

ORDINANCE NO. 796

AN ORDINANCE MAKING CERTAIN DETERMINATIONS AND FINDINGS RELATING TO AND APPROVING THE COFFEE CREEK URBAN RENEWAL PLAN AND DIRECTING THAT NOTICE OF APPROVAL BE PUBLISHED

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 undertake certain urban renewal activities in a designated area within the City pursuant to ORS Chapter 457; and

WHEREAS, the Agency, pursuant to the requirements of ORS Chapter 457, has caused the preparation of the Coffee Creek Urban Renewal Plan (the Plan) attached hereto as **Exhibit A** and thereby incorporated herein. The Plan authorizes certain urban renewal activities within the Coffee Creek Urban Renewal Area (the “Area”); and

WHEREAS, the Agency has caused the preparation of a certain Report Accompanying the Coffee Creek Urban Renewal Plan (the Report) attached hereto as **Exhibit B** and thereby incorporated herein to accompany the Plan as required under ORS 457.085(3); and

WHEREAS, the Agency forwarded the Plan and Report to the City’s Planning Commission for their review and recommendation. They considered the Plan and Report on July 13, 2016 and passed a resolution recommending to the City Council that the Coffee Creek Urban Renewal Plan is supportive of and in conformance with the applicable goals and policies of the City of Wilsonville Comprehensive Plan. The record of this action is attached hereto as **Exhibit C** and thereby incorporated herein; and

WHEREAS, the Plan and the Report were forwarded on June 21, 2016 to the governing body of each taxing district affected by the Plan, and the Agency has thereafter consulted and conferred with each taxing district; and

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

WHEREAS, on May 17, 2016 the City met with the Washington County Commission to review the Plan, including proposed maximum indebtedness for the Plan; and

WHEREAS, the Washington County governing body approved a Resolution and Order establishing the Coffee Creek Urban Renewal Plan at their October 4, 2016 meeting; and

WHEREAS, the City caused notice of the hearing to be held before the City Council on the Plan, including the required statements of ORS 457.120(3), to be mailed to property owners within City's incorporated limits through the Boones Ferry Messenger and to the property owners of the unincorporated properties by direct mailing. The public notice language is attached hereto as **Exhibit D** and thereby incorporated herein; and

WHEREAS, on August 1, 2016 the City Council held a public hearing to review and consider the Plan, the Report, the recommendation of the Wilsonville Planning Commission and the public testimony received on or before that date and to receive additional public testimony; and

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

NOW THEREFORE, THE COUNCIL OF THE CITY OF WILSONVILLE HEREBY ORDAINS THAT:

Section 1. The City Council hereby determines and finds that the Plan 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 Wilsonville Planning Commission recommendation, and the public testimony before the City Council:

1. The area designated in the Plan as the Coffee Creek Urban Renewal Area is blighted, as defined by ORS 457.010(1) and is 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 (ORS 457.010(1)(e) and (g);
2. The rehabilitation and redevelopment described in the Plan 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;
3. The Plan 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 and in the Wilsonville Planning Commission Recommendation;

4. The Plan conforms to the Wilsonville Economic Development Plan as more fully described in the Plan;
5. The acquisition of real property provided in the Plan is necessary for the development of infrastructure improvements in the Area; because the Agency does not own all the real property interests (e.g., rights-of-way, easements, fee ownership, etc.) that will be required to undertake and complete these projects as described in Chapter V of the Plan and Section IV of the Report; and
6. Residential displacement may occur to as a result of acquisition of land to complete infrastructure projects specified in the Plan. If residential displacement take place, the requirements of law will apply to the acquisition and relocation assistance processes and provisions made for displaced persons;
7. Adoption and carrying out the Plan 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;
8. The City shall assume and complete any activities prescribed it by the Plan; and
9. The Agency consulted and conferred with affected overlapping taxing districts prior to the Plan being forwarded to the City Council.

Section 2: In accordance with the findings set forth above, the public testimony and the information presented to the City Council, the City Council hereby approves the Coffee Creek Urban Renewal Plan and Report subject to approval by Washington County.

Section 3: Following approval by Washington County and the City of Wilsonville City Council, the City Recorder shall forward a copy of this ordinance to the Agency.

Section 4: The Agency shall thereafter deliver a copy of the Plan to Washington County to be recorded in the Records of Washington County, Oregon.

Section 5: The City Recorder, in accordance with ORS 457.115, shall publish notice of the adoption of the Ordinance approving the Plan including the provisions of ORS 457.135, in a Wilsonville newspaper no later than four days following adoption of this Ordinance.

Submitted to the Wilsonville City Council and read the first time at a regular meeting thereof on August 1, 2016 and scheduled for second reading at a regular meeting thereof on October 17, 2016, commencing at the hour of 7 pm at the Wilsonville City Hall.

Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the 17th day of October, 2016, by the following

votes: Yes:-4- No:-0-

Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this ____ day of October, 2016.

TIM KNAPP, MAYOR

SUMMARY OF VOTES:

Mayor Knapp - Yes
Councilor Starr - Yes
Councilor Lehan - Yes
Councilor Stevens - Yes
Councilor Fitzgerald - Excused

Attachments:

- Exhibit A – Coffee Creek Urban Renewal Plan
- Exhibit B – Report Accompanying on the Coffee Creek Urban Renewal Plan
- Exhibit C – Planning Commission Report and Recommendation on the Coffee Creek Plan
Planning Commission Documents may be viewed at these two links:
Documents: <http://www.ci.wilsonville.or.us/DocumentCenter/View/10598>
Coffee Creek Urban Renewal PowerPoint Presentation
[CC Urban Renewal PC 07.13.2016.Pdf](#)
- Exhibit D – Public Notice of Public Hearing for the Coffee Creek Urban Renewal Plan

ORDINANCE No. 796– EXHIBIT A

08-01-2016 PUBLIC DRAFT

**Coffee Creek
Urban Renewal Plan**

Adopted by the City of Wilsonville

October 17, 2016

Ordinance No. 796

If Amendments are made to the Plan, the resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.



List of Participants

Mayor
City Council

Tim Knapp
Scott Starr, Council President
Julie Fitzgerald, Councilor
Charlotte Lehan, Councilor
Susie Stevens, Councilor

Planning Commission:

Jerry Greenfield, Chair
Eric Postma, Vice Chair
Peter Hurley
Al Levit
Kamran Mesbah
Phyllis Millan
Simon Springall

City Manager
City Attorney
Community Development Director
Finance Director
Capital Projects Engineering Mgr.
Engineering Administrative Asst.

Bryan Cosgrove
Barbara Jacobson
Nancy Kraushaar
Susan Cole
Eric Mende
Candi Garrett

Urban Renewal Task Force

Chair – City Council President Scott Starr
Ben Altman
Bill Bach
Mary Closson
Brenner Daniels
Chief Mike Duyck/Brian Sherrard
Rob Fagliano
Lonnie Gieber
Phil Johanson
Gale Lasko
Susan Myers
Christine Reynolds
Larry Remmers
Fred Robinson
Dick Spence
Alan Steiger
Erin Wardell
Doris Wehler

Consultant Team

Elaine Howard Consulting LLC, Elaine Howard
ECONorthwest, Nick Popenuk, Ali Danko, Lizzie Gooding

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I. DEFINITIONS

“Agency” means the Wilsonville Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan. In Wilsonville, the Agency is the Wilsonville City Council.

“Annual report” means annual report on impacts to taxing jurisdictions and former year and following year budgets as required in ORS 457.460.

“Area” means the properties and rights of way located with the Coffee Creek urban renewal boundary.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

“City” means the city of Wilsonville, Oregon.

“City Council” or “Council” means the City Council of the city of Wilsonville.

“Commission” means the Washington County Commission.

“Comprehensive Plan” means the city of Wilsonville comprehensive land use plan and its implementing ordinances, policies and standards. If the Washington County Comprehensive Plan is referred to it will be spelled out in its entirety.

“County” means Washington County.

“Fiscal year” means the year commencing on July 1 and closing on June 30.

“Frozen base” means the total assessed value including all real, personal, manufactured and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon revised statutes and specifically Chapter 457, which relates to urban renewal.

“Planning Commission” means the Wilsonville Planning Commission. If the Washington County Planning Commission is referred to it will be spelled out in its entirety.

“Revenue Sharing” means sharing tax increment proceeds as defined in ORS 457.470.

“Task Force” means the committee composed of public officials and consultants to provide input on the Coffee Creek Urban Renewal Plan. Those members are identified on the acknowledgement page of the urban renewal plan.

“Tax increment financing (TIF)” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“Under-levy” means taking less than the available tax increment in any year as defined in ORS 457.455.

“Urban renewal agency” or “Agency” means an urban renewal agency created under ORS 457.035 and 457.045. This agency is responsible for administration of the urban renewal plan.

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

“Wilsonville Transportation Systems Plan (TSP)” means the Transportation System Plan adopted by the Wilsonville City Council.

“Wilsonville Urban Renewal Task Force” is the Task Force convened by the city of Wilsonville to develop the Wilsonville Urban Renewal Strategic Plan and review urban renewal issues.

“Wilsonville Urban Renewal Strategic Plan” is the Strategic Plan adopted by the Wilsonville City Council in 2014.

II. INTRODUCTION

During the 2015 November election, Wilsonville voters expressed advisory support for creating a new urban renewal district in the Coffee Creek Industrial area, an area that is located near the Coffee Creek Correctional Facility in northwest Wilsonville south of Day Road, west of I- 5, north of Ridder Road and east of Grahams Ferry Road.

With support from voters, City Council directed staff to begin developing an urban renewal plan for the Coffee Creek Industrial Area.

The Coffee Creek urban renewal district was first envisioned in the Coffee Creek Master Plan that was adopted by City Council in October 2007. The original plan envisioned development of a new employment area in north Wilsonville with approximately 1,470 permanent jobs and an estimated annual payroll of \$55 million at build-out. The plan predicted the area would attract general industrial, warehouse, flex, and research and development related businesses. Subsequent to the Master Plan, a detailed infrastructure analysis was completed in 2011 to define infrastructure needs and cost estimates. The infrastructure needs and costs were further refined by the City in 2015 and early 2016 in preparation for this urban renewal plan.

The recommendation to create the new urban renewal district is also in the Wilsonville Urban Renewal Strategic Plan (Strategic Plan) that Council adopted in 2014 based upon the input from a community task force that included representatives from local taxing districts, as well as community and business leaders. The Strategic Plan concluded that in order to attract private-sector industrial development, the Coffee Creek industrial area requires a substantial investment in public infrastructure improvements such as new roads, sidewalks and utility lines. Once in place, these public improvements are expected to attract private investment and development that is estimated to increase the assessed value of the proposed district from a tax base of approximately \$62 million to approximately \$900 million over the life of the district.

The Coffee Creek Urban Renewal Plan (Plan) has been developed for the Wilsonville City Council (City Council) and the Washington County Commission (Commission) with the cooperative input from the Wilsonville Urban Renewal Task Force (Task Force), and community input from an Open House, Planning Commission meetings of both Wilsonville and Washington County, the Wilsonville City Council hearing, and the Washington County Commission hearing. A Washington County representative and Sherwood School District representative were added as ad-hoc members to the Task Force. As property is located in unincorporated Washington County, the Washington County Planning Commission must review the Plan and the Washington County Commission must also adopt the Plan.

The Task Force met on April 25, 2016 to review components of the Plan and Report accompanying the Plan (Report), specifically the goals and objectives, projects, amendment procedures, duration of the Plan, funding, and financial tables in the Report. The Task Force voted unanimously of those present to forward the Plan and Report to the Wilsonville Urban Renewal Agency.

The public meeting was also held on April 25, 2016 at which approximately ten citizens, mostly property owners and developer representatives, participated. There were draft documents, a Frequently Asked Questions handout, presentation boards and other materials

to educate the public about the impacts of the proposed urban renewal district and to receive their input. Staff and representatives of the consultant team were in attendance to answer questions from the public.

In addition, the consultant and city staff briefed the Sherwood School District on the urban renewal plan on April 15, 2016. They also briefed the Washington County staff on March 9, 2016 and the Washington County Commission on May 17, 2016.

The Plan contains goals, objectives, and projects for the development of the Coffee Creek Urban Renewal Area (Area). The overall purpose of the Plan is to use tax increment financing to overcome obstacles to the proper development of the Area.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. The Coffee Creek Area has infrastructure needs as identified in the Report accompanying the Coffee Creek Urban Renewal Plan and specifically cited in the ordinance for adoption of the Plan.

Urban renewal allows for the use of tax increment financing (TIF), a financing source that is unique to urban renewal, to fund its projects. Tax increment revenues – the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. The specific projects to be approved in this Plan are outlined in Sections IV and V.

Urban renewal is put into effect when the local government (the City of Wilsonville, in this case) adopts an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future.

The Area, shown in Figure 1, consists of approximately 258.35 total acres: 231.81 acres of land in tax lots and 26.54 acres of public right-of-way.

The Plan will be administered by the Wilsonville Urban Renewal Agency (Agency), which was established by the Wilsonville City Council as the City's Urban Renewal Agency. Substantial changes to the plan must be approved by the city council as outlined in Section IX of this Plan.

The Plan is accompanied by an Urban Renewal Report (Report) that contains additional information, as required by ORS 457.085. The technical information in the Report includes:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan Area;
- The relationship between each project to be undertaken and the existing conditions;

- The total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

It is anticipated that the Plan will take 25 years of tax increment collections to implement. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$67,000,000.

Future amendments will be listed numerically in this section of the Plan and then incorporated into the Plan document and noted by footnote as to amendment number and date adopted.

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III. GOALS AND OBJECTIVES

The goals of the Plan represent the basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve the goals. The urban renewal projects identified in Sections IV and V of the Plan are the specific means of meeting the objectives. The goals relate to adopted plans, as detailed in Section X, and were developed with input from the Wilsonville Urban Renewal Task Force. The goals and objectives will be pursued as economically as is feasible and at the discretion of the Agency. The goals and objectives are not ranked by priority.

Goal 1: *PUBLIC INVOLVEMENT*

Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the urban renewal implementation process.

Objectives:

1. Provide opportunities for public input throughout the implementation process.
2. Utilize the Wilsonville Urban Renewal Task Force to review council-approved and substantial amendments to the Plan.

Goal 2: *ECONOMY*

Create conditions that are attractive to the growth of existing business and attract new businesses to Wilsonville to create new jobs. Provide an adequate number of sites of suitable sizes, types, and locations to accommodate a variety of economic opportunities. Increase property values so that the Area will contribute its fair share to the costs of public services provided.

Objectives:

1. Build utility infrastructure to accommodate growth in the Area.
2. Assist in the improvement of transportation infrastructure to support existing development and allow for future development.
3. Leverage the Agency's financial resources to the maximum extent possible with other public and private investments and other public and private funding sources.

Goal 3: *INFRASTRUCTURE*

Provide a safe and efficient multi-modal transportation system consistent with the Transportation System Plan. Provide public services and facilities to meet the present and future needs of the Coffee Creek area.

Objectives:

1. Assist in the improvement of transportation infrastructure to support existing development and allow for future development.
2. Build utility infrastructure to accommodate growth in the Area.

Figure 1 – Coffee Creek Urban Renewal Plan Area Boundary



Source: ECONorthwest

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IV. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES

The projects within the Area include:

Public infrastructure including transportation and utility improvements

Debt service and plan administration

V. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below. Public improvements authorized under the Plan include upgrading infrastructure including transportation and utilities to encourage development.

A. Infrastructure Improvements

1. Upgrade/provide infrastructure as necessary to allow for the development or redevelopment of parcels within and adjacent to the urban renewal area. The specific projects include:

a) SW Day Road: SW Boones Ferry Road to SW Grahams Ferry Road

SW Day Road will be upgraded to a concrete surfaced five- lane multi-modal urban (Major Arterial) standards including re-constructed intersections at SW Boones Ferry Road, and a new sewer system.

b) SW Grahams Ferry Road: SW Day Road to Railroad Undercrossing

SW Grahams Ferry Road will be upgraded to multi-modal urban (Minor Arterial) standards, with sewer, water and stormwater systems and including intersections at SW Cahalin Road, Java Road, and SW Elligsen Way.

c) SW Java Road

Construct new three lane road section with bike lanes, sidewalks, and landscaping from Garden Acres Road to Grahams Ferry Road.

d) SW Garden Acres Road: SW Ridder Road to SW Day Road

SW Garden Acres Road will be reconstructed to a three lane multi-modal urban (Collector) standards and will include a sewer and stormwater system. The reconstruction will include intersections with SW Day Road, SW Cahalin Road, SW Java Road, and SW Ridder Road/SW Clutter Road. The intersection at SW Day Road will be reconfigured and may be signalized or be constructed as a roundabout.

e) SW Clutter Road: SW Ridder Road to SW Grahams Ferry Road

SW Clutter Road will be reconstructed to a two lane multi-modal local street section with a cul-de-sac or hammerhead at the west end. Water, sewer and storm water systems will be installed.

f) Coffee Creek Industrial Area Sewer Extensions

A new sewer collector will be installed to connect existing sewer collection pipes with new development in the Coffee Creek Industrial Area and extend to the new sewer to be constructed as part of the Day Road project.

g) Lower SW Grahams Ferry Road Storm Outfall

A large diameter stormwater pipe serving as the main discharge outfall for the CCIA will be installed in lower SW Grahams Ferry Road.

h) Coffee Creek Industrial Area Regional Detention Pond

Construct a regional detention pond with a surface area of approximately 260,000 square feet with an outfall to Basalt Creek.

i) Coffee Creek Fiber Optic Network

Fiber optic conduit and cable will be installed concurrent with other dry utilities as various roads are constructed.

j) Railroad Undercrossing

Grahams Ferry Road undercrossing project development. Perform preliminary analysis to determine needs and requirements for a modified underpass on Grahams Ferry Road and potentially partially fund improvements.

B. Debt Service and Plan Administration

This project will allow for the repayment of costs associated with the implementation of the Coffee Creek Urban Renewal Plan. It also includes ongoing administration and any financing costs associated with issuing long- and short-term debt, relocation costs and other administrative costs.

VI. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment. Identification of property to be acquired and the anticipated disposition of the property is required by ORS 457.085(g).

A. Property acquisition for public improvements

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

B. Property acquisition – from willing sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary to support private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section VI by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

VII. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable

state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified, however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.

VIII. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.)

A. General description of the proposed financing methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from the federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax increment financing and maximum indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$67,000,000 (sixty seven million dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. It does

include initial bond financing fees and interest earned on tax increment proceeds, separate from interest on bond proceeds.

IX. FUTURE AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. *Substantial Amendments*

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Wilsonville, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115. Substantial Amendments will be reviewed by the Urban Renewal Task Force.

Substantial Amendments are amendments that:

1. Add land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

B. *Council Approved Amendments*

Council Approved Amendments consist solely of those changes found by the Agency to be significant changes to the goals and objectives of the Plan. Council Approved Amendments shall require approval by the Agency by resolution and approval by the City Council by resolution. Council Approved Amendments will be reviewed by the Urban Renewal Task Force.

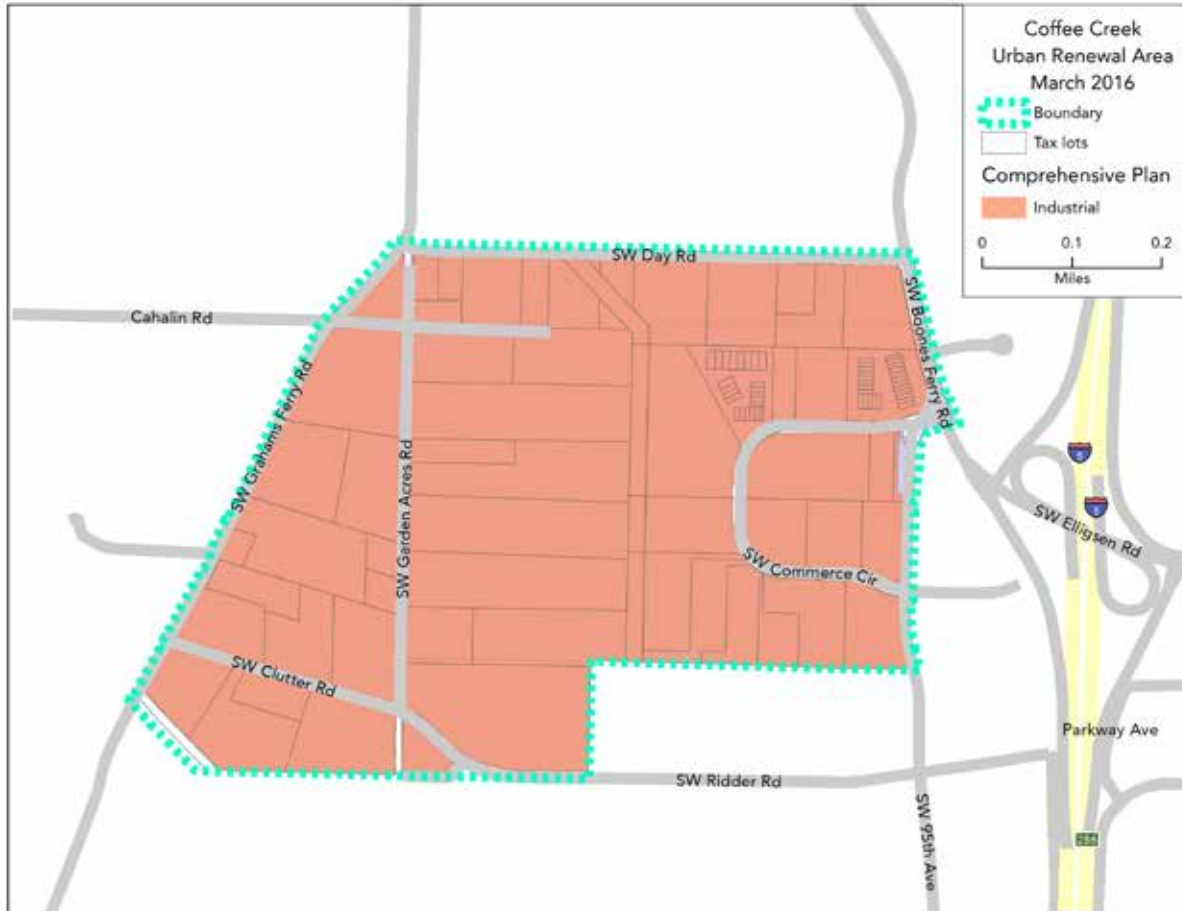
C. *Minor Amendments*

Minor Amendments are amendments that are not Substantial Amendments or Council Approved Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the Agency by resolution.

D. *Amendments to the Wilsonville Comprehensive Plan/Washington County Comprehensive Plan and/or Wilsonville Zoning Ordinance/Washington County Zoning Ordinance.*

Amendments to the Wilsonville Comprehensive Plan, Washington County Comprehensive Plan and/or Wilsonville Zoning Ordinance or Washington County Zoning Ordinance that affect the Urban Renewal Plan and/or the Urban Renewal Area shall be incorporated automatically within the Urban Renewal Plan without any separate action required by the Agency, Washington County or the City Council.

Figure 2 – Comprehensive Plan Designations



Source: ECONorthwest

The properties are identified as industrial in both the City of Wilsonville and Washington County Comprehensive Plans.

X. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan relates to local planning and development objectives contained within the Washington County Comprehensive Plan, Washington County Community Development Code, Article III Land Use Districts, Wilsonville Comprehensive Plan, the Wilsonville Planning and Land Development Ordinance (Chapter 4 Sections 4.100 -4.141 Zoning), and the Transportation System Plan. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies, and implementation strategies will reflect the numbering that occurs in the original document. Italicized text is text that *has* been taken directly from an original planning document.

The Comprehensive Plan designations are shown in Figure 2. The maximum densities and building requirements are contained in the Washington County Community Development Code. The proposed land uses conform to Figure 2, the comprehensive plan designations and the maximum densities and building requirements can be found in the Washington County Community Development Code and the Wilsonville Planning and Land Development Ordinance also known as the Development Code of Zoning Code, Chapter 4 of the Wilsonville Code.

This is not a comprehensive list of all parts of the Washington County Comprehensive Plan and Wilsonville Comprehensive Plan that are supported by this Plan. This list includes the major Goals and Policies from the comprehensive plans that are in conformance with the urban renewal plan however, there may be other Goals and Policies that are not listed, but are still in conformance with this Plan.

A. *City of Wilsonville Comprehensive Plan*

The Plan conforms to the Citizen Involvement, Urban Growth Management, Public Facilities and Services, Transportation, and Use and Development goals as it contains projects to upgrade the transportation and utility infrastructure, to support existing business and allow for development of new businesses to create jobs, utilizing underutilized and/or blighted sites.

Citizen Involvement

To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and city-wide programs and policies.

The Plan conforms to the Citizen Involvement goal as it has undergone ongoing citizen involvement in its preparation. The City of Wilsonville adopted an Urban Renewal Strategic Plan in 2015 that had as one of its components the creation of a new urban renewal area in Coffee Creek. That plan had a guiding Task Force with meetings open to the public, there were articles in the Boones Ferry Messenger and an open house was held on the Urban Renewal Strategic Plan. In addition, the city put the formation of the new district out for an advisory vote in the November 2015 election and received majority support.

As part of the Coffee Creek Urban Renewal Plan preparation, the original Task Force was briefed again, another open house was held and there were hearings by the Washington County Planning Commission, Washington County Commission, Wilsonville Planning Commission, and Wilsonville City Council.

Urban Growth Management

To allow for urban growth while maintaining community livability, consistent with economics of development, city administration, and the provision of public facilities and services.

The Plan conforms to the Urban Growth management Policy as it envisions development of the Area into industrial uses as conform to future comprehensive plan designations. As this land develops, it will be annexed into the City of Wilsonville. The Plan is designed to help provide the infrastructure necessary to allow for the future development, providing the employment opportunities and the provision of public facilities and services.

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 Plan conforms to this section of the comprehensive plan as a project funded through the Plan is the construction of new water lines in SW Grahams Ferry Road and Clutter 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.

The Plan conforms to this section of the Comprehensive Plan as development will comply with Fire Safety requirements. Inclusion of new water lines in Grahams Ferry Road and Clutter Road will assist in provision of water for fire response needs.

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 3.3.2.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.

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.

Goal 3.4 To facilitate safe, efficient and economic flow of freight and other goods and services within the city and the region.

Policy 3.4.1 Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve warehousing, distribution, and other industrial uses located there.

GOAL 3.8: To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.

The Plan 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, including multimodal travel, and to complete the transportation system in the Area. The city of Wilsonville is coordinating these improvements with the Washington County and the State of Oregon.

Land Use and Development

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

Policy 4.1.3 City of Wilsonville shall encourage light industry compatible with the residential and urban nature of the City.

Implementation Measure 4.1.3.a Develop an attractive and economically sound community.

Implementation Measure 4.1.3.b Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth and a broad tax base.

Implementation Measure 4.1.3.e Site industries where they can take advantage of existing transportation corridors such as the freeway, river, and railroad.

Implementation Measure 4.1.3.f Encourage a diversity of industries compatible with the Plan to provide a variety of jobs for the citizens of the City and the local area.

The Plan conforms to this section of the Comprehensive Plan as the development of infrastructure will help facilitate access to any new industrial development within the Area, providing access to industrial lands and new employment opportunities in the Area.

B. City of Wilsonville Economic Development Policy

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

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

The Plan 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. The utility projects will provide the necessary infrastructure to support the growth on employment land.

C. Washington County Comprehensive Plan

The Plan conforms to the Citizen Involvement, Intergovernmental Coordination, Urbanization, Managing Growth, Roles and Responsibilities for Serving Growth, Urban Area Economy, Public Facilities and Services, Transportation, and Land Use Conservation policies/goals as it contains projects to upgrade the transportation and utility infrastructure, to support existing business and allow for development of new businesses to create jobs, utilizing underutilized and/or blighted sites.

Policy: Citizen Involvement

It is the policy of Washington County to encourage citizen participation in all phases of the planning process and to provide opportunities for continuing involvement and effective communication between citizens and their County government.

The Plan conforms to the Citizen Involvement goal as it has undergone ongoing citizen involvement in its preparation. The City of Wilsonville adopted an Urban Renewal Strategic Plan in 2015 that had as one of its components the creation of a new urban renewal area in Coffee Creek. That plan had a guiding Task Force with meetings open to the public, there were articles in the Boones Ferry Messenger and an open house was held on the Urban Renewal Strategic Plan. In addition, the city put the formation of the new district out for an advisory vote in the November 2015 election and received majority support. As part of the Coffee Creek Urban Renewal Plan preparation, the original Task Force was briefed again, another open house was held and there were hearings by the Washington County Planning Commission, Washington County Commission, Wilsonville Planning Commission, and Wilsonville City Council.

Policy: Intergovernmental Coordination

It is the policy of Washington County to effectively coordinate its planning and development efforts with Federal, State and other local governments and Special Districts to ensure that the various programs and activities undertaken by these bodies are consistent with the County Comprehensive Plan.

The Plan conforms to the Intergovernmental Coordination Policy as it will be implemented by the City of Wilsonville as the lands within the Area will be annexed as they become developed. In order to pursue these infrastructure developments, the County needs to coordinate with the City of Wilsonville to allow for the establishment of the urban renewal area. In addition, all impacted taxing districts are being provided detailed information about the plan and the potential impacts on them.

Policy: Urbanization

It is the policy of Washington County to establish a growth management system for the unincorporated areas within the UGB which promotes:

- 1. Efficient economic provision of public facilities and services;*
- 2. Infill development in established areas while preserving existing neighborhood character;*
- 3. Development near or contiguous to existing urban development where services are available;*
- 4. Parcelization of land such that future development at urban densities can take place;*
- 5. Development which is compatible with existing land uses;*
- 6. Agriculture use of agriculture land until services are available to allow development;*
- 7. Development in concert with adopted community plans.*

The Plan conforms to the Urbanization Policy as it envisions development of the Area into industrial uses as conforms to the comprehensive plan designations. As this land develops, it will be annexed into the City of Wilsonville. The Plan is designed to help provide the infrastructure necessary to allow for the future development, providing the desired efficient economic provision of public facilities and services.

Policy: Managing Growth

It is the policy of Washington County to manage growth on unincorporated lands within the UGB such that public facilities and services are available to support orderly urban development. This policy applies to urban unincorporated lands, except in New Urban Areas which are subject to Policy 44.

The Plan conforms to the Managing Growth Policy as it envisions development of the Area into industrial uses as conforms to the comprehensive plan designations. As this land develops, it will be annexed into the city of Wilsonville. The Plan is designed to help provide the infrastructure necessary to allow for the future development, providing the desired efficient economic provision of public facilities and services to support orderly urban development.

Policy: Roles and Responsibilities for Serving Growth

It is the policy of Washington County to work with service providers, including cities and special service districts and Metro, to ensure that facilities and services required for growth will be provided when needed by the agency or agencies best able to do so in a cost effective and efficient manner.

The Plan conforms to the Roles and Responsibilities for Serving Growth Policy as it envisions development of the Area into industrial uses as conforms to the comprehensive plan designations. As this land develops, it will be annexed into the city of Wilsonville. The Plan is designed to help provide the infrastructure necessary to allow for the future development, providing the desired provision of public facilities and services by the agencies that will provide the future services to the Area.

Policy: Urban Area Economy

It is the policy of Washington County to encourage and participate in activities which strengthen the local economy through:

- 1. Retention and expansion of existing businesses and industry;*
- 2. Provision of diverse employment opportunities;*
- 3. Education and training of the local labor force; and*
- 4. Continued diversification of the County's economic base.*

The Plan conforms to the Urban Area Economy Policy as it envisions development of the Area into industrial uses, both of existing and new industry, providing industrial wage employment opportunities in Washington County.

Policy: Public Facilities and Services: Sanitary Sewerage Collection and Treatment

It is the policy of Washington County that whenever feasible all areas within the UGB be served with sanitary sewer service as provided in the Regional Wastewater Treatment Management Plan.

The Plan conforms to the Public Facilities and Service: Sanitary Sewerage Collection and Treatment Policy as it provides sanitary sewer facilities to the Area by installing, if necessary, sanitary sewer systems in the roads as they are either constructed or upgraded.

Policy: Public Facilities and Services: Water Supply and Distribution

It is the policy of Washington County that all residences and businesses be served with an adequate supply of potable water for consumption and fire suppression purposes.

The Plan conforms to the Public Facilities: Service Water Supply and Distribution Policy as it provides water facilities to the Area by installing, if necessary, water systems in the roads as they are either constructed or upgraded.

Policy: Public Facilities and Services: Drainage Management

It is the policy of Washington County that drainage be managed Countywide through a system which coordinates the activities of County agencies, local jurisdictions and special districts, and addresses both the water quality and quantity aspects of drainage management.

The Plan conforms to the Public Facilities: Drainage Management Policy as it provides draining management facilities to the Area by installing drainage systems, if necessary, as the roads are either constructed or upgraded. The projects identified in the Plan also include an outfall at Lower Grahams Ferry Road and a Coffee Creek Industrial Area Regional Detention Pond.

Policy: Transportation

It is the policy of Washington County to regulate the existing transportation system and to provide for the future transportation needs of the County through the development of a Transportation Plan as an Element of the Comprehensive Plan.

The Plan conforms to the Transportation Policy as the main projects identified in the Plan are transportation related and will improve or construct SW Day Road, SW Grahams Ferry Road, Java Road, SW Garden Acres Road, and SW Clutter Road.

Policy: Transportation Conservation

It is the policy of Washington County to establish a balanced and efficient transportation system which implements the land use plan and is designed to minimize energy impacts.

The Plan conforms to the Transportation Policy as the main projects identified in the Plan are transportation related and will improve or construct SW Day Road, SW Grahams Ferry Road, Java Road, SW Garden Acres Road, and SW Clutter Road.

Policy: Land Use Conservation

It is the policy of Washington County to develop land use strategies which take advantage of density and location to reduce the need to travel, increase access to transit, increase the use of alternate modes of transportation, including transit and permit building configurations which increase the heating and cooling of residences.

The Coffee Creek Area is located in close proximity to I-5, a major transportation route for industrial uses. The full development of the Area will add needed jobs and be close to transportation networks. It is anticipated that the city of Wilsonville's SMART transit system will serve the Area.

DRAFT

APPENDIX A: LEGAL DESCRIPTION

DRAFT



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AKS Job #5438

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

Coffee Creek Urban Renewal District

EXHIBIT A
 Legal Description

A tract of land located in the Northeast One-Quarter, Southeast One-Quarter, Southwest One-Quarter, and Northwest One-Quarter of Section 2, and the Northeast One-Quarter and Southeast One-Quarter of Section 3, Township 3 South, Range 1 West, Willamette Meridian, Washington County, Oregon and being more particularly described as follows:

Beginning at the southwest corner of Lot 13 of the plat "Edwards Business Industrial Park No. 2"; thence along the southerly line of said Lot 13, and the southerly line of Lots 14 through 16 of said plat and the easterly extension thereof, Easterly 1,634 feet, more or less, to the easterly right-of-way line of SW 95th Avenue; thence along said easterly right-of-way line, Northerly 1,473 feet, more or less, to the most northerly point on said easterly right-of-way line; thence leaving said easterly right-of-way line, Northeasterly 154 feet, more or less, to the easterly right-of-way line of SW Boones Ferry Road; thence along said easterly right-of-way line, Northwesterly 1,018 feet, more or less, to the easterly extension of the northerly right-of-way line of SW Day Road; thence along said easterly extension and the northerly right-of-way line of SW Day Road and the northerly line of Document Number 2004-063726, Westerly 3,014 feet, more or less, to the southwesterly corner of Document Number 89000075, also being on the easterly right-of-way line of SW Grahams Ferry Road; thence along said easterly right-of-way line, Northerly 132 feet, more or less; thence Westerly 80 feet, more or less, to the westerly right-of-way line of SW Grahams Ferry Road; thence along said westerly right of-way line, Southwesterly 3,381 feet, more or less, to the westerly extension of the southwesterly right-of-way line of Oregon Electric Railway; thence along said westerly extension and the southwesterly right-of-way line of Oregon Electric Railway, Southeasterly 569 feet, more or less, to the south line of Section 3, also being a point on the Washington/Clackamas County line; thence along said south Section 3 line and the south line of Section 2 and said County line, Easterly 2,313 feet, more or less, to the southerly extension of the easterly line of Parcel 1 of Partition Plat 1995-101; thence along said southerly extension and the easterly line of Parcel 1 of Partition Plat 1995-101, Northerly 664 feet, more or less, to the southerly line of Lot 12 of the plat "Garden Acres", also being the northwesterly corner of the Bonneville Power Administration Oregon City Substation (Document Number 95005916); thence along the northerly line of said Document Number 95005916, Easterly 323 feet, more or less, to the Point of Beginning.

The above described tract of land contains 259 acres, more or less.

7/15/2016



Nick White



RENEWS: 5/30/18

ORDINANCE No. 796– EXHIBIT B

08-01-2016 PUBLIC DRAFT

**Report Accompanying the Coffee
Creek Urban Renewal Plan**

Adopted by the City of Wilsonville

October 17, 2016

Ordinance No. 796

Coffee Creek Urban Renewal Area

Consultant Team

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ECONorthwest

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Ali Danko

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Rob Wyman



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I. INTRODUCTION

The Report on the Coffee Creek Urban Renewal Plan (Report) contains background information and project details that pertain to the Coffee Creek Urban Renewal Plan (Plan). The Report is not a legal part of the Plan, but is intended to provide public information and support the findings made by the City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. 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 Coffee Creek Urban Renewal Area (Area).

The Report provides only guidance on how the urban renewal plan might be implemented. As the Wilsonville Urban Renewal Agency (Agency) reviews revenues and potential projects each year, it has the authority to make adjustments to the assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other changes, as allowed in the amendments section of the Plan.

Figure 1 – Coffee Creek Urban Renewal Plan Area Boundary



Source: ECONorthwest

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

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

A. Physical Conditions

1. Land Use

The Coffee Creek Urban Renewal Feasibility Study Area (Coffee Creek) shown in Figure 1, contains 59 parcels consisting of 231.81 acres and 26.54 acres of existing right of way, for a total of 258.35 acres.

Coffee Creek is located in the northwest area of Wilsonville with some of the tax lots within the City limits and some in unincorporated Washington County.

An analysis of property classification data from Washington County FY 2015/16 Assessment and Taxation database was used to determine the land use designation of parcels in Coffee Creek. By acreage, Commercial use accounts for the largest land use within the area (34%). This is followed by Single Family Residential (26%), and Farmland (17%). The total land uses of the Coffee Creek, by acreage and parcel, are shown in Table 1.

Table 1 – Existing Land Use of Area

Existing Land Use	Parcels	Acres	Percent of Acres
Commercial	22	79.59	34.3%
SF Residential	19	60.97	26.3%
Farmland	5	38.40	16.6%
Industrial	6	26.17	11.3%
Vacant	4	17.40	7.5%
MF Residential	2	8.65	3.7%
Exempt	1	0.63	0.3%
Total	59	231.81	100.0%

Calculated by ECONorthwest with source data from the Washington County Office of Assessor and Taxation

2. Zoning and Comprehensive Plan Designations

As shown in Table 2, some of these properties are in the City of Wilsonville and some in unincorporated Washington County. Some will have City of Wilsonville zoning and comprehensive plan categories and some will have Washington County zoning and comprehensive plan categories. The tax lots that are unincorporated are located within the Urban Growth Boundary. The tax lots that are located within the City of Wilsonville are currently zoned Planned Development Industrial. The properties are all designated as Industrial in the Comprehensive Plan.

In adding the Coffee Creek Master Plan area to the Urban Growth Boundary, Metro required the City to agree to plan the land to be used for regionally significant industrial purposes which allow large-lot and standard-industrial uses and limits non-industrial uses. When land located in the Coffee Creek Master Plan area is annexed to the city of Wilsonville, the land is ultimately planned to be zoned as planned development industrial – regionally significant industrial (PDI-RSI). This zone is appropriate for most light manufacturing, warehousing, distribution, and flex uses. Corporate headquarters and technology campuses are also allowed. Retail and service uses are allowed as long as their uses are limited, as specified in the zoning code. Office uses may not exceed 20% of the total floor area within a site. The PDI-RSIA designation will help meet the region’s documented needs for high-wage light industrial development, and provide a land use type that is compatible with surrounding industrial uses.¹

As illustrated in Table 2 and Figure 2, the majority (66%) of the Area by acreage is zoned as Future Development-20 acre minimum (FD-20). The remainder of the acreage (33%) is zoned Planned Development Industrial, except for two small tax lots on the edges of the Area, one of which is zoned Planned Development Commercial, and another zoned Agriculture and Forestry District. These two outlier tax lots are small slivers of land that account for less than 1% of the acreage of the Area.²

¹ Coffee Creek Industrial Master Plan, p8.

² City of Wilsonville staff noted that one tax lot in the area was recently annexed into the City and has been zoned as Regionally Significant Industrial. However, this zoning is not reflected in the Metro RLIS 2016 Quarter 1 GIS data set, which was the official source used for our analysis.

Table 2 – Existing Zoning Designations of Area

Zoning	Parcels	Acres	Percent of Acres
Future Urban Development - 20 acre min.	38	153.39	66.2%
Planned Development Industrial	19	77.23	33.3%
Agriculture and Forestry District	1	0.63	0.3%
Planned Development Commercial	1	0.56	0.2%
Grand Total	21	231.81	100.0%

Calculated by ECONorthwest with source data from Metro RLIS 2016 Quarter 1

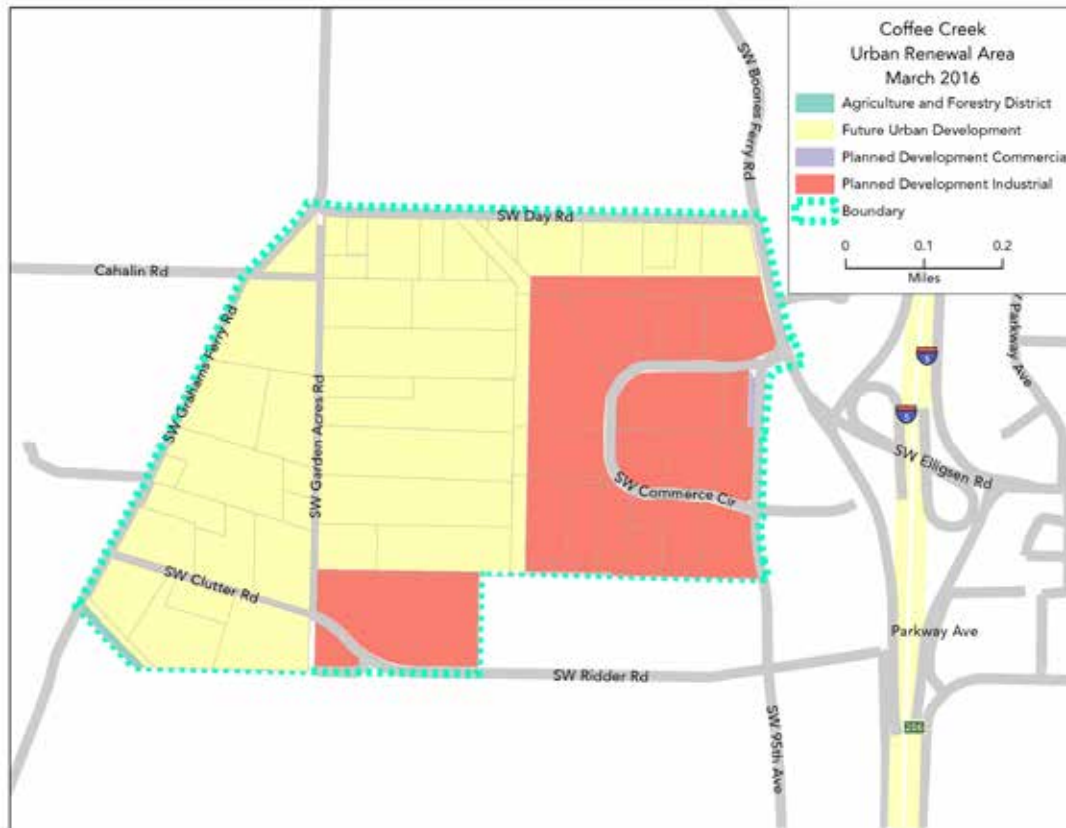
As illustrated in Table 3, 100% of the acreage is designated as Industrial in the Washington County Comprehensive Plan and the City of Wilsonville Comprehensive Plan.

Table 3 – Existing Comprehensive Plan Designations of Area

Comprehensive Plan	Parcels	Acres	Percent of Acres
Industrial	59	231.81	100.00%
Total	59	231.81	100.00%

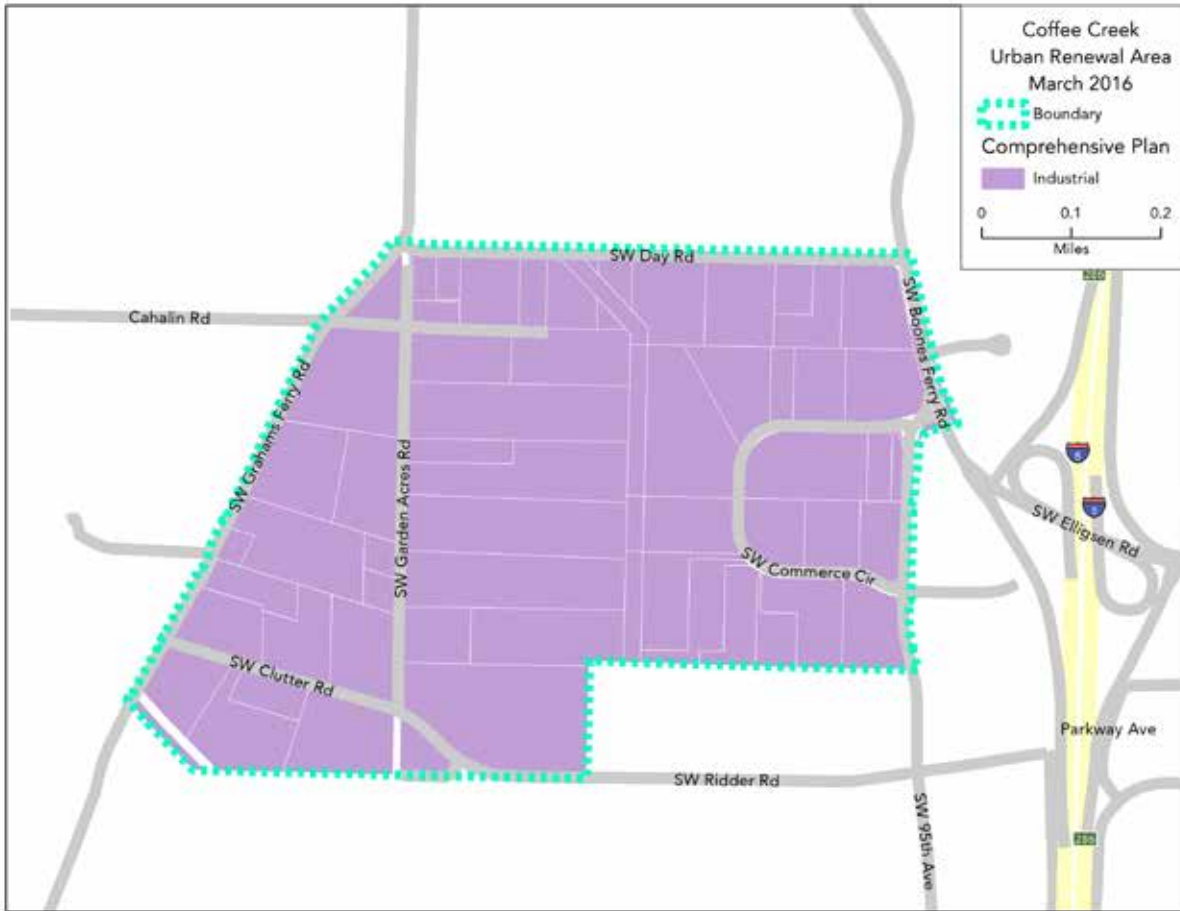
Source: Washington County Assessor Data

Figure 2 – Area Zoning Designations



Source: ECONorthwest with data from Metro RLIS 2016 Q1

Figure 3 – Area Comprehensive Plan Designations



Source: ECONorthwest

B. Infrastructure

This section identifies the existing conditions in the Area to assist in establishing blight. There are projects listed in City of Wilsonville master plans and Transportation System Plan that identify these existing conditions. **This does not mean all of these projects are included in the urban renewal plan. The specific projects to be included in the urban renewal plan are listed in Sections IV and V of this document.**

1. Transportation

The Wilsonville Transportation Systems Plan³ details the transportation needs within the Area.

Streets and Intersections

There are significant transportation needs within the Area:

- Garden Acres Road. Classified as a collector (TSP No. UU-08).

Construct a multi-modal three-lane roadway from Ridder Road to Day Road; project includes an upgraded signalized intersection or roundabout at Day Road, an upgraded unsignalized intersection at Ridder Road, and new unsignalized intersections at Java Road and Cahalin Road

- Day Road widening. Classified as a major arterial (TSP No. RW-02).

Widen and upgrade structural section of Day Road from Boones Ferry Road to Grahams Ferry Road to multi-modal five-lane major arterial; project includes improvements at the Day Road/Boones Ferry Road intersection.

- Clutter Road. Classified as a local street. Not listed in TSP (TSP only includes Collectors and above).

Upgrade Clutter Road to include landscaping, bike lanes, and sidewalks and dead-end with a cul-de-sac or similar treatment at the west end of Clutter Road.

- Grahams Ferry Road railroad undercrossing project development (TSP no. SI-02).

Perform or participate in project development to determine project scope for a modified railroad undercrossing on Grahams Ferry Road, and potentially partially fund improvements.

- Grahams Ferry Road. Classified as a minor arterial (TSP No. UU-P4).

Widen and reconstruct Grahams Ferry Road from Tooze Road to Day Road to a multi-modal urban minor arterial; project includes a signalized intersection at Java Road and unsignalized intersections at Cahalin Road, Elligsen Way, Wheatland Drive and Malloy Way.

³ Wilsonville Transportation System Plan 2013. Project descriptions on page 86.

- Java Road. Classified as a Collector. TSP SI-01.

Construct new three-lane multi-modal urban collector from Garden Acres Road to Grahams Ferry Road.

2. Water

The water system needs for the Area are identified in the City of Wilsonville 2012 Water System Master Plan (Water Systems Master Plan). According to the Water System Master Plan, water improvements for the Area are considered to be Priority 3 projects, which are those projects that will happen as development or redevelopment occurs and. Priority 3 improvements include improvements intended to address poor or marginal hydrant coverage in developed industrial and commercial areas and provide water to currently unserved areas.

There is an existing 12-inch water main in Ridder Road, an 18-inch main in Garden Acres road, and an 18-inch main in Day Road.

Appendix A - Figure 4 of the City of Wilsonville Water System Master Plan identifies needed water lines on Kinsman Road, Grahams Ferry Road, Java Road, and Clutter Road. Based on current planning, the Kinsman Road water line identified for the Area is no longer needed. All of the water lines needed for the Area are part of Project 362 (upsized costs) from Table 5-2 of the Water System Master Plan.⁴

3. Storm Water

An overall stormwater management system does not currently exist in the Area to the west of the Commerce Circle industrial area. Specific stormwater infrastructure needs for the Area are identified in the 2011 Coffee Creek Industrial Area Infrastructure Study (CCIAIS). The Stormwater Master Plan identifies two projects needed in the Area: Project CLC-1, a regional detention/wetland facility adjacent to Basalt Creek; and Project CLC-3, a channel restoration project on the western edge of the Commerce Circle industrial area

As detailed in the Coffee Creek Industrial Area Master Plan, the Coffee Creek planning area is located within the Coffee Creek Basin. Basalt Creek, with its headwaters north of Day Road in the Basalt Creek Concept Plan Area, drains into Coffee Creek Lake.. In addition to the regional detention facility mentioned above (CLC-1), the CCIAIS identifies stormwater infrastructure needed to service the new road network within the Coffee Creek Industrial Area. Necessary infrastructure includes a combination of bioswales, street catch basins and inlets, and subsurface piping. In addition, all surface water generated by private development is expected to be managed and treated on-site with subdistrict facilities, such as detention swales and ponds. The Coffee Creek Industrial Area Master Plan also supports construction of “green street design standards” for collector street improvements.⁵

⁴ City of Wilsonville 2012 Water System Master Plan

⁵ Coffee Creek Industrial Area Master Plan

4. Sewer

The Coffee Creek Industrial Area is located entirely within the Coffee Creek Interceptor Sewer Basin. As described in the City of Wilsonville Wastewater Collection System Master Plan, the Coffee Creek Interceptor Sewer Basin is the City's largest basin, covering 2,340 acres, and consists primarily of industrial zoned land, with a commercial component near Elligsen Road, and residential areas within the Brenchley Estates and Ash Meadows developments.⁶

The Coffee Creek Industrial Area is served by the main Coffee Creek Interceptor which zig zags through the western half of the Area, providing current service to the Coffee Creek Correctional Facility located northwest of the Area.⁷ Sewer interceptors range in size from 15 to 27-inch diameter within the basin, with the portion of the interceptor within the area sized at 18 or 21-inch diameter.

There are a number of projects listed in the Capital Improvement Program, Table 7-1 of the Wastewater Collections System Master Plan, only some of which are directly within the Area, but all of which are impacted by increased discharges from the Area:

CIP – 01 - Coffee Creek Interceptor Railroad Undercrossing, 160 Lineal Feet (LF) of 21-inch diameter, railroad undercrossing. The existing undercrossing has capacity to serve Coffee Creek development and approximately 13% of the Basalt Creek, West Railroad, and Southwest 12th development prior to improvement. May require bore and jack construction.

CIP – 02 - Coffee Creek Interceptor Phase I, 1030 LF of 27-inch diameter, 610 LF of 30-inch diameter, and 1,020 LF of 36-inch diameter, from Boeckman Road to Barber Street.

CIP – 04 - Coffee Creek Interceptor Phase II, 2,000 LF of 21-inch diameter from P&W Railroad to Boeckman Road

CIP – 10 - Coffee Creek Interceptor Phase III, 4,090 LF of 36-inch diameter from Barber Street to Orepac Avenue

CIP – 27 - Coffee Creek – Clutter Road, 1,410 LF of 15-inch diameter, from Grahams Ferry Road to Garden Acres Road.

CIP – 28 - Coffee Creek – Ridder Road, 910 LF of 18-diameter, from Garden Acres Road to BPA Substation.

CIP – 29 - Coffee Creek - Grahams Ferry Road, 600 LF of 8-inch diameter, and 580 LF of 12-inch diameter, from Clutter Road to Cahalen Road.

CIP – 30 - Coffee Creek - Garden Acres, 1,480 LF of 8-inch diameter, from 25450 Southwest Garden Acres Road to Cahalin Road.

CIP - 31 - Coffee Creek – Day Road, 2,060 LF of 18-inch diameter, and 900 LF of 12-inch diameter, from Grahams Ferry Road to Boones Ferry Road.

⁶ City of Wilsonville Wastewater Collection Systems Master Plan, November 14, 2014

⁷ Coffee Creek Infrastructure Study, p 2.

CIP – 32 - Coffee Creek – Kinsman Road, 3,100 LF of 18-inch diameter from Day Road to Ridder Road.

The Wilsonville Capital Improvement Plan⁸ includes Project 2079: Coffee Creek Interceptor Phase 1 – design and construction to resolve deficiencies and upsize line to provide additional capacity for growth, and relocate sewer main within the Kinsman Road Extension project from Barber Street to Boeckman Road.

The Wilsonville Capital Improvement Plan 5-Year Forecast includes the following projects:

- Coffee Creek Interceptor Phase 1
- Coffee Creek Interceptor Railroad Undercrossing

5. Parks and Open Space

The Coffee Creek Industrial Area currently has no established public parks or open spaces.

The City of Wilsonville Parks and Recreation Master Plan⁹ identifies the following project for the Area:

P13 Industrial Area Waysides: allowance for design and implementation of three Wayside areas along planned regional trails and community trails in this area. Allowance based on average cost of \$200,000 per Wayside, not including trail construction.

The vision for this area is to provide small turnout areas along the community trails that are easily accessible to employees. Recommendations for the waysides include:

1. Waysides provided within about ¼ mile of employees.
2. As development occurs in this area, locate and design the waysides. Securing easements or land for each of the waysides should occur as part of the development review and approval process.
3. Each wayside should include any of a variety of amenities to increase year-round usability and encourage employee activity during work breaks on a paved plaza area.
4. Besides the benches and shelters, the addition of interpretive signage can enhance the experience of viewing the wetlands the natural areas for their history and wildlife.
5. Consider the installation of periodic exercise stations at the waysides to provide active exercise incentives to trail participants.

6. Planning for Urban Renewal Area

The Wilsonville Capital Improvement Plan lists Coffee Creek Planning as a future project, identified for FY 2015/16. The project was specified to undertake an urban renewal

⁸ City of Wilsonville Capital Improvement Projects, FY 2015/16

⁹ City of Wilsonville Parks and Recreation Master Plan, Figure 3, Park System Map

feasibility study and plan for the annexation and infrastructure phasing. The urban renewal feasibility study has been completed.

7. Other Utilities

Electrical service, telecommunications service via fiber optic cable and natural gas services will also need to be extended into the Area to support development. These “dry” utilities are assumed to be constructed “as-needed” in support of specific developments. Private developments will be required to dedicate Public Utility Easements to facilitate extension of these utilities.

C. Social Conditions

For social conditions we refer to data from the US Census Bureau. The geographies used by the Census Bureau to summarize data do not strictly conform to the boundary of the Coffee Creek Urban Renewal Area. As such, we use the Census Bureau geographies that most closely align with the Urban Renewal Area boundary. Within the Coffee Creek Urban Renewal Area, there are 67 tax lots shown as residential use and another 3 parcels have manufactured structures. According to the US Census Bureau, ACS 2009-2013, this area is part of Census Tract 410670321101 and includes blocks 1018, 1062, 1063, 1064, and 1066. In these blocks, there were 64 residents. In these census blocks, 89% of the residents are white. The largest percentage of residents is between 10-14 years of age (11%).

Not all demographic data is reported at the Census block level. Some data is only available at the block group level. The Coffee Creek Urban Renewal Area is located within US Census Block Group 1, in Census Tract 321.10, in Washington County, Oregon. However, the Coffee Creek Urban Renewal Area accounts for only 10% of the acreage of the block group, and 3.0% of the population. Therefore the demographic data reported for the larger block group may not be indicative of the social conditions specific to the Coffee Creek Urban Renewal Area. However, this block group data is the most specific and recent data available for these social conditions. For the larger block group, 18% have earned a bachelor’s degree or higher, another 39% have some college education without a degree, and another 30% have graduated from high school.

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area from the FY 2015/16 Washington County tax rolls, including all real, personal, personal manufactured, and utility properties, is estimated to be \$84,613,785. Some properties are presently in unincorporated Washington County and some within the city of Wilsonville.

2. 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 Value Ratio,” or “I:L.” The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 4 below shows the improvement to land ratios for properties within Coffee Creek. The majority of parcels in the area (71% of the acreage) has I:L ratios of less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. Determining a “healthy” I:L ratio for this area is challenging, as it is zoned for industrial development, which typically have relatively low-value buildings, with large amounts of land devoted to storage, parking, and loading areas. Additionally, significant value for industrial uses often comes from machinery and equipment. These types of personal property are not reflected in an I:L analysis, which only looks at value from real property. Given these factors, ECONorthwest identifies a target I:L ratio of 2.0 for properties in this area. Only eight parcels in the area, including 12% of the acreage have I:L ratios of 2.0 or more in FY 2015-16. With the exception of the Commerce Circle subarea, the Coffee Creek area as a whole, is underdeveloped and not contributing significantly to the tax base in Wilsonville nor the tax base in Washington County.

Table 4 – I:L Ratio of Parcels in the Area

Improvement/Land Ratio	Parcels	Acres	Percent of Acres
Exempt	1	0.63	0.27%
No Improvement Value	8	34.05	14.69%
0.01-0.50	26	108.22	46.69%
0.51-1.00	8	23.35	10.07%
1.01-1.50	7	33.20	14.32%
1.51-2.00	1	4.32	1.86%
2.01-2.50	3	10.13	4.37%
2.51-3.00	1	3.93	1.70%
3.01-4.00	2	5.33	2.30%
>4.00	2	8.65	3.73%
Total	59	231.81	100.00%

Calculated by ECONorthwest with source data from Washington County Office of Assessment and Taxation

E. 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 Section IX Impact of Tax Increment Financing of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal are utility and transportation projects. The use of urban renewal funding for these projects allows the City to match other funding sources to actually construct the improvements. It also allows the City to tap a

different funding source besides the City of Wilsonville's general fund, the City's system development charges (SDC), or Washington County Transportation Development Tax (TDT) funds to make these improvements.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels. This development would not occur if the infrastructure is not upgraded. This development will require city services. However, since the majority of the property is within the urban growth boundary, the city has anticipated the need to provide infrastructure to the Area. As the development will be new construction or redevelopment, it will be up to current building code and will aid in any fire protection needs. An upgraded transportation system will also assist in fire prevention to the Area.

The financial impacts from tax increment collections will be countered by providing future jobs to the Wilsonville area and, in the future, placing property back on the property tax rolls with future increased tax bases for all taxing jurisdictions. As the parcels develop, they will be annexed, providing future tax revenue to the city of Wilsonville.

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

The reason for selecting the Area is to provide the ability to fund improvements necessary to cure blight within the Area.

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

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area.

A. Infrastructure Improvements

1. Upgrade/provide infrastructure as necessary to allow for the development or redevelopment of parcels within and adjacent to the urban renewal area. The specific projects include:

- SW Day Road: SW Boones Ferry Road to SW Grahams Ferry Road
SW Day Road will be upgraded to a concrete surfaced five lane multi-modal urban (Major Arterial) standards including re-constructed intersections at SW Boones Ferry Road, and new a sewer system.

Existing conditions: Day Road exists in an asphalt surfaced three lane configuration without sidewalks. The pavement section is failing. The Day Road intersections at Grahams Ferry Road and Boones Ferry Road do not meet long-term mobility standards. The sewer system within the road does not exist.

- SW Grahams Ferry Road: SW Day Road to Railroad Underpass
SW Grahams Ferry Road will be upgraded to multi-modal urban (Minor Arterial) standards, with sewer, water and storm water system, including intersections at SW Cahalin Road, Java Road, and SW Elligsen Way.

Existing conditions: The Graham's Ferry Road segment is a two-lane rural road section without sidewalks or bike lanes. The three intersections are unsignalized and do not meet urban standards. Sewer, water and storm water systems do not exist within the road.

- SW Java Road
Construct new three lane road section with bike lanes, sidewalks, and landscaping from Garden Acres Road to Grahams Ferry Road.

Existing conditions: SW Java Road does not presently exist.

- SW Garden Acres Road: SW Ridder Road to SW Day Road
SW Garden Acres Road will be reconstructed to multi-modal urban (Collector) standards and will include a sewer and storm water system. The reconstruction will include intersections with SW Day Road, SW Cahalin Road, SW Java Road, and SW Ridder Road/SW Clutter Road. The intersection at SW Day Road will be reconfigured and will be signalized or may be constructed as a round-about.

Existing conditions: SW Garden Acres Road is a two lane rural road section that dead-ends at Day Road. It does not have sewer and storm water systems within the road.

- SW Clutter Road: SW Ridder Road to SW Grahams Ferry Road
SW Clutter Road will be reconstructed to a two lane multi-modal local street section with a cul-de-sac or hammerhead at the west end. Water, sewer and storm water systems will be installed.

Existing conditions: SW Clutter Road is a two-lane rural road section without bike lanes or sidewalks. It does not have water, sewer and storm water systems within the road.

- Coffee Creek Industrial Area Sewer Extensions
A new sewer collector will be installed to connect existing sewer collection pipes with new development in the Coffee Creek Industrial Area (CCIA) and extend to the new sewer to be constructed as part of the Day Road project.

Existing conditions: A main sewer collector exists in the southern reach of Garden Acres Road, turning west at approximately Java Road, and extending to the Coffee Creek Correctional Facility. No sewer lines exist east of Garden Acres Road.

- Lower SW Grahams Ferry Road Storm Outfall
A large diameter stormwater pipe serving as the main discharge outfall for the CCIA will be installed in lower SW Grahams Ferry Road.

Existing conditions: No stormwater piping in SW Grahams Ferry Road exists.

- Coffee Creek Industrial Area Regional Detention Pond
Construct a regional detention pond with a surface area of approximately 260,000 square feet with an outfall to Basalt Creek.

Existing conditions: Basalt Creek flows through the regional detention pond site, which is bordered by small local stormwater detention ponds with inadequate capacity to control stormwater flows. Frequent flooding is experienced.

- Coffee Creek Fiber Optic Network
Fiber optic conduit and cable will be installed concurrent with other dry utilities as various roads are constructed.

Existing conditions: There is no fiber optic cable in the Coffee Creek Industrial Area.

- Railroad Undercrossing
Grahams Ferry Road undercrossing project development. Perform preliminary analysis to determine needs and requirements for a modified underpass on Grahams Ferry Road and potentially partially fund improvements.

Existing conditions: The current underpass allows two-way traffic, has severe height limitations and other deficiencies for existing and future users.

B. Debt Service and Administration

This project will allow for the repayment of costs associated with the implementation of the Coffee Creek Urban Renewal Plan. It also includes ongoing administration and any financing costs associated with issuing long- and short-term debt, relocation costs and other administrative costs.

Existing Conditions: As there is currently no urban renewal program, these activities do not exist.

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

The costs of the projects are shown in Table 5. The sources of funds in the project costs column are a combination of tax increment funds and other funds. There will be other funding sources sought to leverage urban renewal funds. These sources include City of Wilsonville general funds, system development funds, state funding, or other sources of

funding the City may identify, including private developer contributions. The table below indicates some capacity within the \$67 million of maximum indebtedness to repay a portion of the other funding.

The allocations are the best estimates of expenditures at the time of preparation of the urban renewal plan. The Agency will be able to review and update the allocations on an annual basis when they prepare the annual budget. Nominal dollars are year of expenditure dollars, adjusted by 3% annually to account for inflation.

Table 5 – Projects to be Completed Using Urban Renewal Area Funds

Projects	Project Costs	
	2016 Dollars	Nominal Dollars
SW Day Road	\$10,560,565	\$13,491,500
SW Grahams Ferry Road	\$10,766,185	\$17,631,400
SW Java Road	\$3,206,320	\$4,137,800
SW Garden Acres Road	\$14,911,850	\$16,961,200
SW Clutter Road	\$5,597,540	\$7,205,000
Coffee Creek Industrial Area Sewer Extension	\$1,798,390	\$1,997,900
Lower Grahams Ferry Road Storm Outfall	\$939,160	\$1,495,900
Coffee Creek Regional Detention Pond	\$5,824,000	\$8,900,000
Fiber Optic Cable	Included above	Included above
Railroad Undercrossing	\$2,400,000	\$3,947,500
Administration	\$1,222,582	\$1,874,600
Finance Fees	\$1,000,700	\$1,382,000
Total	\$58,227,292	\$79,025,000
Sources of Funds		
SDC or other funds	\$11,282,276	\$14,025,000
Interest Earnings	\$51,808	\$80,081
Tax Increment Funds	\$46,893,208	\$64,919,919
Total	\$58,227,292	\$79,025,000

Source: City of Wilsonville, ECONorthwest forecasts

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of infrastructure projects will be based on the availability of funding and the specific infrastructure needs from proposed new development. The projects will be ongoing and will be completed as directed by the Agency. The assumptions in the finance plan are that the initial phase of private development could proceed with limited investment in new public infrastructure. The increase in assessed value from those initial

developments would generate sufficient tax increment finance revenue to finance the construction of additional projects in the Plan.

The finance plan assumes that infrastructure projects in the early years of the urban renewal area would be funded through loans from the State of Oregon, with favorable payment terms that reflect the inherent lag time between when investments occur and when tax increment finance revenues increase as a result of those investments. City staff have had preliminary discussions with representatives of the Oregon Infrastructure Authority (IFA) and the Oregon Department of Transportation: Oregon Transportation Investment Board (OTIB), regarding the potential sources of funding and repayment terms for these initial urban renewal projects.

The Area is anticipated to complete all projects in FYE 2034 and have sufficient tax increment finance revenue to terminate the district in FYE 2042. The projections in the financial model rely on assumptions for the amount, timing, and value of future speculative development in the Coffee Creek area. These assumptions are informed by the Coffee Creek Funding and Marketing Plan prepared by FCS Group (April 5, 2011). The assumptions have been updated to reflect the final urban renewal area boundary, and to provide more generic and conservative assumptions on value and timing of development. These assumptions are predicated on a strong economy with demand for industrial land in this location. Changes in market conditions could affect the assumed development schedule.

Projected project dates are in Table 6. The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the urban renewal plan. The first year of tax increment collections is FY 2017/18.

Table 6 – Projects and Costs in Year of Expenditure Dollars

PROJECT FUND	Total	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
Resources								
Beginning Fund Balance		\$0	\$13,048	\$28,958	\$56,536	\$20,093	\$394,010	\$57,399
Pay-as-you-go (Transfer from TIF Fund)	\$14,884,919	\$56,448	\$312,345	\$534,733	\$153,274	\$433,517	\$317,219	\$628,953
Bond/Loan Proceeds	\$50,035,000	\$335,000	\$1,650,000	\$8,750,000	\$2,200,000	\$0	\$0	\$7,100,000
SDC or Other Funds	\$14,025,000	\$0	\$0	\$0	\$5,500,000		\$1,325,000	\$3,000,000
Interest Earnings	\$80,081	\$0	\$65	\$145	\$283	\$100	\$1,970	\$287
Total Resources	\$79,025,000	\$391,448	\$1,975,458	\$9,313,836	\$7,910,093	\$453,710	\$2,038,199	\$10,786,639
Expenditures (nominal \$)								
SW Day Road	-\$13,491,500						-\$1,919,300	-\$5,700,600
SW Grahams Ferry Road	-\$17,631,400							
SW Java Road	-\$4,137,800							-\$1,528,200
SW Garden Acres Road	-\$16,961,200	-\$318,300	-\$983,400	-\$7,878,500	-\$7,781,000			
SW Clutter Road	-\$7,205,000							-\$3,290,600
Coffee Creek Industrial Area Sewer Extension	-\$1,997,900		-\$872,400	-\$1,125,500				
Lower Grahams Ferry Road Storm Outfall	-\$1,495,900							
Regional Detention Pond	-\$8,900,200							
Railroad Undercrossing Project	-\$3,947,500							
Admin	-\$1,874,600	-\$53,000	-\$54,600	-\$56,300	-\$58,000	-\$59,700	-\$61,500	-\$63,300
Finance Fees	-\$1,382,000	-\$7,100	-\$36,100	-\$197,000	-\$51,000			-\$179,900
Total Expenditures	-\$79,025,000	-\$378,400	-\$1,946,500	-\$9,257,300	-\$7,890,000	-\$59,700	-\$1,980,800	-\$10,762,600
Ending Fund Balance		\$13,048	\$28,958	\$56,536	\$20,093	\$394,010	\$57,399	\$24,039

Source: ECONorthwest

Table 6 – Projects and Costs in Year of Expenditure Dollars, page 2

PROJECT FUND	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33
Resources									
Beginning Fund Balance	\$24,039	\$42,530	\$486,533	\$1,295,037	\$1,984,027	\$3,077,557	\$14,071	\$5,052,633	\$70,301
Pay-as-you-go (Transfer from TIF Fund)	\$957,471	\$510,990	\$875,271	\$753,815	\$1,157,010	\$1,580,926	\$1,183,892	\$1,651,905	\$1,280,759
Bond/Loan Proceeds	\$8,750,000	\$0	\$0	\$0	\$0	\$0	\$10,500,000	\$0	\$10,750,000
SDC or Other Funds	\$3,000,000					\$1,200,000			
Interest Earnings	\$120	\$213	\$2,433	\$6,475	\$9,920	\$15,388	\$70	\$25,263	\$352
Total Resources	\$12,731,630	\$553,733	\$1,364,237	\$2,055,327	\$3,150,957	\$5,873,871	\$11,698,033	\$6,729,801	\$12,101,412
Expenditures (nominal \$)									
SW Day Road	-\$5,871,600								
SW Grahams Ferry Road							-\$2,751,700	-\$4,814,100	-\$4,958,400
SW Java Road	-\$2,609,600								
SW Garden Acres Road									
SW Clutter Road	-\$3,914,400								
Coffee Creek Industrial Area Sewer Exten									
Lower Grahams Ferry Road Storm Outfall							-\$372,600	-\$1,123,300	
Regional Detention Pond						-\$5,784,200	-\$3,116,000		
Railroad Undercrossing Project								-\$641,900	-\$3,305,600
Admin	-\$65,200	-\$67,200	-\$69,200	-\$71,300	-\$73,400	-\$75,600	-\$77,900	-\$80,200	-\$82,600
Finance Fees	-\$228,300						-\$327,200		-\$355,400
Total Expenditures	-\$12,689,100	-\$67,200	-\$69,200	-\$71,300	-\$73,400	-\$5,859,800	-\$6,645,400	-\$6,659,500	-\$8,702,000
Ending Fund Balance	\$42,530	\$486,533	\$1,295,037	\$1,984,027	\$3,077,557	\$14,071	\$5,052,633	\$70,301	\$3,399,412

Source: ECONorthwest

Table 6 – Projects and Costs in Year of Expenditure Dollars, page 3

PROJECT FUND	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42
Resources									
Beginning Fund Balance	\$3,399,412	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pay-as-you-go (Transfer from TIF Fund)	\$1,775,891	\$87,700	\$90,300	\$93,000	\$95,800	\$98,700	\$101,600	\$104,700	\$48,700
Bond/Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SDC or Other Funds									
Interest Earnings	\$16,997	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Resources	\$5,192,300	\$87,700	\$90,300	\$93,000	\$95,800	\$98,700	\$101,600	\$104,700	\$48,700
Expenditures (nominal \$)									
SW Day Road									
SW Grahams Ferry Road	-\$5,107,200								
SW Java Road									
SW Garden Acres Road									
SW Clutter Road									
Coffee Creek Industrial Area Sewer Exten									
Lower Grahams Ferry Road Storm Outfall									
Regional Detention Pond									
Railroad Undercrossing Project									
Admin	-\$85,100	-\$87,700	-\$90,300	-\$93,000	-\$95,800	-\$98,700	-\$101,600	-\$104,700	-\$48,700
Finance Fees									
Total Expenditures	-\$5,192,300	-\$87,700	-\$90,300	-\$93,000	-\$95,800	-\$98,700	-\$101,600	-\$104,700	-\$48,700
Ending Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Source: ECONorthwest

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

Table 7 shows the tax increment revenues, interest earnings, their allocation to loan repayments, reimbursements, and debt service.

It is anticipated that all debt will be retired by FYE 2042 (any outstanding bonds will be defeased). The maximum indebtedness is \$67,000,000 (sixty seven million dollars).

The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$67 million is \$99,602,388 and includes both tax increment revenues from permanent rate levies and division of tax revenues from the general obligation bond of the Sherwood School District as explained in Section IX.

There have been discussions with the State IFA for initial funding for the Area as tax increment revenues are predicated on development occurring within the Area. If the State IFA is able to help with the financing of the initial improvements, then parcels will become developable and the increment from any new development will help repay the State IFA loan.

The interest rate for the loans and bonds are estimated at 5% with varying terms. Some loans are assumed to have a period of interest only payments. Some loans are assumed to have a period of up to three years for funds to be drawn down. With few exceptions, the assumed financing plan maintains a debt service coverage ratio of at least 1.25 x total annual debt service payments. The large debt service payments shown in FYE 2042 are not intended to reflect a debt structure that requires a balloon payment in those years, but instead reflects the ability to repay all outstanding future debt service payments at that time.

The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is more robust than the projections, it may take a shorter time period. The Agency may decide to issue bonds or take on loans on a different schedule, and that will alter the financing assumptions. These assumptions show one scenario for financing and this scenario is financially feasible.

Table 7 – Tax Increment Revenues and Allocations to Debt Service

DEBT SERVICE FUND								
	Total	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
Resources								
Beginning Fund Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$837,460	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$99,602,388	\$56,448	\$312,345	\$534,733	\$800,024	\$1,080,267	\$1,375,916	\$1,687,650
Total Resources	\$99,602,388	\$56,448	\$312,345	\$534,733	\$800,024	\$1,080,267	\$1,375,916	\$1,687,650
Expenditures								
<i>Debt Service</i>								
Loan(s) from State - FYE 2018	-\$1,293,500	\$0	\$0	\$0	-\$646,750	-\$646,750	\$0	\$0
Refunding Loan - FYE 2023	-\$20,115,243						-\$1,058,697	-\$1,058,697
Loan(s) from State - FYE 2024	-\$1,585,000							\$0
Refunding Loan - FYE 2028	-\$25,945,640							
New Loan - FYE 2031	-\$16,850,940							
New Loan - FYE 2033	-\$17,252,160							
Repayment to SDC Fund	-\$2,000,000							
Total Debt Service	-\$85,042,483	\$0	\$0	\$0	-\$646,750	-\$646,750	-\$1,058,697	-\$1,058,697
Coverage Ratio		0.00	0.00	0.00	1.24	1.67	1.30	1.59
<i>Transfer to Project Fund</i>	-\$14,559,905	-\$56,448	-\$312,345	-\$534,733	-\$153,274	-\$433,517	-\$317,219	-\$628,953
Total Expenditures	-\$99,602,388	-\$56,448	-\$312,345	-\$534,733	-\$800,024	-\$1,080,267	-\$1,375,916	-\$1,687,650
Ending Fund Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0

Source: ECONorthwest

Table 7 – Tax Incremental Revenues and Allocations to Debt Service, page 2

DEBT SERVICE FUND									
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33
Resources									
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$2,016,168	\$2,362,187	\$2,726,468	\$3,109,794	\$3,512,989	\$3,936,905	\$4,382,418	\$4,850,431	\$5,341,893
Total Resources	\$2,016,168	\$2,362,187	\$2,726,468	\$3,109,794	\$3,512,989	\$3,936,905	\$4,382,418	\$4,850,431	\$5,341,893
Expenditures									
<i>Debt Service</i>									
Loan(s) from State - FYE 2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Refunding Loan - FYE 2023	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697
Loan(s) from State - FYE 2024	\$0	-\$792,500	-\$792,500	\$0	\$0	\$0	\$0	\$0	\$0
Refunding Loan - FYE 2028				-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282
New Loan - FYE 2031							-\$842,547	-\$842,547	-\$842,547
New Loan - FYE 2033									-\$862,608
Repayment to SDC Fund									
Total Debt Service	-\$1,058,697	-\$1,851,197	-\$1,851,197	-\$2,355,979	-\$2,355,979	-\$2,355,979	-\$3,198,526	-\$3,198,526	-\$4,061,134
Coverage Ratio	1.90	1.28	1.47	1.32	1.49	1.67	1.37	1.52	1.32
<i>Transfer to Project Fund</i>	-\$957,471	-\$510,990	-\$875,271	-\$753,815	-\$1,157,010	-\$1,580,926	-\$1,183,892	-\$1,651,905	-\$1,280,759
Total Expenditures	-\$2,016,168	-\$2,362,187	-\$2,726,468	-\$3,109,794	-\$3,512,989	-\$3,936,905	-\$4,382,418	-\$4,850,431	-\$5,341,893
Ending Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Source: ECONorthwest

Table 7 – Tax Increment Revenues and Allocations to Debt Service, page 3

DEBT SERVICE FUND									
	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42
Resources									
Beginning Fund Balance	\$0	\$20,776	\$2,271,226	\$3,098,239	\$5,875,256	\$8,818,963	\$11,841,402	\$14,944,968	\$18,131,932
Interest Earnings	\$0	\$104	\$11,356	\$15,491	\$29,376	\$44,095	\$59,207	\$74,725	\$90,660
TIF for URA	\$5,857,801	\$6,399,180	\$6,967,091	\$6,915,660	\$7,071,265	\$7,138,178	\$7,207,093	\$7,278,073	\$6,681,411
Total Resources	\$5,857,801	\$6,420,060	\$9,249,673	\$10,029,390	\$12,975,897	\$16,001,236	\$19,107,702	\$22,297,766	\$24,904,003
Expenditures									
<i>Debt Service</i>									
Loan(s) from State - FYE 2018	\$0	\$0							
Refunding Loan - FYE 2023	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	
Loan(s) from State - FYE 2024	\$0	\$0	\$0	\$0					
Refunding Loan - FYE 2028	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$7,783,692
New Loan - FYE 2031	-\$842,547	-\$842,547	-\$842,547	-\$842,547	-\$842,547	-\$842,547	-\$842,547	-\$842,547	-\$7,582,923
New Loan - FYE 2033	-\$862,608	-\$862,608	-\$862,608	-\$862,608	-\$862,608	-\$862,608	-\$862,608	-\$862,608	-\$9,488,688
Repayment to SDC Fund			-\$2,000,000						
Total Debt Service	-\$4,061,134	-\$4,061,134	-\$6,061,134	-\$4,061,134	-\$4,061,134	-\$4,061,134	-\$4,061,134	-\$4,061,134	-\$24,855,303
Coverage Ratio	1.44	1.58	1.15	1.70	1.74	1.76	1.77	1.79	2.23
<i>Transfer to Project Fund</i>	-\$1,775,891	-\$87,700	-\$90,300	-\$93,000	-\$95,800	-\$98,700	-\$101,600	-\$104,700	-\$48,700
Total Expenditures	-\$5,837,025	-\$4,148,834	-\$6,151,434	-\$4,154,134	-\$4,156,934	-\$4,159,834	-\$4,162,734	-\$4,165,834	-\$24,904,003
Ending Fund Balance	\$20,776	\$2,271,226	\$3,098,239	\$5,875,256	\$8,818,963	\$11,841,402	\$14,944,968	\$18,131,932	\$0

Source: ECONorthwest

VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FY 2041/ 42, 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 new development projects, as identified by the City of Wilsonville and minimum growth rates of existing assessed value at 3% for real property, 1% for personal and utility property, and 0% for manufactured property. There is substantial acreage in the Area that is undeveloped where the full future development value will add to the incremental assessed value of the Area.

Table 8 shows the assumptions on when development within the Area will come on the property tax rolls. These assumptions are informed by the Coffee Creek Funding and Marketing Plan prepared by FCS Group (April 5, 2011). The assumptions have been updated to reflect the final urban renewal area boundary, and to provide more generic and conservative assumptions on value and timing of development. The first year that significant exception value from new development is anticipated in the area is FYE 2019, based on the timing of building permits that have been submitted for projects in the area at the time this report was written. Full build out of the area is assumed to take 20 years, through FYE 2038.

Table 8 – New Development to go on Property Tax Rolls

FYE	Exception AV	
	Real Property	Total
2019	\$18,694,152	\$18,694,152
2020	\$19,255,302	\$19,255,302
2021	\$19,833,559	\$19,833,559
2022	\$20,428,926	\$20,428,926
2023	\$21,041,400	\$21,041,400
2024	\$21,672,693	\$21,672,693
2025	\$22,322,805	\$22,322,805
2026	\$22,991,737	\$22,991,737
2027	\$23,681,198	\$23,681,198
2028	\$24,391,189	\$24,391,189
2029	\$25,123,421	\$25,123,421
2030	\$25,877,894	\$25,877,894
2031	\$26,654,607	\$26,654,607
2032	\$27,453,561	\$27,453,561
2033	\$28,276,466	\$28,276,466
2034	\$29,125,034	\$29,125,034
2035	\$29,999,264	\$29,999,264
2036	\$30,899,156	\$30,899,156
2037	\$31,826,422	\$31,826,422
2038	\$32,612,520	\$32,612,520

Source: ECONorthwest, informed by City of Wilsonville Coffee Creek Funding and Marketing Plan

Table 9 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (adjusted for under-collection, penalties, and interest). These projections of increment are the basis for the projections in Tables 6 and 7. The first year of tax increment collections is FY 2017/2018. Gross TIF is calculated by multiplying the tax rate times the excess value. The tax rate is per thousand dollars of value, so the calculation is “tax rate times excess value divided by one thousand”. Adjustments are from undercollections and delinquencies. The tax rate includes permanent rates and the Sherwood School District general obligation bond. In FYE 2020 the tax rate reduces, due to the expiration of the Sherwood School District general obligation bond.

Table 9 – Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	Tax Increment Finance Revenue			Cumulative TIF
					Gross TIF	Adjustments	Net TIF	
2017	\$86,979,833	\$84,613,785	\$0	0.0000	\$0	\$0	\$0	\$0
2018	\$89,415,151	\$84,613,785	\$4,801,366	12.3754	\$59,419	(\$2,971)	\$56,448	\$56,448
2019	\$110,453,856	\$84,613,785	\$25,840,071	12.7238	\$328,784	(\$16,439)	\$312,345	\$368,793
2020	\$132,684,782	\$84,613,785	\$48,155,674	11.6887	\$562,877	(\$28,144)	\$534,733	\$903,526
2021	\$156,160,832	\$84,613,785	\$72,039,832	11.6898	\$842,131	(\$42,107)	\$800,024	\$1,703,550
2022	\$180,936,501	\$84,613,785	\$97,274,793	11.6898	\$1,137,123	(\$56,856)	\$1,080,267	\$2,783,817
2023	\$207,067,920	\$84,613,785	\$123,897,153	11.6898	\$1,448,333	(\$72,417)	\$1,375,916	\$4,159,733
2024	\$234,614,611	\$84,613,785	\$151,967,912	11.6898	\$1,776,474	(\$88,824)	\$1,687,650	\$5,847,383
2025	\$263,637,892	\$84,613,785	\$181,549,913	11.6898	\$2,122,282	(\$106,114)	\$2,016,168	\$7,863,551
2026	\$294,200,907	\$84,613,785	\$212,707,905	11.6898	\$2,486,513	(\$124,326)	\$2,362,187	\$10,225,738
2027	\$326,370,414	\$84,613,785	\$245,510,315	11.6898	\$2,869,966	(\$143,498)	\$2,726,468	\$12,952,206
2028	\$360,215,168	\$84,613,785	\$280,027,631	11.6898	\$3,273,467	(\$163,673)	\$3,109,794	\$16,062,000
2029	\$395,807,707	\$84,613,785	\$316,334,190	11.6898	\$3,697,883	(\$184,894)	\$3,512,989	\$19,574,989
2030	\$433,222,740	\$84,613,785	\$354,506,582	11.6898	\$4,144,111	(\$207,206)	\$3,936,905	\$23,511,894
2031	\$472,537,225	\$84,613,785	\$394,623,711	11.6898	\$4,613,072	(\$230,654)	\$4,382,418	\$27,894,312
2032	\$513,830,418	\$84,613,785	\$436,766,868	11.6898	\$5,105,717	(\$255,286)	\$4,850,431	\$32,744,743
2033	\$557,185,674	\$84,613,785	\$481,021,521	11.6898	\$5,623,045	(\$281,152)	\$5,341,893	\$38,086,636
2034	\$602,690,557	\$84,613,785	\$527,477,428	11.6898	\$6,166,106	(\$308,305)	\$5,857,801	\$43,944,437
2035	\$650,435,258	\$84,613,785	\$576,227,071	11.6898	\$6,735,979	(\$336,799)	\$6,399,180	\$50,343,617
2036	\$700,512,669	\$84,613,785	\$627,365,719	11.6898	\$7,333,780	(\$366,689)	\$6,967,091	\$57,310,708
2037	\$753,020,192	\$84,613,785	\$680,993,242	11.6898	\$7,960,675	(\$398,034)	\$7,562,641	\$64,873,349
2038	\$807,889,992	\$84,613,785	\$737,040,354	11.6898	\$8,615,854	(\$430,793)	\$8,185,061	\$73,058,410
2039	\$831,990,946	\$84,613,785	\$761,141,308	11.6898	\$8,897,590	(\$444,880)	\$8,452,710	\$81,511,120
2040	\$856,813,570	\$84,613,785	\$785,963,932	11.6898	\$9,187,761	(\$459,388)	\$8,728,373	\$90,239,493
2041	\$882,379,503	\$84,613,785	\$811,529,865	11.6898	\$9,486,622	(\$474,331)	\$9,012,291	\$99,251,784
2042	\$908,711,028	\$84,613,785	\$837,861,390	11.6898	9,794,432	(489,722)	9,304,710	108,556,494

Source: ECONorthwest

Notes:

TIF is tax increment revenues

Tax rates are expressed in terms of dollars per \$1,000 of assessed value.

Changes in total tax rates are due to general obligation bonds with variable rates. These bonds are scheduled to be retired in FYE 2019, after which the total tax rate for the area will stabilize as the sum total of all permanent rates for affected taxing districts.

Revenue sharing is part of the 2009 legislative changes to urban renewal and means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the area. The share is a percentage basis dependent upon the tax rates of the taxing jurisdictions. The first threshold is 10% of the original maximum indebtedness. At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold and the taxing

jurisdictions will receive 75% of the increment above the 10% threshold. The second threshold is set at 12.5% of the maximum indebtedness. If this threshold is met, revenue for the district would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts. This 12.5% threshold is not anticipated to be reached prior to the termination of this district.

Table 10 shows revenue sharing, projected to commence in FYE 2037, as the Area is projected to meet the revenue sharing target at 10% of initial maximum indebtedness in the prior year. If assessed value in the Area grows more quickly than projected, the revenue sharing triggers would be reached at an earlier date.

Table 10 – Projected Revenue Sharing

FYE	Total	TIF for URA	Shared
2017	\$0	\$0	\$0
2018	\$56,448	\$56,448	\$0
2019	\$312,345	\$312,345	\$0
2020	\$534,733	\$534,733	\$0
2021	\$800,024	\$800,024	\$0
2022	\$1,080,267	\$1,080,267	\$0
2023	\$1,375,916	\$1,375,916	\$0
2024	\$1,687,650	\$1,687,650	\$0
2025	\$2,016,168	\$2,016,168	\$0
2026	\$2,362,187	\$2,362,187	\$0
2027	\$2,726,468	\$2,726,468	\$0
2028	\$3,109,794	\$3,109,794	\$0
2029	\$3,512,989	\$3,512,989	\$0
2030	\$3,936,905	\$3,936,905	\$0
2031	\$4,382,418	\$4,382,418	\$0
2032	\$4,850,431	\$4,850,431	\$0
2033	\$5,341,893	\$5,341,893	\$0
2034	\$5,857,801	\$5,857,801	\$0
2035	\$6,399,180	\$6,399,180	\$0
2036	\$6,967,091	\$6,967,091	\$0
2037	\$7,562,641	\$6,915,660	\$646,981
2038	\$8,185,061	\$7,071,265	\$1,113,796
2039	\$8,452,710	\$7,138,178	\$1,314,532
2040	\$8,728,373	\$7,207,093	\$1,521,280
2041	\$9,012,291	\$7,278,073	\$1,734,218
2042	\$9,304,710	\$6,681,411	\$2,623,299

Source: ECONorthwest TIF is tax increment revenues

IX. IMPACT OF THE TAX INCREMENT FINANCING

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 2042, and are shown in Tables 11a and 11b.

The Sherwood School District and the Northwest Regional 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 following 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, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the State level.

Tables 11a and 11b show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. It assumes the growth as projected in Table 8 in this Report, in addition to general appreciation in real property assessed value. Table 11a shows the general government levies and Table 11b shows the education levies.

General obligation bonds and local option levies are impacted by urban renewal only if they were originally approved by voters in an election prior to October 6, 2001. There are no local option levies approved prior to October 6, 2001 that are in effect in the Coffee Creek urban renewal area. There is, however, one general obligation bond that will be impacted. For general obligation bonds, the impact is on the property owner, not on the taxing district. The assessor must assess a slightly higher rate to all properties in the taxing district to account for the division of taxes of the general obligation bond.

Table 11c shows the projected impact to the property owner as a result of a general obligation bond issued by the Sherwood School District prior to 2001. As a result of urban renewal, a property tax owner will pay an additional 15 cents per \$100,000 of value in 2018 and 82 cents per \$100,000 of value in 2019, totaling 97 cents of additional taxes per \$100,000 of value over the life of the district. This impact is only for two years as that is when the Sherwood School District Bond is set to expire. Any bonds issued after October of 2001 are not subject to urban renewal division of taxes.

Table 11a – Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	General Government					Subtotal
	Washington County Perm	City of Wilsonville Perm	Metro Perm	TVF&R Perm	Port of Portland Perm	
2018	-\$10,165	-\$9,799	-\$402	-\$6,956	-\$320	-\$27,642
2019	-\$54,703	-\$61,070	-\$2,354	-\$37,440	-\$1,720	-\$157,287
2020	-\$101,944	-\$115,262	-\$4,419	-\$69,774	-\$3,207	-\$294,606
2021	-\$152,507	-\$172,504	-\$6,611	-\$104,381	-\$4,797	-\$440,800
2022	-\$205,929	-\$232,931	-\$8,927	-\$140,945	-\$6,478	-\$595,210
2023	-\$262,288	-\$296,680	-\$11,370	-\$179,520	-\$8,251	-\$758,109
2024	-\$321,713	-\$363,898	-\$13,946	-\$220,192	-\$10,120	-\$929,869
2025	-\$384,338	-\$434,734	-\$16,661	-\$263,055	-\$12,090	-\$1,110,878
2026	-\$450,298	-\$509,344	-\$19,520	-\$308,201	-\$14,165	-\$1,301,528
2027	-\$519,740	-\$587,892	-\$22,530	-\$355,730	-\$16,350	-\$1,502,242
2028	-\$592,813	-\$670,546	-\$25,698	-\$405,743	-\$18,648	-\$1,713,448
2029	-\$669,673	-\$757,484	-\$29,030	-\$458,349	-\$21,066	-\$1,935,602
2030	-\$750,483	-\$848,891	-\$32,533	-\$513,659	-\$23,608	-\$2,169,174
2031	-\$835,410	-\$944,954	-\$36,215	-\$571,786	-\$26,280	-\$2,414,645
2032	-\$924,627	-\$1,045,869	-\$40,082	-\$632,849	-\$29,086	-\$2,672,513
2033	-\$1,018,313	-\$1,151,840	-\$44,143	-\$696,971	-\$32,034	-\$2,943,301
2034	-\$1,116,659	-\$1,263,082	-\$48,407	-\$764,283	-\$35,127	-\$3,227,558
2035	-\$1,219,861	-\$1,379,816	-\$52,880	-\$834,918	-\$38,374	-\$3,525,849
2036	-\$1,328,121	-\$1,502,271	-\$57,573	-\$909,015	-\$41,779	-\$3,838,759
2037	-\$1,318,317	-\$1,491,181	-\$57,148	-\$902,305	-\$41,471	-\$3,810,422
2038	-\$1,347,979	-\$1,524,734	-\$58,434	-\$922,607	-\$42,404	-\$3,896,158
2039	-\$1,360,735	-\$1,539,162	-\$58,987	-\$931,337	-\$42,805	-\$3,933,026
2040	-\$1,373,872	-\$1,554,021	-\$59,557	-\$940,329	-\$43,219	-\$3,970,998
2041	-\$1,387,403	-\$1,569,326	-\$60,143	-\$949,590	-\$43,644	-\$4,010,106
2042	-\$1,273,662	-\$1,440,672	-\$55,213	-\$871,742	-\$40,066	-\$3,681,355

Source: ECONorthwest

Table 11b – Projected Impact on Taxing District Permanent Rate Levies - Education

FYE	Education			Subtotal	Total
	Sherwood SD Perm	PCC Perm	NW Regional ESD Perm		
2018	-\$21,951	-\$1,290	-\$701	-\$23,942	-\$51,584
2019	-\$118,132	-\$6,942	-\$3,775	-\$128,849	-\$286,136
2020	-\$220,153	-\$12,938	-\$7,036	-\$240,127	-\$534,733
2021	-\$329,343	-\$19,354	-\$10,526	-\$359,223	-\$800,023
2022	-\$444,710	-\$26,134	-\$14,213	-\$485,057	-\$1,080,267
2023	-\$566,419	-\$33,286	-\$18,103	-\$617,808	-\$1,375,917
2024	-\$694,749	-\$40,828	-\$22,204	-\$757,781	-\$1,687,650
2025	-\$829,989	-\$48,775	-\$26,526	-\$905,290	-\$2,016,168
2026	-\$972,433	-\$57,146	-\$31,079	-\$1,060,658	-\$2,362,186
2027	-\$1,122,396	-\$65,959	-\$35,872	-\$1,224,227	-\$2,726,469
2028	-\$1,280,198	-\$75,232	-\$40,915	-\$1,396,345	-\$3,109,793
2029	-\$1,446,180	-\$84,986	-\$46,220	-\$1,577,386	-\$3,512,988
2030	-\$1,620,692	-\$95,242	-\$51,797	-\$1,767,731	-\$3,936,905
2031	-\$1,804,095	-\$106,020	-\$57,658	-\$1,967,773	-\$4,382,418
2032	-\$1,996,760	-\$117,342	-\$63,816	-\$2,177,918	-\$4,850,431
2033	-\$2,199,079	-\$129,231	-\$70,282	-\$2,398,592	-\$5,341,893
2034	-\$2,411,461	-\$141,712	-\$77,070	-\$2,630,243	-\$5,857,801
2035	-\$2,634,329	-\$154,809	-\$84,193	-\$2,873,331	-\$6,399,180
2036	-\$2,868,119	-\$168,548	-\$91,664	-\$3,128,331	-\$6,967,090
2037	-\$2,846,946	-\$167,304	-\$90,988	-\$3,105,238	-\$6,915,660
2038	-\$2,911,003	-\$171,068	-\$93,035	-\$3,175,106	-\$7,071,264
2039	-\$2,938,549	-\$172,687	-\$93,915	-\$3,205,151	-\$7,138,177
2040	-\$2,966,919	-\$174,354	-\$94,822	-\$3,236,095	-\$7,207,093
2041	-\$2,996,139	-\$176,071	-\$95,756	-\$3,267,966	-\$7,278,072
2042	-\$2,750,514	-\$161,637	-\$87,906	-\$3,000,057	-\$6,681,412

Source: ECONorthwest. Please refer to the explanation of the schools funding in the preceding section

Table 11c – Projected Impact on Property Tax Payers Due to General Obligation Bonds

FYE	GO Bond Tax Rate			Property Tax Paid per \$100,000 AV		
	Without UR	With UR	Impact of UR	Without UR	With UR	Impact of UR
2018	1.0650	1.0665	0.0015	\$ 106.50	\$ 106.65	\$ 0.15
2019	1.0593	1.0675	0.0082	\$ 105.93	\$ 106.75	\$ 0.82
Total				\$ 212.43	\$ 213.40	\$ 0.97

Source: ECONorthwest. Please refer to the explanation of the impacts of GO bonds in the preceding section

Table 12 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2043.

Table 12 – Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Tax Rate	Tax Revenue in FYE 2043 (year after expiration)		
		From Frozen Base	From Excess Value	Total
General Government				
Washington County	2.2284	\$188,553	\$1,896,853	\$2,085,406
City of Wilsonville	2.5206	\$178,584	\$2,180,272	\$2,358,856
Metro	0.0966	\$7,328	\$83,073	\$90,401
TVF&R	1.5252	\$129,053	\$1,298,277	\$1,427,330
Port of Portland	0.0701	\$5,932	\$59,670	\$65,602
<i>Subtotal</i>		\$509,450	\$5,518,145	\$6,027,595
Education				
Sherwood SD	4.8123	\$407,187	\$4,096,313	\$4,503,500
PCC	0.2828	\$23,929	\$240,724	\$264,653
NW Regional ESD	0.1538	\$13,014	\$130,917	\$143,931
<i>Subtotal</i>		\$444,130	\$4,467,954	\$4,912,084
Total		\$953,580	\$9,986,099	\$10,939,679

Source: ECONorthwest

X. 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 Area, is projected to be \$84,613,785. The total assessed value of the City of Wilsonville, **minus excess value** of the existing urban renewal areas is \$2,508,568,952. Excess value is the assessed value created above the frozen base in the urban renewal area. The total urban renewal assessed value is 7.31% of the total assessed value of the City, minus excess value, below the 25% statutory limitation.

The Coffee Creek Urban Renewal Area contains 258.35 acres, including right-of-way, and the City of Wilsonville contains 4,805 acres. After accounting for the acreage in the other urban renewal areas, 24.57% of the City’s acreage is in an urban renewal area, below the 25% statutory limitation.

Table 13 – Urban Renewal Area Conformance with Assessed Value and Acreage Limits

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
Coffee Creek	\$84,613,785	258.35
Total in URAs	\$183,419,108	1188.16
City of Wilsonville*	\$2,508,568,952	4,835
Percent of Total	7.31%	24.57%

Source: City of Wilsonville, Clackamas County Assessor *less excess value

XI. RELOCATION REPORT

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been identified, however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.

Appendix A: Sources Cited and Reviewed for Coffee Creek Existing Conditions Report

Sources appear in order of citation in document.

“Coffee Creek Master Plan” Otak, Inc, DKS Associates, Inc. City of Wilsonville, October 15, 2007.

“Wilsonville Transportation Systems Plan” p 5-5, 5-6, 5-7, 5-17, 5-18, 5-19. DKS Associates and Angelo Planning Group, City of Wilsonville, June 17, 2013.

“City of Wilsonville Water Systems Master Plan” p 81, 107. Keller Associates, City of Wilsonville, September 6, 2012.

“City of Wilsonville Storm Water Master Plan” p 8-19. URS, City of Wilsonville, March, 2012.

“City of Wilsonville Wastewater Collection System Master Plan” p 20, 38, 113, 115, 123. Murray Smith and Associated, Inc. City of Wilsonville, November, 2014.

“City of Wilsonville Parks Master Plan” p 16. MIG, Inc. ECONorthwest, Mayer/Reed , September 17, 2007.

“Coffee Creek Industrial Area Infrastructure Analysis” FCS Group, March 29, 2011.

“Coffee Creek Funding and Marketing Plan” FCS Group, April 5, 2011.



NOTICE OF DECISION

PLANNING COMMISSION

**RECOMMENDATION OF APPROVAL TO CITY
COUNCIL**

FILE NO.: LP16-0002

APPLICANT: City of Wilsonville

REQUEST: **A Wilsonville Planning Commission Resolution Recommending That The Wilsonville City Council Adopt an Ordinance stating the Coffee Creek Urban Renewal Plan is supportive of and in conformance with the applicable provisions of the City of Wilsonville Comprehensive Plan.**

After conducting a public hearing on July 13, 2016, the Planning Commission voted to recommend this action to the City Council by passing Resolution No. LP16-0002.

The City Council is scheduled to conduct a Public Hearing on this matter on August 1, 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
WEDNESDAY, JULY 13, 2016
6:00 P.M.**

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

Motions

V. CONSIDERATION OF THE MINUTES

A. Consideration of the June 8, 2016 Planning Commission minutes
The June 8, 2016 Planning Commission minutes were accepted as presented.

VI. PUBLIC HEARING

A. Coffee Creek Urban Renewal (Kraushaar)

The following exhibits were entered into the record:

- Attachment D: Email from Eric Postma dated July 13, 2016 suggesting revisions to the resolution and staff report for the Coffee Creek Urban Renewal Plan.
- Exhibit A: Amended Staff report dated July 13, 2016 to replace Exhibit A provided in the meeting packet.

Revised, redline and clean versions of Resolution No. LP16-0002 were also distributed to the Planning Commission.

Commissioner Postma moved to approve revised Resolution No. LP16-0002 with the addition of Attachment D and revised Exhibit A. Commissioner Levit seconded the motion, which passed unanimously.

**PLANNING COMMISSION
WEDNESDAY, JULY 13, 2016
6:00 P.M.**

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

**Minutes
Coffee Creek Urban Renewal Plan Excerpt**

I. CALL TO ORDER - ROLL CALL

Chair Jerry Greenfield called the meeting to order at 6:03 p.m. Those present:

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

City Staff: Chris Neamtzu, Michael Kohlhoff, Nancy Kraushaar, Miranda Bateschell, and Jordan Vance

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 provided given Councilor Lehan's absence.

V. CONSIDERATION OF THE MINUTES

A. Consideration of the June 8, 2016 Planning Commission minutes

VI. PUBLIC HEARING

A. Coffee Creek Urban Renewal (Kraushaar)

Chair Greenfield read the legislative hearing procedure into the record and opened the public hearing at 6:12 pm.

Chris Neamtzu, Planning Director, reminded that late last year the Planning Commission received an extensive urban renewal update from former City Economic Development Manager Kristin Retherford and Nick Popenuk from ECO Northwest. As with previous urban renewal plans reviewed by the Planning Commission, the scope of tonight's review regarded compliance of the Urban Renewal Plan with the applicable sections of the City's Comprehensive Plan. Therefore, the Plan was not being adopted or recommended but rather a finding was being made through the Commission's action to the Council that the Urban Renewal Plan conformed to the applicable sections of the Comprehensive Plan. The findings contained in Attachment C of the packet demonstrated that compliance. Tonight would be a more robust presentation to ensure the citizens and community knew as much as possible about the plans and this particular urban renewal district.

- He described some revisions to the packet based on testimony received this morning from Commissioner Postma as follows:

- He entered Commissioner Postma's email dated July 13, 2016 into the record as Attachment D. This email was the rationale behind the proposed revisions to the resolution, which were reflected in the revised, redline and clean versions of Resolution No. LP16-0002, which were also distributed to the Planning Commission.
- He noted the Staff report, Coffee Creek Urban Renewal Plan, and findings (Attachment C) were available at the side of the room.

Nancy Kraushaar, Community Development Director, introduced Jordan Vance, the new City Economic Development Manager who came onboard in June, noting that as he became more involved in the Urban Renewal and Economic Development Program he would be more involved in all the urban renewal plans and their implementation.

- She noted a typo in the revised, redline version of the resolution distributed to the Commission as the word conformance had been misspelled once toward the bottom, but corrected versions of the resolution had been prepared.
- She described the proposed Coffee Creek Urban Renewal Area, which was near the North Wilsonville Interchange with I-5 and bound by Day Rd on the north, Graham's Ferry Rd on the west, Clutter/Ritter Rd on the south, and 95th Ave and Boones Ferry Rd on the east.
- She reviewed the background leading to the Urban Renewal Plan, noting an Urban Reserve Plan was developed in 1998 as a concept plan for the area as it was uncertain whether Metro wanted to bring the area into the UGB. In 2002, Metro did render a decision to include what was then called Area 49 in the urban growth boundary (UGB). In 2007, a master plan was developed which set the stage for future zoning, which was Planned Development Industrial, Regionally Significant Industrial Area (PDI-RSIA). At the time, approximately 1,800 jobs were envisioned for the area, a \$55 million annual payroll, and an increase in assessed value from \$62 million to \$790 million, so Coffee Creek was considered an attractive area for new employment. The 2007 Master Plan also included urban renewal as a potential funding source for some of the infrastructure.
 - In 2011, a complete infrastructure analysis was done to better understand what it would take to serve the area and begin to determine future sewer and water line locations and what the streets would look like.
 - The City's Urban Renewal Strategic Plan for urban renewal citywide was completed in 2014, and after many meetings with a wide range of community members and stakeholders, the recommendation from the Urban Renewal Strategic Plan was to first determine feasibility and if feasible, then develop an urban renewal plan for the Coffee Creek area to kick start development and provide much-needed infrastructure that could be quite a hindrance for new development coming in.
- Last fall, consultants Mr. Popenuk and Elaine Howard helped Staff prepare the proposed Coffee Creek Urban Renewal Plan (Plan). In April, the Plan was presented to the Urban Renewal Task Force, which voted unanimously to forward it to City Council and all other public bodies as part of the public process required when adopting a new urban renewal area. Staff has since met with City Council again and also sent formal and informal notices to all of the taxing districts informing them of the proposal. The report on the Plan discussed the details about how this Urban Renewal Plan would affect the other taxing districts.
- The proposed Plan was being presented to the Planning Commission because according to statutes, the Commission also had a role in moving the proposed Plan forward for adoption.

Nick Popenuk, Project Manager, ECO Northwest, and Ms. Kraushaar presented the Coffee Creek Urban Renewal Plan via PowerPoint, which was distributed to the Commission, with these key additional comments:

- Although the statutes for a new Urban Renewal Plan required the Planning Commission to view it and make a recommendation, the statute did not specify exactly what that process should look like. However, a related statute stated the Urban Renewal Plan must be in conformance with the Comprehensive Plan. Given the proliferation of urban renewal plans in Oregon over the last few decades, best practices had evolved which stated the role of the Planning Commission was to examine the conformance with the Comprehensive Plan and recommend it go forward to City Council for their consideration if it met same.

- Because this was a public hearing open for public comment, a broader overview of the components of the proposed Plan would be provided.
- Although the Plan would be adopted by the City of Wilsonville, the Plan did include unincorporated property currently outside the city limits. Both the City and County attorneys agreed only the City's Planning Commission needed to take action in terms of review with the Comprehensive Plan. The intention was that as new development was ready to occur, those properties would be annexed into the City of Wilsonville and over time, the entire urban renewal area would also be annexed into the city, which had always been the plan for the area.
- The key limitation on urban renewal is maximum indebtedness, or the total dollar amount of urban renewal funds of tax-increment finance revenue, that could be used to fund projects in the area. As stated in the Plan, the maximum indebtedness is \$67 million, which was included in the ballot measure language that went out to the public for an advisory vote last fall. The public was comfortable with that amount and passed the measure.
 - Because the \$67 million was a hard limit, if someone wanted to do \$100 million worth of projects in the area, they would not be able to fund all of them with urban renewal. Although a substantial amendment could be made to the Plan later to increase that limit somewhat, even tougher restrictions existed on how the City would increase that in the future.
- Nothing in the statute stated the Plan must have a hard and fast end date. The Plan was estimated to be completed in about 25 years, which was the amount of time to invest in new infrastructure, have new development take place, use the increased tax revenues to pay off the debt on that infrastructure, and then close the Plan down.
- The projections for maximum indebtedness and tax increment finance revenue that funded the projects in the urban renewal area were made based on growth and assessed value in the area. Assessed value could grow from appreciation of existing property, as well as new development. Because the proposed area had a relatively low amount of value today compared to its acreage, which had a lot of vacant property, appreciation was not expected to be a large component of the growth and value, especially in the State of Oregon where appreciation on an annual basis was limited to 3 percent per year for properties.
 - In order for urban renewal to be successful, new development had to take place. When forecasting new development in an area that was largely vacant, there was no crystal ball. Assumptions had to be made about the amount of development that would take place, what kind of development it would be, the value of the new development, and how quickly new development would occur.
 - To assess all of that, the project team relied upon the series of planning documents that had been done for the proposed area over the last two decades, in particular, a 2011 Coffee Creek Funding and Marketing Plan that tried to assess the type and value of the development that would take place. Those assumptions were amended a bit to assume that Coffee Creek would take 20 years to develop at a rate of eight acres each year with values of approximately \$3 million per acre. Again, the actual timing and value of development would vary which could result in a more successful or more time-consuming Plan over time than estimated in the forecast. The numbers were not binding or a guarantee of what would happen, but understanding the assumptions that went into the Plan was important.
- The TIF Forecast chart (Slide 7) illustrated how tax increment finance would work for the proposed urban renewal area. At the beginning, the area was generating roughly \$1 million per year in property taxes which would continue to go to all of the affected taxing districts: the City, County, Fire District, School District, etc.
 - The increment was any growth in value that took place over time and that would be used to pay for projects specific to this Urban Renewal Plan. The increment started off very low, meaning there was a limited ability for the Urban Renewal Area to invest in projects, but over time it would grow as new development took place and in the later years there would be quite a lot of increment value that would allow for many projects while also paying off bonds and/or loans quickly.
 - Toward the end of the Plan, the revenue labeled "shared" on the chart was a relatively new occurrence in State statute, which stated that once an urban renewal plan was mature and its annual

revenues reach a certain threshold, the Plan could no longer be permitted to retain all of those revenues but had to share some of it back with the affected taxing districts. This legislation resulted because some urban renewal plans in the past dragged on for a long time and the affected taxing districts had to keep waiting to see any of the benefits; that was no longer the case.

- If the actual tax revenue matched the projections, the Plan area would hit that sharing threshold in about 20 years and start giving some of that revenue back to the other taxing districts. In 2042, 25 years from Plan's implementation, the Plan would close and all of the increase in revenue would go back to the taxing districts, so their patience would be rewarded in the long run with increased property tax revenues that were intended to be much higher than without urban renewal. The proposed area wanted to develop for the last 20 years but had been struggling to get any development without the infrastructure, but the urban renewal increment and investment could jumpstart the area and get the development to take place, which would result in much higher property tax revenues than seen there today.
- The \$67 million of maximum indebtedness was in nominal dollars. The project team took a list of projects the City wanted to fund in the area (Slide 8), which added up to \$58 million in today's dollars, and then estimated the inflation given the anticipated timing of those projects over the next several years to calculate the estimated projects' costs, which was \$79 million. With a maximum indebtedness of \$67 million, not all of the projects could be funded with tax increment finance revenues, which was fine because such projects were not typically funded 100 percent with tax increment finance revenue as system development charges (SDCs), private developer contributions, and other funds would help pay for those projects.
 - While developing the Plan, the City hired an outside engineering consultant to closely review all of the projects that had been investigated in previous plans to ensure the cost estimates were not underestimated. The consultant used very good, planning level estimates with a good contingency to provide a realistic look at what could be built with the maximum indebtedness and what would require the use of other funds.
- The projects proposed in the Coffee Creek Urban Renewal Plan were reviewed as noted on Funding for Projects (Slide 8) and indicated on the Proposed Coffee Creek Urban Renewal District Map (Slide 9) with these key comments:
 - Project 6 Coffee Creek Industrial Area Sewer Extension was estimated at approximately \$2 million. Currently, the City has an existing sewer line where SW Clutter Rd, Garden Acres Rd, and Ridder Rd came together, but no city sewer currently extended to the Boones Ferry/Day Rd, which would be a very costly investment. The recently approved Universal Health facility had a temporary connection to the sewer currently in the Commerce Circle area. As interest in the developing on Day Rd and the entire area grew, a public sewer line would be needed.
 - Project 1 Day Rd would address an existing structural deficiency in its pavement section and bringing Day Rd to a multi-modal five-lane road. The Transportation System Plan (TSP) specified Day Rd as five lanes, particularly approaching Boones Ferry Rd, but this Plan assumed five lanes clear to Grahams Ferry Rd, most of which was contingent upon more detailed studies regarding when the project would be done and the timing of the Basalt Creek Parkway, which was part of the Basalt Creek Concept Plan Area. This was an expensive project that envisioned Day Road with a concrete section, due to the heavy industrial traffic through the area, as well as buffered bikes lanes, sidewalks, and landscaping.
 - Project 2 anticipated improvements on Grahams Ferry Rd to the edge of the Urban Renewal District.
 - Project 3 Java Rd was more of a collector street that would connect Grahams Ferry Rd and Garden Acres Rd in the Urban Renewal District.
 - One recent amendment to the 2014 TSP was the elimination of Kinsman Road Extension from Ridder Rd to Day Rd between Grahams Ferry Rd and Boones Ferry Rd. Following a more intense traffic analysis for the area, Staff determined it would be just as effective to have only Garden Acres Rd connect to Day Rd and Grahams Ferry Rd. Service to the area was just as good using Garden Acres Rd as the main route through the Urban Renewal District and Coffee Creek Industrial Area.

- Project 4 Garden Acres Rd project also included a reconfigured intersection with Grahams Ferry Rd in front of the Coffee Creek Correctional Facility with either a signalized intersection or large roundabout that could accommodate trucks. More study was needed on both concepts before any design and construction could start.
- Project 5 Clutter Rd was an old County section that did not meet urban standards and needed to be rebuilt.
- Assorted storm water improvements were proposed throughout the area, including Project 8 Coffee Creek Regional Detention Pond, which was needed to serve the area for detention and water quality purposes.
- Most of the roadway projects included at least some underground utilities. Fiber optic cable would be included throughout the roadway system in an effort to provide the kind of internet service needed for any future employment in the area.
- Project 9 Railroad Undercrossing only involved planning. The existing railroad overcrossing at Grahams Ferry Rd was deficient due to vertical and horizontal clearance limitations. Additionally, the steep topography and adjacent wetlands and Metro's open space made it a complicated area that would require a lot to develop the scope needed for the project, so \$2 million was included for project development to better understand what was intended given that the existing bridge did not meet any standards and carried rail daily. It could take a lot of time just to understand what the best improvements were for that project.
- When talking about urban renewal, it was important to emphasize the impacts to taxing districts. Urban renewal used tax increment finance that was not free money, but money that was diverted from the places it would ordinarily go. The project team estimated the foregone revenues, projecting how much revenue would be generated in the area with urban renewal and all of the development that came with it and identifying where that revenue would have otherwise gone. This might be an overstatement of the impacts to the affected taxing districts because without urban renewal, all of that development might not have taken place. Nonetheless, it was better to overstate rather than understate them because districts were valuable partners, and the City wanted to make sure they understood the costs of using urban renewal.
- In the Coffee Creek Urban Renewal Area Report, on Page 58 of 66 of the meeting packet, the first page of Chapter IX, Impact of the Tax Increment Financing, was narrative describing the impacts, which were for permanent property tax rates. The urban renewal area did not have any impact on local option levies. General obligation (GO) bonds were only impacted if approved prior to 2001, of which very few were outstanding. Only one was in the Wilsonville area, but it impacted GO bonds differently than permanent property tax rates.
 - Pages 59 and 60 indicated the annual revenues going to the Urban Renewal area each year instead of to the affected taxing districts. Those numbers and information had been shared with each of the affected taxing districts. State law required the City to consult and confer with those taxing districts and that the taxing districts have an opportunity to provide written comment to the City Council as part of their decision-making process.
 - The numbers started off small and humble, just like the TIF revenue, \$50,000 per year in aggregate, and over time, they build up until they would reach approximately \$7 million per year. Once everything was said and done, the increase in property tax revenue would go back to the affected taxing districts.
- School districts were slightly different from the other taxing districts with regard to impacts and were not directly impacted by urban renewal. School districts were funded based on a state-wide formula with a general purpose grant of X dollars per student. If property tax revenues for an individual school district went up or down, it would not affect their actual funding. However, if there were 100 urban renewal areas all over the state that were taking some local property tax revenue away from their local school district, it was conceivable that the state would fund schools at a lower level than they otherwise would have, so the exact amount of that impact was difficult to say.
- The City showed the school districts the full amount of the foregone revenue, and consult and confer with them. The school district was invited to participate in the Urban Renewal Task Force on this project.

A very small part of the city overlapped with the Sherwood School District, which was the district of concern.

- The Comprehensive Plan Conformance was the heart of the matter this evening. The Planning Commission's Staff report, Attachment C on Pages 64 through 66 of the packet, identified a number of Comprehensive Plan goals related to the urban renewal area which generally referred to urban growth management, public facilities and services, including water, fire, and transportation, and also land use and development. Those goals were listed along with an explanation from City Staff on how the Urban Renewal Plan related to those goals.
 - The Staff report noted that the Urban Renewal Report provided the infrastructure to allow the development to occur according to the plans that had been laid out for the last 20 years for the Coffee Creek area. The Urban Renewal Plan did not in any way try to change the vision or plans the area had always had. It was an implementation tool for the infrastructure that the project team believed would facilitate the growth that had always been planned there.
 - The Staff report concluded that the establishment of the Coffee Creek Urban Renewal District was supportive of and in conformance with the applicable provisions of the City of Wilsonville Comprehensive Plan.
- The State had limits on the percentage of a city that could be included cumulatively in urban renewal areas. The City already had two large urban renewal areas, the Westside Urban Renewal Plan and the Year 2000 Plan, as well as three small individual property specific TIF Zones. No more than 25 percent of a city's acreage or assessed value was allowed in those plans. (Slide 12)
 - If the proposed urban renewal plan was created, the City would still be well under the limit at 7 percent of the total city assessed value. However, the City was very close to the acreage limit at 24.5 percent, so at this time, the City could not add additional property to any of its existing urban renewal areas or create any new urban renewal areas unless an existing urban renewal plan was closed down or its acreage reduced. The City was essentially at maximum capacity for urban renewal.
- With regard to the Plan's timeline, the dates following tonight's Commission meeting were uncertain because the City learned earlier today that the July 19th Washington County Commission meeting had been postponed, which could impact the dates of City Council's hearing and votes. (Slide 13)

Ms. Kraushaar noted the modifications to the amended Staff report (new Exhibit A) and resolution, made in response to Commissioner Postma's email (Attachment D), had been distributed to the Planning Commission.

- The revisions to the Staff report included the additional impacts or benefits to the community and that indebtedness was required with an urban renewal district which did impose some risk for the City. Language was also included regarding the 25 percent cap on acreage and that the proposed Coffee Creek Urban Renewal Area would definitely approach that limit for the City's overall acreage.
- The red line version of the resolution distributed to the Commission included two misspellings of the word conformance, in both the title and the NOW, THEREFORE paragraph.

Commissioner Postma highlighted the concerns he discussed in his email (Attachment D) with the following:

- With regard to the resolution, he noted the statute did not state what the Planning Commission was to be recommending; however, multiple jurisdictions had taken the approach that the Planning Commission should be recommending the comparison of the Urban Renewal Plan versus the City's own Comprehensive Plan for conformance. However, the first draft of the resolution stated the Planning Commission was recommending that City Council approve and adopt, which he interpreted as the Commission was to review all the numbers and everything to essentially say the Urban Renewal Plan was a good idea, which he did not believe was within the Planning Commission's purview, according to general statute.
 - He appreciated Staff's response in revising the resolution to reflect that the Commission simply had to determine if the Urban Renewal Plan as presented was supportive of the City's current Comprehensive Plan, which was appropriate as he could not make a recommendation regarding \$67 million worth of indebtedness.

- The initial Staff report spoke to the impacts that infrastructure development was a good investment in Coffee Creek due to the expected increase in property value and added value to the community for industrial development. However, for the sake of transparency for the citizens, it was important to also point out the downsides, such as the indebtedness. Just because it was believed to be a low risk investment did not mean there was no risk.
- The most important issue was the 25 percent cap because the current proposal would put the City .5 acres away from the cap, meaning that until another urban renewal district was closed, the City could not do anything more. This was a very big impact for Wilsonville because approving the Plan would take away a good funding option for maybe a decade. However, that did not change the fact that it should probably be done because industrial development was needed and had been discussed for a long time.

Commissioner Levit noted the asterisk by the City of Wilsonville on Slide 12 and asked since the land was outside the City's boundary was the 25 percent cap for the City based on the City's current land area or the area that would be brought in.

- Mr. Popenuk explained the total acreage of the urban renewal area was 258 acres, which included the acreage outside the city, so it included all of the acres in the area once all of the annexations took place in the future. Technically, the City would have a slightly higher amount of land available in the cap now, because not all of the areas had been annexed yet, but when annexed it would be 258 acres. The asterisk also applied to the City of Wilsonville's assessed value because the number on Slide 12 was not the total assessed value. The statute required that the amount be the total assessed value less the increment value in existing urban renewal areas. It was a complicated formula, but that was what the statute required. He confirmed the City was nowhere near the cap.

Commissioner Springall understood one of the urban renewal areas would be closing within a couple of years.

- Ms. Kraushaar responded the Urban Renewal Strategic Plan recommended that the Year 2000 Plan wrap up the remaining projects and close down in the next three to seven years. There was a caveat indicating that because of the bonds that the school district had in compression, it might be advantageous to the school district to wait several years to close down that district.
 - She noted the Boeckman Rd between Canyon Creek Rd and Wilsonville Rd was a deficient rural road used by cars, trucks, cyclists, and pedestrians. While the City had been able to put a sidewalk in on one side, the slopes had some real limitations for safe access by the general public.
 - The area was in the Year 2000 Plan, so it was possible to talk to the Urban Renewal Task Force about using any potential remaining increment in that district or increasing the maximum indebtedness, which would involve a lot of public conversation. While there was some uncertainty as to when that district might close, it was definitely on its glide path to being closed.

Commissioner Postma:

- Asked if the Plan included putting fiber in the ground or just the conduit, noting Page 18 of 66 stated, "Install fiber optic conduit and cable will be installed." He believed another spot indicated that as well. He believed it would be easier to sell the land in the future if the fiber optic was already laid, though he was uncertain it was within the funding source.
 - Mr. Popenuk explained all of the numbers of the project cost estimates were done recently and included the cost to install conduit in each of the streets, but did not include the cost of the actual cable. He believed the major portion of the expense was installing the conduit, since it involved digging up the road, but he was unsure about the marginal cost of the cable.
 - Ms. Kraushaar agreed a clarification should be made in the report. She believed in some cases the City would install fiber as that was being done in many other parts of the community.
 - Michael Kohlhoff, Special Projects Attorney, suggested checking with the City's IT Department to see whether a portion of this Plan might affect their Strategic Plan which involved some fiber installation. He added the school district had indicated two things with regard to compression. One, values were increasing outside the recession, which would help the compression issue quite a bit. Secondly, the

district was trying to get a fix on the issue through the legislature, though the results were anybody's guess, the legislation was expected sooner rather than later.

- Asked if the \$67 million in the Plan would be used for land acquisition where needed and the costs associated with any necessary land acquisition, like eminent domain, etc., as well as the actual construction work. The capital costs of actually acquiring the land would involve a lot of speculation given widely fluctuating land values.
 - Mr. Popenuk responded that Wilsonville and Coffee Creek were not unique in that regard. Communities often try to come up with funding plans for capital projects that require land acquisition and would take 10 to 20 years to build. Estimating the inflation of the actual construction cost was difficult enough, but estimating land acquisition costs was particularly difficult. This Plan included the most detailed and recent cost estimates of any plan he had been involved in, so the City did a really great job of studying these projects and re-studying these projects, specifically for this Urban Renewal Plan update. Fairly generous contingencies were also included to help cover that. The City had previous experience with the West Side Urban Renewal Plan where inflation wound up being significantly more than originally anticipated, and so that was in mind as the City came up with the cost estimates for the currently proposed Plan.
 - He confirmed the City had attempted to project land costs and construction costs were included as part of the contingency costs associated with each project.
- Asked if the \$2 million was earmarked to study the railroad, adding he was concerned about spending \$2 million to find out there was nothing that could be done. Certainly something always could be done, but at what cost?
 - Ms. Kraushaar responded the City knew the Railroad Undercrossing would be an expensive project that could take many years to acquire the funding to construct an improvement, but from her experience, with so many complicating factors arising in a project that was scoped to provide the best engineering solution, and \$2 million was a reasonable cost estimate to help the City understand what would be needed. It was worth taking a lot of time to study it upfront.
 - There would probably be a bridge replacement as well as a temporary bridge structure due to the active railroad and WES traffic. The wetlands and slopes were factors, and widening it to serve bikes, pedestrians, and other vehicles was important.
 - Construction costs were not included because only so much return on the tax increment could be anticipated and trying to relate construction of the entire project to impacting the tax increment of the development within the Coffee Creek Urban Renewal Plan was a bit of a stretch. However, Staff believed it was important to identify the scope of future improvements, but not necessarily include the cost of construction.
- Noted his question was triggered by statements on Page 37 of 66 that said money would be spent to determine the project's scope and potentially partially fund improvements, which scared him a bit. He did not want anybody to have the grand idea that the Plan was going to pay for a fix, too, because it seemed too drastically underfunded for a fix.
 - Ms. Kraushaar explained the project team tried to be flexible there because it was also a Clackamas and Washington County intersection and Wilsonville could possibly provide some impetus for a local match, if it was done as a partnership. However, recommendations for changes were welcome.
- Suggested striking the language.
 - Mr. Kohlhoff believed the language was important and could be explained because if federal funds became available and the City just needed to do a match, then having a little money from urban renewal might be helpful. The City could explain that it was primarily for scoping the project, but including it in there provided flexibility down the line to obtain federal and state funding given the railroad situation, enabling the City to leverage a little funding a long ways.
- Asked if Mr. Kohlhoff believed some additional explanation might be necessary.
 - Mr. Kohlhoff suggested adding adjectives like, "primarily used for scoping" and "potentially" could be added for flexibility but that type of wordsmithing made it difficult, but the explanation was that it was primarily for looking at scoping.

Commissioner Levit questioned why the City should bother with the railroad undercrossing since any truck traffic going south would go into areas where trucks did not necessarily need to be, and there were other ways for trucks to get around due to the other infrastructure being built, making the underpass less critical.

- Ms. Kraushaar believed this was where Clackamas and Washington Counties would play a big role as they owned that section of road. Washington County has worked hard to improve the safety and signage on the north side. The City and both Counties would have significant input regarding what types of vehicles any future bridge would serve in that area. She confirmed Clackamas County was south of the undercrossing.
- Mr. Popenuk noted none of the funding allocations for the projects and cost estimates were set in stone. The Urban Renewal Plan identified the projects that money could be spent on and the maximum indebtedness identified the total amount of money that could be spent on all of those projects combined. However, the amounts in the Plan and Report for individual allocations to specific projects were completely nonbinding. Ultimately, the Urban Renewal Area was run by an Urban Renewal Agency, which had an annual budget process just like the City. During those annual budget processes, the Urban Renewal Agency would decide which projects to allocate funds to for the year. That was not an excuse to not pay any attention to the project costs, but it was worth noting that if there were reservations about a specific dollar amount to be spent on a specific project, those decisions would be revisited on an annual basis during the budget process.

Commissioner Postma added it was involved, but there was a process to increase maximum indebtedness, so if, for example, the right solution was found for the railroad overpass, the City could go through the process to see if a few extra million dollars could be added to the maximum indebtedness to complete the project.

- Mr. Popenuk added the State wanted to ensure it was not easy to increase maximum indebtedness, but there was a process and it was done across communities in Oregon every year, to increase maximum indebtedness to fund projects at a higher level. He confirmed increasing the maximum indebtedness also affects the closing of the district.

Commissioner Springall:

- Stated noted the description of the Grahams Ferry Rd project on Page 37 of 66 extended outside the Urban Renewal District as it included Grahams Ferry Rd improvements from Tooze Rd to Day Rd and Tooze Rd was outside of the district.
 - Ms Kraushaar clarified the same projects were described in slightly different ways in the Urban Renewal Plan and Report, but Page 37 generally discussed the significant transportation needs within the area and referred to specific projects within the TSP. The project description in the TSP included Tooze Rd to Day Rd but urban renewal funds could only be spent on that portion of the project that fell within the Urban Renewal District, which was important to understand. She offered to add language to clarify that portions of the TSP's project description was clearly outside district.
- Believed adding clarifying and specific language to the Grahams Ferry Rd discussion was a good idea because discussion of the undercrossing was specific to what was being done in the urban renewal district.
 - Mr. Kohlhoff understood 100 ft was the maximum distance outside of an urban renewal district that a project could extend.
 - Mr. Popenuk replied that was up to legal and bond counsel, reiterating the statutes state that urban renewal funds must be spent within the urban renewal areas. He noted the organization of the Report often caused confusion that section of the Report was intended and required to document existing conditions and how those existing conditions contributed to the statutory definition of blight. One statutory definition of blight was insufficient infrastructure. As such, best practices had evolved through dozens of these reports over dozens of years that said verbatim project descriptions from adopted city plans should be included to show that the City had planned for a particular project that had not been funded or built, and the project was partially or completely in the urban renewal area, which therefore established conditions of blight. Elaine Howard, the primary author of this Report, could provide input on how to clarify it exactly, but

rather than amending an individual project description, a blanket disclaimer could be added at the beginning to acknowledge that was the purpose and that those projects were not intended to be wholly within the Urban Renewal Area.

- Agreed that would make sense.
 - Mr. Kohlhoff clarified that when dealing with acquisition of some land that could not be parceled out, the City's position has been that as long as some of it remained within the urban renewal area and only a little extended outside, urban renewal funds could be used.
 - Mr. Popenuk believed, in his non-legal opinion, that was within legal limits.
 - Mr. Kohlhoff agreed it was only within a half mile, maybe a mile. The City had also asked for other legal opinions on that particular issue, but he believed it dealt with right-of-way and land partially-in and partially-out of a district.

Commissioner Postma asked if some disclaimer language should be considered at the outset.

- Mr. Kohlhoff believed there had been a general statement about the application. The City tended to watch those things and looked at some of those issues and the back and forth. Staff looked at everything they did project-wise to make sure the City stayed within the parameters. Legally, they did not have a great deal of flexibility, but there was some.

Commissioner Levit noted the beginning of the Report discussed the economic impact of 1,800 jobs and salaries, adding the numbers worked out to minimum wage at \$15 an hour. He asked if there was a reason for it being that conservative.

- Mr. Popenuk believed the numbers were taken either from 2007 or an earlier document, adding they were restating that this Plan identified this many jobs at this salary, but no adjustments were made for inflation over time. Often, it was necessary to go back and look at the initial study that estimated those jobs. As an economic consulting firm, ECONorthwest often did those kinds of standard input/output analyses, and when jobs were listed, they were not necessarily fulltime equivalents. The number of jobs being summed there might not be FTE, so the total wages could end up being more per hour because the hourly estimates associated with those jobs were unknown. Essentially, no new analysis was done for this Plan; the numbers were pulled from previous planning documents.

Chair Greenfield:

- Stated it was important to reflect the actual, realistic projection, adding that the City needed to be dealing with FTE numbers. Secondly, since the Plan was out for public approval, the figures needed to be realistic and not have something embedded in it that could be challenged.
 - Mr. Popenuk explained that urban renewal plans did not require estimates of employment or wages. This Plan happened to have a previous study to cite that had estimated employment and wages previously. He believed those numbers were dated, and he was not familiar with the details of the original analysis. The numbers could be studied to see whether they were appropriate to continue referencing, or if there was an easy way to update them to reflect changes in wages from then to now; however, neither element was a required component of an urban renewal plan, so it was not a standard item that was updated when a plan was adopted.
- Noted that even if it was not a legal requirement, it was in the area of public perception and should be attractive.
 - Ms. Kraushaar agreed those numbers had from some preliminary financial studies in the 2007 Master Plan, but the project team was happy to take a look at it.

Commissioner Levit clarified he was going forward with the minimum wage, not back, so far more should be calculated than the inflation over the years.

Chair Greenfield agreed that would be desirable.

Commissioner Levit added it would probably show more impetus to do it, rather than being so conservative. Hopefully, there would be more than warehouse jobs.

Commissioner Mesbah noted the Commission was getting into a semblance of cost/benefit analysis; however, this analysis was not really cost/benefit, which could leave the impression of cherry-picking the benefits if they were not careful about what is included and all that was not included, so what was the point.

Chair Greenfield asked if Commissioner Mesbah was suggesting the point be omitted entirely.

Commissioner Postma suggested it was not for the Commission to recommend a change on the wage figures because he believed it fell outside of the Commission's purview, which was to ensure the Plan complied with the Comprehensive Plan. However, as a next step, he agreed revising the wage numbers to ensure transparency to the public and ensure they understood the cost/benefit analysis. He did not believe the WPC should be doing the cost/benefit analysis, and would not personally recommend changing the Commission's recommendation process.

Commissioner Levit clarified that was not his intent, but it would make the Report more comprehensive, but the Commission did not have to suggest that any changes be made.

- Mr. Popenuk noted the project team was happy to take all comments on the Report, regardless of whether they were specifically focused on the conformance issue, which was before the Commission. He agreed the Report did include a full cost/benefit analysis, but isolated pieces of information.

Commissioner Hurley suggested using a footnote to indicate the numbers were taken from a 2007 report, then no one would have to go back through all of the economic analysis to figure out what was an FTE or a part time employee, or who was a manager or a subordinate.

Commissioner Mesbah:

- Noted it was straightforward to figure out whether the proposed Plan was consistent with current plans, as noted in the Statutes referenced in the presentation. However, the first Statute reference regarded whether the Urban Renewal Plan was a good idea, which was different from whether it was consistent with the City's plans. Commissioner Postma's comment about the City foregoing another urban renewal possibility begged the question: What are the other possibilities and had a comparative study been done. If not, the Commission really did not know if this was the best option. He clarified he was not proposing that be done.
 - Ms. Kraushaar responded it was always hard to take a snapshot in time and build on it, but that was part of the purpose of the citywide Urban Renewal Plan completed a couple of years ago and the City's Economic Development Strategic Plan before that. One of the City Council's goals was to implement an urban renewal area within the Coffee Creek Industrial Area to encourage development. Council was looking for robust employment and even things not seen in Wilsonville in the past.
- Stated if studies had already looked at different areas as a candidate for urban renewal, and Coffee Creek had consistently been the top candidate over two decades, the Report could reflect that it was possible the City was foregoing another project; however, the City had looked at it and Coffee Creek was the biggest peach of all the potential projects in the city, which was why this district was so desirable.
 - Ms. Kraushaar added that was not to say it would be the last need once Basalt Creek came into the city in another 10 to 15 years.

Mr. Kohlhoff clarified in response to a previous question that the description on Grahams Ferry Rd (Page 37) was under the section that listed what was in the TSP and also indicated that these were not all of the projects in the Urban Renewal Plan. The project description on Page 44 of 66 for the Grahams Ferry Rd urban renewal project was SW Day Rd to the railroad underpass, so it was covered.

Commissioner Postma added that even Page 37 stated these were the significant transportation needs in the area. It did not provide any equivocation as to whether or not it was a potential project.

Commissioner Mesbah:

- Noted the Urban Renewal Agency would evaluate each of the projects as they arose and make a decision. He asked if that evaluation would include a cost/benefit analysis.
 - Mr. Popenuk answered it was not typically a cost/benefit analysis, but the standard municipal budget process. He confirmed that in Wilsonville, the Urban Renewal Agency is the City Council, which met separately and wore different hats. The Urban Renewal Agency would meet to review Staff's budget recommendations for the next year. There would be a forecast of the tax increment finance revenues, a reference to the projects identified in the Plan, and an identification of what projects the City recommended funding in those years. It was not typical to do a full cost/benefit analysis at that time, although that general framework was often used. People want to ensure they were considering the costs and benefits, but doing a full cost/benefit analysis on an annual basis was not typical. As an economic consultant, he believed strongly that a cost/benefit analysis was a great way to evaluate decisions, but it could often be outside of the scope of what a jurisdiction could handle on an annual budget process.
 - Ms. Kraushaar stated that in this case, the phasing of the projects would be linked to what development opportunities were presented. Currently, the City had a 5-Year Capital Improvement Plan for urban renewal, which would be reviewed more carefully if the proposed Plan was adopted. When developing the budget for capital projects, the hope was to get the most value for the dollars spent, but it was not always related to everything included in a cost/benefit analysis. A lot of the time, it was weighing public need against the existing infrastructure and how many more homes could be serviced before further improvements were needed.
- Said that made sense, adding that as an engineer, he had done cost/benefit analyses to determine whether a project paid for itself or not, which begged the next level of questioning: What was the City getting for \$2 million more, and could Staff identify that and all the things that were not monetary. Transparency was explaining that \$2 million would pay for a bike lane and an additional turn lane to reduce accidents, which was very qualitative as opposed to hoping for a good return on investment, which gets some municipalities into trouble because they hope for a good return, but it does not come. Some areas had gotten into hard times based on that kind of analysis. He had wondered where more of that kind of analysis could be considered and the answer was when the budget was done, which was great.
 - Mr. Popenuk added that rather than just spend the annual tax increment finance revenue, urban renewal agencies would typically take on debt that could come in tax increment bonds or sold on the bond market, but the debt could also be bank loans, loans from the State, or loans from other City funds. Whenever an urban renewal agency was going to take on debt, they need to do a forecast of their future tax increment finance revenues. Most lenders, unless the City was borrowing internally, want to see an outside party forecast revenues not based on speculative development, but based on certain things, such as whether a development agreement was signed and in place, development permits had been pulled, and shovels were in the ground. Essentially, what amount of development was certain to occur if the loan was funded, and would that new development generate the tax increment finance revenue necessary to pay back the debt? If not, then no lenders would be found. There was nothing that legally required a city to do that, but most lenders would require the City to that. The City of Wilsonville, in recent years, had done those studies before going out for new loans, so there were definitely best practices and they were definitely recommended.

Commissioner Levit:

- Noted the "Funding for Projects" table (Slide 8) had an implied timeframe for each of those projects due to the three percent annual increase in the Report. It would be helpful to have an anticipated year that those projects might be done to go along with the dollar figures provided.
 - Mr. Popenuk replied that beginning on Page 48 of 66, Table 6 showed the annual cash flow of the Urban Renewal Area, which listed each of the projects and their timing. Again, none of it was written in

stone as Table 6 was the projection used for the Plan, but it showed, for example, that Garden Acres Rd was intended to be the first project to receive funding in the area, and that the project's expenditures would occur over a four year period with the bulk of the costs, the capital expenditures themselves, taking place in 2020 and 2021. The information was in the Report, but a bit too overwhelming to present in the PowerPoint.

- Stated although he could figure it out from Table 6, he believed including the number of years in the future represented on Table 6 to Slide 8 would be simpler.

Chair Greenfield called for public comment on the Coffee Creek Urban Renewal Plan. There were none.

Commissioner Postma noted some suggested changes had been discussed and asked whether anybody thought they were necessary at this point. He did not, adding he believed the Commission could recommend the Staff report as it stood and revisions regarding the fiber optic lines and etc. could be made in the future.

Chair Greenfield added the Commission was considering the very narrow issue of conformance and he believed those changes were outside of that issue.

Mr. Kohlhoff agreed, adding Staff had listened and had the minutes, so they could look at some of the points raised because common sense supported some of the issues as well, so it would not be difficult for Staff to move forward on that. If that was resolved, then the question simply regarded the changes to the proposed resolution and Staff report.

Commissioner Postma noted the Staff report (Exhibit A) had incorporated the redline revisions of the resolution.

Mr. Kohlhoff added and the two spelling changes.

Paula Pinyerd, ABC Transcription, clarified for the record that the resolution for signature was correct, only the redlined version included the two spelling errors.

Commissioner Postma moved to approve revised Resolution No. LP16-0002 with the addition of Attachment D and revised Exhibit A. Commissioner Levit seconded the motion, which passed unanimously.

VII. WORK SESSION

- A. Frog Pond Master Plan (Neamtzu)

VIII. OTHER BUSINESS

- A. 2016 Planning Commission Work Program

IX. ADJOURNMENT

Respectfully submitted,

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

PLANNING COMMISSION
RESOLUTION NO. LP16-0002

A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING TO THE WILSONVILLE CITY COUNCIL THAT THE PROPOSED COFFEE CREEK URBAN RENEWAL PLAN IS SUPPORTIVE AND IN CONFORMANCE WITH THE APPLICABLE PROVISIONS OF THE WILSONVILLE COMPREHENSIVE PLAN.

WHEREAS, the Wilsonville Planning Commission has held a work session on October 14, 2015, to discuss the proposed Coffee Creek Urban Renewal Plan; and

WHEREAS, the Wilsonville Community Development Director, taking into consideration input and suggested revisions provided by the Planning Commission members and the public, submitted proposed Coffee Creek Urban Renewal Plan including its relationship to the Comprehensive 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, attached herein as Exhibit A, as presented at the July 13, 2016, public hearing, including the findings and recommendations contained therein and does hereby recommend to the Wilsonville City Council that the proposed Coffee Creek Urban Renewal Plan is supportive of and in conformance with the applicable provisions of the City of Wilsonville Comprehensive Plan as approved on July 13, 2016, 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 13th day of July 2016, and filed with the Planning Administrative Assistant on July 14, 2016.



Wilsonville Planning Commission

Attest:


Tami Bergeron, Administrative Assistant

SUMMARY of Votes:

Chair Jerry Greenfield:	<u>y</u>
Commissioner Eric Postma:	<u>y</u>
Commissioner Peter Hurley:	<u>y</u>
Commissioner Al Levit:	<u>y</u>
Commissioner Kamran Mesbah:	<u>y</u>
Commissioner Phyllis Millan:	<u>Ab</u>
Commissioner Simon Springall:	<u>y</u>



**PLANNING COMMISSION
STAFF REPORT – Amended 07-13-2016**

<p>Meeting Date: July 13, 2016</p>	<p>Subject: Conformance of the Coffee Creek Urban Renewal Plan with the Comprehensive Plan Staff Member: Nancy Kraushaar, PE, Community Development Director Department: Community Development</p>	
<p>Action Required</p>	<p>Advisory Board/Commission Recommendation</p>	
<p><input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1st Reading Date: <input type="checkbox"/> Ordinance 2nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda</p>	<p><input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable</p> <p>Comments:</p>	
<p>Staff Recommendation: Staff recommends that the Planning Commission recommend to the Wilsonville City Council that the Coffee Creek Urban Renewal Plan is supportive and in conformance with the applicable goals and policies of the City of Wilsonville Comprehensive Plan.</p>		
<p>Recommended Language for Motion: I move to approve Resolution No. LP16-0002</p>		
<p>Project / Issue Relates To:</p>		
<p><input checked="" type="checkbox"/> Council Goals/Priorities</p>	<p><input checked="" type="checkbox"/> Adopted Master Plan(s) Coffee Creek Industrial Area Master Plan Urban Renewal Strategic Plan</p>	<p><input type="checkbox"/> Not Applicable</p>

ISSUE BEFORE PLANNING COMMISSION: The Wilsonville Planning Commission is being asked to pass a resolution making a recommendation to the City Council regarding the Council’s consideration and adoption of the proposed Coffee Creek Urban Renewal Plan (Plan). The Plan is designed for the Coffee Creek Urban Renewal Area (Area), a 258.35-acre area that includes prime industrial properties both within the Wilsonville city limits and in unincorporated Washington County. The reason for urban renewal is to provide a financing mechanism to fund improvements, including transportation and utility infrastructure to allow for full development of the area.

EXECUTIVE SUMMARY: The focus of the Planning Commission’s review is the conformance of the Plan with the Wilsonville Comprehensive Plan. This action does not require a public hearing however, one is being conducted to allow the Commission to gather any community input that there may be on the matter. The Planning Commission is not being asked to approve the Plan, but rather make a recommendation to the Wilsonville City Council on the conformance issue.

There are no explicit review criteria for a Planning Commission in reviewing an urban renewal plan. The Oregon Revised Statute (ORS) ORS 457.085(4) states that “An urban renewal plan and accompanying report shall be forwarded to the planning commission of the municipality for recommendations, prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095”. The generally accepted practice is for the Planning Commission to pass a motion on the relationship of the Plan to the local Goals and Objectives of the City of Wilsonville Comprehensive Plan.

A potential Coffee Creek urban renewal district was first identified in the 2007 Coffee Creek Industrial Master Plan.. That plan envisioned development of a new employment center in north Wilsonville with approximately 1,800 jobs and an estimated annual payroll of \$55 million at build-out. The master plan reported that the area would be zoned for Planned Development Industrial – Regionally Significant Industrial (PDI-RSIA). This designation is appropriate for most light manufacturing, warehousing, distribution, and flex uses and also allows corporate headquarters and technology campuses.

In 2014, a Wilsonville Urban Renewal Task Force (Task Force) was convened to consider and recommend a city-wide urban renewal strategy. The Task Force included representatives from local taxing districts, as well as community and business leaders. The resulting Wilsonville Urban Renewal Strategic Plan recommended that a new urban renewal district be created for the Coffee Creek Industrial Area. The Strategic Plan concluded that in order to attract private-sector industrial development, the Coffee Creek Industrial Area requires a substantial investment in public infrastructure improvements such as new roads, sidewalks and utility lines. Once in place, these public improvements would be expected to then attract private investment and development that is estimated to increase the proposed district’s assessed value from a tax base of approximately \$62 million to approximately \$790 million over the life of the district.

The Task Force also recommended that an advisory vote be conducted to determine city-wide citizen support for a new urban renewal district. In November 2015, Wilsonville voters expressed support for creating a new urban renewal district for the Coffee Creek Industrial Area.

With support from voters, City Council directed staff to begin developing an urban renewal plan for the Coffee Creek Industrial Area. Some of the property is in the city limits while some is in unincorporated Washington County. All properties are expected to eventually annex into Wilsonville as development proceeds.

The Task Force was reconvened on April 25, 2016 to review the proposed Coffee Creek Urban Renewal Plan. Representatives of the Sherwood School District and Washington County were added to the Task Force. The Task Force voted unanimously to approve the Plan and send it to the Agency for their review.

An open house was also held on April 25, 2016 at which approximately 10 people attended – primarily property owners and developer representatives. Other opportunities for public input will be at the Wilsonville Planning Commission meeting, a Washington County Commission meeting, and the Wilsonville City Council hearing.

PROPOSAL: The Coffee Creek Urban Renewal Plan Area (Area), shown in Figure 1, consists of approximately 258.35 acres of land including rights of way. The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old deteriorated buildings, public spaces which need improvements, a lack of investment, streets and utilities in poor condition or they can lack streets and utilities altogether. The Area has many properties that are undeveloped or under developed and lacks sufficient infrastructure to serve the planned industrial development.

The Plan contains goals, objectives, and projects for the development of the Area. The goals of the Plan are listed in Section III of the Plan (**Attachment A**). The specific projects proposed in this Plan are outlined in Sections IV and V of the Plan and include the improvement and construction of streets and utilities. The overall purpose of the Plan is to use tax increment financing to overcome obstacles to the proper development of the Area.

Urban renewal is unique in that it brings its own financing source: tax increment financing. Tax increment revenues – the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects. The Plan is projected to take 25 years of tax increment revenue collection.

The proposed maximum indebtedness, the limit on the amount of funds that may be spent on administration, projects and programs in the Area is \$67,000,000. This amount was reported in the ballot measure in November of 2015. The maximum indebtedness does not include interest paid on any borrowing by the urban renewal agency. There is a proposed financing plan in the Coffee Creek Urban Renewal Report (**Attachment B**) that shows that the Plan is financially feasible. It is understood that the Agency may make changes to the financing plan as needs and opportunities arise, typically during the annual budgeting process.

The Plan would be administered by the Wilsonville Urban Renewal Agency (Agency). Major changes to the Plan, if necessary, must be approved by the Agency and City Council as detailed in Section IX of the Coffee Creek Urban Renewal Report – Future Amendments to the Plan.

Findings that accompany the Planning Commission’s action are attached (**Attachment C**).

EXPECTED RESULTS: The Coffee Creek Urban Renewal Plan is expected to deliver catalyst infrastructure projects that incent investment and job creation in the area.

TIMELINE: Adoption of the Coffee Creek Urban Renewal Plan is anticipated to go before the City Council on August 1, 2016.

COMMUNITY INVOLVEMENT PROCESS: Formation of the Plan has been guided by an Urban Renewal Task Force. There have been numerous opportunities for public involvement including a public open house, as well as a community-wide advisory vote. The hearings before the Planning Commission and City Council provide additional opportunities.

A Notice announcing the Planning Commission Hearing was placed in the Wilsonville Spokesman on June 29, 2016. Notice was also placed on the City of Wilsonville website as well as at 3 public locations, City Hall, Library, and Community Center, around the community. In addition, notices were mailed to properties within the proposed Coffee Creek Urban Renewal Area.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY: The provision of infrastructure will allow the Coffee Creek Industrial Area to develop, creating jobs for the community with spin-off economic impact to the businesses in Wilsonville and the region and a future increased tax base that will benefit all taxing jurisdictions.

Urban renewal plans and the financing tool they allow require indebtedness, debt that provides the capital to complete the projects in the urban renewal plan. While the projects represent a likely good long term investment for the City of Wilsonville, the debt nonetheless creates some risk.

State law limits the percentage of a municipality's 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. This 25% cap is approached when the Coffee Creek Urban Renewal area is added to acreage of other Wilsonville urban renewal areas. The City will not be able to consider any new urban renewal areas until the existing urban renewal areas are reduced in size or closed.

ALTERNATIVES: The Planning Commission can accept, reject or modify the proposal as presented.

ATTACHMENTS:

- A. Coffee Creek Urban Renewal Plan
- B. Coffee Creek Urban Renewal Report
- C. Findings in Support of Adoption of the Coffee Creek Urban Renewal Plan
- D. PC Coffee Creek Urban Renewal Consideration Email 7.13.2016

05-03-2016 PUBLIC DRAFT
Coffee Creek
Urban Renewal Plan

Adopted by the City of Wilsonville

Date

Ordinance No. 796

If Amendments are made to the Plan, the resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.



List of Participants

Mayor
City Council

Tim Knapp
Scott Starr, Council President
Julie Fitzgerald, Councilor
Charlotte Lehan, Councilor
Susie Stevens, Councilor

Planning Commission:

Jerry Greenfield, Chair
Eric Postma, Vice Chair
Peter Hurley
Al Levit
Kamran Mesbah
Phyllis Millan
Simon Springall

City Manager
City Attorney
Community Development Director
Finance Director
Capital Projects Engineering Mgr.
Engineering Administrative Asst.

Bryan Cosgrove
Barbara Jacobson
Nancy Kraushaar
Susan Cole
Eric Mende
Candi Garrett

Urban Renewal Task Force

Chair – City Council President Scott Starr
Ben Altman
Bill Bach
Mary Closson
Brenner Daniels
Chief Mike Duyck/Brian Sherrard
Rob Fagliano
Lonnie Gieber
Phil Johanson
Gale Lasko
Susan Myers
Christine Reynolds
Larry Remmers
Fred Robinson
Dick Spence
Alan Steiger
Erin Wardell
Doris Wehler

Consultant Team

Elaine Howard Consulting LLC, Elaine Howard
ECONorthwest, Nick Popenuk, Ali Danko, Lizzie Gooding

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I. DEFINITIONS

“Agency” means the Wilsonville Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan. In Wilsonville, the Agency is the Wilsonville City Council.

“Annual report” means annual report on impacts to taxing jurisdictions and former year and following year budgets as required in ORS 457.460.

“Area” means the properties and rights of way located with the Coffee Creek urban renewal boundary.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

“City” means the city of Wilsonville, Oregon.

“City Council” or “Council” means the City Council of the city of Wilsonville.

“Commission” means the Washington County Commission.

“Comprehensive Plan” means the city of Wilsonville comprehensive land use plan and its implementing ordinances, policies and standards. If the Washington County Comprehensive Plan is referred to it will be spelled out in its entirety.

“County” means Washington County.

“Fiscal year” means the year commencing on July 1 and closing on June 30.

“Frozen base” means the total assessed value including all real, personal, manufactured and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon revised statutes and specifically Chapter 457, which relates to urban renewal.

“Planning Commission” means the Wilsonville Planning Commission. If the Washington County Planning Commission is referred to it will be spelled out in its entirety.

“Revenue Sharing” means sharing tax increment proceeds as defined in ORS 457.470.

“Task Force” means the committee composed of public officials and consultants to provide input on the Coffee Creek Urban Renewal Plan. Those members are identified on the acknowledgement page of the urban renewal plan.

“Tax increment financing (TIF)” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“Under-levy” means taking less than the available tax increment in any year as defined in ORS 457.455.

“Urban renewal agency” or “Agency” means an urban renewal agency created under ORS 457.035 and 457.045. This agency is responsible for administration of the urban renewal plan.

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

“Wilsonville Transportation Systems Plan (TSP)” means the Transportation System Plan adopted by the Wilsonville City Council.

“Wilsonville Urban Renewal Task Force” is the Task Force convened by the city of Wilsonville to develop the Wilsonville Urban Renewal Strategic Plan and review urban renewal issues.

“Wilsonville Urban Renewal Strategic Plan” is the Strategic Plan adopted by the Wilsonville City Council in 2014.

II. INTRODUCTION

During the 2015 November election, Wilsonville voters expressed advisory support for creating a new urban renewal district in the Coffee Creek Industrial area, an area that is located near the Coffee Creek Correctional Facility in northwest Wilsonville south of Day Road, west of I- 5, north of Ridder Road and east of Grahams Ferry Road.

With support from voters, City Council directed staff to begin developing an urban renewal plan for the Coffee Creek Industrial Area.

The Coffee Creek urban renewal district was first envisioned in the Coffee Creek Master Plan that was adopted by City Council in October 2007. The original plan envisioned development of a new employment area in north Wilsonville with approximately 1,800 jobs and an estimated annual payroll of \$55 million at build-out. The plan predicted the area would attract general industrial, warehouse, flex, and research and development related businesses. Subsequent to the Master Plan, a detailed infrastructure analysis was completed in 2011 to define infrastructure needs and cost estimates. The infrastructure needs and costs were further refined by the City in 2015 and early 2016 in preparation for this urban renewal plan.

The recommendation to create the new urban renewal district is also in the Wilsonville Urban Renewal Strategic Plan (Strategic Plan) that Council adopted in 2014 based upon the input from a community task force that included representatives from local taxing districts, as well as community and business leaders. The Strategic Plan concluded that in order to attract private-sector industrial development, the Coffee Creek industrial area requires a substantial investment in public infrastructure improvements such as new roads, sidewalks and utility lines. Once in place, these public improvements are expected to attract private investment and development that is estimated to increase the assessed value of the proposed district from a tax base of approximately \$62 million to approximately \$900 million over the life of the district.

The Coffee Creek Urban Renewal Plan (Plan) has been developed for the Wilsonville City Council (City Council) and the Washington County Commission (Commission) with the cooperative input from the Wilsonville Urban Renewal Task Force (Task Force), and community input from an Open House, Planning Commission meetings of both Wilsonville and Washington County, the Wilsonville City Council hearing, and the Washington County Commission hearing. A Washington County representative and Sherwood School District representative were added as ad-hoc members to the Task Force. As property is located in unincorporated Washington County, the Washington County Planning Commission must review the Plan and the Washington County Commission must also adopt the Plan.

The Task Force met on April 25, 2016 to review components of the Plan and Report accompanying the Plan (Report), specifically the goals and objectives, projects, amendment procedures, duration of the Plan, funding, and financial tables in the Report. The Task Force voted unanimously of those present to forward the Plan and Report to the Wilsonville Urban Renewal Agency.

The public meeting was also held on April 25, 2016 at which approximately ten citizens, mostly property owners and developer representatives, participated. There were draft documents, a Frequently Asked Questions handout, presentation boards and other materials

to educate the public about the impacts of the proposed urban renewal district and to receive their input. Staff and representatives of the consultant team were in attendance to answer questions from the public.

In addition, the consultant and city staff briefed the Sherwood School District on the urban renewal plan on April 15, 2016. They also briefed the Washington County staff on March 9, 2016 and the Washington County Commission on _____. *Note: This date and a summary of the Washington County discussion and action will be inserted here.*

The Plan contains goals, objectives, and projects for the development of the Coffee Creek Urban Renewal Area (Area). The overall purpose of the Plan is to use tax increment financing to overcome obstacles to the proper development of the Area.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. The Coffee Creek Area has infrastructure needs as identified in the Report accompanying the Coffee Creek Urban Renewal Plan and specifically cited in the ordinance for adoption of the Plan.

Urban renewal allows for the use of tax increment financing (TIF), a financing source that is unique to urban renewal, to fund its projects. Tax increment revenues – the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. The specific projects to be approved in this Plan are outlined in Sections IV and V.

Urban renewal is put into effect when the local government (the City of Wilsonville, in this case) adopts an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future.

The Area, shown in Figure 1, consists of approximately 258.35 total acres: 231.81 acres of land in tax lots and 26.54 acres of public right-of-way.

The Plan will be administered by the Wilsonville Urban Renewal Agency (Agency), which was established by the Wilsonville City Council as the City's Urban Renewal Agency. Substantial changes to the plan must be approved by the city council as outlined in Section IX of this Plan.

The Plan is accompanied by an Urban Renewal Report (Report) that contains additional information, as required by ORS 457.085. The technical information in the Report includes:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan Area;
- The relationship between each project to be undertaken and the existing conditions;

- The total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

It is anticipated that the Plan will take 25 years of tax increment collections to implement. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$67,000,000.

Future amendments will be listed numerically in this section of the Plan and then incorporated into the Plan document and noted by footnote as to amendment number and date adopted.

DRAFT

III. GOALS AND OBJECTIVES

The goals of the Plan represent the basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve the goals. The urban renewal projects identified in Sections IV and V of the Plan are the specific means of meeting the objectives. The goals relate to adopted plans, as detailed in Section X, and were developed with input from the Wilsonville Urban Renewal Task Force. The goals and objectives will be pursued as economically as is feasible and at the discretion of the Agency. The goals and objectives are not ranked by priority.

Goal 1: *PUBLIC INVOLVEMENT*

Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the urban renewal implementation process.

Objectives:

1. Provide opportunities for public input throughout the implementation process.
2. Utilize the Wilsonville Urban Renewal Task Force to review council-approved and substantial amendments to the Plan.

Goal 2: *ECONOMY*

Create conditions that are attractive to the growth of existing business and attract new businesses to Wilsonville to create new jobs. Provide an adequate number of sites of suitable sizes, types, and locations to accommodate a variety of economic opportunities. Increase property values so that the Area will contribute its fair share to the costs of public services provided.

Objectives:

1. Build utility infrastructure to accommodate growth in the Area.
2. Assist in the improvement of transportation infrastructure to support existing development and allow for future development.
3. Leverage the Agency's financial resources to the maximum extent possible with other public and private investments and other public and private funding sources.

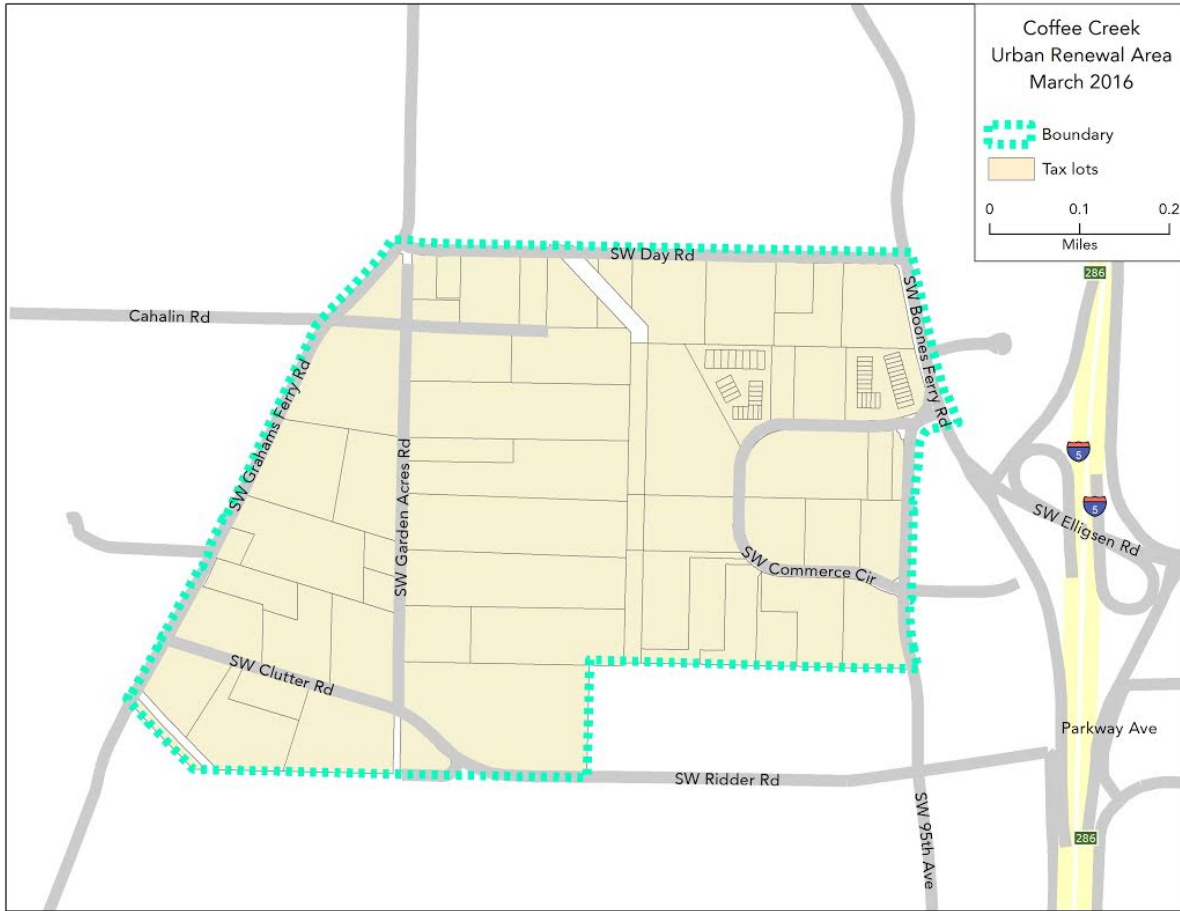
Goal 3: *INFRASTRUCTURE*

Provide a safe and efficient multi-modal transportation system consistent with the Transportation System Plan. Provide public services and facilities to meet the present and future needs of the Coffee Creek area.

Objectives:

1. Assist in the improvement of transportation infrastructure to support existing development and allow for future development.
2. Build utility infrastructure to accommodate growth in the Area.

Figure 1 – Coffee Creek Urban Renewal Plan Area Boundary



Source: ECONorthwest

IV. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES

The projects within the Area include:

Public infrastructure including transportation and utility improvements

Debt service and plan administration

V. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below. Public improvements authorized under the Plan include upgrading infrastructure including transportation and utilities to encourage development.

A. Infrastructure Improvements

1. Upgrade/provide infrastructure as necessary to allow for the development or redevelopment of parcels within and adjacent to the urban renewal area. The specific projects include:

a) SW Day Road: SW Boones Ferry Road to SW Grahams Ferry Road

SW Day Road will be upgraded to a concrete surfaced five-lane multi-modal urban (Major Arterial) standards including re-constructed intersections at SW Boones Ferry Road, and a new sewer system.

b) SW Grahams Ferry Road: SW Day Road to Railroad Undercrossing

SW Grahams Ferry Road will be upgraded to multi-modal urban (Minor Arterial) standards, with sewer, water and stormwater systems and including intersections at SW Cahalin Road, Java Road, and SW Elligsen Way.

c) SW Java Road

Construct new three-lane road section with bike lanes, sidewalks, and landscaping from Garden Acres Road to Grahams Ferry Road.

d) SW Garden Acres Road: SW Ridder Road to SW Day Road

SW Garden Acres Road will be reconstructed to a three-lane multi-modal urban (Collector) standards and will include a sewer and stormwater system. The reconstruction will include intersections with SW Day Road, SW Cahalin Road, SW Java Road, and SW Ridder Road/SW Clutter Road. The intersection at SW Day Road may be constructed as a round-about.

e) SW Clutter Road: SW Ridder Road to SW Grahams Ferry Road

SW Clutter Road will be reconstructed to a two lane multi-modal local street section with a cul-de-sac or hammerhead at the west end. Water, sewer and storm water systems will be installed.

f) Coffee Creek Industrial Area Sewer Extensions

A new sewer collector will be installed to connect existing sewer collection pipes with new development in the Coffee Creek Industrial Area and extend to the new sewer to be constructed as part of the Day Road project.

g) Lower SW Grahams Ferry Road Storm Outfall

A large diameter stormwater pipe serving as the main discharge outfall for the CCIA will be installed in lower SW Grahams Ferry Road.

h) Coffee Creek Industrial Area Regional Detention Pond

Construct a regional detention pond with a surface area of approximately 260,000 square feet with an outfall to Basalt Creek.

i) Coffee Creek Fiber Optic Network

Fiber optic conduit and cable will be installed concurrent with other dry utilities as various roads are constructed.

j) Railroad Undercrossing

Grahams Ferry Road undercrossing project development. Perform preliminary analysis to determine needs and requirements for a modified underpass on Grahams Ferry Road and potentially partially fund improvements.

B. Debt Service and Plan Administration

This project will allow for the repayment of costs associated with the implementation of the Coffee Creek Urban Renewal Plan. It also includes ongoing administration and any financing costs associated with issuing long- and short-term debt, relocation costs and other administrative costs.

VI. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment. Identification of property to be acquired and the anticipated disposition of the property is required by ORS 457.085(g).

A. Property acquisition for public improvements

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

B. Property acquisition – from willing sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary to support private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section VI by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

VII. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable

state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified, however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.

VIII. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.)

A. General description of the proposed financing methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from the federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax increment financing and maximum indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$67,000,000 (sixty seven million dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. It does

include initial bond financing fees and interest earned on tax increment proceeds, separate from interest on bond proceeds.

IX. FUTURE AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. *Substantial Amendments*

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Wilsonville, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115. Substantial Amendments will be reviewed by the Urban Renewal Task Force.

Substantial Amendments are amendments that:

1. Add land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

B. *Council Approved Amendments*

Council Approved Amendments consist solely of those changes found by the Agency to be significant changes to the goals and objectives of the Plan. Council Approved Amendments shall require approval by the Agency by resolution and approval by the City Council by resolution. Council Approved Amendments will be reviewed by the Urban Renewal Task Force.

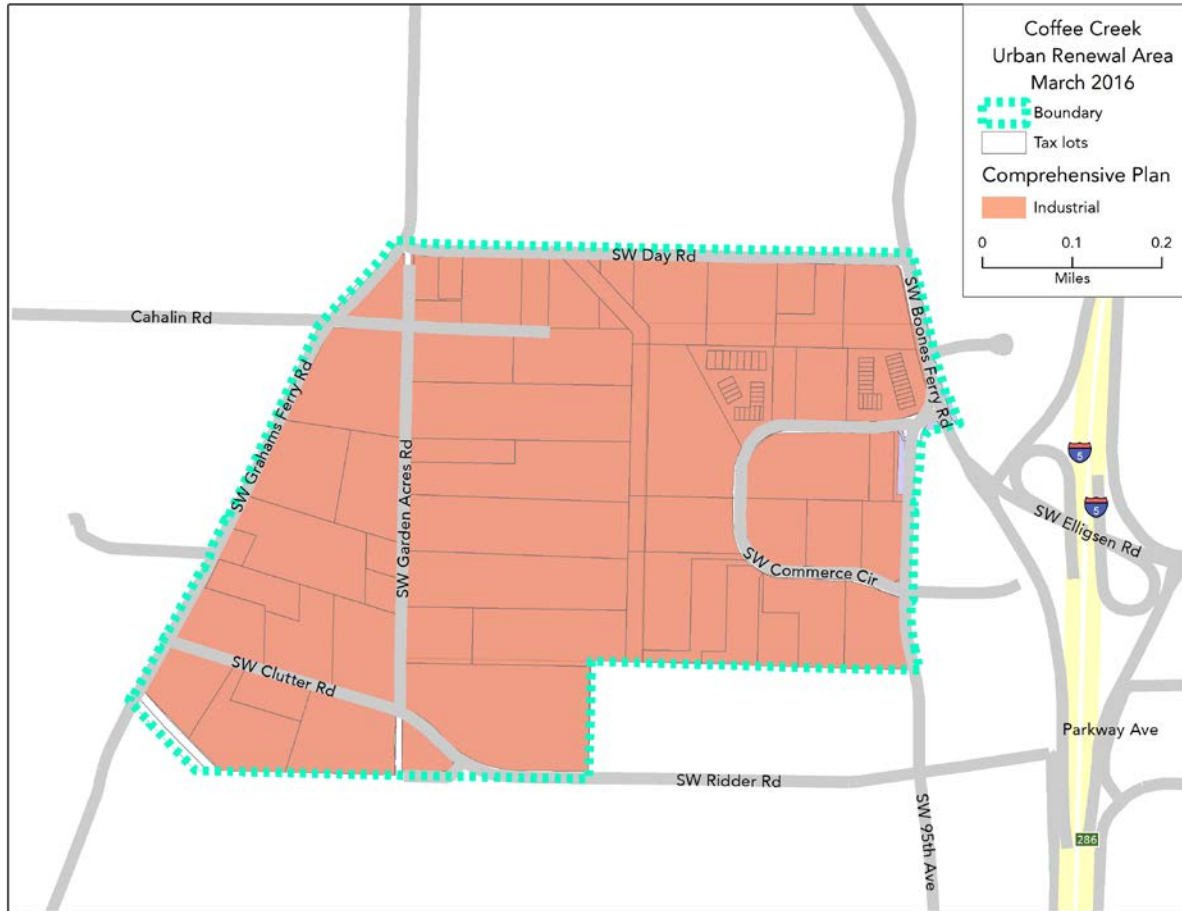
C. *Minor Amendments*

Minor Amendments are amendments that are not Substantial Amendments or Council Approved Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the Agency by resolution.

D. *Amendments to the Wilsonville Comprehensive Plan/Washington County Comprehensive Plan and/or Wilsonville Zoning Ordinance/Washington County Zoning Ordinance.*

Amendments to the Wilsonville Comprehensive Plan, Washington County Comprehensive Plan and/or Wilsonville Zoning Ordinance or Washington County Zoning Ordinance that affect the Urban Renewal Plan and/or the Urban Renewal Area shall be incorporated automatically within the Urban Renewal Plan without any separate action required by the Agency, Washington County or the City Council.

Figure 2 – Comprehensive Plan Designations



Source: ECONorthwest

The properties are identified as industrial in both the City of Wilsonville and Washington County Comprehensive Plans.

X. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan relates to local planning and development objectives contained within the Washington County Comprehensive Plan, Washington County Community Development Code, Article III Land Use Districts, Wilsonville Comprehensive Plan, the Wilsonville Planning and Land Development Ordinance (Chapter 4 Sections 4.100 -4.141 Zoning), and the Transportation System Plan. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies, and implementation strategies will reflect the numbering that occurs in the original document. Italicized text is text that *has* been taken directly from an original planning document.

The Comprehensive Plan designations are shown in Figure 2. The maximum densities and building requirements are contained in the Washington County Community Development Code. The proposed land uses conform to Figure 2, the comprehensive plan designations and the maximum densities and building requirements can be found in the Washington County Community Development Code and the Wilsonville Planning and Land Development Ordinance also known as the Development Code of Zoning Code, Chapter 4 of the Wilsonville Code.

This is not a comprehensive list of all parts of the Washington County Comprehensive Plan and Wilsonville Comprehensive Plan that are supported by this Plan. This list includes the major Goals and Policies from the comprehensive plans that are in conformance with the urban renewal plan however, there may be other Goals and Policies that are not listed, but are still in conformance with this Plan.

A. *City of Wilsonville Comprehensive Plan*

The Plan conforms to the Citizen Involvement, Urban Growth Management, Public Facilities and Services, Transportation, and Use and Development goals as it contains projects to upgrade the transportation and utility infrastructure, to support existing business and allow for development of new businesses to create jobs, utilizing underutilized and/or blighted sites.

Citizen Involvement

To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and city-wide programs and policies.

The Plan conforms to the Citizen Involvement goal as it has undergone ongoing citizen involvement in its preparation. The City of Wilsonville adopted an Urban Renewal Strategic Plan in 2015 that had as one of its components the creation of a new urban renewal area in Coffee Creek. That plan had a guiding Task Force with meetings open to the public, there were articles in the Boones Ferry Messenger and an open house was held on the Urban Renewal Strategic Plan. In addition, the city put the formation of the new district out for an advisory vote in the November 2015 election and received majority support.

As part of the Coffee Creek Urban Renewal Plan preparation, the original Task Force was briefed again, another open house was held and there were hearings by the Washington County Planning Commission, Washington County Commission, Wilsonville Planning Commission, and Wilsonville City Council.

Urban Growth Management

To allow for urban growth while maintaining community livability, consistent with economics of development, city administration, and the provision of public facilities and services.

The Plan conforms to the Urban Growth management Policy as it envisions development of the Area into industrial uses as conform to future comprehensive plan designations. As this land develops, it will be annexed into the City of Wilsonville. The Plan is designed to help provide the infrastructure necessary to allow for the future development, providing the employment opportunities and the provision of public facilities and services.

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 Plan conforms to this section of the comprehensive plan as a project funded through the Plan is the construction of new water lines in SW Grahams Ferry Road and Clutter 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.

The Plan conforms to this section of the Comprehensive Plan as development will comply with Fire Safety requirements. Inclusion of new water lines in Grahams Ferry Road and Clutter Road will assist in provision of water for fire response needs.

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 3.3.2.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.

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.

Goal 3.4 To facilitate safe, efficient and economic flow of freight and other goods and services within the city and the region.

Policy 3.4.1 Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve warehousing, distribution, and other industrial uses located there.

GOAL 3.8: To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.

The Plan 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, including multimodal travel, and to complete the transportation system in the Area. The city of Wilsonville is coordinating these improvements with the Washington County and the State of Oregon.

Land Use and Development

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

Policy 4.1.3 City of Wilsonville shall encourage light industry compatible with the residential and urban nature of the City.

Implementation Measure 4.1.3.a Develop an attractive and economically sound community.

Implementation Measure 4.1.3.b Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth and a broad tax base.

Implementation Measure 4.1.3.e Site industries where they can take advantage of existing transportation corridors such as the freeway, river, and railroad.

Implementation Measure 4.1.3.f Encourage a diversity of industries compatible with the Plan to provide a variety of jobs for the citizens of the City and the local area.

The Plan conforms to this section of the Comprehensive Plan as the development of infrastructure will help facilitate access to any new industrial development within the Area, providing access to industrial lands and new employment opportunities in the Area.

B. City of Wilsonville Economic Development Policy

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

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

The Plan 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. The utility projects will provide the necessary infrastructure to support the growth on employment land.

C. Washington County Comprehensive Plan

The Plan conforms to the Citizen Involvement, Intergovernmental Coordination, Urbanization, Managing Growth, Roles and Responsibilities for Serving Growth, Urban Area Economy, Public Facilities and Services, Transportation, and Land Use Conservation policies/goals as it contains projects to upgrade the transportation and utility infrastructure, to support existing business and allow for development of new businesses to create jobs, utilizing underutilized and/or blighted sites.

Policy: Citizen Involvement

It is the policy of Washington County to encourage citizen participation in all phases of the planning process and to provide opportunities for continuing involvement and effective communication between citizens and their County government.

The Plan conforms to the Citizen Involvement goal as it has undergone ongoing citizen involvement in its preparation. The City of Wilsonville adopted an Urban Renewal Strategic Plan in 2015 that had as one of its components the creation of a new urban renewal area in Coffee Creek. That plan had a guiding Task Force with meetings open to the public, there were articles in the Boones Ferry Messenger and an open house was held on the Urban Renewal Strategic Plan. In addition, the city put the formation of the new district out for an advisory vote in the November 2015 election and received majority support. As part of the Coffee Creek Urban Renewal Plan preparation, the original Task Force was briefed again, another open house was held and there were hearings by the Washington County Planning Commission, Washington County Commission, Wilsonville Planning Commission, and Wilsonville City Council.

Policy: Intergovernmental Coordination

It is the policy of Washington County to effectively coordinate its planning and development efforts with Federal, State and other local governments and Special Districts to ensure that the various programs and activities undertaken by these bodies are consistent with the County Comprehensive Plan.

The Plan conforms to the Intergovernmental Coordination Policy as it will be implemented by the City of Wilsonville as the lands within the Area will be annexed as they become developed. In order to pursue these infrastructure developments, the County needs to coordinate with the City of Wilsonville to allow for the establishment of the urban renewal area. In addition, all impacted taxing districts are being provided detailed information about the plan and the potential impacts on them.

Policy: Urbanization

It is the policy of Washington County to establish a growth management system for the unincorporated areas within the UGB which promotes:

- 1. Efficient economic provision of public facilities and services;*
- 2. Infill development in established areas while preserving existing neighborhood character;*
- 3. Development near or contiguous to existing urban development where services are available;*
- 4. Parcelization of land such that future development at urban densities can take place;*
- 5. Development which is compatible with existing land uses;*
- 6. Agriculture use of agriculture land until services are available to allow development;*
- 7. Development in concert with adopted community plans.*

The Plan conforms to the Urbanization Policy as it envisions development of the Area into industrial uses as conforms to the comprehensive plan designations. As this land develops, it will be annexed into the City of Wilsonville. The Plan is designed to help provide the infrastructure necessary to allow for the future development, providing the desired efficient economic provision of public facilities and services.

Policy: Managing Growth

It is the policy of Washington County to manage growth on unincorporated lands within the UGB such that public facilities and services are available to support orderly urban development. This policy applies to urban unincorporated lands, except in New Urban Areas which are subject to Policy 44.

The Plan conforms to the Managing Growth Policy as it envisions development of the Area into industrial uses as conforms to the comprehensive plan designations. As this land develops, it will be annexed into the city of Wilsonville. The Plan is designed to help provide the infrastructure necessary to allow for the future development, providing the desired efficient economic provision of public facilities and services to support orderly urban development.

Policy: Roles and Responsibilities for Serving Growth

It is the policy of Washington County to work with service providers, including cities and special service districts and Metro, to ensure that facilities and services required for growth will be provided when needed by the agency or agencies best able to do so in a cost effective and efficient manner.

The Plan conforms to the Roles and Responsibilities for Serving Growth Policy as it envisions development of the Area into industrial uses as conforms to the comprehensive plan designations. As this land develops, it will be annexed into the city of Wilsonville. The Plan is designed to help provide the infrastructure necessary to allow for the future development, providing the desired provision of public facilities and services by the agencies that will provide the future services to the Area.

Policy: Urban Area Economy

It is the policy of Washington County to encourage and participate in activities which strengthen the local economy through:

- 1. Retention and expansion of existing businesses and industry;*
- 2. Provision of diverse employment opportunities;*
- 3. Education and training of the local labor force; and*
- 4. Continued diversification of the County's economic base.*

The Plan conforms to the Urban Area Economy Policy as it envisions development of the Area into industrial uses, both of existing and new industry, providing industrial wage employment opportunities in Washington County.

Policy: Public Facilities and Services: Sanitary Sewerage Collection and Treatment

It is the policy of Washington County that whenever feasible all areas within the UGB be served with sanitary sewer service as provided in the Regional Wastewater Treatment Management Plan.

The Plan conforms to the Public Facilities and Service: Sanitary Sewerage Collection and Treatment Policy as it provides sanitary sewer facilities to the Area by installing, if necessary, sanitary sewer systems in the roads as they are either constructed or upgraded.

Policy: Public Facilities and Services: Water Supply and Distribution

It is the policy of Washington County that all residences and businesses be served with an adequate supply of potable water for consumption and fire suppression purposes.

The Plan conforms to the Public Facilities: Service Water Supply and Distribution Policy as it provides water facilities to the Area by installing, if necessary, water systems in the roads as they are either constructed or upgraded.

Policy: Public Facilities and Services: Drainage Management

It is the policy of Washington County that drainage be managed Countywide through a system which coordinates the activities of County agencies, local jurisdictions and special districts, and addresses both the water quality and quantity aspects of drainage management.

The Plan conforms to the Public Facilities: Drainage Management Policy as it provides draining management facilities to the Area by installing drainage systems, if necessary, as the roads are either constructed or upgraded. The projects identified in the Plan also include an outfall at Lower Grahams Ferry Road and a Coffee Creek Industrial Area Regional Detention Pond.

Policy: Transportation

It is the policy of Washington County to regulate the existing transportation system and to provide for the future transportation needs of the County through the development of a Transportation Plan as an Element of the Comprehensive Plan.

The Plan conforms to the Transportation Policy as the main projects identified in the Plan are transportation related and will improve or construct SW Day Road, SW Grahams Ferry Road, Java Road, SW Garden Acres Road, and SW Clutter Road.

Policy: Transportation Conservation

It is the policy of Washington County to establish a balanced and efficient transportation system which implements the land use plan and is designed to minimize energy impacts.

The Plan conforms to the Transportation Policy as the main projects identified in the Plan are transportation related and will improve or construct SW Day Road, SW Grahams Ferry Road, Java Road, SW Garden Acres Road, and SW Clutter Road.

Policy: Land Use Conservation

It is the policy of Washington County to develop land use strategies which take advantage of density and location to reduce the need to travel, increase access to transit, increase the use of alternate modes of transportation, including transit and permit building configurations which increase the heating and cooling of residences.

The Coffee Creek Area is located in close proximity to I-5, a major transportation route for industrial uses. The full development of the Area will add needed jobs and be close to transportation networks. It is anticipated that the city of Wilsonville's SMART transit system will serve the Area.

XI. APPENDIX A: LEGAL DESCRIPTION

INSERT TEXT LEGAL DESCRIPTION OF URBAN RENEWAL DISTRICT BOUNDARY THAT IS CONSISTENT WITH THE ENCLOSED MAP

05-03-2016 PUBLIC DRAFT

Report Accompanying the Urban Renewal Plan

Adopted by the City of Wilsonville

DATE

Ordinance No. 796

Coffee Creek Urban Renewal Area

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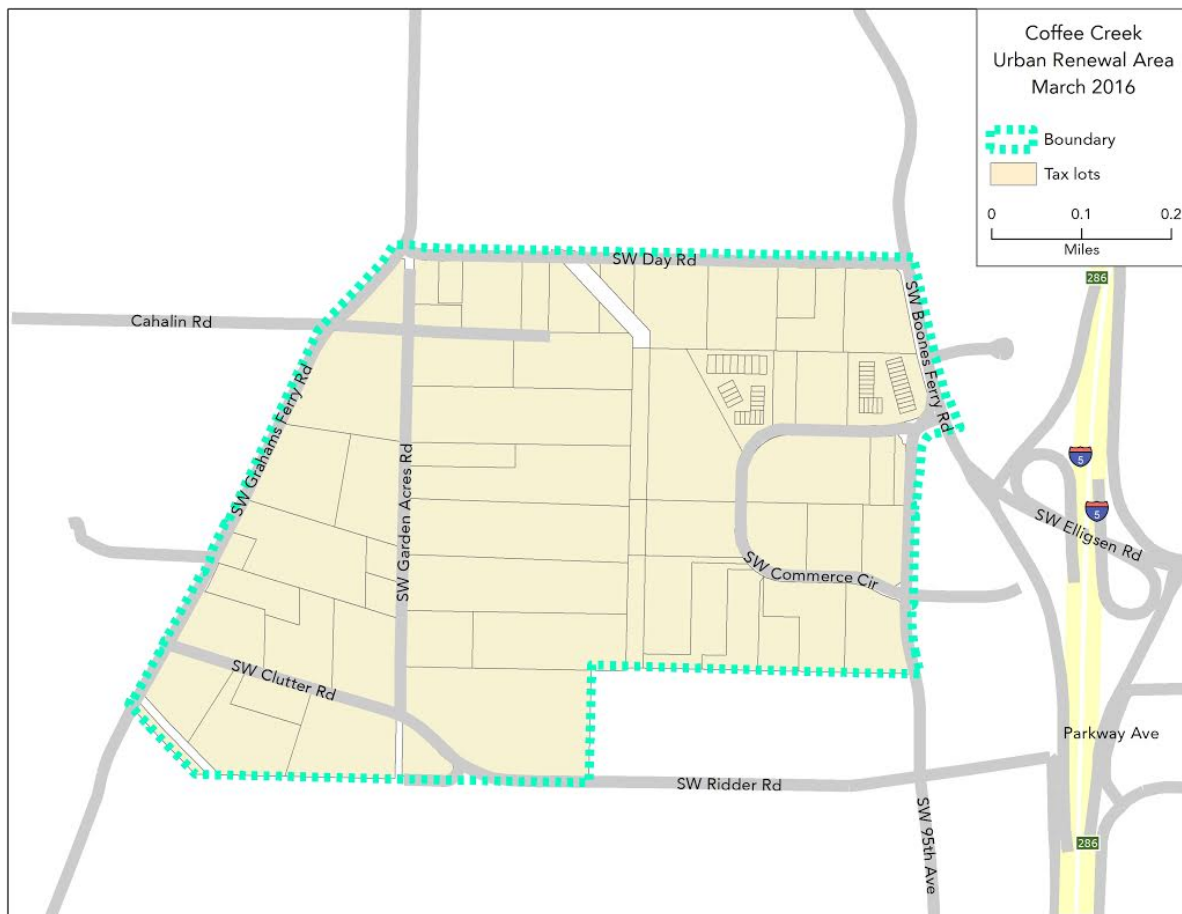
I. INTRODUCTION

The Report on the Coffee Creek Urban Renewal Plan (Report) contains background information and project details that pertain to the Coffee Creek Urban Renewal Plan (Plan). The Report is not a legal part of the Plan, but is intended to provide public information and support the findings made by the City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. 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 Coffee Creek Urban Renewal Area (Area).

The Report provides only guidance on how the urban renewal plan might be implemented. As the Wilsonville Urban Renewal Agency (Agency) reviews revenues and potential projects each year, it has the authority to make adjustments to the assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other changes, as allowed in the amendments section of the Plan.

Figure 1 – Coffee Creek Urban Renewal Plan Area Boundary



Source: ECONorthwest

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

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

A. Physical Conditions

1. Land Use

The Coffee Creek Urban Renewal Feasibility Study Area (Coffee Creek) shown in Figure 1, contains 59 parcels consisting of 231.81 acres and 26.54 acres of existing right of way, for a total of 258.35 acres.

Coffee Creek is located in the northwest area of Wilsonville with some of the tax lots within the City limits and some in unincorporated Washington County.

An analysis of property classification data from Washington County FY 2015/16 Assessment and Taxation database was used to determine the land use designation of parcels in Coffee Creek. By acreage, Commercial use accounts for the largest land use within the area (34%). This is followed by Single Family Residential (26%), and Farmland (17%). The total land uses of the Coffee Creek, by acreage and parcel, are shown in Table 1.

Table 1 – Existing Land Use of Area

Existing Land Use	Parcels	Acres	Percent of Acres
Commercial	22	79.59	34.3%
SF Residential	19	60.97	26.3%
Farmland	5	38.40	16.6%
Industrial	6	26.17	11.3%
Vacant	4	17.40	7.5%
MF Residential	2	8.65	3.7%
Exempt	1	0.63	0.3%
Total	59	231.81	100.0%

Calculated by ECONorthwest with source data from the Washington County Office of Assessor and Taxation

2. Zoning and Comprehensive Plan Designations

As shown in Table 2, some of these properties are in the City of Wilsonville and some in unincorporated Washington County. Some will have City of Wilsonville zoning and comprehensive plan categories and some will have Washington County zoning and comprehensive plan categories. The tax lots that are unincorporated are located within the Urban Growth Boundary. The tax lots that are located within the City of Wilsonville are currently zoned Planned Development Industrial. The properties are all designated as Industrial in the Comprehensive Plan.

In adding the Coffee Creek Master Plan area to the Urban Growth Boundary, Metro required the City to agree to plan the land to be used for regionally significant industrial purposes which allow large-lot and standard-industrial uses and limits non-industrial uses. When land located in the Coffee Creek Master Plan area is annexed to the city of Wilsonville, the land is ultimately planned to be zoned as planned development industrial – regionally significant industrial (PDI-RSI). This zone is appropriate for most light manufacturing, warehousing, distribution, and flex uses. Corporate headquarters and technology campuses are also allowed. Retail and service uses are allowed as long as their uses are limited, as specified in the zoning code. Office uses may not exceed 20% of the total floor area within a site. The PDI-RSIA designation will help meet the region’s documented needs for high-wage light industrial development, and provide a land use type that is compatible with surrounding industrial uses.¹

As illustrated in Table 2 and Figure 2, the majority (66%) of the Area by acreage is zoned as Future Development-20 acre minimum (FD-20). The remainder of the acreage (33%) is zoned Planned Development Industrial, except for two small tax lots on the edges of the Area, one of which is zoned Planned Development Commercial, and another zoned Agriculture and Forestry District. These two outlier tax lots are small slivers of land that account for less than 1% of the acreage of the Area.²

¹ Coffee Creek Industrial Master Plan, p8.

² City of Wilsonville staff noted that one tax lot in the area was recently annexed into the City and has been zoned as Regionally Significant Industrial. However, this zoning is not reflected in the Metro RLIS 2016 Quarter 1 GIS data set, which was the official source used for our analysis.

Table 2 – Existing Zoning Designations of Area

Zoning	Parcels	Acres	Percent of Acres
Future Urban Development - 20 acre min.	38	153.39	66.2%
Planned Development Industrial	19	77.23	33.3%
Agriculture and Forestry District	1	0.63	0.3%
Planned Development Commercial	1	0.56	0.2%
Grand Total	21	231.81	100.0%

Calculated by ECONorthwest with source data from Metro RLIS 2016 Quarter 1

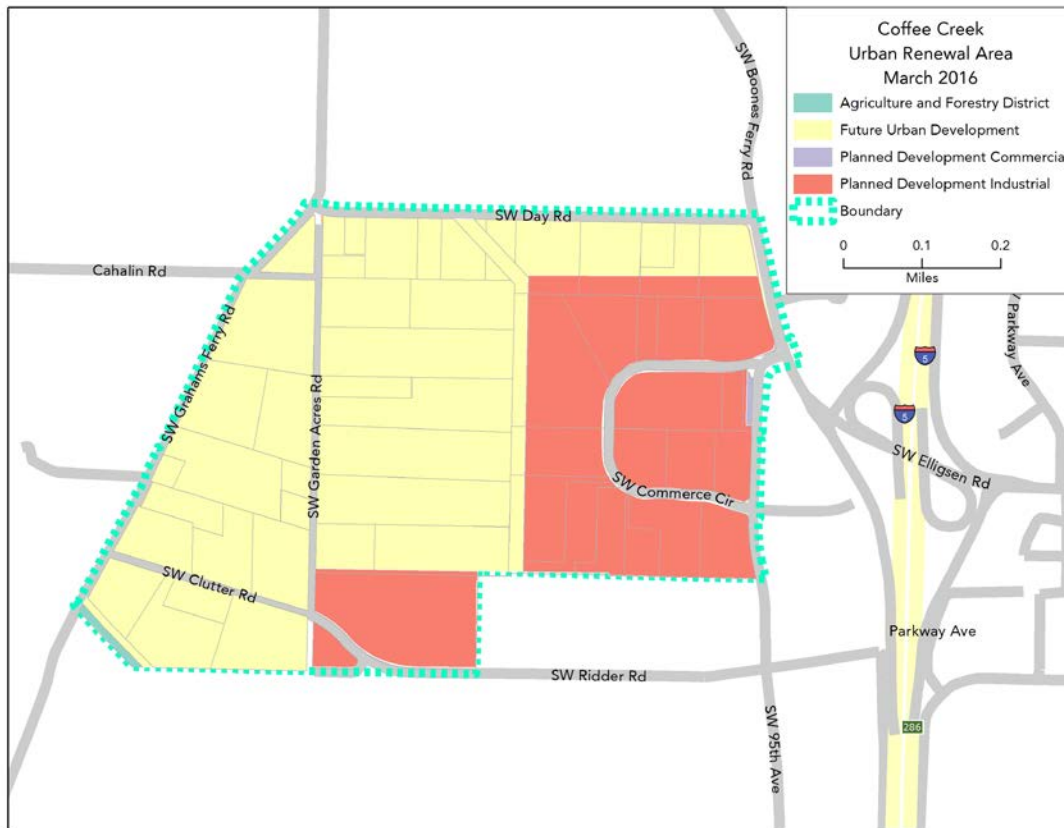
As illustrated in Table 3, 100% of the acreage is designated as Industrial in the Washington County Comprehensive Plan and the City of Wilsonville Comprehensive Plan.

Table 3 – Existing Comprehensive Plan Designations of Area

Comprehensive Plan	Parcels	Acres	Percent of Acres
Industrial	59	231.81	100.00%
Total	59	231.81	100.00%

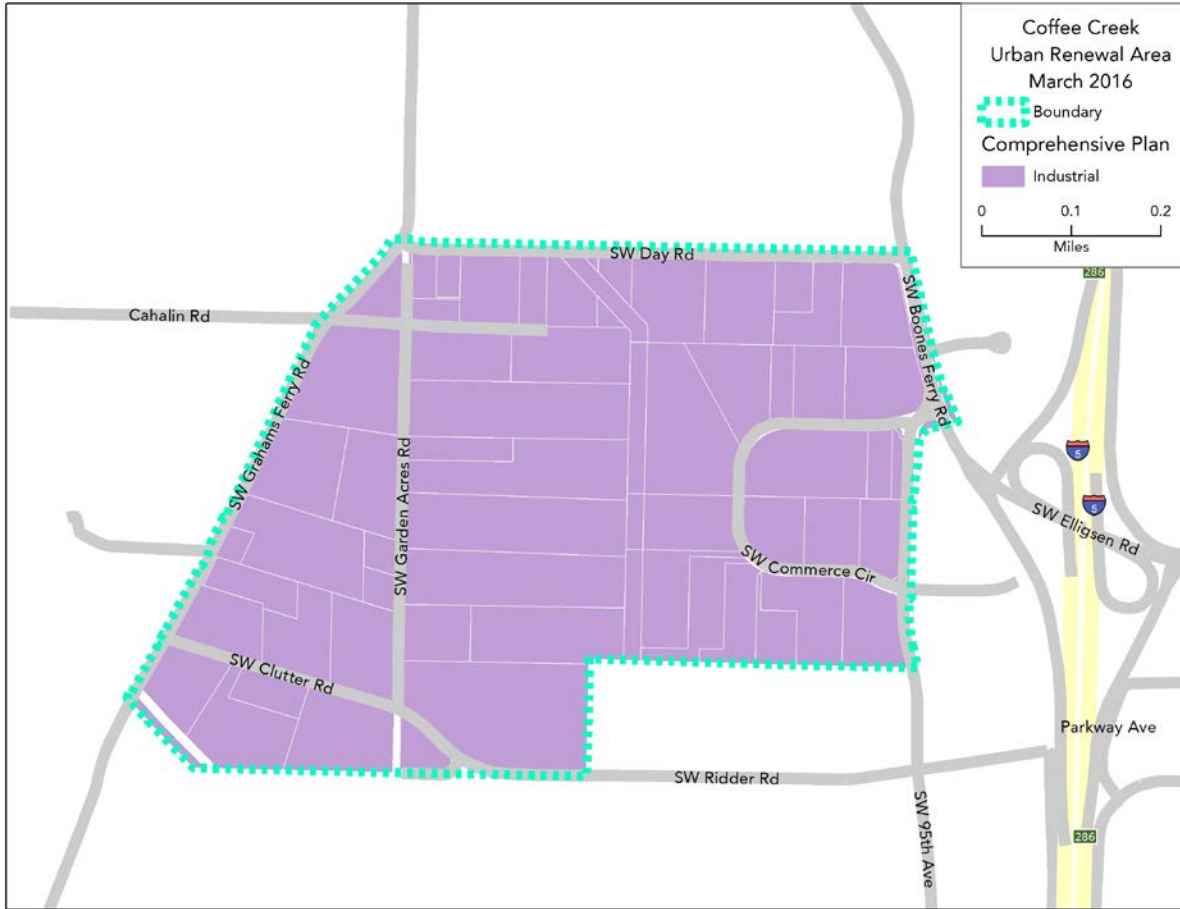
Source: Washington County Assessor Data

Figure 2 – Area Zoning Designations



Source: ECONorthwest with data from Metro RLIS 2016 Q1

Figure 3 – Area Comprehensive Plan Designations



Source: ECONorthwest

B. Infrastructure

This section identifies the existing conditions in the Area to assist in establishing blight. There are projects listed in City of Wilsonville master plans and Transportation Systems Plan that identify these existing conditions. **This does not mean all of these projects are included in the urban renewal plan.** The specific projects to be included in the urban renewal plan are listed in Sections IV and V of this document.

1. Transportation

The Wilsonville Transportation Systems Plan³ details the transportation needs within the Area.

Streets and Intersections

There are significant transportation needs within the Area:

- Garden Acres Road. Classified as a collector (TSP No. UU-08).

Construct a multi-modal three-lane roadway from Ridder Road to Day Road; project includes an upgraded signalized intersection or roundabout at Day Road, an upgraded unsignalized intersection at Ridder Road, and new unsignalized intersections at Java Road and Cahalin Road

- Day Road widening. Classified as a major arterial (TSP No. RW-02).

Widen and upgrade structural section of Day Road from Boones Ferry Road to Grahams Ferry Road to multi-modal five-lane major arterial; project includes improvements at the Day Road/Boones Ferry Road intersection.

- Clutter Road. Classified as a local street. Not listed in TSP (TSP only includes Collectors and above).

Upgrade Clutter Road to include landscaping, bike lanes, and sidewalks and dead-end with a cul-de-sac or similar treatment at the west end of Clutter Road.

- Grahams Ferry Road railroad undercrossing project development (TSP no. SI-02).

Perform or participate in project development to determine project scope for a modified railroad undercrossing on Grahams Ferry Road, and potentially partially fund improvements.

- Grahams Ferry Road. Classified as a minor arterial (TSP No. UU-P4).

Widen and reconstruct Grahams Ferry Road from Tooze Road to Day Road to a multi-modal urban minor arterial; project includes a signalized intersection at Java Road and unsignalized intersections at Cahalin Road, Elligsen Way, Wheatland Drive and Malloy Way.

³ Wilsonville Transportation System Plan 2013. Project descriptions on page 86.

- Java Road. Classified as a Collector. TSP SI-01.

Construct new three-lane multi-modal urban collector from Garden Acres Road to Grahams Ferry Road.

2. Water

The water system needs for the Area are identified in the City of Wilsonville 2012 Water System Master Plan (Water Systems Master Plan). According to the Water System Master Plan, water improvements for the Area are considered to be Priority 3 projects, which are those projects that will happen as development or redevelopment occurs and. Priority 3 improvements include improvements intended to address poor or marginal hydrant coverage in developed industrial and commercial areas and provide water to currently unserved areas.

There is an existing 12-inch water main in Ridder Road, an 18-inch main in Garden Acres road, and an 18-inch main in Day Road.

Appendix A - Figure 4 of the City of Wilsonville Water System Master Plan identifies needed water lines on Kinsman Road, Grahams Ferry Road, Java Road, and Clutter Road. Based on current planning, the Kinsman Road water line identified for the Area is no longer needed. All of the water lines needed for the Area are part of Project 362 (upsized costs) from Table 5-2 of the Water System Master Plan.⁴

3. Storm Water

An overall stormwater management system does not currently exist in the Area to the west of the Commerce Circle industrial area. Specific stormwater infrastructure needs for the Area are identified in the 2011 Coffee Creek Industrial Area Infrastructure Study (CCIAIS). The Stormwater Master Plan identifies two projects needed in the Area: Project CLC-1, a regional detention/wetland facility adjacent to Basalt Creek; and Project CLC-3, a channel restoration project on the western edge of the Commerce Circle industrial area

As detailed in the Coffee Creek Industrial Area Master Plan, the Coffee Creek planning area is located within the Coffee Creek Basin. Basalt Creek, with its headwaters north of Day Road in the Basalt Creek Concept Plan Area, drains into Coffee Creek Lake. In addition to the regional detention facility mentioned above (CLC-1), the CCIAIS identifies stormwater infrastructure needed to service the new road network within the Coffee Creek Industrial Area. Necessary infrastructure includes a combination of bioswales, street catch basins and inlets, and subsurface piping. In addition, all surface water generated by private development is expected to be managed and treated on-site with subdistrict facilities, such as detention swales and ponds. The Coffee Creek Industrial Area Master Plan also supports construction of “green street design standards” for collector street improvements.⁵

⁴ City of Wilsonville 2012 Water System Master Plan

⁵ Coffee Creek Industrial Area Master Plan

4. Sewer

The Coffee Creek Industrial Area is located entirely within the Coffee Creek Interceptor Sewer Basin. As described in the City of Wilsonville Wastewater Collection System Master Plan, the Coffee Creek Interceptor Sewer Basin is the City's largest basin, covering 2,340 acres, and consists primarily of industrial zoned land, with a commercial component near Elligsen Road, and residential areas within the Brenchley Estates and Ash Meadows developments.⁶

The Coffee Creek Industrial Area is served by the main Coffee Creek Interceptor which zig zags through the western half of the Area, providing current service to the Coffee Creek Correctional Facility located northwest of the Area.⁷ Sewer interceptors range in size from 15 to 27-inch diameter within the basin, with the portion of the interceptor within the area sized at 18 or 21-inch diameter.

There are a number of projects listed in the Capital Improvement Program, Table 7-1 of the Wastewater Collections System Master Plan, only some of which are directly within the Area, but all of which are impacted by increased discharges from the Area:

CIP – 01 - Coffee Creek Interceptor Railroad Undercrossing, 160 Lineal Feet (LF) of 21-inch diameter, railroad undercrossing. The existing undercrossing has capacity to serve Coffee Creek development and approximately 13% of the Basalt Creek, West Railroad, and Southwest 12th development prior to improvement. May require bore and jack construction.

CIP – 02 - Coffee Creek Interceptor Phase I, 1030 LF of 27-inch diameter, 610 LF of 30-inch diameter, and 1,020 LF of 36-inch diameter, from Boeckman Road to Barber Street.

CIP – 04 - Coffee Creek Interceptor Phase II, 2,000 LF of 21-inch diameter from P&W Railroad to Boeckman Road

CIP – 10 - Coffee Creek Interceptor Phase III, 4,090 LF of 36-inch diameter from Barber Street to Orepac Avenue

CIP – 27 - Coffee Creek – Clutter Road, 1,410 LF of 15-inch diameter, from Grahams Ferry Road to Garden Acres Road.

CIP – 28 - Coffee Creek – Ridder Road, 910 LF of 18-diameter, from Garden Acres Road to BPA Substation.

CIP – 29 - Coffee Creek - Grahams Ferry Road, 600 LF of 8-inch diameter, and 580 LF of 12-inch diameter, from Clutter Road to Cahalen Road.

CIP – 30 - Coffee Creek - Garden Acres, 1,480 LF of 8-inch diameter, from 25450 Southwest Garden Acres Road to Cahalin Road.

CIP - 31 - Coffee Creek – Day Road, 2,060 LF of 18-inch diameter, and 900 LF of 12-inch diameter, from Grahams Ferry Road to Boones Ferry Road.

⁶ City of Wilsonville Wastewater Collection Systems Master Plan, November 14, 2014

⁷ Coffee Creek Infrastructure Study, p 2.

CIP – 32 - Coffee Creek – Kinsman Road, 3,100 LF of 18-inch diameter from Day Road to Ridder Road.

The Wilsonville Capital Improvement Plan⁸ includes Project 2079: Coffee Creek Interceptor Phase 1 – design and construction to resolve deficiencies and upsize line to provide additional capacity for growth, and relocate sewer main within the Kinsman Road Extension project from Barber Street to Boeckman Road.

The Wilsonville Capital Improvement Plan 5-Year Forecast includes the following projects:

- Coffee Creek Interceptor Phase 1
- Coffee Creek Interceptor Railroad Undercrossing

5. Parks and Open Space

The Coffee Creek Industrial Area currently has no established public parks or open spaces.

The City of Wilsonville Parks and Recreation Master Plan⁹ identifies the following project for the Area:

P13 Industrial Area Waysides: allowance for design and implementation of three Wayside areas along planned regional trails and community trails in this area. Allowance based on average cost of \$200,000 per Wayside, not including trail construction.

The vision for this area is to provide small turnout areas along the community trails that are easily accessible to employees. Recommendations for the waysides include:

1. Waysides provided within about ¼ mile of employees.
2. As development occurs in this area, locate and design the waysides. Securing easements or land for each of the waysides should occur as part of the development review and approval process.
3. Each wayside should include any of a variety of amenities to increase year-round usability and encourage employee activity during work breaks on a paved plaza area.
4. Besides the benches and shelters, the addition of interpretive signage can enhance the experience of viewing the wetlands the natural areas for their history and wildlife.
5. Consider the installation of periodic exercise stations at the waysides to provide active exercise incentives to trail participants.

6. Planning for Urban Renewal Area

The Wilsonville Capital Improvement Plan lists Coffee Creek Planning as a future project, identified for FY 2015/16. The project was specified to undertake an urban renewal

⁸ City of Wilsonville Capital Improvement Projects, FY 2015/16

⁹ City of Wilsonville Parks and Recreation Master Plan, Figure 3, Park System Map

feasibility study and plan for the annexation and infrastructure phasing. The urban renewal feasibility study has been completed.

7. Other Utilities

Electrical service, telecommunications service via fiber optic cable and natural gas services will also need to be extended into the Area to support development. These “dry” utilities are assumed to be constructed “as-needed” in support of specific developments. Private developments will be required to dedicate Public Utility Easements to facilitate extension of these utilities.

C. Social Conditions

For social conditions we refer to data from the US Census Bureau. The geographies used by the Census Bureau to summarize data do not strictly conform to the boundary of the Coffee Creek Urban Renewal Area. As such, we use the Census Bureau geographies that most closely align with the Urban Renewal Area boundary. Within the Coffee Creek Urban Renewal Area, there are 67 tax lots shown as residential use and another 3 parcels have manufactured structures. According to the US Census Bureau, ACS 2009-2013, this area is part of Census Tract 410670321101 and includes blocks 1018, 1062, 1063, 1064, and 1066. In these blocks, there were 64 residents. In these census blocks, 89% of the residents are white. The largest percentage of residents is between 10-14 years of age (11%).

Not all demographic data is reported at the Census block level. Some data is only available at the block group level. The Coffee Creek Urban Renewal Area is located within US Census Block Group 1, in Census Tract 321.10, in Washington County, Oregon. However, the Coffee Creek Urban Renewal Area accounts for only 10% of the acreage of the block group, and 3.0% of the population. Therefore the demographic data reported for the larger block group may not be indicative of the social conditions specific to the Coffee Creek Urban Renewal Area. However, this block group data is the most specific and recent data available for these social conditions. For the larger block group, 18% have earned a bachelor’s degree or higher, another 39% have some college education without a degree, and another 30% have graduated from high school.

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area from the FY 2015/16 Washington County tax rolls, including all real, personal, personal manufactured, and utility properties, is estimated to be \$84,613,785. Some properties are presently in unincorporated Washington County and some within the city of Wilsonville.

2. 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 Value Ratio,” or “I:L.” The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 4 below shows the improvement to land ratios for properties within Coffee Creek. The majority of parcels in the area (71% of the acreage) has I:L ratios of less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. Determining a “healthy” I:L ratio for this area is challenging, as it is zoned for industrial development, which typically have relatively low-value buildings, with large amounts of land devoted to storage, parking, and loading areas. Additionally, significant value for industrial uses often comes from machinery and equipment. These types of personal property are not reflected in an I:L analysis, which only looks at value from real property. Given these factors, ECONorthwest identifies a target I:L ratio of 2.0 for properties in this area. Only eight parcels in the area, including 12% of the acreage have I:L ratios of 2.0 or more in FY 2015-16. With the exception of the Commerce Circle subarea, the Coffee Creek area as a whole, is underdeveloped and not contributing significantly to the tax base in Wilsonville nor the tax base in Washington County.

Table 4 – I:L Ratio of Parcels in the Area

Improvement/Land Ratio	Parcels	Acres	Percent of Acres
Exempt	1	0.63	0.27%
No Improvement Value	8	34.05	14.69%
0.01-0.50	26	108.22	46.69%
0.51-1.00	8	23.35	10.07%
1.01-1.50	7	33.20	14.32%
1.51-2.00	1	4.32	1.86%
2.01-2.50	3	10.13	4.37%
2.51-3.00	1	3.93	1.70%
3.01-4.00	2	5.33	2.30%
>4.00	2	8.65	3.73%
Total	59	231.81	100.00%

Calculated by ECONorthwest with source data from Washington County Office of Assessment and Taxation

E. 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 Section IX Impact of Tax Increment Financing of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal are utility and transportation projects. The use of urban renewal funding for these projects allows the City to match other funding sources to actually construct the improvements. It also allows the City to tap a

different funding source besides the City of Wilsonville's general fund, the City's system development charges (SDC), or Washington County Transportation Development Tax (TDT) funds to make these improvements.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels. This development would not occur if the infrastructure is not upgraded. This development will require city services. However, since the majority of the property is within the urban growth boundary, the city has anticipated the need to provide infrastructure to the Area. As the development will be new construction or redevelopment, it will be up to current building code and will aid in any fire protection needs. An upgraded transportation system will also assist in fire prevention to the Area.

The financial impacts from tax increment collections will be countered by providing future jobs to the Wilsonville area and, in the future, placing property back on the property tax rolls with future increased tax bases for all taxing jurisdictions. As the parcels develop, they will be annexed, providing future tax revenue to the city of Wilsonville.

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

The reason for selecting the Area is to provide the ability to fund improvements necessary to cure blight within the Area.

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

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area.

A. Infrastructure Improvements

1. Upgrade/provide infrastructure as necessary to allow for the development or redevelopment of parcels within and adjacent to the urban renewal area. The specific projects include:

- SW Day Road: SW Boones Ferry Road to SW Grahams Ferry Road
SW Day Road will be upgraded to a concrete surfaced five lane multi-modal urban (Major Arterial) standards including re-constructed intersections at SW Boones Ferry Road, and new a sewer system.

Existing conditions: Day Road exists in an asphalt surfaced three lane configuration without sidewalks. The pavement section is failing. The Day Road intersections at Grahams Ferry Road and Boones Ferry Road do not meet long-term mobility standards. The sewer system within the road does not exist.

- **SW Grahams Ferry Road: SW Day Road to Railroad Underpass**
SW Grahams Ferry Road will be upgraded to multi-modal urban (Minor Arterial) standards, with sewer, water and storm water system, including intersections at SW Cahalin Road, Java Road, and SW Elligsen Way.

Existing conditions: The Graham's Ferry Road segment is a two-lane rural road section without sidewalks or bike lanes. The three intersections are unsignalized and do not meet urban standards. Sewer, water and storm water systems do not exist within the road.

- **SW Java Road**

Construct new three lane road section with bike lanes, sidewalks, and landscaping from Garden Acres Road to Grahams Ferry Road.

Existing conditions: SW Java Road does not presently exist.

- **SW Garden Acres Road: SW Ridder Road to SW Day Road**
SW Garden Acres Road will be reconstructed to multi-modal urban (Collector) standards and will include a sewer and storm water system. The reconstruction will include intersections with SW Day Road, SW Cahalin Road, SW Java Road, and SW Ridder Road/SW Clutter Road. The intersection at SW Day Road may be constructed as a round-about.

Existing conditions: SW Garden Acres Road is a two lane rural road section that dead-ends at Day Road. It does not have sewer and storm water systems within the road.

- **SW Clutter Road: SW Ridder Road to SW Grahams Ferry Road**
SW Clutter Road will be reconstructed to a two lane multi-modal local street section with a cul-de-sac or hammerhead at the west end. Water, sewer and storm water systems will be installed.

Existing conditions: SW Clutter Road is a two-lane rural road section without bike lanes or sidewalks. It does not have water, sewer and storm water systems within the road.

- **Coffee Creek Industrial Area Sewer Extensions**
A new sewer collector will be installed to connect existing sewer collection pipes with new development in the Coffee Creek Industrial Area (CCIA) and extend to the new sewer to be constructed as part of the Day Road project.

Existing conditions: A main sewer collector exists in the southern reach of Garden Acres Road, turning west at approximately Java Road, and extending to the Coffee Creek Correctional Facility. No sewer lines exist east of Garden Acres Road.

- Lower SW Grahams Ferry Road Storm Outfall
A large diameter stormwater pipe serving as the main discharge outfall for the CCIA will be installed in lower SW Grahams Ferry Road.

Existing conditions: No stormwater piping in SW Grahams Ferry Road exists.

- Coffee Creek Industrial Area Regional Detention Pond
Construct a regional detention pond with a surface area of approximately 260,000 square feet with an outfall to Basalt Creek.

Existing conditions: Basalt Creek flows through the regional detention pond site, which is bordered by small local stormwater detention ponds with inadequate capacity to control stormwater flows. Frequent flooding is experienced.

- Coffee Creek Fiber Optic Network
Fiber optic conduit and cable will be installed concurrent with other dry utilities as various roads are constructed.

Existing conditions: There is no fiber optic cable in the Coffee Creek Industrial Area.

- Railroad Undercrossing
Grahams Ferry Road undercrossing project development. Perform preliminary analysis to determine needs and requirements for a modified underpass on Grahams Ferry Road and potentially partially fund improvements.

Existing conditions: The current underpass allows two-way traffic, has severe height limitations and other deficiencies for existing and future users.

B. Debt Service and Administration

This project will allow for the repayment of costs associated with the implementation of the Coffee Creek Urban Renewal Plan. It also includes ongoing administration and any financing costs associated with issuing long- and short-term debt, relocation costs and other administrative costs.

Existing Conditions: As there is currently no urban renewal program, these activities do not exist.

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

The costs of the projects are shown in Table 5. The sources of funds in the project costs column are a combination of tax increment funds and other funds. There will be other funding sources sought to leverage urban renewal funds. These sources include City of Wilsonville general funds, system development funds, state funding, or other sources of

funding the City may identify, including private developer contributions. The table below indicates some capacity within the \$67 million of maximum indebtedness to repay a portion of the other funding.

The allocations are the best estimates of expenditures at the time of preparation of the urban renewal plan. The Agency will be able to review and update the allocations on an annual basis when they prepare the annual budget. Nominal dollars are year of expenditure dollars, adjusted by 3% annually to account for inflation.

Table 5 – Projects to be Completed Using Urban Renewal Area Funds

Projects	Project Costs	
	2016 Dollars	Nominal Dollars
SW Day Road	\$10,560,565	\$13,491,500
SW Grahams Ferry Road	\$10,766,185	\$17,631,400
SW Java Road	\$3,206,320	\$4,137,800
SW Garden Acres Road	\$14,911,850	\$16,961,200
SW Clutter Road	\$5,597,540	\$7,205,000
Coffee Creek Industrial Area Sewer Extension	\$1,798,390	\$1,997,900
Lower Grahams Ferry Road Storm Outfall	\$939,160	\$1,495,900
Coffee Creek Regional Detention Pond	\$5,824,000	\$8,900,000
Fiber Optic Cable	Included above	Included above
Railroad Undercrossing	\$2,400,000	\$3,947,500
Administration	\$1,222,582	\$1,874,600
Finance Fees	\$1,000,700	\$1,382,000
Total	\$58,227,292	\$79,025,000
Sources of Funds		
SDC or other funds	\$11,282,276	\$14,025,000
Interest Earnings	\$51,808	\$80,081
Tax Increment Funds	\$46,893,208	\$64,919,919
Total	\$58,227,292	\$79,025,000

Source: City of Wilsonville, ECONorthwest forecasts

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of infrastructure projects will be based on the availability of funding and the specific infrastructure needs from proposed new development. The projects will be ongoing and will be completed as directed by the Agency. The assumptions in the finance plan are that the initial phase of private development could proceed with limited investment in new public infrastructure. The increase in assessed value from those initial

developments would generate sufficient tax increment finance revenue to finance the construction of additional projects in the Plan.

The finance plan assumes that infrastructure projects in the early years of the urban renewal area would be funded through loans from the State of Oregon, with favorable payment terms that reflect the inherent lag time between when investments occur and when tax increment finance revenues increase as a result of those investments. City staff have had preliminary discussions with representatives of the Oregon Infrastructure Authority (IFA) and the Oregon Department of Transportation: Oregon Transportation Investment Board (OTIB), regarding the potential sources of funding and repayment terms for these initial urban renewal projects.

The Area is anticipated to complete all projects in FYE 2034 and have sufficient tax increment finance revenue to terminate the district in FYE 2042. The projections in the financial model rely on assumptions for the amount, timing, and value of future speculative development in the Coffee Creek area. These assumptions are informed by the Coffee Creek Funding and Marketing Plan prepared by FCS Group (April 5, 2011). The assumptions have been updated to reflect the final urban renewal area boundary, and to provide more generic and conservative assumptions on value and timing of development. These assumptions are predicated on a strong economy with demand for industrial land in this location. Changes in market conditions could affect the assumed development schedule.

Projected project dates are in Table 6. The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the urban renewal plan. The first year of tax increment collections is FY 2017/18.

Table 6 – Projects and Costs in Year of Expenditure Dollars

<i>PROJECT FUND</i>	Total	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
<i>Resources</i>								
Beginning Fund Balance		\$0	\$13,048	\$28,958	\$56,536	\$20,093	\$394,010	\$57,399
Pay-as-you-go (Transfer from TIF Fund)	\$14,884,919	\$56,448	\$312,345	\$534,733	\$153,274	\$433,517	\$317,219	\$628,953
Bond/Loan Proceeds	\$50,035,000	\$335,000	\$1,650,000	\$8,750,000	\$2,200,000	\$0	\$0	\$7,100,000
SDC or Other Funds	\$14,025,000	\$0	\$0	\$0	\$5,500,000		\$1,325,000	\$3,000,000
Interest Earnings	\$80,081	\$0	\$65	\$145	\$283	\$100	\$1,970	\$287
Total Resources	\$79,025,000	\$391,448	\$1,975,458	\$9,313,836	\$7,910,093	\$453,710	\$2,038,199	\$10,786,639
<i>Expenditures (nominal \$)</i>								
SW Day Road	-\$13,491,500						-\$1,919,300	-\$5,700,600
SW Grahams Ferry Road	-\$17,631,400							
SW Java Road	-\$4,137,800							-\$1,528,200
SW Garden Acres Road	-\$16,961,200	-\$318,300	-\$983,400	-\$7,878,500	-\$7,781,000			
SW Clutter Road	-\$7,205,000							-\$3,290,600
Coffee Creek Industrial Area Sewer Extension	-\$1,997,900		-\$872,400	-\$1,125,500				
Lower Grahams Ferry Road Storm Outfall	-\$1,495,900							
Regional Detention Pond	-\$8,900,200							
Railroad Undercrossing Project	-\$3,947,500							
Admin	-\$1,874,600	-\$53,000	-\$54,600	-\$56,300	-\$58,000	-\$59,700	-\$61,500	-\$63,300
Finance Fees	-\$1,382,000	-\$7,100	-\$36,100	-\$197,000	-\$51,000			-\$179,900
Total Expenditures	-\$79,025,000	-\$378,400	-\$1,946,500	-\$9,257,300	-\$7,890,000	-\$59,700	-\$1,980,800	-\$10,762,600
Ending Fund Balance		\$13,048	\$28,958	\$56,536	\$20,093	\$394,010	\$57,399	\$24,039

Source: ECONorthwest

Table 6 – Projects and Costs in Year of Expenditure Dollars, page 2

PROJECT FUND	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33
Resources									
Beginning Fund Balance	\$24,039	\$42,530	\$486,533	\$1,295,037	\$1,984,027	\$3,077,557	\$14,071	\$5,052,633	\$70,301
Pay-as-you-go (Transfer from TIF Fund)	\$957,471	\$510,990	\$875,271	\$753,815	\$1,157,010	\$1,580,926	\$1,183,892	\$1,651,905	\$1,280,759
Bond/Loan Proceeds	\$8,750,000	\$0	\$0	\$0	\$0	\$0	\$10,500,000	\$0	\$10,750,000
SDC or Other Funds	\$3,000,000					\$1,200,000			
Interest Earnings	\$120	\$213	\$2,433	\$6,475	\$9,920	\$15,388	\$70	\$25,263	\$352
Total Resources	\$12,731,630	\$553,733	\$1,364,237	\$2,055,327	\$3,150,957	\$5,873,871	\$11,698,033	\$6,729,801	\$12,101,412
Expenditures (nominal \$)									
SW Day Road	-\$5,871,600								
SW Grahams Ferry Road							-\$2,751,700	-\$4,814,100	-\$4,958,400
SW Java Road	-\$2,609,600								
SW Garden Acres Road									
SW Clutter Road	-\$3,914,400								
Coffee Creek Industrial Area Sewer Exten									
Lower Grahams Ferry Road Storm Outfall							-\$372,600	-\$1,123,300	
Regional Detention Pond						-\$5,784,200	-\$3,116,000		
Railroad Undercrossing Project								-\$641,900	-\$3,305,600
Admin	-\$65,200	-\$67,200	-\$69,200	-\$71,300	-\$73,400	-\$75,600	-\$77,900	-\$80,200	-\$82,600
Finance Fees	-\$228,300						-\$327,200		-\$355,400
Total Expenditures	-\$12,689,100	-\$67,200	-\$69,200	-\$71,300	-\$73,400	-\$5,859,800	-\$6,645,400	-\$6,659,500	-\$8,702,000
Ending Fund Balance	\$42,530	\$486,533	\$1,295,037	\$1,984,027	\$3,077,557	\$14,071	\$5,052,633	\$70,301	\$3,399,412

Source: ECONorthwest

Table 6 – Projects and Costs in Year of Expenditure Dollars, page 3

PROJECT FUND	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42
Resources									
Beginning Fund Balance	\$3,399,412	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pay-as-you-go (Transfer from TIF Fund)	\$1,775,891	\$87,700	\$90,300	\$93,000	\$95,800	\$98,700	\$101,600	\$104,700	\$48,700
Bond/Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SDC or Other Funds									
Interest Earnings	\$16,997	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Resources	\$5,192,300	\$87,700	\$90,300	\$93,000	\$95,800	\$98,700	\$101,600	\$104,700	\$48,700
Expenditures (nominal \$)									
SW Day Road									
SW Grahams Ferry Road	-\$5,107,200								
SW Java Road									
SW Garden Acres Road									
SW Clutter Road									
Coffee Creek Industrial Area Sewer Exten									
Lower Grahams Ferry Road Storm Outfall									
Regional Detention Pond									
Railroad Undercrossing Project									
Admin	-\$85,100	-\$87,700	-\$90,300	-\$93,000	-\$95,800	-\$98,700	-\$101,600	-\$104,700	-\$48,700
Finance Fees									
Total Expenditures	-\$5,192,300	-\$87,700	-\$90,300	-\$93,000	-\$95,800	-\$98,700	-\$101,600	-\$104,700	-\$48,700
Ending Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Source: ECONorthwest

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

Table 7 shows the tax increment revenues, interest earnings, their allocation to loan repayments, reimbursements, and debt service.

It is anticipated that all debt will be retired by FYE 2042 (any outstanding bonds will be defeased). The maximum indebtedness is \$67,000,000 (sixty seven million dollars).

The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$67 million is \$99,602,388 and includes both tax increment revenues from permanent rate levies and division of tax revenues from the general obligation bond of the Sherwood School District as explained in Section IX.

There have been discussions with the State IFA for initial funding for the Area as tax increment revenues are predicated on development occurring within the Area. If the State IFA is able to help with the financing of the initial improvements, then parcels will become developable and the increment from any new development will help repay the State IFA loan.

The interest rate for the loans and bonds are estimated at 5% with varying terms. Some loans are assumed to have a period of interest only payments. Some loans are assumed to have a period of up to three years for funds to be drawn down. With few exceptions, the assumed financing plan maintains a debt service coverage ratio of at least 1.25 x total annual debt service payments. The large debt service payments shown in FYE 2042 are not intended to reflect a debt structure that requires a balloon payment in those years, but instead reflects the ability to repay all outstanding future debt service payments at that time.

The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is more robust than the projections, it may take a shorter time period. The Agency may decide to issue bonds or take on loans on a different schedule, and that will alter the financing assumptions. These assumptions show one scenario for financing and this scenario is financially feasible.

Table 7 – Tax Increment Revenues and Allocations to Debt Service

DEBT SERVICE FUND								
	Total	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
Resources								
Beginning Fund Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$837,460	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$99,602,388	\$56,448	\$312,345	\$534,733	\$800,024	\$1,080,267	\$1,375,916	\$1,687,650
Total Resources	\$99,602,388	\$56,448	\$312,345	\$534,733	\$800,024	\$1,080,267	\$1,375,916	\$1,687,650
Expenditures								
<i>Debt Service</i>								
Loan(s) from State - FYE 2018	-\$1,293,500	\$0	\$0	\$0	-\$646,750	-\$646,750	\$0	\$0
Refunding Loan - FYE 2023	-\$20,115,243						-\$1,058,697	-\$1,058,697
Loan(s) from State - FYE 2024	-\$1,585,000							\$0
Refunding Loan - FYE 2028	-\$25,945,640							
New Loan - FYE 2031	-\$16,850,940							
New Loan - FYE 2033	-\$17,252,160							
Repayment to SDC Fund	-\$2,000,000							
Total Debt Service	-\$85,042,483	\$0	\$0	\$0	-\$646,750	-\$646,750	-\$1,058,697	-\$1,058,697
Coverage Ratio		0.00	0.00	0.00	1.24	1.67	1.30	1.59
<i>Transfer to Project Fund</i>	-\$14,559,905	-\$56,448	-\$312,345	-\$534,733	-\$153,274	-\$433,517	-\$317,219	-\$628,953
Total Expenditures	-\$99,602,388	-\$56,448	-\$312,345	-\$534,733	-\$800,024	-\$1,080,267	-\$1,375,916	-\$1,687,650
Ending Fund Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0

Source: ECONorthwest

Table 7 – Tax Incremental Revenues and Allocations to Debt Service, page 2

DEBT SERVICE FUND									
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33
Resources									
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$2,016,168	\$2,362,187	\$2,726,468	\$3,109,794	\$3,512,989	\$3,936,905	\$4,382,418	\$4,850,431	\$5,341,893
Total Resources	\$2,016,168	\$2,362,187	\$2,726,468	\$3,109,794	\$3,512,989	\$3,936,905	\$4,382,418	\$4,850,431	\$5,341,893
Expenditures									
<i>Debt Service</i>									
Loan(s) from State - FYE 2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Refunding Loan - FYE 2023	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697
Loan(s) from State - FYE 2024	\$0	-\$792,500	-\$792,500	\$0	\$0	\$0	\$0	\$0	\$0
Refunding Loan - FYE 2028				-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282
New Loan - FYE 2031							-\$842,547	-\$842,547	-\$842,547
New Loan - FYE 2033									-\$862,608
Repayment to SDC Fund									
Total Debt Service	-\$1,058,697	-\$1,851,197	-\$1,851,197	-\$2,355,979	-\$2,355,979	-\$2,355,979	-\$3,198,526	-\$3,198,526	-\$4,061,134
Coverage Ratio	1.90	1.28	1.47	1.32	1.49	1.67	1.37	1.52	1.32
<i>Transfer to Project Fund</i>	-\$957,471	-\$510,990	-\$875,271	-\$753,815	-\$1,157,010	-\$1,580,926	-\$1,183,892	-\$1,651,905	-\$1,280,759
Total Expenditures	-\$2,016,168	-\$2,362,187	-\$2,726,468	-\$3,109,794	-\$3,512,989	-\$3,936,905	-\$4,382,418	-\$4,850,431	-\$5,341,893
Ending Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Source: ECONorthwest

Table 7 – Tax Increment Revenues and Allocations to Debt Service, page 3

DEBT SERVICE FUND									
	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42
Resources									
Beginning Fund Balance	\$0	\$20,776	\$2,271,226	\$3,098,239	\$5,875,256	\$8,818,963	\$11,841,402	\$14,944,968	\$18,131,932
Interest Earnings	\$0	\$104	\$11,356	\$15,491	\$29,376	\$44,095	\$59,207	\$74,725	\$90,660
TIF for URA	\$5,857,801	\$6,399,180	\$6,967,091	\$6,915,660	\$7,071,265	\$7,138,178	\$7,207,093	\$7,278,073	\$6,681,411
Total Resources	\$5,857,801	\$6,420,060	\$9,249,673	\$10,029,390	\$12,975,897	\$16,001,236	\$19,107,702	\$22,297,766	\$24,904,003
Expenditures									
<i>Debt Service</i>									
Loan(s) from State - FYE 2018	\$0	\$0							
Refunding Loan - FYE 2023	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	-\$1,058,697	
Loan(s) from State - FYE 2024	\$0	\$0	\$0	\$0					
Refunding Loan - FYE 2028	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$1,297,282	-\$7,783,692
New Loan - FYE 2031	-\$842,547	-\$842,547	-\$842,547	-\$842,547	-\$842,547	-\$842,547	-\$842,547	-\$842,547	-\$7,582,923
New Loan - FYE 2033	-\$862,608	-\$862,608	-\$862,608	-\$862,608	-\$862,608	-\$862,608	-\$862,608	-\$862,608	-\$9,488,688
Repayment to SDC Fund			-\$2,000,000						
Total Debt Service	-\$4,061,134	-\$4,061,134	-\$6,061,134	-\$4,061,134	-\$4,061,134	-\$4,061,134	-\$4,061,134	-\$4,061,134	-\$24,855,303
Coverage Ratio	1.44	1.58	1.15	1.70	1.74	1.76	1.77	1.79	2.23
<i>Transfer to Project Fund</i>	-\$1,775,891	-\$87,700	-\$90,300	-\$93,000	-\$95,800	-\$98,700	-\$101,600	-\$104,700	-\$48,700
Total Expenditures	-\$5,837,025	-\$4,148,834	-\$6,151,434	-\$4,154,134	-\$4,156,934	-\$4,159,834	-\$4,162,734	-\$4,165,834	-\$24,904,003
Ending Fund Balance	\$20,776	\$2,271,226	\$3,098,239	\$5,875,256	\$8,818,963	\$11,841,402	\$14,944,968	\$18,131,932	\$0

Source: ECONorthwest

VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FY 2041/ 42, 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 new development projects, as identified by the City of Wilsonville and minimum growth rates of existing assessed value at 3% for real property, 1% for personal and utility property, and 0% for manufactured property. There is substantial acreage in the Area that is undeveloped where the full future development value will add to the incremental assessed value of the Area.

Table 8 shows the assumptions on when development within the Area will come on the property tax rolls. These assumptions are informed by the Coffee Creek Funding and Marketing Plan prepared by FCS Group (April 5, 2011). The assumptions have been updated to reflect the final urban renewal area boundary, and to provide more generic and conservative assumptions on value and timing of development. The first year that significant exception value from new development is anticipated in the area is FYE 2019, based on the timing of building permits that have been submitted for projects in the area at the time this report was written. Full build out of the area is assumed to take 20 years, through FYE 2038.

Table 8 – New Development to go on Property Tax Rolls

FYE	Exception AV	
	Real Property	Total
2019	\$18,694,152	\$18,694,152
2020	\$19,255,302	\$19,255,302
2021	\$19,833,559	\$19,833,559
2022	\$20,428,926	\$20,428,926
2023	\$21,041,400	\$21,041,400
2024	\$21,672,693	\$21,672,693
2025	\$22,322,805	\$22,322,805
2026	\$22,991,737	\$22,991,737
2027	\$23,681,198	\$23,681,198
2028	\$24,391,189	\$24,391,189
2029	\$25,123,421	\$25,123,421
2030	\$25,877,894	\$25,877,894
2031	\$26,654,607	\$26,654,607
2032	\$27,453,561	\$27,453,561
2033	\$28,276,466	\$28,276,466
2034	\$29,125,034	\$29,125,034
2035	\$29,999,264	\$29,999,264
2036	\$30,899,156	\$30,899,156
2037	\$31,826,422	\$31,826,422
2038	\$32,612,520	\$32,612,520

Source: ECONorthwest, informed by City of Wilsonville Coffee Creek Funding and Marketing Plan

Table 9 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (adjusted for under-collection, penalties, and interest). These projections of increment are the basis for the projections in Tables 6 and 7. The first year of tax increment collections is FY 2017/2018. Gross TIF is calculated by multiplying the tax rate times the excess value. The tax rate is per thousand dollars of value, so the calculation is “tax rate times excess value divided by one thousand”. Adjustments are from undercollections and delinquencies. The tax rate includes permanent rates and the Sherwood School District general obligation bond. In FYE 2020 the tax rate reduces, due to the expiration of the Sherwood School District general obligation bond.

Table 9 – Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	Tax Increment Finance Revenue			Cumulative TIF
					Gross TIF	Adjustments	Net TIF	
2017	\$86,979,833	\$84,613,785	\$0	0.0000	\$0	\$0	\$0	\$0
2018	\$89,415,151	\$84,613,785	\$4,801,366	12.3754	\$59,419	(\$2,971)	\$56,448	\$56,448
2019	\$110,453,856	\$84,613,785	\$25,840,071	12.7238	\$328,784	(\$16,439)	\$312,345	\$368,793
2020	\$132,684,782	\$84,613,785	\$48,155,674	11.6887	\$562,877	(\$28,144)	\$534,733	\$903,526
2021	\$156,160,832	\$84,613,785	\$72,039,832	11.6898	\$842,131	(\$42,107)	\$800,024	\$1,703,550
2022	\$180,936,501	\$84,613,785	\$97,274,793	11.6898	\$1,137,123	(\$56,856)	\$1,080,267	\$2,783,817
2023	\$207,067,920	\$84,613,785	\$123,897,153	11.6898	\$1,448,333	(\$72,417)	\$1,375,916	\$4,159,733
2024	\$234,614,611	\$84,613,785	\$151,967,912	11.6898	\$1,776,474	(\$88,824)	\$1,687,650	\$5,847,383
2025	\$263,637,892	\$84,613,785	\$181,549,913	11.6898	\$2,122,282	(\$106,114)	\$2,016,168	\$7,863,551
2026	\$294,200,907	\$84,613,785	\$212,707,905	11.6898	\$2,486,513	(\$124,326)	\$2,362,187	\$10,225,738
2027	\$326,370,414	\$84,613,785	\$245,510,315	11.6898	\$2,869,966	(\$143,498)	\$2,726,468	\$12,952,206
2028	\$360,215,168	\$84,613,785	\$280,027,631	11.6898	\$3,273,467	(\$163,673)	\$3,109,794	\$16,062,000
2029	\$395,807,707	\$84,613,785	\$316,334,190	11.6898	\$3,697,883	(\$184,894)	\$3,512,989	\$19,574,989
2030	\$433,222,740	\$84,613,785	\$354,506,582	11.6898	\$4,144,111	(\$207,206)	\$3,936,905	\$23,511,894
2031	\$472,537,225	\$84,613,785	\$394,623,711	11.6898	\$4,613,072	(\$230,654)	\$4,382,418	\$27,894,312
2032	\$513,830,418	\$84,613,785	\$436,766,868	11.6898	\$5,105,717	(\$255,286)	\$4,850,431	\$32,744,743
2033	\$557,185,674	\$84,613,785	\$481,021,521	11.6898	\$5,623,045	(\$281,152)	\$5,341,893	\$38,086,636
2034	\$602,690,557	\$84,613,785	\$527,477,428	11.6898	\$6,166,106	(\$308,305)	\$5,857,801	\$43,944,437
2035	\$650,435,258	\$84,613,785	\$576,227,071	11.6898	\$6,735,979	(\$336,799)	\$6,399,180	\$50,343,617
2036	\$700,512,669	\$84,613,785	\$627,365,719	11.6898	\$7,333,780	(\$366,689)	\$6,967,091	\$57,310,708
2037	\$753,020,192	\$84,613,785	\$680,993,242	11.6898	\$7,960,675	(\$398,034)	\$7,562,641	\$64,873,349
2038	\$807,889,992	\$84,613,785	\$737,040,354	11.6898	\$8,615,854	(\$430,793)	\$8,185,061	\$73,058,410
2039	\$831,990,946	\$84,613,785	\$761,141,308	11.6898	\$8,897,590	(\$444,880)	\$8,452,710	\$81,511,120
2040	\$856,813,570	\$84,613,785	\$785,963,932	11.6898	\$9,187,761	(\$459,388)	\$8,728,373	\$90,239,493
2041	\$882,379,503	\$84,613,785	\$811,529,865	11.6898	\$9,486,622	(\$474,331)	\$9,012,291	\$99,251,784
2042	\$908,711,028	\$84,613,785	\$837,861,390	11.6898	9,794,432	(489,722)	9,304,710	108,556,494

Source: ECONorthwest

Notes:

TIF is tax increment revenues

Tax rates are expressed in terms of dollars per \$1,000 of assessed value.

Changes in total tax rates are due to general obligation bonds with variable rates. These bonds are scheduled to be retired in FYE 2019, after which the total tax rate for the area will stabilize as the sum total of all permanent rates for affected taxing districts.

Revenue sharing is part of the 2009 legislative changes to urban renewal and means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the area. The share is a percentage basis dependent upon the tax rates of the taxing jurisdictions. The first threshold is 10% of the original maximum indebtedness. At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold and the taxing

jurisdictions will receive 75% of the increment above the 10% threshold. The second threshold is set at 12.5% of the maximum indebtedness. If this threshold is met, revenue for the district would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts. This 12.5% threshold is not anticipated to be reached prior to the termination of this district.

Table 10 shows revenue sharing, projected to commence in FYE 2037, as the Area is projected to meet the revenue sharing target at 10% of initial maximum indebtedness in the prior year. If assessed value in the Area grows more quickly than projected, the revenue sharing triggers would be reached at an earlier date.

Table 10 – Projected Revenue Sharing

FYE	Total	TIF for URA	Shared
2017	\$0	\$0	\$0
2018	\$56,448	\$56,448	\$0
2019	\$312,345	\$312,345	\$0
2020	\$534,733	\$534,733	\$0
2021	\$800,024	\$800,024	\$0
2022	\$1,080,267	\$1,080,267	\$0
2023	\$1,375,916	\$1,375,916	\$0
2024	\$1,687,650	\$1,687,650	\$0
2025	\$2,016,168	\$2,016,168	\$0
2026	\$2,362,187	\$2,362,187	\$0
2027	\$2,726,468	\$2,726,468	\$0
2028	\$3,109,794	\$3,109,794	\$0
2029	\$3,512,989	\$3,512,989	\$0
2030	\$3,936,905	\$3,936,905	\$0
2031	\$4,382,418	\$4,382,418	\$0
2032	\$4,850,431	\$4,850,431	\$0
2033	\$5,341,893	\$5,341,893	\$0
2034	\$5,857,801	\$5,857,801	\$0
2035	\$6,399,180	\$6,399,180	\$0
2036	\$6,967,091	\$6,967,091	\$0
2037	\$7,562,641	\$6,915,660	\$646,981
2038	\$8,185,061	\$7,071,265	\$1,113,796
2039	\$8,452,710	\$7,138,178	\$1,314,532
2040	\$8,728,373	\$7,207,093	\$1,521,280
2041	\$9,012,291	\$7,278,073	\$1,734,218
2042	\$9,304,710	\$6,681,411	\$2,623,299

Source: ECONorthwest TIF is tax increment revenues

IX. IMPACT OF THE TAX INCREMENT FINANCING

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 2042, and are shown in Tables 11a and 11b.

The Sherwood School District and the Northwest Regional 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 following 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, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the State level.

Tables 11a and 11b show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. It assumes the growth as projected in Table 8 in this Report, in addition to general appreciation in real property assessed value. Table 11a shows the general government levies and Table 11b shows the education levies.

General obligation bonds and local option levies are impacted by urban renewal only if they were originally approved by voters in an election prior to October 6, 2001. There are no local option levies approved prior to October 6, 2001 that are in effect in the Coffee Creek urban renewal area. There is, however, one general obligation bond that will be impacted. For general obligation bonds, the impact is on the property owner, not on the taxing district. The assessor must assess a slightly higher rate to all properties in the taxing district to account for the division of taxes of the general obligation bond.

Table 11c shows the projected impact to the property owner as a result of a general obligation bond issued by the Sherwood School District prior to 2001. As a result of urban renewal, a property tax owner will pay an additional 15 cents per \$100,000 of value in 2018 and 82 cents per \$100,000 of value in 2019, totaling 97 cents of additional taxes per \$100,000 of value over the life of the district. This impact is only for two years as that is when the Sherwood School District Bond is set to expire. Any bonds issued after October of 2001 are not subject to urban renewal division of taxes.

Table 11a – Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	General Government					Subtotal
	Washington County Perm	City of Wilsonville Perm	Metro Perm	TVF&R Perm	Port of Portland Perm	
2018	-\$10,165	-\$9,799	-\$402	-\$6,956	-\$320	-\$27,642
2019	-\$54,703	-\$61,070	-\$2,354	-\$37,440	-\$1,720	-\$157,287
2020	-\$101,944	-\$115,262	-\$4,419	-\$69,774	-\$3,207	-\$294,606
2021	-\$152,507	-\$172,504	-\$6,611	-\$104,381	-\$4,797	-\$440,800
2022	-\$205,929	-\$232,931	-\$8,927	-\$140,945	-\$6,478	-\$595,210
2023	-\$262,288	-\$296,680	-\$11,370	-\$179,520	-\$8,251	-\$758,109
2024	-\$321,713	-\$363,898	-\$13,946	-\$220,192	-\$10,120	-\$929,869
2025	-\$384,338	-\$434,734	-\$16,661	-\$263,055	-\$12,090	-\$1,110,878
2026	-\$450,298	-\$509,344	-\$19,520	-\$308,201	-\$14,165	-\$1,301,528
2027	-\$519,740	-\$587,892	-\$22,530	-\$355,730	-\$16,350	-\$1,502,242
2028	-\$592,813	-\$670,546	-\$25,698	-\$405,743	-\$18,648	-\$1,713,448
2029	-\$669,673	-\$757,484	-\$29,030	-\$458,349	-\$21,066	-\$1,935,602
2030	-\$750,483	-\$848,891	-\$32,533	-\$513,659	-\$23,608	-\$2,169,174
2031	-\$835,410	-\$944,954	-\$36,215	-\$571,786	-\$26,280	-\$2,414,645
2032	-\$924,627	-\$1,045,869	-\$40,082	-\$632,849	-\$29,086	-\$2,672,513
2033	-\$1,018,313	-\$1,151,840	-\$44,143	-\$696,971	-\$32,034	-\$2,943,301
2034	-\$1,116,659	-\$1,263,082	-\$48,407	-\$764,283	-\$35,127	-\$3,227,558
2035	-\$1,219,861	-\$1,379,816	-\$52,880	-\$834,918	-\$38,374	-\$3,525,849
2036	-\$1,328,121	-\$1,502,271	-\$57,573	-\$909,015	-\$41,779	-\$3,838,759
2037	-\$1,318,317	-\$1,491,181	-\$57,148	-\$902,305	-\$41,471	-\$3,810,422
2038	-\$1,347,979	-\$1,524,734	-\$58,434	-\$922,607	-\$42,404	-\$3,896,158
2039	-\$1,360,735	-\$1,539,162	-\$58,987	-\$931,337	-\$42,805	-\$3,933,026
2040	-\$1,373,872	-\$1,554,021	-\$59,557	-\$940,329	-\$43,219	-\$3,970,998
2041	-\$1,387,403	-\$1,569,326	-\$60,143	-\$949,590	-\$43,644	-\$4,010,106
2042	-\$1,273,662	-\$1,440,672	-\$55,213	-\$871,742	-\$40,066	-\$3,681,355

Source: ECONorthwest

Table 11b – Projected Impact on Taxing District Permanent Rate Levies - Education

FYE	Education			Subtotal	Total
	Sherwood SD Perm	PCC Perm	NW Regional ESD Perm		
2018	-\$21,951	-\$1,290	-\$701	-\$23,942	-\$51,584
2019	-\$118,132	-\$6,942	-\$3,775	-\$128,849	-\$286,136
2020	-\$220,153	-\$12,938	-\$7,036	-\$240,127	-\$534,733
2021	-\$329,343	-\$19,354	-\$10,526	-\$359,223	-\$800,023
2022	-\$444,710	-\$26,134	-\$14,213	-\$485,057	-\$1,080,267
2023	-\$566,419	-\$33,286	-\$18,103	-\$617,808	-\$1,375,917
2024	-\$694,749	-\$40,828	-\$22,204	-\$757,781	-\$1,687,650
2025	-\$829,989	-\$48,775	-\$26,526	-\$905,290	-\$2,016,168
2026	-\$972,433	-\$57,146	-\$31,079	-\$1,060,658	-\$2,362,186
2027	-\$1,122,396	-\$65,959	-\$35,872	-\$1,224,227	-\$2,726,469
2028	-\$1,280,198	-\$75,232	-\$40,915	-\$1,396,345	-\$3,109,793
2029	-\$1,446,180	-\$84,986	-\$46,220	-\$1,577,386	-\$3,512,988
2030	-\$1,620,692	-\$95,242	-\$51,797	-\$1,767,731	-\$3,936,905
2031	-\$1,804,095	-\$106,020	-\$57,658	-\$1,967,773	-\$4,382,418
2032	-\$1,996,760	-\$117,342	-\$63,816	-\$2,177,918	-\$4,850,431
2033	-\$2,199,079	-\$129,231	-\$70,282	-\$2,398,592	-\$5,341,893
2034	-\$2,411,461	-\$141,712	-\$77,070	-\$2,630,243	-\$5,857,801
2035	-\$2,634,329	-\$154,809	-\$84,193	-\$2,873,331	-\$6,399,180
2036	-\$2,868,119	-\$168,548	-\$91,664	-\$3,128,331	-\$6,967,090
2037	-\$2,846,946	-\$167,304	-\$90,988	-\$3,105,238	-\$6,915,660
2038	-\$2,911,003	-\$171,068	-\$93,035	-\$3,175,106	-\$7,071,264
2039	-\$2,938,549	-\$172,687	-\$93,915	-\$3,205,151	-\$7,138,177
2040	-\$2,966,919	-\$174,354	-\$94,822	-\$3,236,095	-\$7,207,093
2041	-\$2,996,139	-\$176,071	-\$95,756	-\$3,267,966	-\$7,278,072
2042	-\$2,750,514	-\$161,637	-\$87,906	-\$3,000,057	-\$6,681,412

Source: ECONorthwest. Please refer to the explanation of the schools funding in the preceding section

Table 11c – Projected Impact on Property Tax Payers Due to General Obligation Bonds

FYE	GO Bond Tax Rate			Property Tax Paid per \$100,000 AV		
	Without UR	With UR	Impact of UR	Without UR	With UR	Impact of UR
2018	1.0650	1.0665	0.0015	\$ 106.50	\$ 106.65	\$ 0.15
2019	1.0593	1.0675	0.0082	\$ 105.93	\$ 106.75	\$ 0.82
Total				\$ 212.43	\$ 213.40	\$ 0.97

Source: ECONorthwest. Please refer to the explanation of the impacts of GO bonds in the preceding section

Table 12 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2043.

Table 12 – Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Tax Rate	Tax Revenue in FYE 2043 (year after expiration)		
		From Frozen Base	From Excess Value	Total
General Government				
Washington County	2.2284	\$188,553	\$1,896,853	\$2,085,406
City of Wilsonville	2.5206	\$178,584	\$2,180,272	\$2,358,856
Metro	0.0966	\$7,328	\$83,073	\$90,401
TVF&R	1.5252	\$129,053	\$1,298,277	\$1,427,330
Port of Portland	0.0701	\$5,932	\$59,670	\$65,602
<i>Subtotal</i>		\$509,450	\$5,518,145	\$6,027,595
Education				
Sherwood SD	4.8123	\$407,187	\$4,096,313	\$4,503,500
PCC	0.2828	\$23,929	\$240,724	\$264,653
NW Regional ESD	0.1538	\$13,014	\$130,917	\$143,931
<i>Subtotal</i>		\$444,130	\$4,467,954	\$4,912,084
Total		\$953,580	\$9,986,099	\$10,939,679

Source: ECONorthwest

X. 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 Area, is projected to be \$84,613,785. The total assessed value of the City of Wilsonville, **minus excess value** of the existing urban renewal areas is \$2,508,568,952. Excess value is the assessed value created above the frozen base in the urban renewal area. The total urban renewal assessed value is 7.31% of the total assessed value of the City, minus excess value, below the 25% statutory limitation.

The Coffee Creek Urban Renewal Area contains 258.35 acres, including right-of-way, and the City of Wilsonville contains 4,805 acres. After accounting for the acreage in the other urban renewal areas, 24.57% of the City’s acreage is in an urban renewal area, below the 25% statutory limitation.

Table 13 – Urban Renewal Area Conformance with Assessed Value and Acreage Limits

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
Coffee Creek	\$84,613,785	258.35
Total in URAs	\$183,419,108	1188.16
City of Wilsonville*	\$2,508,568,952	4,835
Percent of Total	7.31%	24.57%

Source: City of Wilsonville, Clackamas County Assessor *less excess value

XI. RELOCATION REPORT

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been identified, however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.

Appendix A: Sources Cited and Reviewed for Coffee Creek Existing Conditions Report

Sources appear in order of citation in document.

“Coffee Creek Master Plan” Otak, Inc, DKS Associates, Inc. City of Wilsonville, October 15, 2007.

“Wilsonville Transportation Systems Plan” p 5-5, 5-6, 5-7, 5-17, 5-18, 5-19. DKS Associates and Angelo Planning Group, City of Wilsonville, June 17, 2013.

“City of Wilsonville Water Systems Master Plan” p 81, 107. Keller Associates, City of Wilsonville, September 6, 2012.

“City of Wilsonville Storm Water Master Plan” p 8-19. URS, City of Wilsonville, March, 2012.

“City of Wilsonville Wastewater Collection System Master Plan” p 20, 38, 113, 115, 123. Murray Smith and Associated, Inc. City of Wilsonville, November, 2014.

“City of Wilsonville Parks Master Plan” p 16. MIG, Inc. ECONorthwest, Mayer/Reed , September 17, 2007.

“Coffee Creek Industrial Area Infrastructure Analysis” FCS Group, March 29, 2011.

“Coffee Creek Funding and Marketing Plan” FCS Group, April 5, 2011.

Planning Commission Record ATTACHMENT C

July 13, 2016

Planning Commission Staff Report

Attachment C: Findings in Support of Adoption of the Coffee Creek Urban Renewal Plan

Findings:

Urban Growth Management

To allow for urban growth while maintaining community livability, consistent with economics of development, city administration, and the provision of public facilities and services.

Response: The Plan conforms to the Urban Growth Management Policy as it envisions development of the Area into industrial uses as conform to future comprehensive plan designations. As this land develops, it will be annexed into the City of Wilsonville. The Plan is designed to help provide the infrastructure necessary to allow for the future development, providing the employment opportunities and the provision of public facilities and services.

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.

Response: The Plan conforms to these sections of the Comprehensive Plan as a project funded through the Plan is the construction of new water lines in SW Grahams Ferry Road and Clutter 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.

Response: The Plan conforms to this section of the Comprehensive Plan as development will comply with Fire Safety requirements. Inclusion of new water lines in Grahams Ferry Road and Clutter Road will assist in provision of water for fire response needs.

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 3.3.2.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.

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.

Goal 3.4 To facilitate safe, efficient and economic flow of freight and other goods and services within the city and the region.

Policy 3.4.1 Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve warehousing, distribution, and other industrial uses located there.

Goal 3.8: To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.

Response: The Plan 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, including multimodal travel, and to complete the transportation system in the Area. The city of Wilsonville is coordinating these improvements with Washington County and the State of Oregon.

Land Use and Development

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

Policy 4.1.3 City of Wilsonville shall encourage light industry compatible with the residential and urban nature of the City.

Implementation Measure 4.1.3.a Develop an attractive and economically sound community.

Implementation Measure 4.1.3.b Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth and a broad tax base.

Implementation Measure 4.1.3.e Site industries where they can take advantage of existing transportation corridors such as the freeway, river, and railroad.

Implementation Measure 4.1.3.f Encourage a diversity of industries compatible with the Plan to provide a variety of jobs for the citizens of the City and the local area.

Response: The Plan conforms to this section of the Comprehensive Plan as the development of infrastructure will help facilitate access to any new industrial development within the Area, providing access to industrial lands and new employment opportunities in the Area

Conclusion: As is evidenced by the findings and analysis contained in this report, establishment of the Coffee Creek Urban Renewal District is supportive of and in conformance with the applicable provisions of the City of Wilsonville Comprehensive Plan.

Planning Commission Record Attachment D
Recvd 7.13.16

From: [Eric Postma](#)
To: [Kraushaar, Nancy](#); [Neamtzu, Chris](#); [Bateschell, Miranda](#); [Jacobson, Barbara](#); [Kohlhoff, Mike](#); [Bergeron, Tami](#)
Subject: Planning Commission Coffee Creek Urban Renewal Consideration
Date: Wednesday, July 13, 2016 11:48:36 AM
Attachments: [image001.png](#)

In reviewing the resolution and staff report for the Coffee Creek Urban Renewal recommendation, a couple of points came to mind that I thought would best be addressed in advance of tonight's Planning Commission meeting. I would appreciate if this e-mail could be included as an exhibit and part of the record for tonight's hearing.

The first point I did address with Nancy Kraushaar by phone, and my understanding is that she will be discussing the question with Barbara Jacobson or Mike Kohlhoff in advance of our meeting. The relevant statute on review of the urban renewal plan by a local jurisdiction's planning commission indicates that recommendation should be made by the Planning Commission to council, but does not provide very clear guidance on what the planning commission is supposed to be making a recommendation on. The staff report suggests that the generally accepted practice is to have a planning commission make a recommendation on whether the plan complies with relevant master plans and comp plans. However, the currently drafted resolution for consideration this evening includes language that could be construed as a recommendation from our Planning Commission that council should adopt the plan, which seems to extend beyond what is the generally accepted practice for review by a planning commission. Considering we have a packet that has large amounts of financial information, cost and future value projections, and discussion of various mechanisms of financing, approval of the staff report and recommendations about those figures seems out of our purview. My request prior to a vote would be consideration of revision of the resolution to make clear that the only item that the Planning Commission is making a recommendation on is whether the urban renewal plan complies with the Comprehensive Plan. I address that point before this evening because how the resolution is crafted, and the overall approach to this vote by the commission, may affect my vote this evening.

Additionally, the final page of the staff report (Page 6 of 66) speaks to the potential impacts of the plan or benefits to the community. As it stands, that section rightfully discusses the need for infrastructure in Coffee Creek and the economic impact development will have. My opinion is that it currently misses two very large impacts that should be included for the sake of transparency. First, this plan creates indebtedness, or at least future indebtedness as money is drawn and projects commence. Perhaps it falls into the category of good investment, but we should not ignore the simple fact that it creates debt for the city with some risk, no matter how minimal it may be.

Second, our city is restricted on the amount of land that can be included in an urban renewal district, and inclusion of this district puts us so close to the cap that we may not be able to consider any new districts until closure of others. For instance, creation of this urban renewal district may close out the possibility of any urban renewal funding sources for the extensive infrastructure work needed for Frog Pond based on the timing of when other districts are likely to close. Again, I am not making a statement of whether this is a good or bad thing so much as I am simply pointing out that restriction on future urban renewal district availability is a very large impact on the city.

Those last two points above are more appropriate for discussion this evening, but I wanted to provide advance warning so staff could consider potential additions to the staff report if other commissioners agree. I will have other questions and comments this evening, but those can wait until the hearing itself. Thanks.

Eric S. Postma

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general circulation, published at Wilsonville, in the
aforesaid county and state, as defined by ORS
193.010 and 193.020, that

City of Wilsonville
Notice of Public Hearing – Coffee Creek Urban
Renewal Plan
WS333

a copy of which is hereto annexed, was published
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1
week in the following issue:
July 20, 2016

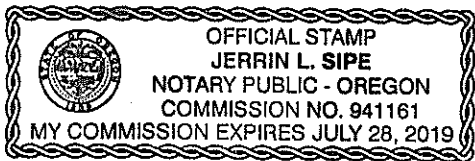
Charlotte Allsop

Charlotte Allsop (Accounting Manager)

Subscribed and sworn to before me this July 20,
2016.

Jerrin L. Sipe

NOTARY PUBLIC FOR OREGON



Acct # 6821011
Attn: Sandra C. King
City of Wilsonville
29799 SW Town Center Lp
Wilsonville, OR 97070
Size: 2 x 3.25"
Amount Due: \$55.25*
*Please remit to the address above.

City of Wilsonville
CITY COUNCIL Public hearing notice
COFFEE CREEK URBAN RENEWAL PLAN

PUBLIC NOTICE is hereby given the City Council will
hold a public hearing on **Monday, August 1, 2016** at 7 PM
at City Hall, 29799 SW Town Center Loop East, Wilsonville
to consider adoption of an ordinance for the adoption of the
proposed Coffee Creek Urban Renewal Plan.

A copy of the ordinance, the proposed Coffee Creek Urban
Renewal Plan and accompanying report may be obtained
by contacting: Nancy Kraushaar, Community Development
Director at 29799 SW Town Center Loop East, Wilsonville,
97070, 503-570-1562 or Kraushaar@ci.wilsonville.or.us.

The proposed maximum indebtedness for the Coffee Creek
Urban Renewal Plan is \$67,000,000. The ordinance, if
approved, is subject to referendum. The adoption of the Plan
may impact property tax rates for general obligation bonds
approved by voters prior to October 6, 2001.

Published in the Wilsonville Spokesman July 20, 2016
Publish 07/20/2016. WS333