

THE URBAN RENEWAL AGENCY OF THE CITY OF WILSONVILLE

URA RESOLUTION NO. 103

A RESOLUTION OF THE WILSONVILLE URBAN RENEWAL AGENCY BOARD RECOMMENDING THE CITY COUNCIL OF THE CITY OF WILSONVILLE APPROVE ORDINANCE NO. 560 ADOPTING THE WEST SIDE URBAN RENEWAL PLAN

WHEREAS, during a special election in September 2003 City voters passed, by nearly a 4 to 1 margin, a ballot measure recommending the creation of a West Side Urban Renewal District; and

WHEREAS, the Wilsonville Urban Renewal Agency ("Agency") retained Jeff Tashman of Tashman Johnson LLC to prepare a Wilsonville West Side Urban Renewal Plan (Plan) and Urban Renewal Report (Report) in accordance with ORS Chapter 457; and

WHEREAS, the Agency has submitted the proposed Plan, the Report, attached hereto as Exhibit A and B and incorporated herein as if fully set forth, and the proposed adopting Ordinance, along with a Staff Report, to the Planning Commission for review and recommendation under W.C. 2.322 (2) (f) and in accordance with the procedures set forth in ORS Chapter 457; and

WHEREAS, following a public hearing on October 8, 2003 the Planning Commission passed resolution 03PD02 adopting all Planning Staff Reports along with the findings and recommendations contained therein, together with further findings of the Planning Commission, and recommended that, with amendments, the Agency and City Council approve Ordinance no. 560 and adopting the Plan, and

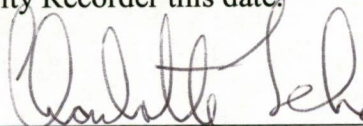
WHEREAS, the Agency has distributed copies of the Plan and Report to the governing body of each taxing district affected by the urban renewal plan and the Agency has consulted and conferred with these taxing districts; and

WHEREAS, the Agency has further involved Clackamas County, in whose jurisdiction the proposed district boundaries extend, by coordinating with County Counsel, Planning and Redevelopment staff in conducting two work session presentations to the Clackamas County Board of Commissioners and seeking Plan approval following a public hearing by the County on October 23, 2003.

NOW, THEREFORE, THE URBAN RENEWAL AGENCY OF THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

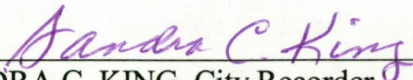
1. The Agency accepts the record before the Wilsonville Planning Commission and upon such record determines that the proposed Plan and Report contain those elements required under ORS 457.085 and that the public has been involved in Plan review and development as required by ORS Chapter 457.
2. The Agency hereby tenders the Plan and Report to the Wilsonville City Council and recommends the council conduct a duly noticed public hearing required by ORS 457.095, and, based upon the public testimony and record of such hearing, approve the Plan by adopting Ordinance No. 560.
3. This resolution shall be effective upon adoption.

ADOPTED by the Wilsonville Urban Renewal Agency at a meeting this 20th day of October, 2003, and filed with the Wilsonville City Recorder this date.



CHARLOTTE LEHAN, Chair

ATTEST:



SANDRA C. KING, City Recorder

SUMMARY of Votes:

Charlotte Lehan, Chair
John Helser
Alan Kirk
Benny Holt
Sandra Scott-Tabb

List of Exhibits

Exhibit A Wilsonville West Side Urban Renewal Plan
Exhibit B Wilsonville West Side Urban Renewal Plan Report

City of Wilsonville
Wilsonville West Side Urban Renewal

Plan
And
Report

Changes were made to both the Plan and Report during the Planning Commission meeting and City Council meeting. These changes will be reflected in the final document adopted by Council in Ordinance No. 560.

Draft Dated October 1, 2003

City of Wilsonville

Wilsonville West Side Urban Renewal

Plan

Draft Dated October 1, 2003

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I. INTRODUCTION

The Wilsonville West Side Urban Renewal Plan (the "Plan") is intended to promote development within the 395 acre Wilsonville West Side Urban Renewal Area (the "Area"). The Area is located within the Wilsonville Urban Growth Boundary (see Figure 1) and contains land inside and outside of the current city limits. The City intends to annex the parts of the Area currently outside city limits prior to development, and urban zoning will not be applied to these areas until annexation occurs.

The Area includes the site of the former Dammasch State Hospital which, along with adjoining property, will be redeveloped as a primarily residential mixed-use "urban village." The Area also includes land south of Wilsonville Road and immediately west of the Burlington Northern Railroad tracks and Wilsonville's Old Town. This area is to be developed for residential and industrial uses.

Development of the Area will benefit the citizens of Wilsonville by providing new housing units for households of varying income levels, thereby improving the balance of jobs housing in a city with an undersupply of housing. In addition to increasing the number of available housing units, the Plan will promote additional commercial development to serve new and existing residents and continued industrial development on land with immediate access to Interstate 5. To facilitate development of the Area, the Plan will provide for new and improved transportation, utilities and public facilities. The Plan is intended to increase the City's assessed value, enhance access and connectivity both within the Area and between the Area and the remainder of the City and enhance the City's system of open spaces and natural areas.

Key elements of the Plan include a background statement, which provides the historical planning context; a list of goals and objectives; a list of urban renewal projects; a section that describes how the Plan will satisfy local planning objectives; and provisions governing future amendments. Exhibits to the Plan include a legal description of the Area (Exhibit A) and a glossary of terms (Exhibit B) and the text of the voter approved September 16, 2003 ballot measure wherein voters advised the City to undertake the Plan (Exhibit C).

The Plan is accompanied by an Urban Renewal Report (the "Report"). The Report provides information on conditions within the Area, a projection of tax increment revenues, the estimated costs and timing of projects to be undertaken, an analysis of how the tax increment financing of the Plan (see Section X) is projected to affect taxing districts and other material relating to the Plan.

The Plan will be administered by the Wilsonville Urban Renewal Agency (the "Agency") The Agency Board consists of the members of the Wilsonville City Council. The Agency will solicit and consider public input in administration of the Plan. Until annexation of the parts of the Area outside city limits is complete, future Substantial Amendments of the Plan (as defined in Section XI) will require approval of both the City Council and the Clackamas County Board of Commissioners.

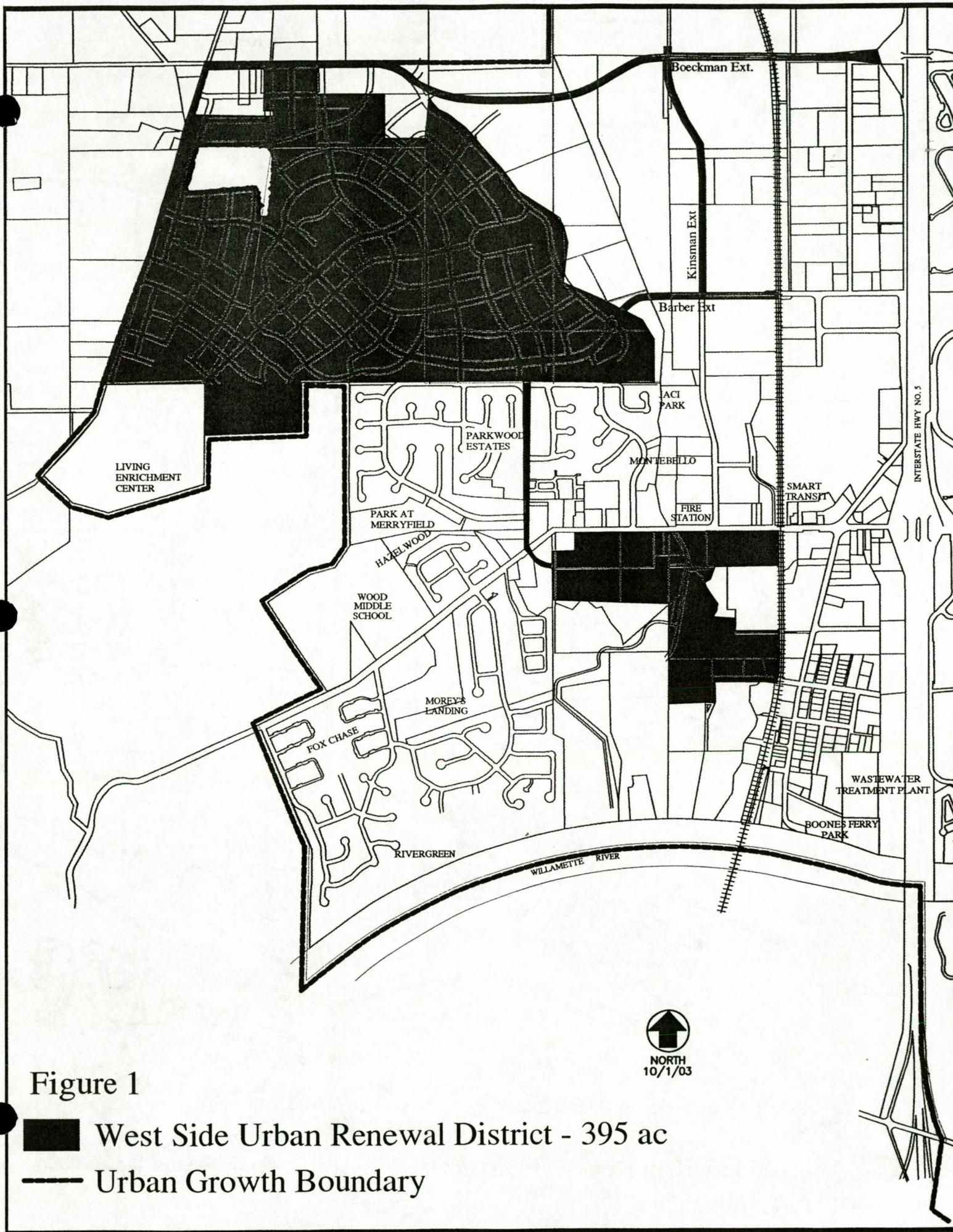
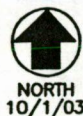
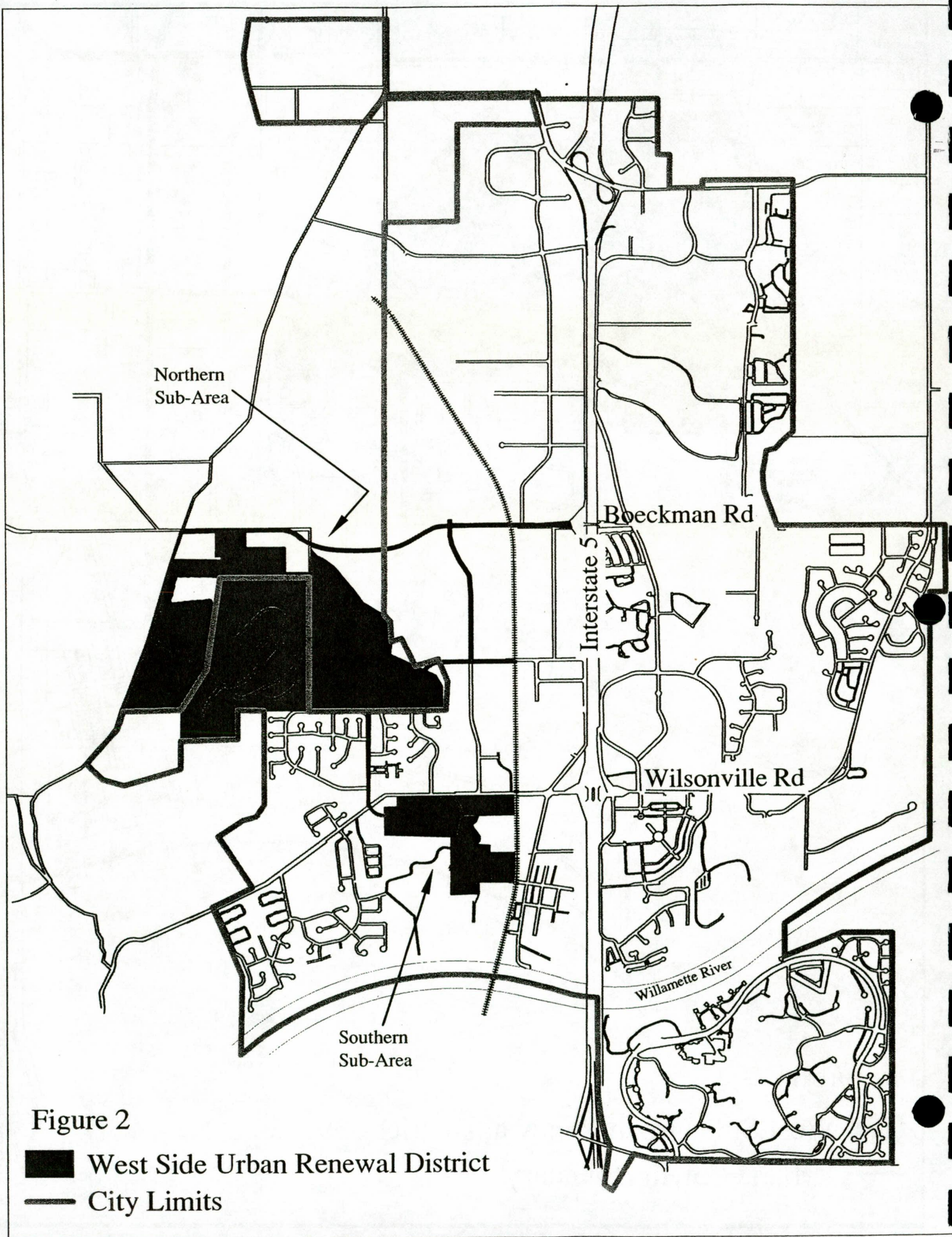


Figure 1

- West Side Urban Renewal District - 395 ac
- Urban Growth Boundary





A. Citizen Involvement

The Plan has been developed with the assistance and involvement of citizens of Wilsonville and other interested parties. The major forms of citizen involvement have been in planning for the transportation improvements to be partially funded by the Plan and in the advisory vote on the Plan concepts in September, 2003. The ballot measure placed on the ballot by the City of Wilsonville was approved by approximately 80% of those voting. The text of the ballot measure is provided in Exhibit C.

The activities and projects identified in this Plan, and the development of subsequent plans, procedures, activities and regulations, and the adoption of amendments to this Plan, shall be undertaken with the participation of citizens, owners and tenants as individuals and organizations who reside within or who have financial interest within the Area and with the general citizens of the City.

B. Non Discrimination

In preparation, adoption and implementation of this Plan, no public official or private party has taken or shall take any action or cause any persons, group, or organization to be discriminated against on the basis of age, race, color, religion, sex, marital status or national origin.

II. BACKGROUND

The Area consists of two sub-areas (see Figure 2). The northern sub-area consists of a the site of the former state operated Dammasch State Hospital, and adjacent vacant lands that are anticipated to develop in concert with the Dammasch site. The southern sub-area encompasses land located south of Wilsonville Road and west of the Burlington Northern Railroad tracks. While the Area is characterized by a mix of uses, vacant parcels and farmland (both Exclusive Farm Use (EFU) and non-EFU) are the most dominant.

Figure 1: Vicinity Map of City with Location of Urban Renewal Area

Figure 2: Urban Renewal Area Map

A. Prior Planning Efforts

Both sub-areas of the Plan have been subject to extensive prior planning efforts. The Plan is implementing policies and regulations that have been developed over a period of years with extensive public involvement.

1. Northern Sub-Area

In 1996, following the closure of the state hospital, the "Dammasch Area Transportation Efficient Land Use Plan," (DATELUP) master-planning effort was launched, involving the City, Clackamas County and the State of Oregon. This resulted in a plan to establish an urban village on the Dammasch site and adjacent lands. (Enabling legislation for DATELUP is found at ORS 426.508(3).)

In the spring of 2001, the City and the state invited prospective developers/master planners to submit proposals for development of the Dammasch area. In August 2001, Costa Pacific Communities was selected to develop a master plan based on DATELUP, as updated to reflect current market conditions and planning concepts. The result of the work by the City and the developer is the "Villebois Village Concept Plan," the "Villebois Master Plan," the addition of a Residential Village designation in the Comprehensive Plan and the implementing Village 'V' Zone in the Wilsonville Planning and Land Development Code.

The Villebois Village Concept Plan and concurrent text amendments to the Comprehensive Plan were adopted by City Council in June, 2003. In August 2003, City Council adopted the Villebois Village Master Plan, which is intended to "implement the Villebois Village Concept Plan and serve as a basis for Village zone development standards." The following is a chronological outline of Plans and amendments to the City's Development Code and Comprehensive Plan recently adopted by Council:

June 2, 2003:

- Ordinance No. 553, which adopted The Villebois Village Concept Plan, a refinement of the Dammasch Area Transportation-Efficient Land Use Plan, to guide creation of a mixed-use urban village in the area of the former Dammasch Hospital. Review and adoption of the Concept Plan involved all the parties to the DATELUP.
- Ordinance No. 554, which amended the Wilsonville Comprehensive Plan by adding policies and implementing measures relative to the Villebois Village planning area.
- Ordinance No. 555, which amended the Comprehensive Plan by designating 481.23 Acres "Residential Village" on the Comprehensive Plan Map and establishing development guidelines for properties designated Residential Village.

August 18, 2003:

- Ordinance No. 556, amending the Comprehensive Plan by adopting the Villebois Village Master Plan.

September 5, 2003:

- Ordinance No. 557, which amended Chapter 4 of the Wilsonville Planning And Land Development Code to establish a new "Village" Zoning District (Section 4.125)

The Villebois Village Concept Plan lays the foundation for an innovative, mixed-use community that will include three distinct residential neighborhoods, a village center with residential, retail and office uses, and an inter-

connected series of roads and trails. The Concept Plan also shows a strong commitment to natural spaces and the environment.

In summary, the City of Wilsonville and Costa Pacific Communities are working in partnership with nearby residents; property owners; and state, local and regional governments to create a complete, livable, pedestrian-oriented community that will accomplish the goals originally set forth by DATELUP and be an asset to the City of Wilsonville, the Portland region and the State of Oregon.

2. Southern Sub-Area

The southern sub-area is included in the West Side Master Plan. Adopted in 1996, this plan inventoried existing conditions on Wilsonville's west side and outlined desired outcomes and implementation measures for achieving the City's vision for the area. Transportation deficiencies were cited as the most critical problems facing the southern sub-area. Limited access between the east and west sides of I-5, traffic congestion along Wilsonville Road and other major arterials, and an inadequate public transportation system were noted as key transportation problems. The plan called for the implementation of road improvement projects to address existing transportation problems. To minimize future transportation problems, Chapter III of the West Side Master Plan recommended the adoption of a multimodal planning approach.

III. GOALS AND OBJECTIVES

The goals of the Plan represent its basic purposes. The objectives for each goal generally show how the goals are to be achieved. The urban renewal projects called for in Section V of the Plan are the means of meeting the objectives.

Goal 1: Develop a series of new roadway, pedestrian, bicycle and transit ("multi modal") improvements that address existing and future access and provide connectivity between the Area and the remainder of the City.

Objectives:

- 1A. Develop new roads, street extension and street widening projects that will increase road capacity and allow for concurrent utility undergrounding.
- 1B. Provide sidewalks, trails, bicycle paths and transit facilities for non-automobile travel options that link people to parks, open spaces, and goods and services within the Area. Provide links to adjoining sidewalks, paths, trails and transit facilities that connect to other city neighborhoods.

Goal 2: Support the development of diverse housing types to meet the critical housing need for people living and working in Wilsonville. Support the development of fire-safe neighborhoods in a cost effective manner.

Objectives:

- 2A. Develop a wide variety of housing types at various prices both for sale and for rent to balance the lack of housing options for people employed in Wilsonville.
- 2B. Create an urban village design that promotes high quality development, provides convenient access to goods and services to residents, encourages multi-modal travel and contributes to the overall character of Wilsonville.
- 2C. Comply with regional housing goals and correct the imbalance between housing and jobs in Wilsonville by assuring a housing density of 10 – 12 dwellings per net acre on land zoned for urban residential development.
- 2D. Support the use of fire suppression sprinklers in all structures, including those for which sprinklers are not required by the Building Codes.

Goal 3: Provide public services and facilities, including, but not limited to, sanitary sewer, storm drainage and water facilities, for parts of the Area that are currently not adequately served.

- 3A. Extend publicly owned utilities to the Area, most of which is undeveloped and not currently served.
- 3B. Implement comprehensive storm drainage and rainwater management systems in the Plan's northern sub-area.

Goal 4: Support development of multi-purpose public parks and green spaces providing active and passive recreational opportunities and preserving natural features. Support the development of joint use community facilities with the school district.

Objectives:

- 4A. Provide inter-connecting trails and a common area for both passive and active recreational uses within a quarter mile radius of residences.
- 4B. Provide a site for and support development of a schools and play fields .
- 4C. Preserve existing forests and wetlands in order provide wildlife habitat, reestablish historic drainage patterns and conserve view corridors.
- 4D. Provide recreational trails to facilitate pedestrian and bicycle access to the Willamette Riverfront and Coffee Lake Creek.

Goal 5: Make public investments in the area that directly support high quality private development that meets Wilsonville's needs for housing, commercial and industrial development and needed public facilities. Undertake such actions that will aid in the production of better housing and more desirable neighborhood and community development at lower costs and will make possible a more stable and larger volume of residential construction, which will assist materially in maintaining full employment.

Objectives

- 5A: Invest public funds on a schedule and in an order that directly serves needed development.
- 5B: Develop financing partnerships with the private sector to maximize the benefits of public investment.

IV. MAP AND LEGAL DESCRIPTION OF URBAN RENEWAL AREA

Figure 1 shows the boundaries of the Area. Exhibit A contains a legal description of the boundaries. Figure 3 shows that the estimated total assessed value of Area, which will constitute its Certified Base, is \$3,362,161. The Certified Base value of the Year 2000 Urban Renewal Plan, as amended, is \$55,230,442. The total of the two Certified Bases constitutes 4.2% of the City's assessed value excluding the incremental assessed value of the Year 2000 Urban Renewal Plan.

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

Figure 3: Assessed Value and Acreage of Area

Figure 4: Assessed Value and Acreage Comparison				
Area	Assessed Value, Not Including Increment	% of City Total	Acres	% of City Total
City of Wilsonville	1,393,369,233	100.0%	4,503.68	100.0%
Urban Renewal Areas:				
Year 2000 Urban Renewal Area	55,230,442	4.0%	672.00	14.9%
Wilsonville West Side Urban Renewal Area	3,362,131	0.2%	395.00	8.8%
UR SUBTOTAL:	58,592,573	4.2%	1,067.00	23.7%

Source: 2002-03 Clackamas County Parcel database

V. URBAN RENEWAL PROJECTS

This section describes the projects and programs called for in the Plan to achieve the Plan's goals and objectives.

A. Outline of Major Project Activities

An outline of major project activities called for in the Plan is as follows:

- A series of major road improvements, including street extensions, widening projects and intersection improvements that will increase accessibility and connectivity to and from the Area and between the east and west sides of the City.
- A series of public sanitary sewer, water service and storm drainage improvements that will extend properly sized facilities to the Plan's northern sub-area.
- The development of parks and public amenities to serve the Area.
- The development a public building, i.e. an elementary school and related playfields.
- Assistance to property and business owners.
- Land acquisition and disposition.

B. Urban Renewal Projects

The urban renewal projects to be undertaken, as such projects are known at the time of preparation of the Plan, are described below. In undertaking an urban renewal project, the Agency may construct a project on its own account, provide or participate in the funding of a project to be constructed by another public agency, provide direct funding by loan or grant to public or private entities, act as a loan guarantor, or provide technical, consulting or professional services in support of a project. The general location of several of these projects is shown in Figure 4. The nature and location of the projects shown will be refined during project planning and design, and Figure 4 is not intended to show exact, final project alignments.

Figure 4: Urban Renewal Projects

1. Public Improvements

Public improvements authorized under the plan include developing, extending and improving sanitary sewer, water, storm drainage, transportation, trails, parks and recreation facilities and open spaces within the Area in accordance with City's public facility plans and other applicable City plans.

a) Roadway System Improvements

The roadway projects listed below are consistent with those identified in the City's Transportation System Plan (TSP), and include related public

utilities such as water and sanitary sewer facilities. Road segments are defined generally.

- Boeckman Rd. from 95th Ave. to Tooze Rd.
- Tooze Rd. from Boeckman Rd. to Grahams Ferry Rd.
- Barber St. from Brown Rd. to Kinsman Rd.
- Grahams Ferry Rd. From Tooze Rd. to the Area boundary.
- Kinsman Rd. from Barber St. north to Boeckman Rd.
- Road connection from Boones Ferry Road at either Bailey or 5th to W Wilsonville Road.

b) Other Transportation System Improvements

The Plan authorizes the development of other transportation system improvements including roadway system improvements in addition to those listed in subsection a) above, bicycle and pedestrian facilities, transit facilities (e.g. bus shelters, facilities related to commuter rail), parking facilities (both surface and structured) and related public utility projects.

c) Parks and Public Amenities

The Plan authorizes the development of parks, plazas, trails, pedestrian amenities and other public amenities to maximize public use and enjoyment of the Area.

Such facilities may include, but not be limited to,:

- Regional parks
- Community parks
- Neighborhood parks.
- Trails
- Urban plazas.
- Street furnishings and landscaping.

Financial participation in the development of facilities that serve a broader territory than the Area will be proportional to the benefits provided to the Area, as determined by the Agency.

2. Public Buildings

The Plan authorizes the development of public and community buildings for recreational, cultural and other public uses. Specific public buildings authorized by the Plan consist of:

- Elementary School and Playfields Site : The Plan authorizes the Agency to participate in the cost of acquisition and development of a site for an elementary school and associated playfields. An elementary school will serve and benefit the Area by helping create a complete community and by minimizing travel by students within the

Area to other parts of the City. The associated playfields will provide an additional recreational amenity to residents of the Area and the general public.

Prior to undertaking any public building in addition to those identified in this subsection, the Plan shall be amended in accordance with Section XI to identify the public building and provide findings as to its benefits to the Area.

3. Assistance to Property Owners/Lesseees for Rehabilitation, Redevelopment or Development

The Plan authorizes assistance to property and/or business owners to facilitate capital improvements to property within the Area and support the goals of the Plan. Specific programs and rules and regulations for their administration will be developed to ensure that urban renewal funds are used properly and for the agreed upon purposes. The adoption and amendment of such programs, rules and regulations shall not be considered changes to the Plan.

Among other forms of assistance, the Plan authorizes providing financial assistance for development within the northern subarea to facilitate the installation of fire sprinklers in all residential structures for which sprinklers are not otherwise required by Building Codes.

4. Land Acquisition and Disposition

The Plan's provisions on land acquisition and disposition, which are urban renewal projects, are presented in Section VIII.

VI. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan is in compliance with the Wilsonville Comprehensive Land Use Plan and its elements, which embody the local objectives regarding appropriate land uses and improved traffic, public transportation, public utilities, telecommunicating utilities, recreational and other community facilities and improvements.

A. Comprehensive Plan

The following is a list of the most relevant policy and implementation measures of the Comprehensive Plan and a description of how the Plan is consistent with these policies and implementation measures.

1. Implementation Measure 3.1.6.a:

The Transportation Master Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will be identified. However, actual alignments may vary from the conceptual alignments based in detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources, provided that the intended function of the street is not altered. While local residential streets are considered a part of the Transportation Master Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project-by-project basis, but must function in coordination with the overall purposes of the Transportation Master Plan. Other streets not shown on the Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.

Response: The basic network of roadway extensions and improvements proposed for the West Side Urban Renewal Plan is generally consistent with the configurations shown in the Wilsonville Transportation Master Plan and the 2003 Transportation System Plan (TSP). The project list of road improvements in this report is also listed in the City's TSP. The roadway network also reflects recommendations from the DATELUP and Wilsonville Comprehensive Plan.

The major roadways in the Area are Brown Road, Tooze Road, Boeckman Road, Barber Street, Grahams Ferry Road, Kinsman Road and Villebois Drive. As described in the City's TSP, currently the subject arterial and collector streets are not fully built to City standards and do not provide adequate connectivity between the east and west sides of town due to land and water barriers, most significantly the I-5 freeway. The Plan's road improvements address these deficiencies by connecting, widening and upgrading important arterial and collector streets that will link employment areas with residential areas in the city and reduce traffic on over-burdened existing streets. The proposed local street grid patterns meet city street design policies to avoid cul-de-sacs and provide for maximum street connectivity.

The project will address City transportation objectives to reduce vehicle miles traveled (VMT), increase multi-modal transportation alternatives, minimize traffic congestion and reduce the number and length of home-to-work trips. An interconnecting gridded street system includes a variety of routes for all modes of transportation to residences, parks, commercial services and city industrial areas. Trails will be conveniently located near destinations inside the Area and will also link to sites and destinations adjoining the Area.

2. Implementation Measure 3.1.7:

The City of Wilsonville shall develop and maintain an adequate storm drainage system. However, where the need for new facilities is the result of new development, the financial burden for drainage system improvement shall remain primarily the responsibility of developers. The City will use systems development charges, user fees, and/or other funding sources to construct facilities to improve storm water quality and control the volume of runoff.

Response: In the Plan's northern sub-area, comprehensive storm drainage and rainwater management systems using environmentally sensitive techniques will be implemented. Bioswales, retention and detention features, green streets and fewer impervious surfaces will be key components of this system. The storm drainage system will manage rainwater naturally by reducing runoff, increasing infiltration, minimizing urban heat island effects and providing a source of irrigation for the development. It will incorporate pre-development hydrology as part of the design framework, which will improve the site's major drainage systems and enhance wildlife habitat, reduce downstream impacts and create opportunities for integrating urban form with the site's natural drainage areas. The project will be built in compliance with the overall purposes of the Wilsonville Stormwater Master Plan, the 100-Year Floodplain policies and the City's NPDES permit. System financing will be provided in accordance with City financing policies, with a combination of public and private revenue sources

3. Implementation Measures 3.1.11:

There are 15 relevant sub-policies in 3.1.11 regarding parks, recreation and open space objectives of the City. Combined they require the identification and conservation of natural, scenic and historic areas, wildlife corridors and habitat, equestrian access, connections to regional open spaces, and the provision of active and passive public parks and open spaces.

Response: A key component of the Villebois Master Plan is the development of open space, parkland and other recreational opportunities in the northern sub-area. The open space consists of approximately 110 acres of natural-area space and approximately 44 acres of parks. Specific elements of the Villebois Village Master Plan Parks and Open Space Plan include a village

green, plaza, active ball fields, neighborhood commons, pocket parks, trails, greenways and pathways. By preserving natural areas and providing trail links to the Coffee Lake and Metro Wilsonville Tract the Plan will achieve environmental planning and parks and open space goals identified in Wilsonville's West Side Master Plan and Comprehensive Plan as well as Metro's 2040 Growth Concept.

4. a) Policy 4.1.6:

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

b) Villebois Village Concept Plan and Villebois Village Master Plan

Response: In order to be an asset to Wilsonville and accomplish goals set forth by DATELUP, the Villebois Village Concept Plan and the more detailed land use and infrastructure plan, the Villebois Village master Plan, are based on the three guiding principles of connectivity, diversity and sustainability. The Plan will facilitate implementation of the Concept Master Plan through the provision of public infrastructure necessary to achieve the Village Concept principles and the Plan will assist in creating linkages between neighbors inside the Area and throughout the city. In turn, the diverse community will provide a vibrant choice of housing types for households with a wide range of incomes. It will also provide a healthy mix of employment opportunities and a variety of convenient goods and services. The community will be efficiently designed, protect natural resources and open space, and provide creative rainwater management and energy conservation for long-term sustainability

B. Transportation System Plan (TSP)

In addition to the Wilsonville Comprehensive Plan policies, this Plan complies with the City's 2003 Transportation System Plan (TSP) as described below.

1. Implementation Measure 4.2.1.c:

In accordance with Chapter 9 of the TSP, establish funding strategies and systems that will help provide for the investments in major street improvement projects necessary to implement the goals and policy of the Comprehensive Plan.

Response: The roadway improvement projects listed in this Plan are consistent with City transportation policy and roadway network needs to provide connectivity between east and west Wilsonville and the associated needed housing for people employed in the City. This Plan provides a key compo-

ment of the funding mechanism for identified roadway deficiencies in west Wilsonville.

2. Implementation Measure 6.1.2.b:

Plan for (bicycle, pedestrian and transit) facilities and services to meet the anticipated demands in new growth areas such as Day Road and the Dammasch community.

Response: The roadway improvement projects identified in this Plan include provisions for bicycle and pedestrian pathways on the arterial and collector streets, as described in the Villebois Village Master Plan. There will also be transit stops for the City's local SMART bus system, and a planned station site for future commuter rail service to the metro area.

3. Implementation Measure 8.1.1.a

Encourage developments that effectively mix land uses to reduce vehicle trip generation, especially the number and length of home-to-work trips.

Response: The northern sub-area is planned for a large mixed-use community that provides services, jobs and recreational opportunities within walking and biking distance. With the highest residential densities at the commercial core, the proposed urban village will encourage residents to reduce vehicle trips on a daily basis. Further, a significant imbalance has resulted from the large number of jobs in the City and the lack of housing opportunities. With the planned construction of approximately 2,300 housing units in the northern sub-area and additional units in the southern sub-area, it is expected that many people employed in Wilsonville will be able to live in the city, thereby reducing home-to-work commutes in the City.

VII. PROPOSED LAND USES AND DEVELOPMENT STANDARDS

The City of Wilsonville Comprehensive Plan and the Wilsonville Planning and Development Ordinance govern land use in the Area. The use, development or redevelopment of all land within the Area shall comply with the provisions of the City's Comprehensive Plan, implementing ordinances, codes, policies, and regulations, and with all other applicable Federal, State, County and City regulations. The City's acknowledged Comprehensive Plan and its implementing ordinances, codes, policies and regulations as they exist on the effective date of the Plan or as they may be amended from time to time are incorporated hereby by reference as if they were included in full. The City's Development Code and all applicable Building, Health and Safety Codes as they exist on the effective date of this Urban Renewal Plan or as they may be amended from time to time, are hereby made a part of this as though included herein in full. These documents indicate proposed land uses, maximum densities and building requirements. To provide for the implementation of the Villebois Village Master Plan and the Plan, amendments to the City's Comprehensive Plan Map and Development Ordinance text have been made to incorporate the appropriate land use and zoning designations on the site that complete the process of the Plan's compliance with local objectives.

To the extent the Area includes land outside City boundaries within Clackamas County, the Agency has coordinated the provision of the proposed land uses and the Plan's public facility projects with the County under the provisions of the Urban Growth Management Agreement between Clackamas County and the City. The land use and supporting public facility projects are consistent with DATELUP, which as noted above was developed by the County, the City and the State of Oregon.

Comprehensive Plan designations and Development Code zones that apply within the Area are:

A. Wilsonville Comprehensive Plan Residential Village District Designation

The amended Comprehensive Plan designates most of the northern sub-area as "Residential Village," replacing the Area of Special Concern "B" Dammasch Hospital site originally applied to the hospital site. The Comprehensive Plan Residential Village designation provides the guiding policies and implementation measures for the site. The designation is described as follows:

The Residential Village District is to be applied to several hundred acres in the Area's northern sub-area. Formerly known as "Area B," this area corresponds with the Villebois Village planning area. In August 2003, the City adopted the Villebois Village Master Plan, which evolved from the initial Villebois Village Concept Plan and will incorporate "smart growth" planning principles. The Master Plan includes a more refined and detailed series of Specific Area Plans that address land use, transportation, utilities, open space, and natural resources planning goals and objectives. Implementation of the Master Plan will result in a cohesive community that follows sustainable economic, social and environmental principles and optimizes the overall livability of the area.

The Residential Village will be a mixed-use community with a variety of housing types and densities. It may incorporate employment centers, commercial uses, and public uses in patterns, styles and scales appropriate to the design of a neighborhood where the opportunity exists to minimize the need to use an automobile for daily living. Creation of a fully realized Village Center will take place over time as economic ability to support the full range of envisioned uses grows. To support this intensification, the Village Center should therefore be planned in such a way as to allow flexibility in its uses as it evolves and matures over time. Buildings in the core should be designed to allow for a full range of uses from high density residential to commercial retail to office and employment uses and to permit conversion of these buildings over time.

B. Wilsonville Comprehensive Plan Residential Designation

This designation calls for small-scale urban low and medium density residential development. Developments on parcels designated 'R' that are under two acres in size are not intended to be Planned Developments.

C. Wilsonville Planning and Development Ordinance Village (V) Zone

Concurrent amendments to the Wilsonville Development Ordinance describe the Village Zone (V) and govern the allowed uses and development standards in the zone. The V zone will be applied to those parcels in the northern sub-area prior to development. The purpose of the zone is as follows:

The Village (V) zone is applied to lands within the Residential Village District Comprehensive Plan designation. It is intended to be applied in accordance with the Villebois Village Master Plan and the Residential Village District as described in the Comprehensive Plan (above).

- 1. The V zone provides for intensive land uses and assures the most efficient use of land.*
- 2. The V zone is intended to assure the development of pedestrian-sensitive, yet auto-accommodating communities containing a range of residential housing types and densities, mixed-use complexes, commercial uses in the Village and Neighborhood Centers, and employment opportunities.*
- 3. The Residential Village District may be developed in one or more phases and may encompass multiple ownerships. Because of these factors, it is necessary and appropriate that this V zone is comprehensive and detailed in its standards and specifications to assure that the goals and principles of the Villebois Village Concept Plan are achieved. The Concept Plan for the Residential Village District incorporates design, development and infrastructure features indicative of a sustainable community; including but not limited to the following:*
 - a. A Village Center characterized by higher density residential, commercial, employment and mixed-use development.*
 - b. Neighborhood Center(s) including neighborhood mixed-use and/or commercial development providing residents with convenient access to goods and services.*
 - c. Multi-purpose streets linking residential areas, commercial uses and open space.*
 - d. Continuity of urban design befitting a growing metropolitan area.*
 - e. Quality and craftsmanship in the built environment.*
 - f. Active public spaces and plazas for outdoor eating and merchant displays*
 - g. Advantageous and sensitive use of natural resource features and open space.*
 - h. Site planning intended to foster a sense of place where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones.*
 - i. Land use patterns.*
 - j. Surface water management and treatment systems.*
 - k. Tree preservation, view corridors and other features of an integrated system of open space, parks and recreation facilities.*

D. Wilsonville Comprehensive Plan Area of Special Concern G

Area of Special Concern G includes the West Side Urban Renewal Area's southern sub-area. Located west of the Burlington Northern Railroad tracks and south of Wilsonville Road, this southern sub-area is not within the Villebois Village planning area. Where Area G overlaps with this Plan, industrial and residential uses are planned. A housing density of 10-12 dwelling units per acre applies to 23 acres of residentially zoned land in the Plan area.

E. Wilsonville Planning and Development Ordinance R – Residential Zone

The purpose of the Residential 'R' Zone is to provide standards and a simplified review process for small-scale urban low and medium density residential development. Developments in the 'R' Zone are not intended to be Planned Developments. Principal uses permitted outright include: single-family dwelling units, attached-family dwelling units, apartments, manufactured homes, public parks, playgrounds, recreational and community buildings and grounds and recreational uses of a non-commercial nature.

F. Wilsonville Planning and Development Ordinance R-AH Residential Agricultural Holding Zone

It is the purpose of the RA-H zone to serve as a holding zone to preserve the future urban development potential of undeveloped property designated for more intensive development. This zone has been applied to all urbanizable properties within the City that are planned for development and that have not previously received development approval in accordance with the Comprehensive Plan.

VIII. 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.

A. Property Acquisition for Public Improvements

Interests in real property, including fee simple ownership, easements, leases, licenses and other forms of ownership or use may be acquired for public improvement projects authorized in the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisition must occur prior to institution of eminent domain procedures.

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

B. Property Acquisition for Private Redevelopment

Property may be acquired for resale or lease for private development by all legal means, including eminent domain. Property purchased by the Agency under the Plan shall be purchased at fair market value. Property owners may sell or otherwise convey property to the Agency at less than fair market value if such terms are agreeable to the Agency and the property seller.

Property to be acquired for private redevelopment that is not already identified in the Plan shall be identified in the Plan by means of a Minor Amendment (see Section XI).

C. Disposition of Land for Private Redevelopment

Land sold or leased by the Agency for private redevelopment shall be sold or leased at its fair re-use value, which is the value at which the Agency determines such land should be made available in order that it may be used for the purposes specified in the Plan.

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

IX. RELOCATION METHODS

Where property is acquired under the Plan and the acquisition is through or under the threat of eminent domain, residential or commercial occupants of such property shall be offered relocation assistance as required under applicable state law. The Agency has adopted rules and regulations as necessary for the administration of relocation assistance.

X. TAX INCREMENT FINANCING OF PLAN

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

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

A. General Description of the Proposed Financing Methods

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

- tax increment revenues;
- advances, loans, grants and any other form of financial assistance from the Federal, State or local governments or other public body;
- loans, grants, dedications or other contributions from private developers and property owners; and
- any other source, public or private.

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

B. Tax Increment Financing and Maximum Indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency as provided for 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 un-segregated 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 \$40,000,000. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Agency or the City in connection with the preparation of this Plan or previous planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

XI. FUTURE AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the Area.
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments shall require the same notice, hearing and approval procedure required of the original Plan, including public involvement, consultation with taxing districts, presentation to the Planning Commission and adoption by the City Council by non-emergency ordinance after a hearing notice of which is provided to individual households within the City of Wilsonville and within the Clackamas County parts of the Area. A Substantial Amendment requires approval by the Clackamas County Board of Commissioners as long as portions of the Area lie outside the Wilsonville City limits.

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.

C. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments or Council-Approved Amendments. Minor Amendments shall require approval by the Agency by resolution. Minor Amendments include the identification of land for acquisition by the Agency using all legal means for the purpose of private redevelopment. For a Minor Amendment that alters the goals and objectives of the Plan, but not significantly, the Agency shall include findings in its resolution approving the Minor Amendment that show that the change to the Goals and Objectives is not a significant alteration.[JT1]

D. Amendments to the City of Wilsonville's Comprehensive Plan, Ancillary Documents and the City's Development Code

Amendments to the City of Wilsonville's Comprehensive Plan, Ancillary Documents and the City's Development Code that affect the Plan and/or the Area shall be incorporated within the Plan without any action required by the Agency or the City Council.

XII. VALIDITY OF APPROVED URBAN RENEWAL PLAN

Should a court of competent jurisdiction find any word, clause, sentence, section, or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such finding and remain in full force and effect for the duration of the Plan.

XIII. RECORDING OF PLAN

A copy of the City Council's Non-Emergency approving this Plan under ORS 457.095 shall be sent by the Council to the Urban Renewal Agency and a copy shall be sent together with a copy of the Plan and Report to the Clackamas County Board of Commissioners. Following receipt of such ordinance and the Clackamas County Board of Commissioners resolution approving the Plan, this Plan shall be recorded by the Agency with the Recording Office of Clackamas County.

Exhibit A: Legal Description of Area

Exhibit B: Glossary

Exhibit C: September 16, 2003 Ballot Measure

Exhibit A: Legal Description of Area

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EXHIBIT A
LEGAL DESCRIPTION
WILSONVILLE URBAN RENEWAL DISTRICT
WILSONVILLE, OREGON

The approximate boundaries of the Area are shown by the Urban Renewal District Area Map (Exhibit 2).

The Area is described as that land containing all lots or parcels of property situated in the City of Wilsonville, County of Clackamas, and the State of Oregon, lying in Sections 11, 14, 15, 22 and 23, Township 3 South, Range 1 West of the Willamette Meridian, bounded as follows:

Commencing at the point of intersection of the South right of way line of Wilsonville Road (Market Road No. 6), with the West right of way line of the Oregon Electric Rail Road, Assessor's Plat 3 1W 23B;

1. Thence South along said West right of way line to the Northeast corner of Partition Plat No. 1990-92, said Assessor's Plat;
2. Thence West along the North line of said Partition Plat 700 feet, more or less;
3. Thence Southwesterly to a point on the West line of said Partition Plat;
4. Thence counter-clockwise around said Partition Plat to the Southeast corner thereof, said point being on the West right of way line of said Oregon Electric Rail Road, said Assessor's Plat;
5. Thence South along said West right of way line to the point of intersection with the South right of way line of 5th Street, Assessor's Plat 3 1W 23BD;
6. Thence West along said South right-of-way line of 5th Street to the East right-of-way line of County Road No. 2206;

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7. Thence South along said East right-of-way line to the point of intersection of said right of way line with the Easterly extension of the South line of Tax Lot No. 400, Assessor's Plat 3 1W 23BD;
8. Thence West along said projected line to the Southeast corner of said Tax Lot No. 400;
9. Thence West along the South line of said Tax Lot No. 400 to a the Southwest corner thereof, said point being on the East line of Tax Lot No. 2000, Assessor's Plat No. 3 1W 23B;
10. Thence North along said East line to the Northeast corner of said Tax Lot No. 2000, said point being the Southeast corner of Tax Lot No. 1700, said Assessor's Plat;
11. Thence counter-clockwise around said Tax Lot No. 1700 to the Northwest corner thereof said point being on the East line of Tax Lot No. 1900, said Assessor's Plat;
12. Thence West along the projection of the North line of said Tax Lot No. 1700 to a point on the West line of said Tax Lot No. 1900;
13. Thence North along said West line to the point of intersection of said West line with the South right-of-way line of Brown Road (County Road No. 355), Assessor's Plat No. 3 1W 22AA;
14. Thence Northwesterly along the South right-of-way line of said Brown Road (County Road No. 355), to the point of intersection of said right-of-way line with the South right-of-way line of Wilsonville Road (Market Road No. 6);
15. Thence Northwesterly across Wilsonville Road (Market Road No. 6), to the point of intersection of the North right-of-way line of Wilsonville Road (Market Road No. 6), with the West right-of-way line of Brown Road (County Road No. 355), Assessor's Plat No. 3 1W 22A;
16. Thence North along said West right-of-way line and its projection to the point of intersection of said projected line with the South line of the R.V. Short Donation Land Claim No. 46, Assessor's Map No. 3 1W 15;
17. Thence West along said South Donation Land Claim No. 46 line to the Northerly Northwest corner of Tax Lot No. 2902, said Assessor's Map;
18. Thence counter-clockwise around said Tax Lot No. 2902 to the Westerly Northwest corner thereof, said point being on the East line of Tax Lot No. 2800, said Assessor's Plat;

19. Thence North along said East line to a point on the South line of Tax Lot No. 2990, said Assessor's Plat;
20. Thence West along said South line and its projection to a point on the West right-of-way line of Graham's Ferry Road (County Road No. 13), said Assessor's Plat;
21. Thence North along said West right-of-way line to the point of intersection of said West right-of-way line with the North right-of-way line of Brown Road (County Road No. 355), said Assessor's Plat;
22. Thence East along said North right-of-way line and its Easterly extension to a point on the East line of Tax Lot No. 1400, said point being on the proposed West right-of-way line of Kinsman Road, Assessor's Plat 3 1W 11C;
23. Thence North along said proposed West right-of-way line 100.00 feet;
24. Thence East 61.00 feet to the East line of said proposed right-of-way line, said point being on the West line of Tax Lot No. 900, said Assessor's Plat;
25. Thence South along said proposed East right-of-way line 100.00 feet to the North right-of-way line of Boeckman Road, said Assessor's Plat;
26. Thence East along said North right-of-way line to the point of intersection of said North right-of-way line with the West right-of-way line of Boone's Ferry Road, Assessor's Plat No. 3 1W 11;
27. Thence South to a point on the South right-of way line of said Boeckman Road, said Assessor's Plat;
28. Thence West along said South right-of-way line to the Northwest corner of Tax Lot No. 202, Assessor's Plat No. 3 1W 14B, said point being on the proposed East right-of-way line of Kinsman Road;
29. Thence Southerly along said proposed East right-of-way line to the point of intersection of said proposed East right-of-way line with the North right-of-way line of Barber Street, Assessor's Plat 3 1W 14C;
30. Thence East along said North right-of-way line to the West right-of-way line of the Oregon Electric Railroad, said Assessor's Plat;
31. Thence South along said West right-of-way line to the point of intersection of said West right-of-way line with the South right-of-way line of said Barber Street, said Assessor's Plat;

32. Thence West along said South right-of-way line and an its extension to the East line of Tax Lot No. 390, Assessor's Map No. 3 1W 15;
33. Thence clockwise around said Tax Lot No. 390 to the Northeast corner of Tax Lot No. 502, said Assessor's Plat;
34. Thence clockwise around said Tax Lot No. 502 to the Southeast corner of Tax Lot No. 500, said Assessor's Plat;
35. Thence West along the South line of said Tax Lot No. 500 to the point of intersection of said South line with the East right-of-way line of Brown Road (County Road No. 355), said Assessor's Plat;
36. Thence South along said East right-of-way line to the point of intersection of said East right-of-way line with the North right-of-way line of Wilsonville Road (Market Road No. 6), Assessor's Plat No. 3 1W 14C;
37. Thence Southeasterly to the point of intersection of said East right-of-way line with the South right-of-way line of said Wilsonville Road (Market Road No. 6), Assessor's Plat No. 3 1W 22AA;
38. Thence Southerly and Easterly along the Easterly right-of-way line of said Brown Road (County Road No. 355), to the West line of Tax Lot No. 1900, Assessor's Map No. 3 1W 23B;
39. Thence North along said West line to the point of intersection of said West line with the Westerly projection of the South line of Tax Lot No. 1500, said Assessor's Plat;
40. Thence East along said projected line to the Southwest corner of said Tax Lot No. 1500;
41. Thence counter-clockwise around said Tax Lot No. 1500 to the Northeast corner thereof, said point being on the South right-of-way line of Wilsonville Road (Market Road No. 6), said Assessor's Plat;
42. Thence East along said South right-of-way line to the point of commencement.

Exception 1:

Tax Lot numbers 1200 and 1202, Assessor's Plat No. 3 1W 15, Lying in Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon;

Exception 2:

Commencing at the Northwest corner of Tax Lot No. 1000, Assessor's Plat No. 3 1W 15, said point being on the South right-of-way line of Brown Road (County Road No. 355), Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon;

1. Thence along said South right-of-way line and its Easterly projection to a point on the West line of Tax Lot No. 801, said point being on the proposed West right-of-way line of Kinsman Road, Assessor's Map No. 3 1W 14B;
2. Thence Southerly along said West right-of-way line to the Northeast corner of Tax Lot No. 100, Assessor's Plat No. 3 1W 14C, said point being on the North right-of-way line of Barber Street;
3. Thence along the North line of said Tax Lot No. 100, said Assessor's Plat, and the Westerly projection of said North right-of-way line to the East line of Tax Lot No. 390, Assessor's Plat No. 3 1W 15;
4. Thence counter-clockwise around said Tax Lot No. 390 to the Southeast corner of Tax Lot No. 100, said Assessor's Plat;
5. Thence counterclockwise around said Tax Lot No. 100 to the Northwest corner of Tax Lot No. 200, said Assessor's Plat;
6. Thence Northwesterly to the Northwest corner of said Tax Lot No. 100, said Assessor's Plat;
7. Thence South along the West line of said Tax Lot No. 100 to the point of intersection of said West line with the Easterly projection of the South line of Tax Lot No. 700, said Assessor's Plat;
8. Thence along said projected line to the Southeast corner thereof;
9. Thence clockwise around said Tax Lot No. 700 to the Northwest corner thereof, said point being on the South line of Tax Lot No. 1000, said Assessor's Plat;
10. Thence clockwise around said Tax Lot No 1000 to the Northwest corner thereof and the point of commencement.

Exception 3:

Commencing at the Northeast corner of Tax Lot No. 2990 Assessor's Plat No. 3 1W 15, Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon;

1. Thence Southerly 800.00 feet along the East line of said Tax Lot No. 2990;
2. Thence West 90.00 feet;
3. Thence North 350.00 feet;
4. Thence Westerly to a point 150 feet East from the East right-of-way line of Graham's Ferry Road;
5. Thence Northeasterly 530.00 feet parallel with Graham's Ferry Road to a point on the North line of said Tax Lot No. 2990;
6. Thence East along said North line to the point of commencement.

The described property, located entirely within the City of Wilsonville, County of Clackamas and the State of Oregon, contains three hundred and ninety five (395), acres, more or less.

Due to the possibility of errors in the acreage shown on the Assessor's tax maps used to compute the property acreage and the difficulty in computing the area of proposed roadway alignments shown, the acreage given hereon should be considered accurate to the nearest 10 acres.

Exhibit B: Glossary

The Glossary was not available on October 1, 2003.

Exhibit C: September 16, 2003 Ballot Measure

**NOTICE OF MEASURE ELECTION
CITY OF WILSONVILLE**

MEASURE NUMBER: 3-107

Notice is hereby given that on September 16, 2003, a measure election will be held in Wilsonville, Clackamas County, Oregon.

The following shall be the ballot title of the measure to be submitted to the city's voters on this date:

CAPTION – 10 WORDS. Advisory vote on formation of a westside urban renewal district.

QUESTION – 20 WORDS. Shall a west Wilsonville urban renewal district be formed to fund transportation and other infrastructure improvements using tax increment financing?

SUMMARY – 175 WORDS. A west Wilsonville urban renewal district is intended to stimulate economic development in underdeveloped areas of the city without increasing property taxes paid by existing residents and businesses.

Westside redevelopment focuses on residential construction to provide needed housing. Investment in streets and other public infrastructure will help leverage State/Federal grants and an anticipated \$500 million in private investment in the local economy.

Tax increment is a financing tool which uses taxes paid on the increased property values within a district to construct urban renewal projects. Revenues will come primarily from the increase in the taxable value of new construction within the Villebois Urban Village. Bond proceeds will be used to pay for needed infrastructure including:

- The Boeckman Road extension,
- A new north-south connector at Kinsman,
- Alternative to Wilsonville Road at Barber,
- Another Old Town/Wilsonville Road connection,
- An elementary school site,
- Parks, playfields, openspace.

If this measure passes, an Urban Renewal Plan defining district boundaries and specific projects will be prepared for review and approval by the Planning Commission before adoption by City Council.

The following authorized city official hereby certifies the above ballot title is true and complete.

_____/s/_____
Signature of authorized city official
Sandra C. King, CMC, City Recorder

July 9, 2003
Date Signed

Posted July 9, 2003, at the following locations:
City Hall, 30000 SW Town Center Loop East
Community Development Annex, 8445 SW Elligsen Road
SMART, 9415 SW Wilsonville Road
Community Center, 7965 SW Wilsonville Road
Wilsonville Library, 8200 SW Wilsonville Road

**CLACKAMAS COUNTY
EXPLANATORY STATEMENT FOR COUNTY VOTERS' PAMPHLET**

ELECTION DATE: September 16, 2003

MEASURE NUMBER: 3-107

BALLOT TITLE CAPTION:

Advisory vote on formation of a westside urban renewal district. Shall a west Wilsonville urban renewal district be formed to fund transportation and other infrastructure improvements using tax increment financing?

NAME OF PERSON RESPONSIBLE FOR CONTENT OF STATEMENT:

Arlene Loble, City Manager

NAME OF ORGANIZATION PERSON REPRESENTS, IF ANY:

City of Wilsonville

TELEPHONE: (503) 570-1504

FAX NUMBER: (503) 682-1015

EXPLANATORY STATEMENT: (488 Words)

Wilsonville is a growing, dynamic community, but its roads and infrastructure have not kept up with demand, thus affecting the livability of the community. There is insufficient housing for the number of individuals who work in the city. Currently, thousands commuting into Wilsonville daily contribute significantly to the city's traffic congestion.

Villebois, a model urban community planned for the former Dammasch Hospital site, will help address Wilsonville's critical housing shortage by offering diverse housing options for those that now commute here for work. Villebois will also provide a revenue stream from its increased property values that will be used to pay for street and other improvements without assessing new taxes to current residents and businesses.

The proposed urban renewal district boundaries include the area west of Boones Ferry Road (Westside Master Plan area) and the Villebois (Dammasch) Planning area. Only projects located within the specific boundaries of the district can be funded through urban renewal tax increment financing. The proposed projects will improve the transportation grid for west Wilsonville. In addition to new street connections, improvements are also planned for bike and pedestrian connections, utilities, sidewalks, curbs, storm sewers and related infrastructure.

Primary projects in the plan include:

- The Boeckman extension to Tooze Road, for which the city has already obtained \$6 million in state and federal grants
- A Kinsman Road extension to serve as a new north-south connector between Wilsonville Road and Boeckman
- A Barber Road extension to serve as an additional east-west connector north of Wilsonville Road
- A contribution toward the purchase of a new elementary school site
- Development of new parks, playfields and open space
- A second route to connect Old Town to Wilsonville Road on the Westside

The urban renewal contribution to these projects is estimated at \$40 million. These improvements in turn are projected to stimulate \$500 million in private investment. Once the urban village is developed, it will increase Wilsonville's tax base after the bonds are paid off and the district is retired.

The City Council will define the boundaries of a westside urban renewal district and determine the projects to be funded from revenues generated by the district if this measure passes. An intended result of the new district is a better transportation system and public amenities, which will enhance Wilsonville's livability.

Urban renewal allows property taxes already assessed and collected to be bonded to fund capital investments to support community and economic development efforts. Property taxes collected within the district above a base level are placed into an urban renewal fund instead of being divided among other taxing authorities. Bonds are sold based on the increase in property values within the district. These bonds are then repaid out of urban renewal funds.

State law limits the amount of land and assessed value that can be placed within urban renewal districts to 25% of the total land acreage and 25% of the total assessed value of property within the city.

The total word/number count may not exceed 500 words/numbers.

Word/Number count total: 488

/s/ Arlene Loble
Signature of Person Responsible for Content of Statement

July 9, 2003
Date

City of Wilsonville

Wilsonville West Side Urban Renewal

Report

Draft Dated October 1, 2003

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PLANNING COMMISSION DRAFT REPORT
(WILSONVILLE WEST SIDE URBAN RENEWAL PLAN)

I. INTRODUCTION

The Wilsonville West Side Urban Renewal Report (the "Report") contains information in support of the Wilsonville West Side Urban Renewal Plan (the "Plan"). This document is not a legal part of the Plan but is intended to provide public information and a basis for the findings made by the City Council as part of its approval.

The Report provides the information required in ORS 457.085(3). The format of the Report is based on this statute.

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

This section of the Report describes existing conditions within the Wilsonville West Side Urban Renewal Area (the "Area"), documenting the occurrence of "blighted areas" as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use and Zoning

The Area contains 395 acres of land. While about half of the Area is within Wilsonville's city limits, the remainder is located in unincorporated Clackamas County.

The Area encompasses 8.7% of the City's 4,503.68 acres of total land area and consists of two sub-areas. To the north, the larger of the two sub-areas contains a significant portion of the Villebois Master Plan area. Adopted by City Council in August 2003, the Villebois Master Plan will guide the development of an innovative, mixed-use residential and commercial center planned for the site of the former Dammasch State Hospital. To implement the Villebois Master Plan in the next 8 to 12 years, the City will annex parcels in the Area that are currently under County jurisdiction. Boeckman/ Tooze Road delineates the sub-area's northern boundary and Evergreen Road runs parallel to most of its southern boundary. Grahams Ferry Road marks the sub-area's western boundary.

Directly west of the Burlington Northern Railroad tracks and south of Wilsonville Road, is the Area's second, smaller sub-area. The City's Comprehensive Plan has designated land within this sub-area as Area of Special Concern G and it is also within the 1996 West Side Master Plan. Currently, the area consists of residential land, most of which is vacant, as well as a mix of industrial and office uses.

Parkwood Estates and Montebello, residential subdivisions located south of Evergreen Road and north of Wilsonville Road, separate the two sub-areas.

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Running north-south through Parkwood Estates, Brown Road connects the northern and southern sub-areas. Between Evergreen and Wilsonville Road, parcels abutting Brown Road are not in the Area.

Proximity to Interstate Highway 5 (I-5) and major transportation and commercial corridors, including Wilsonville Road and Boone's Ferry Road, enhances the Area's attractiveness to prospective residents and businesses. In addition, the Area is close to major industrial employers such as Mentor Graphics.

The Area is characterized by a mix of uses. An analysis of land class data from Clackamas County's 2002-03 Tax Assessor's database was used to determine the land use designation of parcels outside of Wilsonville city limits. As illustrated in Table 1, "Land Use (2002-03)", a total of 38 individual parcels is located in the Area.

Primary Land Use	Number of Parcels	Acres	% of Total
Exclusive Farm Use: Vacant (UC)	3	66.31	17.2%
Exclusive Farm Use: Improved (UC)	3	82.85	21.5%
Farmland (not EFU): Improved (UC)	6	30.63	8.0%
Parcel under 3 Acres: Improved (UC)	3	2.33	0.6%
Industrial: Improved (UC)	1	0.87	0.2%
Public (W)	2	2.29	0.6%
Residential (W)	1	3.54	0.9%
Roads (W)	3	1.36	0.4%
Vacant (W)	16	194.33	50.5%
TOTAL	38	384.51	100.0%
Total Improved Parcels	19	123.87	32.2%
Total Vacant Parcels	19	260.64	67.8%

Source: Clackamas County, OR 2002-03 Parcel Database, Wilsonville 2003 Parcel Database
 Note: (UC) denotes parcels in unincorporated Clackamas County; (W) denotes parcels within Wilsonville City Limits

Vacant land, primarily in and around the former Dammasch State Hospital site, is predominant. In 2002, 67.8% (260.64 acres) of the Area's total acreage was classified as vacant. Additional land can be considered vacant for the purposes of urban density development, because "improved farmland" includes large lots with one single family home. Most of the Area's vacant land (194.33 acres) is located in Wilsonville while 66.31 acres designated Exclusive Farm Use (EFU) constitutes the County share of vacant land.

Improved parcels comprise 32.2% (123.87 acres) of the Area's total acreage. The majority of improved parcels (94.2%) are in the County's EFU and Farmland (not

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EFU) land use designations, meaning that they are not improved to urban densities and can in fact be considered vacant for the purposes of the Plan.

As shown in Table 2, "Zoning Districts (2002-03)," most of the Area's acreage is contained within the County's EFU zone and Wilsonville's Public Facility (PF) zone. Parcels zoned EFU comprise 39.1% of the Area's total acreage while parcels zoned PF comprise 37.1%. At approximately 190 acres, the state-owned Dammasch site, in the Plan's northern sub-area, is the Area's largest parcel. The core of the Villebois Master Plan area, the Village Center, will be situated on this site, which is currently zoned PF. To implement the Villebois Master Plan, Council adopted an amendment to Wilsonville's Development Code that resulted in the creation of a new land use and zoning designation, the Village Zone. As the phased development of the Villebois Master Plan ensues, the Village Zone designation will be applied to parcels in the Plan's northern sub-area.

Table 2: Zoning Districts (2002-03)			
Zoning District*	Number of Parcels	Acres	% of Total
City of Wilsonville Zoning Districts:			
Planned Development Industrial (PDI)	1	0.87	0.23%
Public Facility (PF)	2	142.66	37.1%
Residential (R)	10	23.46	6.1%
Residential Agricultural Holding (RAH) - Industrial	10	35.40	9.2%
Clackamas County Zoning Districts:			
Exclusive Farm Use (EFU)	7	150.16	39.1%
Rural Residential Farm/Forest - 5 Acres (RRFF-5)	8	31.96	8.3%
TOTAL	38	384.51	100.0%
Source: Clackamas County, OR 2002-03 Parcel Database, City of Wilsonville 2002-03 Parcel Database			
*Note: The zoning analysis incorporates both City and County zoning district designations			

Residential zoning districts, including Wilsonville's Residential (R) and the County's Rural Residential Farm/Forest - 5 Acres (RRFF-5) zone, constitute 14% of the Area. Less than one percent of the Area's total acreage is zoned for industrial use, but land zoned RAH - Industrial is designated for industrial use on the Comprehensive Plan

In the southern sub-area, approximately 23 acres of the sub-area is within Wilsonville's R zone and 35 acres is in the RAH- Industrial Zone. A single, .87-acre parcel in the southern sub-area is in the City's Planned Development Industrial (PDI) zone.

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City of Wilsonville Zoning Districts

Per the City of Wilsonville Planning and Land Development Ordinance, the intent of the zones is as follows:

Residential Agricultural – Holding (RA-H) Zone- Industrial

It is the purpose of the RA-H – Industrial zone to serve as a holding zone to preserve the future urban development potential of undeveloped property designated by the Comprehensive Plan for more industrial development. This zone has been applied to all urbanizable properties in the City that are planned for development and that have not previously received development approval in accordance with the Comprehensive Plan. One single-family dwelling, with one accessory dwelling unit per lot, is permitted outright. Temporary structures for non-residential use that will not adversely impact the future development of the property for its designated use are permitted. Agricultural, farm and forest uses, including horticulture, nurseries and timber sales are permitted as are public parks, recreational and community buildings and grounds, and recreational uses of a non-commercial nature. A minimum lot size of 30,000 square feet is required, with minimum front and rear yard setbacks of thirty (30) feet and a minimum side yard setback of ten (10) feet for conforming lots. A minimum street frontage of seventy-five (75) feet is typically required and new development will not exceed the maximum height of thirty-five (35) feet.

Residential (R) Zone

The purpose of the R zone is to provide standards and a simplified review process for small-scale urban low and medium density residential development. Developments in the R zone are not intended to be Planned Developments. Principal uses permitted outright include: single-family dwelling units, attached-family dwelling units, apartments, manufactured homes, public parks, playgrounds, recreational and community buildings and grounds and recreational uses of a non-commercial nature. For single-family dwelling units, attached family dwelling units and apartments, accessory uses incidental to principal permitted units and located on the same lot will be permitted. The R zone requires a minimum lot size of 5,000 square feet, a minimum lot depth of seventy (70) feet and a minimum lot width at building line of sixty (60) feet. A minimum street frontage of thirty (30) feet is required unless the lot fronts on an approved, platted private road. The R zone requires a maximum building or structure height of thirty-five (35) feet and maximum lot coverage of twenty percent (20%) for all residential dwelling units and thirty percent (30%) for all buildings.

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Planned Industrial Development (PDI) Zone

The PDI zone provides on-going opportunities for varied industrial operations and a range of related and compatible uses. The zone was developed to accommodate the changing nature of industrial employment centers and facilitate the redevelopment of underused industrial sites. Permitted uses include but are not limited to: laboratories, storage facilities, warehouses, light manufacturing and assembly, storage of wholesale agricultural commodities, and motor vehicle service facilities. For PDI applications over fifty (50) acres, residential uses are permitted, provided such uses do not exceed twenty percent (20%) of the total acreage and are compatible with adjacent uses. Commercial uses are also permitted, with restrictions on the percentage of a facility's total acreage that can be used for commercial activities. Retail operations over 60,000 square feet of gross leasable area are not permitted. Facilities in the zone must comply with a variety of performance standards. There are no limits for maximum lot coverage and minimum lot size. However, thirty foot front, rear and side yard setbacks are required.

PF – Public Facility Zone

The PF zone is intended for existing public lands and facilities; including quasi-public lands and facilities that serve and benefit the community and its citizens. Churches, schools, libraries public buildings, hospitals, parks and public utilities are standard uses permitted in the PF zone. The PF zone typically requires a minimum lot size of one acre and minimum street frontage of seventy-five (75) feet. Minimum front and rear yard setbacks of thirty (30) feet and side yard setbacks of ten (10) feet are required and new development may not exceed the maximum building height of thirty-five (35) feet.

Clackamas County Zoning Districts

Per Clackamas County's Zoning and Development Ordinance, the intent of the zones is as follows:

Exclusive Farm Use (EFU)

The EFU zoning district is a natural resource district created to increase agricultural production, protect agricultural lands, air quality and wildlife. By creating conditions that further the growth and expansion of agriculture, the district is intended to increase agricultural income and employment. The land is predominantly I-IV agricultural soils as defined by the U.S Soil Conservation Department and applies to areas suitable for or characterized by small or large scale agricultural uses. Primary uses are farm and forest activities. New

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residential development requires application for and approval of a Farm Dwelling Permit, Non-Farm Permit or Lot of Record Dwelling Permit. The minimum lot size for new parcels is eighty (80) acres.

Rural Residential Farm/Forest - 5 Acres (RRFF-5)

The RRFF-5 district is a rural residential district that allows one dwelling per legal parcel subject to meeting relevant development standards. The district provides for rural living where the area has been impacted by development. Parcels zoned RRFF-5 must be easily accessible to a rural center or incorporated city. Five acres is the general parcel size and the average size for new lots. Minimum front and rear setbacks of thirty (30) feet from the side of property lines are required. Minimum setbacks for accessory structures, such as barns and sheds, are thirty (30) feet from the front property line and ten (10) feet from the sides and rear.

2. Infrastructure

a. Transportation

The 2003 Wilsonville Transportation System Plan (TSP) identifies a series of priority short-range, mid-range and long-range transportation infrastructure needs that the City must address in the next 20 years to meet level of service (LOS) standards and the projected level of development.

Among the most critical transportation issues cited in the TSP, the 1996 West Side Master Plan and the City of Wilsonville Comprehensive Plan is a lack of street connectivity and accessibility, particularly between the east and west sides of the City. Interstate Highway 5 (I-5) serves as a dividing line that separates the City's east and west sides. I-5 is one of the primary transportation routes for truck freight traveling between Canada and Mexico and commuters traveling north-south between Portland and the southern Willamette Valley.

Currently, traffic congestion at major intersections, such as the I-5 exchange at Wilsonville Road, presents a challenge to network connectivity. A lack of alternative routes for crossing from one side of the City to the other also impedes connectivity. The freeway is a formidable obstruction and the cost of constructing additional roads to enhance the connectivity of the east and west sides is high and not feasible through traditional sources of motor vehicle facilities funding. Desired housing and job growth could not occur in the Area if key street widening projects, intersection and freeway exchange improvements, and street extensions are not implemented.

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The TSP offers two alternative scenarios for meeting the City's level of service (LOS) standards and level of development projected for the next 20 years. Alternative 1, the Modified No-Action Transportation System recognizes that a minimum of new roads, widening of existing roads and spot mitigation of intersections will be necessary as the City achieves growth projected in the 2020 Comprehensive Plan. With the possible exception of System Development Charge (SDC) credits, the No-Action alternative assumes that the City will not finance any costs associated with road improvement and motor vehicle facilities projects. Private developers will assume financial responsibility for all projects outlined in the alternative.

Alternative 2, the Recommended alternative Transportation System, assumes both City and developer participation in the financing of road improvement projects.

The City has established the following list of priority road improvement needs:

- Boeckman Rd. from 95th Ave. to Tooze Rd.
- Tooze Rd. from Boeckman Rd. to Grahams Ferry Rd.
- Barber St. from Brown Rd. to Kinsman Rd.
- Grahams Ferry Rd. From Tooze Rd. to the Area boundary.
- Kinsman Rd. from Barber St. north to Boeckman Rd.
- Road connection from Boones Ferry Road at either Bailey or 5th to Wilsonville Road.

b. Sewer

A significant share of the Area lacks full urban level services, including adequate sanitary sewer facilities, which is a serious impediment to development. Presently, the Plan's northern sub-area is largely underserved by sanitary sewer facilities. An existing 8-10" sewer line along Evergreen Road will serve the sub-area's southeast portion while an existing line that runs through the Park at Merryfield subdivisions will serve a small section of its southwest corner. However, the central and northern portions of the sub-area, primarily vacant agricultural lands, are not served. For this reason, to serve these areas, new sewer line extensions originating from the existing Park at Merryfield sewer line and a 12" line that runs north-south through the easternmost portion of the sub-area will be necessary.

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Below is a more detailed description of priority sanitary sewer needs:

1. Parallel 24" Sanitary Sewer on Kinsman Road
2. Boeckman Rd. / Tooze Rd. 10" Sanitary Sewer
3. Kinsman Rd. to Brown Rd. 12" Sanitary Sewer on Barber St. or Evergreen Rd.

At this time, it has been determined that sanitary sewer facilities serving the Plan's southern sub-area are adequate.

c. Stormwater

Existing stormwater management facilities serving the Area's largely undeveloped northern sub-area are inadequate. The Villebois site contains an abundance of natural features, including wetlands, forests and nature preserves that total over 130 acres. Stormwater facilities and rainwater management strategies will help preserve the integrity of this natural feature as the site develops.

The City's 2001 Stormwater Master Plan and the Villebois Master Plan adequately address this deficiency. Significant costs will be associated with the construction and maintenance of new stormwater facilities.

d. Water

In addition to inadequate stormwater management facilities, insufficient access to water services currently limits the northern sub-area's capacity to accommodate new growth. To move forward with the construction of approximately 2,300 planned new housing units and associated commercial, office and retail space, it will be necessary to extend water mains into the northern sub-area. The following is a preliminary list of priority water facility needs:

1. Boeckman Rd. / Tooze Rd. 24" Water Main
2. Barber St. east of Brown Rd. 18" Water Main
3. Tooze Rd. 30" Water Main
4. Grahams Ferry Rd. 18" & 12" Water Main
5. Kinsman Rd. to Brown Rd. 18" Water Main on Barber St. or Evergreen Rd.
6. Kinsman Rd. 48" Water Main

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e. Parks and Open Space

Since the northern sub-area (Villebois Village Master Plan area) is primarily vacant or undeveloped farmland, it presently lacks planned parks and open space areas. A total of 109.2 acres of open space and 43.9 acres of neighborhood, community and regional parks are planned for the Villebois Village Master Plan area to accommodate population growth that will result from the addition of over 2,300 new housing units and commercial/employment uses.

The southern sub-area is also characterized by a deficiency of parks and open space. The West Side Master Plan and the Comprehensive Plan site the need for more adequate parks and open space and public recreational facilities. In particular, the public has expressed the desire for the City to improve recreational access to the Willamette riverfront and nearby Coffee Lake Creek. Approximately 23 acres of residentially zoned land in the southern sub-area will be developed at a density of 10-12 dwelling units per acre. This will result in an additional 230 to 276 housing units in the sub-area and an increased demand for parks and open space areas.

Urban renewal will help finance the significant costs that will be associated with the development and maintenance of both new and existing parks and open space facilities, which will serve both recreational and functional uses.

B. Economic Conditions

1. Taxable Value of Property Within the Area

Table 3, "RMV and M50 AV by Land Use," shows the distribution of the Area's total real market value and Measure 50 assessed value by existing land use. As described in the Physical Conditions section, nine land use designations are represented in the Area. The estimated total assessed value of real property in the Area is \$2,992,297. The estimated real market value of real property in the Area is \$9,505,781.

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Table 3: RMV and M50 AV by Land Use

Land Use	Total RMV	% of Total RMV	Total M50 AV	% of Total M50 AV
Improved EFU	1,490,673	15.7%	273,190	9.1%
Vacant EFU	1,152,199	12.1%	32,234	1.1%
Improved Farmland (not EFU)	1,966,365	20.7%	794,204	26.5%
Improved Parcel < 3 Acres	426,461	4.5%	305,268	10.2%
Industrial	285,491	3.0%	197,546	6.6%
Public	229,277	2.4%	175,959	5.9%
Residential	147,646	1.6%	2,619	0.1%
Roads	21,282	0.2%	18,051	0.6%
Vacant	3,786,387	39.8%	1,193,226	39.9%
TOTAL	\$9,505,781	100.0%	\$2,992,297	100.0%

Source: Clackamas County, OR 2002-03 Parcel Database and Wilsonville 2002-03 Parcel Database

The greatest share of the Area's assessed and real market value is captured by parcels in the City's Vacant land use designation. In 2002, vacant land in Wilsonville constituted 39.9% or \$1,193,226 of the Area's total real property assessed value and 39.8% or \$3,786,387 of its total real property real market value. With a real market value of \$1,408,842, the Dammasch site is both the largest and most valuable site in the Area. The site is under State ownership and is therefore tax exempt with an assessed value of \$0. As planned development occurs in the next 8 to 12 years, the assessed value of land that is currently part of the Dammasch site will increase markedly.

In addition to vacant city land, a significant share of the Area's value is attributed to parcels in the County's Improved Farmland (not EFU) designation. In 2002, Improved Farmland (not EFU) constituted 26.5% or \$794,204 of the Area's total assessed value and 20.7% or \$1,966,365 of its real property real market value. Overall, the assessed value for many parcels in the Area is low, since much of the land is vacant or currently designated for farm use.

Table 4, "Measure 50 AV by Zoning and Land Use," offers a more detailed summary of existing uses in the Area. Vacant city land in Wilsonville's RA-H zone totals \$1,190,753 and represents the highest share of the Area's real property assessed value. At \$963,340, improved parcels in the County's RRFF-5 zone also constitutes a significant share of the Area's assessed value.

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Land Use Designation	Zoning					
	Exclusive Farm Use (EFU)	Planned Development Industrial (PDI)	Public Facility (PF)	Residential (R)	Residential Agricultural Holding (RA-H)	Rural Residential Farm/Forest 5 Acres (RRFF-5)
Improved EFU	\$273,190					
Vacant EFU	\$32,234					
Improved Farmland (not EFU)						\$794,204
Improved Parcel < 3 Acres	\$136,132					\$169,136
Industrial		\$197,546				
Public			\$3,549		\$172,410	
Residential				\$2,619		
Roads				\$13,014	\$5,037	
Vacant			\$0	\$179,920	\$1,013,306	
TOTAL M50 AV	\$441,556	\$197,546	\$3,549	\$195,553	\$1,190,753	\$963,340

Source: Clackamas County 2002-03 Parcel Database, Wilsonville 2002-03 Parcel Database

2. Building to Land Value Ratio

An analysis of property values can be used to infer the economic condition of real estate investments in a designated area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is, as a rule, an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Ratio" or "I:L". In urban renewal areas, the I:L is often used to gauge the pace and intensity of development or the extent to which an area has achieved its development priorities.

Depending on the zoning of a property, different I:L's indicate the level at which a property can be considered "underdeveloped". For a single family house, which is at the low end of intensity of development, an I:L of 2.0 or under indicates less than optimal development. For an industrial property in a zone that allows intensive development, such as Wilsonville's Planned Development Industrial (PDI) zone, an I:L lower than 4.0 would indicate underdevelopment in many cases.

Table 5 below, "Average Improvement to Land Ratio by Zoning District," illustrates the average I:L for each of the zoning districts represented in the Area.

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Table 5: Average Improvement to Land Ratio by Zoning District (2002-03)	
Zoning District	Average Building to Land Ratio
City of Wilsonville Zoning Districts:	
Planned Development Industrial (PDI)	1.20
Public Facility (PF)	0.00
Residential (R)	0.00
Residential Agricultural Holding (RAH)	0.33
Clackamas County Zoning Districts:	
Exclusive Farm Use (EFU)	0.16
Rural Residential Farm/Forest - 5 Acres (RRFF-5)	0.53
Source: Clackamas County, OR 2002-03 Parcel Database, City of Wilsonville 2002-03 Parcel Database	

As highlighted in the Physical Conditions section, over 76 percent of the Area's land area is contained within the exclusive farm use (EFU) and public facility (PF) zoning districts. An average I:L of 0.16 indicates that property the EFU district—which comprises 39.1% of the Area's total acreage—is significantly underdeveloped. With the exception of the PF district, none of the Area's zoning districts has an average I:L that exceeds 1.2. This is largely attributable to the predominance of vacant and agricultural lands in the Area. The majority of parcels within the Wilsonville city limits is vacant while parcels under County jurisdiction are predominately designated for farm use.

As described in ORS 457, the definition of a "blighted area" eligible for urban renewal includes underutilized property with inadequate streets, open spaces and utilities. Since the Area is largely underdeveloped despite the critical need for housing and public facilities to support Wilsonville's growing population, it meets the definition of blight.

Given the City's plans to annex land currently in the County to implement the Villebois Master Plan, which prescribes a much broader depth and intensity of uses, substantial investments in infrastructure and public improvements will be necessary. Tax increment funds generated by urban renewal will help finance the infrastructure and public facilities components of the Villebois Master Plan in addition to financing public improvements in the Plan's southern sub-area.

C. Social Conditions

The Area does not contain residences, and so no social conditions may be described. It is expected that at completion of the Plan, the Area will contain approximately 2,300 new housing units in the northern sub-area and additional units in the southern sub-area. These units will include apartments, condominium units, town house single family homes

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and detached single family homes. This diversity of housing types will serve a wide range of household incomes, sizes and types.

The future residents of the Area will have needs for public facilities, including schools, parks and open spaces, all of which are currently lacking.

D. 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 of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The Area is within county wide taxing districts such as Clackamas County, Clackamas Community College and Clackamas County ESD and the additional demand for services provided by these districts will not be significant in comparison to overall demand. However, the build-out of Villebois Village, will result in an increase in demand for services provided by the City and the West Linn/Wilsonville School Districts and the Area is a significant part of these jurisdictions. With a minimum of 2,300 new residential units planned for Villebois Village, the demand for fire and public safety services as well as stormwater and sewer services will increase markedly. In addition, the Villebois Village Master Plan calls for the development of 109.2 acres of open space and 43.9 acres of parks to accommodate projected population growth. Maintenance cost for parks and open space facilities will be an additional burden. In between the largest and smallest taxing district is the Tualatin Valley Fire & Rescue District. The additional demand from the residential development within the Area will be mitigated by installation of sprinklers in all residential units, with the assistance of the Agency.

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

There is one urban renewal area in the Plan and it was selected to improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

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

This section describes the relationship between the urban renewal projects called for in the Plan and conditions generally described in Section II of this Report and more particularly described below. (All road improvements described below include necessary right of way and easement acquisitions as well as wetlands mitigation.)

A. **Boeckman Road from 95th Ave. to Tooze Rd.**

The Boeckman Road project extends Boeckman Road from its terminus in the vicinity of 95th Avenue over to connect to the intersection of 110th Avenue and Tooze Road. The road will be constructed as a 3-lane minor arterial with bicycle lanes and sidewalk on each side of the road. The road will be narrowed to two lanes as it crosses Coffee Lake to minimize the impacts on the wetlands. The project will include extension of a 24" waterline from Kinsman west to Tooze Road and a sewer line at the west end of the project to provide sewer capacity for the future development along Tooze Road.

Relationship to Existing Conditions

The area described as the north sub-area in the West Side Urban Renewal District is not adequately served by a cohesive street system and lacks water and sewer service for future development. This project extends another east/west connector so that Wilsonville will have an east/west connection between Wilsonville Road on the south and Elligsen Road on the north. This is essential so that all the traffic from the Area's north sub-area does not have to use Wilsonville Road in order to access the north Wilsonville area in the vicinity of the Stafford interchange or to access Interstate 5 for north bound destinations.

Also, there is no reservoir on the west side of I-5 and very limited water service. The Boeckman Road project will also include a waterline which will provide water service across Coffee Lake from Kinsman Road and will also provide a future connection to a reservoir which is included in the Water Master Plan north and west of the intersection of Tooze Road and Grahams Ferry Road.

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B. Tooze Road from Boeckman Rd. to Grahams Ferry Rd.

Tooze Road will be reconstructed as a minor arterial from 110th Avenue and the future Boeckman Road on the east to Grahams Ferry on the west. The construction will include three travel lanes with a bicycle lane and sidewalk on each side of the road. Utilities will include a 30" water line to serve the local area and to connect to a future reservoir northwest of the intersection of Tooze Road and Grahams Ferry Road and a 12" sewer line to provide sewer service to adjacent properties.

Relationship with Existing Conditions

Tooze Road is a narrow 2-lane, rural, County road with no sidewalks and no bicycle lanes. It serves as a connection from Wilsonville to Sherwood and the traffic from Sherwood uses Tooze Road to 110th and then 110th to Brown and Brown down to Wilsonville Road. Any north bound traffic from Sherwood would have to go all the way down to Wilsonville Road and then go north on either a local street or the Interstate. The reconstruction of Tooze Road along with the construction of Boeckman Extension will provide a direct connection from Sherwood into the heart of Wilsonville and will reduce the miles traveled as well as providing direct access to commercial facilities and industrial jobs. The project also includes a water line to provide local service as well as a future transmission main to and from a future reservoir to the north west of the intersection of Tooze Road and Grahams Ferry Road. It also includes a sewer line to provide local sewer service to nearby properties.

C. Barber Street from Brown Rd. to Kinsman Rd.

Barber Street will be a major and minor collector from Kinsman Road on the east to Grahams Ferry Road on the west. The road will include three travel lanes to the Village Loop and two travel lanes from Village Loop to Grahams Ferry Road. It will also include sidewalks and bicycle lanes on each side of the road and curb side parking along most of the road. The project also will include an 18" water line from Kinsman to Grahams Ferry Road to provide water for domestic purposes and fire protection. It will also include a sewer line of varying size to serve the Villebois Village District.

Relationship with Existing Conditions

The Villebois Village District has very limited vehicle, bicycle or pedestrian access. Barber Road will be extended from Kinsman Road all the way to the west to Grahams Ferry Road to provide another strong access into this area. This access is particularly important for a connection across Coffee Lake from Villebois and the adjacent subdivisions to the south to a future commuter rail facility along Kinsman Road just north of Barber.

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D. Grahams Ferry Road From Tooze Rd. to the Area boundary

This project would reconstruct Grahams Ferry Road as a minor arterial with three travel lanes and sidewalks and bicycle lanes on each side of the street. It also would include a water line to serve as the west loop for a looped water system in which water service can be provided from at least two sources.

Relationship with Existing Conditions

The existing road is a 2-lane rural county road without sidewalks or bicycle lanes. It is adequate for rural county traffic but would be completely inadequate after development of Villebois occurs. This project is in the project list to ensure that the west half-street can be developed as the developers of the Villebois Village District complete the half-street adjacent to their property. There is no public water service in the vicinity of Grahams Ferry Road and this line will ensure that there is adequate supply for fire protection.

E. Kinsman Road from Barber St. North to Boeckman Rd.

This project includes construction of a major collector on the Kinsman Road alignment from Barber to Boeckman Road. The construction will include three travel lanes with a sidewalk and bicycle lane on each side. The project also includes construction of a major water transmission line to help move water from the water treatment plant to areas to the north and a major trunk sewer line to provide additional sewer capacity for development of industrial properties to the north.

Relationship to Existing Conditions

On the west side of I-5 the only significant north/south road is Boones Ferry Road, just west of the interstate, which requires a jog through the industrial area at Ridder Road. An additional north/south route is required on the west side of I-5 to provide service to the future industrial development and the Kinsman project is part of this network. In addition, a commuter rail station is planned along the Kinsman alignment north of Barber and Kinsman Road is required to provide access to and from the commuter rail station from local residences and from the industrial area. Finally, there is inadequate utility service to this area and the project includes construction of a major water transmission line and a trunk sewer.

**E. Road connection from Boones Ferry Road at either Bailey or 5th to
 Wilsonville Road.**

This project would construct a 2-lane, minor collector road with sidewalks and bicycle lanes on each side from Boones Ferry Road at either Bailey or 5th Street to Wilsonville Road. Construction would also include a water distribution main.

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Relationship to Existing Conditions

The southern sub-area is largely undeveloped and will need a very substantial expenditure for a minor collector to provide access to this area. The area also has a number of deep ravines and a railroad that need to be crossed. Construction of the road with the water distribution main would remove the primary impediments to development of this property. Also, of equal importance would be the alternate route into the Old Town area to Wilsonville Road. Presently, whenever the intersection of Wilsonville Road and Boones Ferry is blocked, there is no alternate access to or egress from the Old Town area.

F. Other Transportation System Improvements

Other transportation system improvements will be determined through future planning efforts. They are anticipated to include roadway, bicycle and pedestrian, transit and parking improvements.

Relationship to Existing Conditions

Other transportation system improvements address the need for multi-modal connectivity within the Area to alleviate congestion on the main Area roadways.

F. Parks and Public Amenities

This project includes the funds for construction of regional, community and neighborhood parks in the northern sub-area and construction of what the Tonquin Trail from Coffee Lake to the Wilsonville Tract.

Relationship to Existing Conditions

The Area has no park system and a fairly extensive park system will be needed as the property develops. There is no trail from the Tonquin Trail alignment near Coffee Lake to the Wilsonville Tract under present conditions. The land is primarily undeveloped and will need a trail system as part of the regional trail system.

G. Elementary School and Playfields Site

Contribute to the cost of acquiring and developing a site for a future West Linn/Wilsonville School District grade school within the northern sub-area.

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Relationship To Existing Conditions

The northern sub-area is currently undeveloped. It will ultimately include approximately 2,300 residential units and there will be a requirement for a grade school. The West Linn/Wilsonville School District intends to purchase a school site in the vicinity of Tooze Road but does not have the adequate funds to purchase a site within the Village District. The Urban Renewal District contributions would allow the school site to be located within the Villebois Village District at the center of one of the three residential communities. This would greatly increase the ability of the students to walk or ride their bikes to school and would eliminate the crossing of a minor arterial road for the school children.

H. Assistance to Property Owners/Lessees for Rehabilitation, Redevelopment or Development – Fire Sprinklers

Facilitate the installation of fire sprinklers in all residential structures for which sprinklers are not otherwise required by Building Codes.

I. Land Acquisition and Disposition

Land acquisition is authorized for public improvement and public building projects. The relationship to existing conditions is discussed above in terms of the projects for which land acquisition will occur.

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

Table 6 below shows the estimated total cost of each project and the estimated sources of funds to address such costs, with all figures in 2003 dollars. This analysis is based on known projects at the time of preparation of the Plan. Additional projects to those shown will be undertaken in connection with the Villebois Master Plan without financial assistance under the Plan.

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Table 6: Estimated Project Costs and Revenues (In \$Millions)

	Total Cost	Revenues				Total
		Plan Share	Private Contributions	Grants	Utility Fees	
Boeckman Road	\$14.0	\$2.8	\$3.3	\$7.9	\$0.0	\$14.0
Tooze Road	\$5.1	\$3.5	\$0.0	\$0.0	\$1.5	\$5.1
Barber Street	\$9.4	\$2.0	\$5.2	\$2.2	\$0.0	\$9.4
Graham's Ferry Road	\$4.1	\$2.9	\$0.7	\$0.0	\$0.5	\$4.1
Kinsman Road	\$7.4	\$3.1	\$3.5	\$0.0	\$0.8	\$7.4
Boones Ferry Rd - Wilsonville Rd Connector	\$3.5	\$3.5	\$0.0	\$0.0	\$0.0	\$3.5
Other Transportation System Improvements	\$4.5	\$1.5	\$3.0	\$0.0	\$0.0	\$4.5
Parks	\$8.1	\$3.9	\$4.2	\$0.0	\$0.0	\$8.1
Elementary School Site and Playfields	\$1.5	\$1.5	\$0.0	\$0.0	\$0.0	\$1.5
Financial Assistance - Sprinklers	\$2.5	\$2.5	\$0.0	\$0.0	\$0.0	\$2.5
	\$60.1	\$27.3	\$19.9	\$10.1	\$2.8	\$60.1

Table 7 below shows the urban renewal share of project costs in year-of-expenditure dollars, inflated at 3% per year. The urban renewal share of capital project design, administration and contingencies are included in the capital costs.

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

Table 8 shows the anticipated completion dates of the urban renewal funding of the projects. The projects themselves will likely be begun and completed earlier, using the other revenue sources for the initial years of expenditures.

Table 8: Anticipated Completion Dates

Boeckman Road	2006
Tooze Road	2010
Barber Street	2008
Graham's Ferry Road	2015
Kinsman Road	2008
Boones Ferry Rd - Wilsonville Rd Connector	2112
Other Transportation System Improvements	2017
Parks	2016
Elementary School Site and Playfields	2017
Financial Assistance - Sprinklers	2010

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Table 7: Estimated Urban Renewal Costs and Revenues in Year of Expenditure and Receipt Dollars

Fiscal Year Ending June 30	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Revenues													
Beginning Balance	0	0	0	932,469	402,474	945,782	1,327,421	2,663,257	1,975,412	6,746,620	6,856,925	6,734,541	4,725,943
Bond Proceeds													
Long Term	0	0	6,289,514	6,967,113	4,730,736	3,617,926	3,514,929	0	6,231,432	0	3,176,791	0	0
Short Term	0	0	0	0	300,000	850,000	0	1,000,000	1,000,000	1,200,000	1,100,000	0	0
Interest	0	0	94,343	118,494	76,998	68,456	72,635	39,949	123,103	101,199	150,506	101,018	70,889
Total	0	0	6,383,856	8,018,075	5,510,208	5,482,163	4,914,985	3,703,206	9,329,947	8,047,819	11,284,222	6,835,559	4,796,832
Expenditures													
Administration	0	0	300,000	309,000	318,270	327,818	337,653	347,782	358,216	368,962	380,031	391,432	403,175
Bond Issuance Costs	0	0	251,581	278,685	192,229	153,217	140,597	10,000	259,257	12,000	138,072	0	0
CAPITAL PROJECTS	0	0											
Boeckman Road			3,199,807	0	0	0	0	0	0	0	0	0	0
Kinsman Road			0	3,629,397	0	0	0	0	0	0	0	0	0
Barber Street			0	2,327,706	0	0	0	0	0	0	0	0	0
Tooze Road			0	820,812	2,113,592	1,306,200	0	0	0	0	0	0	0
BFR - Wilsonville Rd. Connector			0	0	0	1,291,368	1,773,478	1,370,012	0	0	0	0	0
Elementary School Site			0	0	0	0	0	0	0	0	0	0	2,268,885
Graham's Ferry Road			0	0	0	0	0	0	1,965,854	809,932	1,251,345	0	0
Financial Assistance - Sprinklers			0	0	1,940,335	1,076,140	0	0	0	0	0	0	0
Parks			0	0	0	0	0	0	0	0	2,780,234	1,718,184	0
Other Transportation			0	0	0	0	0	0	0	0	0	0	2,117,626
Total	0	0	5,451,387	7,615,601	4,564,426	4,154,742	2,251,728	1,727,794	2,583,327	1,190,894	4,549,681	2,109,616	4,789,685
Transfer to Debt Service Fund	0	0	1,700,000	250,000	0	0	0	0	0	0	0	0	0
Ending Balance	0	0	932,469	402,474	945,782	1,327,421	2,663,257	1,975,412	6,746,620	6,856,925	6,734,541	4,725,943	7,147

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

Table 9 shows the yearly tax increment revenues and their allocation to debt service and debt service reserve funds. It is anticipated that all debt will be retired by the end of FY 2019/2020. The total amount of tax increment revenues required to service debt is \$52,604,329.

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Table 9: Tax Increment Revenues , Debt Service and Debt Service Reserves

FY Ending June 30	2005	2006	2007	2008	2009	2010	2011	2012
Revenues								
Beginning Balance	0	3,007	157,710	2,065,044	2,779,758	3,422,728	3,901,390	3,957,799
Current Year Taxes	3,007	153,141	841,861	1,774,421	2,407,637	2,891,902	3,362,381	3,683,878
Prior Year Taxes		0	3,063	16,837	35,488	48,153	57,838	67,248
Interest		1,561	9,996	38,395	51,874	63,146	72,638	76,417
Transfer from Projects Fund			1,700,000	250,000				
Total Revenues	3,007	157,710	2,712,630	4,144,696	5,274,757	6,425,930	7,394,246	7,785,342
Expenditures								
Debt Service								
Long Term	0	0	647,586	1,364,939	1,852,029	2,224,540	2,586,447	2,586,447
Short Term	0					300,000	850,000	
Reserve Funds	0	0	647,586	1,364,939	1,852,029	2,224,540	2,586,447	2,586,447
Total Expenditures	0	0	1,295,171	2,729,878	3,704,057	4,749,080	6,022,894	5,172,894
Ending Balance	3,007	157,710	1,417,458	1,414,819	1,570,700	1,676,849	1,371,352	2,612,448

FY Ending June 30	2013	2014	2015	2016	2017	2018	2019	2020
Revenues								
Beginning Balance	5,198,895	5,399,121	5,900,467	6,064,006	6,491,909	8,073,388	9,716,188	11,419,171
Current Year Taxes	4,463,029	4,743,756	5,024,140	5,179,707	5,225,434	5,269,584	5,312,032	5,461,887
Prior Year Taxes	73,678	89,261	94,875	100,483	103,594	104,509	105,392	106,241
Interest	96,619	101,429	109,246	112,437	117,173	133,430	150,282	168,811
Transfer from Projects Fund								
Total Revenues	9,832,220	10,333,566	11,128,729	11,456,632	11,938,111	13,580,911	15,283,894	17,156,109
Expenditures								
Debt Service								
Long Term	3,433,099	3,433,099	3,864,723	3,864,723	3,864,723	3,864,723	3,864,723	3,864,723
Short Term	1,000,000	1,000,000	1,200,000	1,100,000				
Reserve Funds	3,433,099	3,433,099	3,864,723	3,864,723	3,864,723	3,864,723	3,864,723	3,864,723
Total Expenditures	7,866,198	7,866,198	8,929,446	8,829,446	7,729,446	7,729,446	7,729,446	7,729,446
Ending Balance	1,966,022	2,467,369	2,199,283	2,627,186	4,208,665	5,851,465	7,554,448	9,426,663

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VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues of \$52,604,329 are based on projections of the assessed value of development within the Area. Development in the northern sub-area is projected based on information provided by Costa Pacific Communities. Development of the southern subarea is based on estimates of development permitted under existing zoning, while allowing for a reasonable allocation of land to roads, utilities and other non development uses.

Table 10 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues. These in turn provide the basis for the projections in Table 9.

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Table 10: Projected Incremental Assessed Value

Fiscal Year Ending June 30	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Prior Year's Total Assessed Value	3,462,995	3,559,959	13,597,138	60,534,384	125,841,547	172,319,118	209,742,303	247,455,123	275,486,087	338,928,187
Appreciation %	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%
Appreciation \$	96,964	99,679	380,720	1,694,963	3,523,563	4,824,935	5,872,784	6,928,743	7,713,610	9,489,989
Exception Value	0	9,937,500	46,556,526	63,612,200	42,954,008	32,598,250	31,840,035	21,102,221	55,728,489	18,102,283
Current Year's Total Assessed Value	3,559,959	13,597,138	60,534,384	125,841,547	172,319,118	209,742,303	247,455,123	275,486,087	338,928,187	366,520,459
Base Assessed Value	3,362,131	3,362,131	3,362,131	3,362,131	3,362,131	3,362,131	3,362,131	3,362,131	3,362,131	3,362,131
Incremental Assessed Value	197,828	10,235,007	57,172,253	122,479,416	168,956,987	206,380,172	244,092,992	272,123,956	335,566,055	363,158,328
Tax Rate	16.0000	15.7500	15.5000	15.2500	15.0000	14.7500	14.5000	14.2500	14.0000	13.7500
Tax Increment Revenues	3,165	161,201	886,170	1,867,811	2,534,355	3,044,108	3,539,348	3,877,766	4,697,925	4,993,427

Fiscal Year Ending June 30	2015	2016	2017	2018	2019	2020
Prior Year's Total Assessed Value	366,520,459	395,107,932	414,858,204	426,474,234	438,415,513	450,691,147
Appreciation %	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%
Appreciation \$	10,262,573	11,063,022	11,616,030	11,941,279	12,275,634	12,619,352
Exception Value	18,324,900	8,687,250		0	0	0
Current Year's Total Assessed Value	395,107,932	414,858,204	426,474,234	438,415,513	450,691,147	463,310,499
Base Assessed Value	3,362,131	3,362,131	3,362,131	3,362,131	3,362,131	3,362,131
Incremental Assessed Value	391,745,801	411,496,073	423,112,103	435,053,381	447,329,016	459,948,368
Tax Rate	13.5000	13.2500	13.0000	12.7500	12.5000	12.5000
Tax Increment Revenues	5,288,568	5,452,323	5,500,457	5,546,931	5,591,613	5,749,355

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IX. IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAYED, 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 *without the Plan*. Revenues on growth in assessed value that would not occur but for the Plan cannot be considered as foregone.

It is reasonable to project that development within the Area without the Plan would take much longer to occur, would be less extensive and would have lower assessed values. However, it is difficult to project the extent or value of such development or to determine what it would have been at some future date. Therefore the analysis shown in Table 11 below shows the *maximum* revenues foregone, as if all development with the Plan occurred without the Plan.

There are small impacts (increases) on tax rates for bonds approved by voters prior to October, 2001. Existing local option levies that were approved prior to October, 2001 will expire prior to the start of tax increment financing and thus there will be no impact on those levies.

Table 11 shows in the increase in permanent rate levy revenues that would occur in the first year after termination of the tax increment financing in FY 2021/2022.

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Table 11: Maximum Impact on Taxing District Permanent Rate Levies During Use of Tax Increment Financing

Fiscal Year Ending June 30		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Taxing District Levy	Permanent Rate										
City of Wilsonville Permanent	2.5206	499	25,798	144,108	308,722	425,873	520,202	615,261	685,916	845,828	915,377
Clackamas County C Permanent	2.4042	476	24,607	137,454	294,465	406,206	496,179	586,848	654,240	806,768	873,105
FD 64 Permanent	1.5252	302	15,610	87,199	186,806	257,693	314,771	372,291	415,043	511,805	553,889
Port of Portland Permanent	0.0701	14	717	4,008	8,586	11,844	14,467	17,111	19,076	23,523	25,457
Metro Permanent	0.0966	19	989	5,523	11,832	16,321	19,936	23,579	26,287	32,416	35,081
Vector Control Permanent	0.0065	1	67	372	796	1,098	1,341	1,587	1,769	2,181	2,361
Clackamas Community Coll Permanent	0.5582	110	5,713	31,914	68,368	94,312	115,201	136,253	151,900	187,313	202,715

Fiscal Year Ending June 30		2016	2017	2018	2019	2020	2021	2022
Taxing District Levy	Permanent Rate							
City of Wilsonville Permanent	2.5206	1,037,217	1,066,496	1,096,596	1,127,538	1,159,346	1,192,045	1,225,659
Clackamas County C Permanent	2.4042	989,319	1,017,246	1,045,955	1,075,468	1,105,808	1,136,997	1,169,059
FD 64 Permanent	1.5252	627,614	645,331	663,543	682,266	701,513	721,299	741,639
Port of Portland Permanent	0.0701	28,846	29,660	30,497	31,358	32,242	33,152	34,087
Metro Permanent	0.0966	39,751	40,873	42,026	43,212	44,431	45,684	46,972
Vector Control Permanent	0.0065	2,675	2,750	2,828	2,908	2,990	3,074	3,161
Clackamas Community Coll Permanent	0.5582	229,697	236,181	242,847	249,699	256,743	263,985	271,429

Table 12: Revenues Obtained In First Year After Termination of Tax Increment Financing

Taxing District Levy	Permanent Rate	Revenues Obtained
City of Wilsonville Permanent	2.5206	1,260,215
Clackamas County C Permanent	2.4042	1,202,019
FD 64 Permanent	1.5252	762,549
Port of Portland Permanent	0.0701	35,048
Metro Permanent	0.0966	48,297
Vector Control Permanent	0.0065	3,250
Clackamas Community Coll Permanent	0.5582	279,081

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X. RELOCATION REPORT

At the time of adoption of the Plan, the alignments and locations of public improvements and facilities had not been determined with enough specificity to know whether any residents or businesses would be displaced. At the time that such project locations and alignments are determined, and if there is displacement as a result of projects, the Agency shall amend this section of the Report to present that information.