

**ORDINANCE NO. 783**

**AN ORDINANCE OF THE CITY OF WILSONVILLE MAKING CERTAIN DETERMINATIONS AND FINDINGS RELATING TO AND APPROVING A SUBSTANTIAL AMENDMENT TO THE CITY OF WILSONVILLE'S WEST SIDE URBAN RENEWAL PLAN (SECOND AMENDMENT) AND DIRECTING THAT NOTICE OF APPROVAL BE PUBLISHED**

WHEREAS, the City Council of the City of Wilsonville approved the West Side Urban Renewal Plan by adoption of Ordinance No.560 on November 3, 2003, which Plan has thereafter been amended one time. The West Side Urban Renewal Plan, as amended through the First Amendment is referred to herein as the "Plan"; and

WHEREAS, the Urban Renewal Agency of the City of Wilsonville ("Agency"), as the duly authorized and acting urban renewal agency of the City of Wilsonville, Oregon, is proposing to change the Plan to increase the maximum indebtedness that may be incurred under the Plan, to remove property from the Plan area, to update the section on Relationship to Local Objectives (the "Second Amendment"). Such changes are proposed so that the original objectives in the Plan may be fully accomplished and the urban renewal projects called for in the original Plan may be completed; and

WHEREAS, under the terms of Section XI. Future Amendments to the Plan and under state law an amendment increasing the maximum indebtedness of the Plan is a Substantial Amendment and requires the notice, hearing, and approval procedures required by ORS 457.095, and special notice as provided in ORS 457.120; and

WHEREAS, the Agency, pursuant to the requirements of ORS Chapter 457, has prepared the Second Amendment which is attached to this Ordinance as Exhibit A, and incorporated herein by this reference; and

WHEREAS, the Agency has caused the preparation of a Report accompanying the Second Amendment as required by ORS 457.085(3) (“Report”), which Report dated February 1, 2016 is attached to this Ordinance as Exhibit B and incorporated herein by this reference; and

WHEREAS, the Second Amendment increases the maximum indebtedness of the Plan to \$49,400,000 and

WHEREAS, the Second Amendment and the Report were forwarded on December 1, 2015 to the governing body of each taxing district affected by the Second Amendment, and the Agency has thereafter consulted and conferred with said districts; and

WHEREAS, the maximum indebtedness increase is within a threshold that does not require approval of taxing jurisdictions; and

WHEREAS, the Second Amendment and the Report were forwarded to the City of Wilsonville Planning Commission for recommendation, the Planning Commission considered the Second Amendment and Report on November 12, 2015 and December 9, 2015 and voted that the Second Amendment conformed with the Wilsonville Comprehensive Plan; and

WHEREAS, on December 15, 2016 Agency representatives met with the Board of Commissioners of Clackamas County to review the Second Amendment, including the proposed change in the maximum indebtedness for the Plan; and

WHEREAS, the City Council has not received written recommendations from the governing bodies of the affected taxing districts; and

WHEREAS, on December 7, 2015 the City caused notice of the hearing to be held before the City Council on the Second Amendment, including the required statements of ORS 457.120(3), to be placed in the Boones Ferry Messenger for publication and distribution in January 2016 to postal patrons in the City; and

WHEREAS, on January 21, 2016 the City Council held a public hearing to review and consider the Second Amendment, the Report, the Planning Commission Recommendation, and to receive public testimony; and

WHEREAS, after consideration of the record presented through this date, the City Council does by this Ordinance desire to approve the Second Amendment.

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

1. The Second Amendment complies with all requirements of ORS Chapter 457 and the specific criteria of 457.095(1) through (7), in that, based on the information provided in the Report, the Planning Commission Recommendation and the public testimony before the City Council:

- A. The process for the adoption of the Second Amendment has been conducted in accordance with the provisions of Chapter 457 of the Oregon Revised Statutes.
- B. The area designated in the Plan as the West Side Urban Renewal Area (“Area”) is blighted, as defined by ORS 457.010(1) and continues to be eligible for inclusion within the Plan because of conditions described in the Report in the Section “Existing Physical, Social, and Economic Conditions and Impacts on Municipal Services”, including the existence of inadequate streets and other rights of way, open spaces and utilities and underdevelopment of property within the Area (ORS 457.010(1)(e) and (g).
- C. The rehabilitation and redevelopment described in the Second Amendment to be undertaken by the Agency is necessary to protect the public health, safety or welfare of the City because absent the completion of urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according the goals of the City’s Comprehensive Plan.
- D. The Second Amendment conforms to the Wilsonville Comprehensive Plan and provides an outline for accomplishing the projects described in the Plan, as more fully described in the Plan as amended by the Second Amendment and in the Planning Commission Recommendation.
- E. The Second Amendment conforms to the Wilsonville Economic Development Plan as more fully described in the Second Amendment.

- F. No residential displacement is anticipated as a result of the acquisition and disposition of land and redevelopment activities proposed in the Second Amendment and therefore the Second Amendment does not include provisions to house displaced persons. In the event of unanticipated displacements the Agency would be obligated to provide relocation assistance.
- G. The acquisition of property for public infrastructure projects was anticipated in the original Plan and continues to be anticipated in the Second Amendment.
- H. Adoption and carrying out the Plan, as amended by the Second Amendment is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax revenues derived from a division of taxes pursuant to section 1c, Article IX of the Oregon Constitution and ORS 457.440 and other available funding as more fully described in the Section “Financial Analysis of the Plan” of the Report.
- I. The City shall assume and complete any activities prescribed it by the Plan, as amended by this Second Amendment.
- J. The Agency consulted and conferred with affected overlapping taxing districts prior to the Second Amendment being forwarded to the City Council.

2. The Second Amendment to the West Side Urban Renewal Plan is hereby approved based upon review and consideration by the City Council of the Plan and Report, and the Planning Commission Recommendations, each of which is hereby accepted, and the public testimony in the record.

3. The City Recorder shall forward forthwith to the Agency a copy of this Ordinance.

4. The Agency shall thereafter cause a copy of the Second Amendment to be recorded in the Records of Clackamas County, Oregon.

5. The City Recorder, in accordance with ORS 457.115, shall publish notice of the adoption of the Ordinance approving the Second Amendment, including the provisions of ORS 457.135, on the City’s website and in the Wilsonville Spokesman no later than four days following adoption of this Ordinance.

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting thereof on the 21<sup>st</sup> day of January, 2016, and scheduled for a second reading at a regular

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meeting of the Council on the 1<sup>st</sup> day of February, 2016, commencing at the hour of 7:00 P.M. at the Wilsonville City Hall.

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Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the 1st day of February, 2016, by the following votes:

Yes:-4-            No: -0-

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Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this \_\_\_\_\_ day of February, 2016.

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TIM KNAPP, Mayor

**SUMMARY OF VOTES:**

Mayor Knapp - Yes

Council President Starr - Excused

Councilor Fitzgerald - Yes

Councilor Stevens - Yes

Councilor Lehan - Yes

**Attachments:**

Exhibit A – West Side Urban Renewal Plan Second Amendment

Exhibit B – Report on the West Side Urban Renewal Plan Second Amendment

Exhibit C – Wilsonville Planning Commission Report and Recommendation on the Second Amendment

## Exhibit A

### West Side Urban Renewal Plan Second Amendment

The following changes are made to the West Side Urban Renewal Plan. Deletions are shown in ~~crossout~~ and additions are shown in *italics*.

#### I. INTRODUCTION

*The First Amendment, adopted September 15, 2008, added property to the urban renewal area, and updated one section in the Report on the Plan to list deficient conditions in the areas to be added to the Plan.*

*The Second Amendment, adopted February 1, 2016, removed property from the Plan Area, increased the maximum indebtedness of the Plan, updated sections IV. Map and Legal description of the Urban Renewal Area, V. Urban Renewal Projects, VI. Relationship to Local Objective, updated Exhibit A: Legal Description of the Area, and updated the Report on the Plan. The Second Amendment was adopted to allow the Plan to achieve its original objectives and complete the original projects in the Plan.*

#### IV. MAP AND LEGAL DESCRIPTION OF URBAN RENEWAL AREA

Figure 3 shows that the estimated total assessed value of Area, which will constitute its Certified Base, is *estimated to be* ~~\$3,362,161~~ \$16,109,831. The Certified Base value of the Year 2000 Urban Renewal Plan, as amended, is *estimated to be* ~~\$55,230,442~~ 44,499,418. The total of the ~~two~~ Certified Bases constitutes an estimated ~~4.2~~ 4.07% of the City's assessed value excluding the incremental assessed value of the ~~Year 2000 Urban Renewal Plan~~ urban renewal areas in Wilsonville. *These numbers reflect the 2015/16 amendment to both the West Side and the Year 2000 Plans and the 2015/16 assessed values. For the purpose of calculating the statutory limit on assessed value in urban renewal areas citywide, one uses the total assessed value of the City, less the total excess value of all urban renewal areas. Note that the Year 2000 Plan does not use all of its excess value, as it collects a lower amount of TIF revenue than the maximum allowed by statute through a process called under-levying. For the Year 2000 Plan, the full amount of the excess value is included in the calculation, and not just the excess value used for the purposes of calculating TIF.*

The total acreage in urban renewal areas constitutes ~~23.7~~ 19% of the City's acreage. The Plan thus complies with the statutory limits (ORS 457.420) on the value and size of urban renewal areas using tax increment financing.

Exhibit A

Figure 3 Assessed Value and Acreage of Area (former table deleted)

Urban Renewal Area	Frozen Base/AV	Acres
West Side URA	\$16,109,831	415
Year 2000 URA	\$44,499,418	454
TIF Zones		
27255 SW 95th Ave	\$17,938,434	26.07
26440 SW Parkway	\$12,582,201	24.98
26755 SW 95th Ave	\$7,675,439	9.76
Total in URAs	\$98,805,323	929.81
City of Wilsonville*	\$2,429,384,903	4,805
Percent of Total	4.07%	19%

\*less the total excess value (This table represents 2016 amendments to both the West Side Urban Renewal Area and the Year 2000 Urban Renewal Area)

V. URBAN RENEWAL PROJECTS

B. Urban Renewal Projects

1. Public Improvements

a) Roadway System Improvements

~~A new north-south connector at Kinsman~~

~~Another Old Town/Wilsonville Road connection~~

VI. RELATIONSHIP TO LOCAL OBJECTIVES

***Public Facilities and Services***

*GOAL 3.1: To assure that good quality public facilities and services are available with adequate, but not excessive, capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services.*

***Water:***

*Policy 3.1.5 The City shall continue to develop, operate and maintain a water system, including wells, pumps, reservoirs, transmission mains and a surface water treatment plant capable of serving all urban development within the incorporated City limits, in conformance with federal, state, and regional water quality standards. The City shall also continue to maintain the lines of the distribution system once they have been installed and accepted by the City.*

***The Second Amendment conforms to this section of the comprehensive plan as a project funded through the Second Amendment is the construction of new water lines in Tooze Road.***

***Fire:***

*Policy 3.1.8 The City of Wilsonville shall continue to coordinate planning for fire safety with the Tualatin Valley Fire and Rescue District.*

*Implementation Measure 3.1.8.c The City shall require that all buildings be designed to a maximum fire flow rating of 3,000 GPM at 20 p.s.i. or such other standard as may be agreed to by the City and the Fire District.*

***The Second Amendment conforms to this section of the Comprehensive Plan as a project that will continue to be funded in the Plan is sprinklers for new residential development within the Area.***

***Parks:***

*Policy 3.1.11 The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.*

*Implementation Measure 3.1.11.b Provide an adequate diversity and quantity of passive and active recreational opportunities that are conveniently located for the people of Wilsonville.*

*Implementation Measure 3.1.11.e Require small neighborhood parks (public or private) in residential areas and encourage maintenance of these parks by homeowner associations.*

***The Second Amendment conforms to this section of the Comprehensive Plan as the development of Montague Park (previously named Collina Park) and the Villebois Greenway are projects that will continue to be funded in the Plan.***

***Transportation:***

*GOAL 3.2: To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.*

*Policy 3.2.1 To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.*

*Implementation Measure 3.3.1.a. Encourage a balance among housing, employment, and commercial activities within the City so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.*

*Implementation Measure 3.3.1.d. Continue use of the Planned Development/ Master Plan process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.*

*Implementation Measure 3.3.2.a. Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.*

*Implementation Measure 3.3.2.b. Concrete sidewalks will be provided on both sides of all streets unless waived when alternative provisions are found to adequately address pedestrian needs.*

Exhibit A

*Implementation Measure 3.3.2.c. Transportation facilities shall be ADA-compliant.*

*Implementation Measure 3.3.2.d. Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.*

***The Second Amendment is in conformance with the Transportation section of the Comprehensive Plan as projects to be funded in the Plan are transportation projects to allow for a more efficient transportation system and to complete the transportation system in the Area.***

***Land Use and Development***

*GOAL 4.1 To have an attractive, functional, economically vital community with a balance of different types of land uses.*

*Commercial*

*Policy 4.1.2 The City of Wilsonville shall encourage commercial growth primarily to serve local needs as well as adjacent rural and agricultural lands.*

***The Second Amendment conforms to this section of the Comprehensive Plan as the development of infrastructure will help facilitate access to any new commercial development within the Area.***

## Exhibit A

### *Residential*

*Policy 4.1.4 The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.*

*Implementation Measure 4.1.4.c Establish residential areas that are safe, convenient, healthful, and attractive places to live while encouraging variety through the use of planned developments and clusters.*

*Implementation Measure 4.1.4.d Encourage the construction and development of diverse housing types, but maintain a general balance according to housing type and geographic distribution, both presently and in the future. Such housing types may include, but shall not be limited to: Apartments, single-family detached, single-family common wall, manufactured homes, mobile homes, modular homes, and condominiums in various structural forms.*

*Implementation Measure 4.1.4.i Restrict the number of housing starts to the capacities of public facilities and services.*

*Implementation Measure 4.1.4.l The City shall work to improve the balance of jobs and housing within its jurisdictional boundaries.*

*Implementation Measure 4.1.4.p In an effort to balance residential growth with the City's employment base, the City shall encourage the development of housing to meet the needs of the employees working in the City.*

*Implementation Measure 4.1.4.r All development, except as indicated in the lowest density districts, will coincide with the provision of adequate streets, water, and sanitary sewerage and storm drainage facilities, as specified in the Public Facilities and Services Section of the Plan. These facilities shall be (a) capable of adequately serving all intervening properties as well as the proposed development and (b) designed to meet City standards.*

***The Second Amendment conforms to this section of the Comprehensive Plan as the purpose of the Plan is to help provide the infrastructure and parks necessary for the development of new housing for the city of Wilsonville residents.***

**Compact Urban Development:**

*Policy 4.1.6 Require the development of property designated “Residential-Village” on the Comprehensive Plan Map to create livable, sustainable urban areas which provide a strong sense of place through integrated community design, while also making efficient use of land and urban services.*

*Implementation Measure 4.1.6.a Development in the “Residential-Village” Map area shall be directed by the Villebois Village Concept Plan (depicting the general character of proposed land uses, transportation, natural resources, public facilities, and infrastructure strategies), and subject to relevant Policies and Implementation Measures in the Comprehensive Plan; and implemented in accordance with the Villebois Village Master Plan, the “Village” Zone District, and any other provisions of the Wilsonville Planning and Land Development Ordinance that may be applicable.*

***The Second Amendment conforms to this section of the Comprehensive Plan as the purpose of the Plan is to help provide the infrastructure and parks necessary for new development on property designated as Residential Village.***

Consistency with Economic Development Policy

*The City of Wilsonville Economic Development Strategy was adopted in August of 2012. It specified ten key actions, one of which was to*

*Action 3.1 Coordinate capital improvement planning to ensure infrastructure availability on employment land.*

***The Second Amendment is in conformance with the Economic Development Policy as some of the projects to be completed are infrastructure projects. The transportation projects will allow for a more efficient transportation system and to complete the transportation system in the Area, allowing for increased growth on employment land and access for the residential sector to key employment land. The utility projects will provide the necessary infrastructure to support continued growth in the residential sector to help support the growth on employment land.***

**X. TAX INCREMENT FINANCING OF PLAN**

**B. Tax Increment Financing and Maximum Indebtedness**

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is ~~\$40,000,000~~ \$49,400,000 (forty nine million four hundred thousand dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

**XIII. RECORDING OF PLAN**

A copy of the City Council's Non-Emergency approving this Plan under ORS 457.095 shall be sent by the Council to the Urban Renewal Agency and a copy shall be sent together with a copy

Exhibit A

of the Plan and Report to the Clackamas County Board of Commissioners Assessor. Following receipt of such ordinance and the Clackamas County Board of Commissioners resolution approving the Plan, this Plan shall be recorded by the Agency with the Recording Office of Clackamas County.

**XIV. RECORDING OF SUBSTANTIAL AMENDMENTS**

*A copy of the City Council's non-emergency ordinance approving this Amendment under ORS 457.095 shall be sent by the Council to the Urban Renewal Agency and a copy shall be sent together with a copy of the Amendment and Report to the Clackamas County Assessor. Following receipt of such ordinance this Amendment shall be recorded by the Agency with the Recording Office of Clackamas County.*

***Exhibit A: Legal Description of the Area***



AKS ENGINEERING & FORESTRY, LLC  
 12965 SW Herman Road, Suite 100, Tualatin, OR 97062  
 P: (503) 563-6151 F: (503) 563-6152

AKS Job #4658

OFFICES IN: TUALATIN, OR - VANCOUVER, WA - SALEM-KEIZER, OR

## EXHIBIT A

### Legal Description

#### West Side Urban Renewal Area Wilsonville, Oregon

A tract of land located in Sections 10, 11, 14, 15, 16, 22, and 23 of Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon, and being more particularly described as follows:

Beginning at the southwest corner of the plat of "Arbor Villebois No. 3," located in the Southwest One-Quarter of Section 15, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon, (Assessor's Map 3 1W 15CA):

1. Thence along the westerly line of said plat, Northerly 81 feet, more or less, to the southeasterly conservation easement line per Document Number 2015-038204 in Tract 'P' of the plat of "Grande Pointe at Villebois" (Assessor's Map 3 1W 15CC);
2. Thence along said conservation easement line that runs through said Tract 'P', Southerly 1494 feet, more or less, to the southeasterly line of said Tract 'P' (Assessor's Map 3 1W 15CC);
3. Thence along said southeasterly line, Southwesterly 451 feet, more or less, to the southeasterly corner of Tract 'N' of said plat (Assessor's Map 3 1W 15CC);
4. Thence along the easterly line of said Tract 'N', Northerly 100 feet, more or less, to said conservation easement line in said Tract 'P' (Assessor's Map 3 1W 15CC);
5. Thence along said conservation easement line that runs through Tract 'P' and Tract 'N' of said plat, Westerly 457 feet, more or less, to the southeasterly right-of-way line of Waterford Loop (Assessor's Map 3 1W 15CC);
6. Thence along said southeasterly right-of-way line and the southwesterly right-of-way line of said road, Northwesterly 284 feet, more or less, to the northeast corner of Lot 15 of said plat (Assessor's Map 3 1W 15CC);
7. Thence along the southeasterly line of said Lot 15, Southwesterly 100 feet, more or less, to the southeast corner of said Lot 15 (Assessor's Map 3 1W 15CC);
8. Thence along the southwesterly line of said Lot 15 and the southwesterly lines of Lots 11 through 14 and Tract 'E' of said plat, Northwesterly 451 feet, more or less, to the easterly right-of-way line of Grahams Ferry Road (Assessor's Map 3 1W 15CC);
9. Thence along said easterly right-of-way line, Northeasterly 760 feet, more or less, to the northwesterly corner of Tract 'B' of said plat (Assessor's Map 3 1W 15CC);
10. Thence along the northeasterly line of said Tract 'B' and the northeasterly line of Tract 'A' of said plat, Southeasterly 88 feet, more or less, to said conservation easement line in Tract 'O' of said plat (Assessor's Map 3 1W 15CC);
11. Thence along said conservation easement line that runs through said Tract 'O', Easterly 694 feet, more or less, to the northwesterly line of Tract 'P' of said plat (Assessor's Map 3 1W 15CC);

12. Thence along said northwesterly line, Northeasterly 174 feet, more or less, to said conservation easement line in Tract 'O' of said plat (Assessor's Map 3 1W 15CC);
13. Thence along said conservation easement line that runs through said Tract 'O', Northeasterly 30 feet, more or less, to the northerly line of Tract 'P' of said plat (Assessor's Map 3 1W 15CC);
14. Thence along said northerly line, Easterly 473 feet, more or less, to the east line of Tract 'O' of said plat (Assessor's Map 3 1W 15CC);
15. Thence along said east line, Northerly 372 feet, more or less, to the northeast corner of said Tract 'O' (Assessor's Map 3 1W 15CC);
16. Thence along the north line of said Tract 'O', Westerly 796 feet, more or less, to the easterly right-of-way line of Grahams Ferry Road (Assessor's Map 3 1W 15CC);
17. Thence along said easterly right-of-way line and the northerly extension thereof, Northerly 3747 feet, more or less, to the westerly extension of the northerly right-of-way line of Tooze Road (Assessor's Map 3 1W 10C);
18. Thence along said northerly right-of-way line and the westerly extension thereof, Easterly 2361 feet, more or less, to the easterly right-of-way line of 110<sup>th</sup> Avenue (Assessor's Map 3 1W 15);
19. Thence along said easterly right-of-way line, Southerly 241 feet, more or less, to the northerly right-of-way line of Boeckman Road (Assessor's Map 3 1W 15);
20. Thence along said northerly right-of-way line, Easterly 5414 feet, more or less, to the southerly southeast corner of Parcel 10 of Partition Plat Number 2007-111 (Assessor's Map 3 1W 11D);
21. Thence Southerly 154 feet, more or less, to the southerly right-of-way line of Boeckman Road, at the northeast corner of Document Number 2004-050612 (Assessor's Map 3 1W 14A);
22. Thence along said southerly right-of-way line, Westerly 2270 feet, more or less, to the easterly right-of-way line of the proposed Kinsman Road extension per the proposed legal descriptions as provided by the City of Wilsonville (Assessor's Map 3 1W 14B);
23. Thence along said proposed easterly right-of-way line, Southerly 2808 feet, more or less, to the northerly right-of-way line of Barber Street (Assessor's Map 3 1W 14B);
24. Thence along said northerly right-of-way line, Easterly 2199 feet, more or less, to the westerly right-of-way line of Boones Ferry Road (Assessor's Map 3 1W 14A);
25. Thence along said westerly right-of-way line, Southerly 74 feet, more or less, to the southerly right-of-way line of said Barber Street (Assessor's Map 3 1W 14D);
26. Thence along said southerly right-of-way line, Westerly 2798 feet, more or less, to the most northerly corner of Tract 'N' of the plat of "Retherford Meadows" (Assessor's Map 3 1W 14CB);
27. Thence along the easterly line of said Tract 'N', Southerly 931 feet, more or less, to the southeast corner of said Tract, being on the north line of the Robert V. Short Donation Land Claim No. 46 (Assessor's Map 3 1W 14CB);
28. Thence along said north line, Westerly 1463 feet, more or less, to the intersection of the easterly right-of-way line of Brown Road (Assessor's Map 3 1W 14CC);
29. Thence along said easterly right-of-way, Southerly 1849 feet, more or less, to the southwest corner of Parcel 1 of Partition Plat Number 2003-037, being on the northerly right-of-way line of Wilsonville Road (Assessor's Map 3 1W 14C);

30. Thence Southeasterly 88 feet, more or less, to the intersection of the southerly right-of-way of said Wilsonville Road and the northeasterly right-of-way of Brown Road (Assessor's Map 3 1W 22A);
31. Thence along said northeasterly right-of-way, Southeasterly 324 feet, more or less, to the west line of a 20-foot wide tract of land per Document Number 2000-048871 (Assessor's Map 3 1W 23B);
32. Thence Easterly 20 feet, more or less, to the southwesterly corner of Tract 'A' of Document Number 2010-040437 (Assessor's Map 3 1W 23B);
33. Thence along the southerly line of said Tract 'A', Easterly 1050 feet, more or less, to the southeasterly corner of said Tract (Assessor's Map 3 1W 23B);
34. Thence Easterly 169 feet, more or less, to the northwest corner of the Thomas Bailey Donation Land Claim No. 45 (Assessor's Map 3 1W 23B);
35. Thence along the north line of said Donation Land Claim, Easterly 224 feet, more or less, to a line parallel with and 60 feet easterly of the easterly line of Tract 'C' of Document Number 2010-040437 (Assessor's Map 3 1W 23B);
36. Thence along said parallel line, Southerly 588 feet, more or less, to a point of curvature (Assessor's Map 3 1W 23B);
37. Thence along a curve to the left, with a Radius of 130 feet and a Length of 228 feet, more or less, to point of tangency with the westerly extension of the north line of Tract 'A' of Partition Plat Number 1990-092 (Assessor's Map 3 1W 23B);
38. Thence along said westerly extension and the north line of said Tract 'A', Easterly 985 feet, more or less to the westerly right-of-way line of Oregon Electric Railroad (Assessor's Map 3 1W 23AB);
39. Thence Northeasterly 67 feet, more or less, to the intersection of the easterly right-of-way line of said Oregon Electric Railroad and the northerly right-of-way line of Bailey Street (Assessor's Map 3 1W 23AB);
40. Thence along said northerly right-of-way line, Easterly 424 feet, more or less, to the intersection of said northerly right-of-way line and the easterly right-of-way line of Boones Ferry Road (Assessor's Map 3 1W 23AB);
41. Thence along said easterly right-of-way, Northerly 1073 feet, more or less, to the southerly right-of-way line of Wilsonville Road (Assessor's Map 3 1W 23AB);
42. Thence along said southerly right-of-way line, Easterly 569 feet, more or less, to the westerly right-of-way line of Interstate 5 (Assessor's Map 3 1W 23AB);
43. Thence along said westerly right-of-way line, Southerly 1845, more or less, to the southeast corner of Parcel 2 of Partition Plat Number 2000-083 (Assessor's Map 3 1W 23AC);
44. Thence along the south line of said Parcel 2, Westerly 270 feet, more or less, to the east line of the Thomas Bailey Donation Land Claim No. 45 (Assessor's Map 3 1W 23AC);
45. Thence Northwesterly 43 feet, more or less, to the intersection of the northerly right-of-way line of 5th Street and a line parallel with and 25.00 feet westerly of the east line of said Donation Land Claim, also being the westerly right-of-way line of a 25.00-foot wide public road per Document Number 2003-045532 (Assessor's Map 3 1W 23AC);
46. Thence along said westerly right-of-way line, Northerly 435 feet, more or less, to the easterly extension of the northerly line of the plat of "Wilsonville" (Assessor's Map 3 1W 23AC);

47. Thence along said easterly extension and the north line thereof, Westerly 743 feet, more or less, to the easterly right-of-way line of Boones Ferry Road (Assessor's Map 3 1W 23AC);
48. Thence along said easterly right-of-way line, Northerly 295 feet, more or less, to the southerly right-of-way line of Bailey Street (Assessor's Map 3 1W 23AB);
49. Thence along said southerly right-of-way line, Westerly 404 feet, more or less, to the easterly right-of-way line of the Oregon Electric Railroad (Assessor's Map 3 1W 23AB);
50. Thence Southwesterly 67 feet, more or less, to the intersection of the westerly right-of-way line of said Oregon Electric Railroad and a line parallel with and 30.00 feet southerly of the southerly line of Tract 'A' of Partition Plat Number 1990-092 (Assessor's Map 3 1W 23B);
51. Thence along said parallel line and the westerly extension thereof, Westerly 985 feet, more or less, to a point of curvature (Assessor's Map 3 1W 23B);
52. Thence along a curve to the right, with a Radius of 190 feet and a Length of 333 feet, more or less, to a point of tangency with the southerly extension of the easterly line of Tract 'C' of Document Number 2010-040437 (Assessor's Map 3 1W 23B);
53. Thence along said southerly extension and the easterly line thereof, Northerly 511 feet, more or less, to the intersection of the easterly extension of a line parallel with and 60 feet southerly of the south line of Tract 'A' of Document Number 2010-040437 (Assessor's Map 3 1W 23B);
54. Thence along said parallel line, Westerly 1373 feet, more or less, to the east line of a 20-foot wide tract of land per Document Number 2000-048871 (Assessor's Map 3 1W 23B);
55. Thence Westerly 20 feet, more or less, to the southwestly right-of-way line of Brown Road (Assessor's Map 3 1W 22AA);
56. Thence along said southwestly right-of-way line, Northwestly 390 feet, more or less, to the southeasterly right-of-way line of Wilsonville Road (Assessor's Map 3 1W 22AA);
57. Thence Northwestly 104 feet, more or less, to the intersection of the northwestly right-of-way line of said Wilsonville Road and the westerly right-of-way line of Brown Road (Assessor's Map 3 1W 22A);
58. Thence along said westerly right-of-way line, Northerly 1933 feet, more or less, to the northeast corner of Lot 26 of the Plat of "Parkwood Estates," also being at the intersection of the southerly right-of-way line of Camelot Street (Assessor's Map 3 1W 15DD);
59. Thence Northerly 28 feet, more or less, to the north line of the Robert V. Short Donation Land Claim No. 46 (Assessor's Map 3 1W 15DD);
60. Thence along said north line, Westerly 2375 feet, more or less, to the easterly right-of-way line of St. Tropez Avenue (Assessor's Map 3 1W 15);
61. Thence along said easterly right-of-way line, Southerly 511 feet, more or less, to the southerly right-of-way line of Normandy Lane (Assessor's Map 3 1W 15);
62. Thence along said southerly right-of-way line, Westerly 1144 feet, more or less, to the Point of Beginning (Assessor's Map 3 1W 15CA).

**Excepting the following parcels:**

**Parcel 1:**

Beginning at the southeast corner of Tract 'HH' of the Plat of "Tonquin Meadows," located in the Northeast One-Quarter of Section 15, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon, (Assessor's Map 3 1W 15):

63. Thence along the easterly line of said Tract 'HH', Northwesterly 1645 feet, more or less, to the southeasterly right-of-way line of SW Villebois Drive North (Assessor's Map 3 1W 15AA);
64. Thence Northwesterly 81 feet, more or less, to the intersection of the northwesterly right-of-way line of SW Villebois Drive North and the easterly northeast corner of Tract 'A' of said plat (Assessor's Map 3 1W 15AA);
65. Thence along the northerly line of said Tract 'A', Northwesterly 672 feet, more or less, to the southerly right-of-way line of Boeckman Road (Assessor's Map 3 1W 15);
66. Thence along said southerly right-of-way line, Easterly 2670 feet, more or less, to the westerly right-of-way line of the Proposed Kinsman Road extension per the proposed legal descriptions as provided by the City of Wilsonville (Assessor's Map 3 1W 14B);
67. Thence along said proposed westerly right-of-way line, Southerly 2849 feet, more or less, to the northerly right-of-way line of Barber Street (Assessor's Map 3 1W 14B);
68. Thence along said northerly right-of-way line, Westerly 896 feet, more or less, to the easterly right-of-way line of Coffee Lake Drive (Assessor's Map 3 1W 14CB);
69. Thence along said easterly right-of-way line, Northwesterly 1315 feet, more or less, to the southerly line of Tract 'HH' of the plat of "Tonquin Meadows" (Assessor's Map 3 1W 14CB);
70. Thence along said southerly line, Easterly 56 feet, more or less, to the Point of Beginning.

**Parcel 2:**

Beginning at the southeast corner of Parcel 1 of Partition Plat Number 1994-182, located in the Northwest One-Quarter of Section 15, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon, (Assessor's Map 3 1W 15):

71. Thence along the east line of said plat, Northerly 849 feet, more or less, to the southerly right-of-way line of Tooze Road (Assessor's Map 3 1W 15);
72. Thence along said southerly right-of-way line, Easterly 1264 feet, more or less, to the westerly right-of-way line of 110<sup>th</sup> Avenue (Assessor's Map 3 1W 15);
73. Thence along said westerly right-of-way line, Southerly 597 feet, more or less, to the northerly line of Tract 'C' of the plat of "Tonquin Meadows" (Assessor's Map 3 1W 15AA);
74. Thence along said northerly line and the northerly line of the plat of "Tonquin Woods at Villebois No. 6," Westerly 1209 feet, more or less, to the Point of Beginning.

**Parcel 3:**

Beginning at the northwest corner of Parcel 2 of Partition Plat Number 1994-182, located in the Northwest One-Quarter of Section 15, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon (Assessor's Map 3 1W 15):

- 75. Thence along the west line of said Parcel 2, Southerly 485 feet, more or less, to the easterly north line of Tract 'E' of the plat of "Calais at Villebois" (Assessor's Map 3 1W 15BA);
- 76. Thence along said easterly north line, Westerly 90 feet, more or less, to an angle point (Assessor's Map 3 1W 15BA);
- 77. Thence along the northerly east line of said Tract 'E', Northerly 484 feet, more or less, to the southerly right-of-way line of Tooze Road (Assessor's Map 3 1W 15);
- 78. Thence along said southerly right-of-way line, Easterly 90 feet, more or less, to the Point of Beginning.

**Parcel 4:**

Tract 'JJJ' of the Plat of "Tonquin Woods at Villebois No. 7," located in the Northwest One-Quarter of Section 15, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon (Assessor's Map 3 1W 15BD).

The above described tract of land contains 415 acres, more or less.

11/17/2015

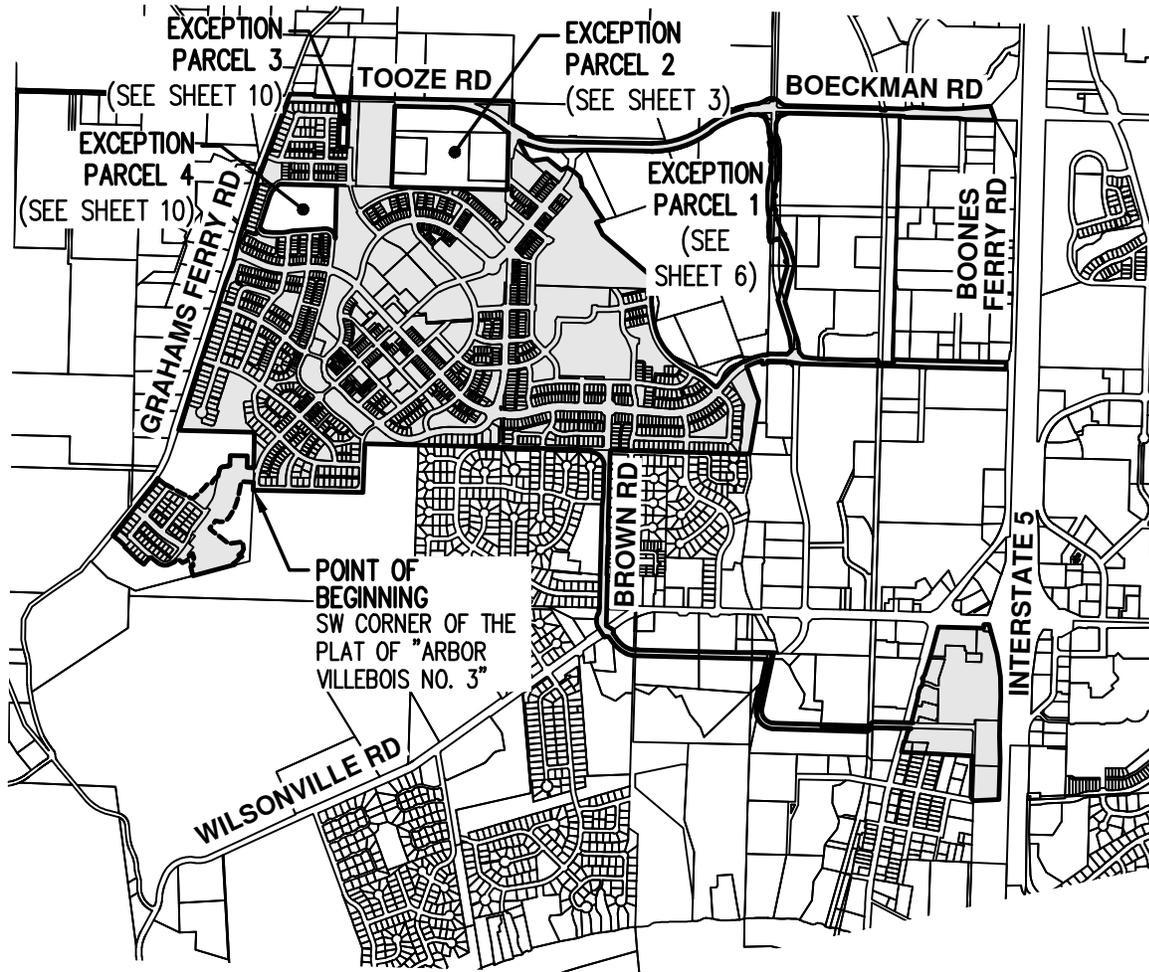


# EXHIBIT MAP

## WEST SIDE URBAN RENEWAL AREA

LOCATED IN SECTIONS 10, 11, 14, 15, 16, 22, AND 23,  
TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN,  
CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON

SHEET 1 OF 10



AREA = 415 ACRES±

### LEGEND

- DN. DOCUMENT NUMBER
- PP NO. PARTITION PLAT NUMBER
- P. PARCEL NUMBER
-  URBAN RENEWAL AREA

SCALE 1" = 2000 FEET



11/17/2015

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Nick White*

OREGON  
JANUARY 9, 2007  
NICK WHITE  
70652LS

RENEWS: 6/30/16

CITY OF WILSONVILLE  
URBAN RENEWAL DISTRICTS

AKS ENGINEERING & FORESTRY, LLC  
12965 SW HERMAN RD, STE 100  
TUALATIN, OR 97062  
P: 503.563.6151 F: 503.563.6152 aks-eng.com



EXHIBIT  
**B**

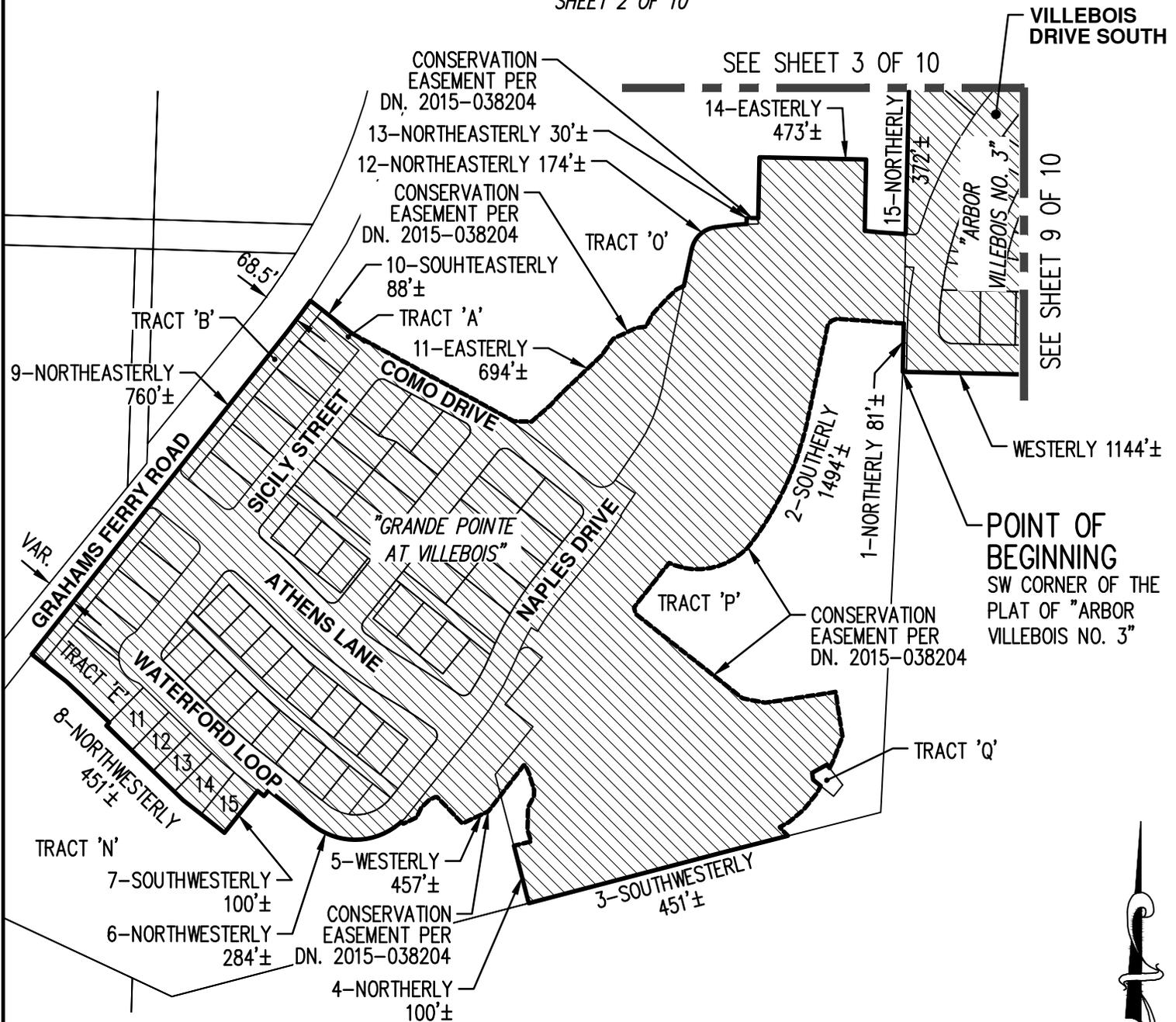
DRWN: MSK  
CHKD: NSW

AKS JOB:  
4658

# EXHIBIT MAP

## WEST SIDE URBAN RENEWAL AREA

LOCATED IN SECTIONS 10, 11, 14, 15, 16, 22, AND 23,  
TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN,  
CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON  
SHEET 2 OF 10



11/17/2015

SCALE 1" = 250 FEET



REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Nick White*

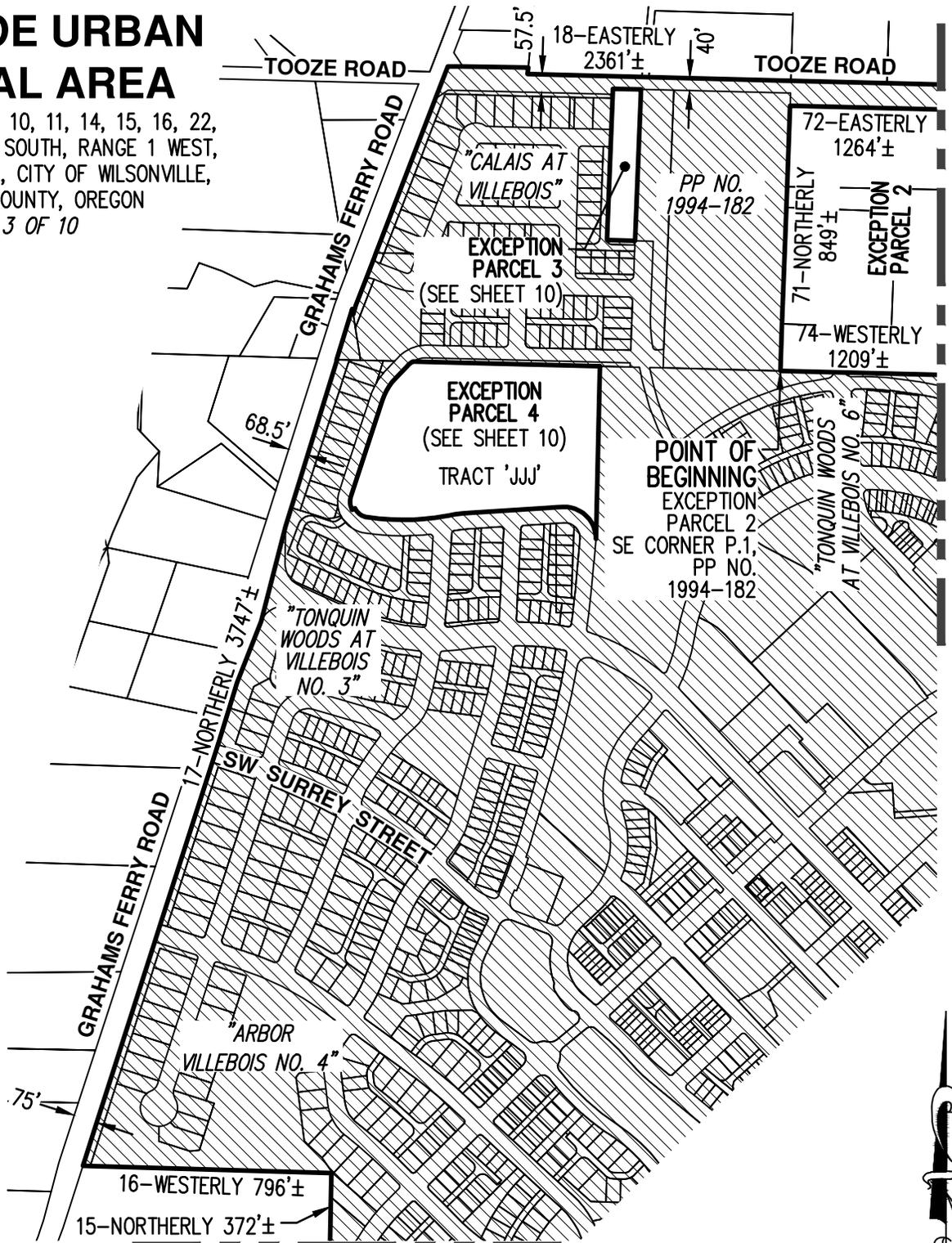
OREGON  
JANUARY 9, 2007  
NICK WHITE  
70652LS  
RENEWS: 6/30/16

CITY OF WILSONVILLE URBAN RENEWAL DISTRICTS		EXHIBIT <b>B</b>
AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 P: 503.563.6151 F: 503.563.6152 aks-eng.com		DRWN: MSK CHKD: NSW AKS JOB: 4658
<b>AKS</b>		

# EXHIBIT MAP

## WEST SIDE URBAN RENEWAL AREA

LOCATED IN SECTIONS 10, 11, 14, 15, 16, 22,  
AND 23, TOWNSHIP 3 SOUTH, RANGE 1 WEST,  
WILLAMETTE MERIDIAN, CITY OF WILSONVILLE,  
CLACKAMAS COUNTY, OREGON  
SHEET 3 OF 10



SEE SHEET 4 OF 10

SEE SHEET 2 OF 10

SCALE 1" = 500 FEET



11/17/2015

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Nick White*

OREGON  
JANUARY 9, 2007  
NICK WHITE  
70652LS

RENEWS: 6/30/16

CITY OF WILSONVILLE  
URBAN RENEWAL DISTRICTS

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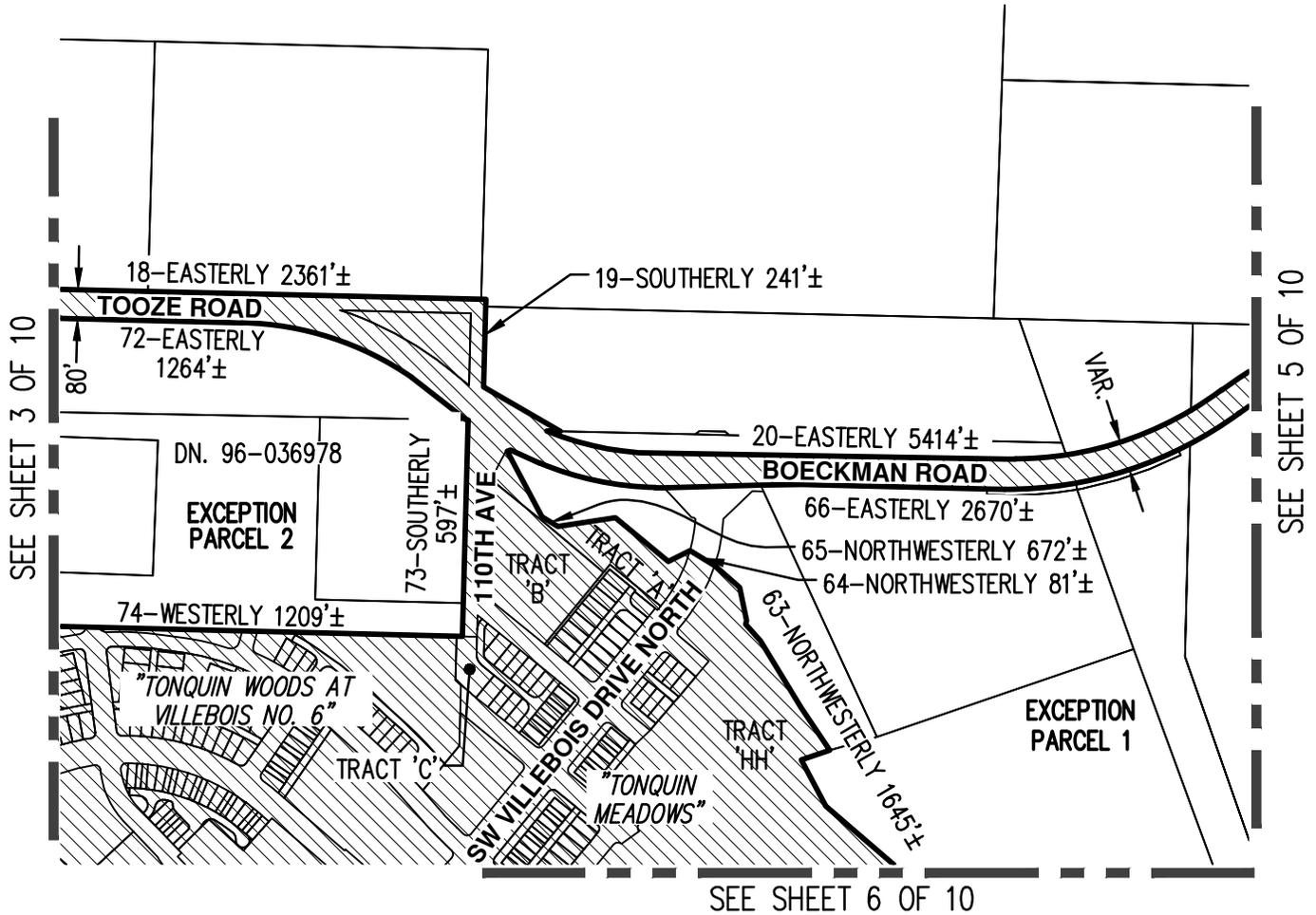
EXHIBIT  
**B**

DRWN: MSK  
CHKD: NSW  
AKS JOB:  
4658

# EXHIBIT MAP

## WEST SIDE URBAN RENEWAL AREA

LOCATED IN SECTIONS 10, 11, 14, 15, 16, 22, AND 23, TOWNSHIP 3  
SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF  
WILSONVILLE, CLACKAMAS COUNTY, OREGON  
SHEET 4 OF 10



11/17/2015

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

OREGON  
JANUARY 9, 2007  
NICK WHITE  
70652LS

RENEWS: 6/30/16

SCALE 1" = 500 FEET



CITY OF WILSONVILLE  
URBAN RENEWAL DISTRICTS

AKS ENGINEERING & FORESTRY, LLC  
12965 SW HERMAN RD, STE 100  
TUALATIN, OR 97062  
P: 503.563.6151 F: 503.563.6152 aks-eng.com



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**B**

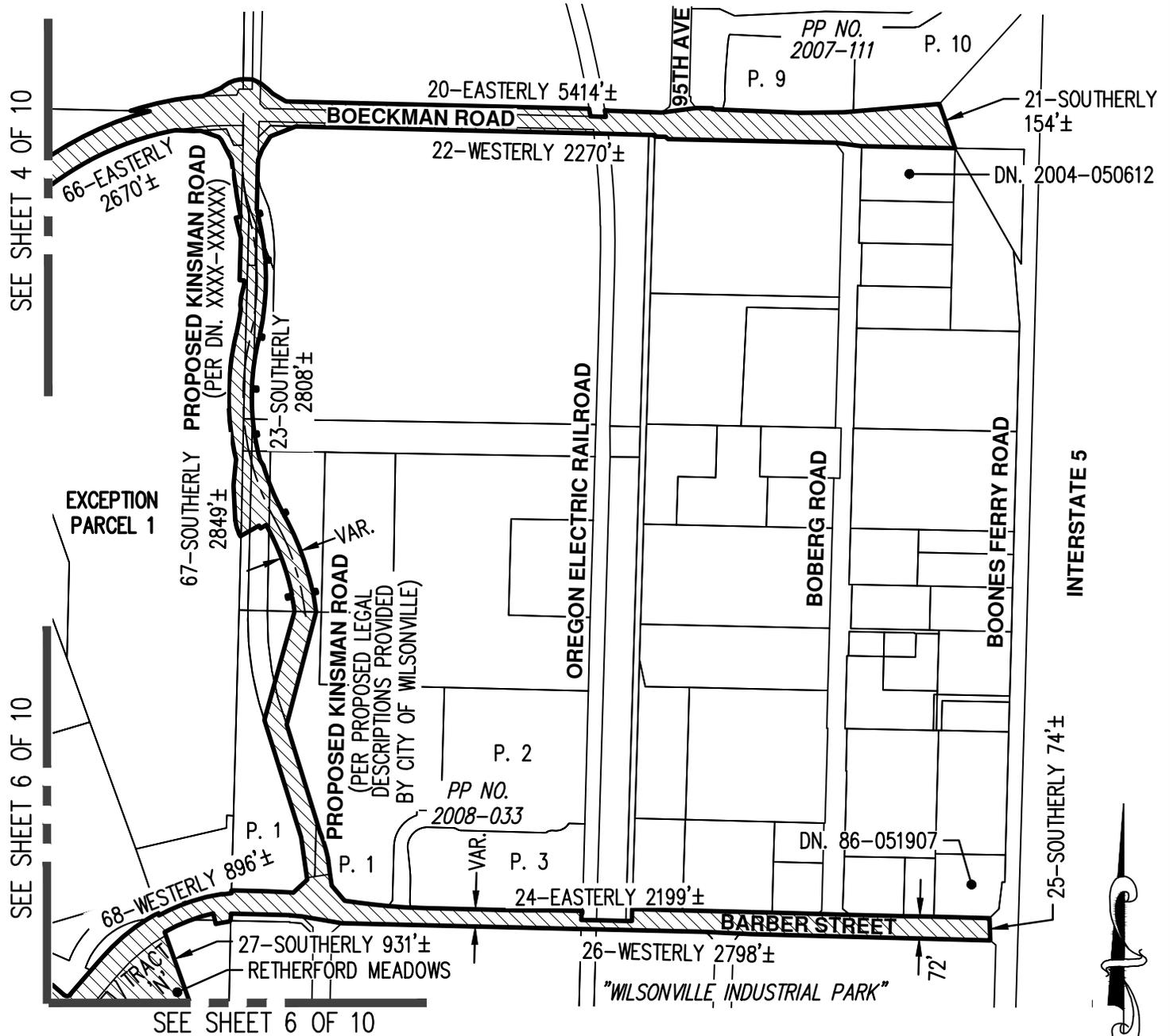
DRWN: MSK  
CHKD: NSW

AKS JOB:  
4658

# EXHIBIT MAP

## WEST SIDE URBAN RENEWAL AREA

LOCATED IN SECTIONS 10, 11, 14, 15, 16, 22, AND 23, TOWNSHIP 3  
SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF  
WILSONVILLE, CLACKAMAS COUNTY, OREGON  
SHEET 5 OF 10



SEE SHEET 4 OF 10

SEE SHEET 6 OF 10

SEE SHEET 6 OF 10

11/17/2015

SCALE 1" = 500 FEET



REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Nick White*  
OREGON  
JANUARY 9, 2007  
NICK WHITE  
70652LS  
RENEWS: 6/30/16

CITY OF WILSONVILLE URBAN RENEWAL DISTRICTS		EXHIBIT <b>B</b>
AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 P: 503.563.6151 F: 503.563.6152 aks-eng.com		DRWN: MSK CHKD: NSW AKS JOB: 4658

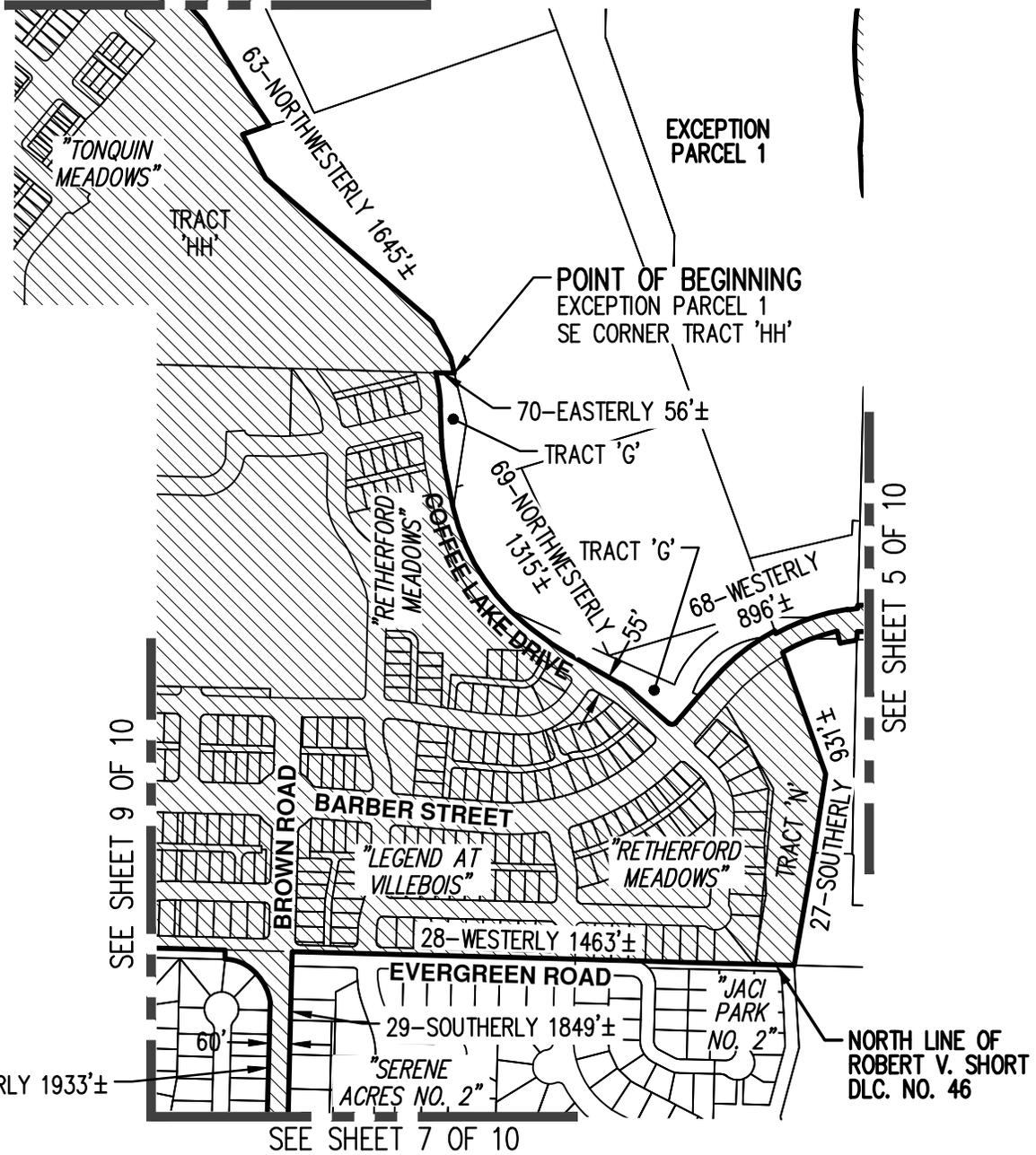


# EXHIBIT MAP

## WEST SIDE URBAN RENEWAL AREA

LOCATED IN SECTIONS 10, 11, 14, 15, 16, 22, AND 23, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON  
SHEET 6 OF 10

SEE SHEET 4 OF 10



SEE SHEET 9 OF 10

SEE SHEET 5 OF 10

SEE SHEET 7 OF 10



11/17/2015

SCALE 1" = 500 FEET



REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Nick White*  
OREGON  
JANUARY 9, 2007  
NICK WHITE  
70652LS  
RENEWS: 6/30/16

CITY OF WILSONVILLE URBAN RENEWAL DISTRICTS		EXHIBIT <b>B</b>
AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 P: 503.563.6151 F: 503.563.6152 aks-eng.com		DRWN: MSK CHKD: NSW AKS JOB: 4658
<b>AKS</b>		

# EXHIBIT MAP

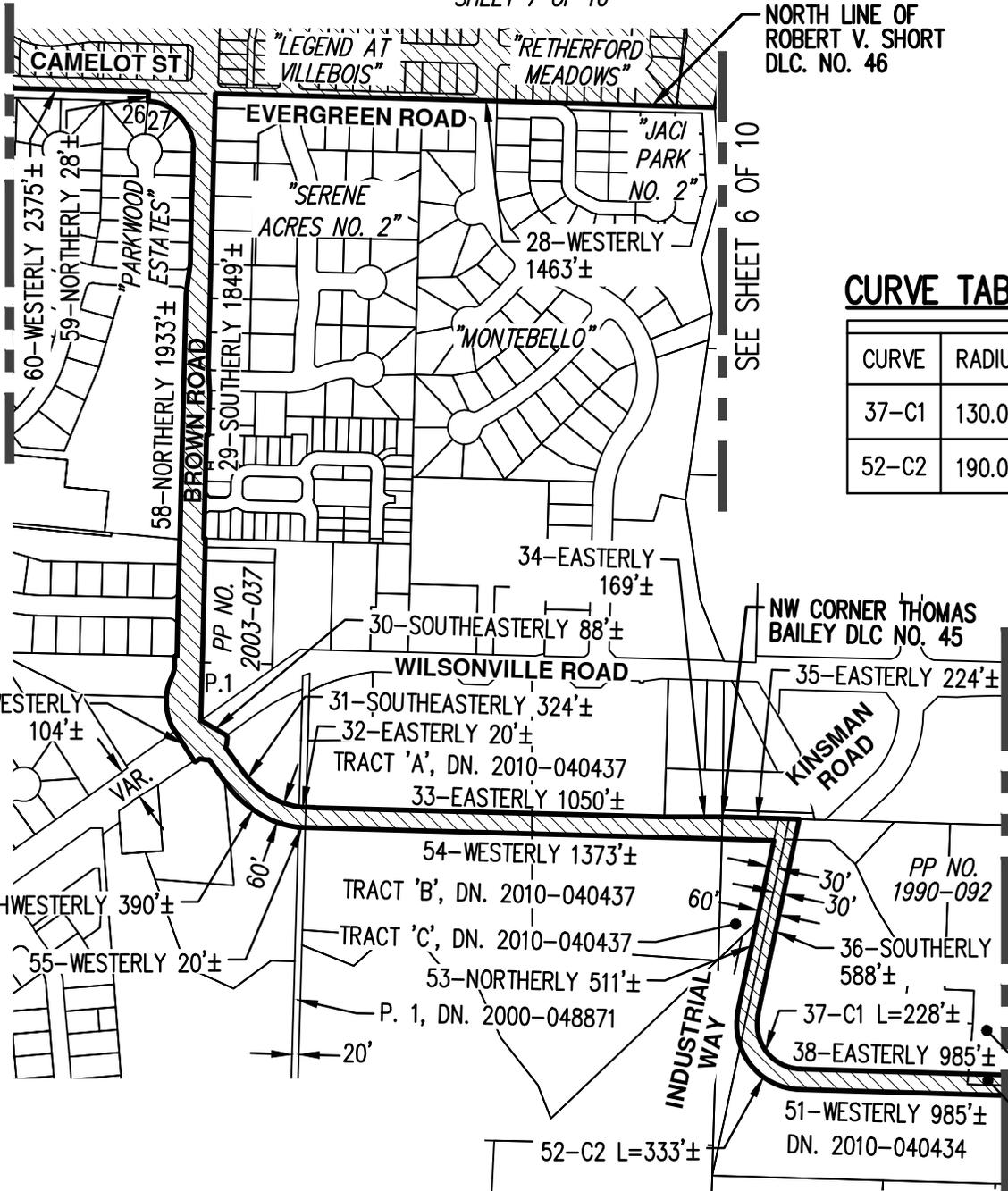
## WEST SIDE URBAN RENEWAL AREA

LOCATED IN SECTIONS 10, 11, 14, 15, 16, 22, AND 23, TOWNSHIP 3  
SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF  
WILSONVILLE, CLACKAMAS COUNTY, OREGON  
SHEET 7 OF 10

SEE SHEET 9 OF 10

SEE SHEET 6 OF 10

SEE SHEET 8 OF 10



### CURVE TABLE

CURVE	RADIUS	LENGTH
37-C1	130.00'	228'±
52-C2	190.00'	333'±

11/17/2015

SCALE 1" = 500 FEET



**REGISTERED  
PROFESSIONAL  
LAND SURVEYOR**

*Nick White*

**OREGON  
JANUARY 9, 2007  
NICK WHITE  
70652LS  
RENEWS: 6/30/16**

**CITY OF WILSONVILLE  
URBAN RENEWAL DISTRICTS**

AKS ENGINEERING & FORESTRY, LLC  
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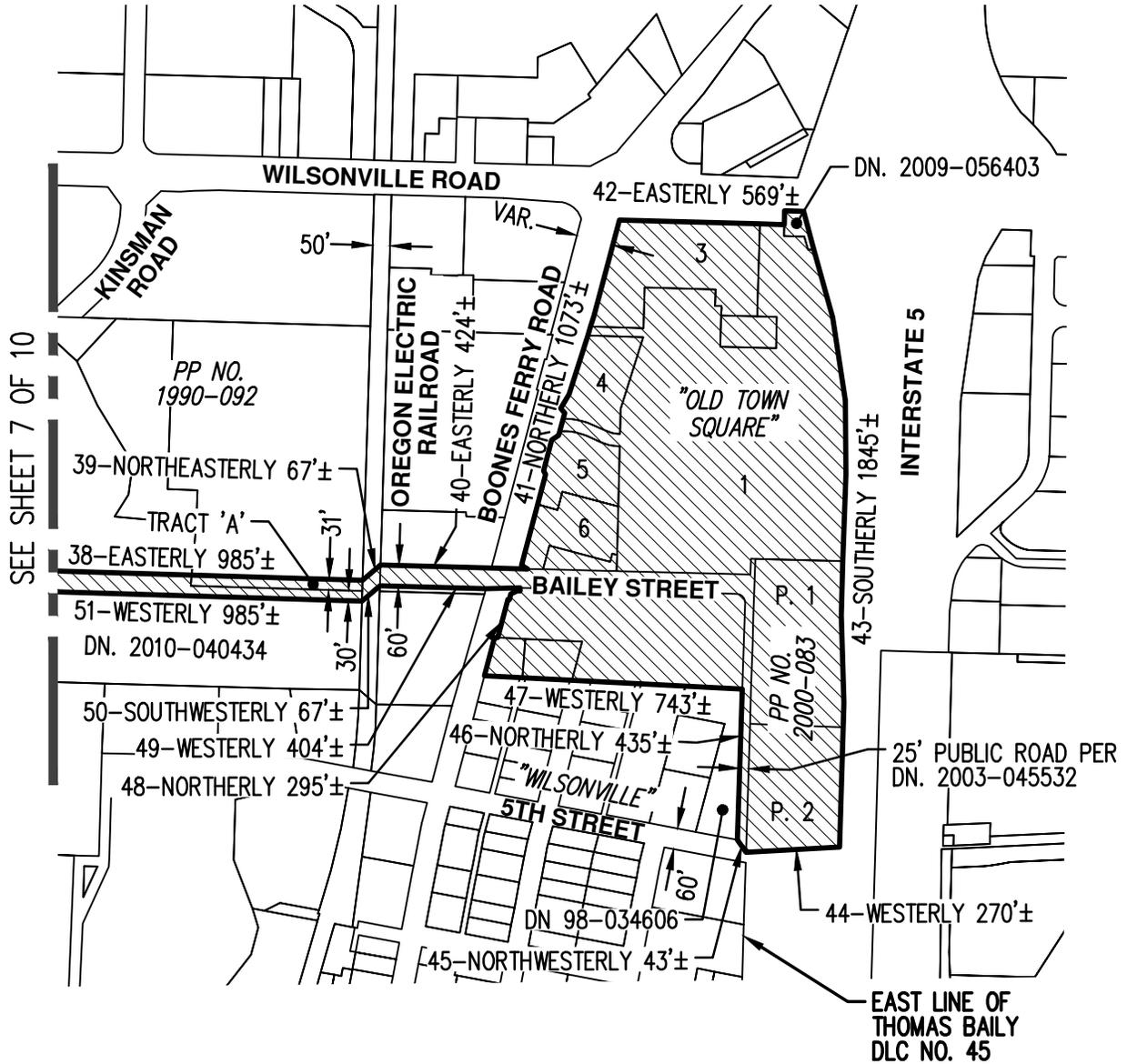
**EXHIBIT  
B**

DRWN: MSK  
CHKD: NSW  
AKS JOB:  
4658

# EXHIBIT MAP

## WEST SIDE URBAN RENEWAL AREA

LOCATED IN SECTIONS 10, 11, 14, 15, 16, 22, AND 23, TOWNSHIP 3  
SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF  
WILSONVILLE, CLACKAMAS COUNTY, OREGON  
SHEET 8 OF 10



SEE SHEET 7 OF 10

11/17/2015

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

OREGON  
JANUARY 9, 2007  
NICK WHITE  
70652LS

RENEWS: 6/30/16

SCALE 1" = 500 FEET

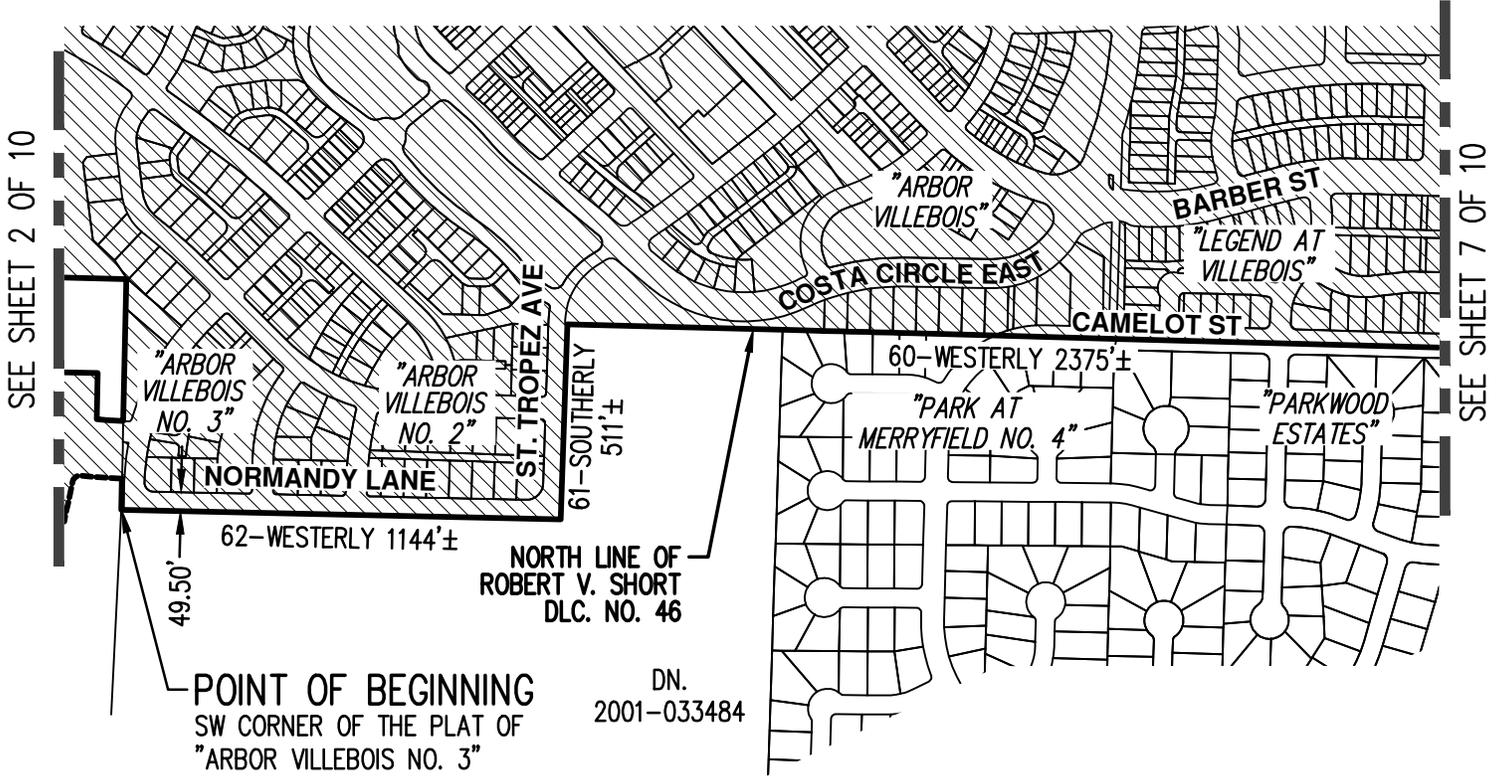


CITY OF WILSONVILLE URBAN RENEWAL DISTRICTS		EXHIBIT <b>B</b>
AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 P: 503.563.6151 F: 503.563.6152 aks-eng.com		DRWN: MSK CHKD: NSW AKS JOB: 4658

# EXHIBIT MAP

## WEST SIDE URBAN RENEWAL AREA

LOCATED IN SECTIONS 10, 11, 14, 15, 16, 22, AND 23, TOWNSHIP 3  
SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF  
WILSONVILLE, CLACKAMAS COUNTY, OREGON  
SHEET 9 OF 10



SEE SHEET 2 OF 10

SEE SHEET 7 OF 10

11/17/2015

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

OREGON  
JANUARY 9, 2007  
NICK WHITE  
70652LS  
RENEWS: 6/30/16

SCALE 1" = 500 FEET



CITY OF WILSONVILLE URBAN RENEWAL DISTRICTS		EXHIBIT <b>B</b>
AKS ENGINEERING & FORESTRY, LLC 12965 SW HERMAN RD, STE 100 TUALATIN, OR 97062 P: 503.563.6151 F: 503.563.6152 aks-eng.com		DRWN: MSK CHKD: NSW AKS JOB: 4658



# EXHIBIT MAP

## WEST SIDE URBAN RENEWAL AREA

LOCATED IN SECTIONS 10, 11, 14, 15, 16, 22, AND 23, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON  
SHEET 10 OF 10

POINT OF BEGINNING  
EXCEPTION PARCEL 3  
NW CORNER P. 2,  
PP NO. 1994-182

GRAHAMS FERRY ROAD

78-EASTERLY 90'±

TOOZE ROAD

EXCEPTION PARCEL 3

SW BARCELONA ST

"CALAIS AT VILLEBOIS"

SW ICELAND AVE

77-NORTHERLY 484'±

DN. 73-30518

75-SOUTHERLY 485'±

PP NO. 1994-182

P. 2

SW PARIS AVE

76-WESTERLY 90'±

TRACT 'E'

SW PALERMO ST

TRACT 'N'

EXCEPTION PARCEL 4

TRACT 'JJJ'

"TONQUIN WOODS AT VILLEBOIS NO. 7"

TRACT 'DD'

"TONQUIN WOODS AT VILLEBOIS NO. 4"

SW PALERMO ST

"TONQUIN WOODS AT VILLEBOIS NO. 2"

"TONQUIN WOODS AT VILLEBOIS NO. 3"

"TONQUIN WOODS AT VILLEBOIS NO. 7"

SW PALERMO ST

11/17/2015

REGISTERED PROFESSIONAL LAND SURVEYOR

*Nick White*

OREGON  
JANUARY 9, 2007  
NICK WHITE  
70652LS

RENEWS: 6/30/16



SCALE 1" = 200 FEET



CITY OF WILSONVILLE  
URBAN RENEWAL DISTRICTS

AKS ENGINEERING & FORESTRY, LLC  
12965 SW HERMAN RD, STE 100  
TUALATIN, OR 97062  
P: 503.563.6151 F: 503.563.6152 aks-eng.com



EXHIBIT  
**B**

DRWN: MSK  
CHKD: NSW  
AKS JOB:  
4658

**REPORT ACCOMPANYING WEST SIDE  
URBAN RENEWAL PLAN SECOND  
AMENDMENT**

**Prepared for the City of Wilsonville**

**February 1, 2016**

**West Side Urban Renewal Area**

**Elaine Howard Consulting, LLC**

**Elaine Howard**

**ECONorthwest**

**Nick Popenuk, Ali Danko, Rob Wyman**

**Jeannette Launer, Legal Counsel**

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## I. INTRODUCTION

---

The Report on the Amendment to the West Side Urban Renewal Plan (Report) contains background information and project details pertaining to the West Side Urban Renewal Plan Amendment (Amendment). The Report is not a legal part of the Wilsonville Urban Renewal Plan (Plan), but is intended to provide public information and a basis for the findings made by the City Council as part of its approval of the Amendment to the Plan.

The Report provides the information required in ORS 457.085(3). The format of the Report is based on this statute. The Report documents not only the proposed projects in the Plan, but also documents the existing conditions in the West Side Urban Renewal Area (Area).

The West Side Urban Renewal Plan was adopted on November 3, 2003 and has an existing maximum indebtedness of \$40,000,000. To date, there has been one amendment summarized below:

Amendment 1:

- Added 62 acres to the Plan boundary, and \$14,130,809 of assessed value to the Plan's frozen base.
- Revised the boundary map and legal description of the Plan boundary to reflect the addition of land in this First Substantial Amendment
- Updated one section in the Report on the Plan to list the deficient conditions in the areas to be added to the Plan.

The 2nd Amendment to the West Side Urban Renewal Plan seeks to raise the Maximum Indebtedness (MI) of the Plan by \$9,400,000, bringing the total MI to be incurred to \$49,400,000 and to delete acreage from the Plan area. This is considered a substantial amendment as it is an increase to the maximum indebtedness and, therefore, will require a City Council vote on a non-emergency ordinance.

The Villebois Village Concept Plan (Concept Plan) was adopted by the City of Wilsonville on June 2, 2003. The Concept Plan lays the foundation for innovative mixed-use community that includes three distinct residential neighborhoods, a viable commercial and employment core, and interconnected series of roads and trails, and a strong commitment to natural spaces and the environment.

The concept plan was based on three fundamental guiding principles: connectivity (connections between neighbors, within the village itself, with the rest of the city and with other parts of the region) diversity and sustainability.

The use of tax increment funding from urban renewal is one of the tools to implement the guiding principles, and specifically provide financing for the transportation network implementing the conductivity principle.

## Exhibit B

The area was formerly the site of the Dammasch State Hospital. The Oregon legislature authorized the sale of the hospital for redevelopment. At that time, the site contained no productive use of property.

When the urban renewal plan was originally adopted, project costs were identified for the transportation network, including upgrading of other major utilities within the area. The entire transportation network is required to allow for the full development of the area, taking it from an underperforming area to a vibrant mixed-use neighborhood. Many of those transportation improvements have been completed, however a few key projects are left to be constructed. In order to have the financing for these projects, an amendment to the urban renewal plan to increase the maximum indebtedness is required.

The city formed an Urban Renewal Task Force (Task Force) in September 2013, and asked it to forward recommendations to City Council on the future use of urban renewal in Wilsonville. The task force considered possible amendments to existing urban renewal plans as well as the possibility of creating new urban renewal areas. Key points of the Task Force recommendation for the West Side Urban Renewal Area are listed below:

### West Side Plan:

- a. Amend plan to increase maximum indebtedness from \$32 million to \$49.4 million, to allow funding of the critical infrastructure projects that the city is contractually obligated to fund.
- b. Formal concurrence of overlapping taxing districts is not required for this amendment, and should not be sought.
- c. Following precedent from previous plan amendment processes, do not seek an advisory vote of the public.
- d. Do not add any new projects to the project list; doing so would increase the life of the district and require a larger increase in maximum indebtedness.
- e. Do not fund the Old Town Escape project with TIF dollars (though other funding sources could be used). This project is not a contractually obligated project.

The Task Force's recommendations were adopted by the City Council in 2014, and this amendment is an implementation of those recommendations.

Figure 1 shows the West Side Urban Renewal Area prior to this Amendment. Figures 2a-2d show the areas to be deleted from the Area. Figure 3 shows the Area after the Amendment.

Figure 1 –West Side Urban Renewal Plan Area Boundary Prior to Amendment

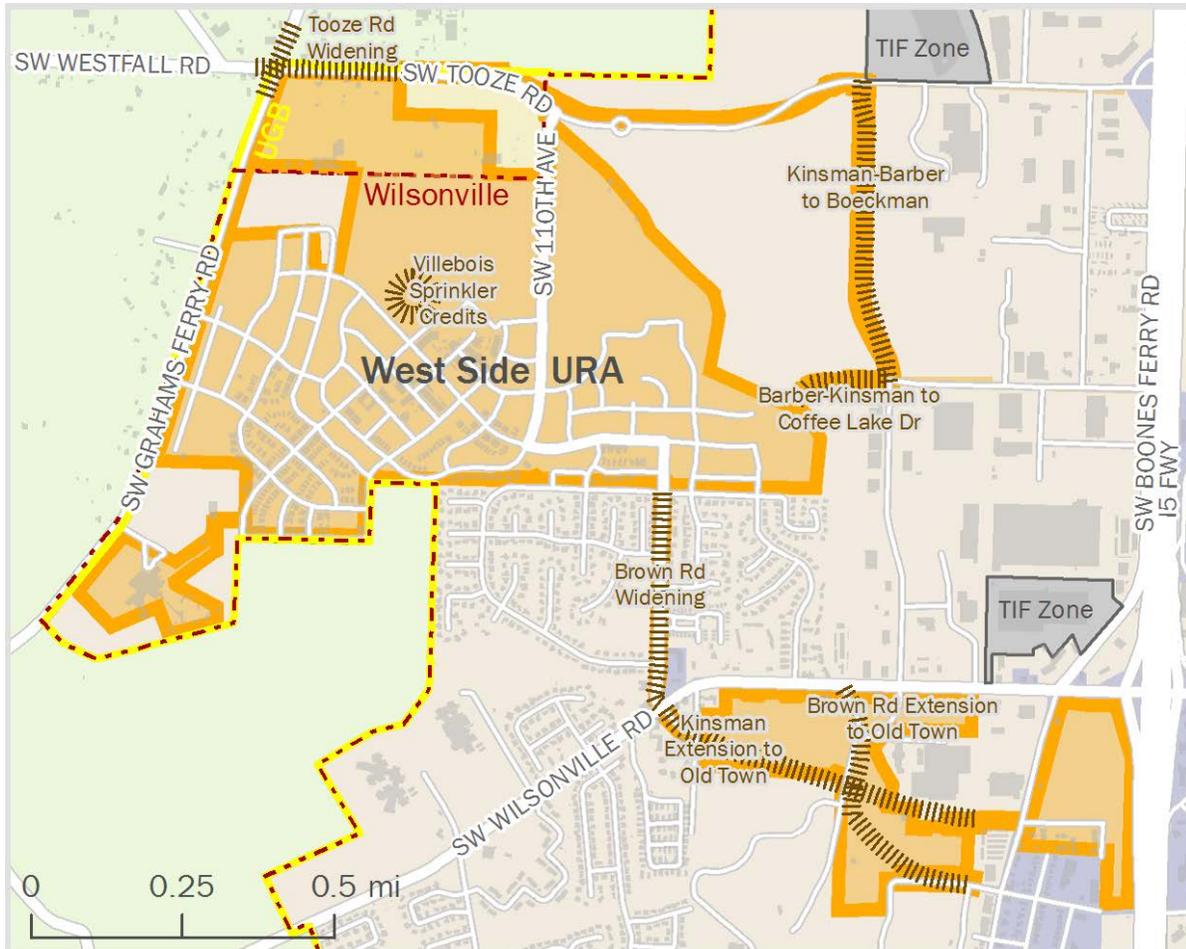


Exhibit B

Figures 2a – 2d – Property to be Deleted from Area

**Area to be removed from the West Side URA**

Figure 2a. 31W15 00900 – 2.99 acres



Figure 2b. 31W15 00800 – 8.69 acres

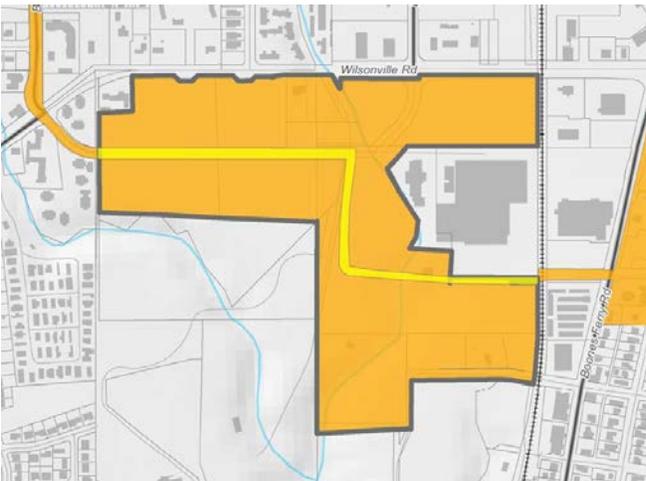


Exhibit B

Figure 2c. 31W15 01203 - 1 acre



Figure 2d. NOTE: the area in yellow in the middle of the parcel is NOT being removed from the Area. Orange/dark shaded area inside the dark outline is being removed. Affects 31W23B 00100, 31W23B 00101, 31W23B 00500, 31W23BD00400, 31W23BD00300, 31W23BD00200, 31W23BD00101, 31W23B00601, 31W23B00600, 31W23B00790, 31W23B00900, 31W23B00800, 31W23B01600, 31W23B00300, 31W23B01300, 31W23B00400, 31W23B00200, 31W23B01000, 31W23B01100, 31W23B01200, 31W23B01400. See legal description for exact locations.





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

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

### Physical Conditions

There were approximately 470.45 acres in the area prior to the Amendment. Twenty-five tax lots totaling approximately 70.90 acres are being removed from the Area. This property is shown in Figures 2a – 2d. The post amendment acreage will be 415 acres and total 1,269 tax lots.

### Land Use

According to the Clackamas County Assessor’s Office, the Area as amended, shown in Figure 3, contains 1,681 parcels, and consists of 293.8 acres in parcels and 121.20 acres of right-of-way, for a total size of 415 acres.

An analysis of FY 2015/16 property classification data from the Clackamas County Assessment and Taxation database was used to determine the land use designation of parcels in the Area. Within the Area, the largest use of land is vacant properties account for 59 percent of the parcels and 61 percent of the acreage. Single-family residential uses account for 38 percent of the total parcels, and comprise 17 percent of the total acreage of the Area.

Table 1 - Existing Land Use of Area

Land Use	Acres		Parcels	
	Number	Percent	Number	Percent
Vacant	180.5	61.44%	988	58.77%
Single Family Residential	51.3	17.46%	643	38.25%
Public Exempt	34	11.57%	29	1.73%
Commercial	17	5.79%	7	0.42%
Multi-Family Residential	10.7	3.64%	9	0.54%
Industrial	0.2	0.07%	1	0.06%
Condominium	0.1	0.03%	4	0.24%
<b>Total</b>	<b>293.8</b>	<b>100.00%</b>	<b>1,681</b>	<b>100.00%</b>

Source: Clackamas County Assessor’s data

Exhibit B

***Zoning and Comprehensive Plan Designations***

An analysis of FY 2015/16 property classification data from the Clackamas County Assessment and Taxation database was used to determine the zoning and comprehensive plan designation of parcels in the Area. Within the Area, the largest zoning category is Village (60% of total acreage). Following this is Public Facilities at 15 percent of the total acreage of the Area.

Table 2 – Zoning of Area

Zoning	Acres		Parcels	
	Number	Percent	Number	Percent
Village	177.2	60.29%	1,328	79.00%
Public Facilities	44.7	15.21%	216	12.85%
Farm (EFU)	34.9	11.87%	109	6.48%
Planned Development Commercial	22.7	7.72%	9	0.54%
Residential Agricultural Holding Village/Industrial	10	3.40%	9	0.54%
Planned Development Industrial	4.4	1.50%	10	0.59%
<b>Total</b>	<b>293.9</b>	<b>100.00%</b>	<b>1,681</b>	<b>100.00%</b>

Source: Clackamas County Assessor's data

Within the Area, the largest comprehensive plan category is Village (89 percent of total acreage). Following this is Commercial at approximately 7 percent of the acreage of the Area.

Table 3 – Comprehensive Plan Designations of Area

Comprehensive Plan	Acres		Parcels	
	Number	Percent	Number	Percent
Village	261.2	88.87%	1,657	98.57%
Commercial	22.7	7.72%	9	0.54%
Industrial	5.7	1.94%	12	0.71%
Residential	4.3	1.46%	3	0.18%
<b>Total</b>	<b>293.9</b>	<b>100.00%</b>	<b>1,681</b>	<b>100.00%</b>

Source: Clackamas County Assessor's data

## *Infrastructure*

### *Street and Sidewalk Conditions*

There are sections of road and sidewalk that do not adequately serve the community. Significant new development is planned that requires the extension of the transportation system within the area. The proposed construction of these transportation improvements will facilitate this new development. The transportation system needs to be upgraded to provide a safe and appealing transportation network that will encourage efficient pedestrian and vehicular travel. The specific roads that require major improvements are Barber Road, Tooze Road and Brown Road.

The following projects are listed in the Wilsonville Transportation Systems Plan.<sup>1</sup>

UU-03 Brown Road Upgrades upgrade to meet cross-section standards (i.e. three lanes with bike lanes, sidewalks, and transit stops)

UU-07 Tooze Road Upgrades upgrade to meet cross-section standards (i.e. three lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Tooze Road Intersection

### *Storm water*

Upgrading the storm water system is a component of the Tooze Road project.

### *Waste water*

There are no existing waste-water deficiencies identified in master plans in the Area.

### *Water*

Upgrading the water line is a component of the Tooze Road project. This project is listed in the Wilsonville Water Master Plan<sup>2</sup> and in the Wilsonville 2015 – 16 budget as a CIP project.

CIP #1131 – Tooze Road waterline which will complete a planned 18” water line from Grahams Ferry Road to the vacated 100<sup>th</sup> Avenue right-of-way in order to provide increased fire flow capacity and system redundancy to allow additional growth and development.

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<sup>1</sup> Wilsonville Transportation Systems Plan, June 17, 2013, Ordinance 718, p 5-10, Figure 5-5, p 5-11.

<sup>2</sup> Wilsonville Water Master Plan, September 6, 2012, Ordinance 707. Appendix, Figure 4, Priority Improvements and Replacements

## Exhibit B

### *Parks*

There are two remaining parks to do be developed as indicated in the Wilsonville Parks Master Plan<sup>3</sup>, Villebois Parks System:

NP 4 – Collina Park (renamed to Monatgue Park)

RP 4 – Villebois Greenway

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<sup>3</sup> Wilsonville Parks and Recreation Master Plan, p35

## Social Conditions

The United States Census Bureau provides the following information about the characteristics of residents in the Area. The Area of reference does not conform to any official US Census boundaries. Instead we have to use boundaries that most closely approximate the boundary of the Area. Data for most social conditions are not available at geographic levels smaller than Census Tracts. The Area is located within two census tracts. Because these Census boundaries are larger than the Area boundary, we show percentages, instead of total numbers. Note that data for age and race is available at the block group level (a smaller geographic area than Census tracts). Below, we report the data on age and race at the tract level to be consistent with the other social conditions reported in this document, but we note important variations for age and race between the Census tract and block group data.

Age: The highest percentage of residents are 45-54 years old, and the majority of residents are between 18-54 years old. The Census block group data is very similar to the Census tract data.

Table 4 – Age

Age	Percent
Under 5 Years	7%
5 to 9 Years	9%
10 to 14 Years	8%
15 to 17 Years	5%
18 to 24 Years	10%
25 to 34 Years	16%
35 to 44 Years	10%
45 to 54 Years	19%
55 to 64 Years	9%
65 to 74 Years	4%
75 to 84 Years	1%
85 Years and over	0%
Total	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

## Exhibit B

Race: The majority of the residents are white (83 percent). The block group data indicates 82% white, a minor fluctuation.

Table 5 – Race

Race	Percent
White Alone	83%
Black or African American Alone	1%
American Indian and Alaska Native Alone	2%
Asian Alone	4%
Native Hawaiian and Other Pacific Islander Alone	1%
Some Other Race Alone	5%
Two or More races	4%
Total	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

Education: Thirty- three percent of the residents have some college while another 30 percent have their Bachelor's degree and ten percent have a Master's degree.

Table 6 – Educational Attainment

Educational Attainment	Percent
Less Than High School	11%
High School Graduate (includes equivalency)	10%
Some college	33%
Bachelor's degree	30%
Master's degree	10%
Professional school degree	3%
Doctorate degree	2%
Total	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

Note: Universe is population 25 years and over

## Exhibit B

Travel time to work: Thirty-three percent of the workers 16 years of age and older spend less than 19 minutes travelling to work. Forty percent travel over half an hour to get to work.

Table 7 – Travel Time to Work

Travel Time to Work	Percent
Less than 10 minutes	11%
10 to 19 minutes	23%
20 to 29 minutes	17%
30 to 39 minutes	23%
40 to 59 minutes	15%
60 to 89 minutes	1%
90 or More minutes	0%
Worked at home	9%
Total	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

Note: Universe is workers 16 years and over

Mode of Transportation to work: Seventy-seven percent of the workers 16 years of age and older drove by themselves to work. None of the workers bicycled to work.

Table 8 – Mode of Transportation to Work

Mode of Transportation to Work	Percent
Drove Alone	77%
Carpooled	5%
Public transportation (Includes Taxicab)	2%
Motorcycle	0%
Bicycle	0%
Walked	5%
Other means	1%
Worked at home	9%
Total	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

Note: Universe is workers 16 years and over

## **Economic Conditions**

### ***Taxable Value of Property Within the Area***

The FY 2015/16 frozen base of the West Side Urban Renewal Areas is \$16,526,288. This frozen base would decrease in FYE 2018 as a result of the removal of property as part of this amendment. We estimate that the frozen base after the amendment would be \$16,109,831. The assessor will determine this exact number upon completion of this amendment. The total assessed value of the City of Wilsonville in FY 2015/16 is \$2,881,983,635 in Clackamas County plus assessed value of \$290,790,949 in Washington County. The excess value is \$743,389,681. Excess value is the assessed value created in urban renewal after the frozen base is set. Wilsonville has also added excess value back to the tax rolls by taking properties out of the urban renewal boundary.

### ***Building to Land Value Ratio***

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Ratio", or "I:L." The values used are real market values. In urban renewal areas, the I:L may be used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives. A healthy condition of real estate investment in the Area was established in the original Report on the Plan at 2:1 or more.

Table 9, below, "I:L Ratio of Parcels in the Area", shows the improvement to land ratios for the new properties within the Area. Approximately 60% of the acreage in the Area is vacant, so has no improvement value. Fifteen percent of the acreage meets the I:L ratio of 2.0, and if the vacant properties are considered, 72% of the Area is below the 2:1 threshold. If this threshold is reduced to 1:1, 61% of the properties still would not meet this threshold due to the properties with no improvement value.

Table 9 - I:L Ratio of Parcels in the Area

I:L ratio	Parcels	Acres	% of Total
Exempt	29	34.0	11.58%
No building value	963	177.5	60.41%
<1	9	0.7	0.22%
<2	306	33.9	11.55%
<3	303	37.8	12.87%
3 and over	23	5.4	1.85%
No land value	48	4.5	1.51%
<b>Total</b>	<b>1,681</b>	<b>293.9</b>	<b>100.00%</b>

Source: raw data from Clackamas County Assessor

### Impact on Municipal Services

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

The development of this urban renewal area has been planned by the city of Wilsonville since the adoption of the urban renewal plan in 2003. Significant new housing has been added to the city of Wilsonville through the development of this urban renewal area, and more housing will be added as a result of the completed infrastructure. This additional housing provides economic development due to the jobs from construction, the long-term jobs associated with the housing development, more residents in Wilsonville to frequent the local businesses and new students to support the school system. Although there have been significant infrastructure investments and there will be additional significant investments, these projects have been planned by the city as part of the overall development of Wilsonville.

The projects to be completed with tax increment revenues are transportation projects some of which include utilities in the roads, and projects that are required by existing redevelopment agreements: sprinklers and parks. The use of tax increment funding for these projects allows the city to tap a different funding source than the City of Wilsonville’s general funds to make these improvements and fulfill these commitments.

It is anticipated that these improvements will catalyze development on the adjacent undeveloped and underdeveloped parcels. This development will require city services, but will also generate systems development charges and revenues from the use of utilities in the Area. It is also anticipated that any new housing will help support the school district as new students are anticipated. Since the school district funding is on a per pupil basis, any new

students will assist in their overall funding. As the development will be new construction, it will be up to current building code, and will aid in any fire-protection needs. The commitment for sprinklers on buildings in the area will also assist in fire protection needs.

These impacts will be countered by providing major transportation funding for vital connections to Wilsonville and major parcels of undeveloped and underdeveloped land.

### **III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN**

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There is no new property being added to the urban renewal area.

### **IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA**

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There are no new projects identified for the area. All projects contemplated are projects that were in the original urban renewal plan.

## **V. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS**

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The estimated project funding is shown in the table below. These numbers are in year of expenditure dollars and will correspond to Table 12b. The source of money for the table below is tax increment financing. The sprinklers are a reimbursement of the water systems development charge (SDC) fund. The parks contribution had a set amount of \$2 million, with \$1,002,100 remaining to be allocated.

The intent of the sprinkler reimbursement program was to give a credit or discount to developers off of the Water SDC. The initial estimate for the West Side URA's contribution to reimburse the Water SDC fund for these sprinkler credits was \$2.5 million. The actual cost for these sprinkler credits is currently estimated at \$6.8 million. While 100% of Villebois single-family residences are to be sprinkled, the West Side URA is not fully responsible for these costs and is not expected to make the Water SDC fund whole. Each fiscal year, the amount actually paid from the West Side URA to the Water SDC fund will be capped at \$500,000 until build out of Villebois. Once all the capital projects in the West Side plan are complete, the remaining amount of maximum indebtedness, if any, will be used to pay down any accumulated liability for sprinkler reimbursement. After this payment, any remaining liability will then be written off, and the Water SDC fund will at that time experience a loss.

Table 10 – Estimated Project Costs

Project	Estimated Urban Renewal Portion*	Anticipated Completion Date
Barber Street - Kinsman Road to Coffee Lake Road	\$1,599,500	October, 2015
Tooze Road – 110 <sup>th</sup> To Grahams Ferry Road	\$2,520,000	FY 2016/17
Sprinklers	\$3,232,522	FY 2020/21
Parks	\$1,002,100	FY 2015/16
Other Transportation/Brown Road	\$4,788,200	FY 2019/20
Administration	\$2,016,300	
Financing Fees	\$100,000	
Total Expenditures	\$15,528,622	

Source: City of Wilsonville staff \* dollars in year of expenditure

## **VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT**

The anticipated project completion dates are identified in the Table 10 above. These project completion dates may be adjusted during the annual budgeting process.

## **VII. AMOUNT OF INCREASED MAXIMUM INDEBTEDNESS ALLOWED**

ORS 457.220(4)(a) and (b) state that an urban renewal plan’s indebtedness may be increased, but is limited to the aggregate of all amendments under this subsection, and may not exceed 20% of the plan’s initial maximum indebtedness, as adjusted by the index used in the plan to compute future costs of projects that will be financed under the plan. The computation for the West Side Urban Renewal Plan is shown below. The initial maximum indebtedness was \$40,000,000. The adjustment factor in the Plan was 3% as identified in Section V, page 18 of the original Report on the West Side Urban Renewal Plan. Therefore, the Plan’s maximum

Exhibit B

indebtedness may be increased by the Wilsonville City Council by \$11,406,087. Although the potential increase is \$11,406,087, the actual increase being requested is \$9,400,000.

Table 11 - Potential Maximum Indebtedness Increase per Year of Operation

Original MI Calendar year	\$40,000,000	Potential MI Increase
2004	\$41,200,000.00	\$8,240,000.00
2005	\$42,436,000.00	\$8,487,200.00
2006	\$43,709,080.00	\$8,741,816.00
2007	\$45,020,352.40	\$9,004,070.48
2008	\$46,370,962.97	\$9,274,192.59
2009	\$47,762,091.86	\$9,552,418.37
2010	\$49,194,954.62	\$9,838,990.92
2011	\$50,670,803.26	\$10,134,160.65
2012	\$52,190,927.35	\$10,438,185.47
2013	\$53,756,655.17	\$10,751,331.03
2014	\$55,369,354.83	\$11,073,870.97
2015	\$57,030,435.47	\$11,406,087.09

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

Table 12a shows the tax increment revenues and their allocation to loan repayments, reimbursements, and debt service. The project costs are inflated by 5% annually starting in FY 2015/16. The following tables shows the debt being retired in FY 2023/24. Table 12b shows the project fund allocations including specific project costs by year.

Table 12a - Tax Increment Revenues and Allocations to Debt Service

	Total	2015-16	2016-17	2017-18	2018-19
<b>DEBT SERVICE FUND</b>					
<b>Resources</b>					
Beginning Fund Balance		\$ -	\$ -	\$ -	\$ -
TIF for URA	\$ 46,995,394	\$ 5,055,728	\$ 5,055,728	\$ 5,055,728	\$ 5,055,728
<b>Total Resources</b>	<b>\$ 46,995,394</b>	<b>\$ 5,055,728</b>	<b>\$ 5,055,728</b>	<b>\$ 5,055,728</b>	<b>\$ 5,055,728</b>
<b>Expenditures</b>					
<i>Debt Service</i>					
Previous Outstanding Loans	\$ (38,295,788)	\$ (2,213,548)	\$ (2,214,528)	\$ (2,213,408)	\$ (2,210,188)
2015 Taxable Loan - \$4.25M at 2.63%, 120 months		\$ (484,342)	\$ (484,342)	\$ (484,342)	\$ (484,342)
2015 Tax-Exempt Loan - \$750k at 3.65%, 60 months		\$ (164,401)	\$ (164,401)	\$ (164,401)	\$ (164,401)
<b>Total Debt Service</b>	<b>\$ (38,295,788)</b>	<b>\$ (2,862,291)</b>	<b>\$ (2,863,271)</b>	<b>\$ (2,862,151)</b>	<b>\$ (2,858,931)</b>

Source: ECONorthwest

Exhibit B

Table 12a - Tax Increment Revenues and Allocations to Debt Service, continued

	Total	2019-20	2020-21	2021-22	2022-23	2023-24
<b><i>DEBT SERVICE FUND</i></b>						
<b>Resources</b>						
Beginning Fund Balance		\$ -	\$ -	\$ -	\$ -	\$ -
TIF for URA	\$ 46,995,394	\$ 5,055,728	\$ 5,055,728	\$ 5,055,728	\$ 5,055,728	\$ 2,194,007
<b>Total Resources</b>	<b>\$ 46,995,394</b>	<b>\$ 5,055,728</b>	<b>\$ 5,055,728</b>	<b>\$ 5,055,728</b>	<b>\$ 5,055,728</b>	<b>\$ 2,194,007</b>
<b>Expenditures</b>						
<i>Debt Service</i>						
Previous Outstanding Loans	\$ (38,295,788)	\$ (2,204,745)	\$ (2,207,178)	\$ (2,207,100)	\$ (2,209,503)	\$ (5,374,428)
2015 Taxable Loan - \$4.25M at 2.63%, 120 months		\$ (484,342)	\$ (484,342)	\$ (484,342)	\$ (484,342)	\$ (484,342)
2015 Tax-Exempt Loan - \$750k at 3.65%, 60 months		\$ (164,401)				
<b>Total Debt Service</b>	<b>\$ (38,295,788)</b>	<b>\$ (2,853,488)</b>	<b>\$ (2,691,520)</b>	<b>\$ (2,691,442)</b>	<b>\$ (2,693,845)</b>	<b>\$ (5,858,770)</b>

Source: ECONorthwest

Exhibit B

Table 12b – Project Fund

	Total	2015-16	2016-17	2017-18	2018-19
<b>PROJECT FUND</b>					
<i>Resources</i>					
Beginning Balance		\$ 858,622	\$ 2,321,315	\$ -	\$ -
Pay-as-you-go (Transfer from D/S Reserve Fund)	\$ 10,372,494	\$ -	\$ 1,032,472	\$ 1,426,200	\$ 1,240,900
Bond/Loan Proceeds	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -
Interest Earnings	\$ 33,313	\$ 4,293	\$ 23,213	\$ -	\$ -
<b>Total Resources</b>	<b>\$ 15,405,807</b>	<b>\$ 5,862,915</b>	<b>\$ 3,377,000</b>	<b>\$ 1,426,200</b>	<b>\$ 1,240,900</b>
<i>Expenditures (nominal \$)</i>					
Barber St. (Kinsman Rd. to Coffee Lake Dr.)	\$ 1,599,500	\$ 1,599,500			
Tooze Rd. (110th to Grahams Ferry Rd.)	\$ 2,520,000		\$ 2,520,000		
Sprinklers	\$ 3,232,522	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Parks	\$ 1,002,100	\$ 1,002,100			
Other Transportation/Brown Road	\$ 4,788,200			\$ 551,300	\$ 347,300
URA Admin	\$ 2,016,300	\$ 340,000	\$ 357,000	\$ 374,900	\$ 393,600
Financing Fees	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -
Other					
<b>Total Expenditures</b>	<b>\$ 15,258,622</b>	<b>\$ 3,541,600</b>	<b>\$ 3,377,000</b>	<b>\$ 1,426,200</b>	<b>\$ 1,240,900</b>

Source: ECONorthwest.

Exhibit B

Table 12b – Project Fund, continued

	Total	2019-20	2020-21	2021-22	2022-23	2023-24
<b>PROJECT FUND</b>						
<i>Resources</i>						
Beginning Balance		\$ -	\$ -	\$ -	\$ -	\$ -
Pay-as-you-go (Transfer from D/S Reserve Fund)	\$ 10,372,494	\$ 4,802,900	\$ 764,422	\$ 33,500	\$ 35,200	\$ 36,900
Bond/Loan Proceeds	\$ 5,000,000		\$ -			
Interest Earnings	\$ 33,313	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Resources</b>	<b>\$ 15,405,807</b>	<b>\$ 4,802,900</b>	<b>\$ 764,422</b>	<b>\$ 33,500</b>	<b>\$ 35,200</b>	<b>\$ 36,900</b>
<i>Expenditures (nominal \$)</i>						
Barber St. (Kinsman Rd. to Coffee Lake Dr.)	\$ 1,599,500					
Tooze Rd. (110th to Grahams Ferry Rd.)	\$ 2,520,000					
Sprinklers	\$ 3,232,522	\$ 500,000	\$ 732,522			
Parks	\$ 1,002,100					
Other Transportation/Brown Road	\$ 4,788,200	\$ 3,889,600				
URA Admin	\$ 2,016,300	\$ 413,300	\$ 31,900	\$ 33,500	\$ 35,200	\$ 36,900
Financing Fees	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -
Other						
<b>Total Expenditures</b>	<b>\$ 15,258,622</b>	<b>\$ 4,802,900</b>	<b>\$ 764,422</b>	<b>\$ 33,500</b>	<b>\$ 35,200</b>	<b>\$ 36,900</b>

Source: ECONorthwest.

## IX. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FY 2023/24 as shown above, are based on projections of the assessed value of development within the Area and the total tax rate that will apply in the Area. The assumptions include growth rates of 3% plus assumptions on building permits for single-family residential properties in Villebois as forecasted by the City of Wilsonville. The assumptions also include approximately \$8.9 million dollars of FY 2015-16 assessed value being removed from the district. Due to appreciation, this is shown in Table 13 as approximately \$11.6 million in assessed value in FYE 2018, when the change is expected to affect the tax roll.

Table 13 – Exception Assessed Value and Other Adjustments

FYE	# of Units	RMV / unit	CPR	AV / unit	AV coming on Tax Roll	Other AV Adjustments	Total EV
2015	115	\$328,000	82.5%	\$270,600	\$31,119,000		\$31,119,000
2016	194	\$337,840	82.5%	\$278,718	\$54,071,292		\$54,071,292
2017	320	\$347,975	82.5%	\$287,079	\$91,865,280		\$91,865,280
2018	204	\$358,414	82.5%	\$295,692	\$60,321,168	-\$11,602,132	\$48,719,036
2019	141	\$369,166	82.5%	\$304,562	\$42,943,242		\$42,943,242
2020	145	\$380,241	82.5%	\$313,699	\$45,486,355		\$45,486,355
2021	275	\$391,648	82.5%	\$323,110	\$88,855,250		\$88,855,250
2022	158	\$403,397	82.5%	\$332,803	\$52,582,874		\$52,582,874

Source: ECONorthwest. with input from city of Wilsonville staff RMV is real market value CPR is change property ratio AV is assessed value Exception Value is new value caused by new development

Exhibit B

Table 14a shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (not adjusted for under-collection, penalties, and interest). These projections of increment are the basis for the projections in Table 12. The tax rate varies due to changes in General Obligation (GO) Bond rates, which are not constant but change over time. Table 14b shows the projected revenue sharing that begins in FYE 2017, with tax increment revenues to the urban renewal agency limited to \$5,055,728 starting in FYE 2016 and projecting an under-levy in the final year, FYE 2024. Due to the tax increment revenues forecasted for 2016 exceeding the “transition amount” of this amendment, the transition amount will be used establish the baseline for revenue sharing. The transition amount is \$5,055,728 and shown in Table 14a below in FYE 2016. ORS 457.470(d) defines transition amount as the maximum division of taxes for a plan in the year in which the plan is first substantially amended to increase maximum indebtedness on or after January 1, 2010.

Table 14a - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	TIF
2015	314,499,353	16,526,288	297,973,065	14.6173	4,355,563
2016	378,824,033	16,526,288	362,297,745	13.9546	5,055,728
2017	481,790,131	16,526,288	465,263,843	13.6213	6,337,481
2018	544,696,330	16,109,831	528,586,499	13.0639	6,905,401
2019	603,711,254	16,109,831	587,601,423	13.0640	7,676,425
2020	667,037,048	16,109,831	650,927,217	13.0640	8,503,713
2021	775,628,791	16,109,831	759,518,960	12.9159	9,809,871
2022	851,203,164	16,109,831	835,093,333	12.9159	10,785,982
2023	876,459,121	16,109,831	860,349,290	12.9159	11,112,186
2024	902,469,956	16,109,831	886,360,125	12.9159	11,448,139

Source: ECONorthwest

Exhibit B

Table 14b - Tax Increment Revenues and Revenue Sharing

FYE	TIF		
	Total	for URA	Shared
2015	4,355,563	4,355,563	-
2016	5,055,728	5,055,728	-
2017	6,337,481	5,055,728	1,281,753
2018	6,905,401	5,055,728	1,849,673
2019	7,676,425	5,055,728	2,620,697
2020	8,503,713	5,055,728	3,447,985
2021	9,809,871	5,055,728	4,754,143
2022	10,785,982	5,055,728	5,730,254
2023	11,112,186	5,055,728	6,056,458
2024	11,448,139	2,194,007	9,254,133

Source: ECONorthwest

## X. IMPACT OF THE TAX INCREMENT FINANCING

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

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2024, and are shown in Tables 15a and 15b, below. The total amounts reflect only the permanent rate levies impacted by the amendment. Note there is a positive impact until FYE 2021 due to the removal of property from the urban renewal area. The negative impact begins in FY 2021 and is a result of the increased maximum indebtedness. If not for the amendment, all indebtedness would have been paid off by this time. The impacts of bonds are made up by slightly increased bond rates to the taxpayer as shown in Table 16. It should be noted that the impact of revenue sharing makes the impacts to the taxing jurisdictions remain fairly stable throughout the life of the district. The sharing is shown in Table 14b.

The West Linn-Wilsonville School District and the Clackamas Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone because of the use of Tax Increment Financing are replaced, as determined by a funding formula at the State level with State School Fund revenues.

Tables 15a and 15b show the projected impacts to permanent rate levies of taxing districts; 15a is the general government taxes and 15b is the education taxes.

Exhibit B

Table 15a - Projected Impact of Amendment on Taxing District Permanent Rate Levies, General Government

General Government									
FYE	Clack County (City)	County 4-H	County Library	County Soil Cons	Wilsonville (Perm)	Fire 64 Tualatin	Port of Portland	Metro (Perm)	Vector Control
2015	-	-	-	-	-	-	-	-	-
2016	-	-	-	-	-	-	-	-	-
2017	226,474	4,710	37,435	4,710	237,439	143,673	6,603	9,100	612
2018	339,402	7,059	56,101	7,059	355,834	215,313	9,896	13,637	917
2019	481,450	10,013	79,581	10,013	504,759	305,427	14,038	19,345	1,301
2020	543,588	11,305	89,852	11,305	569,905	344,847	15,849	21,841	1,469
2021	(941,087)	(19,572)	(155,556)	(19,572)	(986,650)	(597,016)	(27,440)	(37,813)	(2,544)
2022	(941,087)	(19,572)	(155,556)	(19,572)	(986,650)	(597,016)	(27,440)	(37,813)	(2,544)
2023	(941,087)	(19,572)	(155,556)	(19,572)	(986,650)	(597,016)	(27,440)	(37,813)	(2,544)
2024	(408,398)	(8,493)	(67,506)	(8,493)	(428,171)	(259,084)	(11,908)	(16,409)	(1,104)
Total	(1,640,745)	(34,122)	(271,205)	(34,122)	(1,720,184)	(1,040,872)	(47,842)	(65,925)	(4,437)

Source: ECONorthwest

Exhibit B

Table 15b - Projected Impact of Amendment on Taxing District Permanent Rate Levies, Education

FYE	Education			
	WL / WILS SD (Perm)	Clack CC (Perm)	Clack ESD	Total
2015	-	-	-	-
2016	-	-	-	-
2017	458,600	52,582	34,731	1,216,670
2018	687,273	78,801	52,050	1,823,341
2019	974,915	111,782	73,834	2,586,456
2020	1,100,741	126,209	83,363	2,920,275
2021	(1,905,659)	(218,499)	(144,322)	(5,055,730)
2022	(1,905,659)	(218,499)	(144,322)	(5,055,730)
2023	(1,905,659)	(218,499)	(144,322)	(5,055,730)
2024	(826,989)	(94,821)	(62,631)	(2,194,007)
Total	(3,322,437)	(380,944)	(251,619)	(8,814,455)

Source: ECONorthwest

The projected annual impact on a property owner due to an increase in bond rates from the Amendment is shown in Table 16. The impacts are projected for a property valued at \$100,000. It easy to translate that into other property values by multiplying the amount.

Table 16 – Impact on Bond Rates

FYE	City of Wilsonville	West Linn / Wilsonville School District	Clackamas Community College
2015		\$0.00	\$0.00
2016		\$0.00	\$0.00
2017		(\$0.75)	(\$0.04)
2018		\$0.00	(\$0.06)
2019		\$0.00	(\$0.09)
2020		\$0.00	(\$0.10)

Source: ECONorthwest

Exhibit B

Table 17 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2025.

Table 17 – Projected Revenue to Taxing Jurisdictions after Termination of Urban Renewal

Tax District Name	Tax Rate	Tax Revenue in FYE 2025 (year after expiration)		Total
		From Frozen Base	From Excess Value	
<b>General Government</b>				
Clackamas County (City)	\$2.4042	\$ 38,731	\$ 2,195,392	2,234,123
County Extension & 4H	\$0.0500	\$ 805	\$ 45,657	46,462
County Library	\$0.3974	\$ 6,402	\$ 362,885	369,287
County Soil Conservation	\$0.0500	\$ 805	\$ 45,657	46,462
City of Wilsonville	\$2.5206	\$ 40,606	\$ 2,301,682	2,342,288
Tualatin Valley Fire & Rescue	\$1.5252	\$ 24,571	\$ 1,392,734	1,417,305
Port of Portland	\$0.0701	\$ 1,129	\$ 64,012	65,141
Metro	\$0.0966	\$ 1,556	\$ 88,210	89,766
Vector Control	\$0.0065	\$ 105	\$ 5,935	6,040
Total General Government	\$7.1206	\$ 114,710	\$ 6,502,164	6,616,874
<b>Education</b>				
WL/Wilsonville School Dist	\$4.8684	\$ 78,429	\$ 4,445,572	4,524,001
Clackamas Community Coll	\$0.5582	\$ 8,993	\$ 509,719	518,712
Clackamas ESD	\$0.3687	\$ 5,940	\$ 336,678	342,618
Total Education	\$5.7953	\$ 93,362	\$ 5,291,969	5,385,331
<b>Total</b>	<b>\$12.9159</b>	<b>\$ 208,072</b>	<b>\$ 11,794,133</b>	<b>12,002,205</b>

Source: ECONorthwest

## **XI. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA**

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population.

As noted below, the frozen base, including all real, personal, personal manufactured, and utility properties in the West Side Urban Renewal Area after this amendment is estimated to be \$16,109,831. The total assessed value of the frozen base of all urban renewal areas in the City of Wilsonville is estimated at \$98,805,323 after amendments to both the West Side and the Year 2000 (Table 18b).

The FY 2015/16 total assessed value of the City of Wilsonville less urban renewal excess value is \$2,429,384,903, including value from Clackamas and Washington counties. Urban renewal excess is the growth of assessed value in the urban renewal area over the frozen base. Given these numbers, after amendments to the West Side and Year 2000, 4.07% of the total assessed value is in urban renewal, below the 25% maximum (Table 18b).

The Area has approximately 399.55 acres, including right of way. This acreage plus the acreage from the other urban renewal areas after the completion of the 2015/16 amendments is 929.81 acres in urban renewal and the City of Wilsonville has 4,805 acres; therefore 19% of the City's acreage is in an urban renewal area, below the 25% state limit (Table 18b).

When property is added to an urban renewal area, the full assessed value of the property being added is added to the frozen base value. When property is removed from an urban renewal area the frozen base is not adjusted by that full amount. Instead, it is adjusted by a proportional amount, based on the ratio of the existing frozen base of the area to the total assessed value of the area. For the purpose of calculating the statutory limit on assessed value in urban renewal areas citywide, the total assessed value of the City, less the total excess value of all urban renewal areas was used. Note that the Year 2000 Plan does not use all of its excess value, as it collects a lower amount of TIF revenue than the maximum allowed by statute through a process called under-levying. For the Year 2000 Plan, the full amount of the excess value in the calculation was used, and not just the excess value used for the purposes of calculating TIF.

Exhibit B

Table 18a - Urban Renewal Area Conformance with Assessed Value and Area Limits – West Side Amendment only

Urban Renewal Area	Frozen Base/AV	Acres
West Side URA	\$16,109,831	415
Year 2000 URA	\$44,087,806	570.4
TIF Zones		
27255 SW 95th Ave	\$17,938,434	26.07
26440 SW Parkway	\$12,582,201	24.98
26755 SW 95th Ave	\$7,675,439	9.76
Total in URAs	\$98,393,711	1,046.21
City of Wilsonville*	\$2,429,384,903	4,805
Percent of Total	4.05%	22%

Source: City of Wilsonville, Clackamas County Assessor The West Side AV is the estimated frozen base after the amendment. This includes both Clackamas County and Washington County properties, less incremental assessed value in urban renewal areas

Table 18b - Urban Renewal Area Conformance with Assessed Value and Area Limits - After Proposed Year 2000 Amendment and West Side Amendment

Urban Renewal Area	Frozen Base/AV	Acres
West Side URA	\$16,109,831	415
Year 2000 URA	\$44,499,418	454
TIF Zones		
27255 SW 95th Ave	\$17,938,434	26.07
26440 SW Parkway	\$12,582,201	24.98
26755 SW 95th Ave	\$7,675,439	9.76
Total in URAs	\$98,805,323	929.81
City of Wilsonville*	\$2,429,384,903	4,805
Percent of Total	4.07%	19%

Note: This table conforms with the map in Figure 3 that shows the urban renewal areas after the package of amendments. \*This includes both Clackamas County and Washington County properties, less incremental assessed value in urban renewal areas

## XII. RELOCATION REPORT

There is no relocation anticipated due to this amendment.



29799 SW Town Center Loop E  
 Wilsonville, Oregon 97070  
 (503) 682-1011  
 (503) 682-1015 Fax Administration  
 (503) 682-7025 Fax Community Development

## NOTICE OF DECISION

## PLANNING COMMISSION

## RECOMMENDATION OF APPROVAL TO CITY COUNCIL

**FILE NO.:** LP15-0006

**APPLICANT:** City of Wilsonville

**REQUEST:** Adoption of an ordinance approving a substantial amendment to the West Side Urban Renewal Plan

After conducting a public hearing on December 9, 2015, the Planning Commission voted to recommend this action to the City Council by passing Resolution No. LP15-0006.

The City Council is scheduled to conduct a Public Hearing on this matter on Monday, January 4, 2016, at 7:00 p.m., at the Wilsonville City Hall, 29799 SW Town Center Loop East.

For further information, please contact the Wilsonville Planning Division, 29799 SW Town Center Loop East, or telephone (503) 682-4960.



**PLANNING COMMISSION  
RESOLUTION NO. LP15-0006**

**A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING  
THAT THE WILSONVILLE CITY COUNCIL ADOPT AN ORDINANCE APPROVING  
A SUBSTANTIAL AMENDMENT TO THE WEST SIDE URBAN RENEWAL PLAN**

WHEREAS, the Wilsonville Planning Commission has held a work session on October 14, 2015, to discuss and take public testimony concerning the proposed substantial amendment to the West Side Urban Renewal Plan; and

WHEREAS, a presentation was made before the Wilsonville Planning Commission at a Public Hearing on November 12, 2015 and this Public Hearing was continued to December 9, 2015 upon completion of the presentation due to a lack of a quorum; and

WHEREAS, the Wilsonville Economic Development Manager, taking into consideration input and suggested revisions provided by the Planning Commission members and the public, submitted proposed substantial amendment to the West Side Urban Renewal Plan to the Planning Commission, along with a Staff Report, in accordance with the public hearing and notice procedures that are set forth in Sections 4.008, 4.010, 4.011 and 4.012 of the Wilsonville Code (WC); and

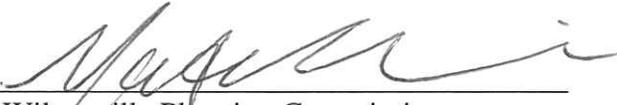
WHEREAS, the Commission has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties.

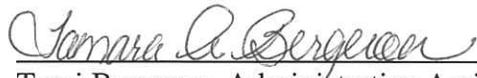
NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt the Planning Staff Report, as presented at the November 12, 2015, public hearing, including the findings and recommendations contained therein and does hereby recommend to the Wilsonville City Council that the Wilsonville City Council approve and adopt the proposed substantial amendment to the West Side Urban Renewal Plan as approved on November 12, 2015, by the Planning Commission; and

BE IT RESOLVED that this Resolution shall be effective upon adoption.

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 9<sup>th</sup> day of December 2015, and filed with the Planning Administrative Assistant on December 10, 2015.

  
Wilsonville Planning Commission

Attest:



Tami Bergeron, Administrative Assistant III

SUMMARY of Votes:

Chair Marta Maguire:	<u>Aye</u>
Commissioner Jerry Greenfield:	<u>Aye</u>
Commissioner Eric Postma:	<u>Aye</u>
Commissioner Peter Hurley:	<u>Aye</u>
Commissioner Al Levit:	<u>Aye</u>
Commissioner Simon Springall:	<u>Aye</u>
Commissioner Phyllis Millan:	<u>Absent</u>

**PLANNING COMMISSION  
WEDNESDAY, DECEMBER 9, 2015  
6:00 P.M.**

**Wilsonville City Hall  
29799 SW Town Center Loop East  
Wilsonville, Oregon**

**MOTIONS**

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**II. CONSIDERATION OF THE MINUTES**

- A. Consideration of the October 14, 2015 Planning Commission minutes

Chair McGuire noted the last page should state that Vice Chair Greenfield adjourned the meeting.

The October 14, 2015 Planning Commission minutes were approved 5 to 0 to 1 as corrected with Chair McGuire abstaining.

- B. Consideration of the November 12, 2015 Planning Commission minutes  
*The November 12, 2015 Minutes were not presented in the packet, but distributed prior to the meeting.*

Chair McGuire noted the last page should state that Vice Chair Greenfield adjourned the meeting.

The November 12, 2015 Planning Commission minutes were approved 3 to 0 to 3 as corrected with Chair McGuire, Commissioner Postma, and Commissioner Hurley abstaining.

**III. PUBLIC HEARING**

- A. **LP15-0006 - West Side Urban Renewal Plan Substantial Amendment** (Retherford) A substantial amendment to the West Side Urban Renewal Area (URA) is proposed to increase the Plan's maximum indebtedness. The Planning Commission will be reviewing the proposed substantial amendment for conformance with the City's Comprehensive Plan. This hearing was postponed from the November 12, 2015, Planning Commission meeting, at which a presentation was made regarding the proposal and then postponed due to the lack of a quorum.

**Commissioner Greenfield moved that the Wilsonville Planning Commission finds that the substantial amendment to the West Side Urban Renewal Plan and Report identified in Exhibits 1 and 2 are in conformance with the City of Wilsonville's Comprehensive plan and recommend that the Wilsonville City Council adopt an ordinance to substantially amend the West Side Urban Renewal Plan and Report as presented. Commissioner Springall seconded the motion, which passed unanimously.**

Respectfully submitted,



By Paula Pinyerd of ABC Transcription Services, Inc. for  
Tami Bergeron, Administrative Assistant-Planning

**PLANNING COMMISSION  
WEDNESDAY, OCTOBER 14, 2015  
6:00 P.M.**

**Wilsonville City Hall  
29799 SW Town Center Loop East  
Wilsonville, Oregon**

Approved  
12/9/2015  
With 1 change on last page

**Minutes**

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**I. CALL TO ORDER - ROLL CALL**

Vice Chair Jerry Greenfield called the meeting to order at 6:01 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Peter Hurley, Phyllis Millan, Simon Springall, and City Councilor Charlotte Lehan. Al Levit arrived at 6:07 pm. Marta McGuire was absent.

City Staff: Chris Neamtzu, Barbara Jacobson, Kristin Retherford, Miranda Bateschell

**II. PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

**III. CITIZEN'S INPUT** - This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

**IV. CITY COUNCIL LIAISON REPORT**

No Council liaison report was given due to Councilor Lehan's absence.

**V. CONSIDERATION OF THE MINUTES**

A. Consideration of the September 9, 2015 Planning Commission minutes

The September 9, 2015 Planning Commission minutes were unanimously approved with a correction to show Commissioner Levit as absent.

**VI. WORK SESSION**

A. Urban Renewal Update on: (Retherford)

- West Side Urban Renewal Plan Substantial Amendment
- Year 2000 Urban Renewal Plan Minor Amendment
- Coffee Creek Urban Renewal Agency Update

Chris Neamtzu, Planning Director, introduced Kristin Retherford, the City's Economic Development Manager, noting that three items were being reviewed tonight in preparation for the public hearing on one of those items next month.

Kristin Retherford, Economic Development Manager, stated that her responsibilities included managing the City's urban renewal areas. Two of the City's five existing urban renewal areas were traditional, larger geography renewal areas, and three were single-property urban renewal areas called Tax Increment Finance (TIF) Zones, which were established to provide business incentives in the form of a partial property tax rebate and enable the City to compete with neighboring jurisdictions that offered enterprise zones, which were not available in Wilsonville.

- The TIF program grew out of the City's Economic Development Strategy process, which began about five years ago, and was followed by a year-long incentive strategy process that led to both the establishment of an Urban Renewal Task Force about two years ago, and the adoption of the City's first Urban Renewal Strategy one year ago. Tonight's presentation regarded implementation items from the Urban Renewal

Strategy, which involved a substantial amendment to the West Side Urban Renewal Area, a minor amendment to the Year 2000 Urban Renewal Area, and a Coffee Creek Feasibility Study to establish a new urban renewal area in the Coffee Creek Industrial Area that was currently outside city limits at the northwest part of town.

- She noted that consultant Nick Popenuk had helped Staff develop the Urban Renewal Strategy over the last couple of years, as well as the West Side Urban Renewal Plan Substantial Amendment and Coffee Creek Feasibility Study.

Nick Popenuk, ECONorthwest, provided a broad stroke explanation of how urban renewal worked to set the stage for the presentation on the proposed amendments and feasibility study as follows:

- When first establishing an urban renewal area, an area of the community was identified as blighted, which was specifically defined by the State and did not regard the common perception of rundown, unsafe, or hazardous buildings. State statutes that govern urban renewal in Oregon included a long list of other characteristics that could identify blight, including insufficient infrastructure, parcels not in ideal order or size, and buildings or improvements that were not up to the full economic potential of the area. Blight was more of an academic consideration.
- Once an area was identified as blighted, an urban renewal area could be established around that area. A boundary would be created on a map, and then the tax rolls from that first year became the frozen base. So, if that area on the map had \$100 million of assessed value, from that date forward, all the properties in that area would continue to pay taxes on that \$100 million value. Those taxes would continue to be disbursed to all the taxing districts that typically benefit, such as the school districts, City, County, Metro, etc. However, as property values in that area increase over time, taxes received from that increased assessed value, called increment value, would be directed to the urban renewal area. In other words, as additional growth in value occurred in the urban renewal district, taxes from that additional value were separated from the rest of the property tax revenue and invested back in projects intended to increase the assessed value of the area. The revenue collected from urban renewal is called Tax Increment Financing (TIF).
  - TIF used to be calculated using all the tax rates, but now, only the permanent property tax rates were affected when creating a new urban renewal area, so local option levies, such as the school district's levy, were no longer affected by urban renewal. Additionally, only general obligation bonds approved prior to 2001 were affected.
- Calendar expiration dates were no longer required or recommended for urban renewal areas, which precluded a situation where there was a rush to do all the projects before plan expired. Setting an expiration date also caused havoc when trying to borrow money with a known date and time at which the revenue stream would completely disappear.
- However, all urban renewal areas must include what is called a maximum indebtedness, the total dollar amount that plan could spend over its lifetime. If an urban renewal area had a maximum indebtedness of \$10 million, once \$10 million was spent, the urban renewal area could not spend another penny, must be shut down, and stop collecting tax increment revenue.
- A big part of tonight's discussion was to determine the right maximum indebtedness amount for the current urban renewal areas, as well as that proposed in Coffee Creek, in order to accomplish the projects identified in the plan.
- One important aspect was that limitations exist within each city in terms of how extensively urban renewal could be used. All urban renewal areas combined could not take up more than 25 percent of the acreage or 25 percent of the assessed value of the community. This limitation was relevant to Wilsonville because had two large urban renewal areas that were already in place and there was not enough acreage for the new, third urban renewal area being considered, so some of the proposed amendments focused on reducing the size of the existing renewal areas to free up acreage to use for urban renewal for the Coffee Creek area.

- He clarified the 25 percent limitation requirement included both assessed value and acreage, meaning there must be less than 25 percent of the City's acreage and less than 25 percent of the City's assessed value in urban renewal areas.

Ms. Retherford stated the City had a lot of room with regard to the assessed value, but the acreage limitation was very close to the 25 percent threshold. She clarified that urban renewal areas were typically larger geographical areas. The PowerPoint included maps of the City's existing urban renewal areas.

Mr. Popenuk noted that according to the statutes, a TIF zone was a smaller area within the urban renewal area that was focused on one specific property.

Ms. Retherford explained the Planning Commission's role was to ensure the proposed West Side Urban Renewal Plan Substantial Amendment conformed to the Comprehensive Plan at the November meeting and then recommend or not recommend that amendment to City Council. If the voters approved the creation of a Coffee Creek Urban Renewal Area in November, Staff would proceed with the development of that plan and the Commission would apply these same steps, potentially in the spring, to make a recommendation on that to Council.

- She reviewed the elements of the Urban Renewal Strategy that would be presented as follows:
  - The substantial amendment to the West Side Urban Renewal Plan (West Side Plan) would increase the maximum indebtedness, which was heavily discussed and vetted through the Urban Renewal Task Force as a priority so that projects within the West Side Plan could be completed and the urban renewal district closed. The City proposed closing the West Side Plan around 2025 if the substantial amendment was approved and the outstanding projects completed.
  - Proposed closure for the Year 2000 Plan was in 2019 or 2020 and was also a high priority of the Task Force. This was the City's oldest urban renewal plan and its projects were almost complete.
  - Another high priority of the Urban Renewal Strategy process was to do a feasibility study to determine if urban renewal would be an appropriate tool to use in the Coffee Creek area in order to fund infrastructure for private development.

Mr. Popenuk noted that substantial amendment and minor amendment were official terms in the statutes that govern urban renewal and refer to the process needed for the approval of those amendments. Specific categories of changes exist for urban renewal plans that fall under either substantial or minor. Substantial amendments were required to go through the same process the original urban renewal plan adoption went through, which included Planning Commission and City Council hearings, public notice, conferring with the other taxing districts, etc. Minor amendments had a lower threshold for the public process involved, and accordingly, smaller housekeeping items could be used. Anything that would involve increasing the amount of spending or the duration a district would be in place became a substantial amendment that must go through the entire process.

Mr. Popenuk and Ms. Retherford presented the proposed West Side Plan Substantial Amendment, the Year 2000 Minor Amendment, and the Coffee Creek Urban Renewal Agency Update, via PowerPoint, providing some background leading to the three initiatives. They responded to questions from the Commission as follows:

- Upon completion of the substantial and minor amendments, the Old Town Escape could be built in the next few years and this year, the City had budgeted to begin looking at alignments.
- Money collected after revenues hit a certain threshold must be shared with other taxing districts, which were all the agencies that currently receive tax funding, such as the City of Wilsonville, school district, Metro, etc.
- To keep the increase in maximum indebtedness at the lower threshold of \$9.5 million, the Kinsman Road Extension was also removed from the West Side Plan project list. The City received additional funding through the State, so SDC funding, as well as federal and state funding, would be used, enabling the City to remove the project from the list.
- Although included in the Villebois Master Plan, the property being removed in the northern part of Villebois along Tooze Rd (Slide 5) did not provide a lot of benefit to the West Side Plan District. The property was

owned by the Chang family, who were not party to any of the City's development agreements in Villebois. The Changs planned to develop or sell their property in the next two to three years, but the City did not need development from that area to finance the projects in the West Side Plan. The property would also be one of the later sections in Villebois to develop, so the timing was not that great. Because of the acreage issue, it made sense to remove the Chang acreage.

- The City already had infrastructure all around the Chang property. The last remaining project needed was the Tooze Road Improvement Project, which was slated for construction in 2016-2017; however, sufficient revenue was being generated by the district to cover those improvement costs.
  - The Tooze Road Improvement Project had a couple different funding sources, including federal funds, TIF money, as well as some urban renewal program income, which resulted from selling property in an urban renewal district or receiving rental income from urban renewal properties. Use of program income was less constrained than TIF revenue.
    - Expending TIF revenue was very prescriptive and limited by the maximum indebtedness. Program income was not subject to those same restrictions, so it could be spent on projects like at Tooze Rd without affecting the maximum indebtedness of the area.
    - The revenue from the sale of the 10-acre, city-owned parcel, the former school site located adjacent to the Chang property, would contribute to the Tooze Road Improvement Project.
    - Removing the two parcels in northern Villebois would not affect the build out of Villebois.
  - Although the Kinsman Road Extension project was within the boundary of the West Side Plan, the funding for the project had been removed from the planning list. A number of boundary modifications were being made as part of the substantial amendment, but no action had been made to date to remove the Kinsman Rd alignment; it was simply being removed from the project list, so no urban renewal tax increment funding would be used to pay for the Kinsman project.
  - With regard to the Sprinklers Project (Slide 6), when the first Villebois development agreements went into place, along with the creation of the West Side Urban Renewal Plan, an agreement was made with Tualatin Valley Fire & Rescue (TVF&R) to garner their support for creating this urban renewal district, that the City would require that all single-family residences within Villebois be sprinkled. To avoid passing that burden completely on to the private developer, the City would issue a system development charge (SDC) credit to the developer for the increased cost of sprinkling a home, and then the City reimbursed the Water SDC Fund with urban renewal revenue so the Water SDC Fund was not impacted.
    - The original cost estimates for the sprinkler reimbursements were about \$2.5 million, but in looking at the size and number of homes being built in Villebois, the true value at build out would be closer to \$6.5 million. Rather than urban renewal backfilling the entire amount of SDC credits, a \$500,000 cap per year had been established. Water SDCs would pay a part of the costs, so the burden would not fall solely on urban renewal.
    - This was not a typical urban renewal project and it involved a long history and very detailed financial process.
  - On Slide 6, "Other Transportation" was just a relic of the original West Side Plan language; however, the project regarded Brown Road. The original category stated "Other Transportation Projects" without defining that it regarded improvements to the section of Brown Rd from Villebois to Wilsonville Rd to handle the additional traffic.
  - No external funding assistance was available for the Brown Road project, which was required by the City's development agreements. The Task Force looked particularly for projects that could be eliminated or removed from the Plan, but the City was legally obligated to fund the Brown Road improvements.
  - Only the Kinsman Road Extension and the road improvements for the Old Town Escape were being removed from the West Side Plan.
  - An annexation in the Villebois area could impact the anticipated schedule for the West Side Plan (Slide 7). The City was annexing portions of Tooze Rd and Grahams Ferry Rd in northern Villebois, as well as another property, as a housekeeping item prior to the public hearing to keep things clean when spending urban renewal money on the Tooze Rd project.
  - The Chang annexation was for a slightly different purpose. Part of the right-of-way did about the Chang property, but in the Villebois Master Plan, one of the regional parks was on the Chang property. Prior to

doing any development on their property, the Changs agreed to provide a public easement to construct the park. If that property remained in the County, both land use process would have to be followed. Annexing that portion of the Chang property would enable the City to develop the park under the City's internal processes.

- The Changs agreed to be annexed. They planned to sell or develop the property and understood this was a responsibility they had since the City had these other initiatives underway with Polygon, the developer. The regional park straddled Polygon property, City-owned property, and the Chang property, so in order for the park to be designed and constructed all at once, the Changs agreed to participate.
  - Annexing the Chang property would also help with the City's acreage percentage for urban renewal.
- The West Side Plan called for \$2 million of urban renewal money to be contributed to the Villebois parks system, much of which had been spent for the Piazza. Urban renewal funds would also be used for Montague Park this next year, and smaller amounts would be used for other parks in the area. The majority of the costs for parks in Villebois came from private developers and SDCs.
- The West Side District was a poster child example for how urban renewal should work; the investment was made, the infrastructure installed, and tremendous growth had occurred, about 1,800% growth in about 13 years which would be returned to the tax rolls. The district was expected to close in about 10 years.
- While the Year 2000 Plan could be repaid by 2019, there was an oddity in how this urban renewal area was affecting the school district, its local option levy, and its compression losses. Despite common sense, the Year 2000 Plan actually helped the school district financially in periods of high compression losses.
  - Compression regarded the Measure 5 limitation on how much an individual property could pay. Compression losses were particularly bad during recessions when property values decline. When working with the school district and Urban Renewal Strategic Plan Task Force a couple years ago, this was a big issue. The district recognized that if the Year 2000 Plan closed down right away, the district would take a substantial hit on their local option levy tax revenues and advocated for a slower, phase out of the district to avoid being hit hard all at once. The hope was that as the economy continued to improve, this would not be an issue by 2019, but the City and school district were communicating each year to review the numbers to see if it would be a problem.
  - The Urban Renewal Strategic Plan Task Force considered how quickly the Year 2000 Plan could be paid down if all of the increment was collected and the \$4 million cap removed, but decided to keep the cap and release the surplus increment because of the compression issue. City Staff would meet with the school district and county assessor each year when the new tax revenues come in to see how the compression issue was resolving itself. When the City first looked at closing the Year 2000 Plan, the school district would have lost about \$1 million of their local option levy revenue. Last December that had improved by a couple hundred thousand dollars and with the amount of growth expected this year, they hoped the compression issue would be resolving itself.
- Slide 12 showed half of the Canyon Creek Estates outside the urban renewal district because the northern part of the subdivision was removed through a minor amendment a few years ago during one of the yearly exercises to keep the district from exceeding its \$4 million cap.
- Removing properties did not affect the tax rates homeowners pay, and being within an urban renewal area made no difference on a property owner's tax bill. Urban renewal was not an additional tax, but a division of the tax bill. Essentially, the taxpayers paid money to different place.
  - Although calculated based on the specific properties within a specific urban renewal area, the tax assessor spreads that payment across everyone citywide. Regardless of whether a property was in an urban renewal area, the property tax statement would show that a small amount of the tax bill was for urban renewal because the County equalized how taxes were distributed. A long legal process was used to determine that was the right way to do urban renewal.
  - One way to think about it was instead of the tax assessor analyzing and establishing urban renewal funding lot by lot, the taxes were all collected and then divided back out to every property within the city, rather than considering it lot by lot within an urban renewal district.
  - When collecting property tax revenue, the assessor did not want to keep separate bank accounts for those in and outside the urban renewal area. All the tax payments were collected and then allocated

out to the right taxing districts based upon what each should receive. Because the money gets mixed, the tax rate gets spread across everyone.

- The tangible benefit was if there was one large property tax account in a small urban renewal area and that particular property tax owner was late in paying their tax bill, that urban renewal agency would not go bankrupt due to having such a small revenue stream one year. Spreading it out across everyone, insulated people from oddities in the tax collection process.
- Urban renewal districts do not impact individual homeowners' taxes because property owners were not paying an additional tax to support urban renewal. The incremental growth based on assessed value funded urban renewal.
  - While there was no impact of urban renewal on property tax bills, one minor caveat regarded how general obligation bonds were calculated, which resulted in a very trivial impact, but prevented claims that urban renewal had zero impact on property tax rates.
- The process could create confusion and resistance in the general population, which was why the City went out for a public vote when creating a new urban renewal area to ensure the citizens were on board. The City also addressed many calls from the public when they receive their property tax statements.
- The minor amendment for the Year 2000 Plan would not return to the Planning Commission for a hearing.
- Related to the Coffee Creek Urban Renewal Agency, the Industrial Lands Analysis for Coffee Creek 1 regarded the property just north of Republic Services and predated the improvements Republic Services had been doing recently.
  - At this time, it was undetermined whether Republic Services would be included in the Coffee Creek Urban Renewal district.
- Including the Commerce Circle properties, which were already developed and generating tax revenue, in the Coffee Creek district would not have much effect on other taxing districts. However, not including the Commerce Circle properties would result in a smaller impact on taxing districts each year because less tax revenue would be generated.
  - If the district was languishing for decades to get enough revenue to do the projects, the long term impacts to the taxing districts could be just as bad, or worse, than bringing in the Commerce properties up front and having a little bigger reduction in the taxes received early on and per year, but it would accelerate the development occurring and close the district sooner so that all those funds would go back to the taxing districts.
  - TVF&R, which has been very engaged in statewide conversations on urban renewal and its impacts on taxing districts, was a big proponent of urban renewal areas that bring in enough money to get the projects done quickly and then close down, rather than a district that would limp along year after year.
- Coffee Creek 2, the area on the west side of Grahams Ferry Rd, was not proposed for inclusion in the Coffee Creek Urban Renewal Area, primarily because the larger property owners have indicated they were not interested in redeveloping their properties in the next 10 to 15 years, but want to continue operating their existing businesses. Therefore, Coffee Creek 2 would not benefit the urban renewal area. If the property owners start seeing development occur, they might change their minds.
  - While tight on the acreage percentage, excluding Coffee Creek 2 was not driven completely by acreage issue. Businesses in Coffee Creek 2, included Kodiak, a paving company, hardscape company, and school district bus storage.
- The Coffee Creek Urban Renewal Area was in the Sherwood School District. The school district was not represented on the Task Force, which was formed to consider a citywide urban renewal plan, but the school district's finance director and superintendent were interviewed; neither had much experience with urban renewal or was involved much with Wilsonville. If the City proceeded with the Coffee Creek Urban Renewal District, the City would need to consult and confer with all the affected taxing districts, including the Sherwood School District.
- The title for the ballot measure stated something like, "Should an urban renewal district be created to fund Coffee Creek infrastructure?" Urban renewal was in the title, however, and this would be an advisory vote.
- Fiber conduit was listed on the Coffee Creek Project List with a zero cost amount because no solid cost estimates were available and the conduit would be installed as part of the road projects. The cost for the

actual conduit would be minimal when installed at the same time as the water, sewer, and road projects. The City wanted to ensure fiber conduit was in the plan, so it could be added as necessary and the roads would not have to be torn up later.

- The City's Information Technology (IT) Department was undertaking a citywide IT Strategy. The City had done some direct fiber projects in the last couple years and extending that into Coffee Creek was being considered, but from more of a high level perspective, so a lot of details were still to be determined.
- There was no better way to increase the job number per acre than fiber, so it was included on the project list to ensure the conduit was a priority in the area.
- No precedent really existed of other urban renewal areas in Oregon that actually paid for fiber with urban renewal dollars, but that might be because most plans were adopted 10 or 20 years ago when fiber was not even on project lists. Paying for that type of infrastructure with urban renewal dollars was a good idea.
- Administrative fees were assumed to be a certain percentage of the total project costs over the long-term life of the district, while financing fees were only estimated to be a small percentage of the bonds being issued, which explained the significant differences in costs. In this case, most of the financing for Coffee Creek was assumed to be either loans from the State or bank loans because current urban renewal areas have had a successful recent run of getting bank loans rather than doing expensive municipal bonds with underwriters, a bond council, and others involved.
  - The administrative fees also included the project management for all the different infrastructure projects.
- There had been no discussion yet about an urban renewal district in Basalt Creek, and it was not contemplated in the strategy because its development was so far out on the horizon. The Coffee Creek Urban Renewal District would likely benefit Basalt Creek due to the infrastructure being extended north, so it would be closer to serve the area. The Day Rd improvements would certainly benefit Basalt Creek.
  - The maximum indebtedness issue created conflicts in bundling projects like Coffee Creek and Basalt Creek. A substantial amendment could be proposed later to increase the maximum indebtedness and increase the size of the district, but that magnitude of increase would require concurrence, meaning the City Council ultimately made the decision. Such changes would also require formal input from all the affected taxing districts, indicating whether they support or oppose the change.
- With Coffee Creek, establishing the initial urban renewal plan would require concurrence. The latest change in the law required that the maximum amount of the maximum indebtedness be based on the assessed value of the property in the new urban renewal area. Because Coffee Creek was a small urban renewal area with a small amount of assessed value, it was only allowed to have the bare minimum maximum indebtedness number in the statute, which was \$50 million.
  - The maximum indebtedness number before the voters was \$67 million, and to have a maximum indebtedness of that size, the City would be required to get concurrence from the other taxing districts. City Council would not be able to implement the Coffee Creek district on its own, but would have to get approval from the other taxing districts.
- There was a risk to building infrastructure ahead of knowing what businesses would be in Coffee Creek. The Task Force assumed the State would not loan money, nor would the City borrow money, on spec. A developer would have to be at the table with a specific development plan and be willing to sign a development agreement that the project would be built. The problem was it would take a year or two to complete construction and then a year or two after that before taxes actually started being paid. The City and State could enter an agreement where they had a lot of certainty, but some lag time would exist waiting for revenue to come in; however, a traditional lender, like a bank, would be less interested in loaning the City money in that situation.
  - The City discussed a program with ODOT that did not require payments until completion of construction, which would help shorten the gap. The City could borrow money up front for a major road project, for example, that was planned concurrently with development.

- ODOT was also open to things like interest only payments, and with the inclusion of Commerce Circle, some tax revenue would be generated that might be enough to cover interest only payments in the early years.
- Creating an urban renewal plan was a lengthy process, but the more difficult piece was negotiating with developers, the City, and State to determine how to finance the first piece of infrastructure. It would be a couple of years before those negotiations got figured out, but the City's attorneys were good at crafting those agreements, even to the point of having developers advance the infrastructure and the urban renewal district repay the developer once the increments being generated, which had been done in the past.
- Development was needed in Coffee Creek to create jobs. If voters wanted more jobs in the region and employment lands for businesses to grow and expand, then a public sector investment was needed in Coffee Creek's infrastructure.
  - Development in Coffee Creek was good for Wilsonville because it would ultimately help the City's revenue in terms of assessed value, because at some point, as development occurred, the area would be annexed and the urban renewal district would be closed, so that revenue would come back to support Wilsonville, its school districts, fire services and other taxing districts.
  - Development would also create living wage jobs for Wilsonville's citizens and attract more people for those jobs.
- The Coffee Creek Urban Renewal Area was in the Sherwood School District because the City did a swap so Villebois could be in the West Linn-Wilsonville School District. The City knew it would not have residential development in north Wilsonville, where Coffee Creek and Argyle Square were located, and it wanted to keep students who lived in Wilsonville at Wilsonville schools.
- Tax dollars going to urban renewal today were not available to fund police services, but with the substantial amendment, the revenue sharing formula would kick in on the West Side, so within the next year or two, it was estimated that the \$5 million threshold would be reached and then all taxes collected above the \$5 million would go to the other taxing districts.
  - The original assessed value of the West Side Plan was \$16 million and now, it was \$382 million, so once the urban renewal area was closed, hopefully the long-term future benefits would make up for the short term budget suffering. Of the \$5 million, about one third would go to the City, and of that approximate \$1.5 million, a sizable amount would most likely go to police services.

Commissioner Hurley:

- Understood, but as a professional he knew what was happening in that area and it was not something that could wait, even for another year.
  - Ms. Retherford added she had many such discussions with TVF&R Chief Duyck, which was why TVF&R was very supportive of using urban renewal in places like Coffee Creek for industrial development, but not in residential areas because of the increased service demands.
- Noted TVF&R had the benefit of asking for other bond measures to spread throughout their district. Police services could not, and there were not many other services the City of Wilsonville provided at that level. Street maintenance, for example, would not need to be done until 2020 or 2025 when the West Side Plan finally closed, and the City started getting that money.
  - Ms. Retherford noted that in recognition of such issues, City Council decided about ten years ago to start collecting only the \$4 million on the Year 2000 Plan area, just enough to pay off the debt and share the excess revenue before it was required.
  - Mr. Popenuk noted the West Side Plan was adopted years ago and the remaining projects were those the City was legally obligated to provide. As part of this Urban Renewal Strategic Plan, in large part because of opinions of people like Chief Duyck, it was pretty clear that going forward, the City was looking for urban renewal on targeted strategic investment, particularly for employment generating uses, not residential, and in a way that allowed the City to close the urban renewal areas sooner.
- Agreed things had changed for the better in urban renewal and TIF in the last 10 or 15 years, but there was a bad legacy from the 1990's.

- Ms. Retherford stated that if the City did not increase the maximum indebtedness and close the West Side Plan sooner, the City was still required to finish the projects, which would require General Fund revenue that would take away from services like police.

## VII. OTHER BUSINESS

### A. 2015 Planning Commission Work Program

Chris Neamtzu, Planning Director, noted the Commissioners were invited to participate in the New Partners for Smart Growth Conference in Portland next February. He would email the Commissioners, as well as the Development Review Board members, about attending the conference. The City would pay the registration fee and he encouraged everyone to participate. He confirmed that with no accommodations or travel involved, the City could accommodate more people participating in the conference.

- As part of the Conference, he would be leading a bus tour, driving around the community with 55 national, and perhaps, international participants, looking at Villebois and some of the City's transportation projects. Unfortunately, the four-hour tour fell on Valentine's Day morning, which was a Sunday, but it was neat opportunity for Wilsonville.

He and Ms. Retherford led a couple presentations and tours for a number of people from the Clackamas County Business Alliance, including Port of Portland Staff and the Westside Economic Alliance. The first day, about 35 people attended, including people from the governor's office and various senators' offices who wanted to learn about the City's economic development efforts. City Staff discussed the Coffee Creek area and the City's success in urban renewal. The Form-Based Code was a significant part of those presentations, but he wanted to get the Code adopted before talking about it in conference venues.

Commission Levit noted the minutes should be corrected to reflect that he was absent from the September meeting.

## VIII. ADJOURNMENT

**Vice Chair Greenfield** adjourned the regular meeting of the Wilsonville Planning Commission at 7:46 p.m.

Respectfully submitted,



By Paula Pinyerd of ABC Transcription Services, Inc. for  
Tami Bergeron, Administrative Assistant - Planning

**PLANNING COMMISSION  
WEDNESDAY, NOVEMBER 12, 2015  
6:00 P.M.**

**Wilsonville City Hall  
29799 SW Town Center Loop East  
Wilsonville, Oregon**

Approved  
12/9/2015  
With 1 change on last page

**Minutes**

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**I. CALL TO ORDER - ROLL CALL**

Vice Chair Greenfield called the meeting to order at 6:10 p.m. Those present:

Planning Commission: Jerry Greenfield, Al Levit, and Simon Springall. Marta McGuire, Peter Hurley, Phyllis Millan, Eric Postma, and City Councilor Charlotte Lehan were absent.

City Staff: Chris Neamtzu, Barbara Jacobson, Kristin Retherford, and Steve Adams

**II. PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

**III. CITIZEN'S INPUT** - This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

**IV. CITY COUNCIL LIAISON REPORT**

No Council liaison report was given due to Councilor Lehan's absence.

**V. CONSIDERATION OF THE MINUTES**

A. Consideration of the October 14, 2015 Planning Commission minutes  
Consideration of the October 14, 2015 Planning Commission minutes was postponed to the December Planning Commission meeting due to the lack of a quorum.

Vice Chair Greenfield noted that he had adjourned the October 14, 2015 meeting, not Chair McGuire.

**VI. PUBLIC HEARING**

- A. **LP15-0006 - West Side Urban Renewal Plan Substantial Amendment** (Retherford) A substantial amendment to the West Side Urban Renewal Area (URA) is proposed to increase the Plan's maximum indebtedness. The Planning Commission will be reviewing the proposed substantial amendment for conformance with the City's Comprehensive Plan.

Barbara Jacobson, Assistant City Attorney, stated that absent a quorum the public hearing could not be opened and closed, therefore no business could be conducted. The presentation could be put into the record so that when the hearing is opened next month, it could be noticed as part of the record.

Chris Neamtzu, Planning Director, stated the City's Economic Development Director, Kristin Retherford, and Consultant Elaine Howard would present the West Side Urban Renewal substantial amendment.

- He noted that without a quorum, the public hearing would be continued to the December 9, 2015 Planning Commission meeting, when citizens would have the opportunity to comment on the application and then a quorum of the Commission could provide City Council with a recommendation.

Ms. Jacobson noted the December 9, 2015 meeting would be renoticed as a public hearing.

Kristin Retherford, Urban Renewal Project Manager, explained why the substantial amendment was needed with these comments:

- The West Side Urban Renewal Plan was adopted in 2003 and covered the west side of Wilsonville, consisting largely of the Villebois area and some land located south of Wilsonville Rd in the Fred Meyer development. Since 2003, the majority of the projects in the West Side Plan had been completed. The remaining projects were subject to development agreements or intergovernmental agreements with Oregon Department of Transportation (ODOT). Although the City needed to complete these projects, the Plan was reaching its maximum indebtedness limit of \$40 million, which was set when the Plan was adopted in 2003. In addition to other requirements, statute required that a substantial amendment be processed in order to increase the West Side Plan's maximum indebtedness.
  - Staff had worked for a couple of years with the Urban Renewal Task Force and City Council on an urban renewal strategy for the City that was adopted last year and recommended the substantial amendment to complete the remaining projects in the West Side Plan. The proposed amendment would not add any new projects to the West Side Plan.
- Additionally, the amendment would remove some acreage as well as a couple projects included in the original plan that were not subject to contractual agreements and would be funded with other resources. Removal of this acreage would free up acreage that would be used to establish a new urban renewal area in Coffee Creek.

Elaine Howard, Consultant, ECONorthwest, presented the West Side Urban Renewal Plan Substantial Amendment via PowerPoint as follows:

- She noted the frozen tax base was the value of the URA at the time the West Side Plan was established, which was \$16,526,288, and that the increased value of the area, or incremental assessed value, was currently \$296,292,625 (PowerPoint slides) so, a lot of development had occurred within the area. There were still undeveloped parcels in the URA, as well as commitments entered into as part of the other developments that needed to be completed.
- The role of the Planning Commission in a substantial amendment was not clearly defined in Oregon Revised Statute (ORS) 457, which covered urban renewal. The statute stated that a substantial amendment must go to the Planning Commission, but it did not state what the Planning Commission should do. The statute also stated that a substantial amendment must conform to the City's Comprehensive Plan. In her more than ten years of experience with urban renewal, best practices involved having the Planning Commission make the recommendation on the amendment's conformance to the Comprehensive Plan because the Comprehensive Plan was part of their purview. The Commission could ask questions about any part of the amendment, but any action taken must include the finding of conformance to the Comprehensive Plan.
- She briefly overviewed key outcomes of the substantial amendment with these additional comments (Slide 4):
  - As noted, the proposed recommendation was consistent with the Task Force recommendation adopted by City Council approximately one year ago.
  - Increasing the maximum indebtedness of the West Side Plan by \$9.4 million would allow completion of existing projects within the West Side Plan.
  - While the proposed amendment would move the Old Town Escape transportation project out of the West Side Urban Renewal Plan, a separate amendment was required to add the project to the Year 2000 Plan. Because moving the project was not considered a substantial amendment, it would go to City Council for review, not the Planning Commission.
  - The amendment would trigger revenue sharing, which was enacted by the legislature in 2009. Revenue sharing resulted when an urban renewal area reached 10 percent of the initial maximum indebtedness, the funds were shared with the taxing jurisdictions as well as the urban renewal agency. The amendment would make revenue sharing mandatory as required by statute.
  - Financial estimates completed by ECONorthwest indicate the debt could be paid off by fiscal year end 2024.
  - Ms. Retherford added the Task Force that recommended revenue sharing included representatives from other taxing districts that would be affected by the amendment, including the West Linn-

Wilsonville School District superintendent and the chief of the Tualatin Valley Fire and Rescue (TVF&R) Department.

- She confirmed that revenue sharing would not be required without its inclusion in the amendment.

Commissioner Levit:

- Asked if part of the maximum indebtedness money would be used to refund (inaudible).
  - Ms. Howard replied the maximum indebtedness would not change, but the yearly allocation would be divided differently without the amendment. The urban renewal plan would not increase in length due to the revenue sharing as the City was close enough to the end of the Plan that it was not an issue, other than the taxing jurisdictions would get money they did not expect to receive.
  - Ms. Retherford added any increment produced within the area over \$5 million per year would go to the other taxing districts and the \$5 million would come to the urban renewal agency. This was similar to the Year 2000 area in which the City had set its own revenue sharing policy where approximately \$1.5 million of the \$4 million collected went to the other taxing districts. The revenue sharing mechanism was similar, however, in the West Side Plan, revenue sharing was required by statute, but in the Year 2000 Plan, it was voluntary.
- Understood the indebtedness had to be increased, but some of the money would go back as revenue sharing. He asked if the indebtedness had been increased more than it would have otherwise.
  - Ms. Retherford answered no. She explained the maximum indebtedness was separate from the revenue sharing. Sharing the revenue meant the City might pay off the maximum indebtedness a bit more slowly. For example, if the maximum indebtedness was increased by \$9.4 million and the City collected \$6 million, \$5 million a year would go toward paying off the maximum indebtedness and \$1 million would go back to the other taxing districts.
    - The maximum indebtedness amount did not need to be set any higher; it was set based upon the City's expenditures. The \$9.4 million was needed to pay off the project expenses. The rate at which expenses were paid off depended upon how much increment was collected yearly and that revenue above the increment was subject to the sharing. The \$9.4 million was for the expenses and the revenue sharing was on the income side, so they were separate.

Commissioner Springall asked what the \$5 million cap applied to, noting Staff indicated the City currently had a \$300 million excess over the original base.

- Ms. Howard replied the \$5 million applied to the amount of tax increment revenues generated by the property taxes, which are based on an assessed value amount. Referencing Slide 1, she noted the \$300 million generated property taxes of X amount per year, and of those property taxes generated, \$5 million could go to the urban renewal agency and anything above that would be returned to the other taxing jurisdictions, including the City of Wilsonville.
  - She confirmed that the \$300 million was taxable value, and the \$5 million was actual tax revenue.

Ms. Howard continued the PowerPoint presentation, reviewing the West Side Plan Boundary Change (Slide 5) and noting the violet area to be removed to the south was where the Old Town Escape project was located and the violet area to the north was unincorporated property.

- She reviewed the projects from the West Side Plan Project List (Slide 6) that still needed to be completed, noting Other Transportation was the Brown Road Project.
  - Ms. Retherford noted in response to a question posed at the last meeting that the section of Brown Rd involved in that project was north of Wilsonville Rd leading into Villebois and Barber Rd.
  - Ms. Howard noted the difference in the maximum indebtedness amount used to date of \$40 million and the total remaining costs of \$15 million was less than the requested increase of \$9.4 million because the urban renewal agency currently had money in its coffers that was not being used and had been allocated out of the \$40 million.
- She presented the schedule for review of the proposed amendment, noting December 9, 2015 would be added to the schedule for the amendment to return to the Planning Commission for a recommendation.

- Some annexations needed to be completed before the amendment went to the City Council, so the Council hearing date was dependent on the annexations going forward at the first Council meeting in January. The City Council vote was anticipated to take place at the first meeting in February 2016, again, dependent on the annexations being completed as scheduled. The City Council hearing would be noticed in the *Boones Ferry Messenger* and announced on the City's website.
  - She confirmed the schedule was still manageable even though the Planning Commission's public hearing had been postponed because the City Council meeting was not set until the end of January 2016.
- She reviewed the Findings confirming the urban renewal plan's conformance to the Public Facilities and Services, Land Use and Development, and Compact Urban Development sections of the Comprehensive Plan, which were included in the Staff report, noting that these sections pertained to the projects and development the City was trying to incentivize in the urban renewal area.
- She concluded that at the December 9, 2015 meeting, the Planning Commission would take testimony, deliberate, and decide whether to forward the recommended motion.

Commissioner Springall suggested that the term second amendment be further defined because not until the end was it explained that a first amendment was done in 2008.

- Ms. Howard agreed and indicated that change could be made in time for the Commission's December 9, 2015 meeting.

Ms. Retherford asked if any action was needed to move the hearing to the December meeting.

Ms. Jacobson reiterated that without a quorum, no business could be conducted at the meeting. The presentation would be entered into the record and introduced by Staff at the next hearing. The Commissioners who were not in attendance would receive all of the information prior to that hearing. Ms. Howard and Ms. Retherford would be at next meeting to respond to questions

Vice Chair Greenfield confirmed that Staff had nothing further to add to the record and explained that without presence of a quorum, the formal hearing would be opened at the next meeting.

Staff suggested saving questions until the next meeting so that all of the Commissioners could hear them. Questions could also be provided to Staff so any responses could be included in the next meeting's agenda packet.

Mr. Neamtzu confirmed the entire Staff report was available on the City's website.

## **VII. WORK SESSIONS**

### **A. Transportation Performance Modeling (Adams)**

Chris Neamtzu, Planning Director, noted this agenda item was a follow up to a previous work session the Commission had on the Transportation System Plan (TSP), regarding a series of performance measures that could be evaluated over long periods of time, so the City could determine how the transportation system operated over time. Performance modeling turned a master plan into a living document that could be updated on a biannual or triannual basis. Staff identified performance measures that were most appropriate for the community and important to pay attention to over time. This was a new field and the City was at the forefront of this exciting work. While no action was necessary, Staff sought input from the Planning Commission. The study would go forward to an upcoming City Council meeting this coming Monday.

Steve Adams, Development Engineering Manager, explained the performance modeling concept began about four or five years ago with former Community Development Director Michael Bowers, who initiated the idea that the City should better track its intersections and streets to see if the TSP's goals were being met. One issue that prompted this project was that occasionally some intersections had higher capacity than normal; possibly

due to outside traffic coming through Wilsonville that was not measured by the City's current traffic reports. The TSP was adopted in 2013 and this process started about one year ago when the City started working with DKS Associates on the project, and Staff finally had information to present to the Commission.

Dina Platt, DKS Associates, stated that to her knowledge, Wilsonville was the first city in the region to take on performance measurements at this level. She believed the project would set an example for the region and nation, and hoped the plan would be utilized and shared. Wilsonville was on the leading edge in performance metrics and there was a push nationally to move to an outcomes-based, performance driven planning concept, and it was exciting to see it happen in a jurisdiction of this size.

- She explained that the Regional Transportation Plan (RTP) was the catalyst for this project. In the RTP, base year and future year model data was used to forecast performance metrics. The purpose of the subject document was to look at things as they were in the present and then trend back.
- She clarified that while the topic was introduced as transportation system modeling, it was actually not model based, but based on observed data.
- Performance measures were becoming more available and generating more interest because the technology to collect data was unprecedented, providing the ability to actually track data and answer questions that previously were addressed with guesses.

Ms. Platt and Mr. Chaney presented the Wilsonville Transportation Report dated November 12, 2015 via PowerPoint with additional comments from Mr. Adams. Comments and responses to questions from the Commission were as follows:

- PM peak traffic hours were typically 4:00 pm to 6:00 pm. The peak hour shifts depending on location and day, but it was usually still within that window and traffic counts were usually taken during that timeframe. The AM peak traffic hours were 7:00 am to 9:00 am, which was when most drivers seemed to have complaints.
- The displayed pie chart (Slide 5) was based on 2010 U.S. census data, but most of the modeling data was derived from the 2012 American Community Survey, which covered the time span from 2009 to 2012. An updated American Community Survey was expected within the next two years.
  - While some data was a bit lagging, measurements on the ground were more important than demographic data for this report, but using the data to get a snapshot of the city and how things were changing could be useful.
- The I-5/Wilsonville Rd intersection roadwork began in 2011 and was completed in October or November of 2012. The 13 traffic accidents that resulted in a fatality or serious injury in 2008 was an anomaly. Without the 2008 data, the average number of traffic accidents in a year resulting in a fatality or serious injury would be two.
  - There was no seasonality to the 2008 data. There were one to two crashes per month throughout the entire ten year period, which resembled the same distribution seen in the other years combined.
  - The fatalities and injuries in 2008 were not a result of one spectacular incident that involved a bus, for example. The geographic distribution of the accidents in 2008 was also similar to other years. Most of the accidents occurred along Wilsonville Rd, but that was true of traffic accidents in general.
- There were two non-pedestrian fatalities in this timeframe. One non-pedestrian fatality was a driver of a fuel truck that crashed south of Wilsonville Rd and rolled over into the new Fred Meyer site in 2008. The other non-pedestrian fatality occurred in 2005 when a driver speeding on I-5 lost control and hit a tree.
- The displayed map showed one pedestrian fatality on I-5; however, another pedestrian fatality occurred on I-5 before the data was geocoded, so it did not appear on the map. Both pedestrians were on I-5 illegally.
  - The displayed fatality happened north of the interchange on I-5. The pedestrian was not crossing to Charbonneau, which would have been a legal crossing.
- Where bicycle trails exist, bicycles were generally allowed on I-5 from one trail entrance to another. Pedestrians were not allowed in these areas.
- The Walking Accessibility Maps (Slide 8) were created to represent how someone would actually have to travel to reach their destination. The Walkability Score used to be an as-the-bird-flies analysis, which was a

simpler approach because it did not require information about the network and how the streets connected. The Walkability Score was now changing its approach to reflect travel along actual pathways.

- The Walking Accessibility Maps was similar to the Walkability Score concept to show what the environment looked like for people who wanted to walk somewhere.
- I-5 going through the center of town was certainly a large barrier that had to be accounted for when computing multimodal connectivity.
- The 72 public amenities noted in the table on Page 14 of 35 of the report included libraries, schools, government buildings, fire stations, community centers, and parks and open spaces, which were identified on Page 15. These public amenities were pulled from the Metro Database of Parks and Open Spaces and about half of the destinations shown in Wilsonville were in the parks and open space category.
- An explanation was requested of the text along the right side on Page 15 of 35 stating, “Distances along segments with non-dedicated facilities were doubled to represent the less attractive conditions.”
  - Mr. Chaney explained that the analysis attempted to consider how the lack of dedicated facilities, such as sidewalks and marked crosswalks for pedestrians or bike lanes for cyclists, was treated from the perspective of the user. Part of the question was whether the model let people travel where no facility existed, such as crossing at unmarked crosswalks, walking or biking on the shoulder rather than on a sidewalk or bike lane. Currently, no conclusive set of literature existed to quantify how much it mattered to a bicyclist or pedestrian to have to walk in the street, mix with traffic, or other things of that nature.
    - If the numerical distance on a bike lane between Points A and B was one mile, it would be considered one mile from the cyclist’s perspective. However, if there was no bike lane, it would be considered two miles from the user perspective. Doubling the distance was basically a penalty for not being as conducive to accessibility for walking or biking.
- One key aspect when looking at multimodal connectivity, accessibility, and walkability was how easily people could access transit from different parts of the city, which was something SMART was always considering.
  - In order to get a useful determination of transit and multimodal connectivity, ideally the connection to the transit would be considered as well as the way people travel on the transit and the transit options available upon arriving at a stop. Due to technical limitations with the GIS tool platform, the transit analysis was not reflecting a meaningful metric, but the consultants had some ideas on how to improve this in the future.
    - As the project advanced in the coming years, the City would want to spend time working to understand the accessibility to transit stops and subsequent transit options, which were critically important parts of the transportation system.
    - The time factor was a challenge in understanding the transit component. A person might be able to arrive at a destination faster by walking than by using SMART. Integrating the walk to the stop, the choice of transit lines, and the schedule was a complicated analysis problem, which was why most large system plans only showed large circles around transit stops.
    - Integrating all the multimodal transit data was quite complicated. The rollout of the connectivity tool for biking and pedestrians was a good start and allowed the consultants to work through the methodology, but more refinement was still needed. Improvements would be made to the performance modeling system going forward.
  - SMART did not yet collect data that could be integrated into the modeling system, but SMART was moving forward with adding GPS on all buses, which would provide automated vehicle location systems. Automated passenger counters would also be added. This data would allow one to look at the ridership and understand the boardings and alightings at the different transit stops. These improvements would help improve understanding of travel time reliability for the transit system, as well as ridership patterns and time of day ridership.
  - The additional time required for public transportation users must be factored in as a dimension of transit service, but it was a challenge to do so, especially with so many other factors involved.
  - Ideally, transit information would be presented on an animated map that would allow one to see how transit accessibility changes throughout the day, depending on when one departed a location.

- The data in the report predated the opening of the Barber St Bridge in September, which has made a huge difference in both vehicle and bicycle accessibility and the ability to get from east to west. The Barber St Bridge provided alternative access in and out of the Villebois neighborhood, avoiding Wilsonville Road. Future updates would show the difference the bridge has made for accessibility.
- The web application tool (Slide 10), which allowed users to zoom in and see accessibility on a tax lot basis. The application could be helpful in a number of predictive and analytical ways.
  - One benefit the tool provided was the ability to see where connectivity was lacking and whether a new project might be needed. The tool could also show the effectiveness of existing features such as bike lanes.
  - The application would also function as an economic development tool by showing future residents and business owners the tax lot they were considering, so they could learn about the transit activity to and from that tax lot. The interactive software acted as a decision support system.
- Two different performance modeling tools exist. One was the web application, which was for querying the results that had been created. There was also the GIS software that would be used as a decision support system, but could not really be used online with a point and click interface.
- The performance model was run for cars on the vehicle network with 15 minutes of vehicle travel. However, because Wilsonville was looked at as an isolated network, the model showed one could get everywhere. The output was meaningless because model did not take into account intersection delays and operational aspects, which were better handled in existing vehicle delay tools that were developed specifically for that purpose.
- Transportation data indicating improved level of service (LOS) and functionality was great information to share with citizens to show where investments and improvements were working.
- The information could be used predictively alongside models for forecasting ahead and determining which project would best meet the City's transportation needs. Gaps and constraints in the system could be identified by studying the trend over time. The City might be able to stay ahead of traffic problems by identifying build up in traffic volumes and LOS.
  - The City already had access to a more complex model that helped predict which project might be best. The Salem DKS Associates office had an elaborate model of Wilsonville's transportation system and the City relied on Scott Mansur in that office to do traffic studies and predictive modeling for Wilsonville. The DKS Associates model allowed changes to be added, like a signalized intersection or a street, and then the computer anticipated how traffic might adjust.
- Comparing the data from DKS Associates predictive modeling and the current data showed that the results agreed with what had been predicted. The intersection improvements or street extensions that had been done succeeded in pulling traffic off the street or making the LOS less in that intersection. The data collected from the various traffic studies did show a general match to what was anticipated in the computer modeling.
  - The Intersection Delay tool (Slide 11) was developed to complement what the City was doing in terms of traffic modeling. The traffic studies showed the observed data before, which provided a baseline, and the data after, which was a little different from the modeling. That data could then be compared to the model and could also help inform the modeling to make it more accurate over time.
  - Baseline data was always taken before any major improvement begins. The study remained open for six to nine months, and then a follow-up study was done, which showed whether the modeling was correct.
    - The baseline study for the Barber St Bridge was done in September. A follow-up study would be conducted in March or April to study the car count, truck traffic, speed, volume, and other data points to determine if the improvement has been successful.
    - Such studies are conducted on a routine basis throughout the city to determine if the City was getting good value for the project and to see how the project was actually performing versus how it was modeled to perform.
- Coupling the traffic data and decrease in LOS with the increase in population and jobs in the community would be helpful. Over the timeframe of the report, Wilsonville had probably added 25 percent to 30 percent to its population, yet the traffic and LOS were still decreasing, which showed improvements had made a huge difference.

- When the scope of work was developed with DKS Associates, 12 to 15 key intersections were identified, but 8 intersections were chosen for the initial study. As the city grows, intersections would be added to the study in the future to monitor their performance.
- The percentages shown on Slides 12 through 15 of the report were annual growth in traffic.
  - Slides 13 and 14 helped illustrate the shift in traffic to the west of town. The City of Wilsonville wanted balance, so steps were needed to revitalize Town Center and the east side. The City received a grant to do a master plan to redevelop Town Center.
    - This data helped from an economic development standpoint because it showed where attention was needed and corroborated other pieces of information.
  - The area around Elligsen Rd and 95th Ave also showed significant increases in traffic volumes as development occurred in that area.
    - Although Intersection 1 showed a 4 percent per year growth, much of that traffic was not from Wilsonville, but from Tualatin and a little bit from Villebois. People were coming down Tonquin Rd to Grahams Ferry Rd and using that back road, which was part of the reason why Day Rd failed so early, because only 2 percent per year growth had been anticipated at Intersection 1.
    - Grahams Ferry Rd was the Villebois escape until the Barber St Bridge opened. A lot of people who want to head to north Wilsonville or Portland still used Grahams Ferry Rd.
- Canyon Creek Rd extension was drawn on the map, but Intersection 5 did not yet reflect its effect because Canyon Creek Rd opened only a year ago. (Slide 14)
  - Intersection 5 was being studied closely because the Transportation Systems Plan (TSP) called for a signalized intersection there once triggered, likely as Frog Pond and the surrounding area developed.
    - The last traffic count on Canyon Creek Rd was approximately 2,500 vehicles daily, and the number was expected to grow as people become more familiar with the extension. Canyon Creek Rd was anticipated to carry 4,000 vehicles daily, and it has taken time to build up.
- Installation of Bluetooth sensors that could read phones and track probe data could be used for traffic analysis, but individuals could opt out of using the program. The traffic signal system could also be used to track traffic information because the signals already collect some traffic data. While this data was not currently kept, the region has been focused on capturing and saving this data. More work was needed to make the data usable and trackable over time.
  - Bluetooth travel reliability systems did have layers of privacy protection built in. Bluetooth protocol changes the name of individual phones every day, so records are not identifiable over time. Most retail systems add another layer of privacy protocol to prevent identification of the original user's name.
  - The technology was already being used in the region on a temporary basis during travel time studies in corridors. There were a few permanent installations of this technology being piloted in the region as well.
  - The City did invest in upgrading all of the signal cabinets to the new Intelligent Transportation System (ITS) cabinets a couple of years ago. As the County and State get further ahead on integrated smart transportation and tracking, the City had the ability to work with it and collect data.
- A map with potential sites for the Bluetooth sensors was included in the final report on Page 21 of the report, but more could be added. Sensor placement was still in a conceptual phase.
  - The west end of town would be a good place to have a sensor to capture traffic coming onto Wilsonville Rd from the Dundee-Newberg Bypass.
- Clutter St was not included on the Cross-Section Compliance Map (Page 27 of 35) because it was outside of the current city limit, which was the boundary used for the map. As that area was brought into the city, it would be tracked.
- The data on transportation mode share was compiled from the 2014 National Citizen Survey done in Wilsonville; however any question regarding the use of alternative travel modes was not asked in the 2012 survey.
  - Since the answers to the survey depend on the questions asked, it would be helpful to include the questions as an appendix.

- Mr. Adams understood getting information regarding transportation modes was one of the City Managers goals. He was unsure who wrote the questions for the survey and offered to provide that information at a later time.
- As a national survey, the consultants believed many of the questions were uniform across all the locations and not customized, in order to compare responses between similar cities. The results regarding the approximately 40 city comparison were not included in this report.
- City Council had discussed customizing and writing unique questions for the surveys, but it was uncertain how many questions were customized and how many were standardized.
- Oregon Department of Transportation (ODOT) controls signals on Wilsonville Rd and Boones Ferry Rd. On Wilsonville Rd, ODOT controls the signals between the west leg of Town Center Loop West and the east leg of Boones Ferry Rd. On Boones Ferry Rd, ODOT controls from the south leg of Day Rd and Boones Ferry Rd over to the west leg of Parkway Ave and Argyle Ave.
  - The City tries to coordinate its signals with ODOT's and if an issue arose, Clackamas County would talk to ODOT to add or subtract time to improve traffic flow.
  - The new signal cabinets enable the City to change the signal timing throughout the day. The signals on Wilsonville Rd were geared to get people to the freeway in the morning and to get traffic to go west in the afternoon. This coordinated timing was already being done at the City's signals. The City could tweak the signals as issues or growth occurred. The signal control cabinets were also able to self-adjust to a certain percentage to accommodate the amount of traffic trying to pass through.
  - Currently, these smart signals were also capable of recording their performance. The data sources that come directly from the traffic signals could be used to create performance measures and get a 24/7 assessment of traffic at intersections in the near future.
- The public's perception of services should be considered cautiously. Public Satisfaction of Facilities (Slide 23) showed 85 percent of respondents saying bus transit was good, but 65 percent never use public transportation (Slide 22). People might see busses on the road and perceive the system as good, but they did not know how good the system really was because they did not use it. The same could be true with walking and bike trails.
- In the Recommended Actions (Page 34 of 35), in the Safe section, it would be good if police officers enforced the running of red lights, which was a major difficulty for pedestrians and likely the cause of several accidents. It might also negatively affect the timing of the traffic signals.
- Bicycle level of traffic stress was one of a variety of frameworks used to evaluate how comfortable a road segment was to ride on and was easier to implement than the multimodal level of service, which had a high amount of data requirements. Bicycle level of traffic stress looked at how much vehicle traffic was next to the bike lane, how much separation existed, and how intersection junctions and turn movements were treated. This measure told individuals not only if a bike lane existed, but also how comfortable it was to ride on.
- The bicycle level of traffic stress was an objective standard with four levels of different traffic stress. ODOT had its own slightly different version, which was being implemented across the State in a very uniform fashion.
- Some residents have commented that while they want to bike, they preferred off-road amenities. They did not feel that bike lanes were safe, especially with children. This was not accounted for in road profiles and could be a major shift for new development in the city.
  - Staff was looking at ways to improve cycling in the city, such as adding more bike buffers. There has also been discussion of the new cycle track that was slightly raised off the road and had a different feel than being on a sidewalk or the road. Though not implemented in Wilsonville, Frog Pond could provide a good opportunity to do a cycle track.
- One impediment to cycling was the amount of freight traffic. Riding on the west side of Wilsonville Rd was stressful because although there was a bike lane, there were one or two levels of traffic and a large number of trucks. The situation was improved past Kinsman Rd where there was less freight traffic.
  - Cycling in areas with freight traffic could benefit from buffered bike lanes or cycle tracks to make them distinct from the main roadway.

- There has been discussion about adding bike buffers to Wilsonville Rd because truck traffic was an impediment to cycling. No decision had been made at this time, but the next time Wilsonville Rd was restriped, perhaps the City could look into restriping the road with a bike buffer.
- The new Old Town Escape Project would begin soon and one big concern was bike and pedestrian connectivity from the Rivergreen and Morey's Landing neighborhoods to Old Town. Something could be built on the undeveloped land that would enable cyclists, including cyclists with children, to get off of Wilsonville Rd or provide an alternate way to get from Kinsman Rd to Boones Ferry Rd, which would ultimately be extended to Brown Rd.
  - The alternate route was largely in place already given the trail to the water plant, but Industrial Way was situated in the middle of it and there was no way to cross the creek.
  - There has been some negotiation with the owners of Wilsonville Concrete because they did not like cyclists and pedestrians on the road, but the City viewed Industrial Way as an ideal location for a southern corridor of bike or walking paths through Wilsonville. The path was currently being upgraded and improved below the I-5 Boones Ferry Bridge.
- The Connective and Accessible Section of the Recommended Actions stated, "Evaluate the potential for staff to use multimodal connectivity measures to inform development review, business outreach, and other local connectivity and accessibility projects." which spoke to the need for a bike and pedestrian coordinator at the City. These tasks were currently being done by summer interns at SMART, which did not get the City very far.
  - Mr. Adams said he would raise the concern to Stephan Lashbrook and Nancy Kraushaar.
- The Transportation Mode Share measure on Page 35 discussed tracking bikes, but carbon fiber and aluminum bikes did not trigger embedded magnetometers, so cyclists on these bicycles would not trip the in ground traffic sensors. Fortunately, the City had a lot of visual monitors for the intersections which made a difference.
  - Magnetometers were the most affordable option, but there were also radar and thermal monitors that could be used for detection.
  - The City of Portland was collecting data with bike signals and the data archive at Portland State University called Portland Oregon Regional Transportation Archive Listing (PORTAL) displays the collected data.
  - Traffic sensors were put in at Graham Oaks, but most had been vandalized. Two magnetometers were on the main trail.
- Technology for traffic counting changed quickly, so DKS Associates was cautious about discussion too much about the technology. Areas where data collection could be automated were considered and then the challenges regarding the best technology were worked through at the time of implementation.
  - It was important to capture aspects such as seasonality, day of the week, and time of the day when looking to build an effective data collection system.
- The PORTAL data archive was the brainchild of a Portland State University professor back in the mid-2000s. It was funded by a National Science Foundation grant. Initially, only freeway data on speed and lane occupancy was collected from ODOT's ramp meters and sensors in the pavement.
  - An archive was created to store this data, and as the archive matured, investment has occurred at the regional level. Metro was using the Regional Flexible Funds to help support investment in the data collection efforts.
  - PORTAL had advanced from collecting freeway data to arterial collection. Tri-Met data had been added. When SMART was able to get their GPS and automatic passenger counter data, that data would also be stored in the archive. Portland State was dedicated to maintaining the data because they use it for research and the region helped pay for basic enhancements.
  - Work was now being done on bike incident data, as well as weigh-in motion data for the freight system.
  - Portland State PORTAL data archive could be accessed online and had user friendly interface with a set query system so various questions could be asked to retrieve more specific data. Although this information was available to the public, the query system was designed for transportation professionals.

- DKS Associates was on an advisory committee to support the investment in the PORTAL system going forward.

Vice Chair Greenfield commented that the City could brag about the Transportation Performance Modeling at the national New Partners for Smart Growth Conference next spring.

### **VIII. OTHER BUSINESS**

#### **A. 2015 Planning Commission Work Program**

Chris Neamtzu, Planning Director, announced Linda Straessle would be retiring at the end of this month after 20 years with the City. Future correspondence with the Planning Commission would be by another individual who was unknown at this time.

Commissioner Levit inquired about the French Prairie Bridge, noting the three alternatives on the east side of I-5 were rejected.

- Mr. Neamtzu replied he would have Zach Wiegel follow up with the latest information on the French Prairie Bridge. Staff had been working on the scope of work and editing the document with various City Staff and the consultant team.

Vice Chair Greenfield requested that an update on the French Prairie Bridge project be added to a future agenda..

### **IX. ADJOURNMENT**

Vice Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 8:23 p.m.

Respectfully submitted,



By Paula Pinyerd of ABC Transcription Services, Inc. for  
Tami Bergeron, Administrative Assistant - Planning