multi-purpose Community Center

1. Civic Center. This five ½ -block area is bordered by 13th Avenue, 16th Avenue, Adair Street, and mid-way between Barlow & Clark Street and north edge of the elementary school property. It is adjacent the physical center of the Main Street District and contains the City Hall, Library, Fire Station Police & General Services, and Elementary School. Expansion Development recommendations include acquiring and assembling properties on the southeast corner of Adair and 14th Avenue and creating a prominent focal point such as a larger City Hall with some public gathering space. Acquisition of residential lots north of City Hall may be necessary in the future to accommodate additional buildings, plazas or public parking.

2. Cultural Center. There are three non-profit community facilities along Adair which form a center of Hispanic activity. They include St. Alexander's Church, Centro Cultural, the Virginia Garcia Memorial Center. Expansion and intensification of these facilities will be supported at the same time that retail businesses (possibly Hispanic owned and operated) are encouraged within Retail and Mixed Use subdistricts.

3. Park, Paths & Courtyards. Arboretum Park has been constructed south of Baseline Street between 12th and 13th Avenues. The park is intended to provide both educational and gathering opportunities, including lush planted areas of native plants and specimen trees. The importance of providing safe and convenient pedestrian facilities that connect all of these public places and spaces is a fundamental goal of the overall plan. Please refer to Chapter 6, Circulation Plan for a description of the recommended pedestrian/bicycle improvements. The broader recommendations relating to the expansion of existing civic facilities or features are generally consistent with current city zoning.

4. Multi-purpose Community Center. *A community center, located in the center of the Main Street District will bring people together for the variety of activity it presents. Encouraged by the intensity of commercial establishments and safe pedestrian orientation of the center, people will also shop at Main Street businesses. The Center is envisioned to include a new City library, indoor soccer/basketball area, senior center, business incubator services, meeting & workshop space and other nonprofit service areas. The Oregon Economic & Community Development Department has helped the City initiate the design of this facility with a small grant and loan. This "Cornelius Central Station" and associated parking are intended to be constructed between Baseline and Alpine between 10th and 12th Avenues and look like a turn of the 20th Century Train Station.*

RETAIL/EMPLOYMENT

Introduction

Existing Circumstance

Retail/Employment within the Main Street District is limited to a fairly narrow segment of highway commercial and retail jobs. There is little specialty or convenience oriented retail and office employment.

Desired Outcome

The desired outcome of the Retail/Employment Plan is to enhance, diversify and cluster compatible employment opportunities, goods and services availability within the Main Street District. The first step is to ensure that compatible existing businesses are recognized and supported by promoting the expansion and upgrading of buildings and sites. Improvements to existing key businesses or sites act as a catalyst for new development. Public improvements also encourage private investment. An example within the Retail Subdistrict is establishing shared parking, to free up additional development area. It is also important that future expansion in the General Employment subdistrict compliment and support development within the Retail subdistrict.

What's Inside

The Metro 2040 employment allocation apportioned for the Main Street District is an increase of 214 jobs over current employment. Assuming an average of 550 square feet per employee (average of Metro standards for retail commercial, office-commercial and service-commercial), and a 25 percent reduction for part-time employment, this equates to 89,000 square feet of new construction in the employment sectors (not including industrial jobs).

This chapter contains general recommendations about the general location and intensity of employment-generating uses for the four subdistricts within the Main Street District:

1. Retail Subdistrict
2. 10th & 19th Avenues Mixed-Use Subdistricts
3. General Employment Subdistrict
4. Civic Subdistrict

Please refer to the attached Exhibit 4, Retail/Employment Zones map for an illustration of the employment generating uses within the Main Street District.

Retail Subdistrict

The intent of the Retail Subdistrict is to build a small, but relatively compact shopping area that is inviting to customers and provides an opportunity to park one's automobile once and move on foot from shop to shop. For this type of district to be effective, it cannot become too large. A distance of approximately one-quarter of mile or 1,200 feet is about the maximum length.

This subdistrict plays a pivotal role in defining and increasing the vitality of the Main Street District as a prominent place and special destination. Located at the physical center of the Main Street District, this four block area is highly visible to passing motorists and is situated at the crossroads

three county arterial roadways at Cornelius' town center. Therefore, this subdistrict is both regionally and locally important. Any future development of these four blocks must respect this importance. The city must ensure that future development applications are consistent with the intent of the recommendations for this part of the Main Street District.

The Retail Subdistrict is located between Adair Street and Baseline from 10th Avenue to 14th Avenue (a straight-line distance of approximately 1200 lineal feet). New specialty and convenience retail and related space, one to three stories in height, is recommended. A special pedestrian street developed along what is now the alley between Adair and Baseline should approximately double the retail potential of these four blocks.

Total retail floor area in this subdistrict is projected to range from 50,000 to 80,000 square feet, depending upon the final disposition of height. Generally speaking, upper level retail space has great difficulty operating profitably. However, some office space and service-commercial space (e.g., attorneys, dentists, stockbrokers, real estate agents, etc.) can do well on the upper levels, particularly if the ground floor establishes an inviting atmosphere and a sense of quality. Employment is projected at approximately 500 square feet per employee, which equates to 60 to 90 employees.

Emphasis will be placed on leveraging the strength of the existing retail and employment base by allowing the renovation of existing structures and adding new development in a manner that supplements and expands the commercial attraction and viability of the primary retail core. Specialty retail will be encouraged to locate within the four square blocks between Adair and Baseline, 10th and 14th Avenues, although other compatible uses will be allowed as well. Office commercial will be allowed as well, but will be encouraged to locate along with retail and civic uses along the perimeter of the four interior blocks (north of Adair, south of Baseline, east of 14th and west of 10th Avenue.

10th & 19th Avenue Mixed-Use Subdistricts

This subdistrict is intended to allow and encourage a greater mix and density of compatible land uses than is allowed in the existing zoning districts. It is designed to encourage both a horizontal and vertical mix of retail, office and residential uses. Commercial uses are limited to convenience retail, service and professional offices. Building heights are limited to three stories, with the third floor as incentive permitted only for residences.

Both the mix and density of uses will attract the increasing number of people using Susbauer and Cornelius Schefflen and create that symbiotic relationship or activity cluster that helps make business convenient and successful. This mix of uses will also help attract and be improved by the potential commuter rail extension from Hillsboro in the future.

Space Assumption: 500 square feet per employee. Located on on both sides of 19th and 10th Avenues generally from a lot north of Adair Street to, the Portland Western Railroad, development can be convenience retail and/or office space under residential. Planning for the Mixed-Use Subdistrict envisions new structures to be two and three story buildings. Total square footage is estimated to be 35,000 square feet.

General Employment Subdistrict

This subdistrict is intended to encourage a wide range of compatible general commercial and service uses. This includes the same kinds of uses permitted along the highway east and west of the Main Street District, along with limited light industrial use, but with design and performance criteria requirements and incentives that fit the special highway access issues, pedestrian encouragement and design theme of the District.

Space Assumption: 750 square feet per employee. The general employment subdistrict is located generally from 14th Avenue to 20th Avenue from the Union Pacific Railroad to and including property on the north of Adair, except for the Cornelius School property, and several half blocks on the south and west edges of the Main Street District. New service oriented general commercial space is estimated to be 52,600 square feet. Development in the General Employment Subdistrict is estimated to be a combination of one and two story commercial buildings, and may be auto as well as pedestrian oriented.

Civic Subdistricts

The Civic subdistrict north of Adair comprises existing public facilities, e.g., City Hall, fire station, police station, financial, administrative & other services, Cornelius Elementary School and space for necessary growth.

The second civic subdistrict extends south of Baseline from 10th Avenue south of the Union Pacific Railroad to 13th Avenue north of the Railroad. This land is owned by Union Pacific Railroad, part of which is leased by the City of Cornelius. It is hoped that a multi-purpose community center (library, indoor soccer, senior center, workshop & meeting space, etc.) and public parking will be developed here.

Space assumption is 400 square feet per employee. The first Civic subdistrict is centered on the existing City Hall/Library/Fire Station. Expansion of these uses to Adair Street could yield an additional 6,000 square feet of civic space preferable in a two-story configuration. The second Civic subdistrict is centered on the proposed Community Center south of Baseline. This facility and related facilities could add another 30,000 square feet of public space, plus public parking, all designed to fit the District design theme.

The Employment Development Summary below describes the total potential employment square footage for the all the Subdistricts:

Employment Development Summary:

<i>Employment Subdistrict</i>	<i>Number of Floors</i>	<i>Square Feet</i>	<i>Square Feet per Employee</i>	<i>Number of Employees</i>
<i>Retail</i>	<i>2</i>	<i>60,000</i>	<i>500</i>	<i>120</i>
<i>10th & 19th Ave. Mixed-Use</i>	<i>2</i>	<i>35,000</i>	<i>500</i>	<i>60</i>
<i>General Employment</i>	<i>2</i>	<i>52,600</i>	<i>750</i>	<i>70</i>
<i>Civic</i>	<i>3</i>	<i>20,000</i>	<i>400</i>	<i>40</i>
<i>Total</i>		<i>167,600</i>		<i>290</i>

This total employment space exceeds the Metro 2040 "Main Street" allocation (214 employees) by 76 employees. Because Cornelius' harbors little commercial employment space compared to residential space, the City's target for additional retail and other commercial development is substantially more than the Metro initiated incremental target.

The total square footage of additional development potential for the Main Street District within the retail/employment category approaches 80,000 square feet. Of this amount, approximately 60,000 square feet (33 percent) is projected for retail development including freestanding retail and retail located under housing. The general employment space represents another approximately 60,000 square feet, another third of the potential new development, and is a combination of office space, highway commercial, light manufacturing, distribution warehousing and similar kinds of employment space not oriented to large volumes of retail traffic or pedestrian shoppers. The balance of the space is small office, civic space and housing.

The target for additional retail space in the Cornelius Main Street District is approximately 60,000 square feet. The target growth period is the year 2020, which comes to an average of approximately 3,000 square feet of additional retail space per year. Retail districts do not evolve in methodical increments of 3,000 square feet per year on a regular basis. More likely, two or three bursts of building activity will occur to build out the projected 60,000 square feet.

INFILL HOUSING

Introduction

Existing Circumstance

Two well established single-family neighborhoods border the Main Street District to the north and south. Based on the Metro 2017 Functional Plan allocations, the city assigned a proportional share as a housing goal of 134 units for the Main Street District as defined in 1997. This is a 35 percent increase over the current number of housing units in the district. These additional dwelling units will help the City of Cornelius meet its urban growth management allocation for the year 2017.

This target of 134 additional housing units was used as a guideline during the first public design workshop to target appropriate densities and identify various types of housing suitable for the Main Street District. Preliminary locations were identified where additional housing (above this goal) might be developed at densities that would be suitable to the Main Street District and supported by the market (home purchasers and renters). The 1997 Plan resulted in an estimated 349 housing units, 215 over the Metro originated goal. The plan leaves open market choices for where units may actually be located.

The 2001-2002 Citizen Advisory Committee recommended that the boundaries of the Main Street District be amended to exclude the residential area generally north of Barlow and Civic center, east of the lots abutting 10th Avenue, and west of the lots abutting 19th Avenue. A further recommendation was to return this area to the zoning designations operative prior to 1997. The resulting housing development projections vary from those predicted in the earlier plan with a larger Main Street District. However housing projections still meet Cornelius' allocated goals from the regional 2040 Plan.

Desired Outcome

Throughout the design process the people of Cornelius have expressed their desire to protect and enhance existing neighborhoods by promoting rehabilitation and redevelopment of deteriorated units or underdeveloped lots at compatible densities and with compatible styles. At the same time, it is important to the future community that a range of densities (7 to 40 dwelling units/acre) and housing types (rental and owner occupied) be provided within or adjacent the Main Street District. The following is a summary of the projections ~~recommendations~~:

Short-Term Development (1 to 5 years). Courtyard or third story apartment development totaling 10 units is projected along 10th and 19th Avenues.

Mid-Term Development (6 to 10 years). Development of a total of 10 additional units is projected of in courtyard or third story apartments.

Long-Term Development (11 to 20 years). An additional 22 housing units are projected as part of the mixed use in the Retail and Mixed Use subdistricts. The total number of potential new dwelling units targeted for the revised study area is 42. Added to the 126 projected housing units in the areas reverting back to pre-1997 zoning designation, the total housing projection is 168 units.

What's Inside

The recommendations contained in the Infill Housing Plan are organized by the development phasing described above. The following is provided for each phase: *general*/ location, housing type, density and number of units.

Short-Term Development (1 to 5 years)

Courtyard or cluster apartment development is projected adjacent the Main Street District to the north along Davis, and to the south along Alpine. Between 10th and 13th Avenues north of Davis Street (2.25 acres @ 20 du/acre) **45 housing units** are projected in the short term. This is a readily accepted housing density for rental housing and is being easily accomplished at a number of locations throughout the Portland metropolitan area.

Courtyard or upper-story housing is projected in the Mixed Use Subdistricts along 10th and 19th Avenues, totaling at least 10 units in the short term.

Mid-Term Development (6 to 10 years)

Development of a total of 31 housing units in the mid-term period is projected for both inside and adjacent the Main Street District. Rowhouses, mixed-use development involving both ownership and rental housing and granny flats (additional rental units on a single-family lot such as over a garage) are all product types that have acceptance in the Portland metropolitan region. The most challenging product will be mixed-use development in which housing is located over ground floor office or retail. Following are projections for mid-term housing development in the Main Street area.

<i>Courtyard or Cluster Apartments (outside MS District)</i>	
<i>Alpine, between 8th and 17th Avenues</i>	<i>15 units</i>
<i>Row houses (12 to 14 du/acre)</i>	
<i>Barlow Street and 11th Avenue:</i>	<i>2 units</i>
<i>Davis Street and 13th Avenue:</i>	<i>4 units</i>
<i>Total rowhouses</i>	<i>6 units</i>
<i>10th & 19th Avenue Mixed- Use Development</i>	
<i>Apartments over retail/office</i>	
<i>at 10th & 19th Ave. from Adair St. to Davis St.:</i>	<i>10 units</i>
<i>Total mid-term housing development:</i>	<i>31 units</i>

Long-Term Development (11 to 20 years)

<i>Apartments adjacent Davis, Alpine, 10th & 19th Avenues</i>	<i>52 units</i>
<i>Townhouses along Alpine (8th & 17th Avenue outside MSD)</i>	<i>12 units</i>
<i>Upper-story Apartments in Mixed- Use Development</i>	
<i>Apartments over retail/office</i>	
<i>at 10th & 19th Ave. from Adair St. to Davis St.:</i>	<i>22 units</i>
<i>along Adair/Baseline</i>	
<i>Total long-term housing development:</i>	<i>86 units</i>

Absorption of the housing units into the market is a function of the overall implementation strategy. Implementation of the various land use products (retail, office, civic, etc.) is discussed in other portions of the plan. The level of success in housing development will be directly dependent upon the overall implementation strategy adopted by the city and the community's level of commitment to that strategy. Housing markets tend to run in cycles of three to six years—over-building, under-building, and years of equilibrium. Between now and the target date of 2017, these shifts in the building cycle can be anticipated.

Housing Cost

Housing in the City of Cornelius generally falls within a price range that is considered to be “affordable” compared to the Portland area regional averages. Housing sales activity during the past two years is shown in the following table along with current asking prices for housing on the market:

Recent and Active Housing Sales Within One Half Mile of the Main Street Planning Area

	<i>Current Market Median Selling Price</i>
Detached Single Family Units	\$145,067
[Low	\$14,000]
[High	\$364,800]

- Source: RMLS Multiple Listing Service, 2002

Existing housing close to the Main Street District tends to be older and modest in size and at prices well below the average of the median selling price for homes in the Portland Metropolitan Area. Introducing new housing into this market area will need to recognize that the lower nearby values will affect appraisals and market acceptance. A delicate balance becomes necessary in this situation. New units need to be affordable (like their neighbors) and, at the same time the quality that supports the overall Main Street District Plan. In effect, affordability must not mean cheap construction of buildings that will deteriorate quickly.

The planning process, revised city codes and city policies should encourage affordability through smaller dwelling units and shared amenities, but with materials and design that positively contribute to the overall plan.

MAIN STREET DESIGN GUIDELINES

Introduction

Existing Circumstance

The City of Cornelius has not historically applied special district oriented design guidelines or compatibility standards within the commercial zones.

Desired Outcome

The following guidelines are intended to encourage the design of space, structure and activity within the core area of the Main Street District based on one design theme and three design dynamics.

The design theme of the Main Street District is “**Early 20th Century Country Town**.”
Design dynamics include:

- *Separate Districts / Separated Design.* This design dynamic recognizes separate yet connected land use areas within and adjacent the Main Street District, such as historic neighborhoods adjacent to the north and south of the Main Street core, and the cluster of Hispanic service activities around 11th Avenue and Adair. It also recognized the inherent differences in design needs of different land use and mixes, e.g., intensity of small retail business clusters in Retail subdistrict vs. large restaurant with parking lot in General Employment subdistrict.
- *Integrated Districts / Unified Design.* This design dynamic recognizes the physical proximity and unity of the Main Street district especially along the length of Adair St. and Baseline. Unifying design treatment consists of 1) general design theme with which creative architectural treatment is encouraged, 2) some limits in setback, building heights, floor area ratio, materials, etc. and 3) period (early 20th Century) street-scape and public right-of-way improvements throughout the District. This dynamic recognizes the value of District special identity in successful development of a destination place of business.
- *Mixed Design.* This theme refers to different design guidelines or standards for different parts of the same structure. This would encourage first floor unity in appearance while allowing for upper story variation. This is particularly beneficial for mixed-use structures where it is sometimes important to physically and visually separate or distinguish different floors (i.e. retail and housing.)

What’s Inside

These design guidelines are organized as follows:

1. Architectural Character and Themes

Historic and Cultural Themes
Special Theme Areas
Unifying Elements

2. The Structure

Buildings
Signage

3. The Sidewalk

Pedestrian Zone
Amenities & Street Trees

4. The Street

Bicycle Integration & Transit
Autos & Industrial Traffic

Please refer to the attached Exhibit 5a for the location of the design theme and Exhibit 5b for the Main Street Design Guidelines. Photographs are also provided at the end of this chapter to illustrate examples of some of the key guideline elements. References to the text appear at the lower right of each photograph.

1. Architectural Character and Themes

Historic and Cultural Themes. Two architectural themes that make up Cornelius' unique "personality" were identified by citizen advisors from both the 1997 and 2002 Citizen Committees. "Historic Cornelius" is exemplified by building types such as the old Cornelius Hotel and Train Depot, shown in the mural painted on the south wall of Hank's Market, and existing cottage on the northwest corner of 14th Avenue and Baseline. A Bi-Cultural Cornelius architectural theme is exemplified by the "Old Fire Hall" and the new arcade stucco building influenced by Spanish characteristics located between 11th Ave. and 12th Ave. off Adair, "Centro Cultural".

This Plan embraces both of these themes by defining a general special design theme we will call "**Early 20th Century County Town**" and including both Early American and Spanish styles of architecture and features. This general design theme is intended to give the Main Street District a look, feel and attraction that is unique within the region and helpful in the success of economic development in Cornelius.

Building design flexibility within this broad theme is important for creativity, diversity and affordability. However, both incentives and design limits will be implemented to encourage development that complements this District's special identity. The District's character will also be defined by consistent placement and "period" design of paving & sidewalk scoring patterns, awnings, lighting and street trees.

The following guidelines establish an approach, which employs elements of the Cornelius Main Street theme to unify the District:

Special Theme Areas. Special theme areas within of Cornelius Main Street District will encouraged and enhanced by the development of strong landmarks or special features. Landmarks, which can be built or expanded upon, include Old Fire Hall, Centro Cultural and the Cornelius Central Station community center. Special character can also be developed by the use of small-scale features that are relevant and unique to that area, such as business signs, street signs, hanging flower baskets and banners in the Retail Subdistrict. The goal is to enhance the identity and success of special areas of activity by incorporating small-scale features that accentuate identity and ambiance, build character and respect traditions.

Unifying Elements. Within the Cornelius Main Street District, individual buildings and dissimilar areas can be linked by common and continuous elements. Repetitive elements, such as sidewalk and street paving materials, street lighting, continuous rain protection (awnings) and compatible exterior building materials and color at the ground level form threads that unify Cornelius's new downtown. The strength and the continuity of the Cornelius Main Street District will be achieved by using elements that unify and connect individual areas.

2. Special Structure Design for the Retail Subdistrict

Urban Enclosure. Main streets are typified by the urban characteristic of streets and plazas being defined or enclosed. In addition to contributing to a human scale, this encourages pedestrian activity, which in turn nurtures business. In order to re-create this character along the Main Street, new buildings will be encouraged to be two or three stories (compatible one-story buildings will however be allowed); new buildings will also be encouraged to be built at the street right-of-way or designated plaza edge with no setback or at a distance graduated from the setback of an existing sound “period” cottage.

Existing houses that were built in or renovated in the style of the early 20th Century (“period cottages”) are acceptable in the Retail subdistrict if they are sound in structure and landscaped consistent with the other design features of the District.

Any object (sign, awning, etc.) overhanging into ODOT right of way shall be in compliance with ODOT standards.

Block Intersections. The strength of a street’s urban enclosure relies upon the treatment and massing of buildings and landscaping at the corners of block intersections. Buildings at these corners should consider the intersection as a single space, reinforce it as an activity center, and emphasize intersection activity by creating pedestrian access. When possible, the highest point of a building’s street facade should be within 25 feet of the corner.

Building Base, Body and Head. Historic commercial buildings follow the traditional three-part architectural division of base, body and head, with a cornice or other demarcation at the first level, as well as near the top of the building. New buildings should maintain this continuity by differentiating between the building facade at the sidewalk level and the floors above. New buildings shall either maintain the continuity of the height of prominent street walls and align with projecting cornices of adjacent buildings or present an attractive graduation from adjacent building frontage toward the street right-of-way.

Sidewalk Level of Buildings. New buildings shall be designed so that their facades define the street as if it were an outside room, creating interesting views for passersby, and maximize views of the street to increase neighborhood security. New facades shall be predominantly glass at the ground floor and be visually engaging.

Arcades. Arcades were a prominent feature in Cornelius’ historic main street. New buildings on the north side of Adair (for a south-facing arcade) and the south side of Baseline (for north-facing arcade) are encouraged to have arcades that meet basic standards for access, openness and structure.

Signage. Signs in a shared environment often compete for the attention of viewers. Signs share with architecture an ability to characterize entire neighborhoods as well as single establishments, and therefore shall be complementary and respectful of the visual integrity and architecture of buildings. In the Cornelius Main Street District, the emphasis on pedestrian oriented uses, requires signage that is scaled and articulated to support that character. Therefore, signs shall be oriented toward both pedestrians and vehicles and be integrated into the ground level of the project. Signage projecting into ODOT right of way will be discouraged and subject to ODOT standards.

- Sign Area. Pedestrian oriented signs shall be no more than eight square feet and automobile oriented signs shall be no more than 18 square feet.
- Sign Height. No freestanding, projecting or awning sign, including supporting structures, shall be more than 16 feet in height.
- Projecting Signs. Signs shall project no more than two feet out from the building facade, or 12 inches into pedestrian space (sidewalks, courtyards, etc.)
- Sign Lettering. Letter height shall be no more than 12 inches.
- Outdoor Displays. Movable outdoor displays shall be limited to business hours only, and subject to special permits.

3. The Sidewalk

Sidewalks. Wider sidewalks should be provided along the Main Street core of Adair Street (11 feet) and Baseline Street (11 feet). Narrower sidewalks (8 feet) can be provided in key north-south avenues (10th, 14th, 19th, etc.) and periphery areas. All streets in the community shall include sidewalks on both sides. All sidewalks must be designed to full ADA accessibility standards.

Human Scale Features. Awnings, porches, stoops, ground level windows, benches, kiosks, cafe tables, places to sit, sidewalk merchandising, articulated building facades, pocket parks and plazas, and zero building setbacks (or improvement setback if in relation to an approved cottage building) shall all be used as the standard not the exception in the Main Street along Adair Street, 10th Avenue and 19th Avenue.

Plazas, Parks and Open Spaces. Plazas, parks and open spaces are significant Main street amenities. However, if such spaces discourage public use, or when they do not reflect traditional patterns of circulation, they can become liabilities rather than amenities. Therefore, design of plazas, parks and open spaces must invite and maximize public use. These spaces shall be well defined, create a secure environment, oriented to receive sunlight, work well with pedestrian circulation patterns, and accommodate special events.

Street Trees and Vegetation. Evenly spaced (no greater than 20 feet on center) street vegetation can help create a place with comfortable human scale, and visually tie the district together. A street tree-planting program shall be developed for all streets in the Main Street District (consistent with the approved city public works street tree list). Certain existing trees within the District may be encouraged to be designed around and maintained.

4. The Street

Successful pedestrian oriented development accommodates the needs of motorists without allowing the auto to dominate the environment. All streets must be designed to protect pedestrians and bicyclists. Building entrances (more than one if necessary) shall be oriented to both pedestrian places (such as sidewalks and plazas), and rear lot parking areas if approved. All highway access design proposals will be subject to ODOT standards.

Travel Lanes & Parking. The street network in the Main Street District is made up of Arterials (Baseline St. and Adair St.), Collectors (Davis St., 10th Ave., 11th Ave., 12th Ave., 13th Ave., 14th St., 17th Ave., 19th Ave., and 20th Ave.) and Neighborhood Streets (all remaining streets). As illustrated on Exhibit 5, Circulation (attached), travel lanes on the Collectors and Arterials are 17 feet and 10 feet on Neighborhood Streets. The one-way couplet of Baseline St. and Adair St. is maintained in its present configuration - 2 travel lanes in each direction. Also recommended is a left and right side parking lane and bike lanes and paths along ~~on~~ Baseline and Adair Streets.

Bicycle Lanes. Bike lanes (6' width) are recommended for Baseline St. (on the south side of the street) and Adair St. (on the north side of the street) from 14th to 19th/20th Avenue, and off street as a path from 10th to 14th Avenues. Fragmented striping exists in these areas. New striping is needed along with bold markings, signage and enforcement.

Alleys. The community values the public access opportunities that existing alleys provide. Recommendations include renovating underutilized alleys and using them as entrances and accessways for mid-block parking, residential or public space. Two special alley uses are central to the success of Main Street development:

The existing alley running east and west between Adair and Baseline from 10th to 14th Avenues provides a special opportunity to add value and uniqueness to the Retail Subdistrict. This alley shall be improved with pavement and service infrastructure for pedestrian (and service vehicle) traffic only. Underlying service infrastructure shall be sufficient for infill commercial buildings, courtyards, and arcades oriented toward the center of these four blocks. This alley development will increase the land values significantly and the opportunity & attractiveness to develop the Retail subdistrict.

The alley running east and west between Adair and Barlow shall provide a paved bicycle pathway from 14th to 10th Avenue. This is to make way for on street parking on the north side of Adair for these same four blocks. On street parking on both sides of Adair is important to convenient and safe accessibility to the Retail subdistrict of Main Street.

Pedestrian Crossings. Frequent (no more than 300 feet apart) pedestrian crossings of all streets shall be provided with special treatments such as striping, raised pavement (on side streets only, not on Baseline or Adair Streets), signage surface material changes, and curb extended sidewalks. These features will have the added effect of slowing traffic. New traffic signals are recommended along with special paving features at key crossings at the intersections of 10th, 12th, 14th, 17th and 19th Avenue (realigned with 20th Avenue).

CIRCULATION & INFRASTRUCTURE

Introduction

Existing Circumstance

The Cornelius Main Street District area is not prepared to comfortably accommodate the growth in population, employment and traffic projected for this area of the city in the coming decades. As one component of the Main Street District Plan, the Circulation Plan must address the existing transportation and infrastructure deficiencies and improve the ability for all modes of transportation to move efficiently and safely.

Besides general mobility and access, there is a need to upgrade other public infrastructure, including water, sanitary sewer and storm, drainage, systems to support planned growth in the District.

Desired Outcome

The desired outcome of the Circulation Plan is to improve all modal access with a special concentration on transit, pedestrian and bicycle transportation. The plan emphasizes improved pedestrian and bicycle access across the highway from neighborhoods and within the Main Street District while, at the same time, maintaining efficient traffic flow along Highway 8 and complying with ODOT's access management guidelines.

The implementation strategies also include plans to develop and implement public facilities master plans and a coordinated Capital Improvements Plan for the Main Street District.

What's Inside

This section contains a description of how the Cornelius Main Street District Plan enhances each specific component of the transportation system. While multi-modal accessibility is a prime consideration, this chapter of the Plan also acknowledges the need for upgrading other public infrastructure. The Circulation Plan is organized as follows:

1. Pedestrian
2. Bicycle
3. Transit
4. Locational Improvements for Autos & Traffic Control
5. Truck & Train
6. Modal Balance
7. Access Management
8. Public Facilities Infrastructure

Please refer to the attached Exhibit 6, Circulation Plan map for an illustration of the Main Street District circulation elements. The Armature Plan (submitted to the city under a separate cover) includes identification of current circulation features that will need to be expanded or improved to comply with the Main Street District Circulation Plan and other plan elements. Detailed infrastructure master plans are currently being developed. This Plan identifies the primary forms of needed system upgrades.

1. Pedestrian

The Main Street District includes a significant amount of commercial development within acceptable walking distance among future businesses and from significant residential development. As Cornelius grows and the Main Street District Plan is implemented, pedestrian activity will increase, particularly in the retail and civic subdistricts along Adair and Baseline Streets.

The Main Street District Plan will accommodate pedestrian demand by meeting the standards of pedestrian connectivity established in Title 6 of the Urban Growth Management Functional Plan and the Oregon Transportation Planning Rule (TPR). Pedestrian facilities that are currently discontinuous will be completed and expanded. These facilities are located on Adair Street, Baseline Street, 10th Avenue, 14th Avenue and at the intersection of Adair Street and 19th Avenue. Streets lacking facilities (for which new sidewalks will be required) are Davis Street, Clark Street, Barlow Street, 11th Ave, 12th Ave, 13th Ave, 16th, 17th Ave, 19th Ave, and Alpine Street. A sidewalk inventory conducted for this study (submitted to the City under a separate cover) identifies the specific locations of these streets for sidewalk improvements.

These facilities will be improved by providing sidewalks on both sides of the street (based on typical cross section standards by functional class) and by developing special features at crosswalks such as striping, raised pavement, signage, surface material changes and curb extensions at crosswalks. In addition, full signalization (pending warrants) at 10th, 14th, 19th and 20th Avenues will provide safe controlled crossing points on Adair and Baseline. Additional special pedestrian signals will be sought for 12th and 17th Avenues as they cross Adair and Baseline. The sidewalks along the Main Street core on Adair and Baseline Streets will be widened to eleven feet and all sidewalks will be separated from traffic by a parking lane or a buffer. These features will attract and promote safe pedestrian activity. The city should also explore the feasibility of bike lanes on 10th, 14th, 19th and 20th Avenues, although this may require additional right-of-way or displacement of on-street parking.

2. Bicycle

The Main Street District Plan recommends that bike lanes be maintained along the north side of Adair Street, except between 10th and 14th Avenues where a connected bike path will be built along the alley between Adair and Barlow, and along the South Side of Baseline Street. The enhancement of pedestrian crossings at Adair and Baseline Streets, with pedestrian signals at 12th and 17th, and the full signalization of 14th, 10th and 19th/20th Streets will provide safe options for bicyclists to walk their bikes should they be uncomfortable crossing in the traffic stream. Finally, the commercial, retail, cultural and civic activities in the core area will facilitate secure bicycle use requiring secure bike racks at convenient intervals.

3. Transit

Incomplete and poor sidewalk facilities and closeness to traffic tends to limit transit ridership. The Main Street District Plan provides for a complete and continuous pedestrian and bicycle system and creates a more attractive and comfortable pedestrian/transit atmosphere by creating buffers in the form of plantings and parked cars along with wider sidewalks on Adair and Baseline Streets. The plan promotes transit usage by enhancing the ability to safely get to transit stops and by providing a more pleasant atmosphere in which to wait for the bus. Enhancement of existing bus stops needs to be coordinated with Tri-Met and ODOT. As Cornelius' population and employment

continue to grow along with the rest of the Portland metropolitan area, transit demand is also likely to increase. The design features of the Main Street District Plan promote this growth in ridership demand.

Communication with Tri-Met needs to be ongoing so that suggestions for enhancement of bus service and final location of facilities can be confirmed. The city is also exploring options with Tri-Met for providing a local shuttle bus system and commuter or light rail along the Portland Western Rail Line north of Davis Street.

4. Location Improvements and Autos and Traffic Controls

The improvements to bicycle (section B. above) and pedestrian facilities are a critical component of the Main Street Plan. Additional improvements to promote efficient circulation of vehicles, pedestrians and bicycles are intersection related improvements. The projection of current traffic to 2017 shows that average daily traffic on Highway 8 (Adair and Baseline Streets) will grow from about 35,000 in 1995 to about 54,000 in 2017. Growth will also increase north/south pedestrian and vehicular travel demand. The future transportation conditions report showed that, under existing configurations, the intersections of Adair/10th, Adair/14th and Baseline/14th would operate below acceptable limits. The full signalization of these intersections will bring operations at these three intersections within acceptable limits. This signalization will also help to enhance north/south vehicle and pedestrian circulation. The results of external signal warrant studies and discussions with ODOT on this matter will determine the final signalizing configuration at these intersections.

Poor operations at the Adair Street/10th Street intersection will be driven by a very high level of westbound through and westbound to southbound traffic (including high industrial truck traffic). The most appropriate improvement to this intersection would be the addition of a through/left lane along with wider turning radii (modified pedestrian intersection design) to help accommodate these heavy movements. This configuration would have to be coordinated with the standard cross section of the Arterial facilities. One potential solution would be to remove parking short of the intersection in order to allow adequate length for the new turn lane.

The current conditions of north Davis Street and 19th Avenue are inadequate to accommodate the density levels anticipated in the associated subdistrict. These two roads will need to be improved to full plan standards prior to or simultaneously with new development.

5. Truck and Train

Commercial traffic, including trucks and trains, are a significant component of travel impacting the Main Street District. Commercial trucks constitute about two percent of the daily traffic in the Cornelius area. This translates to about 700 trucks per day in 1995 and a projected 1000 trucks per day in 2017 (75 in the peak hour). Two impacts of heavy truck traffic are decreased capacity for cars and an unsafe experience for bicyclists and pedestrians. However, the rerouting (described in the Washington County 2020 Transportation) of northwest bond truck traffic from Hwy 219 to Golf Course Road and 10th Avenue, rather than the current route along highway 8 to 10th Avenue, will reduce freight traffic significantly through Main Street. Moreover, the development of a coordinated signal timing plan for the signals that will be in place in 2017 will balance movement of trucks with local pedestrian and bicycle activity. In addition, the buffer between pedestrians and travel lanes that has been developed as part of the standard roadway cross-sections for this plan will reduce the negative effect of passing trucks for pedestrians.

The Southern Pacific Railroad (now owned by Union Pacific and leased and operated by Portland and Western) parallels Baseline Street about 150 feet to the south. Passing trains impact the north/south capacity for pedestrians, bicyclists and vehicles. The proximity of the tracks to the highway also forces substantial additional costs relative to signalization and development and access. Current negotiations with ODOT regarding funding for railroad preemption on the north/south roadways will determine the extent of this impact on local funds. However, one additional trade-off for state funding is closure of other rail crossings.

6. Modal Balance

The Oregon Transportation Planning Rule (TPR) was the basis for much of the development of design guidelines for the Cornelius Main Street District Plan. The federal Inter-modal Surface Transportation Efficiency Act (ISTEA) reflects much of the basis of the TPR. The development of efficient transportation for all modes is a primary focus for the TPR and ISTEA. In turn, the focus of the Circulation Plan for Cornelius emphasizes the enhancement of all modal options.

As described above, facilities for pedestrians, bicyclists and transit patrons will be substantially enhanced to provide safe, numerous and continuous options for these modes of travel. The number of automobiles and commercial vehicles traveling in and through Cornelius will be substantial in 2017. However, in order to promote and support the Main Street concept that is envisioned for the central core of Cornelius, trips by alternate modes must not only be accommodated but increased as well. The Land Use Plan that has been developed for the Main Street District will attract many new users. It is not feasible to accommodate all anticipated trips to the Main Street with automobiles. The design features of the Main Street District Plan are meant to provide the ability to make these trips safely and conveniently by reorienting the system to non-auto modes of travel.

7. Access Management

Access points (driveways) to Adair and Baseline Streets decrease traffic and pedestrian carrying capacity because the vehicles entering or exiting the access points are competing for time and space with the vehicles and pedestrians. More access points create more conflict, which reduces capacity and speed and increases the likelihood of accidents. Competing with the notion of conflict is the need to provide access to and from businesses and activities along the Main Street. Oregon highway access management guidelines have been established to set a standard for the number of conflict points that should be allowed.

Currently, the interim access management designation for Highway 8 is category 5. Category 5 sets an access spacing standard of 300 feet (one per block in Cornelius.) This standard has been incorporated into the District Plan and would allow for 18 accesses along both Adair and Baseline Streets between 10th and 19th Avenues. There exist a total of 25 access points along Adair and 21 access points along Baseline. All future development along Baseline and Adair Streets will need to consolidate accesses to one per block to side streets, alleys, and through internal connections in order to meet the accepted standards. For pedestrians, keeping the high number of access points would conflict with attractiveness and increased safety provided by wider, more pleasant sidewalks. For the increased number of vehicles projected for 2017, the high number of access points would congest traffic and decrease safety. The north/south streets, small blocks and alleyways all provide potential alternatives for vehicle parking access.

8. Other Public Infrastructure

The existing water system within the District is marginally adequate for current conditions. Much of the system consists of old four-inch steel pipes. These will need to be replaced with larger pipes. Creating increased system looping is also an objective of this Plan. The existing sanitary sewer system is generally adequate for current conditions. However, some system upgrades are needed to accommodate planned growth. The storm drainage system has down stream limitation that needs to be corrected to allow for full development within the District. There is also a need to develop a regional water quality treatment facility to serve the District and eliminate the need for individual site facilities.

The city must complete its development of updated public facilities master plans. Development of a multi-agency coordinated Capital Improvements Plan will also be an essential component of implementation. The city has budgeted to update the Sewer Master Plan in the 2002-2003 budget. The Water and Storm Water Master Plans are now being reviewed by the public and Planning Commission and will soon be adopted.

System upgrades to public utility systems, including phone, power, cable and natural gas will also be necessary. The city will need to coordinate with the utilities including providing them with copies of the Plan. One prime objective is to underground all overhead utilities except the major transmission lines. This alone would enhance the visual quality of the District.

PARKING

Introduction

Existing Circumstance

Off-Street:

Overall there are 870 off-street parking spaces scattered throughout the Main Street District Plan core area (Baseline and Adair Streets between 10th and 19th Avenues). However, over half of these spaces are concentrated in three large surface lots at Hank's Super Center - 200+ spaces (1519 N. Adair), GTE - 200+ spaces (19th just north of Adair), and the St. Alexander's Church (10th and Adair) - 50+ spaces. They are not necessarily conveniently located, nor available for general public use. The balance of the spaces is scattered throughout the Main Street District on small surface lots associated within individual buildings.

On-Street:

On-street parking in the Main Street District Plan core area (Baseline and Adair Streets between 10th and 19th Avenues) consists of approximately 120 spaces along segments of 11th Ave, 12th Ave, 13th Ave, 14th Street and Baseline Street.

Desired Outcome

The primary objectives of the Main Street Parking Plan are:

- Provide a balance of accessible parking throughout the district,
- Pursue redevelopment of some underutilized surface lots to increase the usable building square footage, and small scale parking garages,
- Establish a shared parking strategy or public parking within the district,
- Reduce the amount of required parking in concert with shared parking,
- Establish parking maximums,
- Reduce the amount of impervious surface dedicated to cars only and reduce storm water runoff,
- Expand on-street parking as a form of shared parking and buffer between automobiles & sidewalks.

What's Inside

This Main Street District Parking Plan is organized as follows:

1. On-Street Parking

Location
Quantity

2. Off-Street Parking

Allowances
Shared Parking
Location and Access
Orientation

Please refer to the attached Exhibit 7, Parking Plan for an illustration of the location of the Main Street District Plan parking recommendations.

On-Street Parking

Location & Quantity

Existing On-Street Parking. Current parallel on-street parking is provided on the following street segments:

- 11th Ave. -- 24 spaces (both sides of the street between Baseline and Adair Streets)
- 12th Ave. -- 24 spaces (both sides of the street between Baseline and Adair Streets)
- 13th Ave. -- 24 spaces (both sides of the street between Baseline and Adair Streets)
- 14th St. -- 24 spaces (both sides of the street between Baseline and Adair Streets)
- Baseline Street -- 24 spaces (north side of the street between 10th and 12th Avenues)

Total Existing On-Street Parking -- 120 spaces

Proposed On-Street Parking. As illustrated on Exhibit 7, the proposed additional onstreet parking provisions of the final Main Street District follow. These recommendations assume 25-ft. setbacks from intersections and one access point per block.

- Adair St. -- 75 spaces (south side of the street between 19th and 10th Avenues) and 48 spaces (north side of street between 14th and 10th Avenues)
- Baseline Street -- 85 spaces (north side of the street between 12th and 19th Avenues) and 48 spaces (south side of street between 10th and 14th Avenues)

Total Proposed Additional On-Street Parking -- 256 spaces

Off-Street Parking

Current Parking Supply

A parking inventory indicates that there is 870 potential (space that is used for parking whether designated or not) off-street parking spaces within the Main Street District. These spaces are approximately 50% utilized on a daily basis. But, as noted, they may not serve the needs of the district. And, demand exceeds the Metro ratio for certain peak time periods.

Future Allowances

The City codes are already within the parameters of Metro's minimum parking standards for new development. The following are recommended parking maximums for the anticipated key Main Street District uses.

Retail -	4.1 spaces/1,000 SF
Office -	2.7 spaces/1,000 SF
Bank -	4.3 spaces/ 1,000. SF
Place of Worship -	.5 spaces/1,000 SF
Medical Clinic -	3.9 spaces/1,000 SF
Entertainment -	10 spaces/1,000 SF

Shared Parking

The sensitive location of surface parking is critical to balance the needs of motorists while enhancing a pedestrian environment. When off-street parking is appropriately clustered within mixed-use areas the total amount of parking can be reduced. This acknowledges that motorists take the opportunity to park and shop at more than one store without moving their car and that

different uses have their peak parking demand at different times of the day. Please refer to the Metro Shared Parking ordinance and handbook for more information. Recommendations on how shared parking can be utilized within the Main Street District are included in the following section (Location and Amount).

Location and Amount

A special parking district should be developed for the Main Street District considering the elements in this section of the Plan. Future parking should be planned and designed to account for the unique conditions present within each subdistrict. Those conditions include mixed use, increased pedestrian trips to the core area, increased transit use, utilization of existing parking surplus, etc. The following is a preliminary assessment of parking need based on residential and employment development projected in the Main Street District Plan (based on Metro ratios):

- **Mixed Use Subdistrict.** Parking requirements within the Mixed-Use Districts (10th Avenue and 19th Avenue) and Retail District should be restricted to the maximums described above to account for shared use potential between complimentary uses. Parking needs based on the employment and housing growth in the Main Street District Plan are approximately 100 spaces.
- **General Employment Subdistrict.** Large tracts of undeveloped land exist within this sub-district and existing parking is ample. Parking associated with the GTE facility alone exceeds 200 spaces. Parking provisions associated with new development should account for the existing surplus and shared use potential of adjacent uses. Parking needs based on the employment growth project in the Main Street District Plan are approximately 150 spaces.
- **Retail Subdistrict.** Although some facilities within this subdistrict are currently sharing parking spaces on the larger surface lots, a parking surplus exists. Hank's grocery currently supports 200+ surface parking spaces. As new development takes place within this sub-district, shared parking provisions should be made to reduce the amount of new parking within the core area. Redevelopment of some portions of the larger surface lots into parking garages, or with complimentary uses is envisioned by the Main Street District Plan. Parking needs based on the employment and housing growth in the Main Street District Plan are approximately 250 spaces at full build out.
- **Civic Subdistrict.** This subdistrict is one key area within the main street planning area that has reached its parking capacity. The area is targeted by the Main Street Circulation Plan as a potential location for structured parking. The parking structure would be a shared public use facility to accommodate the needs of new development within the Civic Subdistrict and the adjacent Retail Subdistrict. This would reduce some of the burden of providing additional parking in the new retail subdistrict that is envisioned as the pedestrian oriented core of the Main Street District. Parking needs based on the employment growth in the Main Street District Plan are approximately 10 spaces.

Orientation

All surface parking lots should be oriented toward periphery automobile access ways and away from pedestrian environments. Where surface lots abut pedestrian spaces, convenient and safe sidewalks or pathways shall be provided. These pedestrian accommodations shall be at least six feet wide and be connected to any existing or proposed adjacent facilities. Landscaped buffers shall be provided between the lots and pedestrian spaces.

ZONING & DEVELOPMENT CODE

Introduction

Existing Circumstances

The 1997 zoning in the Main Street District area was primarily Commercial and Residential. There were two Commercial zones, C- 1, General Commercial and C-2, Highway Commercial. The C-2 zone allows for a much broader range of commercial uses than did the C- 1 zone. There were also two Residential zones, R-7, Single Family and A-2, Multi-Family. The R-7 zone allows for a maximum density of 4.5 units per acre, while the A-2 zone allows for 14 units per acre.

Desired Outcome

The intent of the Main Street District is to encourage a greater mix of compatible uses, and a greater density or intensity of commercial, particularly retail, uses within the central core area. The Land Use Chapter creates a series of mixed-use sub-districts to accomplish this objective. To implement the Land Use Plan a new **Main Street (MS)** Comprehensive Plan designation and Zoning District has been created.

The Main Street zoning will be administered through the normal Type I, Type II and Type III PC/ Site Design Review processes with public hearing before the Planning Commission. Zoning standards and design performance criteria will be provided in the new Main Street Zoning District Development applications that are clearly consistent with the Main Street Plan intention and priorities will be reviewed through the less time consuming Type II Process, as described in the Code. When possible, the City will provide incentives for development activities compatible with the uses and design theme described in the Main Street Plan.

What's Inside

The new MS Zoning District ~~also~~ includes subdistrict zones that implement the four sub-districts; The new zone ~~is~~ designations are as follows:

Sub-Districts	Designation
1. Retail Commercial	MSR
2. Mixed Use	MSM
3. General Commercial	MSG
4. Civic	MSC

The District Plan Map is presented herein in Chapter 2 as Exhibit 2. The new District Zone Map is presented herein as Exhibit 8.

Main Street Zoning District

A general description of the intent of each subdistrict is set out below. More detailed zoning criteria and standards are developed as an amendment to the Development Code.

1. Retail Commercial, MSR

This subdistrict zone implements the Retail District, the core of the Main Street Plan and center of Cornelius' small business district. This zone is primarily commercial retail, but also allows office, and service commercial use, that are generally conducted within an enclosed building. Outdoor display and storage is generally prohibited, except for limited special use areas and occasions, such as courtyard cafes and special events approved with a temporary use permit or a conditional use permit. These special use areas and events are to be designed specifically to support their intended use while maintaining an attractive visual and safe accessible environment. Sidewalk or plaza vendors may also be allowed by special permit, which may be time limited, such as during normal business hours only.

Existing, renovated and new buildings may be from one to three stories in height (3 if housing is developed on the 3rd floor) and must be compatible with the Main Street District design theme & guidelines and with adjacent buildings. Taller buildings could also be allowed, but only by the Planning Commission through a PUD and public hearing process, and with appropriate adjustments to set backs, particularly for upper stories.

2. Mixed Use, MSM

This subdistrict zone implements the Mixed Use Districts. This zone is designed to allow a vertical mix of retail, office, and residential. Commercial uses are limited to convenience commercial and service and professional office uses. Building heights are limited to three stories, with residential allowed on the second and third stories. Office uses may also be allowed on the second story. The third story will be allowed only as incentive for residential use.

3. General Employment, MSG

This subdistrict zone implements the General Employment District. This zone allows for general and service commercial uses. Certain light industrial uses, such as research & development and distribution warehousing may also be allowed, provided they meet the design and performance criteria. Building heights are generally limited to two stories, although taller buildings may be approved by the Planning Commission.

4. Civic, MSC

This subdistrict implements the Civic Districts. This zone is designed to provide for public service and educational uses. Generally permitted uses include government facilities, such as City Hall, Library, Fire and Police station, community center, green space, schools, and public parking. Limited commercial uses such as coffee shops, restaurants, related offices, and retail, e.g., printing shops, may also be allowed as a Conditional Use, when authorized by the Planning Commission. Building heights are generally limited to two stories, although taller buildings may be approved by the Planning Commission.

Residential Development up to 40 units per acre, is encouraged within the mixed-use subdistricts (MSM). Therefore, no separate high-density residential zone is created. As discussed in Chapter 6, Circulation Plan, certain roadway improvements are necessary prior to any development at this density. Residential densities allowed in the R-7 and A-2 zones adjacent the Main Street District are enough to exceed regional 2040 Plan goals for housing in Cornelius and the recommended commercial/housing mix for a successful Main Street Plan.

2002 IMPLEMENTATION STRATEGY

Introduction

A Main Street Plan is no good if it is not implemented. This plan is revised to be visionary and practical, demanding and affordable, consistent with public standards and flexible for private creativity. To be implemented, the Plan must warrant both public and private approval and ownership. To gain such acceptance, it must be a compromise and at the same time bold.

What's Inside

This section of the Cornelius Main Street District Plan outlines an implementation strategy that focuses on the major purpose of developing the Main Street Plan in Cornelius – development of a healthy, sustainable downtown business district. A list of criteria for successful development of such a downtown business district is first presented. Then a list of important actors, or stakeholders, is arrayed. The major mechanisms for implementation are described. A list of projects and potential resources is recommended. Finally, a general schedule of public and private developments is proposed.

1. Criteria for Success

The following are some of the major signs or criteria for successful implementation of the Main Street Plan:

- Broad Community Approval & Adoption of Main Street Plan & Related Code Provisions
- Approval by Effected Jurisdictions, e.g., Washington County, Metro, LCDC, ODOT & OECD
- Increased Business Start-up Inquiries & Applications for Development within the New District
- Plan Becomes an Accepted Base for Funding Applications for Capital Improvements
- Plan Becomes an Asset to Private Development & Business Loan Applications
- Interest Shown by Funding Sources, e.g., County, State & Federal Government
- Ongoing Public Participation & Cultural Diversity Encouraged
- Organizational Capacity & Involvement of Cornelius Chamber of Commerce is Strengthened
- Sends a Message of Success, Progress, Community, & Opportunity to Outside World
- Creates an Increasingly Attractive Environment for Investment and Development in District
- Increases Overall Tax Base for Public Services

2. Stake Holders

Successful implementation of the Main Street Plan depends upon committed leadership from both the public and private sectors. Leadership will come from individuals and from organizations. Breadth of leadership assures a compliment of skills is focused on the District as a community priority. A wide variety of stakeholders can get a wide variety of people excited about more individual projects that make up the whole District. The more implementers and advocates the Plan has, the more different projects can be undertaken at the same time, the more victories can be achieved by different interests in different ways, and the more multi-faceted communication of goals and project benefit & completion will be. Stakeholder organizations important to implementation of Cornelius' Main Street Plan include:

- City of Cornelius
- Cornelius Chamber of Commerce
- Centro Cultural
- Service & Advocacy Groups, e.g., Library Board, Cornelius Boosters & Friends of Cornelius
- Other Governmental Interests, e.g., Metro, ODOT, OECDD, Washington County
- Non-profit Parks & Library Trust (recommended)

3. Major Implementation Mechanisms

Major mechanisms and processes in which the Main Street Plan will be implemented include:

- Revision of the Cornelius Development & Zoning Code Provisions Related to the Plan
- Business Friendly Development Review & Code Enforcement Services
- Cornelius Downtown Business Market Research
- Chamber of Commerce Development of Business Services & Focus on Main Street Business District
- City & Chamber Partnership for Business Recruitment
- Progressive Definition of District Design Theme, including new Planning Commission Role
- Hispanic Service Institutional Leadership in Downtown Development
- Cooperative Planning of Dual Uses of Main street/Highway 8 with ODOT
- Capital (Public) Improvements Plan & Construction

4. Project & Resource List

<u>Projects</u>	<u>Resource</u>
• Develop a Main Street Business Focus Group	City & Chamber Partnership
• Private Commercial Development	Private Investment
• Adair Street Improvements	Fed./ODOT/Metro Grant
• Designs for 3 Intersections of Adair & Baseline	Local TIF
10 th Avenue	
14 th Avenue	
19 th /20 th Avenue	
• Feasibility Design of Cornelius Central Station	OECDD
• Construction of Cornelius Central Station (Community Center, including Library, Senior, Recreation & Business Training Centers)	Public/Private Partnership
• Baseline Street Improvements	Fed./ODOT/Metro Grant
• Construction of 3 Intersections (above)	County MSTIP
• Pedestrian & Parking Facilities	Fed./ODOT/Metro Grant