



**PLANNING COMMISSION
WEDNESDAY, NOVEMBER 8, 2017
6:00 PM**

AGENDA

I. 6:00 PM CALL TO ORDER - ROLL CALL

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

PLEDGE OF ALLEGIANCE

CITIZEN'S INPUT

This is the time that citizens have the opportunity to address the Planning Commission regarding any item that is not already scheduled for a formal Public Hearing tonight. Therefore, if any member of the audience would like to speak about any Work Session item or any other matter of concern, please raise your hand so that we may hear from you now.

CONSIDERATION OF THE MINUTES

A. Consideration Of The October 11, 2017 Planning Commission Minutes

Documents:

[I. A. Consideration Of The October 11, 2017 Minutes.pdf](#)

II. 6:15 PM WORK SESSION

A. Year 2000 URA - Boeckman Creek Bridge (Vance)

Documents:

[II. A. Year 2000 URA - Boeckman Creek Bridge.pdf](#)

Y2000 PC BRIEFING

Documents:

[Y2000 PC Briefing_Final 2.Pdf](#)

B. Town Center Plan (Bateschell)

Documents:

[II. B. Town Center Plan.pdf](#)

Town Center Design Alternatives

Documents:

[2017.11.08 PC WS TOWN CENTER.pdf](#)

C. I-5 Exit 283-282 Interchange Facilities Plan (Kraushaar)

Documents:

[II. C. I-5 Exit 283-282 Interchange Facilities Plan.pdf](#)

I-5 Wilsonville Facility Plan

Documents:

[I-5 Wilsonville Facility Plan.pdf](#)

III. 8:15 PM INFORMATIONAL

A. City Council Action Minutes (10.02.2017 And 10.16.2017)

Documents:

[III. A. City Council Action Minutes.pdf](#)

B. 2017 & 2018 PC Work Program

Documents:

[III. B. 2017-2018 Planning Commission Work Program.pdf](#)

IV. 8:30 PM ADJOURNMENT

Time frames for agenda items are not time certain.

Public Testimony

The Commission places great value on testimony from the public. People who want to testify are encouraged to:

- *Provide written summaries of their testimony*
- *Recognize that substance, not length, determines the value of testimony*
- *Endorse rather than repeat testimony of others*

Thank you for taking the time to present your views.

For further information on Agenda items, call Tami Bergeron, Planning Administrative Assistant, at (503) 570-1571 or e-mail her at bergeron@ci.wilsonville.or.us.

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting.

The City will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:

- *Qualified sign language interpreters for persons with speech or hearing impairments
- *Qualified bilingual interpreters.

To obtain services, please call the Planning Administrative Assistant at (503) 682-4960



PLANNING COMMISSION

WEDNESDAY, NOVEMBER 8, 2017

I. CONSIDERATION OF THE MINUTES

A. Consideration of the October 11, 2017 Planning Commission minutes.

**PLANNING COMMISSION
WEDNESDAY, OCTOBER 11, 2017
6:00 P.M.**

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

*DRAFT
Minutes to be reviewed
and approved at the
11/8/2017 PC Meeting*

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Greenfield called the meeting to order at 6:00 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Peter Hurley, Al Levit, Kamran Mesbah, Phyllis Millan, and Simon Springall.

City Staff: Miranda Bateschell, Dan Pauly, Amanda Guile-Hinman

II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

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

IV. CONSIDERATION OF THE MINUTES

A. Consideration of the September 13, 2017 Planning Commission minutes

The September 13, 2017 Planning Commission minutes were unanimously approved as presented.

V. PUBLIC HEARINGS

A. Old Town Single-Family Design Standards. (Pauly)

Chair Greenfield read the legislative hearing procedure into the record and called the public hearing for Old Town Single-Family Design Standards to order at 6:03 p.m.

Miranda Bateschell, Long-range Planning Manager, stated the Old Town neighborhood had wanted this project to proceed for a few years. Developing the Design Standards involved a collaborative process and included community input even before the project began, and continued throughout the process with Staff and the consultant team. She commended Staff and the consultant team for their work in developing these Design Standards for the neighborhood.

Dan Pauly, Senior Planner/Project Manager, announced that the criteria applicable to the application were stated on Page 1 of Attachment C, a document titled "Compliance Findings", which was on page 39 of 46 in the Commission packet. Copies of the report were made available to the side of the room.

Mr. Pauly noted his work, especially with the Old Town neighbors, as well as the consultant, staff and Steve Coyle from Town Green, who had advised the City on architectural matters over the years. The two components of project included the Development Code text changes, done in-house by Staff, and the Design Standards Book, done by Staff with the assistance of the Urban Collaborative consultant team and Town Green. He presented the Old Town Single-Family Design Standards via PowerPoint. His key comments were as follows:

- The properties impacted by the new Design Standards were displayed. He reviewed the early work done leading up to City Council's acceptance in 2011 of the Old Town Neighborhood Plan. This included the

identification of the Boones Ferry District as an area for design standards and an historic theme in the 1996 Westside Master Plan, the adoption of an overlay zone with design standards specific to the Boones Ferry District in the City's 2000 revision of the Development Code, and neighborhood input prompted from a development proposed in late 2006, which was never built. The neighborhood identified a number of issues during that process and took initiative in developing the Architectural Pattern Book. The Old Town Neighborhood Plan included an overall statement about wanting to maintain the Old Town character, which was human-scale, diverse, historic, eclectic, safe, walkable, friendly, and slower paced.

- Two of the 2011 resolution directives to Staff included incorporating the Architectural Pattern Book into the Old Town Overlay Zone and creating certain specific standards for accessory dwelling units (ADUs) in Old Town, and both defined the scope of the current project. Other key considerations included achieving better conformance with the State requirement for clear and objective standards for housing and with stipulations stated in recently passed legislative Senate Bill 1051 that allowed ADUs on all single-family lots.
- Many in the Old Town Neighborhood were heavily involved in the prior processes, including the Westside Plan and Old Town Neighborhood Plan. In scoping the project, Staff and the consultants met with Old Town representatives, Monica Keenan and Doug Muench, to get their input on the scope and direction of the project. Outreach to them and the entire neighborhood had continued throughout the project. The Urban Collaborative consultants held interviews with stakeholders to become oriented with the neighborhood, as well as the neighborhood's views and concerns. The work sessions were publicized in different ways to the neighborhood, and residents attended and participated.
- He noted underlying zoning changes, such as allowed uses, density, parking, and traffic, were outside the scope of the project, per the 2011 resolution's direction that any zoning changes related to the Old Town Plan should come at the request of the individual property owners rather than through a wholesale zoning change.
- He reviewed the key areas related to the recommended Development Code text changes as follows:
 - In the Purpose Statement, the current Code required all development to match the character/architecture of a specific period or be a modern interpretation thereof. However, the character of the single-family area was clearly not defined by that time period, but more by the feel of the neighborhood. (Slide 10)
 - The proposed language removed the reference to the time period for single-family homes and stated, "Single-family homes are to be consistent with and enhance the historic, small town residential character of a neighborhood." Other development, such as commercial and industrial, would still fall within that defined period as far as architectural precedent.
 - Currently, all development of single-family homes on an existing lot was reviewed by the Development Review Board (DRB).
 - The proposed language would bring the development review of Old Town single-family homes in line with the City's current Class 1 review process, so that Staff would conduct the review using clear and objective standards. The administrative process involved a significantly smaller fee and a shorter review time frame for single-family home applications.
 - All other development types would go through the DRB process, the same as in the rest of the city.
 - While the development standards established for single-family and related development in the Neighborhood Plan, particularly for setback, lot coverage, height, and ADUs, took precedence over potentially conflicting development standards elsewhere in the Code, the development standards of the underlying zone, such as density, still applied. The Code did establish what development was subject to the Old Town Single-Family Design Standards Book
 - A couple types of development that did not have to comply with design standards and could still be approved through a Class 1 Administrative Review process included remodels and additions that match the design of the existing house, which essentially became the design standard for any changes. Small accessory buildings, which were limited to 120 sq ft and 10 ft in height, did not have to meet the standard, which was consistent with other zones in the city.
 - The proposed ADU development standards suggested a limit of 600 sq ft, compared to 800 sq ft in the rest of the city, in accordance with the concept of having smaller scale homes reflect the existing neighborhood.

- Additional requirements were consistency with the design of the primary building, detached ADUs either as a single-story structure or over a detached garage, and onsite parking only.
- The resolution suggested limiting the number of ADUs to 10 percent of the lots in Old Town. However, in light of the State Senate bill recently passed, which allowed ADUs on all single-family lots, the proposed standards had no numerical limit on how many single-family lots could have ADUs.
- The Code was revised to make clear that the existing Old Town Overlay Zone standards still applied to commercial and industrial development. These were the same standards applied to the Fred Meyer and Subaru.
- Additional Code changes included organizational changes to better differentiate the review process from the review standards, and one unrelated change regarding access on Boones Ferry Rd.

Commissioner Postma:

- Questioned the formatting on Page 32 of 46 of the Staff report in Attachment B, which included the Code changes, and asked if the paragraph starting “An applicant may elect to go through site design review” under Section 4.138(.03)B.1 was an additional subpart under B, because it bled over to Subsection .04.
 - Mr. Pauly confirmed the numbering was in error in the final changes. That paragraph should be tabbed over as subsection a B.1.a., noting the reference in B above, stating “(except as noted in 1.a below)”.
 - Ms. Bateschell noted that in the last line of the same paragraph, which stated, “...“O” Overlay Zone. (.04)”, a hard return was needed to separate (.04), which was the start of a new line that went with the following A, B, and C.
- Referenced Section 4.138(.04)B.2 at the top of page 33, noting he was concerned about possible confusion caused by discussing accessory structures, which was not a defined term, right before talking about ADUs. He suggested adding a sentence stating, “Accessory structures not including accessory dwelling units (ADUs)
 - Mr. Pauly did not believe the Building Code allowed an ADU of 120 sq ft, but he would have to confirm the minimum. He noted 120 sq ft would be a very tiny space in which to live with bathroom, cooking, and sleeping facilities. If the Code allowed a 120 sq ft ADU, staff could include a clarifying ‘except as’ statement.
 - Ms. Bateschell clarified “Accessory structure” was defined in the definition section of the City’s Code.
- Suggested capitalizing the ‘s’, so it met the definition and people were referring to the definition.
- Clarified he was not concerned about someone building a 120 sq ft ADU; he wanted to make sure people were able to refer to the right section. If accessory structures were defined elsewhere, then changing the small ‘s’ to a capital ‘S’ was probably the solution.
- Corrected Section 4.138(.04)C.1, to state, “ADUs shall not exceed 600 sq ft of living space” under to “ADUs shall not exceed 600 sq ft of living space.”
- Was concerned also in Subsection C.1 that not defining “living space” would lead to confusion over what did and did not apply to living space.
 - Mr. Pauly explained it was the same language used in the existing ADU language of the Building Code. He was not aware of it ever being an issue.
- Did not know whether building an ADU above a garage with some next-door attic space would create some confusion about what was defined as living space in the ADU, adding he would defer to Staff on the issue.
- Confirmed these were not material changes, although the last change should be adjusted for the motion.

Amanda Guile-Hinman, Assistant City Attorney, assured she was keeping notes of the proposed changes, and advised that the motion be made subject to the changes that had been discussed.

Commissioner Levit:

- Noted ADUs were limited to a maximum of 600 sq ft in Old Town and 800 sq ft in the rest of the city. He asked what the square footage limit was on a shed in the rest of the city. His neighbor was building an enormous shed that was possibly 800 to 900 sq ft and quite high. The neighbor had worked with the City, so the shed was most likely within Code.

- Mr. Pauly clarified there was no limit on the square footage of a shed because that was driven by overall lot coverage. Typically, yards that were big enough to have a big shed had a low lot coverage ratio. Many of the older neighborhoods with the larger lots had 25 to 30 percent lot coverage. An oversize shed would have to meet more setbacks and Building Code requirements as well as the lot coverage requirements.
- Asked how duplexes fit in with the statement on Slide 10 that single-family homes had to be consistent with and enhance the historic small town character and that other developments would still have 1880-1930 architecture.
 - Mr. Pauly replied duplexes would be treated as single-family, which was consistent within the rest of the city.

Zoe Anton, Project Manager, Urban Collaborative, continued the PowerPoint presentation, reviewing the Design Standards Book with these key additional comments:

- The purpose of the proposed Design Standards was to create the clear and objective standards that helped the neighborhood and single-family homes in Old Town retain their unique historic character with a simple design and small scale.
- The Design Standards Book included an introduction and history of Old Town's historical significance and why the design standards were created. Old Town's historic residential types were introduced and a page described how to use the design standards. The style guidelines followed an introduction of the architectural styles: Western Farmhouse, Craftsman, and New Ranch. Accessory buildings, materials and lot coverage, edges and setbacks, were also discussed, and a glossary of terms was also included.
- The design standards included a step-by-step guide for residents and developers on how to use the book, as well as guidelines and a checklist for City Staff that Mr. Pauly was helping to develop.
- The three main architectural styles were indicative of the three main styles found in Old Town today and were intended to help the neighborhood keep its current character. The Colonial and Modern Mix styles had been discussed in work sessions, but did not appear in the design standards.
 - The Colonial style was not included because there was only one Colonial style home in the neighborhood and it was not actually built in the neighborhood but rather brought in; therefore, the team did not consider it indicative of the current character of the neighborhood.
 - The Modern Mix was not included because it was deemed 'unpredictable' and did not enhance the historical character of the neighborhood. This did not mean homeowners had to change their existing homes, only that a new home could not be built in a Modern style.
- She described the typical elements and characteristics of the three main architectural styles, referencing illustrations and renderings presented on Slides 23 through 35, with these key comments:
 - All three styles were specific to this region, and indicative of the house styles that currently exist in Old Town.
 - The Design Standards provided guidelines, specific details, and standards for each architectural style and included categories for massing and roofs, windows and doors, and porches and other elements. These details were refined through discussions with neighborhood residents, the Planning Commission, and City Staff.
- Typical elements in the stylized characteristics of the
 - The Western Farmhouse included a steeper pitched roof and a prominent porch and entry, which were typical of this architectural style.
 - The Craftsman style included one-and-a-half stories, a dormer, and a prominent porch integrated into the home. Craftsman homes often have expressive or exposed structural elements. The rendering was indicative of something that could be built according to the guidelines and design standards elements.
 - The Ranch style was the most prominent style in Old Town today, and the New Ranch Style was introduced with a lower pitched roof and the addition of a porch to help enhance the character of the neighborhood and help bring the Ranches back into the historical character. Porches would be encouraged on new homes but not on existing homes.

- Another change was moving the garage to the back or side of the house, instead of in line with the front façade of the typical Ranch style seen today.
- Large picture windows or prominent front windows were another style characteristic of the New Ranch.

Mr. Pauly reported that in response to neighbors' comments received last evening regarding concerns that porches or porticos would be required for remodels of existing Ranches, Staff was comfortable changing the existing language so that Porches would be encouraged, but not required, for remodels and additions of existing Ranch houses, but still required for new homes built in the New Ranch style.

- He confirmed that would be a change to the existing language under Porches to state porches were encouraged during remodels of existing homes and required for new homes.

Commissioner Springall:

- Asked if the existing Ranch homes could be remodeled using the generic ranch style.
 - Mr. Pauly replied that was correct. This language was duplicative of the concept and provided additional clarity whether one looked at the design standards or the remodel standards page, homeowners could keep the existing look of their Ranch.
- Asked whether an existing ranch style house adding a porch became a New Ranch, and who decided whether something qualified as a Ranch or New Ranch.
 - Mr. Pauly stated that ultimately, it was the homeowner's choice, as he did not see a scenario in which the City would force a porch or portico on anybody.
 - Ms. Anton added if a homeowner chose to build a porch to these design standards, they could call it a New Ranch.
 - Mr. Pauly clarified that Staff would make it clear in the record that adding a porch or portico to the front of a house did not mean the homeowner had to tear down and move the garage to the side of the house.

Commissioner Levit:

- Asked if the design standards affected remodeling the kitchen or if only remodeling on the exterior triggered the design standards.
 - Mr. Pauly stated there were no standards related to remodeling the interior of the homes.
- Commented that was a limitation on the definition of remodel.
 - Ms. Anton noted that 'remodel' was well-defined in the Code and including a list of how to tell whether or not a homeowner had to meet the Design standards, which required a significant change to the exterior structure.

Ms. Anton continued her review of the Design Standards Book via PowerPoint as follows:

- Accessory Buildings. Any accessory structure over the 120 sq ft minimum had to comply with the Design Standards. An accessory dwelling unit (ADU) had to match the primary dwelling on the lot in style and be built to the Design Standards.
 - A change to the requirements for accessory buildings and ADUs from the City Council work session was to allow an accessory building to be built up to a maximum of 15 feet high if the primary dwelling was less than 15 feet high.
 - Mr. Pauly added the change addressed a concern about some existing manufactured home that had very low slopes.
- Materials and Lot Coverage. The team did not want to restrict the materials that could be used and wanted to leave the materials flexible for developers and residents. The Design Standards followed the Frog Pond Code model in listing the five construction materials prohibited in the area, which were consistent with the Frog Pond Code.

- The restriction of built structures not to exceed 40 percent lot coverage was consistent with the current neighborhood lot coverage. The team's analysis found that 40 percent lot coverage meant a little over 90 percent of the parcels in the neighborhood would be conforming, which was consistent with the existing typology.
- Setbacks. All the setbacks were the same as in the current Code, although garage setbacks were changed a bit to be consistent with other existing codes in Wilsonville. The garage or secondary dwelling setback needed to be 4 feet from the front building line, not including the porch. Both the Frog Pond and Villebois Codes used that same language.
 - The Design Standards were highly encouraged but did not require a driveway at the front property line to be no greater than 12 feet. The diagram (Slide 38) illustrated that a garage accessed off the alley or not from the front building line could be wider. The intention was to enhance the pedestrian environment, which aligned with the Old Town Plan goals.

Mr. Pauly reviewed a couple of additional changes Staff recommended to the Design Standards Book, following further discussion with the neighborhood since the draft was published, to get the Commission's feedback.

- For remodels of and additions to existing homes, particularly those that did not comply with the proposed standards, Staff recommended adding a page of photos of existing homes and a cross-reference to the Development Code section that defined what remodels could happen through a Class 1 review, without needing to comply with the other design standards in the Design Standards Book. This addressed the concern that someone could look only at the Design Guidelines and never look at the standards in the Development Code.
 - The addition of a similar page was recommended for accessory buildings to cross-reference the ADU standards.
- In light of the neighborhood's concern about the impact duplex development could have on the neighborhood and the prevalent reference to duplexes in the Design Standards, Staff recommended removing the duplex example pages provided individually for each style, consolidating the three pages with the sketches and duplex language into a single page, and placing that page after the accessory building pages.
 - Staff did not anticipate many duplexes on existing single-family lots, as Staff found only three lots in Old Town of the right size and in the right zone on which duplexes would be permitted under the current zoning, lot size, and density requirements.
 - The predominant zone in Old Town was Residential Agricultural- Holding (RA-H), which explicitly only allowed single-family homes.
 - There was only a spattering of Residential (R) and Planned Development Residential (PDR-4) zoned lots in Old Town, which allowed the whole range of residential from single-family to multi-family, including duplexes. The few large lots zoned either R or PDR-4 and of sufficient size would be the ones that could have duplexes.
 - With Staff not anticipating duplexes, it made sense to put the duplex information in as a footnote so it could be a resource if needed, but was not as prevalent and less encouraging of duplexes.

Commissioner Postma asked for clarification on the proposed duplex changes and the pages to be removed.

- Mr. Pauly explained that currently there were three pages with drawings and language related to duplexes. Staff proposed removing those three pages from the middle of the document and reduce them to a single page that just gave an overview of duplexes towards the end of the document. In addition, Staff would remove the language in the steps Ms. Anton discussed that referred to duplexes.
 - From a policy standpoint and the initial direction, duplexes are allowed. Initially, Staff was not looking at changing any of the zoning or allowed uses through this project. The project encouraged duplexes to be on the same scale as single-family homes, only with two entrances.
 - An option was to keep duplexes with site design review, which was inconsistent with the rest of the city but there was some uncertainty of what would come from that process. Neighbors had mixed reactions regarding existing homes in the neighborhood that have gone through site design review.

- Having more certainty that duplexes would be on the smaller scale and meet the setbacks and other Design Standards was preferable with continuing to allow duplexes.
- Ms. Anton stated that Step 1.,1 on page 12 of 46 in the packet, which mentioned duplexes, would be taken out, as well as the one page in each of the three styles dedicated to a duplex drawing and duplex language. She confirmed those three pages would be consolidated.

Commissioner Springall asked where the text stating duplexes would be indistinguishable from single-family homes would end up.

- Mr. Pauly replied on the single page with the three images.

Commissioner Levit asked for clarification on where Lot 79, referenced in the last week's meeting minutes, was located.

- Mr. Pauly said Lot 79 was the property at 4th St and Fir Ave. It was now vacant since the larger home on it had been torn down. This lot was another location where duplexes could go, conceptually. The developer had been working with Staff, had done the pre-application meeting and held a neighborhood meeting this summer to discuss his plans with the neighborhood. The latest proposal, following the neighborhood meeting and staff discussion, was to have detached dwellings. Currently, the developer was not thinking of attached duplexes on that property, but conceptually, duplexes were allowed by Code.

Chair Greenfield called for public testimony on the Old Town Single-Family Design Standards.

Monica Keenan, 9460 SW 4th Street, thanked Mr. Pauly and Ms. Anton for their help in getting to this point with the plan. She supported all the comments, noting Mr. Pauly covered everything the neighborhood e-mailed and contacted him about the Design Standards Book. With respect to Code statements regarding pedestrian environment on Page 34 of 46, she asked for clarity regarding sidewalks and the street improvements on Boones Ferry north of 5th St. She acknowledged the direction that the neighborhood needed to work through Public Works and Engineering. However, in addressing the sidewalks in terms of the architectural standards and feel of the neighborhood, the residents wanted to make sure the rural feel was maintained and that no one misconstrued they were expecting sidewalks to be required. She did not see this specifically noted in what was expected to be the street improvements north of 5th St on Boones Ferry. She confirmed she was referencing Subsection .05 on page 33 of 46, specifically .05.E, which was on the following page.

Ms. Anton clarified Subsection .05 was the Development Standards for commercial, industrial, public facility, multi-family, and mixed-use buildings, and not single-family design standards.

Ms. Keenan commented she just wanted to make sure it was clearly stated and fell in alignment with the neighborhood's environment.

Ms. Keenan presented the neighborhood's request not to include duplexes at all in the residential area identified in the Old Town Plan. She acknowledged the City's desire to include duplexes because duplexes could be potentially developed on three lots. The neighborhood's concern was that a primary Old Town Neighborhood Plan goal was to maintain the single-family environment of the neighborhood; duplexes were never considered as part of the neighborhood's conversations about single-family.

Chair Greenfield:

- Confirmed there was language in the Plan for duplexes to be in a style similar to single-family homes. He recalled discussions about the possibility of duplexes with entrances on different sides of the building.
 - Mr. Pauly said the standards included that element as a requirement for the New Ranch style, but not for the other two styles, although the requirement could potentially be added.
 - Ms. Anton clarified the language for all duplex styles encouraged, but did not require, entrances on different sides of the building. The language required duplexes to appear indistinguishable from single-family homes, except for the two entries.

- Believed that should help assuage the concern.

Douglas Muench, 30950 SW Fir Ave, Wilsonville, stated the neighborhood's major concern was not the look, blending in or indistinguishability of duplexes from single-family homes. While that was preferable, the concern was duplexes doubled the number of families, which changed the density, as Commissioner Postma said at the last meeting. It would significantly change the neighborhood. His house was located next to two of the three lots that could redevelop with duplexes. The residents have put up with the sewage treatment plant, the cell phone tower, and all the construction. However, the dead end street gave the neighbors room to spread and allowed their kids to run around. He and his neighbors wanted to maintain that feel. It was not about excluding anyone; the neighbors did not want people packed in more. Duplexes involved more than only two doors. There were two driveways, garbage pickup, and all the extra stuff that came with two family households. Making a duplex look indistinguishable was only a small part of their concern. Their major concern was all the other stuff that came along with a family home. The neighbors would rather not have duplexes in Old Town if possible.

- He recalled the neighborhood originally had five styles in the Pattern Book because the neighbors wanted to encourage diversity of architectural style for new construction, which was important. There might be only one Colonial style house in the neighborhood now, but it was there. If someone wanted to build a Colonial or Modern Mix style house, he thought that would be great, as he believed most of the neighbors did too.

Rose Case, 9150 SW 4th St, Wilsonville, thanked the Commission for addressing this matter on which the neighborhood has worked so hard and so long. She lived on Lot 83 across from the duplexes on Lots 84 and 85. The duplexes messed up the street because of the way they were built and the failure to address traffic. She concurred with Mr. Muench regarding the wide variety of architectural styles in the neighborhood. The house on Lot 53 had originally been a Queen Anne style house, although it no longer looked like one with the second story having burned down, but the owners kept the downstairs exactly as it was built except to put in electrical outlets. Older pictures of Wilsonville included a picture of the Queen Anne house. Queen Anne was a style that would fit. Old Town was an historic area. As the State Historic Preservation Office (SHPO) officer said, Old Town was the history of Oregon. Limiting the variety of styles would be a disservice to the history of Wilsonville. She encouraged finding a way to address the ability to add other styles while noting duplexes were difficult to incorporate into Old Town.

Commissioner Levit asked when the duplexes Ms. Case mentioned were built.

Ms. Case replied the duplexes across from her were built two years ago.

Mr. Pauly clarified those buildings were technically not duplexes, but rather, attached ADUs.

Commissioner Postma:

- Asked if someone could build an additional style, such as the Colonial, by going through the DRB process according to these Design Standards, which did not prohibit additional styles, but rather required an additional process for those styles.
 - Mr. Pauly noted the additional process was a substantially more extensive process.
- Asked if the Design Guidelines could be amended in the future to add additional styles if the Commission felt it were warranted.
 - Mr. Pauly observed doing so involved a significant process.
- Wanted to make sure the Commission was not foreclosing the opportunity for other styles to be considered in Old Town. The Commission essentially was saying yes to these styles for now, with the opportunity for those other styles to be used either through the DRB process or through an amendment process.
 - Chair Greenfield observed an application to build one of the three styles received streamlined treatment.
 - Mr. Pauly said yes.

- Understood Staff to say there was a limited number of lots on which it was possible or feasible to build duplexes.
 - Mr. Pauly confirmed that was correct. Those same lots also appeared to be divisible to put a second unit on them.
- Asked if it was feasible under the Code or statutes to outright preclude duplexes in Old Town, or was there case law prohibiting the restriction of duplexes.
 - Mr. Pauly said no. The Department of Land Conversation and Development (DLCD) told him there was nothing in State statutes precluding a prohibition of duplexes. While he understood what the neighborhood was saying, he was trying to look at it from a broader City perspective. Old Town was different, yet the design standards addressed scale and massing, particularly on these lots where duplexes could be two separate units on two different lots. Old Town was its own neighborhood but any area in the city would have similar concerns about traffic, etc.
- Acknowledged Mr. Pauly's point, but noted there was still the character of the neighborhood of family atmosphere, more space, etc., to which he was sensitive.
 - Mr. Pauly observed Staff's standpoint was consistency with the rest of the city.

Commissioner Mesbah understood Staff's concern was that precluding duplexes could establish a precedent.

- Mr. Pauly concurred, although Staff has not discussed it. If the Commission used this rationale for this neighborhood, another neighborhood could make similar arguments.

Commissioner Postma:

- Asked what the maximum number of lots was that could have duplexes on them.
 - Mr. Pauly stated three lots could have duplexes under current zoning and lot size, two of which were Mr. Muench's neighbors. There was still the possibility of rezoning other larger lots, but that was a complicated process requiring a full public review. It was unlikely lot ownership would be consolidated to allow replatting of lots.
- Noted that even assuming a change to a prohibition of duplexes, someone could still do a technical, ADU type of structure and get multiple families on those lots.
 - Mr. Pauly concurred but noted one could not get a large family in 600 sq ft.

Chair Greenfield asked about the boundary between ADUs and duplexes. If someone proposed through the DRB process an ADU larger than 600 sq ft, it was not called an ADU. At what point did the City consider it a duplex?

- Mr. Pauly replied when it was beyond that. A key difference between ADUs and duplexes was that ADUs did not count in the density calculations and duplexes did. If someone came in with a 900 sq ft ADU, it would be a duplex, whether it was attached or detached.
- Ms. Anton noted a duplex would count in the density requirements, and thus, fall under the zoning rules.
- Mr. Pauly confirmed only three properties would permit duplexes because the primary Residential Agricultural - Holding (RA-H) zone of most of Old Town did not allow duplexes.

Commissioner Postma asked how long the zoning for those lots had been there.

- Mr. Pauly replied the RA-H zone had been on the Old Town lots since the current zoning types were adopted.

Commissioner Mesbah asked if the two lots that could potentially have a duplex on them could be subdivided into two single-family lots.

- Mr. Pauly said yes, based on the zoning and the zone's minimum lot size. The lots were 12,400 sq ft and the PD zone required more than 12,000 sq ft. At that size, there was room to meet the minimum lot size with a partition. However, a partition would trigger street improvements, but duplexes would not necessarily trigger any improvements.

Chair Greenfield asked if someone could remodel a single-family home as an attached duplex.

- Mr. Pauly said no. Unless the home was on one of the partitionable lots, remodeling a single-family home into a duplex could not happen because of the need to meet the density standards.

Chair Greenfield closed the public hearing for LP17-0004 at 7:10 pm and called for Council discussion.

Commissioner Levit appreciated all the work that went into this plan, as he could recall the Development Review Board days and the aborted multi-family development. He had mixed feelings about that development, as some of the reasons the neighbors did not want it seemed to be compromised by what was already happening, but he thought it was being imposed on the neighborhood. The proposed standards book would create a livable situation. Subdividing the lots or building duplexes on them would lead to the same result. He empathized with the neighborhood's concern about the duplexes based on the situation in his own neighborhood, but pointed out one could have the same situation with single-family homes. Depending on who lived in single-family homes, one could get a completely different nature to the street. The plan was a good piece of work.

Commissioner Hurley concurred that it was not so much the structure as it was the people living in the structure that dictated how a neighborhood ended up. The Design Standards Book was a good product, given the amount of work and divergent ideas, opinions, and thoughts that have gone into it.

Commissioner Mesbah concurred with the previous comments. Referencing the discussion about the Queen Anne style, he noted that in his experience, the farther back one went in architectural history in trying to build a new version of an architectural style, the phonier the style became. To him, a brand new Victorian screamed Disney. While someone could pay what was required to build a true Victorian with all the hand carving, no one did so. The Craftsman and Farmhouse styles in the plan had modern interpretations that looked respectable, a fusion vision that looked nice and not fake.

Commissioner Millan appreciated the neighborhood's work, time, and effort to stay involved in this long process. She acknowledged the neighborhood's desire to protect the look of the neighborhood, which this plan did in setting an architectural standard. Someone wanting to do something different could do that through the longer process of the DRB, while someone wanting to build a Craftsman could go through the streamlined process in the plan; this maintained the look of the neighborhood. It was a good product and a good process.

Commissioner Springall concurred with the prior comments, noting the excellent work from the City and the consultants. This plan achieved the needed balance between supporting the feel of a neighborhood and allowing flexibility for individual property owners to do what they wanted on their property. He liked the idea of remodels supporting the existing style while limiting new buildings to the three styles with encouragement to create something special. He was optimistic the City would have the sort of feeling they were all hoping for that would serve Old Town far into the future.

Commissioner Postma commended the residents on their work over the last decade and their perseverance in achieving their goal. This project testified to the fact that the process of input back and forth worked in developing a document that he hoped would serve the Old Town neighborhood well. He was sensitive to the duplex requirement and what it meant for the character of the neighborhood but the neighbors should not stop either. He was in the business of finding loopholes in codes. While hearing there were a limited number of opportunities for duplexes made him feel a bit better about duplexes, he was concerned that any prohibition or fix would probably not get the neighborhood anything different when it came to a density standard in terms of what it would do for the character of the neighborhood.

- He encouraged the neighbors not to stop their efforts to maintain the neighborhood character but to continue to be diligent in making sure any potential new neighbors abided by this Code. It was the same thing when it came to the other styles, too. He hoped the neighborhood heard there was still a possibility to have other styles; the issue was whether the style fit the character of the neighborhood. He hoped the neighbors would push that issue in front of the DRB if they wanted to see more styles. He thanked the neighbors for doing

what they did to get a good workable Code. He urged the neighbors not to stop because they still had work ahead of them to make sure the character of their neighborhood stayed the same.

Chair Greenfield said he had nothing to add that had not already been said very well. He commended Staff and the consultants for a patient and attentive process. This was a good conclusion, which included the important process for treating exceptions.

Commissioner Postma moved to adopt Resolution LP17-0004 Old Town Single-Family Design Standards as amended on October 11, 2017, which included the following recommendations:

- The Design Code changes as discussed with regard to formatting and numbering references;
- Design Standards page regarding porches for New Ranch Style being encouraged for existing structures and required for new structures;
- Design guidelines for an addition remodel and a ADU page that refers to the code provisions; and
- References to the duplexes in the Design Guidelines to combine information found on three (3) pages to consolidate onto one page of standards to remove the Item 1.1 page 12 of 46 reference to duplexes.

The motion was seconded by Commissioner Mesbah and passed unanimously.

Chair Greenfield expressed his appreciation for the attendance from the community.

VI. INFORMATIONAL

A. City Council Action Minutes (09.07.2017 and 09.18.2017)

There were no comments.

B. 2017 Planning Commission Work Program

Ms. Bateschell reviewed the Planning Commission's 2017 Work Program included in the meeting packet. She noted the extensive public outreach Staff did on the Town Center Plan over the summer and the work started with the consultant around the emerging concepts. Staff wanted the Commission's input to help Staff reach a preferred alternative and refine the initial concepts. The additional information needed to consider what elements would be preferred and the Task Force's feedback and comments from its October 23rd meeting would be discussed at the joint session with City Council on December 4th. She addressed questions from the Planning Commission as follows:

- In light of concerns about having both the Industrial Form-Based Code and Water Treatment Master Plan public hearings at the January meeting, she agreed to see if the Master Plan was still on schedule and how involved it would be.
- She would have the first few months of the 2018 Work Program worked out to present at the November meeting. Upcoming items included, the Town Center Plan, adoption of the Form-Based Code, the Old Town Code amendments, potentially, density fixes to the Development Code, and the citywide Wayfinding Program.
- She agreed to get an update from Project Manager Kerry Rappold regarding Phases 1 and 2 of the I-5 undercrossing trail improvement, and ask him to put the project on the City's website.
- The property owner of the hazelnut orchard across from Montebello on Wilsonville Rd told Staff he cut down trees that were past their production. The trees' removal was part of the farm operation. He had no interest in doing any development.
- She would research and provide information about the crosswalk light that was supposed to be installed from Graham Oaks across Wilsonville Rd.
- She would notify Code Enforcement about sandwich boards and other advertising proliferating on properties around the city, particularly in the 95th St area and along Wilsonville Rd to ensure the proper permitting and sign placement had been done. The City would remove any signs that were not properly permitted or displayed, which Staff did frequently.

- She would follow up on concerns about the Subaru dealership storing stock outside the fence, when the zoning required stock to be stored inside the fence, like at the Honda dealership.

Commissioner Levit:

- Noted today's *Spokesman* discussed the Hilton Hotel Project being reviewed favorably by the public, yet Wilsonville's Nextdoor website had a lot of negative comments about City Council approving the project. There was a lot of misinformation, especially since Council did not approve the project. People were upset about the trees being cut down, and that Council seemed to approve every development. He suggested someone at the City check out the Nextdoor comments and perhaps, add some commentary.
 - Ms Bateschell clarified DRB Panel A approved the Hilton project.
- Recalled receiving a copy of Mr. Britcliffe's letter expressing his anger that his property was not considered for the Brown Rd to Boones Ferry Rd connector.
 - Amanda Guile-Hinman, Assistant City Attorney, said Mr. Britcliffe filed a notice of appeal with the Land Use Board of Appeals (LUBA) and then withdrew it. She did not believe the Commission needed to be concerned about it.

VII. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 7:36 p.m.

Respectfully submitted,

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



PLANNING COMMISSION

WEDNESDAY, NOVEMBER 8, 2017

II. WORK SESSION

A. Year 2000 URA – Boeckman Creek Bridge (Vance) (45 minutes)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: Nov 8, 2017		Subject: Year 2000 Urban Renewal Plan 11 th Amendment Staff Member: Jordan Vance, Economic Development Manager Nancy Kraushaar, PE, Community Development Director Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments:	
Staff Recommendation: Staff will brief the Planning Commission on the proposed Year 2000 Urban Renewal Plan 11th Amendment in preparation for evaluating conformance to the Wilsonville Comprehensive Plan in December.			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

N/A. This is a briefing.

EXECUTIVE SUMMARY:

In response to City Council direction, staff has worked with consultants to draft the proposed 11th Amendment (Amendment) to the Year 2000 Urban Renewal Plan (Year 2000 Plan). The proposed Amendment requires specific edits to the Year 2000 Plan text and is included with this report as **Attachment 1**. The Report Accompanying the Year 2000 Urban Renewal Plan – 11th Amendment (Report) is included with this report as **Attachment 2**.

At their March 20, 2017 meeting, staff briefed the Wilsonville City Council on the Boeckman Dip Bridge project and the potential to use urban renewal tax increment to fund the project. The reason for urban renewal is to provide a financing mechanism to fund improvements including transportation and utility improvements to allow for development in an Area. The Boeckman Dip Bridge project is approximately a \$14 million project. The Boeckman Road right-of-way is located within the Year 2000 Urban Renewal boundary, shown in Figure 1, and area consisting of 454.0 acres of land including rights-of-way.

The staff memo for the March briefing indicated the need for a substantial amendment process in order to have sufficient funding for the project. Staff suggested that the Wilsonville Urban Renewal Task Force be convened to consider the issue and Council agreed and directed staff to move forward. Staff then briefed the task force on a potential amendment to the Y2000 Plan for the Boeckman Dip Bridge at its April 24, 2017 meeting. Upon polling, the task force unanimously agreed on its support for amending the Y2000 Plan to include the project.

With the draft Amendment and Report complete, the next step in pursuing the Amendment will be for the Urban Renewal Agency to move through the public review process, including presentations to the:

- Planning Commission for them to approve conformance with the Wilsonville Comprehensive Plan;
- Clackamas County Board of Commissioners for approval and concurrence;
- West Linn-Wilsonville School District for concurrence;
- Tualatin Valley Fire and Rescue;
- Wilsonville City Council for concurrence and adoption.

The following are the key elements of the Amendment:

- The Boeckman Dip Bridge project will be added to the Year 2000 Plan.
- This is a substantial amendment to the Year 2000 Plan.
- As a part of the Year 2000 Plan Amendment the maximum indebtedness will be increased by \$14,509,101. As this amount exceeds authority in ORS 457 for the Wilsonville City Council to approve on their own, concurrence will be required to increase the maximum indebtedness to this amount. Concurrence is approval by taxing districts that represent 75% of the permanent rate levy.
- The proposed amendment would result in the Year 2000 Plan becoming subject to "revenue sharing" provisions of Oregon Revised Statutes (ORS). The amount of revenue sharing required by ORS is dependent upon the ratio of annual tax increment revenues to the value of the original frozen base. No revenue sharing is required until annual tax increment revenues exceed 10% of the original maximum indebtedness. For the Year 2000 Plan, the original maximum indebtedness was \$53,851,923. This means that

mandatory revenue sharing would begin when tax increment revenues exceed \$5,385,192.

However, the City of Wilsonville already "under levies" annual tax increment revenue for the Year 2000 Plan, through a self-imposed cap of \$4 million in annual tax increment. Under this system, the URA would never achieve the level of annual tax increment revenue that would trigger the revenue sharing provisions of ORS. Thus, the district is effectively engaging in a method of revenue sharing that is more generous to affected taxing districts than the system required by ORS. However, as the City's approach is different from the sharing requirements of ORS, the taxing districts will need to concur with the existing voluntary sharing program.

- The new proposed maximum indebtedness, the limit on the amount of funds that may be borrowed for administration, projects and programs in the Area is \$107,196,524.
- The Plan, as amended, projects 6 years of collecting tax increment revenue, ending in FYE 2023.

Upon direction from the Urban Renewal Agency at their December 4, 2017 meeting, the Wilsonville Planning Commission will be asked to make a recommendation to the City Council regarding the Council's consideration and adoption of the proposed Amendment. The focus of the Planning Commission's review is the conformance of the Amendment with the Wilsonville Comprehensive Plan. This action does not require a public hearing, and the Planning Commission is not being asked to approve the Amendment, but rather make a recommendation to the Wilsonville City Council on the conformance issue.

There are no explicit review criteria for a Planning Commission for the review of an urban renewal amendment. The Oregon Revised Statute (ORS) ORS 457.085(4) states "An urban renewal plan and accompanying report shall be forwarded to the planning commission of the municipality for recommendations, prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095". The generally accepted practice is for the Planning Commission to provide input on the relationship of the Plan to the Local Goals and Objectives and particularly to its conformance to the City of Wilsonville Comprehensive Plan, both of which are elements of the Year 2000 Plan.

EXPECTED RESULTS:

Staff and consultants will brief the Planning Commission on the proposed Amendment and their role in a future adoption process.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

The Boeckman Dip Bridge will provide a much safer and more accessible connection for all travel modes.

Attachments:

Attachment 1 – DRAFT Year 2000 Urban Renewal Plan Amendment

Attachment 2 – DRAFT Report Accompanying the Year 2000 Urban Renewal Plan Amendment

Year 2000 Urban Renewal Plan – 11th Amendment

Substantial Amendment

The following changes are made to the Year 2000 Urban renewal Plan. Deletions are shown in ~~crossout~~ and additions are shown in *unbolded italics*.

SECTION 404 – Consistency of City’s Comprehensive Plan

Transportation:

The Eleventh Amendment is in conformance with the Transportation section of the Comprehensive Plan as the project to be added to the Plan is a transportation project to allow for a more safe and efficient transportation system.

SECTION 405 – Consistency with Economic Development Policy

The Eleventh Amendment is in conformance with the Economic Development Policy as the project to be added to the Plan is a transportation project to allow for a safer and more efficient transportation system, allowing for continued growth on employment land and improved transportation access for the residential sector to support employment by providing housing opportunities.

SECTION 600 – URBAN RENEWAL ACTIVITIES

601 Urban Renewal Projects and Improvement Activities

A) Roads, Including Utility Work Indicated:

(14)) Boeckman Dip Bridge: The City of Wilsonville (City) recently completed master planning the 175-acre Frog Pond West area that will include improvements to a section of Boeckman Road over Boeckman Creek; the Boeckman Creek canyon is designated SROZ. Currently, this is a decades-old rural road constructed on an embankment with vertical grades that fail to comply with AASHTO (American Association of State Highway and Transportation Officials) design criteria. The road is substandard for urban use and presents safety concerns for all travel modes. The embankment blocks both salmonid and wildlife passage. The roadway lacks bike lanes and a north-side sidewalk, and the “dip” forces emergency services to slow in this area. The City’s Transportation System Plan (TSP) designates the road as a Minor Arterial; the currently planned project will address all of the shortcomings mentioned above and provide an important connection for vehicles, pedestrians and bicyclists to all residential and employment areas east and west of Boeckman Creek and the new Meridian Creek Middle School. Sewer, water, and stormwater utilities will be upgraded or relocated as needed.

602 Acquisition of Real Property

E) Property Which May Be Acquired by Plan Amendment: The Agency has identified the following properties for acquisition pursuant to Section 602 of the Plan:

Summary of Text Changes

Year 2000 Urban Renewal Plan – 11th Amendment – Substantial Amendment

Page 1

3) *Portions of the following tax lots may be acquired for additional right-of-way or easements concerning the Boeckman Dip Project.*

- *31W12D 03200*
- *31W12D 03300*
- *31W12D 02700*
- *31W12D 02600*
- *31W13AB15505*
- *31W13B 00100*
- *31W13B 00200*
- *31W13B 00301*
- *31W13B 02402*

SECTION 700 – FINANCING OF URBAN RENEWAL INDEBTEDNESS

705 **Maximum Amount of Indebtedness** – The maximum amount of indebtedness that may be issued or incurred under the Plan is increased from ~~\$53,851,923.00~~–\$92,687,423.00 by ~~\$38,835,500.00~~ \$14,509,101 to a new total of ~~\$92,687,423~~–\$107,196,524. This is based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion as completion dates were anticipated as of ~~March 1, 2007~~ *October 1, 2017*. The estimates included, but were not limited to, increases in costs due to reasonably anticipated inflation. This amount is the principal of such indebtedness and does not included interest or indebtedness incurred to refund or refinance existing indebtedness. (*Amended by Ordinance No. 498 – June 15, 1998 and Amended by Ordinance No. 639 – August 20, 2007 and Amended by Ordinance No. _____ on _____.*)

Report Accompanying the Year 2000 Urban Renewal Plan 11th Amendment

DRAFT REPORT DATE – OCTOBER 30, 2017

Adopted by the City of Wilsonville

DATE

Ordinance No. ____

The Year 2000 Urban Renewal Area

Consultant Team

Elaine Howard Consulting, LLC

Elaine Howard
Scott Vanden Bos

Tiberius Solutions LLC

Nick Popenuk
Ali Danko
Rob Wyman

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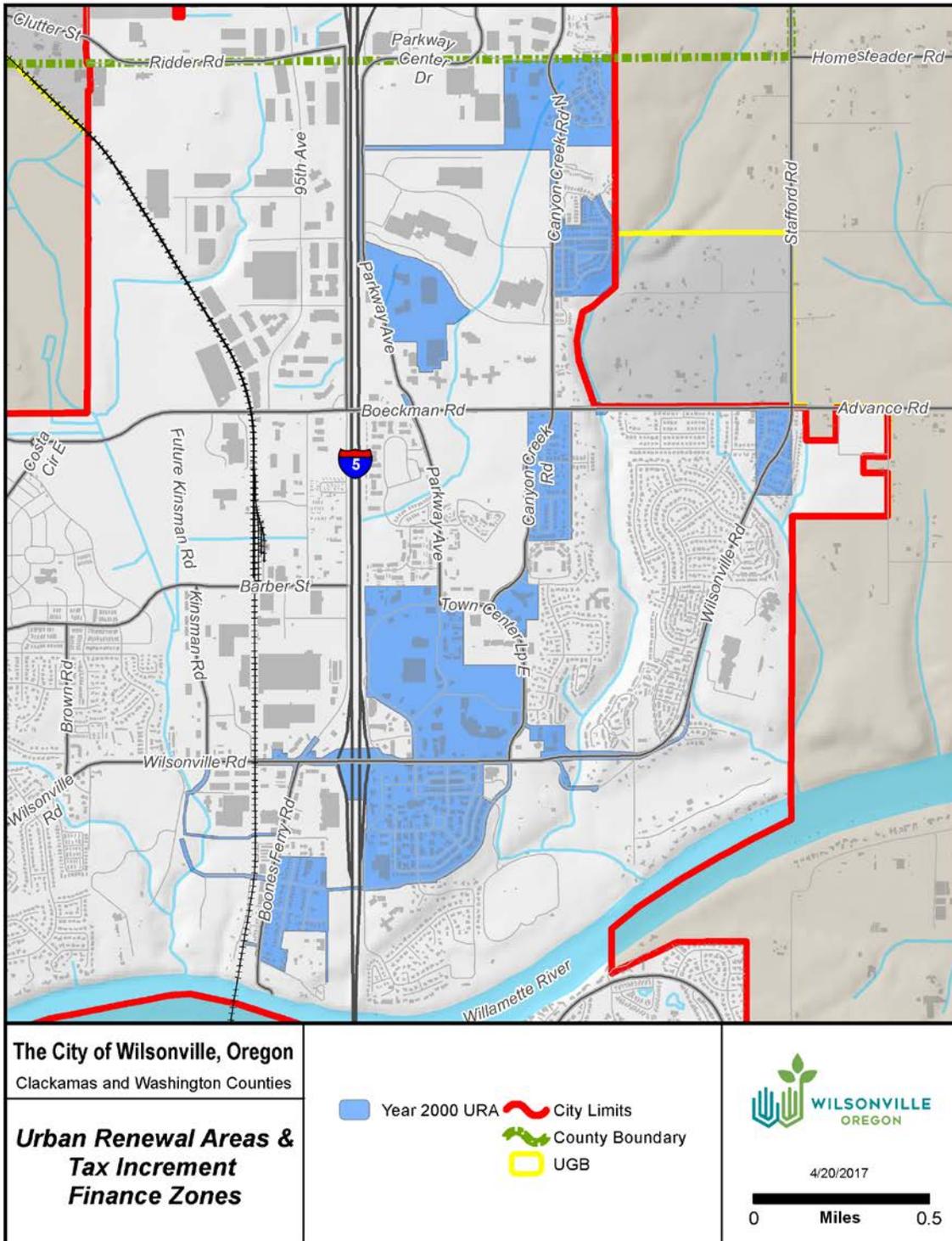
I. INTRODUCTION

The Report on the Year 2000 Urban Renewal Plan Amendment (Report) contains background information and project details that pertain to the Year 2000 Urban Renewal Plan Amendment (Plan). The Report is not a legal part of the Plan, but is intended to provide public information and support the findings made by the City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The format of the Report is based on this statute. The Report documents the existing conditions in the Year 2000 Urban Renewal Area (Area) as they relate to the proposed projects in the Plan.

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

Figure 1 – The Year 2000 Urban Renewal Plan Area Boundary



Source: City of Wilsonville GIS

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

This section of the Report describes existing conditions within The Year 2000 Urban Renewal Area and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The Area measures 454.0 total acres in size, encompassing 325.89 acres included in 657 individual parcels, and an additional 128.11 acres in public rights-of-way. An analysis of FYE 2016-2017 property classification data from the Clackamas County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, “Commercial land, improved” accounts for the largest land use within the area (34.22%). This is followed by “Multi-family improved” (21.9%), and “Residential improved” (20.22%). The total land uses in the Area, by acreage and number of parcels, are shown in Table 1.

Table 1 – Existing Land Use in Area

Land Use	Parcels	Acreage	% of Acreage
Commercial land, improved	58	111.52	34.22%
Multi-Family, improved	10	71.38	21.90%
Residential land, improved	436	65.88	20.22%
Industrial land, improved	3	25.03	7.68%
Industrial State appraised	2	18.68	5.73%
Commercial land, vacant	12	14.27	4.38%
Residential land, vacant	57	8.73	2.68%
Residential, condominium	73	4.41	1.35%
Tract land, vacant	1	3.60	1.10%
Industrial land, vacant	3	1.82	0.56%
Tract land, improved	1	0.53	0.16%
Multi-Family, vacant	1	0.05	0.02%
Total	657	325.89	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Clackamas County Department of Assessment and Taxation (FYE 2017)

2. Zoning Designations

As illustrated in Table 2, the most prevalent zoning designation (27.82%) of the Area by acreage is “Planned Development Commercial Town Center”. The second most prevalent zoning designation is “Planned Development Residential-6”, representing 20.82% of the Area.

Table 2 – Existing Zoning Designations

Zoning	Parcels	Acreage	% of Acreage
Planned Development Commercial Town Center	33	90.65	27.82%
Planned Development Residential-6	40	67.84	20.82%
Planned Development Industrial	57	60.34	18.52%
Planned Development Residential-5	213	28.36	8.70%
Planned Development Residential-3	175	25.96	7.97%
Planned Development Commercial	32	25.83	7.93%
Residential Agriculture Holding - Residential	83	19.50	5.98%
Residential	13	3.92	1.20%
Planned Development Residential-4	6	2.56	0.79%
Residential Agriculture Holding - Public	2	0.55	0.17%
Residential Agriculture-Holding	3	0.38	0.12%
Total	657	325.89	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Clackamas County Department of Assessment and Taxation (FYE 2017) and then cross-referenced with City of Wilsonville data.

3. Comprehensive Plan Designations

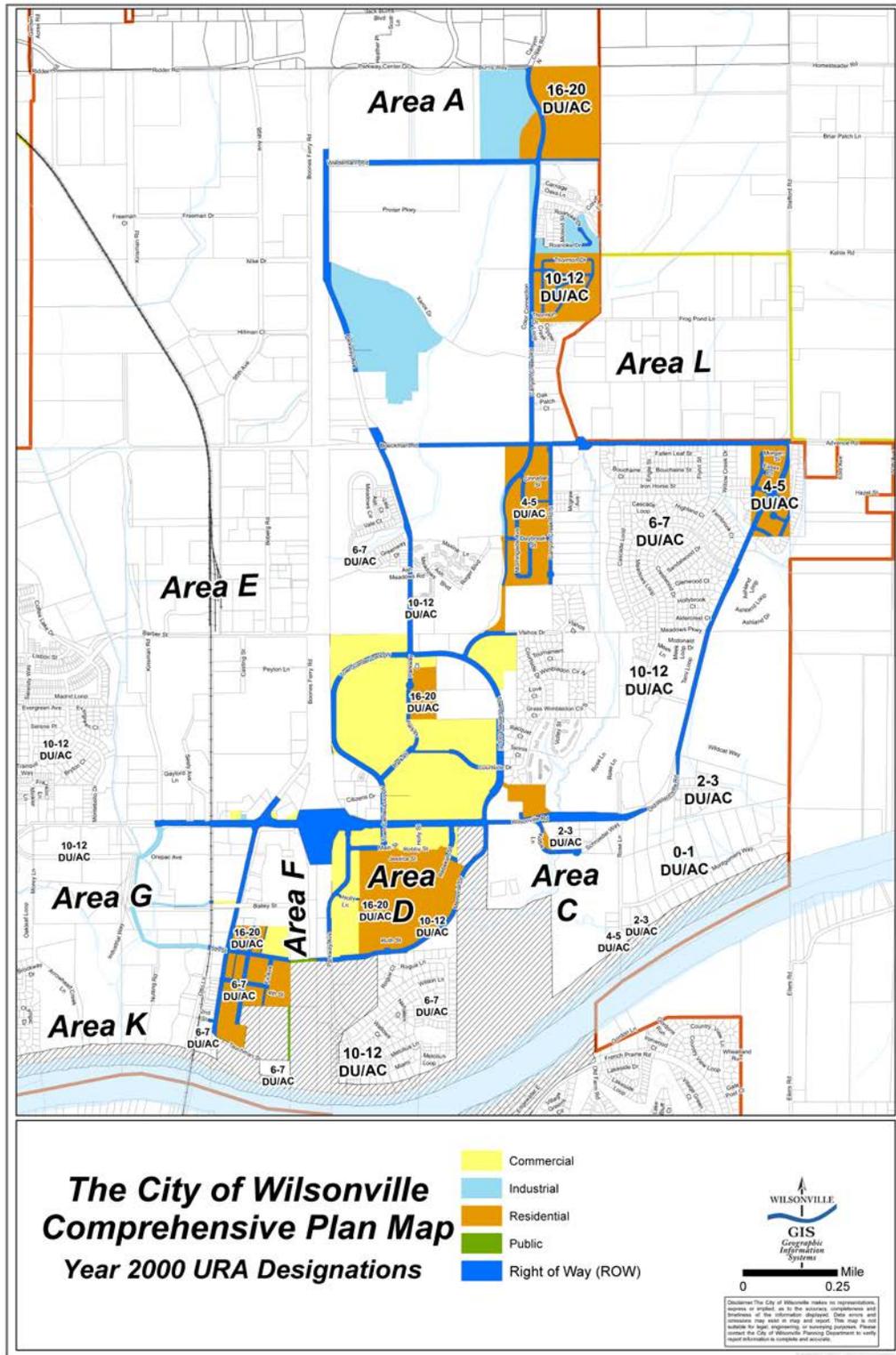
As illustrated in Table 3, the most prevalent comprehensive plan designation (45.58%) of the Area by acreage is “Residential”. The second most prevalent comprehensive plan designation is “Commercial”, representing 35.74% of the Area.

Table 3 – Existing Comprehensive Plan Designations

Comprehensive Plan Designation	Parcels	Acreage	% of Acreage
Residential	533	148.53	45.58%
Commercial	65	116.47	35.74%
Industrial	57	60.34	18.52%
Public	2	0.55	0.17%
Total	657	325.89	100.00%

Source: Compiled by Tiberius Solutions LLC data from the Clackamas County Department of Assessment and Taxation (FYE 2017) and then cross-referenced with City of Wilsonville data.

Figure 2 – Area Comprehensive Plan Designations



Source: City of Wilsonville There are two public designated parcels in the Area, however, they are so small they do not show up on the map.

B. Infrastructure

This section identifies the existing conditions in the Area to assist in establishing blight. There are projects listed in several City of Wilsonville infrastructure master plans that relate to these existing conditions. **This does not mean that all of these projects are included in the Plan.** The specific projects that are included in the Plan are listed in Sections IV and V of this Report.

1. Transportation

The following are capital projects in the Area from the City of Wilsonville Transportation Systems Plan:

Project ID	Project Name	Project Description	Cost
SI-04	Wilsonville Road/Town Center Loop West Intersection Improvements	Widen the north leg of the intersection and install a second southbound right-turn lane (dual lanes).	\$500,000
BW-08	Town Center Loop Pedestrian, Bicycle, and Transit Improvements	Create more direct connections between destinations within Town Center area, improve accessibility to civic uses and transit stops, retrofit sidewalks with curb ramps, highlight crosswalks with colored pavement, and construct similar treatments that support pedestrian, bicycle, and transit access and circulations; also construct shared-use path along Town Center Loop West from Wilsonville Road to Parkway Avenue and restripe Town Center Loop East from Wilsonville Road to Parkway Avenue to a three-lane cross-section with bike facilities	\$500,000
BW-09	Town Center Loop Bike/Pedestrian Bridge	Construct bike/pedestrian bridge over I-5 approximately aligned with Barber Street to improve connectivity of Town Center area with businesses and neighborhoods on west side of I-5; include aesthetic design treatments	\$4,000,000
UU-01	Boeckman Road Dip Improvements	Upgrade at vertical curve east of Canyon Creek Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); options should also be considered to make connections to the regional trail system and to remove the culvert and install a bridge	\$12,220,000
LT-P4	Canyon Creek Trail	Shared Use Path from Canyon Creek Park to Boeckman Creek Trail providing connectivity to the neighborhoods to the south	\$200,000

2. Water

The following are capital projects in the Area from the City of Wilsonville's Water Master Plan:

Project ID	Description	Total Estimated Cost
168	10-inch Loop (Appts E. of Canyon Creek/Burns)	\$41,000
169	8-inch Loop between Vlahos and Canyon Creek	\$42,000
260	10-inch Extension on 4th Street (E. of Fir)	\$69,000
261	8-inch Loop - Magnolia to Tauchman	\$59,000
271	8-inch Loop near Parkway Center/Burns	\$66,000
273	12-inch Loop crossing Boeckman	\$16,000
274	8-inch Loop at Holly/Parkway	\$56,000
285	8-inch Upgrade on Boones Ferry Road (south of 2nd Street)	\$44,000
*	Pipeline and Valve Replacement (Annual Budget for 20-year planning period)	\$173,000
*	Meter Replacement (Annual Budget for 20-year Planning Period)	\$50,000

3. Stormwater

The following are projects in the Area from the City of Wilsonville's Stormwater Master Plan (please note that CMP is corrugated metal pipe):

Project ID	Project Name	Project Location	Existing Conditions	Proposed Solution	Cost Estimate
BC-8	Canyon Creek Estates Pipe Removal	Colvin Lane in Canyon Creek Estates	Erosion is occurring upstream and downstream of an existing culvert in the channel. Side slopes of the channel are steep, which enhances natural erosion.	Removal of the culvert and rehabilitation of the creek channel are proposed to fix existing and future channel erosion. Planting of vegetation following removal of the culvert will need to include techniques that strengthen the creek banks through bio-engineering, such as live stakes made from live cuttings of plants that enhance bank stability or other reinforcing techniques.	\$129,504
BC-5	Boeckman Creek Outfall Realignment	Boeckman Creek, north of SW Wilsonville Road	An 18-inch CMP outfall to Boeckman Creek that drains approximately 11 acres, about 300 feet north of Wilsonville Road, is installed perpendicular to the creek and discharges to a bubbler structure about 3 feet high. Water builds up in the pipe until it flows out of the top of the structure. Some erosion is occurring around the bubbler structure resulting from water dropping out of the top of the structure under pressure.	Realign the last few segments of the pipe and remove the bubbler structure. The pipe would be realigned to allow water to discharge downstream in the direction of the creek flow, reducing the erosion occurring at the outfall. Along with the riprap for energy dissipation and vegetation for stability of the riparian area, this project would assist in stabilizing the outfall.	\$38,441
ST-7	Boeckman Creek at Boeckman Road Stormwater Study	Boeckman Creek at Boeckman Road	Boeckman Creek at Boeckman Road is currently being used as a water control structure for upstream developments.	Boeckman Road may be replaced with a bridge structure, which would affect the detention facility. This study would evaluate options and identify alternatives for regional detention for upstream drainage.	\$57,000

4. Sanitary Sewer

The following are projects in the Area from the City of Wilsonville’s Wastewater Master Plan (please note that LF is linear feet):

Project ID	Name	Description	Project Limits	Estimated Cost
CIP-09	Parkway Interceptor	Gravity - Pipe Upsizing. 4,540 LF 12" pipe; 150 LF 15" pipe	From Elligsen Road to Boeckman Road	\$4,360,000
CIP-05	Boeckman Interceptor Phase 1	Gravity - Pipe Upsizing. 2,320 LF 18" pipe; 920 LF 21" pipe; 970 LF 24" pipe	From High School Interceptor to Memorial Park Pump Station	\$4,270,000
CIP-06	Boeckman Interceptor Phase 2	Gravity - Pipe Upsizing. 3,760 LF 18" pipe	From Boeckman Road to High School Interceptor	\$3,240,000
CIP-12	Memorial Drive Flow Splitter Structure	Flow Splitter Structure - Replacement. Replace Diversion Structure	I-5 Downstream of Memorial Park Pump Station	\$150,000
CIP-16*	Pipe Replacement (0 To 5 Years)	Gravity - Pipe Replacement. Approximately 930 LF Annually; Varied pipe diameters	Various, Approximately \$360,000 Annually	\$1,750,000
CIP-17	Town Center Loop Pump Station	Pump Station - Replacement. Replace Pump Station	Existing pump station	\$440,000
CIP-19	Boones Ferry Park Grinder Pump	Pump Station - Restroom Grinder Pump. New grinder pump for park restrooms	Boones Ferry Park	\$30,000
CIP-22*	Pipe Replacement (6 To 10 Years)	Gravity - Pipe Replacement. Approximately 930 LF Annually; Varied pipe diameters	Various, Approximately \$360,000 Annually	\$1,750,000
CIP-25*	Pipe Replacement (11 To 20 Years)	Gravity - Pipe Replacement. Approximately 930 LF Annually; Varied pipe diameters	Various, Approximately \$360,000 Annually	\$1,750,000
CIP-33	Frog Pond/Advance RD Urban Reserve Area - SW Boeckman Road	Gravity - New Pipe. 2,800 LF 18" pipe	From Stafford Road to Boeckman Creek	\$4,170,000

5. Parks and Open Space

The following was reported by Jordan Vance, Economic Development Manager:

“The City’s Bicycle & Pedestrian Master Plan, Dec. 2006, recommends adding the Boeckman Creek Trail and describes it as ‘a critical piece of the potential regional trail loop around Wilsonville, linking to Memorial Park to the South, the Tonquin Trail to the West, and the Stafford Spur Trail to the East. Establishing the Boeckman Creek Trail as a regional trail would increase its usage, provide a much-needed north-south bikeway/walkway corridor and offer an amazing community amenity. This would entail adding a hard surface to facilitate non-motorized travel by wheeled vehicles such as wheelchairs, bicycles, inline skates, and skateboards.’

The City’s Frog Pond West Master Plan (July 2017) and Financing Plan includes further discussion regarding the need for the Boeckman Bridge, upgrades to the Boeckman Interceptor and extending the Boeckman Creek Trail into Frog Pond, ‘The Boeckman Creek Regional Trail will be both a neighborhood amenity and a key pedestrian connection to adjacent areas. South of Boeckman Road, the trail will run within the creek canyon along the sewer line easement. After passing under the future Boeckman Road bridge (which will span the “dip”), the trail will climb to the top of the bank and run along the edge of the vegetated corridor/SROZ and the western edge of the Frog Pond West neighborhood.’”

C. Social Conditions

Data from the US Census Bureau are used to identify social conditions in the Area. The geographies used by the Census Bureau to summarize data do not strictly conform to the Plan Area. As such, the Census Bureau geographies that most closely align to the Plan Area are used, which, in this case, is Block Group 1, Census Tract 227.10 and Block Group 1, Census Tract 244. Within the Area, there are 554 tax lots shown as residential use. According to the US Census Bureau, American Community Survey (ACS) 2010-14, the block groups have 1,819 residents, 80% of whom are white.

Table 4 – Race in the Area

Race	Number	Percent
White alone	1,447	80%
Black or African American alone	30	2%
American Indian and Alaska Native alone	154	8%
Asian alone	5	0%
Native Hawaiian and Other Pacific Islander alone	12	1%
Some other race alone	84	5%
Two or more races	87	5%
Total	1,819	100%

Source: American Community Survey 2011-2015 Five-Year Estimates

The largest percentage of residents in the block groups are between 18-24 years of age (17%).

Table 5 – Age in the Area

Age	Number	Percent
Under 5 years	176	10%
5 to 9 years	69	4%
10 to 14 years	115	6%
15 to 17 years	104	6%
18 to 24 years	315	17%
25 to 34 years	258	14%
35 to 44 years	194	11%
45 to 54 years	190	10%
55 to 64 years	247	14%
65 to 74 years	107	6%
75 to 84 years	44	2%
85 years and over	-	0%
Total	1,819	100%

Source: American Community Survey 2011-2015 Five-Year Estimates

In the block group, 9% of adult residents have earned a bachelor’s degree or higher. Another 45% have some college education without a degree, and another 26% have graduated from high school with no college experience.

Table 6 – Educational Attainment in the Area

Education	Number	Percent
Less than high school	155	15%
High school graduate (includes equivalency)	272	26%
Some college	461	45%
Associate's degree	50	5%
Bachelor's degree	80	8%
Master's degree	14	1%
Professional school degree	-	0%
Doctorate degree	-	0%
Total	1,032	100%

Source: American Community Survey 2011-2015 Five-Year Estimates

In the block group, 46% of commuters drove less than 10 minutes to work, and another 41% of commuters drove 10 to 19 minutes to work.

Table 7 – Travel Time to Work in the Area

Travel time to work	Number	Percent
Less than 10 minutes	276	46%
10 to 19 minutes	247	41%
20 to 29 minutes	12	2%
30 to 39 minutes	35	6%
40 to 59 minutes	9	2%
60 to 89 minutes	17	3%
90 or more minutes	-	0%
Total	596	100%

Source: American Community Survey 2011-2015 Five-Year Estimates

Of the means of transportation used to travel to work, the majority, 70%, drove alone with another 15% carpooling.

Table 8 – Means of Transportation to Work in the Area

Means of Transportation to Work	Number	Percent
Drove alone	434	70%
Carpooled	95	15%
Public transportation (includes taxicab)	-	0%
Motorcycle	-	0%
Bicycle	-	0%
Walked	67	11%
Other means	-	0%
Worked at home	23	4%
Total	619	100%

Source: American Community Survey 2011-2015 Five-Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Clackamas County Department of Assessment and Taxation for FYE 2017, including all real, personal, manufactured, and utility properties, is estimated to be \$438,251,352 of which \$44,087,806 is frozen base and \$394,163,546 is excess value above the frozen base.

2. Building to Land Value Ratio

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

Table 10 below shows the improvement to land ratios for properties within the Area. One hundred and forty-six parcels in the area (17.79% of the acreage) have I:L ratios of 1.0 or less. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is greater than or equal to 2.0. Only 269 of the 657 parcels in the Area, totaling 57.68% of the acreage have I:L ratios of greater than or equal to 2.0 in FYE 2017. In summary, the Area is underdeveloped and not contributing significantly to the tax base in Wilsonville.

Table 10 – I:L Ratio of Parcels in the Area

Improvement/Land Ratio	Parcels	Acres	% Total
			Acres
No Improvement Value	90	32.98	10.12%
0.01-0.50	17	9.34	2.87%
0.51-1.00	39	15.64	4.80%
1.01-1.50	63	30.63	9.40%
1.51-2.00	179	49.34	15.14%
2.01-2.50	143	58.00	17.80%
2.51-3.00	33	21.19	6.50%
3.01-4.00	9	14.91	4.58%
> 4.00	84	93.86	28.80%
Total	657	325.89	100.00%

Source: Calculated by Tiberius Solutions LLC with data from Clackamas County Department of Assessment and Taxation (FYE 2017)

E. Impact on Municipal Services

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

The project being considered for future use of urban renewal funding is a transportation project. The use of urban renewal funding for this project provides an alternative funding source besides the City of Wilsonville’s General Fund, the Road Operating Fund (gas tax), or system development charges (SDCs).

The financial impacts from tax increment collections will be countered by providing improved infrastructure to serve an area of the city scheduled for future residential development to augment the city’s existing housing stock.

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

The reason for selecting the Area has not changed since inception of the urban renewal plan: to cure blight within the Area.

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

The project identified for the amendment to the Year 2000 Urban Renewal Area is described below, including how it relates to the existing conditions in the Area.

A. Transportation Improvements

1. **Boeckman Road Dip \$14,000,000** – The City of Wilsonville (City) recently completed master planning the 175-acre Frog Pond West area that will include improvements to a section of Boeckman Road over Boeckman Creek; the Boeckman Creek canyon is designated SROZ. The City’s Transportation System Plan (TSP) designates the road as a Minor Arterial; the currently planned project will address all of the shortcomings mentioned in the existing conditions below and provide an important connection for vehicles, pedestrians and bicyclists to all residential and employment areas east and west of Boeckman Creek and to the new Meridian Creek Middle School. The TSP project cost estimate was updated for this report.

Existing conditions: Currently, this is a decades-old rural road constructed on an embankment with vertical grades that fail to comply with AASHTO design criteria. The road is substandard for urban use and presents safety concerns for all travel modes. The embankment blocks both salmonid and wildlife passage. The roadway lacks bike lanes and a north-side sidewalk, and the “dip” forces emergency service vehicles to slow in this area.

V. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the Agency. Annual expenditures for project administration and finance fees are also shown below.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the district in FYE 2023. The projections indicate spending on the Boeckman Dip Bridge project will be completed in FYE 2022. The projections in the financial model assume 3.1% annual growth in the assessed value of real property and a 1.0% change in personal and manufactured property, with no change in utility property.

Estimated annual expenditures by project category are shown in Table 11. All costs shown in Table 11 are in year-of-expenditure dollars, which are adjusted by 3% annually to account for inflation. The Agency may change the completion dates in its annual budgeting process or as project decisions are made in administering the Plan.

Table 11 – Projects and Costs in Year of Expenditure Dollars

URA PROJECTS FUND	Total	FYE 2018	FYE 2019	FYE 2020	FYE 2021	FYE 2022
Resources						
Beginning Balance		\$ 1,808,885	\$ 3,011,528	\$ 1,823,664	\$ 254,688	\$ 275,988
Interest Earnings	\$ 71,748	\$ 18,089	\$ 30,115	\$ 18,237	\$ 2,547	\$ 2,760
Inter-Agency Loan	\$ 22,810,686	\$ 3,000,000	\$ 5,300,000	\$ 9,700,000	\$ 3,589,434	\$ 1,221,252
Bond/Loan Proceeds	\$ 2,900,000	\$ -	\$ -	\$ -	\$ 2,900,000	\$ -
Other	\$ -					
Total Resources	\$ 25,782,434	\$ 4,826,974	\$ 8,341,643	\$ 11,541,901	\$ 6,746,669	\$ 1,500,000
Expenditures (YOE \$)						
(Old Town Esc) East West connector	\$ (7,000,000)	\$ (1,100,000)	\$ (3,200,000)	\$ (2,700,000)		
Old Town Street Improvements	\$ (1,868,300)	\$ -	\$ (1,245,533)	\$ (622,767)		
Town Center Planning	\$ (118,000)	\$ (88,000)	\$ (20,000)	\$ (5,000)	\$ (5,000)	
Livability Projects	\$ (2,288,700)	\$ -		\$ (1,769,000)	\$ (519,700)	
Park Improvements	\$ (25,000)		\$ (25,000)			
Boeckman Dip Bridge	\$ (14,000,000)		\$ (1,400,000)	\$ (5,600,000)	\$ (5,600,000)	\$ (1,400,000)
Canyon Creek	\$ -					
Financing Fees	\$ (25,000)				\$ (25,000)	
Project Management and Admin	\$ (2,266,319)	\$ (627,446)	\$ (627,446)	\$ (590,446)	\$ (320,981)	\$ (100,000)
Total Expenditures	\$ (27,591,319)	\$ (1,815,446)	\$ (6,517,979)	\$ (11,287,213)	\$ (6,470,681)	\$ (1,500,000)
Ending Balance		\$ 3,011,528	\$ 1,823,664	\$ 254,688	\$ 275,988	\$ -

Source: Tiberius Solutions LLC

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

Table 12 shows the allocation of tax increment revenues to debt service and loans to the project fund.

It is anticipated that all debt will be retired by FYE 2023 (any outstanding debt will be repaid). The total maximum indebtedness is \$107,196,524, increased from \$92,687,423 by \$14,509,101.

The increase in maximum indebtedness requires concurrence according to ORS 457.220 which limits the increase in maximum indebtedness to 20% of the initial maximum indebtedness as increased annually by inflation. The initial maximum indebtedness of the Year 2000 Plan was \$53,851,923. To adjust the initial maximum indebtedness, the City’s consultant used a 3.0% inflation factor as used in other plans. The inflated maximum indebtedness number used for the 20% calculation was \$94,429,673, and 20% of that was \$18,885,935. That \$18,885,935 added to the original maximum indebtedness yields a potential new maximum indebtedness of \$72,737,858 that would not require concurrence. However, the maximum indebtedness of the Year 2000 Plan is already \$92,687,432, greater than \$72,737,858. This means any change to maximum indebtedness will require concurrence, as the Area’s current maximum indebtedness exceeds the 20% threshold.

Table 12 – Potential Maximum Indebtedness Increases and Concurrence

Present MI		Potential New MI	
\$92,687,432		\$72,737,858	
Initial MI			
\$53,851,923			
Inflation factor		3%	
		Potential MI Increase	Potential MI Plus Initial MI
1-Jul-99	\$55,467,481		
2000	\$57,131,505		
2001	\$58,845,450		
2002	\$60,610,814		
2003	\$62,429,138		
2004	\$64,302,012		
2005	\$66,231,073		
2006	\$68,218,005		
2007	\$70,264,545		
2008	\$72,372,481		
2009	\$74,543,656		
2010	\$76,779,965		
2011	\$79,083,364		
2012	\$81,455,865		
2013	\$83,899,541		
2014	\$86,416,528		
2015	\$89,009,023		
2016	\$91,679,294		
2017	\$94,429,673	\$18,885,935	\$72,737,858

Source: Elaine Howard Consulting LLC

Of the \$107,196,524 maximum indebtedness, it is estimated that \$81,385,000 has been used through the end of FYE 2017. The estimated total amount of tax increment revenues required

to service the remaining maximum indebtedness of \$25,811,524 is \$23,327,472 and is made up of tax increment revenues from permanent rate levies. The reason the amount of tax increment revenues needed to service the remaining maximum indebtedness is less than the remaining maximum indebtedness is because the Tax Increment Finance (TIF) Fund has a beginning balance of \$5,478,203 which has not been converted to debt, and does not yet count against the maximum indebtedness.

The finance plans shown in Table 11 and 13 assume Inter-Agency loans from the City, as well as a new bank loan in FYE 2021 to finance a portion of the cost of the Boeckman Dip Bridge project, as well as to refinance outstanding debt. The interest rate for the new bank loan is estimated at 3.25% with a five-year term. Under this assumption, the existing 2010 Bank of America loan is estimated to be paid off in 2021. The assumed financing plan maintains a debt service coverage ratio of at least 1.5 x total annual debt service payments. Although the assumption is the new loan would have a five-year term, it is anticipated there would be sufficient tax increment finance revenues to pay off the loan early, in FYE 2023, and cease collecting tax increment revenues in that year. It may be noted that the debt service coverage ratio in 2023 is not above 1.5, but that is only because the loan is being paid off early, and the payment being made is substantially larger than the payment required.

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

Table 13 – Tax Increment Revenues and Allocations to Debt Service

TAX INCREMENT FUND	Total	FYE 2018	FYE 2019	FYE 2020	FYE 2021	FYE 2022	FYE 2023
Resources							
Beginning Balance		\$ 8,996,568.00	\$ 9,326,632.00	\$ 7,595,411.00	\$ 1,452,178.00	\$ 250,000.00	\$ 1,403,982.00
Interest Earnings	\$ 290,248	\$ 89,966.00	\$ 93,266.00	\$ 75,954.00	\$ 14,522.00	\$ 2,500.00	\$ 14,040.00
TIF: Current Year	\$ 22,877,472	\$ 3,759,148.00	\$ 3,994,901.00	\$ 3,994,901.00	\$ 3,987,785.00	\$ 3,987,785.00	\$ 3,152,952.00
TIF: Prior Years	\$ 450,000	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00
Bond and Loan Proceeds					\$ 4,785,000.00		
Total Resources	\$ 23,617,720	\$ 12,920,682.00	\$ 13,489,799.00	\$ 11,741,266.00	\$ 10,314,485.00	\$ 4,315,285.00	\$ 4,645,974.00
Expenditures							
<i>Debt Service</i>							
Series 2010 - B of A	\$ (6,562,526)	\$ (594,050.00)	\$ (594,388.00)	\$ (589,088.00)	\$ (4,785,000.00)	\$ -	\$ -
New Loan and Refinancing	\$ (8,026,076)	\$ -	\$ -	\$ -	\$ (1,690,051.00)	\$ (1,690,051.00)	\$ (4,645,974.00)
Total Debt Service	\$ (14,588,602)	\$ (594,050.00)	\$ (594,388.00)	\$ (589,088.00)	\$ (6,475,051.00)	\$ (1,690,051.00)	\$ (4,645,974.00)
<i>Debt Service Coverage Ratio</i>		6.33	6.72	6.78	2.36	2.36	0.68
Inter-Agency Loan	\$ (22,810,686)	\$ (3,000,000.00)	\$ (5,300,000.00)	\$ (9,700,000.00)	\$ (3,589,434.00)	\$ (1,221,252.00)	\$ -
Total Expenditures	\$ (37,399,288)	\$ (3,594,050.00)	\$ (5,894,388.00)	\$ (10,289,088.00)	\$ (10,064,485.00)	\$ (2,911,303.00)	\$ (4,645,974.00)
Ending Balance		\$ 9,326,632.00	\$ 7,595,411.00	\$ 1,452,178.00	\$ 250,000.00	\$ 1,403,982.00	\$ -

Source: Tiberius Solutions LLC

VII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2023, as shown above, are based on projections of the assessed value of development within the Area and the consolidated tax rate that will apply in the Area. The assumptions include assumed growth in assessed value of 3.1% for real property and 1.0% for personal and manufactured property, derived from a combination of appreciation of existing property values and new construction. No change in value for utility property is assumed.

Additionally, our analysis assumes \$8,975,000 of exception value would be added to the tax roll in FYE 2021, based on a current development proposal in the Area that the City believes is likely to occur.

Table 14 shows the projected incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts, delinquencies, and compression losses. These projections of increment are the basis for the projections in Tables 11 and 13. Gross TIF is calculated by multiplying the tax rate times the excess value. The tax rate is per thousand dollars of value, so the calculation is “tax rate times excess value divided by one thousand.” The consolidated tax rate includes permanent tax rates and includes one general obligation bond issued by Clackamas Community College. This bond will be impacted through FYE 2020, which is when the bond is scheduled to be repaid in full.

In June 2007, the Agency adopted a resolution to limit future tax increment collections to \$4,000,000 annually (URA Resolution 156) in the Year 2000 Urban Renewal Area. This was originally achieved by reducing the acreage of the URA each year, but the City of Wilsonville instead began under-levying by reducing increment assessed value used when state legislation passed in 2009 to allow it.

Now, each year, the City of Wilsonville uses the UR-50 form to notify the Clackamas County Assessor how much increment value to use. Since FYE 2014, the City of Wilsonville has chosen to use \$303 million in increment each year, which results in TIF revenue of around \$4 million. However, because the consolidated tax rate is decreasing due to expiring bond rates, using \$303 million in increment will not generate \$4 million in TIF revenue in upcoming years. Therefore, our analysis assumes using \$322 million for FYE 2019 and 2020, \$325 million for FYE 2021 and beyond.

Using this increment value should provide TIF revenue very close to \$4 million per year, but the exact amount will depend on adjustments, including discounts for early payment, delinquent taxes, and truncation loss due to rounding. That number is shown in the “Increment Used” column in Table 14. To show the amount of the underlevy each year, Table 14 also includes a “Total Gross TIF” column, which is the amount of tax increment revenues that could have been collected from the “Total Increment” column. The “Total Gross TIF” column less the “Underlevy” column nets the “Gross TIF for URA” column. That gross number is then adjusted for delinquencies to arrive at a “Net TIF for URA”. It is this number, “Net TIF for URA”, that is intended to be no more than \$4,000,000 per year, per direction from the Agency.

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

FYE	Assessed Value		Total Increment	Increment Used	Tax Rate	Tax Increment Finance				
	Total	Frozen Base				Total	Gross TIF	Underlevy	Gross TIF for URA Adjustments	Net TIF for URA
2018	\$451,880,969	\$44,087,806	\$407,793,163	\$303,000,000	13.0594	\$5,325,534	(\$1,368,536)	\$3,956,998	(\$197,850)	\$3,759,148
2019	\$465,934,467	\$44,087,806	\$421,846,661	\$322,000,000	13.0595	\$5,509,106	(\$1,303,947)	\$4,205,159	(\$210,258)	\$3,994,901
2020	\$480,425,029	\$44,087,806	\$436,337,223	\$322,000,000	13.0595	\$5,698,346	(\$1,493,187)	\$4,205,159	(\$210,258)	\$3,994,901
2021	\$504,342,110	\$44,087,806	\$460,254,304	\$325,000,000	12.9159	\$5,944,599	(\$1,746,931)	\$4,197,668	(\$209,883)	\$3,987,785
2022	\$520,017,276	\$44,087,806	\$475,929,470	\$325,000,000	12.9159	\$6,147,057	(\$1,949,389)	\$4,197,668	(\$209,883)	\$3,987,785
2023	\$536,179,643	\$44,087,806	\$492,091,837	\$256,962,100	12.9159	\$6,355,809	(\$3,036,912)	\$3,318,897	(\$165,945)	\$3,152,952

Source: Tiberius Solutions LLC

Notes: TIF is tax increment revenues. Tax rates are expressed in terms of dollars per \$1,000 of assessed value.

VIII. IMPACT OF THE TAX INCREMENT FINANCING

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

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts due to the Amendment and are estimated through FYE 2023, and are shown in Tables 15a and 15b. Tables 16s and 16b indicate projections of impacts to the taxing districts if there were no Amendment. These impacts through 2019 would have been the same with or without the Amendment, but in 2020 and beyond, there are additional impacts to taxing districts because the Amendment increases the maximum indebtedness, and increases the length of time required to pay off the debt.

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

Tables 15a and 15b show the projected impacts to permanent rate levies of taxing districts as a result of this Plan Amendment. Table 15a shows the general government levies, and Table 15b shows the education levies. Please note that impacts on these tables start in FYE 2020, when the new Maximum Indebtedness begins to be used. Tables 16a and 16b show the projected impacts to permanent rate levies of taxing districts if there were no Amendment. Table 16a shows the general government levies, and Table 16b shows the education levies.

Typically, in an urban renewal plan amendment, the increase in maximum indebtedness is equal to or less than the total impacts to taxing jurisdictions due to the amendment. However, in this Amendment that is not the case. There are two factors impacting taxing districts in a plan amendment that increases maximum indebtedness: 1) the dollars that are paying for projects (included in the maximum indebtedness number); and 2) the dollars paying the interest for the debt incurred to pay for the projects (not included in the maximum indebtedness number). Usually when a plan is amended to increase the maximum indebtedness, more debt is incurred, and as such, the amount of interest paid over the life of the Plan increases. That is not projected to be the case in this Plan. In fact, due to the refinancing of a loan, the amount of interest paid over the life of this Plan is projected to decrease, and decrease enough that it causes the overall impact to the taxing districts due to the Amendment to be less than the increase in maximum indebtedness due to the Amendment.

General obligation bonds and local option levies are impacted by urban renewal if they were originally approved by voters in an election prior to October 6, 2001, and if there are tax

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compression impacts under Measure 5. There are no local option levies approved prior to October 6, 2001 that will still be in effect in the Area at the time that tax increment revenues begin to be collected. There is one bond that will be impacted. The impact of the URA on the bond rate is estimated to be less than \$0.01 per \$1,000 of assessed value. This will result in a very minor increase in property taxes for property owners. Table 17 shows the impacts through the scheduled termination of the bond in FYE 2020. Over the three-year period, for a property with an assessed value of \$100,000, the total cumulative impact would be \$0.39 in increased taxes imposed, as shown in Table 17.

Measure 5 limits property taxes from permanent rates and local option levies to \$10 per \$1,000 real market value for general government and \$5 per \$1,000 real market value for education. For each individual property where the property tax rate exceeds these limits, the property's tax bill is reduced, or compressed, first by decreasing local option levies, and then by decreasing permanent tax rates. Although the presence of urban renewal does not increase the overall tax rate in a jurisdiction, urban renewal is considered its own line item as a general government rate when evaluating the Measure 5 limits. Therefore, all other tax rates, in both general government and education, are slightly reduced to account for this. These reduced rates are called urban-renewal adjusted rates.

When an urban renewal area expires, all the adjusted rates will return to their slightly higher unadjusted rates. The education permanent tax rates and local option levies will increase. The aggregate education tax rate in this area already exceeds the \$5 per \$1,000 of assessed value, and in recent years, many properties experienced compression losses due to the Measure 5 limits. The increase in education tax rates due to the eventual termination of the URA may further increase compression losses for education. Since local option levies are compressed first in any situation where the Measure 5 limit is exceeded, they are at the greatest risk of a reduction in revenue. Therefore, in this urban renewal area, the West-Linn Wilsonville School District local option levy has the highest risk of increased compression when the urban area expires.

The potential concern over compression loss is being monitored by the City of Wilsonville and the School District. Increases in real market values of properties in recent years has alleviated much of the compression losses the School District experienced in years past. If the closure of the URA appears as if it will have significant impact on School District compression losses, the URA is prepared to phase out the collection of TIF revenue more slowly, resulting in a more gradual financial impact on the School District.

Table 18 indicates the projected tax revenue to taxing districts in FYE 2024, once urban renewal is terminated. Table 18 breaks the excess value created by the urban renewal area into two categories, "Used" and "Not Used." The "Used" category refers to the excess value that the Agency used to generate their tax increment revenues. The "Not Used" category refers to the excess value that was created in the urban renewal area, but not used for calculations determining tax increment revenues due to the Agency's decision to under-levy on an annual basis.

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

FYE	County									
	Clackamas County Permanent	City of Wilsonville Permanent	Extension & 4-H Permanent	County Library Permanent	County Soil Conservation Permanent	FD64 TVF&R Permanent	Port of Portland Permanent	Srv 2 Metro Permanent	Vector Control Permanent	Subtotal Gen. Govt.
2018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2020	\$ (495,222)	\$ (519,198)	\$ (10,299)	\$ (81,857)	\$ (10,299)	\$ (314,164)	\$ (14,439)	\$ (19,898)	\$ (1,339)	\$ (1,466,715)
2021	\$ (756,258)	\$ (792,872)	\$ (15,728)	\$ (125,005)	\$ (15,728)	\$ (479,762)	\$ (22,050)	\$ (30,386)	\$ (2,045)	\$ (2,239,834)
2022	\$ (756,258)	\$ (792,872)	\$ (15,728)	\$ (125,005)	\$ (15,728)	\$ (479,762)	\$ (22,050)	\$ (30,386)	\$ (2,045)	\$ (2,239,834)
2023	\$ (600,860)	\$ (629,950)	\$ (12,496)	\$ (99,319)	\$ (12,496)	\$ (381,179)	\$ (17,519)	\$ (24,142)	\$ (1,624)	\$ (1,779,585)
Total	\$ (2,608,598)	\$ (2,734,892)	\$ (54,251)	\$ (431,186)	\$ (54,251)	\$ (1,654,867)	\$ (76,058)	\$ (104,812)	\$ (7,053)	\$ (7,725,968)

Source: Tiberius Solutions LLC – note there are no impacts due to the Amendment until FYE 2020 when new MI is used.

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

FYE	West Linn- Wilsonville School District Permanent	Clackamas Community College Permanent	Clackamas ESD Permanent	Subtotal Education	Total All
	2018	\$ -	\$ -	\$ -	\$ -
2019	\$ -	\$ -	\$ -	\$ -	\$ -
2020	\$ (1,002,802)	\$ (114,979)	\$ (75,946)	\$ (1,193,727)	\$ (2,660,442)
2021	\$ (1,531,389)	\$ (175,586)	\$ (115,977)	\$ (1,822,952)	\$ (4,062,786)
2022	\$ (1,531,389)	\$ (175,586)	\$ (115,977)	\$ (1,822,952)	\$ (4,062,786)
2023	\$ (1,216,714)	\$ (139,506)	\$ (92,146)	\$ (1,448,366)	\$ (3,227,951)
Total	\$ (5,282,294)	\$ (605,657)	\$ (400,046)	\$ (6,287,997)	\$ (14,013,965)

Source: Tiberius Solutions LLC note there are no impacts due to the Amendment until FYE 2020 when new MI is used.

Please refer to the explanation of the schools funding in the preceding section

Table 16a – Projected Impact Plan on Taxing District Permanent Rate Levies - General Government – Without Amendment

FYE	County									
	Clackamas County Permanent	City of Wilsonville Permanent	Extension & 4-H Permanent	County Library Permanent	County Soil Conservation Permanent	FD64 TVF&R Permanent	Port of Portland Permanent	Srv 2 Metro Permanent	Vector Control Permanent	Subtotal Gen. Govt.
2018	\$ (705,856)	\$ (740,030)	\$ (14,680)	\$ (116,674)	\$ (14,680)	\$ (447,788)	\$ (20,581)	\$ (28,361)	\$ (1,908)	\$ (2,090,558)
2019	\$ (749,252)	\$ (785,527)	\$ (15,582)	\$ (123,847)	\$ (15,582)	\$ (475,318)	\$ (21,846)	\$ (30,105)	\$ (2,026)	\$ (2,219,085)
2020	\$ (254,030)	\$ (266,329)	\$ (5,283)	\$ (41,990)	\$ (5,283)	\$ (161,154)	\$ (7,407)	\$ (10,207)	\$ (687)	\$ (752,370)
Total	\$ (1,709,138)	\$ (1,791,886)	\$ (35,545)	\$ (282,511)	\$ (35,545)	\$ (1,084,260)	\$ (49,834)	\$ (68,673)	\$ (4,621)	\$ (5,062,013)

Source: Tiberius Solutions LLC – note this expires when the MI is reached.

Table 16b – Projected Impact on Taxing District Permanent Rate Levies – Education – Without Amendment

FYE	West Linn- Wilsonville School District Permanent	Clackamas Community College Permanent	Clackamas ESD Permanent	Subtotal Education	Total All
2018	\$ (1,429,328)	\$ (163,884)	\$ (108,248)	\$ (1,701,460)	\$ (3,792,018)
2019	\$ (1,517,202)	\$ (173,959)	\$ (114,903)	\$ (1,806,064)	\$ (4,025,149)
2020	\$ (514,400)	\$ (58,980)	\$ (38,957)	\$ (612,337)	\$ (1,364,707)
Total	\$ (3,460,930)	\$ (396,823)	\$ (262,108)	\$ (4,119,861)	\$ (9,181,874)

Source: Tiberius Solutions LLC – note this expires when the MI is reached.

Table 17 - Projected Impact of GO Bonds

FYE	GO Bond Tax Rate (per \$1,000 AV)			Property Tax Paid per \$100,000 AV		
	Without UR	With UR	Impact of UR	Without UR	With UR	Impact of UR
2018	0.1422	0.1435	0.0013	\$ 14.22	\$ 14.35	\$ 0.13
2019	0.1423	0.1436	0.0013	\$ 14.23	\$ 14.36	\$ 0.13
2020	0.1423	0.1436	0.0013	\$ 14.23	\$ 14.36	\$ 0.13
Total				\$ 42.68	\$ 43.07	\$ 0.39

Source: Tiberius Solutions LLC

Table 18 – Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Type	Tax Rate	Tax Revenue in FYE 2024 (year after termination)				Total
			From Frozen Base	From Excess Value (Used)	From Excess Value (Not Used)		
General Government							
Clackamas County	Permanent	2.4042	\$ 105,996	\$ 617,788	\$ 605,364	\$ 1,329,148	
City of Wilsonville	Permanent	2.5206	\$ 111,128	\$ 647,699	\$ 634,673	\$ 1,393,500	
County Extension & 4-H	Permanent	0.0500	\$ 2,204	\$ 12,848	\$ 12,590	\$ 27,642	
County Library	Permanent	0.3974	\$ 17,520	\$ 102,117	\$ 100,063	\$ 219,700	
County Soil Conservation	Permanent	0.0500	\$ 2,204	\$ 12,848	\$ 12,590	\$ 27,642	
FD64 TVF&R	Permanent	1.5252	\$ 67,243	\$ 391,919	\$ 384,037	\$ 843,199	
Port of Portland	Permanent	0.0701	\$ 3,091	\$ 18,013	\$ 17,651	\$ 38,755	
Srv 2 Metro	Permanent	0.0966	\$ 4,259	\$ 24,823	\$ 24,323	\$ 53,405	
Vector Control	Permanent	0.0065	\$ 287	\$ 1,670	\$ 1,637	\$ 3,594	
<i>Subtotal</i>		<i>7.1141</i>	<i>\$ 313,645</i>	<i>\$ 1,828,055</i>	<i>\$ 1,791,291</i>	<i>\$ 3,932,991</i>	
Education							
West Linn-Wilsonville School District	Permanent	4.8684	\$ 214,637	\$ 1,250,994	\$ 1,225,836	\$ 2,691,467	
Clackamas Community College	Permanent	0.5582	\$ 24,610	\$ 143,436	\$ 140,552	\$ 308,598	
Clackamas ESD	Permanent	0.3687	\$ 16,255	\$ 94,742	\$ 92,837	\$ 203,834	
<i>Subtotal</i>		<i>5.7953</i>	<i>\$ 255,502</i>	<i>\$ 1,489,172</i>	<i>\$ 1,459,225</i>	<i>\$ 3,203,899</i>	
Total		12.9094	\$ 569,147	\$ 3,317,227	\$ 3,250,516	\$ 7,136,890	

Source: Tiberius Solutions LLC

IX. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality’s total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base (assumed to be FYE 2017 values), including all real, personal, personal, manufactured, and utility properties in the Area, is \$44,499,418. The total assessed value of the City of Wilsonville less urban renewal excess is \$2,661,811,027. The percentage of assessed value in the Urban Renewal Area is 7.43%, below the 25% threshold.

The Area contains 454 acres, including public rights-of-way, and the City of Wilsonville contains 4,835 acres. This puts 24.57% of the City’s acreage in an Urban Renewal Area when including the City’s other urban renewal areas, which is below the 25% threshold.

Table 19 – Urban Renewal Area Conformance with Assessed Value and Acreage Limits

Urban Renewal Area	Frozen Base/AV	Acres
West Side URA	\$16,109,831	415
Year 2000 URA	\$44,499,418	454
Coffee Creek	\$99,003,704	258.35
TIF Zones		
27255 SW 95th Ave	\$17,938,434	26.07
26440 SW Parkway	\$12,582,201	24.98
26755 SW 95th Ave	\$7,675,439	9.76
Total in URAs	\$197,809,027	1188.16
City of Wilsonville	\$3,403,012,022	4,835
UR Excess	\$741,200,995	
City less UR Excess	\$2,661,811,027	
Percent of Total	7.43%	24.57%

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Wilsonville and Washington and Clackamas County Department of Assessment and Taxation (FYE 2017)

X. RELOCATION REPORT

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been currently identified.

Wilsonville Urban Renewal



Planning Commission Meeting

November 8, 2017

Briefing on
Proposed Year 2000 Urban
Renewal Plan
11th Amendment



TIBERIUS
SOLUTIONS

Purpose



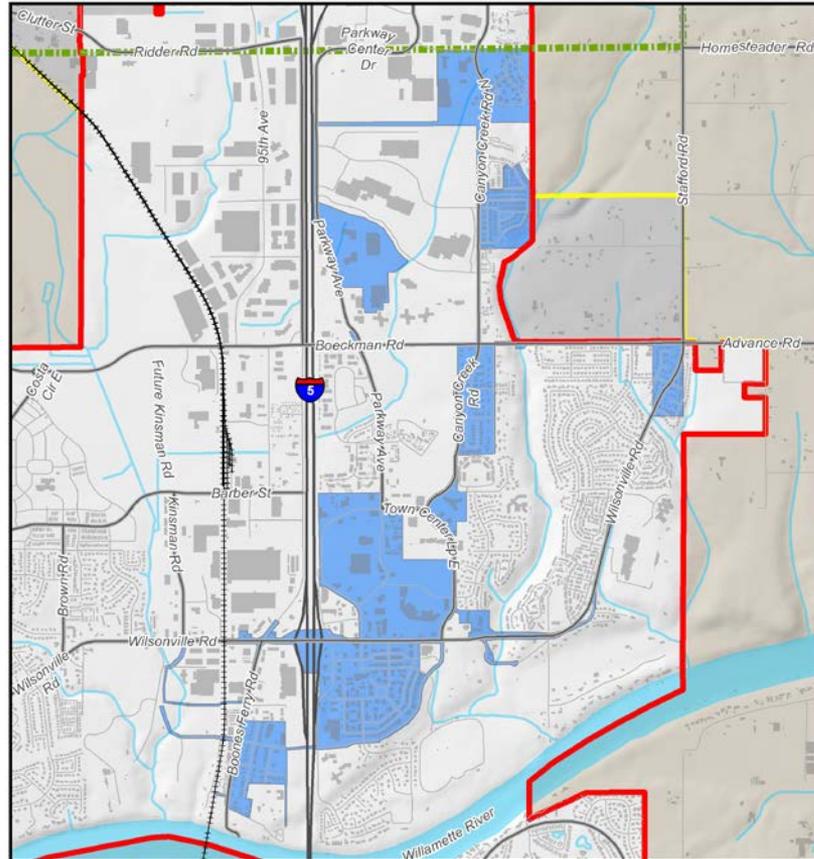
- Brief Planning Commission on proposed Plan Amendment to Year 2000 Plan

Background: Project Discussions



- **City Council briefed on Boeckman Dip Project March 20, 2017**
- **\$14 Million**
- **Substantial amendment**
- **Wilsonville Urban Renewal Task Force unanimously supported Plan Amendment at April 27, 2017 meeting**

Boundary Map



The City of Wilsonville, Oregon
Clackamas and Washington Counties

**Urban Renewal Areas &
Tax Increment
Finance Zones**

- Year 2000 URA
- City Limits
- County Boundary
- UGB



4/20/2017

0 Miles 0.5

Project



- Boeckman Road currently has a major “dip” that is unsafe for all travel modes
- Proposed project is a bridge to address the “dip” and bring road up to current urban design and safety standards

Financial Implications



- **Increasing Maximum Indebtedness (MI) by \$14,509,101**
- **Collection of additional MI extends plan duration through 2023**
- **Closure for unamended plan was targeted for FYE 2020**
- **Concurrence of other taxing districts (approval of 75% of the permanent rate levy)**

Increase in Maximum Indebtedness (MI)



- MI is being increased by more than 20% of original MI indexed for inflation
- Increases above 20% require Concurrence
- Original MI of Y2000 Plan: \$55.5 million
- Current MI of \$92.7 million already exceeds the 20% threshold, so any increase requires concurrence

Alternative Revenue Sharing Program



- **Current under-levying caps Year 2000 TIF collections to \$4 Million**
- **Because it is not the statutory revenue sharing program, concurrence is suggested**

Clackamas County Approval



- Year 2000 Plan area contains unincorporated properties in Clackamas County
- Because there are Clackamas County properties in the boundary, Clackamas County approval of the Plan Amendment in its entirety is required. (not just approval of concurrence issues)

Y2000 Finance Plan



Objectives



- **Fund all previously planned projects in the Year 2000 Plan**
- **Plus: Fund Boeckman Dip project (\$14 million)**

Finance Plan



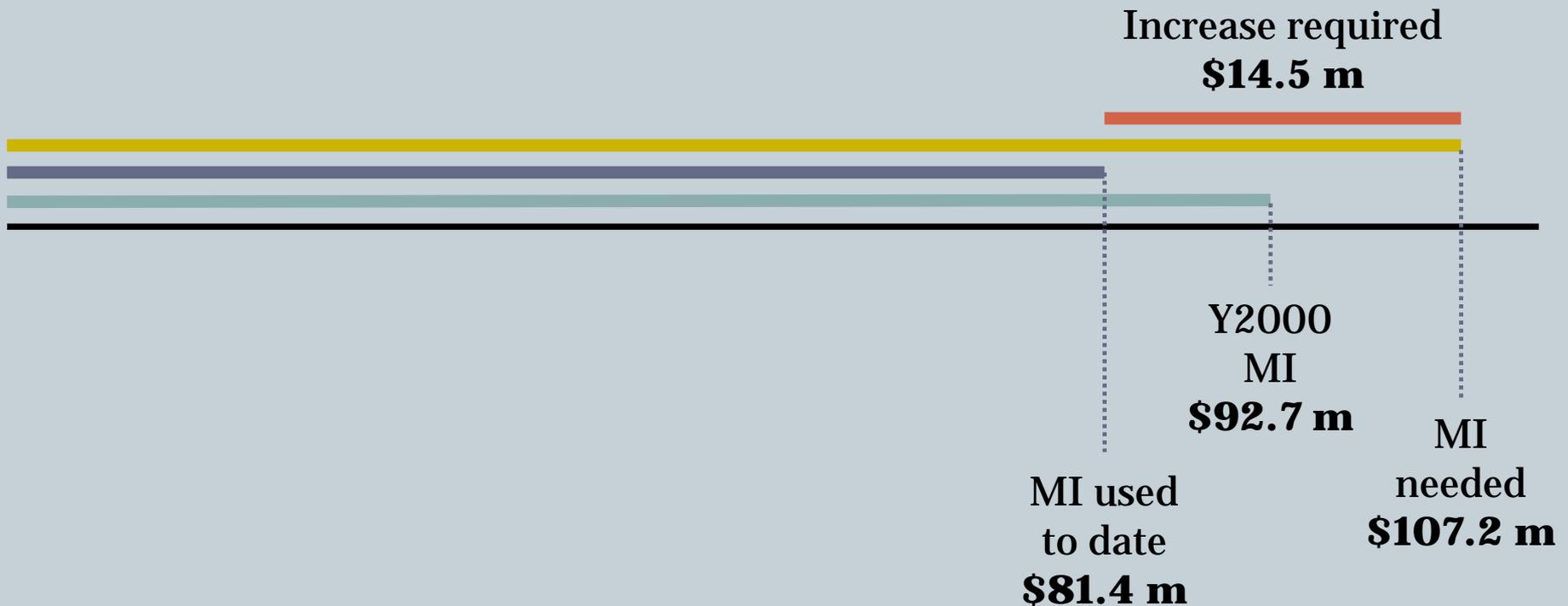
How do we achieve this?

- **Take advantage of beginning fund balance**
- **Over night, inter-agency loans where possible**
- **Bank loan when necessary**
- **Refinance outstanding loans to save interest costs, if possible**
- **Debt repaid and URA targeted to close down in FYE 2023**

Constraints



Maximum Indebtedness (MI): the limit on debt that can be incurred by the URA



Impacts: Duration



- TIF revenue is capped by City Council at \$4 million per year
- Adding Boeckman Dip to the project list will require additional years of TIF revenue

Without Amendment

URA targeted to close

in

FYE 2020

With Amendment

URA targeted to close

in

FYE 2023

Impacts: Overlapping Taxing Districts



- Impact to all jurisdictions: **\$14.0 million**
- Impact to City of Wilsonville: **\$2.7 million**
- Impact to school district: **indirect**
- Impact on tax rate: **none**

Questions?



Supplemental Slides: Impacts to Taxing Districts



- Process of 1) Increasing MI and 2) Proposing alternative revenue sharing program complicates the presentation of impacts
- Individualized taxing district letters (Consult and Confer Letters)
- Include the following tables:
 - Alternative revenue sharing program impacts vs statutory
 - Impact of amendment
 - Impact without amendment

Supplemental Slides:

Sample Tables: City of Wilsonville



FYE	City of Wilsonville Without 4M Cap	City of Wilsonville With 4M Cap	Difference Between 4M Cap and Uncapped
2017	\$ (743,131)	\$ (743,131)	\$ -
2018	\$ (740,030)	\$ (740,030)	\$ -
2019	\$ (1,024,617)	\$ (785,527)	\$ (239,090)
2020	\$ (1,059,316)	\$ (785,527)	\$ (273,789)
2021	\$ (1,078,374)	\$ (792,872)	\$ (285,502)
2022	\$ (618,740)	\$ (792,872)	\$ 174,132
2023	\$ -	\$ (629,950)	\$ 629,950
Total	\$ (4,521,077)	\$ (4,526,778)	\$ 5,701

FYE	City of Wilsonville Permanent
2018	\$ -
2019	\$ -
2020	\$ (519,198)
2021	\$ (792,872)
2022	\$ (792,872)
2023	\$ (629,950)
Total	\$ (2,734,892)

FYE	City of Wilsonville Permanent
2018	\$ (740,030)
2019	\$ (785,527)
2020	\$ (266,329)
Total	\$ (1,791,886)

Supplemental Slides: Conformance to Comp Plan



Transportation:

- *GOAL 3.2: To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.*
- *Policy 3.2.1 To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.*
- *Implementation Measure 3.3.1.a. Encourage a balance among housing, employment, and commercial activities within the City so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.*
- *Implementation Measure 3.3.2.a. Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.*
- *Implementation Measure 3.3.2.b. Concrete sidewalks will be provided on both sides of all streets unless waived when alternative provisions are found to adequately address pedestrian needs.*
- *Implementation Measure 3.3.2.c. Transportation facilities shall be ADA-compliant.*
- *Implementation Measure 3.3.2.d. Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.*
- ***The Eleventh Amendment is in conformance with the Transportation section of the Comprehensive Plan as the project to be added to the Plan is a transportation project to allow for a more efficient and safe transportation system.***



PLANNING COMMISSION

WEDNESDAY, NOVEMBER 8, 2017

II. WORK SESSION

B. Town Center Plan (Bateschell) (45 minutes)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: November 8, 2017		Subject: Wilsonville Town Center Plan	
		Staff Member: Miranda Bateschell Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION: Gain an understanding of the public feedback received through the various summer events, and provide input on the Draft Community Design Concept for the Wilsonville Town Center Plan.

EXECUTIVE SUMMARY:

The Wilsonville Town Center Plan will create a community-driven vision for Town Center and through strategic actions (new projects, policies, programs or partnerships) will guide future development in Town Center that advances the vision. In the first phase of the project, existing

conditions, opportunities and constraints were identified, and the community established a vision and set of goals for future Town Center.

Over the summer, the Project Team took initial design concepts to the public for their consideration and input. Opportunities for the public to provide input included a Community Design Workshop; an online design survey; and an in-person design survey posted at the Library and at citywide events, including Rotary Concerts, Kiwanis Fun Run, Fun in the Park, Wilsonville Brewfest, and the City-sponsored Community Block Party. The project team prepared a summary of the results from the Community Design Survey (Attachment A). In addition to the in-person design survey at the Community Block Party, participants also provided input on multiple activities to help direct the Town Center Plan project, a summary of which is included with this staff report (Attachment B).

The Town Center Plan Task Force met on October 23 to review the public input and the emerging concepts and priorities from that feedback for future land use and activity centers, open space, and connectivity in Wilsonville Town Center. The Task Force reviewed three concepts for each system (e.g. open space), evaluating and refining the concepts, as instructed, using the Town Center Plan vision and goals. At the end of the meeting, the Task Force created a draft Community Design Concept for Town Center (Attachment C). The project team would like Planning Commission input on the draft Town Center Community Design Concept. Specifically:

1. Is this concept consistent with the vision for Town Center?
2. Is this concept consistent with what you have heard at public meetings and other forums?
3. Are there particular challenges you see in moving forward with the Community Design Concept presented by the Task Force?
4. What approaches do you think are best for changing zoning and development standards in Town Center (e.g. traditional, form-based, design menus, other)?
5. Are there any specific regulatory changes you want the team to consider (e.g. parking requirements, prohibited uses, etc.)?

BACKGROUND:

In 2014, City Council adopted Wilsonville's Urban Renewal Strategy and Tourism Development Strategy, both of which identified a Town Center Redevelopment Plan as a priority action item. City Council then established starting the Town Center Plan as a 2015-2017 Council Priority Goal. Staff applied for and was granted a Metro Community Planning and Development Grant to complete the Plan. In 2016, Council approved the Inter-Governmental Agreement between Metro and the City of Wilsonville, which outlined the major milestones, deliverables, and funding conditions, setting the framework for the Scope of Work with MIG, Inc.

The project team began work on the project with a Town Center tour in October 2016, and kicked-off the project with the community in February 2017. Public input drove the vision and goals for Town Center, which the City Council and Planning Commission acknowledged in May 2017. Since that time, the project has hosted over a dozen events to garner input from the community on preferred designs and plan elements.

EXPECTED RESULTS:

The Project Team will use this input to refine the draft Community Design Concept for the upcoming Town Center Task Force meeting on November 28. This input, along with further input from the Task Force, Planning Commission, and City Council will result in a draft Community Design Concept for public input and refinement.

TIMELINE:

The Project Team will refine the draft Community Design Concept and conduct initial feasibility analysis for the upcoming Town Center Task Force meeting on November 28. At this meeting, they will have an opportunity to further modify and refine the concept and make a recommendation to the Planning Commission and City Council that captures the community's Design Concept for achieving the Town Center vision. The project team will present this recommendation at the joint City Council-Planning Commission work session scheduled for December 4. After the work session, the project team will use this input to prepare a Community Design Concept proposal to share with the community for input and refinement in early 2018. Public feedback will shape the concept into a preferred Town Center Plan and implementation strategies, for review and adoption in 2018.

CURRENT YEAR BUDGET IMPACTS:

The Professional Services Agreement has a budget of \$420,000 fully funded through the CD Fund and CIP project #3004 in the adopted budget, of which \$320,000 is funded through a Metro Community Planning and Development grant. Staff estimates spending approximately half the costs during this budget year and the other half during the next fiscal year.

COMMUNITY INVOLVEMENT PROCESS:

There are multiple opportunities to participate in the project outlined in a Public Engagement and Communication Plan for the Town Center Plan, including an advisory task force, community design workshops, focus groups, pop-up neighborhood events and idea centers, and in-person and online surveys. The engagement plan is designed to reach as broad an audience as possible and to gather the variety of perspectives in the community. It also includes targeted outreach to specific stakeholders more impacted by activity in the Town Center.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of this project, the city anticipates specific actions that will help the Town Center become a more vibrant, pedestrian and transit-supportive mixed-use district that integrates the urban and natural environments, creating an attractive and accessible place for visitors and residents of all ages to shop, eat, live, work, learn, and play. These actions will help remove barriers and encourage private investment in the Wilsonville Town Center. Benefits to the community also include identifying tools to maintain and strengthen businesses in the Town Center, improving access to and within the area, and making the Town Center a place where people want to spend time and support businesses.

ATTACHMENTS:

- A. Community Design Survey Results
- B. Community Block Party Summary
- C. Draft Town Center Community Design Concept



WILSONVILLE TOWN CENTER PLAN

City of Wilsonville Town Center Plan **Community Design Survey Summary** September 2017

Introduction

The City of Wilsonville is developing the Town Center Plan (the Plan) to create a cohesive, unified district that enhances existing assets in the area and sets the stage for new development. In Phase One of the project, community members and stakeholders provided ideas, input and feedback that shaped a vision and goals for the future of Town Center. In Phase Two, the project team is developing Design Alternatives that will advance the vision and goals.

The Alternatives will illustrate possible forms that future development could take in Town Center, including proposed road circulation, building densities, parks and greenways. The Alternatives are informed by information gathered from a series of community events and an online design survey that focused on specific design elements and preferences. The survey included images for both land uses and building type preferences for Town Center. The survey ran from July 20 – August 22, 2017 and was promoted through the project website, media outreach, social media, and various community events. Electronic tablets were also available for community members to take the survey at citywide events, including Rotary Concerts, the City-sponsored Block Party on August 16, Kiwanis Fun Run on July 29, Fun in the Park on August 5, and Wilsonville Brewfest on August 12.

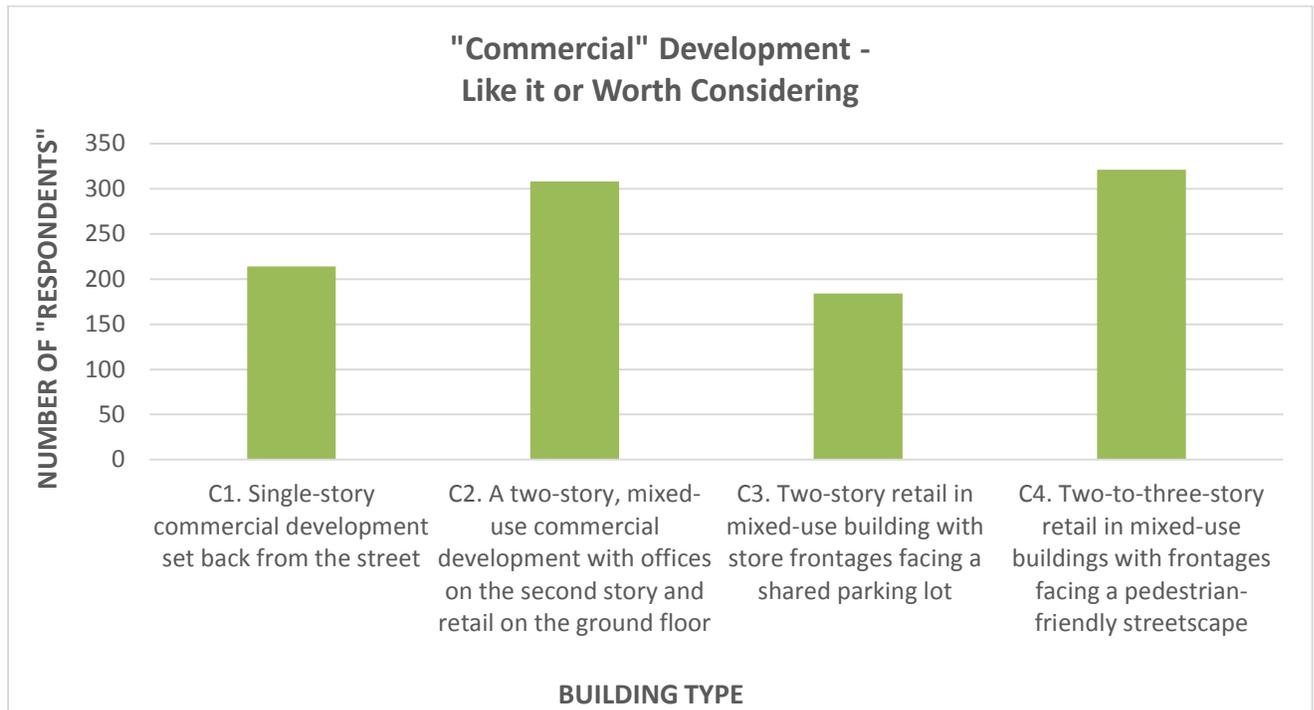
Online Design Survey Results

Each question displayed an image and asked, “Do you like this idea for Town Center?” For each question, survey participants were provided with four answer choices: 1) I like it; 2) Worth considering; 3) I don’t like it; and 4) I’m not sure. Each photo was accompanied by a brief description of the aspects of the building that respondents were being asked to focus on (i.e. Two-story retail in mixed-use building with store frontages facing a shared parking lot). There were 422 survey participants. Not all participants responded to every question. The total number of respondents for each question is noted throughout the results summary.

ATTACHMENT A

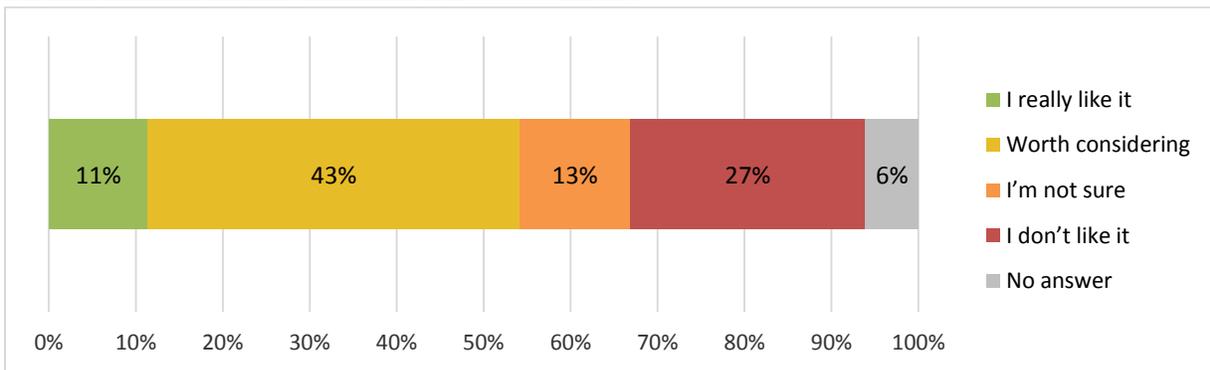
Commercial Retail Building Types

The survey included four types of commercial retail developments, ranging from single story single-use to three-story mixed-use. The chart below shows the number of respondents who replied, "I really like it" or "Worth considering" about the building. Two of the building types received "I really like it" or "Worth considering" responses from more than 250 respondents (more than half of the survey participants). Of these, the two-to-three-story mixed-use building received the most enthusiastic response with 58% (224 respondents) indicating that they really liked it. (See the building photos following the chart.)



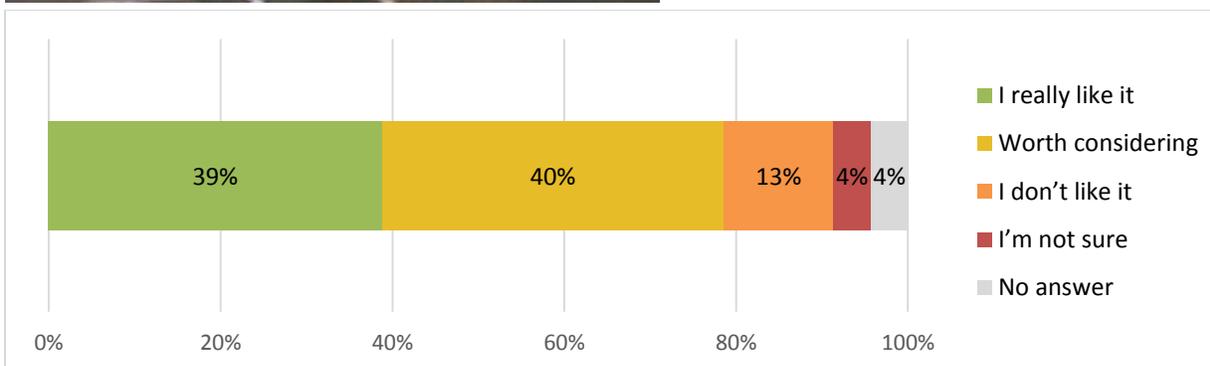
ATTACHMENT A

C1. Single story commercial development set back from the street.



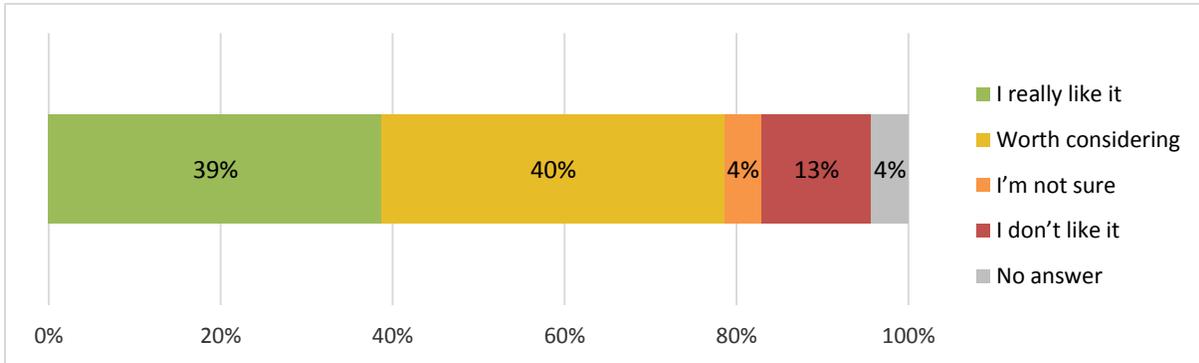
Total Responses= 395

C2. A two-story, mixed-use commercial development with offices on the second story and retail on the ground floor



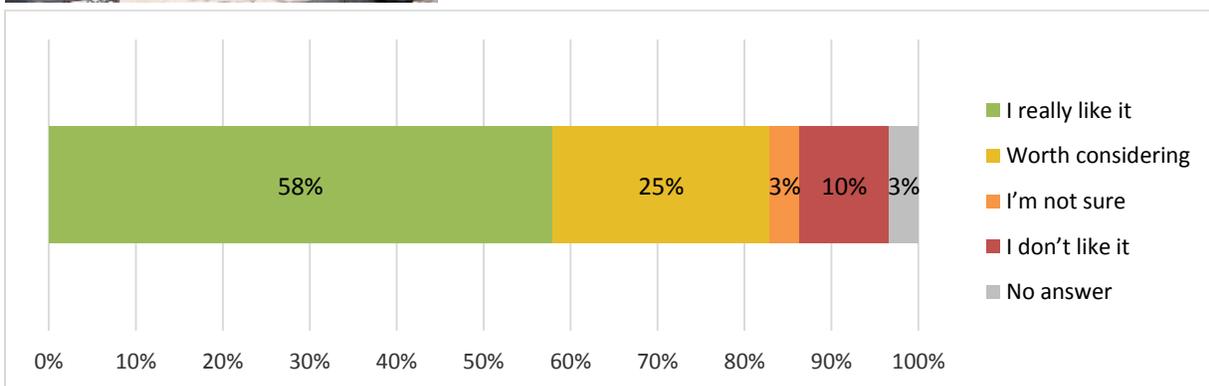
Total Responses= 392

C3. Two-story retail in mixed-use building with store frontages facing shared parking lot



Total Responses= 391

C4. Two-to-three-story retail in mixed-use buildings with frontages facing a pedestrian-friendly streetscape

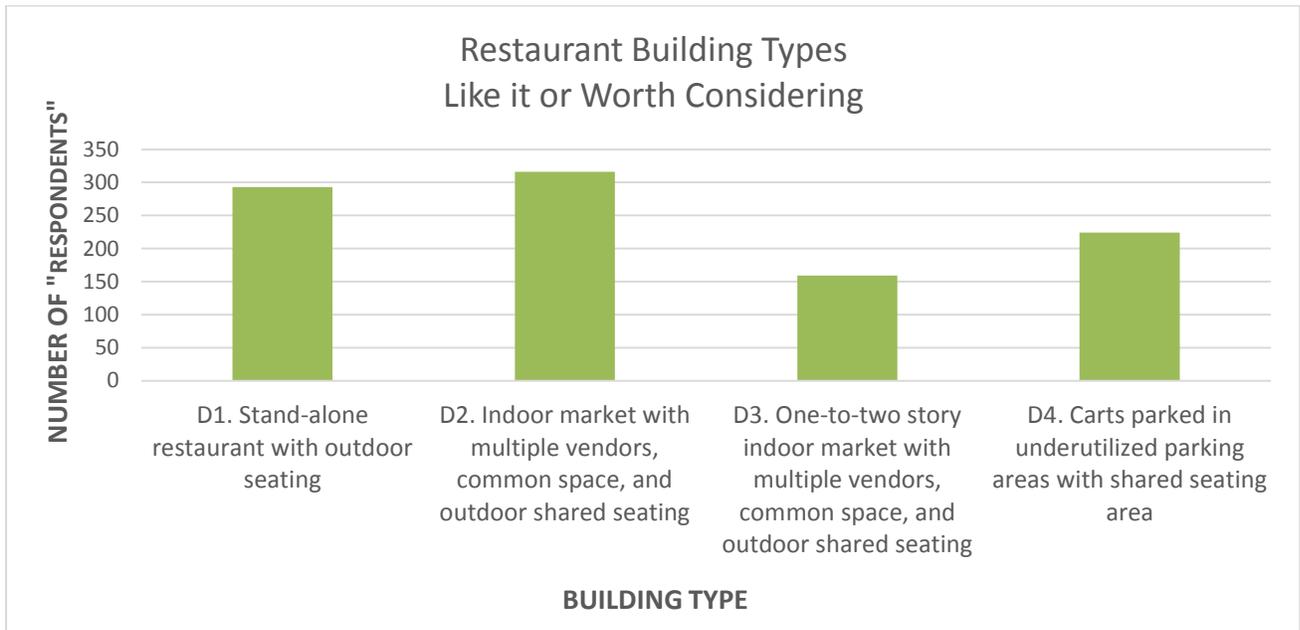


Total Responses= 387

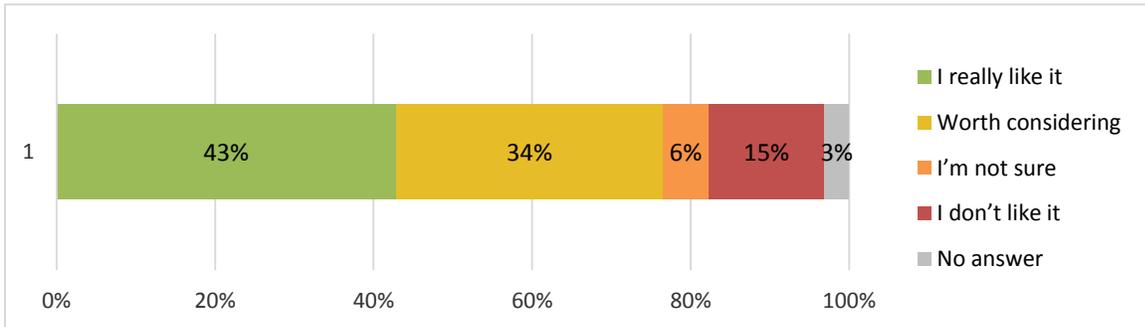
ATTACHMENT A

Restaurant Building Types

Throughout the Town Center planning process, community members have expressed that they would like to see a greater variety of dining options in Town Center, with an emphasis on culturally diverse and locally owned restaurants. Of the four restaurant building types provided in the survey, respondents were most enthusiastic about an indoor market with multiple vendors and outdoor seating (319 selected “I Really like it” or “Worth Considering”) as well as a stand-alone restaurant with outdoor seating (293 selected “I Really like it” or “Worth Considering”). The survey provided two indoor market options. The high level of support for one and relatively low level of support for the other likely indicates community members' preference for a more muted, earth tone, color palette or for not limiting height to one-to-two stories. There was also notable support for food carts parked in underutilized parking areas—119 respondents selected “I Really like it” and 105 selected “Worth considering.” (See the photos following the chart.)

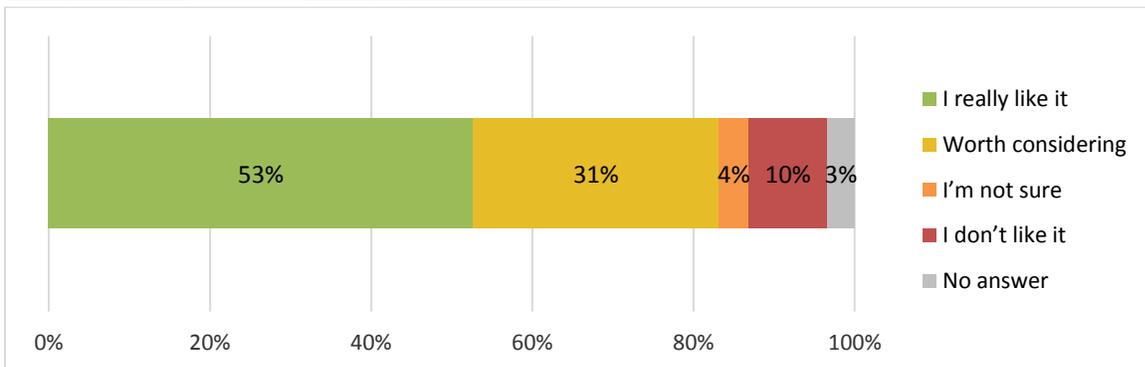


D1. Stand-alone restaurant with outdoor seating



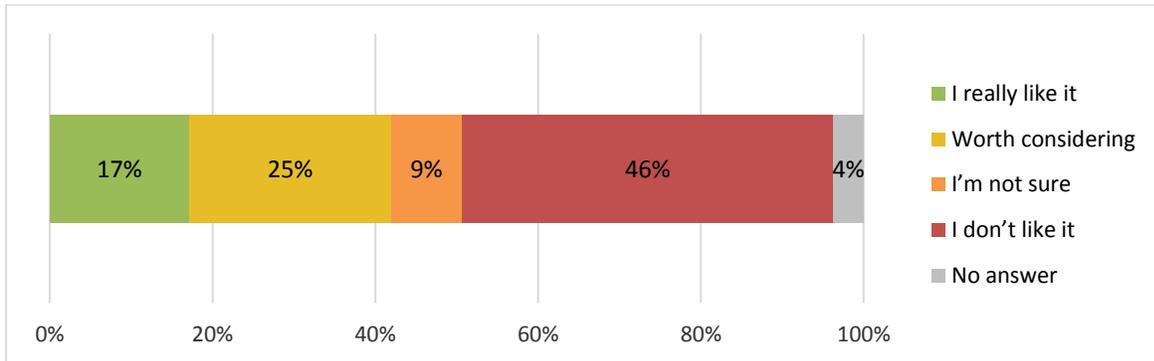
Total Responses= 383

D2. Indoor market with multiple vendors, common space, and outdoor shared seating



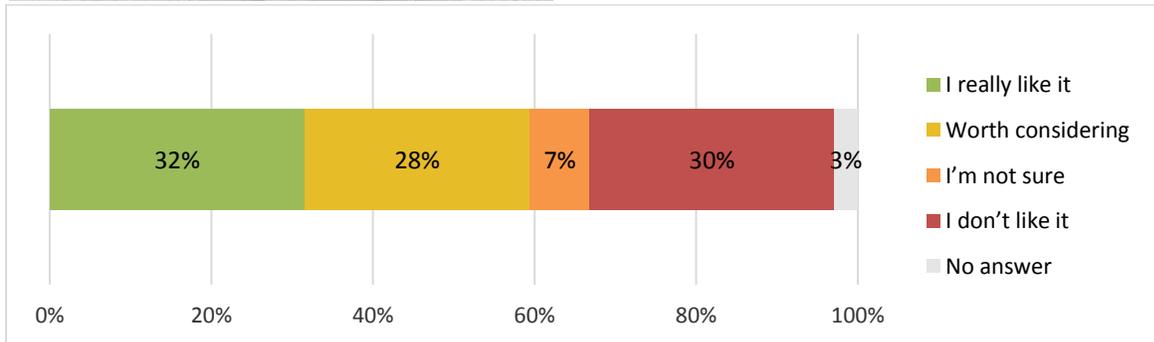
Total Responses= 380

D3. One-to-two story indoor market with multiple vendors, common space, and outdoor shared seating



Total Responses= 379

D.4 Carts parked in underutilized parking areas with shared seating area

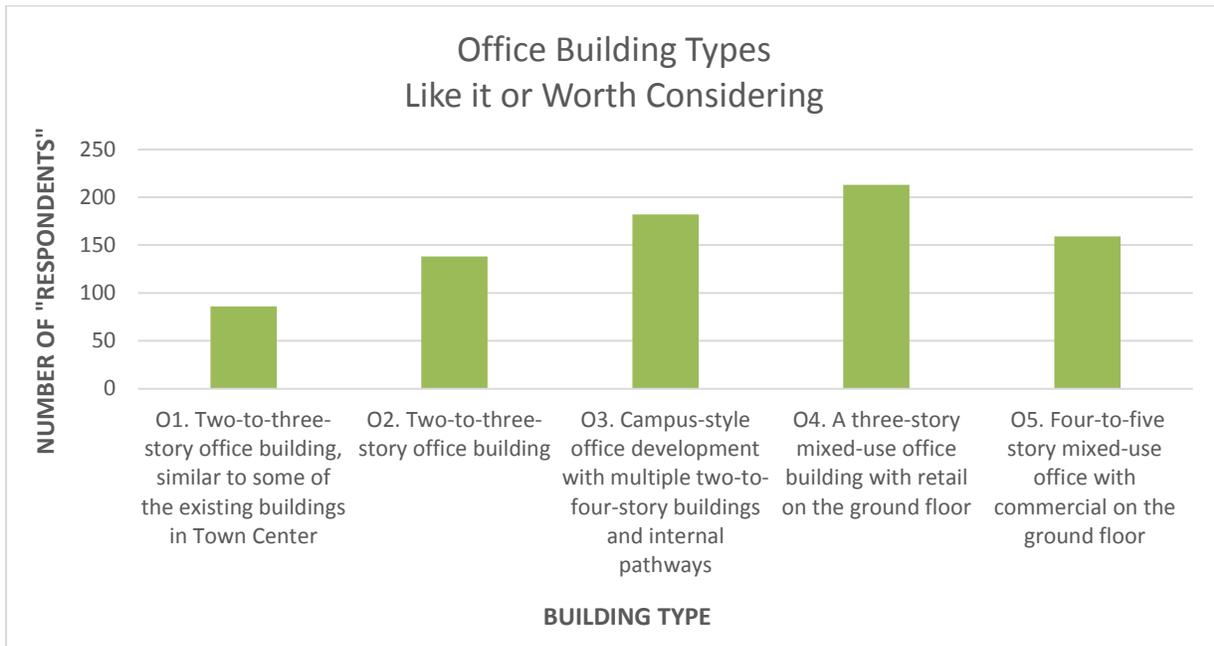


Total Responses= 377

ATTACHMENT A

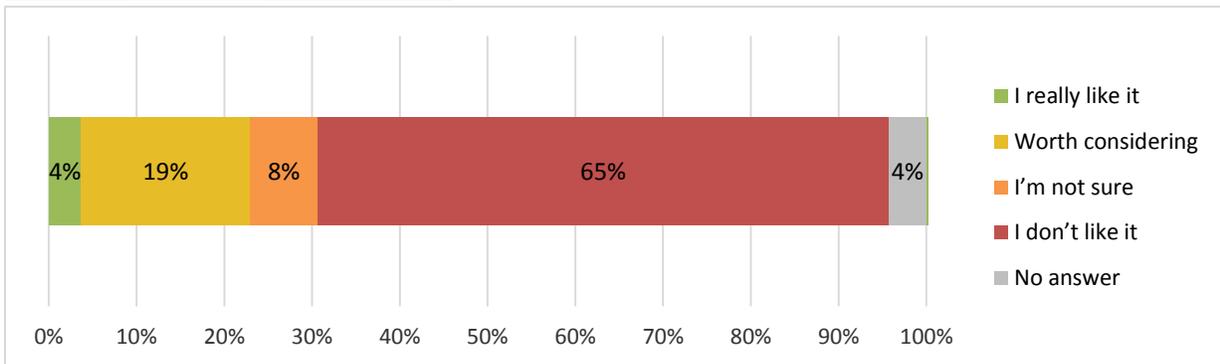
Office Building Types

The survey included five types of office buildings. Overall, survey participants showed less enthusiasm (fewer "I really like it") responses about office buildings compared to other building types included in the survey. Respondents indicated interest in mixed-use offices with retail on the ground floor (68 participants responded that they "Really like it" and 145 responded that it's "Worth considering," while 116 responded that they "Don't like it."). This is consistent with survey results in other sections as well as other public input received to-date that shows community members are interested in seeing mixed use development in Town Center. Survey participants showed the lowest level of support for the office building that is currently most prominent in Town Center- single use, single-story and low density. There was more support for the single use office building with a more modern design and more architectural glass versus the office building with the brick façade. (See the photos following the chart.)



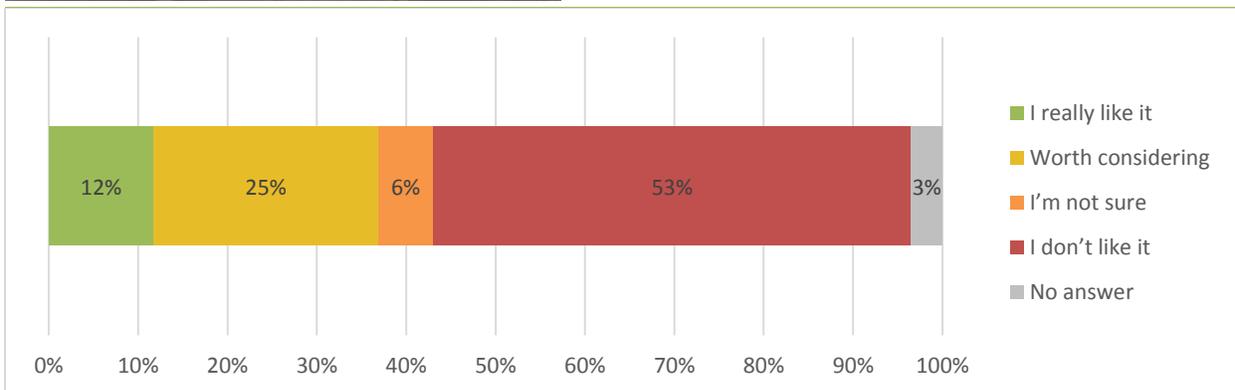
ATTACHMENT A

O1. Two-to-three-story office building, similar to existing buildings in Town Center



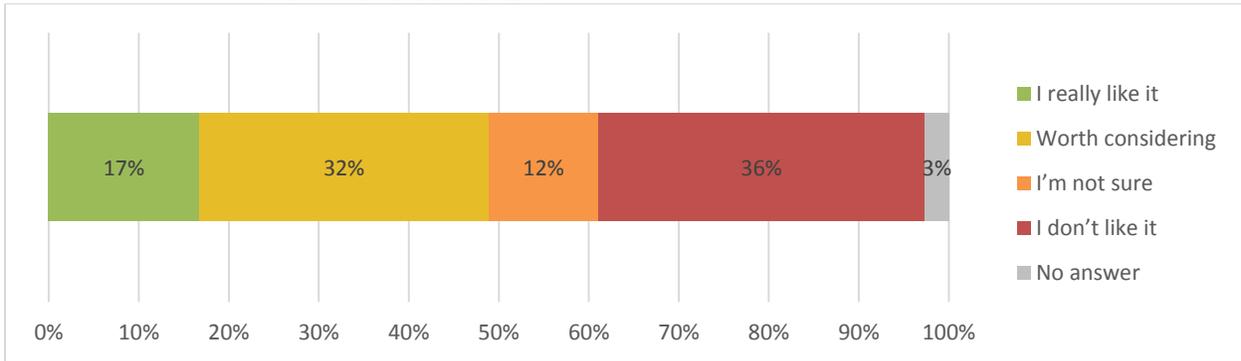
Total Responses= 375

O2. Two-to-three-story office building



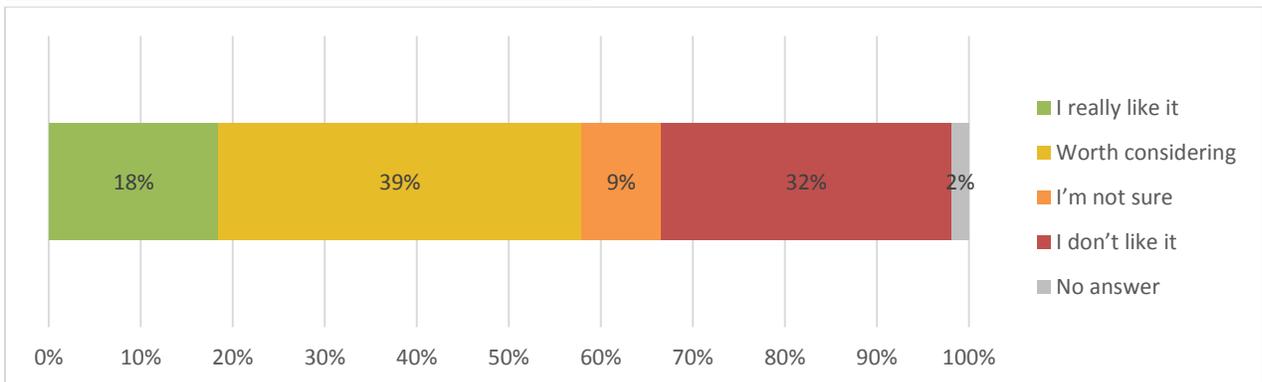
Total Responses= 374

O3. Campus-style office development with multiple two-to-four-story buildings and internal pathways



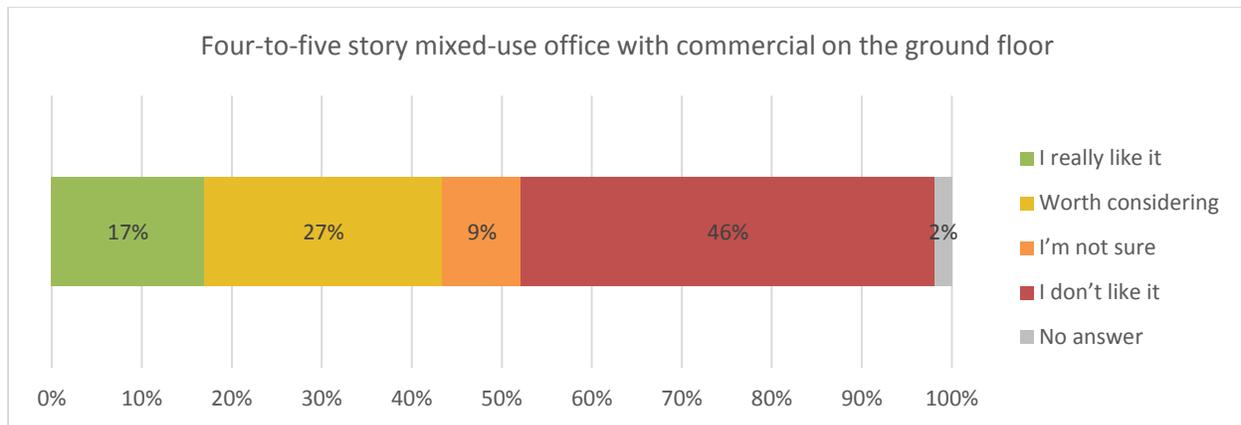
Total Responses= 372

O4. A three-story mixed-use office building with retail on the ground floor



Total Responses= 368

O5. Four-to-five story mixed-use office with commercial on the ground floor

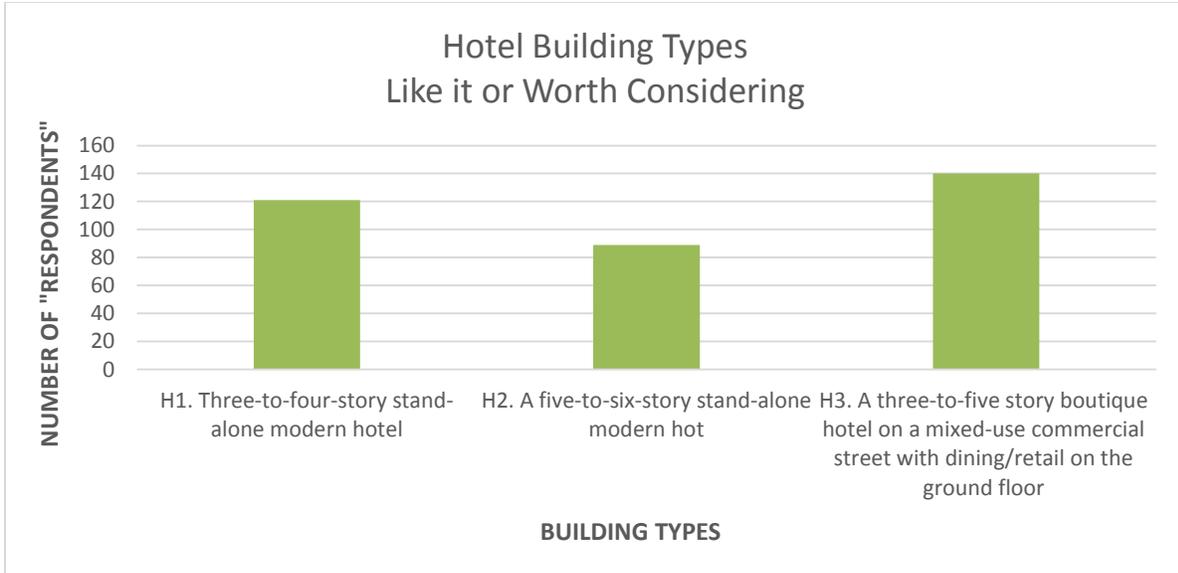


Total Responses= 366

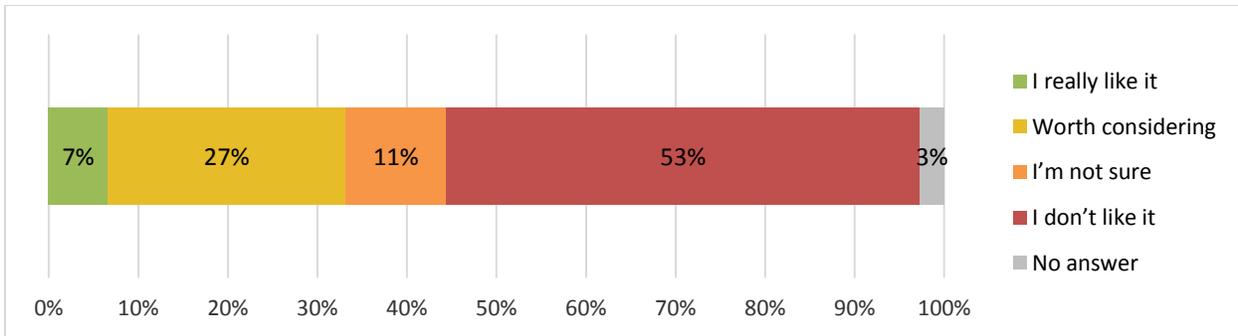
Hotel Building Types

Survey participants evaluated three different hotel building types. Overall, there was limited support for hotels. For each hotel type, more than 50% of respondents answered, "I don't like it." However, among the hotels, the boutique hotel on a mixed-use commercial street with dining/retail on the ground floor received the most interest from survey participants with 13% responding that they really liked it and 26% responding that it is worth considering. This finding is aligned with other the other building categories, in which mixed used development is also preferred (see the building photos following the chart on the next page).

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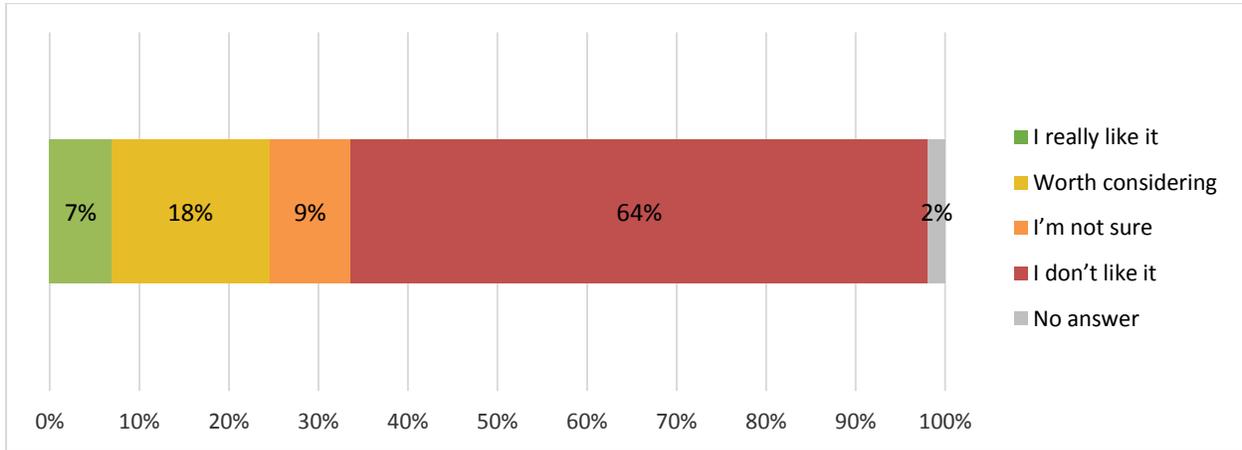


H1. Three-to-four-story stand-alone modern hotel



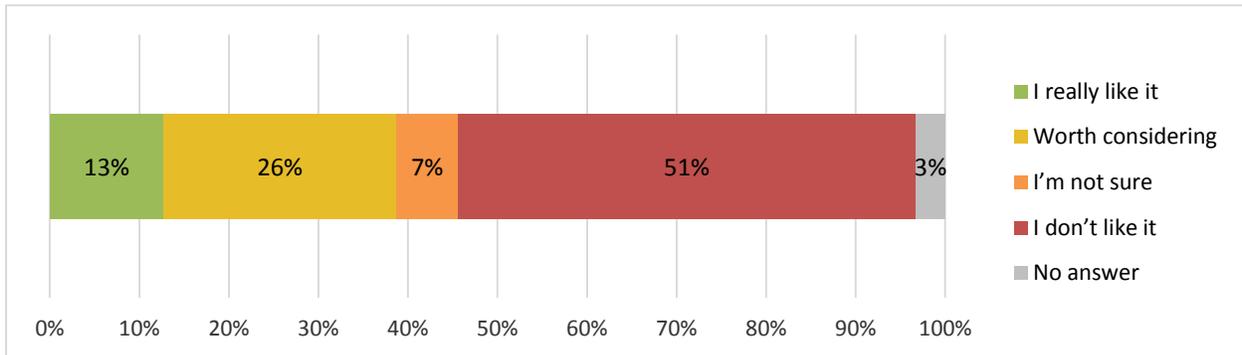
Total Responses= 365

H2. Three-to-four-story stand-alone modern hotel



Total Responses= 363

H3. A three-to-five story boutique hotel on a mixed-use commercial street with dining/retail on the ground floor



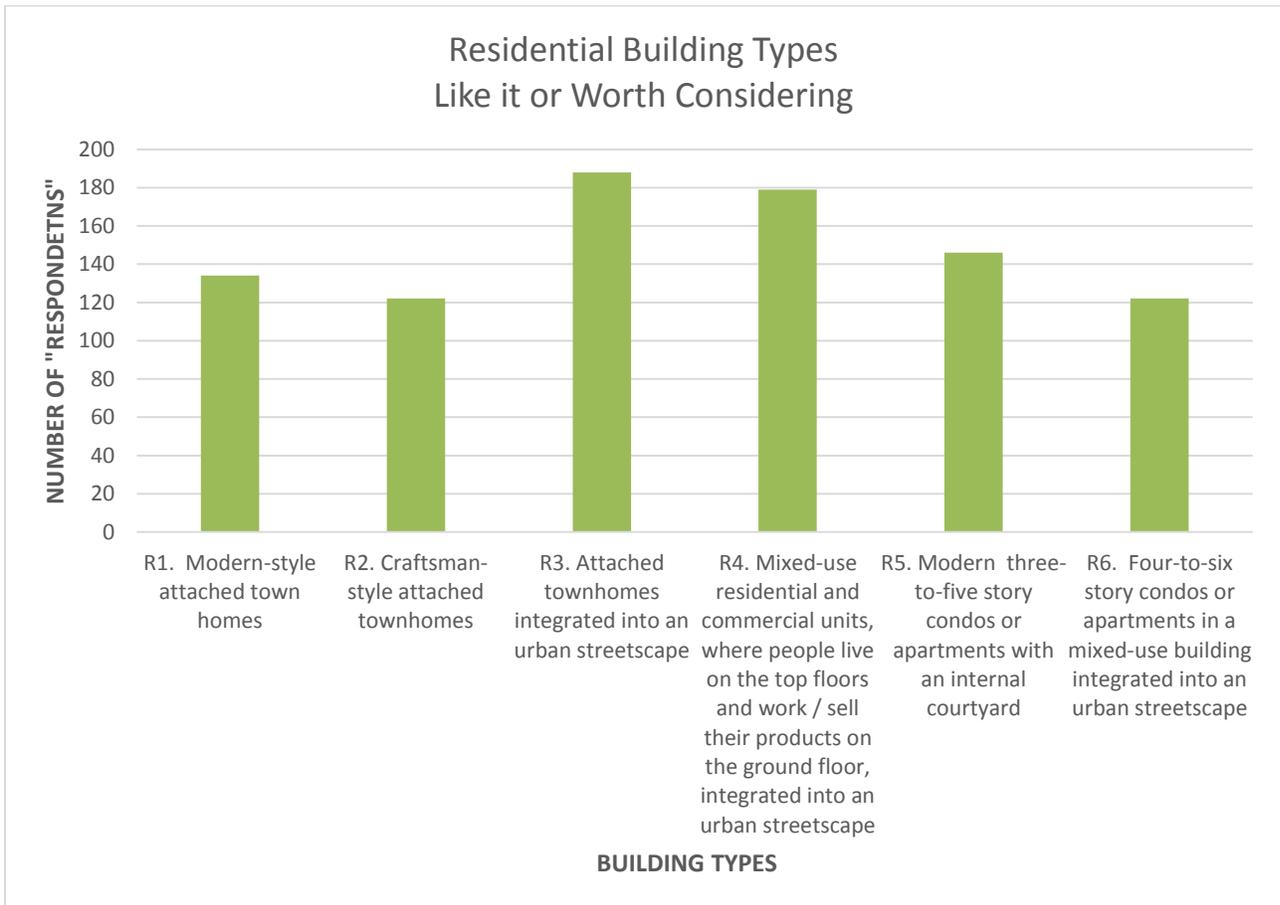
Total Responses= 362

ATTACHMENT A

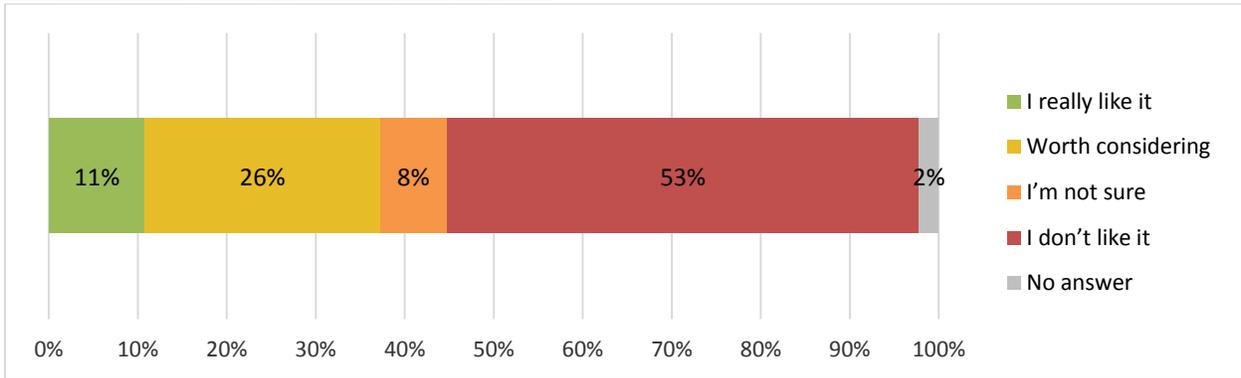
Residential Building Types

The survey asked respondents to consider six residential building types for the future of Town Center. There was the most support for attached townhomes integrated into an urban streetscape: 22% responded that they really liked it, and 31% responded that it's worth considering. There was also a relatively high level of support for mixed use work-live spaces: 19% of respondents answer that they really liked it and 32% answered that it's worth considering.

The survey provided two examples of attached townhomes that were not integrated into an urban streetscape. They were architecturally very different—one was modern and the other was craftsman style—however they were among the least supported residential types. This supports the community's ongoing interest in lively streetscapes and public spaces. (See the building photos following the chart.)

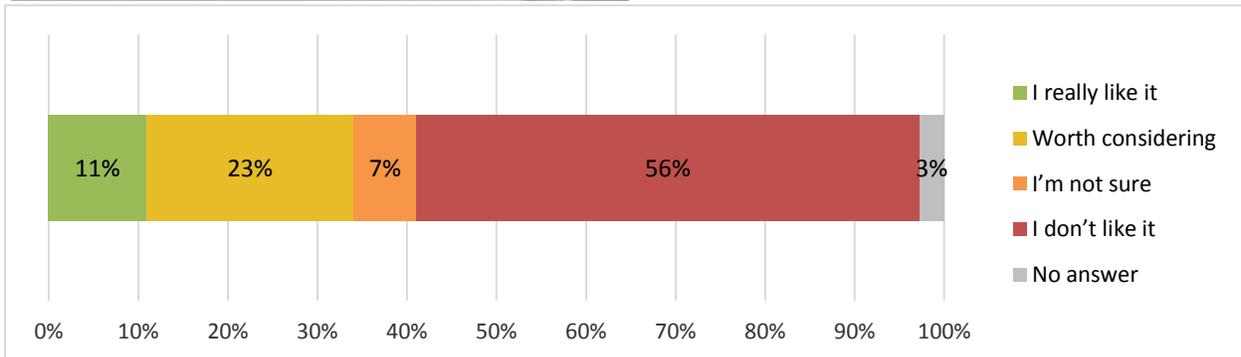


R1. Modern-style attached town homes



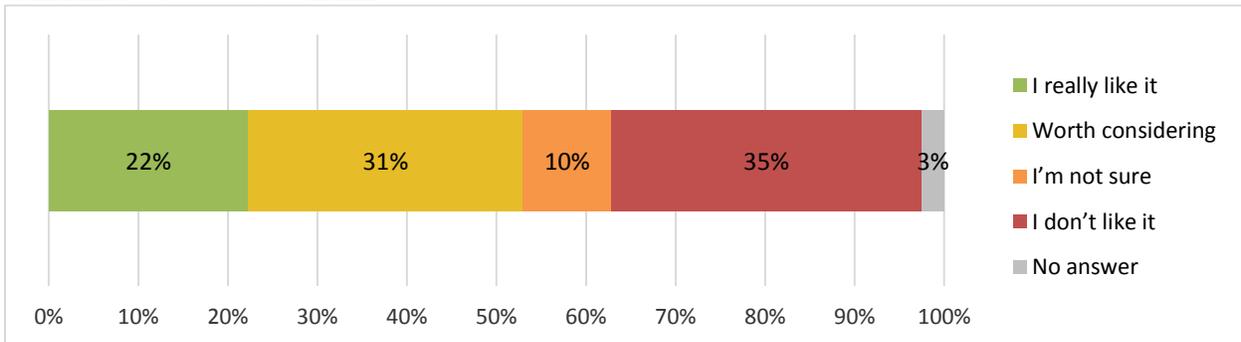
Total Responses= 360

R2. Craftsman-style attached townhomes



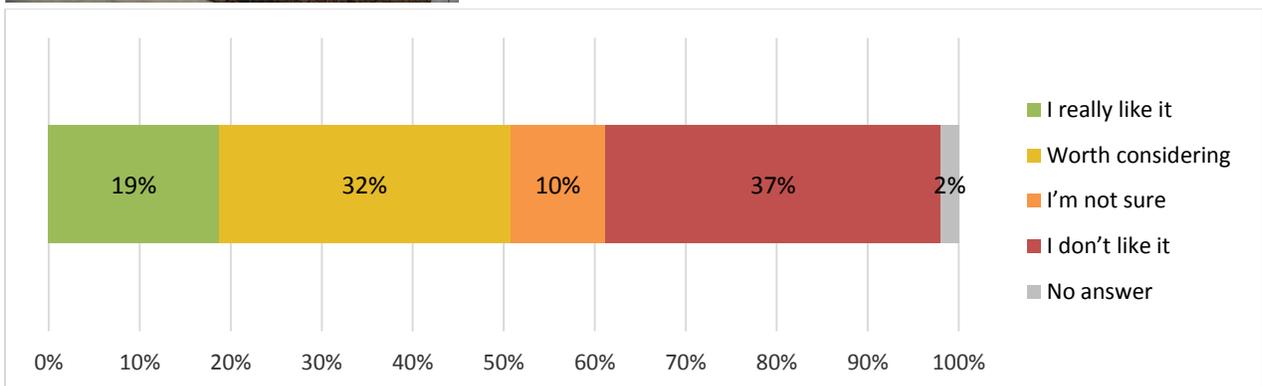
Total Responses= 358

R3. Attached townhomes integrated into an urban streetscape



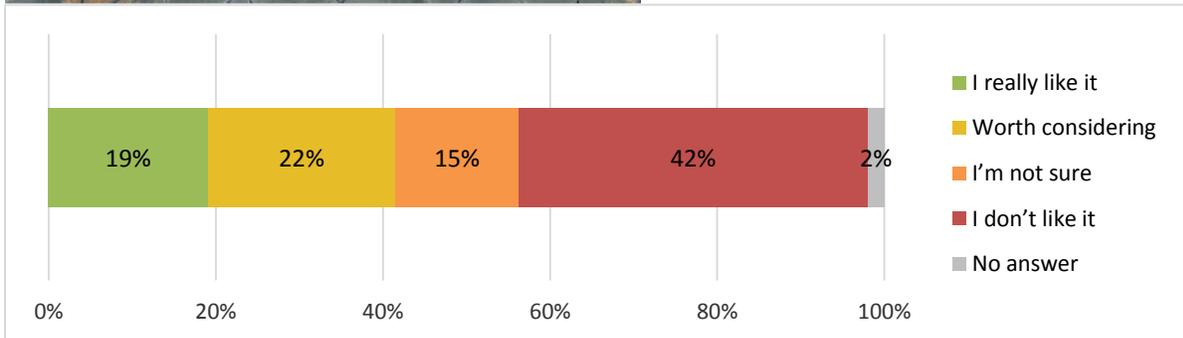
Total Responses= 355

R4. Mixed-use residential and commercial units, where people live on the top floors and work / sell their products on the ground floor, integrated into an urban streetscape



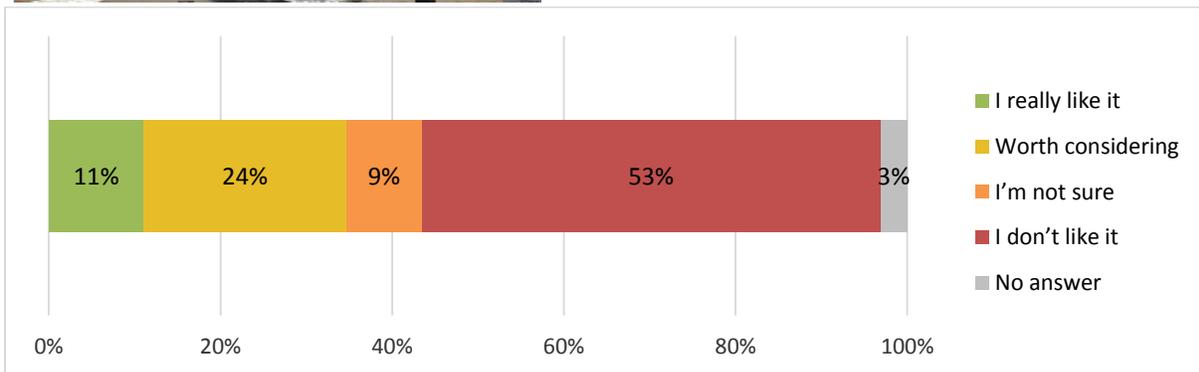
Total Responses= 353

R5. Modern three-to-five story condos or apartments with an internal courtyard



Total Responses= 352

R6. Four-to-six story condos or apartments in a mixed-use building integrated into an urban streetscape



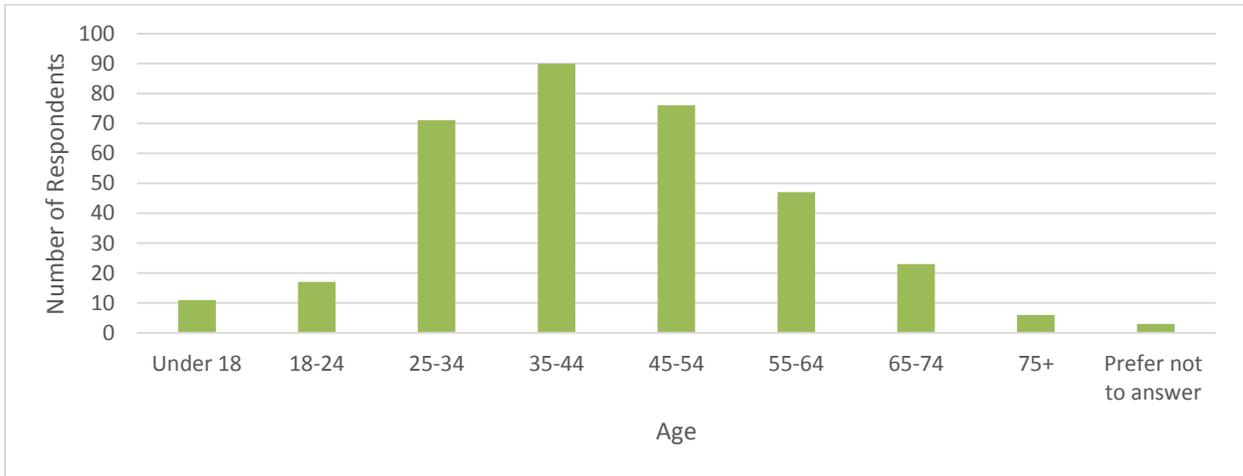
Total Responses= 352

ATTACHMENT A

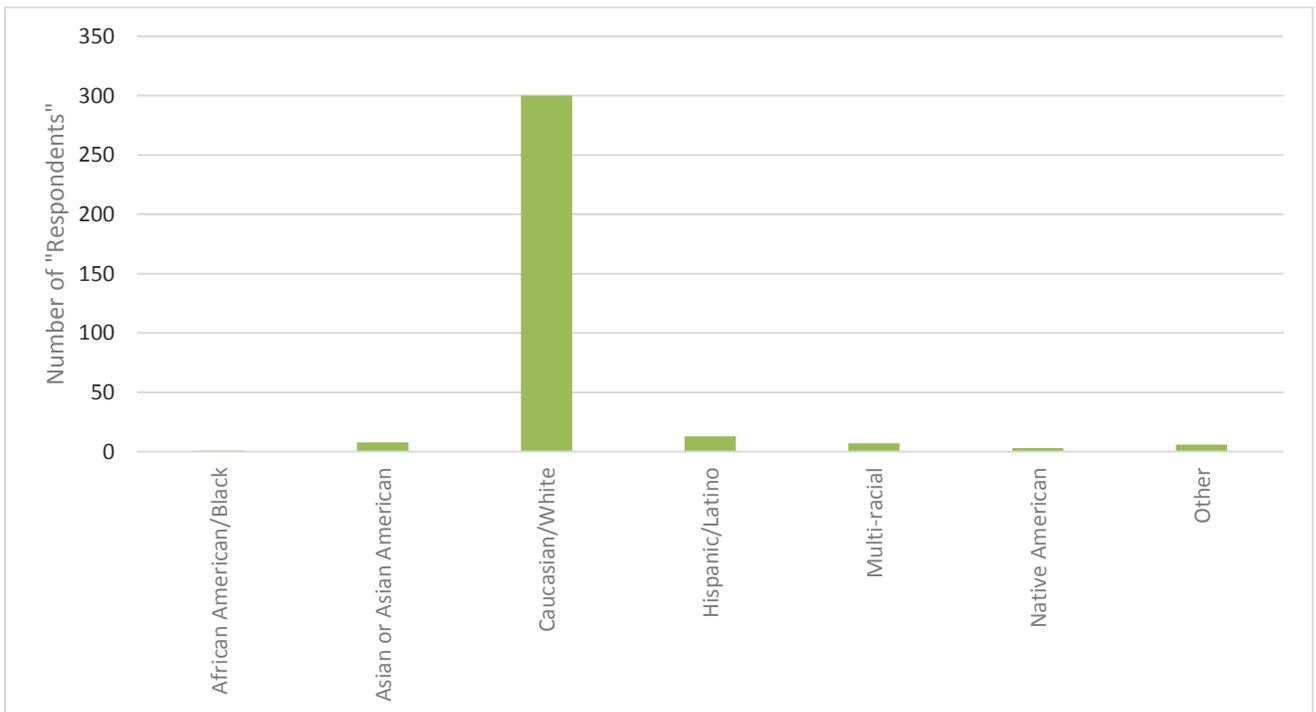
Demographics

Survey respondents were invited to participate in an optional section of the survey in which they could share their demographic information. This information helps the project team understand who within the Wilsonville community has provided input relative to the Wilsonville population.

Age of Respondents



Ethnicity or Race (respondents could select all answers that applied)

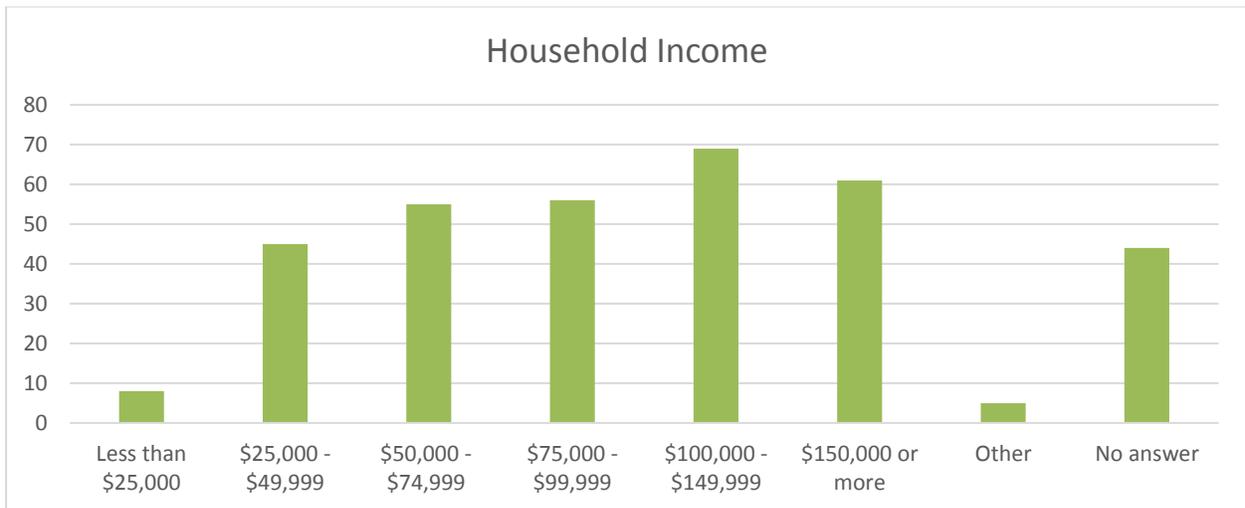


ATTACHMENT A

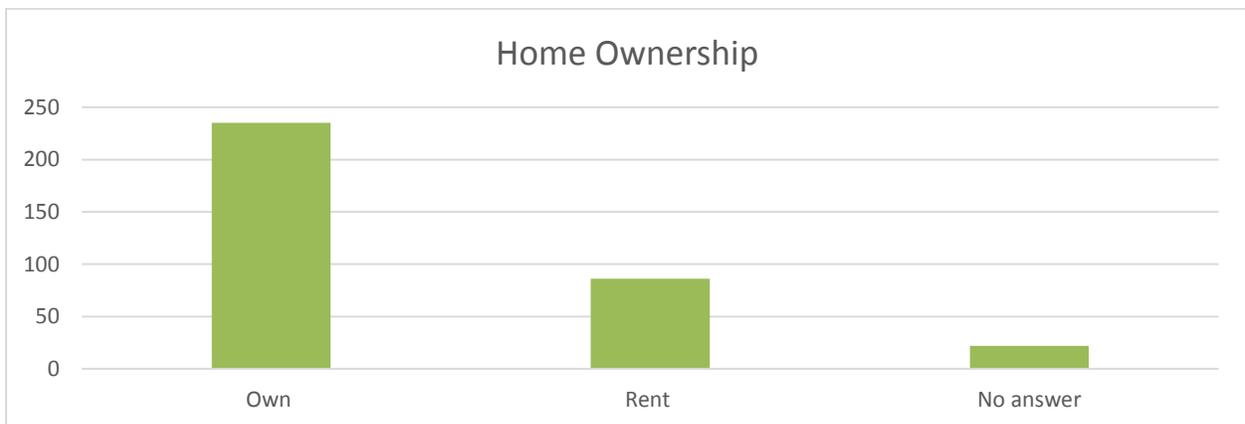
Gender (respondents could select all answers that applied)



Household Income



Home Ownership



In-person Design Survey Results

In addition to the online survey, an in-person survey, similar to the electronic one, was distributed at community events. Input was gathered at:

- Library and Community Sharing Idea Centers during August
- Kiwanis Fun Run on July 29, 2017
- Fun in the Park on August 5, 2017
- Wilsonville Brewfest on August 12, 2017
- Wilsonville Community Block Party on August 16, 2017
- Three pub trivia nights:
 - Beer Station on July 19
 - Vanguard Brewing on July 25
 - Quench on August 9

The paper survey asked respondents about preferred building materials and sizes, as well as the types of activities and gathering spaces they would like to see in Town Center. This survey garnered 1510 responses from about 400 respondents. The results are below, with the most popular building size, building materials, and activity/gathering space highlighted in green.

Many of the same buildings were used in the online survey and the in-person survey. For the online survey, participants were asked to consider the buildings' use and form. The in-person survey asked participants to consider the design, including the size and building materials.

Size

The most frequently selected buildings for preferred size were the four-story mid-rise condo and two-story stand-alone restaurant. Both buildings included activated outdoor dining areas, which has been a strong community preference throughout the Town Center Planning process.

Building	Count	Building	Count
Mid-high rise condos 	173	Two-story stand-alone restaurant 	119

ATTACHMENT A

Building	Count	Building	Count
Three-story mixed use 	68	Mid-high rise mixed-use office 	50
Two-to-three-story attached townhomes 	18	Two-to-three-story office building 	5

Total responses: 433

In the online survey, the mid-rise condominium was not as popular, although still received some support, while three-story buildings were preferred. One possible reason for this difference between the two surveys is that the online survey provided descriptions with heights (i.e. three-five stories) whereas the in-person survey did not include descriptions. Community members may like the look of a four-story condo building but not like the sound of four stories. It's worth noting that the height of this building is mitigated by various materials that break up the façade: varied landscaping and a deep set-back with a courtyard. The two-story stand-alone restaurant also received a high level of support in the online survey. There were two, three-story buildings. The three-story mixed-use building received more support than the three-story attached townhomes. The three-story mixed-use building is set-back from the sidewalk with an activated outdoor dining area and the third floor “steps back.” These features can help a building look and feel smaller and more intimate.

Materials

Survey participants most frequently selected the glass, stone, and wood buildings as their preferred building materials for Town Center. People did not prefer stucco. Overall survey respondents preferred natural or natural-looking building materials and earth-tone colors. The glass and stone building that scored the highest in this survey did not score very well when respondents were asked to consider it as an office building. This

ATTACHMENT A

indicates that the overall building design was not favored even though the materials are preferred.

Building	Count	Building	Count
Glass, stone, and stucco, modern 	139	Brick and metal window framing, modern urban 	61
Cinder block with wood accents 	58	Brightly colored paint 	42
Wood, painted wood siding, painted ply, neutrals 	41	White and metal, glass accents, modern 	35
Stucco painted neutral colors 	21		

Total responses: 397

Activities and Gathering Spaces

Survey participants most frequently indicated they would like to see outdoor dining, including food carts, in Town Center. There was also significant support for intergenerational activities and play. The interest in outdoor dining opportunities

ATTACHMENT A

reinforces input heard throughout the Town Center Planning process, that people would like more dining options and livelier public spaces and streetscapes.

Building	Count	Building	Count
Outdoor Dining 	207	Food carts 	164
Chess (intergenerational games) 	154	Art play 	57
Paths and plazas w/ naturalized landscaping 	53	Parklet 	45

Total responses: 680

Activity Preferences

Block Party attendees were invited to vote on the activities they would most like to see in Town Center in the future. The activities were ones community members had previously identified they would be interested in seeing in the future Town Center. Temporary versions of most of these activities were featured at the Block Party so community members could experience them in and near Town Center Park. Farmers markets, year-round activities, and food trucks were the most frequently selected responses. This interest in outdoor, social activities is aligned with visual preference survey results and input received throughout the Town Center planning process.

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Activity		Count
Farmers Market		142
Year-round activities		128
Food Carts		121
Outdoor dining		56
Intergenerational Activities (ex. pickleball, chess, checkers, bocce ball)		55
Interactive Art		43

Total responses: 545

Overall Themes

Several themes emerged across the responses to all design survey platforms.

- Commercial and restaurant uses received more support than office, residential, or hotel uses. This echoes the community's interest in more restaurant choices in Town Center that has been a prominent theme throughout the planning process.
- There is support for mixed-use buildings, especially mixed-use retail, and mixed-use office buildings. Ground floor retail with activated pedestrian spaces (wide sidewalks, seating areas) was highly popular.
- Across buildings types and uses, buildings with gathering spaces were supported.
- There is consistent support for three-story building heights across building types and uses. There is also some interest in two-story dining and four-story mixed-use multifamily residential buildings.
- Natural building materials (wood, stone, brick) and earthy colors are preferred.
- There is a strong interest in outdoor, year-round social and gathering spaces, especially outdoor dining.



WILSONVILLE TOWN CENTER PLAN

Wilsonville Block Party: Town Center Plan Activities Community Input Summary

Event Purpose

1. **Citywide Block Party** : Bring the community together to connect with City staff and learn about City services
2. **Town Center Plan Activities**: Raise awareness about the Town Center planning process and receive input from a broad range of community members

The Block Party...

- Had hundreds of participants
- Included food trucks, an outdoor dining area, lawn games, rubber duck races and more
- Included a number of interactive activities for community members of all ages to give their input on the Town Center Plan. Activities included:
 - Design preference survey: In person with dot stickers and/or online using tablets
 - Town Center activity preference survey
 - Chalkboard walls and a giant Town Center map to place ideas
 - Photo opportunities and a sidewalk chalk art contest





We want your input on the look and feel of the future Town Center design.

Place a dot on the building(s) below with a **size** that feels like a good fit for Town Center.



Three design preference survey boards prompted people to provide input about the look and feel of future Town Center. The results are on the following pages and analyzed in greater detail as part of the Community Design Survey report.

Building Size Preferences

ATTACHMENT B

Building	Count	Building	Count
<p>Mid-high rise condos</p> 	83	<p>Two-story stand-alone restaurant</p> 	65
<p>Mid-high rise mixed-use office</p> 	36	<p>Two-to-three-story attached townhomes</p> 	13
<p>Three-story mixed use</p> 	32	<p>Two-to-three-story office building</p> 	2

Building Material Preferences

ATTACHMENT B

Building	Responses	Building	Responses
<p>Glass, stone, and stucco, modern</p> 	65	<p>Cinder block with wood accents</p> 	38
<p>Wood, painted wood siding, painted ply, neutrals</p> 	32	<p>Brick and metal window framing, modern urban</p> 	30
<p>Brightly colored paint</p> 	27	<p>White and metal, glass accents, modern</p> 	17
<p>Stucco painted neutral colors</p> 	13	<p>Planning Commission Meeting - Nov. 8, 2017 Town Center Plan</p>	

Activities and Gathering Spaces Preferences

ATTACHMENT B

Building	Responses	Building	Responses
<p data-bbox="92 148 312 179">Outdoor Dining</p> 	<p data-bbox="643 148 697 179">117</p>	<p data-bbox="826 148 1271 179">Chess (intergenerational games)</p> 	<p data-bbox="1371 148 1412 179">83</p>
<p data-bbox="92 505 253 536">Food Carts</p> 	<p data-bbox="643 505 683 536">80</p>	<p data-bbox="826 505 1257 576">Paths and plazas w/ naturalized landscaping</p> 	<p data-bbox="1371 505 1412 536">33</p>
<p data-bbox="92 919 195 951">Parklet</p> 	<p data-bbox="643 919 683 951">32</p>	<p data-bbox="826 919 942 951">Art play</p> 	<p data-bbox="1371 919 1412 951">27</p>



Block party participants could take the Community Design Survey online using tablets.



WILSONVILLE TOWN CENTER PLAN

Place a dot next to the TWO activities that you would MOST like to see in the future Town Center.

- Farmers Market
- Intergenerational Activities
(see park/leisure, fitness, libraries, senior hall)
- Food Carts
- Outdoor Dining
- Interactive
- Year-round

At each welcome tent, participants were invited to vote on which activities they would like to see in the future Town Center. The results are on the following page and included in the Community Design Survey report.

Priority Activities for Future Town Center

ATTACHMENT B

Activity	Count
Farmers Market 	142
Year-round activities 	128
Food Carts 	121
Outdoor dining 	56
Intergenerational Activities (ex. pickleball, chess, checkers, bocce ball) 	55
Interactive Art 	43



Participants used sticky notes on a giant map to provide input about where they would like to see improvements or changes in Town Center.

ATTACHMENT B



A variety of input was provided on the Town Center map. Because of the Block Party's location in Town Center Park, most people's ideas were focused on the park and adjacent area. The most popular idea was an indoor/outdoor pool in Town Center. Other responses suggested new facilities for recreation and play, such as disc golf and playgrounds. A word cloud illustrating frequently provided ideas is on the following page.

ATTACHMENT B



Community members wrote their ideas for the future Town Center or their favorite things about Town Center on erase boards and posed for their picture. A word cloud illustrating the most frequently provided ideas is on the following page.

ATTACHMENT B



Community members wrote and drew their ideas for the future Town Center on chalkboards placed throughout the Block Party event. As the chalkboards filled up, the project team took photos and erased the boards to allow for new ideas to be added throughout the evening. A word cloud illustrating the most frequently provided ideas is on the following page.





A Chalk Art Contest engaged even the Block Party's youngest attendees and their parents in thinking about the future of Town Center. There were a variety of creative ideas and illustrations. The "winning" chalk art is featured on the following page.



Next Steps

- The Project Team will develop design alternatives based on community input.
- The Task Force will meet in October to review the public input and design concepts.
- Concepts will be available for public review in late Fall 2017.





WILSONVILLE TOWN CENTER PLAN



Community Design Concept

Over the last year, the project team has conducted a variety of community engagement activities to receive input on the future of the Town Center. This resulted in a community-driven vision and set of goals that provide overarching guidance for the future development of Wilsonville's Town Center. Through Phase 2 of public engagement, community members identified their priorities and preferences related to the types of development, transportation, and open spaces they would like to see in Town Center. Land uses and activity centers, multi-modal transportation circulation, and open/green space networks are the major building blocks of a built environment. Each of these building blocks can take a variety of shapes (ex. single-story or multi-story buildings, wide car-oriented or narrower two-way pedestrian-oriented streets). The shape of each building block impacts the potential land uses, mobility, and open spaces (ex. narrower streets with pedestrian amenities and active storefronts facing the street encourage walking).

The Project Team used the community input and technical findings to create three design concepts for each building block (described below). On October 23, 2017, the Town Center Task Force evaluated and refined these concepts to create one Community Design Concept for Town Center. The Task Force used the Town Center Plan vision and goals to evaluate their proposed Community Design Concept.

VISION

Town Center is a vibrant, walkable destination that inspires people to come together and socialize, shop, live and work. Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to Town Center for shopping, dining, culture, and entertainment.

GOALS

1. **Environmental Stewardship.** Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.
2. **Harmonious Design.** Create urban design standards for pedestrian-oriented building and street design and a variety of quality building types and land uses.
3. **Mixed Uses.** Provide for interconnected land uses that incorporate play and recreation, retail, services, dining and entertainment, and increased opportunities for residential and employment uses.
4. **Safe Access and Connectivity.** Provide transportation infrastructure that creates a safe, accessible environment for all modes of travel in Town Center, fosters multimodal access between buildings and land uses in Town Center, connects to surrounding neighborhoods, and provides local and regional accessibility.
5. **Community Gathering Places.** Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.
6. **Economic Prosperity.** Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.

ATTACHMENT C

COMMUNITY DESIGN BUILDING BLOCKS

Three approaches for each building block (open space and green spaces, transportation and circulation, and land uses and activity centers) are described below. This section is followed by potential alternative design concepts, presented to the Task Force by the project team, that layer all the building blocks in three different configurations.

Open Space and Green Spaces

The community prioritized parks, green spaces, and public gathering spaces are important elements of the future Town Center. The existing Town Center Park is a destination, especially during the summer, and is valued by many community members. Additionally, Memorial Park and Murase Plaza are considered by community members as being part of Town Center though not included in the official Wilsonville Town Center boundary. These two parks are cornerstones of the existing Town Center's open/green space network. However, the community is interested in additional green spaces and integrating more nature into the design of Town Center. There are different approaches to expanding and diversifying the open and green spaces.

Transportation and Circulation

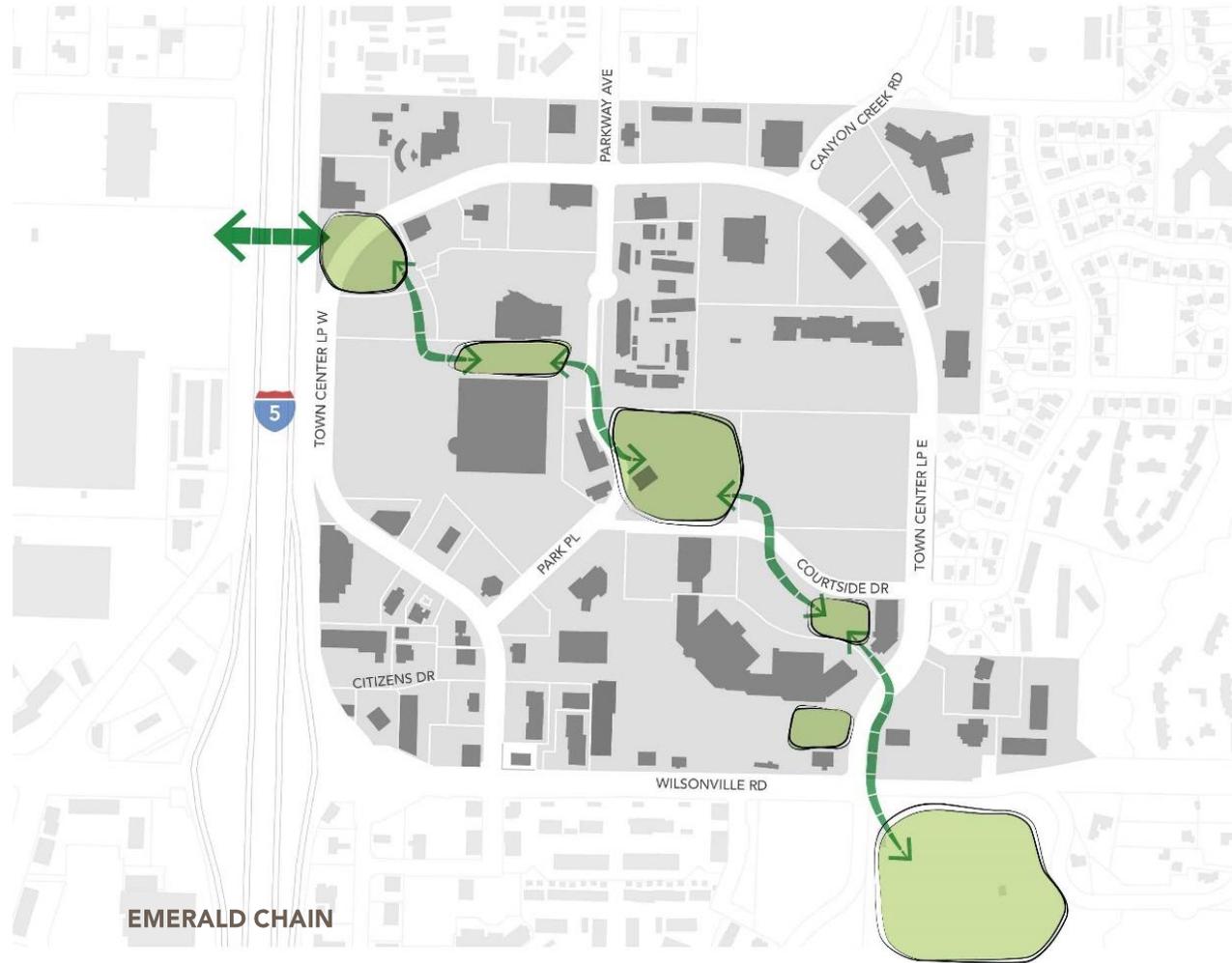
Currently, Town Center has an auto-oriented transportation system defined by the Town Center Loop. While there are pieces of bicycle and pedestrian infrastructure and transit service, there is limited connectivity for these travel modes. Vehicle travel is relatively smooth, but there is peak hour congestion on Wilsonville Road that is a concern for many community members. The Town Center Planning process has identified opportunities for improved connections within Town Center and between Town Center and adjacent neighborhoods.

Land Uses and Activity Centers

Town Center includes primarily one and two-story buildings served by an abundance of surface parking. There is a mix of uses that include health services, civic, educational, entertainment, retail and other commercial uses. Throughout the planning process, community members expressed a strong interest in varied retail options, especially dining. People are interested in mixed-use buildings and want to see ground floor retail with activated pedestrian spaces (wide sidewalks, seating areas). Community members also want year-round opportunities for recreation, activities, and social gatherings. The following approaches identify ways land uses might be located and types of uses in specific areas.

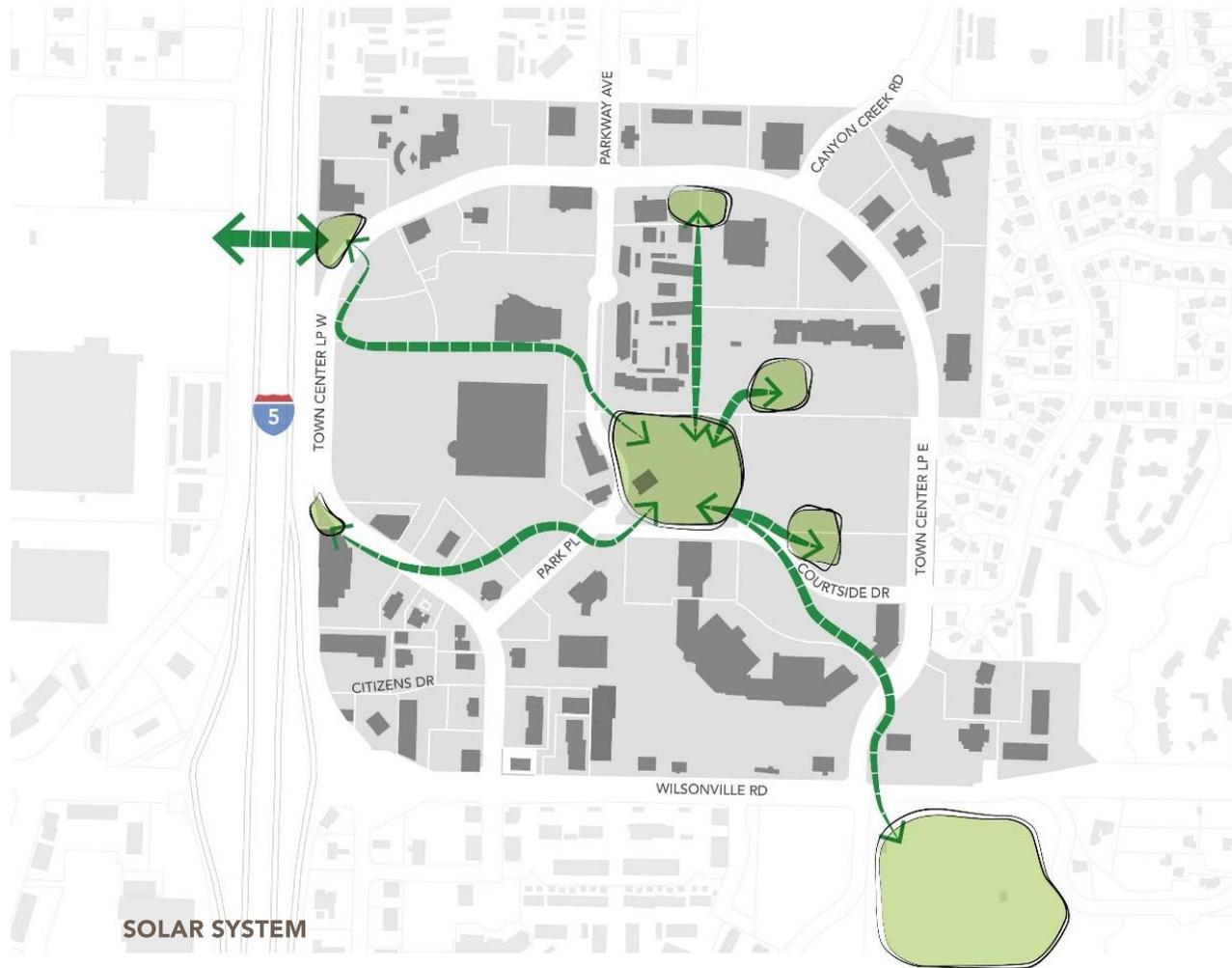
ATTACHMENT C

Parks, Open Spaces and Greenways



The Emerald Chain: This approach connects existing parks such as Town Center Park and Memorial Park with a series of small plazas and greenspaces by utilizing green streets and trails. It also connects these open and green spaces to the future bicycle and pedestrian bridge over I-5.

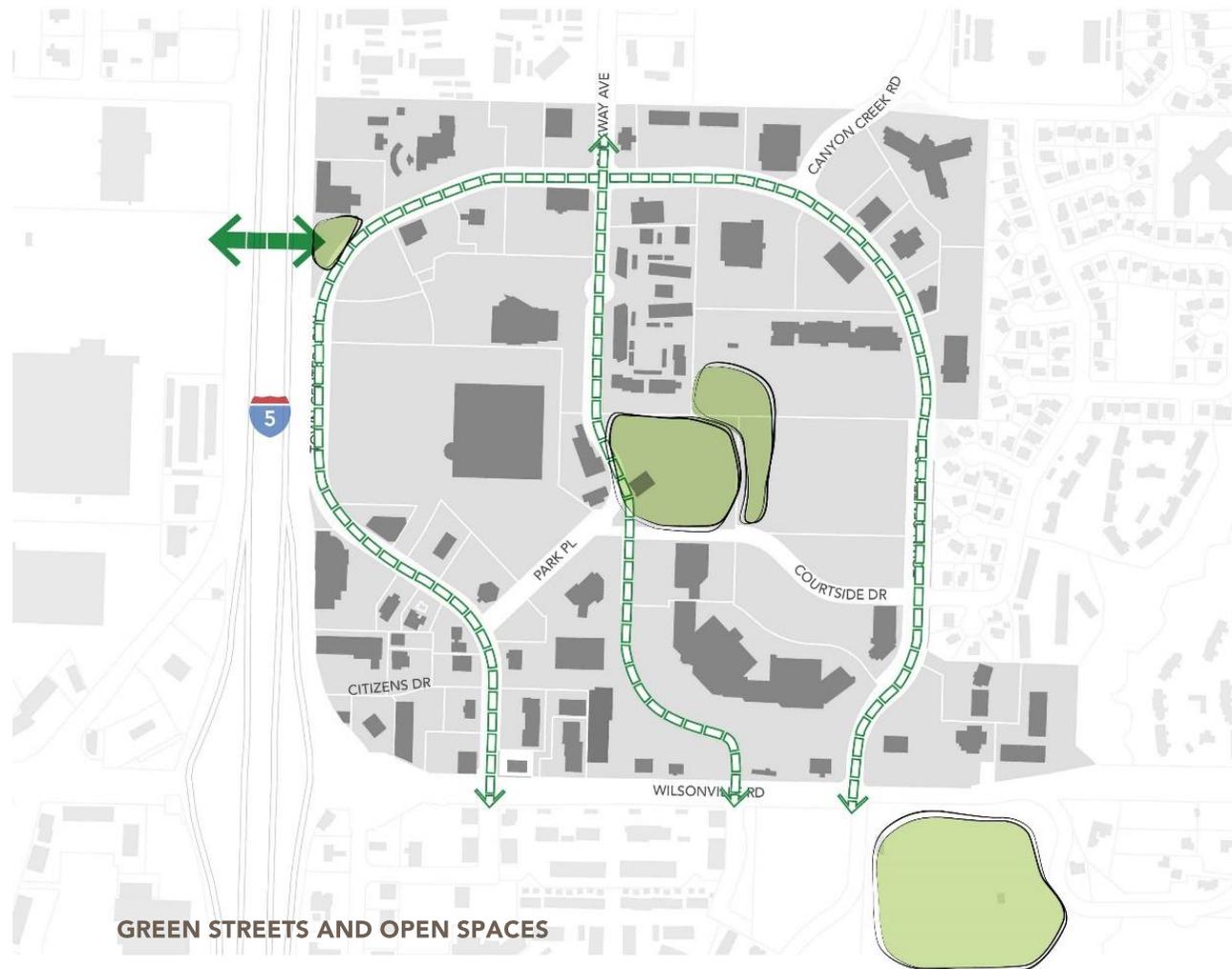
Parks, Open Spaces and Greenways



Solar System: This approach positions Town Center park as the hub of Town Center, with greenway connections to smaller open and green spaces throughout Town Center. Each small open space would provide public social areas that primarily serve the surrounding buildings.

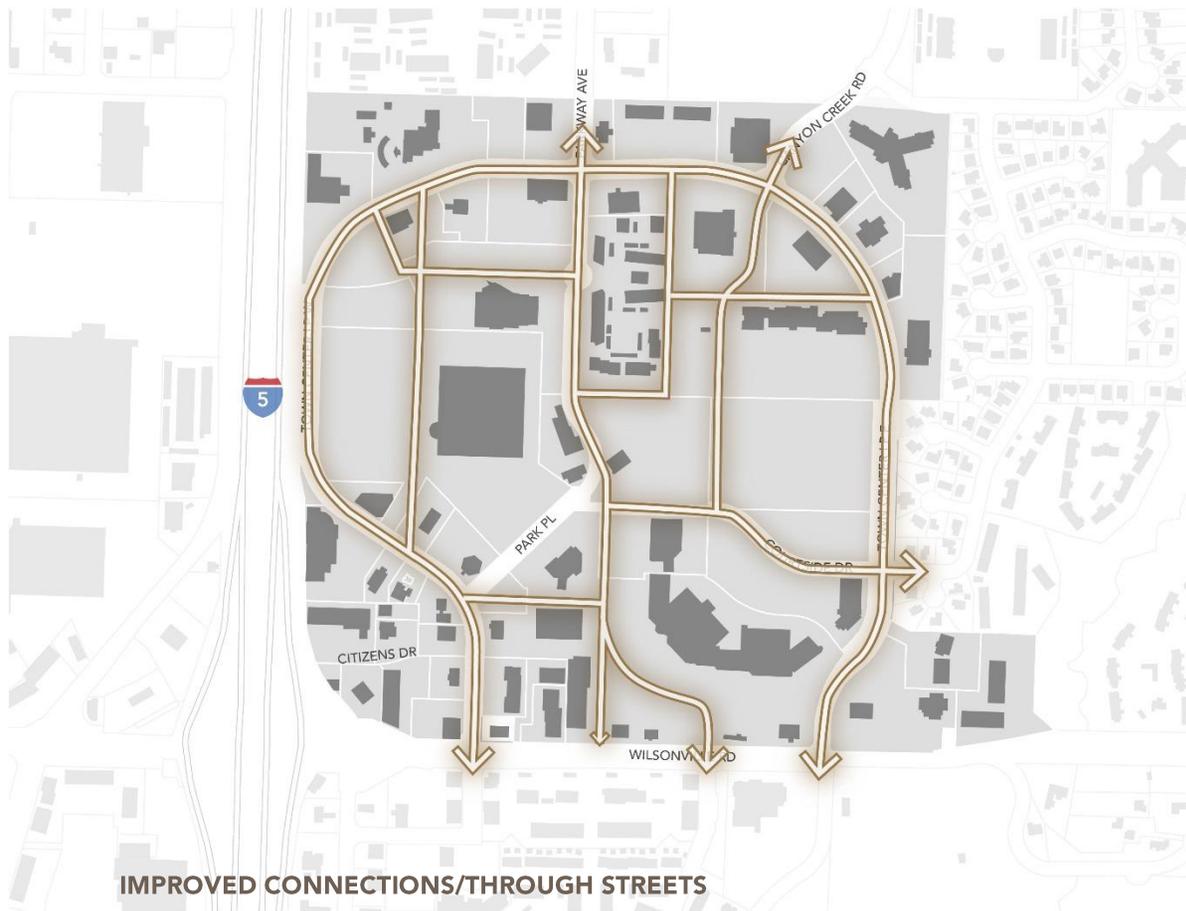
ATTACHMENT C

Parks, Open Spaces and Greenways



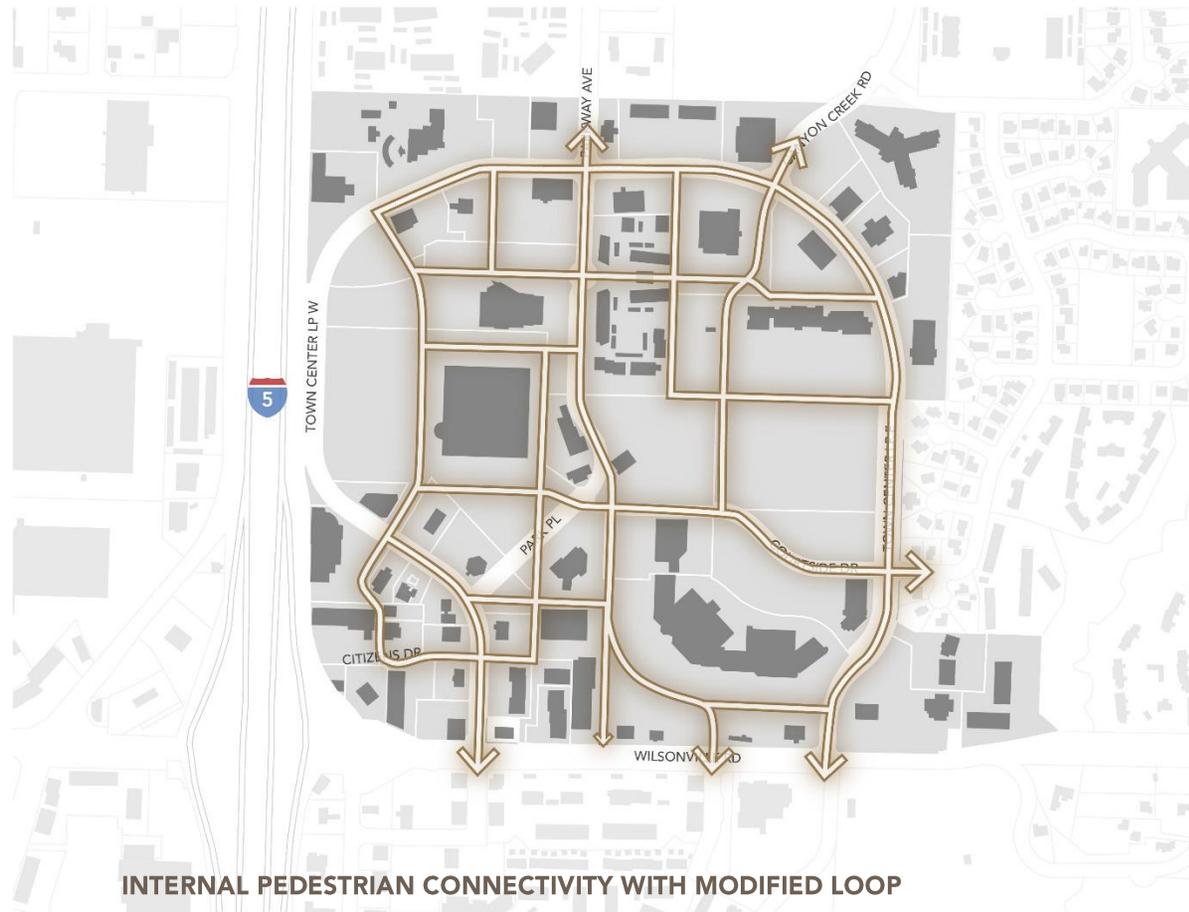
Green Streets and Open Spaces:
This approach incorporates natural and open space elements into the streetscape through bioswales and other vegetated stormwater management facilities, landscaped medians, and street trees. These streets are bicycle- and pedestrian-oriented with wide sidewalks and substantial planted buffers.

Transportation and Circulation



Improved Connections/Through Streets: This approach does not make any major overhauls to the existing street system except for the removal of Park Place, which reduces conflicts as it connects to Town Center Loop W. near the Wilsonville Road intersection. Smaller internal connections provide new east/west connectivity. This approach also enhances the existing network by adding some additional internal north/south local streets to reduce the distance pedestrians or cyclists need to travel to make connections. Bicycle circulation would be located on existing roads as well.

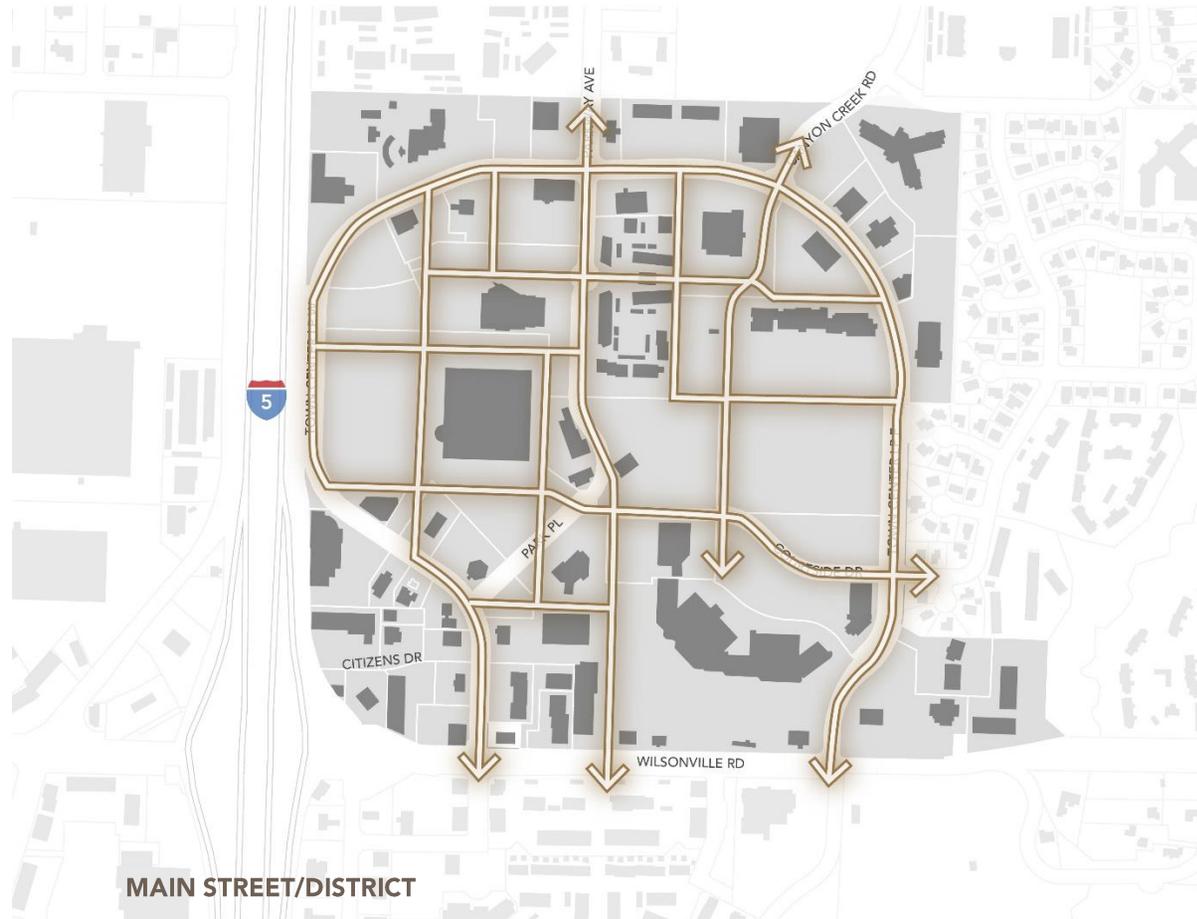
Transportation and Circulation



Increased Internal Connectivity with Modified Loop: This approach closes the southwest corner of the Loop to through traffic, while maintaining bicycle and pedestrian access. This concept also pulls congestion away from the currently congested intersection at Wilsonville Road by creating a new intersection east of the current location. The new intersection would be located at or nearby the entrance to the shopping center. The new road network and the new north/south connection in front of Fry's creates more direct access and more road frontage for businesses. Removing the western portion of the Town Center Loop W. also increases development potential immediately adjacent to I-5.

ATTACHMENT C

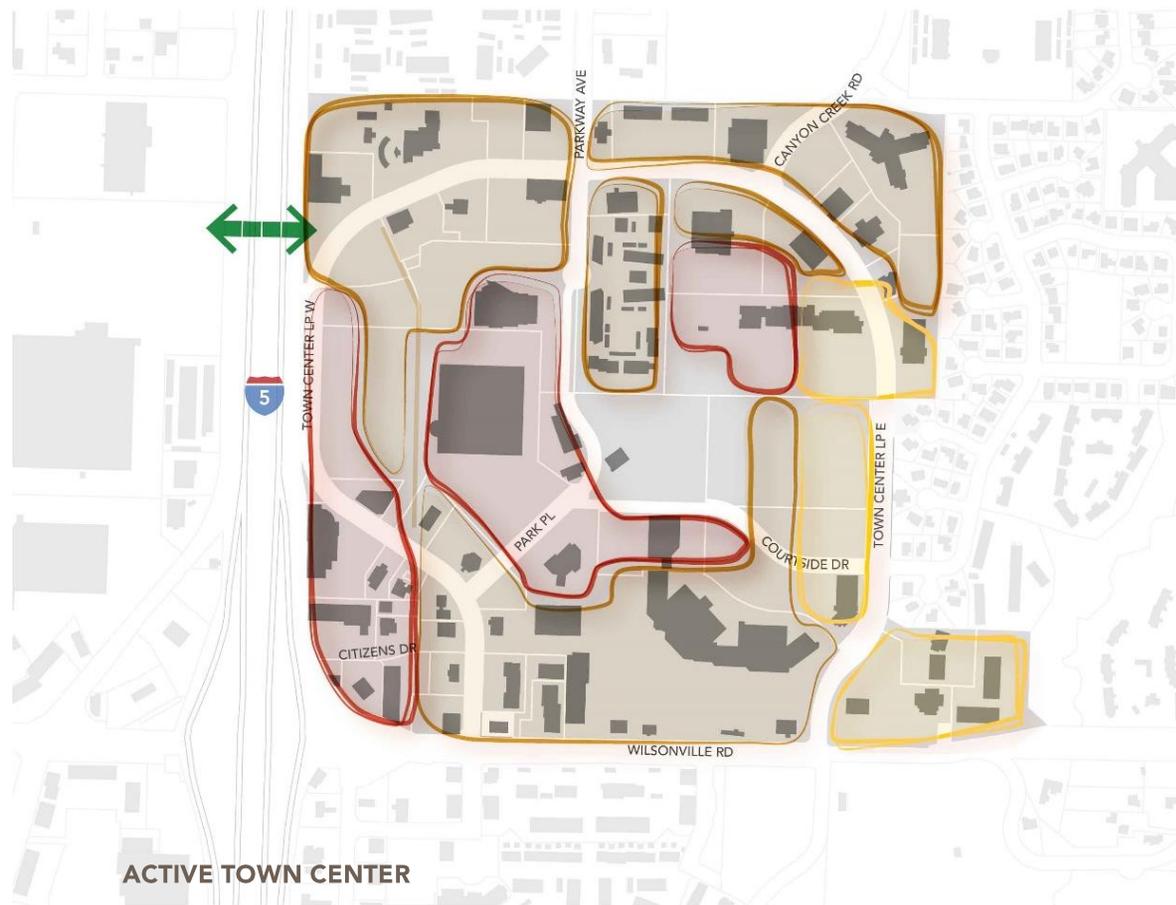
Transportation and Circulation



Main Street / District: This approach establishes the Parkway as the central spine and main street of Town Center. The street would be pedestrian-oriented, framed with buildings and providing high visibility for businesses. It also frames Town Center Park with a direct and distinct street grid that is easier to navigate than today's current network of streets.

ATTACHMENT C

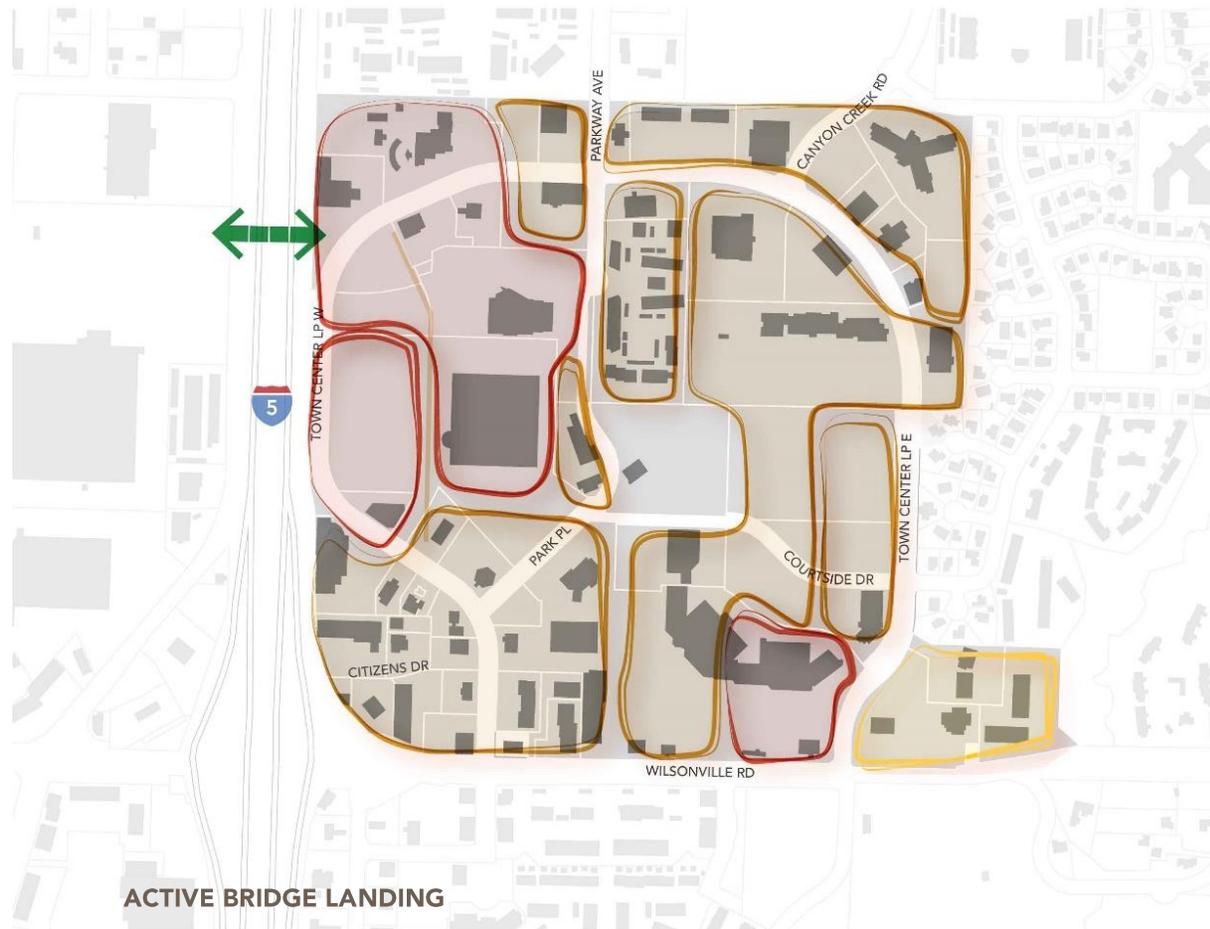
Land Uses and Activity Centers



Active Town Center Park: This approach focuses development and active uses around Town Center Park. Taller mixed-use development (four to five stories) would be located around Town Center Park to increase activity in the central portion of Town Center. Building heights vary in other locations, from taller buildings on the western edge, to lower density one- to two-story buildings on the eastern edge. The taller buildings on the west side of Town Center would increase visibility from I-5, while the lower density buildings on the east side would provide a transition from adjacent residential neighborhoods.

- Red:** 4-5 stories
- Orange:** 2-4 stories
- Yellow:** 1-2 stories

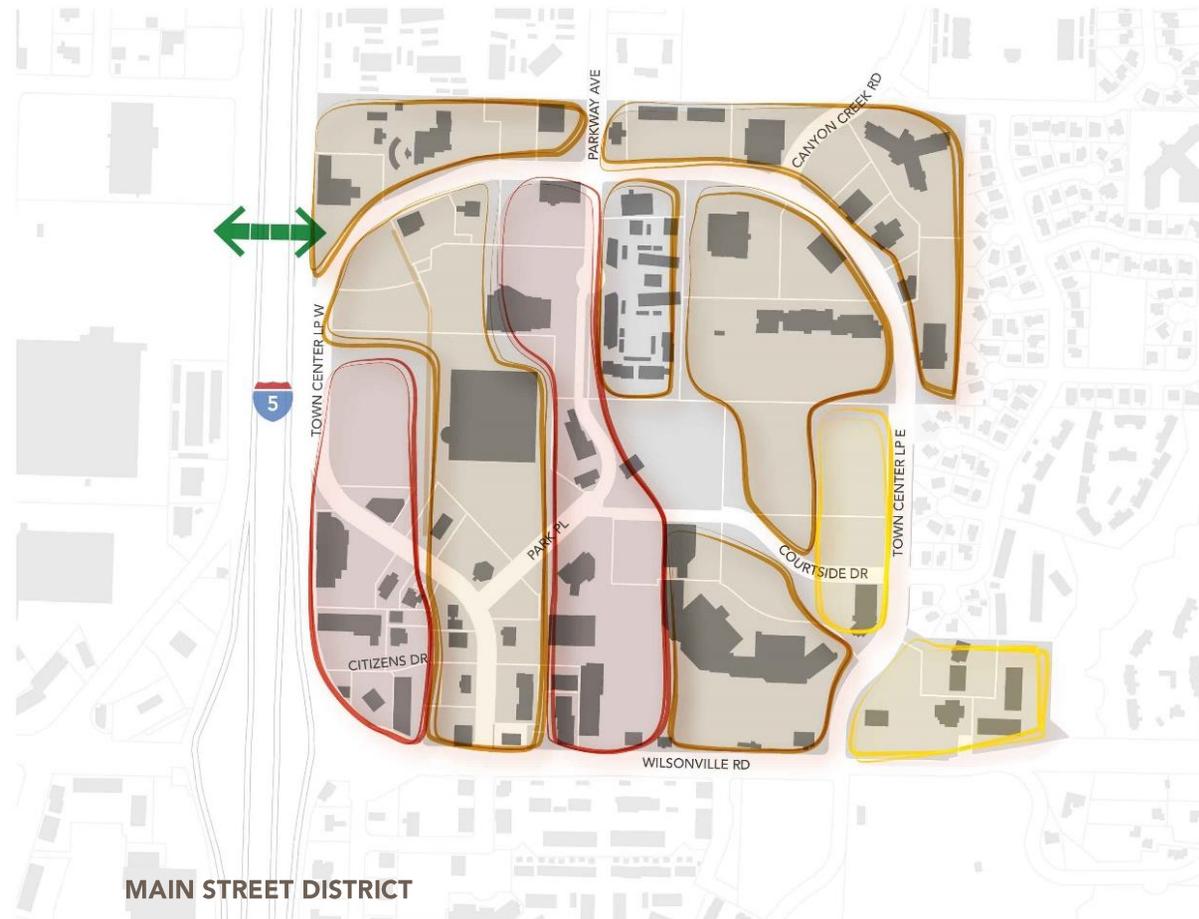
Land Uses and Activity Centers



Active Bridge Landing: There is a planned bicycle and pedestrian bridge over I-5 that would land in the northwest corner of Town Center. This approach envisions the landing as a hub of activity with people using the bridge to reach West Wilsonville, SMART Central Station, and the WES Transit Station. The bridge landing would incorporate a public plaza with four-to five-story buildings nearby in the northwest corner of Town Center. The remainder of Town Center would be developed with moderate building heights (two-to four-stories) except for the southeast corner that would be one-to two-stories.

- Red:** 4-5 stories
- Orange:** 2-4 stories
- Yellow:** 1-2 stories

Land Uses and Activity Centers



Main Street District:

Complementing the Main Street Circulation approach, a Main Street District would concentrate the tallest buildings and active uses around a Town Center Main Street. This land use approach creates a highly walkable mixed-use spine through Town Center with additional residential, office and other uses located along side streets. This land use approach would also focus attention on the Parkway/Civic Drive intersection as the key corner for activity adjacent to the park.

Red: 4-5 stories

Orange: 2-4 stories

Yellow: 1-2 stories

ATTACHMENT C

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ATTACHMENT C

PROJECT TASK FORCE COMMUNITY DESIGN CONCEPT ALTERNATIVE

On October 23, the Town Center Plan Task Force participated in a work session to review the Alternative Building Blocks developed by the Project Team. Guided by the community engagement results, the Task Force worked in two groups, layering, and modifying the building blocks, to create a concept that would support the Town Center Plan Vision and Goals. Both groups independently selected the same building blocks:

- Parks and Open Spaces: Emerald Chain + Green Streets
- Circulation: Modified Loop + Mainstreet
- Land use: Mainstreet

The Task Force focused on the Harmonious Design project goal. There was discussion that this should be an overarching goal and is most important to achieving the Town Center vision. A Community Design Concept that illustrates the Task Force's preferences and priorities is on the following page. Themes from the Task Force's discussion include:

Green Space:

- Transform Park Place into a Greenway where it connects to Citizen's Drive.
- Add open spaces/plazas in the southwest quadrant.
- Connect the Boeckman Creek Trail to Town Center.
- There was concern that new open spaces be public and/or publicly accessible; not all open spaces and plazas should be associated with commercial uses (i.e. someone should be able to find a nice place to sit outside without needing to buy coffee).

Connectivity:

- Traffic-calming is needed throughout Town Center.
- Improve the connectivity between Town Center and businesses and residents on the south side of Wilsonville Road. Enhance pedestrian crossings on Wilsonville Road at: Rebekah St., Holly St., Town Center Loop W. and Memorial Drive/Town Center Loop E.
- To help reduce traffic congestion on Wilsonville Road at Town Center Loop W., add streets and access points to Wilsonville Road, including:
 - Extending Parkway Ave. to Wilsonville Road.
 - Creating a new road across from Rebekah that connects to the Parkway extension; this could be a pedestrian-only crossing.
- There is a need for a diagonal connection across Town Center from the northeast corner (Canyon Creek Road) to the southwest quadrant.
 - Canyon Creek has high quality bicycle and pedestrian facilities and a new road should continue these facilities.
 - Potential for a pedestrian mall from Town Center Park to Wilsonville Road, along Park Place.

Land Use:

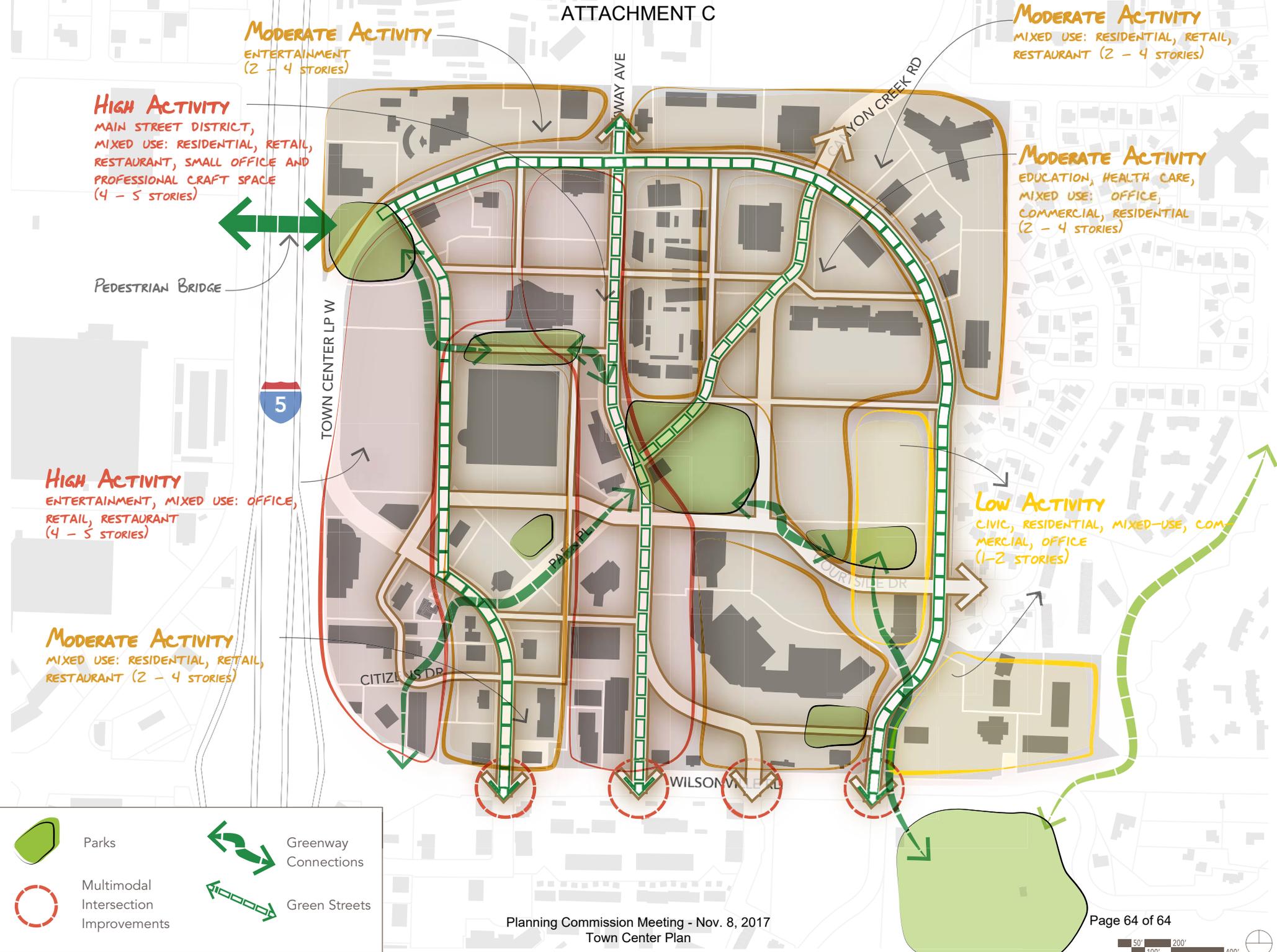
- The bridge landing should be active 24/7 with commercial uses to create an engaging and safe gateway into Town Center.
- Four-to-five story development along I-5 will act as a sound barrier and should not be residential.
- Multi-use, taller buildings with active ground floor uses are recommended in the Main Street District.
- A variety of building heights should be incorporated in Town Center.

ATTACHMENT C

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COMMUNITY DESIGN CONCEPT

ATTACHMENT C



Moderate Activity
ENTERTAINMENT
(2 - 4 STORIES)

Moderate Activity
MIXED USE: RESIDENTIAL, RETAIL,
RESTAURANT (2 - 4 STORIES)

High Activity
MAIN STREET DISTRICT,
MIXED USE: RESIDENTIAL, RETAIL,
RESTAURANT, SMALL OFFICE AND
PROFESSIONAL CRAFT SPACE
(4 - 5 STORIES)

Moderate Activity
EDUCATION, HEALTH CARE,
MIXED USE: OFFICE,
COMMERCIAL, RESIDENTIAL
(2 - 4 STORIES)

High Activity
ENTERTAINMENT, MIXED USE: OFFICE,
RETAIL, RESTAURANT
(4 - 5 STORIES)

Low Activity
CIVIC, RESIDENTIAL, MIXED-USE, COM-
MERCIAL, OFFICE
(1-2 STORIES)

Moderate Activity
MIXED USE: RESIDENTIAL, RETAIL,
RESTAURANT (2 - 4 STORIES)

	Parks		Greenway Connections
	Multimodal Intersection Improvements		Green Streets



WILSONVILLE TOWN CENTER PLAN

Planning Commission

Town Center Community
Design Concept Discussion
Nov. 8, 2017



SUMMER COMMUNITY EVENTS



A range of community events and engagement . . . !

- Planning Commission-City Council Joint Workshop
- Stakeholder Meetings
- Community Events/ "Out-and-about"
- Question of the Month (online and at Idea Centers)
- Community Design Workshop
- Online Community Design Survey
- Block Party
- Ongoing Communication





The community has expressed high levels of interest/support for...



More commercial variety, especially restaurant, and smaller, locally-owned options



Mixed-use buildings, especially with a mix of retail and office



Three-story heights, across a range of building types and uses



Four- to five-story mixed-use multi-family residential buildings



Activated public spaces



Walkable, pedestrian-oriented streetscapes



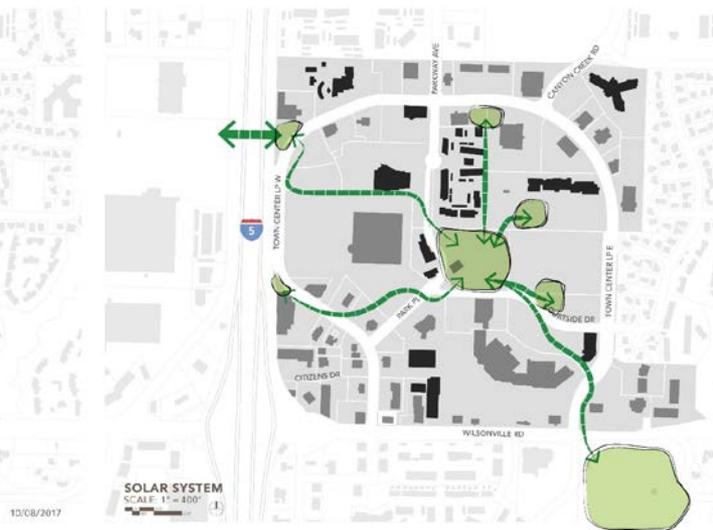
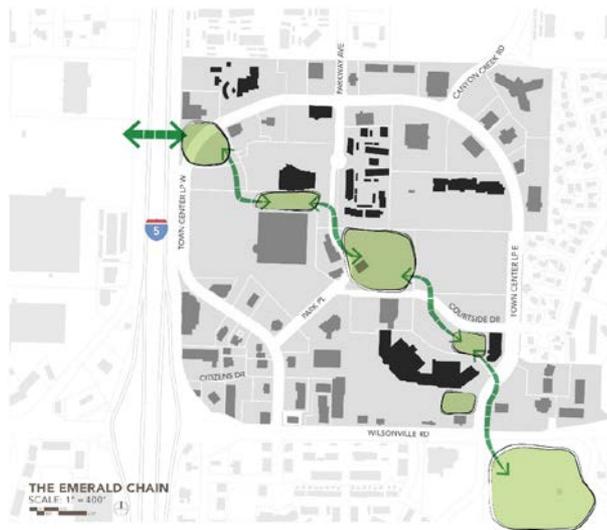
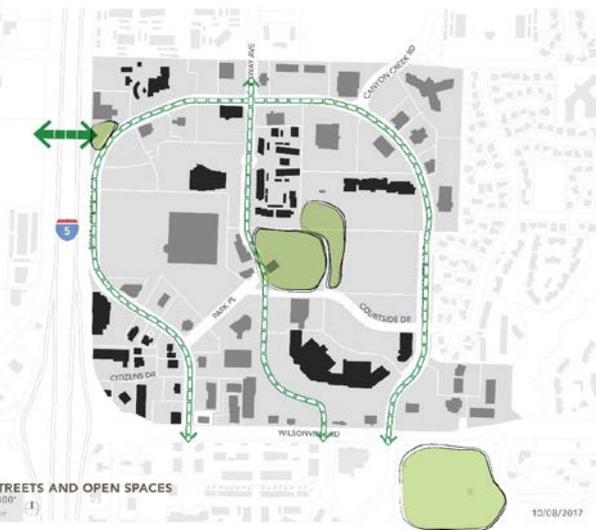
Bicycle and pedestrian connections with the rest of Wilsonville



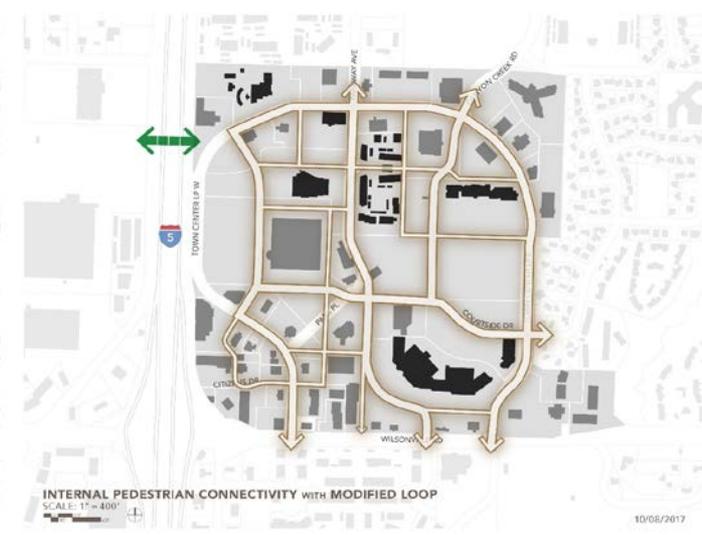
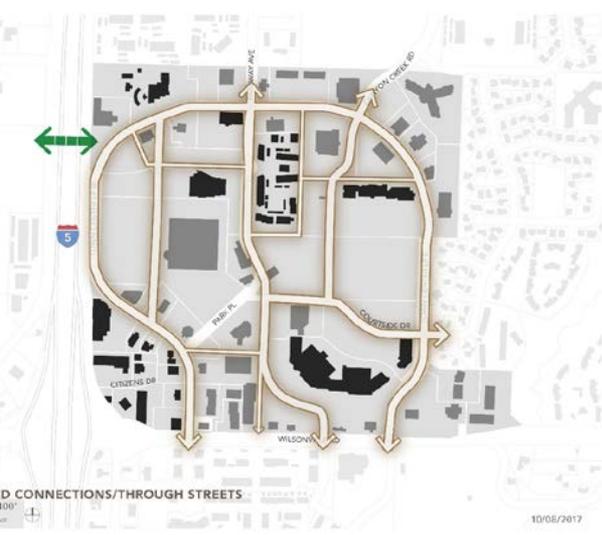
Building Blocks



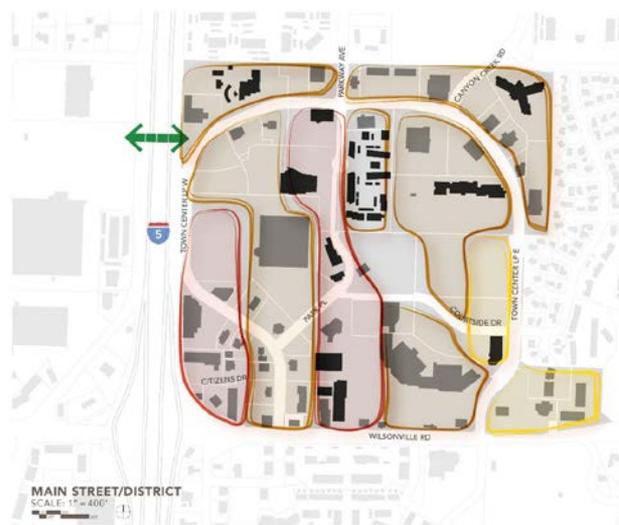
Green Spaces



Connectivity



Land Use



The Story of



WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative: *Dick's Following*

For each building block—green space, connectivity, land use—please note which you selected, if you made changes and why, and what works well about the approach.

Green Space *EMERALD CHAIN W/ GREEN LOOP*

BOECKMAN CREEK (PLACEMENT/LOOP)
 Emerald chain allows us to:
 Embrace 3-4 Greenspaces, adding ~~to~~ A Town Center Greenway
 at Parkplace Road is being used as a Greenway where it connects to Citizens Dr.
 Also, we are creating a 4-5 high density(?) Sound barrier, protecting us from I-5
 Noise a (benefit)*

Connectivity *MAIN STREET W/ MODIFIED LOOP COMBO*

*We turned Parkway into the 'Main Street' from North/South, South Center Loop to Wilsonville Road.
 Also, we have re-modified the Town Center West Loop so that it slows traffic, Adds Freeway Frontage, Allows for Pedestrian Crossings (Safety)

Land Use *MAIN STREET*

Bring We've created a Multi-use / High Density Main Street District.



WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative: _____

Town Center Plan Goals	Yes, supports the goal.	Could support the goal.	No, does not support the goal.	Not sure.	Comments
Environmental Stewardship. Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.	X				<i>RIGGER TRAILS CONNECTIONS (PARKED) BOECKMAN CREEK</i>
Harmonious Design. Create urban design standards for pedestrian-oriented building and street design and a variety of quality building types and land uses.		X			<i>TOP GREENSPACES NEED TO BE LINKED OR CONNECTED</i>
Mixed Uses. Development provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.	X				<i>VALUED HEIGHTS USES</i>
Safe Access and Connectivity. Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.		X			<i>CROSSINGS TRANSITIONS TOUGH</i>
Community Gathering Places. Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.	X				
Economic Prosperity. Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.				+	<i>PER SQUARE FOOT</i>

COMMUNITY DESIGN CONCEPT

Moderate Activity
ENTERTAINMENT
(2 - 4 STORIES)

Moderate Activity
MIXED USE: RESIDENTIAL, RETAIL,
RESTAURANT (2 - 4 STORIES)

High Activity
MAIN STREET DISTRICT,
MIXED USE: RESIDENTIAL, RETAIL,
RESTAURANT, SMALL OFFICE AND
PROFESSIONAL CRAFT SPACE
(4 - 5 STORIES)

Moderate Activity
EDUCATION, HEALTH CARE,
MIXED USE: OFFICE,
COMMERCIAL, RESIDENTIAL
(2 - 4 STORIES)

PEDESTRIAN BRIDGE



TOWN CENTER LP W

WAY AVE

YON CREEK RD

High Activity
ENTERTAINMENT, MIXED USE: OFFICE,
RETAIL, RESTAURANT
(4 - 5 STORIES)

Low Activity
CIVIC, RESIDENTIAL, MIXED-USE, COM
MERCIAL, OFFICE
(1-2 STORIES)

Moderate Activity
MIXED USE: RESIDENTIAL, RETAIL,
RESTAURANT (2 - 4 STORIES)

CITIZENS DR

PAUL P

LAURELSIDE DR

WILSON W

	Parks		Greenway Connections
	Multimodal Intersection Improvements		Green Streets



Discussion

- Is this concept consistent with the vision?
- Is this concept consistent with what you have heard?
- Are there particular challenges you see in moving forward?
- What approaches do you think are best for changing zoning and development standards?
- Are there any specific regulatory changes you want the team to consider?



Thank you,
Planning Commission!





PLANNING COMMISSION

WEDNESDAY, NOVEMBER 8, 2017

II. WORK SESSION

C. I-5 Exit 283-282 Interchange Facilities Plan (Kraushaar) (30 minutes)



PLANNING COMMISSION WORK SESSION STAFF REPORT

Meeting Date: November 8, 2017	Subject: I-5 Facility Plan: Wilsonville Road to Canby/Hubbard Interchange Staff Members: Jon Makler, ODOT Region 1 Planning Manager Nancy Kraushaar, PE, Community Development Director Department: Community Development	
Action Required	Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	Comments: N/A
Staff Recommendation: N/A.		
Recommended Language for Motion: N/A		
Project / Issue Relates To:		
<input checked="" type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COMMISSION:

Staff will provide an overview of the upcoming I-5 Wilsonville Facility Plan.

EXECUTIVE SUMMARY:

ODOT and the City of Wilsonville are partnering to develop an I-5 Wilsonville Facility Plan (Plan). The purpose of this facility plan is to analyze alternatives for adding a southbound auxiliary lane on I-5 from the Wilsonville Road interchange (Exit 283) to the Canby/Hubbard interchange (Exit 282A). This auxiliary lane is one of the proposed Oregon Department of Transportation (ODOT) projects for the 2018 RTP. Both ODOT and City staff wish to engage the public in determining the appropriate configuration for this project, before the draft RTP is released for public review in summer/fall of 2018.

The facility plan study area includes the I-5 SB mainline and SB ramps from the Wilsonville Road interchange to the Canby-Hubbard interchange. The traffic influence area for the facility plan includes the I-5 mainline and ramps for the two interchanges, both NB and SB, as well as Wilsonville Road and OR-551 north of Arndt Road NE.

The City of Wilsonville will be leading the public involvement process for the project and will contract with a consultant to assist in the following activities:

- A Technical Advisory Committee primarily comprised of ODOT and Clackamas and Washington County staff;
- An open house hosted by the Planning along with an on-line open house;
- News releases for distribution by email, the Boones Ferry Messenger, and biweekly updates for the City's web site;
- Three visits to stakeholder groups – the French Prairie Forum, the Chamber of Commerce, and city-wide Homeowners Association presidents;
- Briefings to the Planning Commission (in their role as the Committee for Citizen Involvement);
- A public hearing at the Planning Commission where they will consider support for the Plan; and
- A public hearing at the City Council where they will consider adopting a resolution supporting the Plan.

EXPECTED RESULTS:

The intent of the project is to:

1. Perform technical analysis on options for adding a southbound I-5 auxiliary lane, identifying planning-level benefits and impacts associated with each option.
2. Gather public input on which option best addresses bottlenecks in the study area, improves safety, and meets the needs of local and regional travelers.
3. Create an I-5 Wilsonville Facility Plan documenting the preferred plan for this location, to be approved by City Council resolution and adopted by the Oregon Transportation Commission as an amendment to the Oregon Highway Plan.

TIMELINE: The consultant team began gathering data and analyzing existing conditions in October 2017. TAC meetings and public involvement will begin in January 2018. The draft plan will be released in April 2018 for a 45-day public review period, with an OTC adoption hearing planned for July 2018.

COMMUNITY INVOLVEMENT PROCESS:

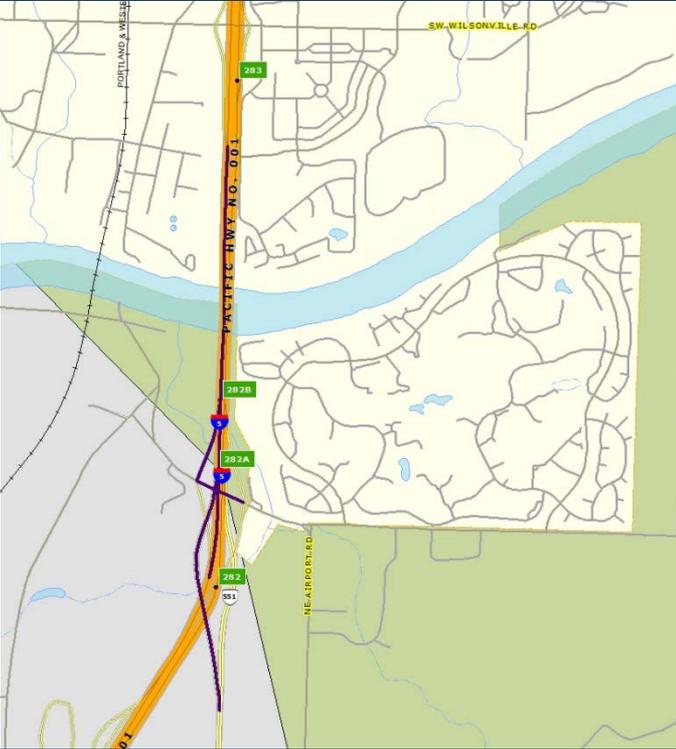
This plan will be led by an internal Project Management Team (PMT) staffed by ODOT and the City of Wilsonville, as well as a Technical Advisory Committee (TAC) that includes staff from Clackamas and Washington Counties. Public involvement will be led by City of Wilsonville staff, and will include:

- One or more work sessions with the Planning Commission and City Council,
- Online involvement activities such as virtual open houses on a project website, and
- Regular project updates in local media and community news sources.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups): Addition of a southbound auxiliary lane to I-5 Wilsonville at this location is expected to reduce merging conflicts and relieve the traffic bottleneck between the Wilsonville Road and Canby/Hubbard interchanges. This is expected to increase safety and reliability for motorists on the I-5 mainline and those using this interchanges to enter or leave Wilsonville. Improved traffic conditions would benefit residents, businesses, and visitors to Wilsonville, as well as travelers or freight making regional or interstate trips.

ATTACHMENTS:

N/A

A map showing the I-5 corridor through Wilsonville, Oregon. The map highlights several project segments along the highway, labeled with green markers: 283, 282B, 282A, and 282. Key roads shown include SW Wilsonville Rd, NE Airport Rd, and Portland & West. A blue line representing the Willamette River flows through the area. The map also shows various road layouts and green spaces.

I-5 Wilsonville Facility Plan

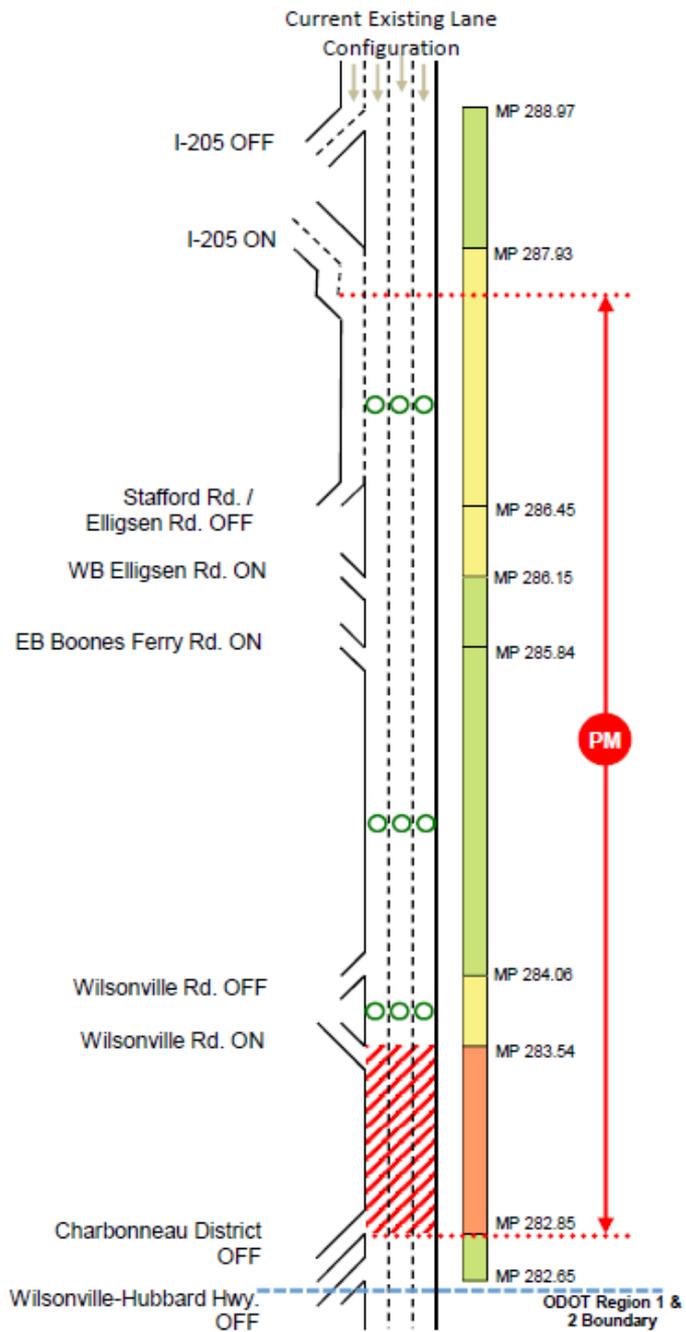
Overview of purpose, scope, and schedule

Presentation to City of Wilsonville Planning Commission

Jon Makler, Planning Manager

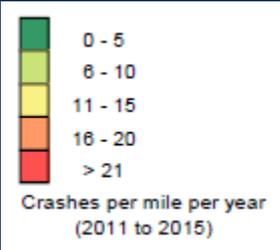
November 8, 2017





Problem:

- Bottleneck between Wilsonville Road & Charbonneau interchanges
- 4.5 hours of daily congestion
- PM speeds drop to 25 mph
- PM queue spill back toward I-205
- High truck volumes – 14% on I-5 SB, 13% on Wilsonville-Hubbard Highway
- 319 crashes from 2011-2015



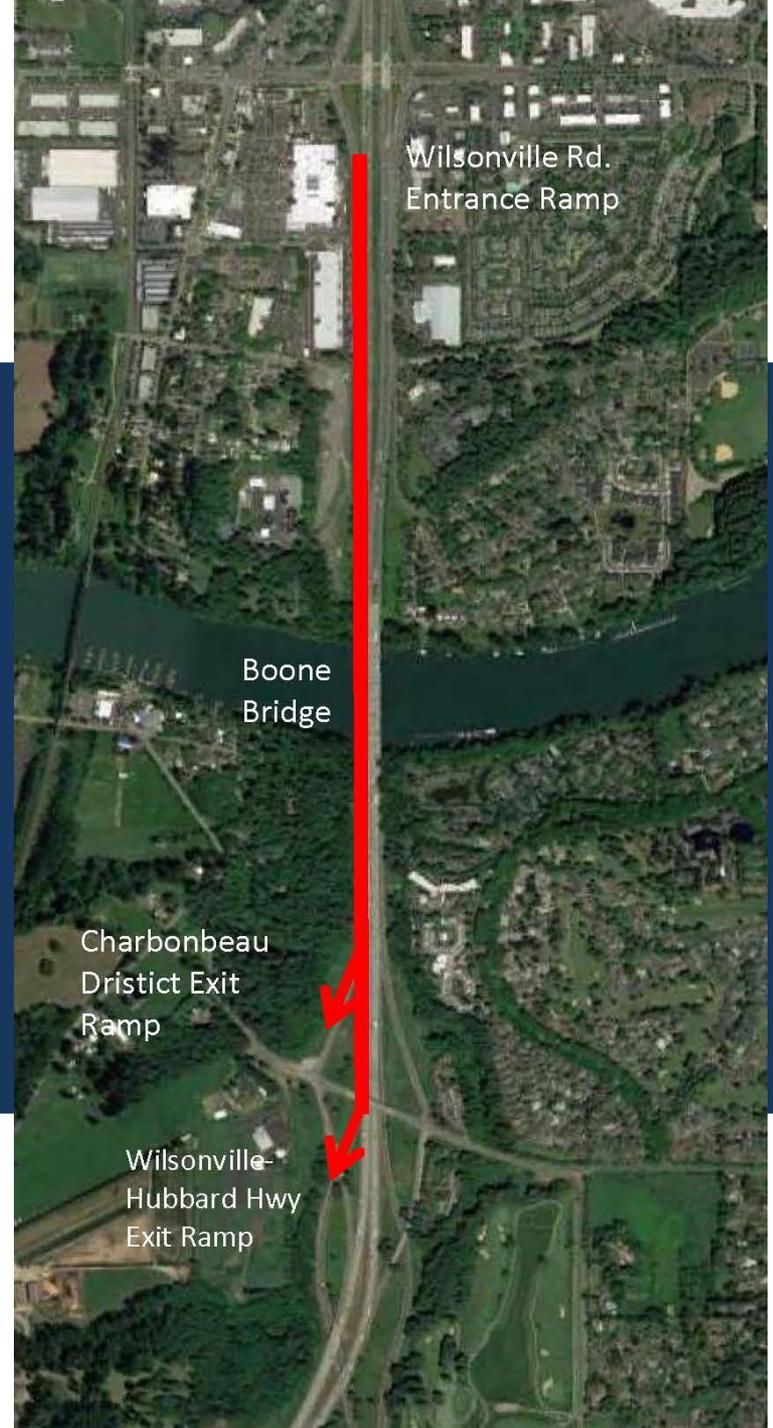
Contributing factors:

- 62,000 vehicles a day cross Boone Bridge going south
- More than 15% enter at Wilsonville Rd on-ramp
- 30% exit at Charbonneau or Canby-Hubbard
- Right lane overwhelmed by high volumes and weaving
- This causes traffic to spill over into middle & fast lane

Facility plan purpose

Analyze alternatives for adding an aux lane to I-5 SB from Wilsonville Rd on-ramp to Canby-Hubbard exit

Ensure public understands and supports aux lane investment



Planning process

October - January

Technical
analysis of
planning-level
benefits &
impacts

January - February

Gather public
input &
preferences

April - July

Plan will go to
City Council for
resolution, then
OTC for
adoption



Public & stakeholder involvement

January – May 2018



Image source: <https://cyclotram.blogspot.com/2008/11/boone-bridge.html>

Technical advisory committee

1 in-person + 1 online open house

News releases

3 stakeholder group visits

Planning Commission briefings

Public hearings at Planning Commission & City Council

45-day public review for draft facility plan



Thank you.



PLANNING COMMISSION
WEDNESDAY, NOVEMBER 8, 2017

III. INFORMATIONAL

A. City Council Action Minutes (10.02.2017 and 10.16.2017)

City Council Meeting Action Minutes
October 2, 2017

COUNCILORS	STAFF	STAFF
Mayor Knapp	Bryan Cosgrove	Mark Ottenad
Councilor Starr	Barbara Jacobson	Angela Handran
Councilor Akervall	Jeanna Troha	Mike McCarty
Councilor Stevens	Kimberly Veliz	Chris Neamtzu
Councilor Lehan	Robert Wurpes	Tod Blankenship
	Nancy Kraushaar	Daniel Pauly
	Delora Kerber	Kerry Rappold

AGENDA ITEM	ACTIONS
WORK SESSION	
A. Old Town Single Family Design Standards (Pauly)	Staff and consultant shared draft design guidelines for the Old Town Neighborhood and the code language that planning staff is developing to allow ministerial staff review for new single-family homes (including duplexes) and accessory buildings, including but not limited to accessory dwelling units, in Old Town.
B. CIP 9132 – Memorial Park Dog Park/Community Garden Parking Lot (Rappold/Blankenship)	Staff provided Council an update on potential access improvements to the Kolbe Lane, Schroeder Way, and Wilsonville Road for the proposed Memorial Park Dog Park/Community Garden parking lot project.
C. CIP 4196 - 5th to Kinsman (Kraushaar)	Staff followed up with bridge options on the Kinsman project. After discussion it was decided that staff would research other options to bring back to Council.
REGULAR MEETING	
<u>Communications</u>	
A. Introduction of new Chief of Police Robert Wurpes (item added before motion to approve agenda)	Chief Wurpes and his family were introduced to Council.
B. Blue Zone (Handran)	Sarah Foster Executive Director, Oregon Healthiest State(OHS) / Oregon Business Council provided a presentation on the Blue Zones Project (BZP). Presentation topics included the benefits of the BZP and the phases for a city to establish the program in their community.

<u>Mayor's Business</u> A. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings he attended on behalf of the City.
<u>Consent Agenda</u> A. Minutes of the August 7, 2017, August 24, 2017, September 7, 2017 and September 18, 2017 Council Meetings.	The Consent Agenda was adopted 5-0.
<u>City Manager's Business</u>	No report.
<u>Legal Business</u> A. Call Up and Remand of DRB-B of DB17-0008 through DB17-0010 (Site Modifications – 9600 SW Boeckman Rd, Relocation of DW Fritz) (item added before motion to approve agenda).	Motion was made to call up and remand back to the DRB the matter of DB17-0008 through DB17-0010 which is site modifications for relocation of DW Fritz. Motion carried 5-0.
ADJOURN	8:32 p.m.

City Council Meeting Action Minutes
October 16, 2017

COUNCILORS	STAFF	STAFF
Mayor Knapp	Bryan Cosgrove	Mark Ottenad
Councilor Starr	Barbara Jacobson	Angela Handran
Councilor Akervall	Jeanna Troha	Eric Loomis
Councilor Stevens	Kimberly Veliz	Chris Neamtzu
Councilor Lehan	Susan Cole	Elli Work
	Nancy Kraushaar	Pat Duke
	Delora Kerber	Dwight Brashear
	Eric Mende	

AGENDA ITEM	ACTIONS
WORK SESSION	
A. Kinder Morgan Letter (Jacobson)	Staff discussed with Council public-safety and environmental issues related to a proposed letter to Kinder Morgan regarding the company’s underground pipelines.
B. I-5/Wilsonville Road Congestion Improvements (Mende)	Staff provided Council an update on the I-5 Wilsonville Road congestion improvement projects designed to improve traffic flow and reduce congestion.
C. Bus Stop Improvements (Work)	Staff updated Council on future plans for bus-stop improvements, including new shelters and digital bus-schedule displays.
D. City Council Appointment to Willamette Falls Locks Commission (Ottenad)	Council nominated Councilor Lehan for appointment to the Willamette Falls Locks Commission.
E. “No Right on Red – 4 to 6 p.m.” Sign at the Southeast Boones Ferry /Wilsonville Road Intersection (Kraushaar)	Signage for a “No Turn on Red” during 4 to 6 p.m. turning right from northbound Boones Ferry Road onto eastbound Wilsonville Road in order to improve traffic flow through the intersection was discussed as a proposed pilot project for 60-90 days.

REGULAR MEETING	
<u>Communications</u> A. Dr. Naganathan President of OIT to meet/present to the City Council (Ottenad) B. RFID Library Presentation (Duke)	Dr. Naganathan President of Oregon Institute of Technology (OIT) presented an update on Oregon Tech’s educational and workforce preparation programs. Library Director Pat Duke presented on the completed Radio-frequency identification (RFID) project.
<u>Mayor’s Business</u> A. Appointment B. Upcoming Meetings	Council appointed Denise Downs to the Parks and Recreation Board to Fill the Unexpired Term of Elaine Marie Swyt. Term to begin 10/16/17 and end 12/31/19. Upcoming meetings were announced by the Mayor as well as the regional meetings he attended on behalf of the City.
<u>Consent Agenda</u> A. Resolution No. 2655 - ODOT/City of Wilsonville IGA No. 32069 for I-5 Exit 283 Southbound Entrance Ramp Modification (Mende) B. Minutes of the October 2, 2017 and July 17, 2017 Council Meetings.	The Consent Agenda was adopted 4-0.
<u>City Manager’s Business</u> A. Work Plan Updates Quarter	Third quarter update provided on the progress of the 2017-18 City Council goals and administrative directives.
<u>Legal Business</u>	No report.
ADJOURN	8:44 p.m.



PLANNING COMMISSION
WEDNESDAY, NOVEMBER 8, 2017

III.

INFORMATIONAL

B. 2017 & 2018 Planning Commission Work Program

2017 WORK PROGRAM Planning Commission

updated: 11/1/2017

DATE	AGENDA ITEMS		
	Informational	Work Sessions	Public Hearings
January 18 <small>(rescheduled from Jan. 11 - weather)</small>	PC Chair & Vice-Chair Election	Frog Pond West Master Plan (Neamtzu)	
February 8		Frog Pond West Master Plan (Neamtzu) Water Treatment Plant Master Plan (Mende)	
Feb. 22	French Prairie Bridge Open House hosted by the Committee for Citizen Involvement (CCI)		
Feb. 28	Town Center Plan Public Kick-Off Event - City Hall		
March 8			Frog Pond Master Plan (Neamtzu) Transit Master Plan (Lashbrook) Continued to May
April 12	2016 Housing Report (Scola) Basalt Creek Concept Plan Update (Bateschell)	Transit Master Plan (Brashear)	
May 10	Basalt Creek Concept Plan Update		Transit Master Plan (Brashear)
May 15	Joint Planning Commission / City Council Work Session - Town Center Plan		
June 14	June 14, 2017 Planning Commission Meeting Cancelled		
June 26	Town Center Plan Design Workshop - Clackamas Community College		
July 12	Town Center Plan	Old Town Development Code (Pauly) Industrial Form-based Code (Rybold / Vance)	
August 9	August 9, 2017 Planning Commission Meeting Cancelled		
August 16	City Sponsored Community Block Party		
September 13	French Prairie Bridge Town Center	Old Town Single-Family Design Standards (Pauly)	
October 11			Old Town Single-Family Design Standards (Pauly)
November 8		Year 2000 URA - Boeckman Crk Bridge (Vance) Town Center Plan (Bateschell) I-5 Exit 283-282 Interchange Facilities Plan Update (Kraushaar)	
December 4	Town Center Joint CC/PC Meeting - Work Session		
December 13		Industrial Form-based Code (Rybold/Vance) Water Treatment Plant Master Plan (Mende)	Year 2000 URA - Boeckman Crk Bridge (Vance)

2017

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| <ul style="list-style-type: none"> 1 Basalt Creek Concept Plan 2 Town Center Plan 3 Parks & Rec MP Update 4 Boones Ferry Park MP 5 CC Industrial Area Form-Based Code 6 French Prairie Bike/Ped Bridge | <ul style="list-style-type: none"> 7 Water Treatment Plant Master Plan 8 Wayfinding 9 Solid Waste Code Amendments 10 Density Inconsistency Project |
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**2018 WORK PROGRAM
Planning Commission**

updated: 11/1/2017

DATE	AGENDA ITEMS		
	Informational	Work Sessions	Public Hearings
Jan. 10, 2018			Industrial Form-based Code (Rybold/Vance)
Feb. 14, 2018			Water Treatment Plant Master Plan (Mende)
Mar. 14, 2018	Annual Housing Report (Scola) Town Center Plan (Bateschell)		
April 11, 2018	I-5 Exit 283-282 Interchange Facilities Plan Report (Kraushaar)		
May 9, 2018		Town Center Plan (Bateschell)	
June 13, 2018	Town Center Plan (Bateschell)	Density Inconsistency Revisions (Pauly)	
July 11, 2018		Citywide Wayfinding (Rybold)	
Aug. 8, 2018		Density Consistency Revisions (Pauly)	
Sept. 12, 2018			Density Consistency Revisions (Pauly)
Oct. 10, 2018		Town Center Plan (Bateschell)	
Nov. 14, 2018		Citywide Wayfinding (Rybold)	
Dec. 12, 2018			
Jan. 9, 2019			

2018

- 1 Basalt Creek Concept Plan
- 2 Town Center Plan
- 3 Coffee Creek Industrial Area Form-Based Code
- 4 French Prairie Bike/Ped Bridge
- 5 Water Treatment Plant Master Plan
- 6 Solid Waste Code Amendments
- 7 Wayfinding
- 8 I-5 Exit 283-282 Interchange Facilities Plan Report
- 9 Density Inconsistency Revisions