



**PLANNING COMMISSION  
WEDNESDAY, JULY 13, 2016  
6:00 PM**

**AGENDA**

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**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 City Council Liaison Charlotte Lehan

**II. 6:05 PM PLEDGE OF ALLEGIANCE**

**III. 6:10 PM 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.

**IV. 6:15 PM CITY COUNCIL LIAISON REPORT**

**V. 6:25 PM CONSIDERATION OF THE MINUTES**

V. A. Consideration Of The June 8, 2016 Minutes

Documents:

[V. A. Consideration Of The Minutes.pdf](#)

**VI. 6:30 PM PUBLIC HEARING**

V.I. A. Coffee Creek Urban Renewal (Kraushaar)

Documents:

[VI. A. Coffee Creek Urban Renewal.pdf](#)

Coffee Creek Urban Renewal Presentation

Documents:

[CC Urban Renewal PC 07.13.2016.Pdf](#)

## **VII. 7:30 PM WORK SESSION**

VII. A. Frog Pond Master Plan

Documents:

[PC 071316 FP Packet Final-V3.Pdf](#)

Frog Pond PowerPoint Presentation 07.13.2016

Documents:

[Frog Pond July13 PC Presentation.pdf](#)

## **VIII. 8:40 PM OTHER BUSINESS**

VIII. A. 2016 Planning Commission Work Program

Documents:

[VIII. A. 2016 Planning Commission Work Program.pdf](#)

## **IX. 8:50 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](mailto: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, JULY 13, 2016**

**V. CONSIDERATION OF THE MINUTES**

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

**PLANNING COMMISSION  
WEDNESDAY, JUNE 8, 2016  
6:00 P.M.**

**DRAFT**

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

**Minutes**

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

Chair Jerry Greenfield called the meeting to order at 6:04 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Al Levit, Simon Springall, Phyllis Millan, Kamran Mesbah, and Councilor Charlotte Lehan. Peter Hurley arrived after Roll Call.

City Staff: Chris Neamtzu, Michael Kohlhoff, Miranda Bateschell, Stan Sherer, Brian Stevenson, and Jeanna Troha

**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.

Chair Greenfield acknowledged the receipt of a letter dated May 25, 2016 from Treasurer Mary Furrow of the Meridian United Church of Christ regarding the Meridian Creek Middle School Road Improvements and Frog Pond Master Plan.

**IV. CITY COUNCIL LIAISON REPORT**

Councilor Lehan updated the Planning Commission on recent City Council meetings and activities as follows:

- At the June 6, 2016 Council meeting, Council discussed issues related to the Basalt Creek planning area work with the City of Tualatin, which included concerns about the number of vehicle trips being used by each city in its planning. Tualatin was using a higher base number of trips for industrial than Wilsonville, leading Wilsonville to consider having higher jobs density assumptions reflected in its trip counts. Traffic from industrial development in Sherwood would impact the total number of trips available and Wilsonville's concurrency requirements. Negotiating the trip numbers with Tualatin would be challenging, especially since only two of the players were at the table.
- Another issue discussed was whether the City should change some of its Basalt Creek land to residential using a kind of live/work arrangement. Wilsonville's long-term plan never included residential in the northwest area of the City, and there were no adequate services to serve children, such as parks, schools, or playgrounds. That quadrant of the City is in the Sherwood School District, so the City must be careful about the type and amount of residential approved in the Basalt Creek Area. Moving forward with significant amounts of residential in Basalt Creek would be a diversion from the City's long term planning.
- Council also approved the expansion of Republic Services' food waste disposal operations. The Council was impressed with Republic Services' cutting-edge work and looked forward to seeing how the project progresses.
- On June 7<sup>th</sup>, several Councilors toured the French Prairie Area with the Department of Land Conservation and Development (DLCD) executive director, and representatives from the Governor's Office. Explained were the issues related to French Prairie, why Wilsonville was targeting the Basalt and Coffee Creek areas for

development and not French Prairie, and how Wilsonville's infrastructure worked. She noted the City received many compliments from the DLCD on the long-range planning and citizen involvement done over the years. DLCD was well aware that the City of Wilsonville was a standard-bearer for excellent planning. She explained that DLCD Director Jim Rue and other DLCD administrators were on the tour. The DLCD Board was the Land Conservation and Development Commission (LCDC), whose members are appointed by the governor.

Chair Greenfield asked how Basalt Creek and Coffee Creek trip capacities are determined.

Miranda Bateschell, Long-Range Planning Manager, responded the 2013 Basalt Creek Transportation Refinement Plan modeled the future out to 2035 and established a cap on the number of trips that could be generated within the Basalt Creek planning area based on the job and housing growth forecast. Various land use concept scenarios were being tested through the land use planning process of the Concept Plan. The assumptions made for certain building types and employment densities generate a certain amount of PM Peak trips for each use. That multiplier is applied to the number of anticipated jobs or households based on the land use concepts, which translated into trips. The trip caps were not constrained by the existing road system because the calculations assumed the road system improvements laid out until 2035 in the Transportation Refinement Plan.

Councilor Lehan reported that progress on the City logo seemed to have stalled. She would ask the city manager about the current status, but stated the direction from Council had been to look at several other options.

## **V. CONSIDERATION OF THE MINUTES**

- A. Consideration of the May 11, 2016 Planning Commission minutes  
The May 11, 2016 Planning Commission minutes were accepted as presented.

## **VI. WORK SESSIONS**

- A. Recreation Aquatic Center (Sherer & Starr)

Scott Starr noted the last two Community Surveys showed very strong support from the citizenry for some type of recreation and aquatic center. In response, Council contracted to have an economic feasibility study done created a volunteer task force to review the study and make a recommendation to Council. In 2014, City Council decided to move forward with a vote in a presidential election year to ensure the greatest level of voter participation. The desire to have a recreation and aquatic center in Wilsonville has been discussed for more than 20 years and he was glad to give people the opportunity to vote on it.

Mr. Starr presented an update on the Recreation Aquatic Center via PowerPoint with additional comments from Parks Director Stan Sherer. The general obligation bond measure to levy property taxes for land acquisition, design, and construction of the recreation and aquatic center (Center) would be on the November 2016 ballot. He and Mr. Sherer responded to questions from the Planning Commission as follows with additional comments as noted:

- The operating cost models showed that the Center would be feasible over a long period of time. The idea was that the citizens would be responsible for building's construction and getting the facility up and running, and then after a few years, Center would be self-sustaining. A city in Illinois similar to Wilsonville projected the income from their facility would sufficiently cover operational costs at the 3.5-year mark because membership was so far ahead of schedule.
- Compared to the swim center in Sherwood, which was not making money, the makeup and amenities of the Wilsonville facility were conceived with the idea of covering operational costs. Wilsonville's Center would have much larger swimming facilities than Sherwood and more diverse alternative/non-aquatic amenities with an eye towards cost-recovery. The pro forma and conceptual design did a great job determining cost recovery pieces in the non-aquatic amenities in the facility. The pro forma achieved high play value and low cost. In researching management models, one's respondent's cost estimates were incredibly conservative and that same firm did the pro forma for Wilsonville.

- The Sherwood YMCA had only one pool at first, and it seemed to be doing well enough that a second pool was added, but Mr. Starr did not know how the YMCA was doing after that addition.
- A national consulting firm with broad experience across the country was assisting the City with the Center proposal.
- The net effect of the 20-year bond might not be as steep as expected since other City bonds were retiring soon, such as the Library bond. The proposed bond was a little less than \$4 per \$1,000 valuation.
  - If the Center reaches the break-even point before the five-year mark, the City's commitment would stop at that point. The City would pay a set fee to the management company and use the additional income to ensure the facility was self-sustaining with money also being set aside for ongoing maintenance repairs.
    - While the City's five-year commitment would average \$300,000 per year, the costs would be front-loaded as more than half of the \$1.5 million cost would come in the first year. For example, the Center's staff would need to be trained six months prior to opening. The first year's loss would be about \$750,000.
- Councilor Lehan noted citizen groups have been pressing for a pool for decades. Approximately ten years ago, the City hired a similar consulting firm that determined Wilsonville did not have the population and demographics to make a pool feasible, so the City did not move forward with the project. She believed one difference with Sherwood was that City had jumped the gun and proceeded with their facility without supportive numbers. Wilsonville took a more conservative approach and now that the feasibility study yielded different results, the City was moving forward with placing the issue before the voters.
  - Mr. Starr added the consultant said that 75 percent of the time, the feasibility studies did not indicate support for having a facility, but this time, the results were positive for a facility in Wilsonville.
- Commissioner Postma concurred that feedback from the business community through the Chamber of Commerce had been very positive, noting their perspective would be different than the citizens who would bear a greater burden for paying for the Center. Businesses saw the Center as a great amenity for attracting people to Wilsonville such as swim tournaments or other activities, and people coming to use the fitness center. The Center was the type of amenity that both the Chamber and City Staff use to attract prospective businesses, citing the facility would be available to their employees.
  - Mr. Starr noted the City's population almost doubled in size because many people working in Wilsonville did not live in town, and many would likely use the facility as well. This factor also influenced the consultant's recommendation to move forward.
  - Mr. Starr clarified the Tourism Committee was considering a different type of facility that allow for indoor sports like soccer, lacrosse, or flag football, not swim meets.
- Membership benefits would be determined by the management company. However, those benefits are likely to include pool access only for certain things like parties or special events, and full access to facilities and classes, including the fitness center. Up to two hours of free daycare would also be provided for each user as well.
- Positive comments were made about the addition of a lap pool for the high school, which was not in previous plans.
- The pro forma included line items and contingency funds to address major repairs and long-term equipment replacement, in addition to the day-to-day maintenance. While pumps, filters, and chlorinators generally accounted for the biggest expenses, their lifespan was much greater than 10 years.
- Assuming a "yes" vote on the bond measure, the Center was expected to open in Spring of 2019. The design phase would take close to a year and then construction would follow.
- The City had issued requests for proposals (RFPs) and the Center's management company would be selected from the three submittals that were received, as well as related interviews and background checks. In comparing the submitted proposals to the City's own submitted proposal, the Task Force found that the City could not operate the Center as efficiently as independent management companies, primarily due to City salaries and benefit packages. A recommendation regarding the selection of a management company would be made to City Council on July 7<sup>th</sup>. The management company would be under contract for a specified, flat annual fee and offer up to 5 percent of the annual operational costs as an incentive. If

the City paid the management company based on a percentage, the City would not be able to issue the tax-exempt bonds it wanted

- The key element of this structure was that the City would retain control of the facility; it would not be turned over to an outside company. The City would have weekly meetings with the local manager and monthly meetings with the national management company. The management company would probably also have some input into the design of the facility itself.

#### 1. Public Comments

Chair Greenfield called for public comment regarding the Recreation Aquatic Center.

Sudeep Taksali, 7535 SW Schroeder Way, Wilsonville OR, 97070, noted he was a physician and asked the Planning Commission to consider the harmful health effects of chlorine exposure, especially to children, when choosing the pool's filtration systems. He reviewed a handout titled "United States: Clean Pools Can Still Pose Health Hazards", Asia News Monitor, June 07, 2016, which was circulated to the Commission, noting other options for pool filtration. He confirmed a 20-year bond meant taxpayers would be paying for the Center for 20 years at \$19 per \$300,000 valuation. He asked what the membership fees would be.

Mr. Sherer responded according to the pro forma, a family membership of four would range from \$65 to \$70 per month, depending on residency.

Mr. Taksali asked whether other funding mechanisms had been considered, noting that other municipalities bring in private/public funding or seek donations and support from local businesses, since the membership fee might be too high for some families and even for homeowners with average home values. The average house in Wilsonville was \$375,000, which would be \$25 per month or \$6,000 over the 20-year bond period; investing that money in the bank would result in \$10,000. In addition, there was the \$80 for a family membership. While \$25 per month did not seem like a lot, \$100 per month did and a lot of people in the community would not use the Center. He supported the project, but believed other funding mechanisms should be considered besides property taxes.

Mr. Starr noted there was no better time to borrow capital funds given the current low interest rates. He added the City was responding to the citizens' demanding for an aquatic center and providing them an opportunity to vote on the plan. However, if the bond measure was approved in November, the City was interested in finding ways to drive down the cost for taxpayers and other residents to make the Center as affordable as possible. He assured other funding options had been researched. For example, facilities within the Center would be available for hospital systems to lease long term, which would change the burden to the taxpayer.

Michael Kohlhoff, Special Projects Attorney, explained these various funding options could not be considered when going out with the ballot title because they had not been approved. The costs identified on the ballot measure would be the costs if no other funding sources were found.

#### B. Basalt Creek Concept Plan (Bateschell)

Miranda Bateschell, Long-Range Planning Manager, updated the Planning Commission on the Basalt Creek Concept Plan with these comments:

- In December, the Joint Council met and solidified a preferred jurisdictional boundary in relationship to a set of ten specific considerations that addressed things like transportation, sewer, water, stormwater, the canyon and natural resources. The Council concluded that if the Concept Plan included agreed upon, integrated solutions around these items, then the Basalt Creek Parkway would work as a jurisdictional boundary to support the vision of both cities in that area.
  - The preferred alternative and land use concepts were presented to the public via PowerPoint, included in the packet, at the public open house on April 18, 2016 where about 50 to 75 people attended. The presentation reviewed the process for reaching the preferred alternative, as well as the land uses and

infrastructure. The public was asked a series of questions about how transit, bike/pedestrian infrastructure, parks and open space were used now and what people might want to use if they lived, worked, or developed in Basalt Creek. People expressed interest in recreating by biking and walking as a preferred use. There was also a lot of support for conservation as well as neighborhood parks and pocket parks, which were more useful in employment areas. Not a lot of transit use existed in the area, but not much was being provided, since the area was outside the city.

- Now that the preferred jurisdictional boundary had been determined, Staff confirmed with City Council at Monday's meeting their preferences regarding land use concepts that had been presented previously to ensure the map produced by the Planning Department reflected the Council's vision for the City. She distributed the Land Use Recommendations map that was presented to Council and reviewed Staff's recommended changes with these key comments:
  - Staff recommended keeping the High Tech District as presented due to its location near the freeway. The district would provide opportunities for higher employment density, such as offices mixed with manufacturing warehouses.
  - Changing the transition area west of the High Tech District across Boones Ferry Road to "Craft Industrial" was recommended. The area, which currently consisted of residential parcels, would remain as an employment use, but the parcels could include business development over time while maintaining the existing home. This was the live/work concept Councilor Lehan spoke of earlier. Potential craft businesses might include a tasting room, brewery, pottery or photography studio, for example. Such development would be a useful transition until the area developed further. Long term, the vision for this area included two- or three-story buildings with small tenant spaces for light industrial manufacturing and office uses, as well as more retail than modeled in other buildings. After much discussion and concern about the amount of Craft Industrial allowed and the lack of City services in an area, Council agreed to allow the change.
  - Council also approved Staff's recommendation to change the area south of the future Basalt Creek Parkway, near the Day Road/Graham's Ferry Road intersection, from Warehouse to High Tech Employment District, which Council also recommended extending along the Day Road frontage to that intersection. High Tech Employment District would include about half office and half industrial jobs.
  - Previously, Staff had modeled mostly one- to two-story buildings in the employment areas; however, Council wanted to provide opportunities for four- to five-story office buildings, particularly near I-5, so Staff would work with the consultant to increase the job densities in that area and modeling additional taller buildings in the High Tech Employment District along Boones Ferry Rd.
- With regard to next steps, the Tualatin's City Council would have a work session on Monday, June 13<sup>th</sup>; after which the project team would work to finalize the land uses and run one last scenario to yield outputs regarding the number of trips, jobs, and households, as well as potential revenue.
  - The main concern was the trip cap. Most scenarios had resulted in trips close to the upper threshold of the trip cap and hopefully, the last scenario would still be within that cap. If the scenario exceeded the trip cap, then further discussion about land uses would be required to see whether land use adjustments were needed by one or both cities. If the scenario came in within the trip cap or close, Staff anticipated having the plan ready for the Planning Commission's review in the fall.

Comments from the Commission and responses to Commissioners' questions continued as follows:

- Some analyses showed that Tualatin could build out faster than Wilsonville given the lack of residential land in Tualatin, but there also seemed to be a lot of demand for industrial use. Wilsonville was developing a Coffee Creek Urban Renewal Area Plan and would likely have infrastructure projects invested in the Coffee Creek area sooner than originally planned, which could result in development happening along Day Road sooner than was expected. While all this depended largely on the current property owners' plans, the high demand for industrial combined with infrastructure improvements to support that demand should attract industrial development quickly. She believed the areas of both cities along I-5 would develop rather quickly.
- Ms. Bateschell had not been informed of any aggregation happening in the Basalt Creek area, but some property owners already owned large parcels or multiple parcels, and other owners have expressed interest

in selling. All of those property owners have been participating in the planning process and most or all attended the public open house.

- Construction had already started on the Phase I of the Basalt Creek Parkway with the 124<sup>th</sup> extension to Grahams Ferry Road. The project was expected to take three summers , being completed in the summer of 2018, with the final portions of the project consisting of improvements to Tonquin Road and Grahams Ferry Road to Day Road.
  - Ms. Bateschell had requested an update from Washington County today about Phase II, which included the Parkway portion between Grahams Ferry and Boones Ferry Roads. The environmental work was supposed to start this year, but Staff had not heard anything further. Phase II was expected to be completed in about ten years, but the location and alignment for the I-5 overpass was yet unknown.
  - Following Phase I, access to the Basalt Creek Parkway from 124<sup>th</sup> to Grahams Ferry Road would include full intersections at Grahams Ferry and at 124<sup>th</sup> and Tonquin Roads. Improvements would also be made to Tonquin Road through this project so gravel trucks could take that route to access Grahams Ferry Road.
  - The Parkway would likely follow the existing Greenhill Road alignment. Housing already existed in the area south of the Parkway and just west of Boones Ferry Road.
- Office space was proposed near the BPA right-of-way rather than warehouse namely due to the size of the parcels and how buildings could be laid out. If enough aggregation occurred, warehouses were possible.
  - City Council also discussed how Wilsonville already had an incredible amount of warehousing and that they wanted the City to be on the cutting edge and accommodate the future trajectory of new industries and new building types of models.
    - Additionally, some of Wilsonville's existing warehouse uses had transitioned to other uses, so Council questioned whether additional warehouse uses would be needed in that area.
- If a neighborhood park was built in the Basalt Creek area, it would likely be located in Tualatin's residential neighborhoods. Wilsonville would consider the industrial waysides concept, which was in the Form-Based Code, to provide more pocket park types of facilities. Companies in the area would be responsible for upkeep and maintenance, so that the green spaces were not neglected.
- Given the potential competition for vehicle trips with Tualatin, the City should plan higher density areas to capture its share of needed trips, even if the area did not build out that way.
- Examples of Craft Industrial development could be found in many places. The Hood River waterfront was a particularly good example given the amount of redevelopment and industrial use. Now two- and three-story buildings were being used by Craft Industries with live/work spaces that were also adjacent to a beautiful park, natural resource, and industrial uses. Hood River's scenario was fairly comparable to Wilsonville given the City's ability to maximize the Basalt Creek Canyon as an asset, and having additional industrial employment nearby. Supporting services and retail would also be needed for employees. This land use designation could also enable young entrepreneurs to live and work close to the industries with which they would want to partner. Craft Industrial was also working well in southeast Portland, which was much less dense than other areas, with the blending of single-family residential within a block or two of Craft Industrial spaces. Hood River and southeast Portland were used as examples as Staff considered how the buildings would look and what the area would look like.
- Because the clientele for Craft Industrial space usually sought cheap tenant spaces they could transform or improve themselves, Staff and Council discussed how Craft Industrial could be achieved through new buildings. The idea was not to push the use. As the sites redeveloped, and possibly aggregated, with new buildings being constructed, Craft Industrial would probably not be developed. Craft Industrial could work on existing frontages given the current nature of the parcels today.
  - Incremental development and providing opportunities for current residential buildings to be used for craft businesses had been discussed during the planning process in order to address the concern. The idea was to provide more of a transformation period than before, allowing for interim uses before any wholesale development. For example, one parcel already had a shop, so could that building be renovated into something that produced value for the property owner while enabling them to work and live there? The Craft Industrial area would not likely be one of the first areas to develop. The residential

parcels would likely remain longer than other vacant parcels. Once a high-tech employer was in place, these adjacent residential parcels might have more success developing into Craft Industrial or a mix of regular small tenant industrial.

- As part of its Economic Development Strategy, the City should consider developing specific innovation center or incubator spaces in the Craft Industrial sector that are subsidized for upstart entities, which would move to more expensive spaces as they flourished. Such programs would even be beneficial in attracting high-tech employment.
- While the Craft Industrial designation could protect the area near the canyon from some types of unwanted development or uses long term, it also provided more flexibility to both existing and future owners of the residential parcels.
- The eastward extension of Day Road shown on the map was part of the planned system and would be a second overpass to be constructed.
- Concerns were expressed about traffic from the Tualatin portion of Basalt Creek having nowhere to go as accessing I-5 to the north and south already had awful congestion issues.
  - DKS Associates did model where the traffic generated within the planning area would go and traffic split more than anticipated. The results of the next analysis, which would include the new trips and land uses, would be brought to the Commission for review.
  - At the open house, it was said that 15 percent of the traffic that would use I-5 to cross I-5 would use the new overpasses. The point was that traffic issues were very dependent on how much traffic would use I-5 to get across it by getting on and then off at the next exit. More information was requested about the nuts and bolts of the traffic data.
  - People are creatures of habit and one solution to help with traffic problems was to educate drivers about alternate routes.
- With regard to the trip cap issue, land use would be the variable because capacity was constant in the analysis. The project team's analysis would include the vision that each City had and if the trips exceeded the cap, further discussion, including potential City negotiation would occur.
  - In work session, City Council had discussed the potential of using up the City's trip cap in Basalt Creek and the importance of doing some speculative planning to accommodate the future development of the West Railroad Study Area. While a small amount of trips could be allocated to ensure some development, the trip cap was associated with the Transportation Refinement Plan, which had a 20-year planning horizon. Due to the number of development constraints and limited amount of potential development in the West Railroad Area, Staff did not believe the area would develop before that 20-year planning horizon, so typically no trips would be reserved within the trip cap assigned for the shorter planning horizon. Staff wanted to ensure to achieve the desired densities and vision for Basalt Creek, since the area had fewer constraints and was much more viable in the near term.
  - Reserving rights-of-way on either side of the Parkway for additional lanes was suggested to help alleviate long-term traffic issues in the future.
  - Councilor Lehan reminded that Wilsonville dealt with a concurrency issue that led to a moratorium on the trips at the I-5/283 interchange at one point, which required a lot of negotiation that resulted in Fred Meyer allowing Villebois to move forward. Unlike these developments, the cities of Tualatin and Wilsonville had concurrency constraints, and the likelihood that Tualatin would develop faster and use up the trips further another complexity to the negotiation process.

## **VII. OTHER BUSINESS**

### **A. 2016 Planning Commission Work Program**

There were no comments regarding the work program.

## **VIII. ADJOURNMENT**

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 7:43 p.m.

Respectfully submitted,

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



**PLANNING COMMISSION  
WEDNESDAY, JULY 13, 2016**

**VI. PUBLIC HEARING**

A. Coffee Creek Urban Renewal (Kraushaar)

**PLANNING COMMISSION**  
**RESOLUTION NO. LP16-0002**

**A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING THAT THE WILSONVILLE CITY COUNCIL ADOPT THE PROPOSED COFFEE CREEK URBAN RENEWAL PLAN INCLUDING ITS RELATIONSHIP TO THE COMPREHENSIVE PLAN.**

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

WHEREAS, the Wilsonville Community Development Director, taking into consideration input and suggested revisions provided by the Planning Commission members and the public, submitted proposed Coffee Creek Urban Renewal Plan including its relationship to the Comprehensive Plan to the Planning Commission, along with a Staff Report, in accordance with the public hearing and notice procedures that are set forth in Sections 4.008, 4.010, 4.011 and 4.012 of the Wilsonville Code (WC); and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt the Planning Staff Report, attached herein as Exhibit A, as presented at the July 13, 2016, public hearing, including the findings and recommendations contained therein and does hereby recommend to the Wilsonville City Council that the Wilsonville City Council approve and adopt the proposed Coffee Creek Urban Renewal Plan including its relationship to the Comprehensive Plan as approved on July 13, 2016, by the Planning Commission; and

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

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 13th day of July 2016, and filed with the Planning Administrative Assistant on July 14, 2016.

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Wilsonville Planning Commission

Attest:

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Tami Bergeron, Administrative Assistant

SUMMARY of Votes:

Chair Jerry Greenfield: \_\_\_\_\_

Commissioner Eric Postma: \_\_\_\_\_

Commissioner Peter Hurley: \_\_\_\_\_

Commissioner Al Levit: \_\_\_\_\_

Commissioner Kamran Mesbah: \_\_\_\_\_

Commissioner Phyllis Millan: \_\_\_\_\_

Commissioner Simon Springall: \_\_\_\_\_

**EXHIBIT A**



**PLANNING COMMISSION  
STAFF REPORT**

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

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

**EXECUTIVE SUMMARY:** The focus of the Planning Commission’s review is the conformance of the Plan with the Wilsonville Comprehensive Plan. This action does not require

a public hearing however, one is being conducted to allow the Commission to gather any community input that there may be on the matter. The Planning Commission is not being asked to approve the Plan, but rather make a recommendation to the Wilsonville City Council on the conformance issue.

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

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

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

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

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

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

An open house was also held on April 25, 2016 at which approximately 10 people attended – primarily property owners and developer representatives. Other opportunities for public input

will be at the Wilsonville Planning Commission meeting, a Washington County Commission meeting, and the Wilsonville City Council hearing.

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

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

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

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

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

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

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

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

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

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

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

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

**ATTACHMENTS:**

- A. Coffee Creek Urban Renewal Plan
- B. Coffee Creek Urban Renewal Report
- C. Findings in Support of Adoption of the Coffee Creek Urban Renewal Plan

ATTACHMENT A

05-03-2016 PUBLIC DRAFT

# Coffee Creek Urban Renewal Plan

Adopted by the City of Wilsonville

Date

Ordinance No.

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



List of Participants

Mayor  
City Council

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

Planning Commission:

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

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

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

Urban Renewal Task Force

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

Consultant Team

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## **I. DEFINITIONS**

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

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

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

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

“City” means the city of Wilsonville, Oregon.

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

“Commission” means the Washington County Commission.

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

“County” means Washington County.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **II. INTRODUCTION**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DRAFT

### **III. GOALS AND OBJECTIVES**

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

Goal 1: *PUBLIC INVOLVEMENT*

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

Objectives:

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

Goal 2: *ECONOMY*

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

Objectives:

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

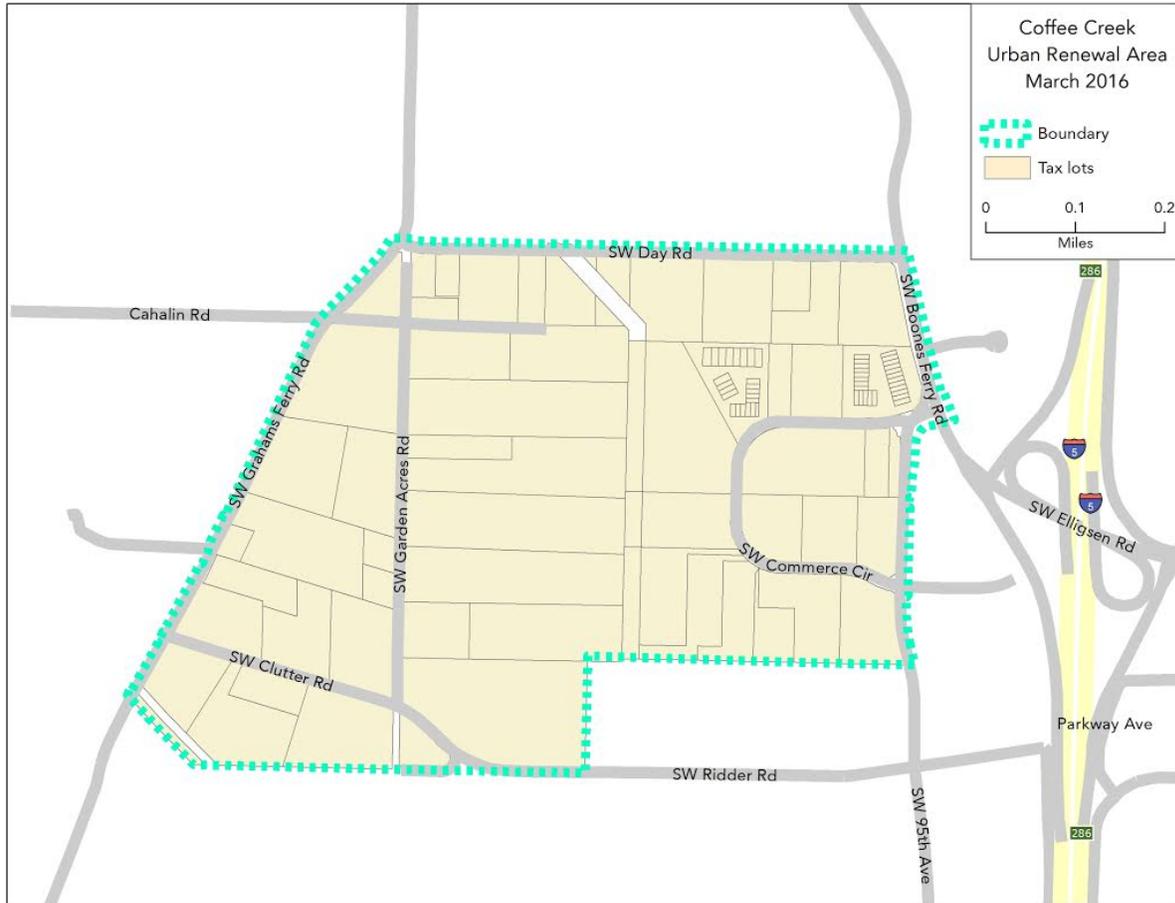
Goal 3: *INFRASTRUCTURE*

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

Objectives:

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

Figure 1 – Coffee Creek Urban Renewal Plan Area Boundary



Source: ECONorthwest

#### **IV. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES**

The projects within the Area include:

*Public infrastructure including transportation and utility improvements*

*Debt service and plan administration*

#### **V. URBAN RENEWAL PROJECTS**

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

##### ***A. Infrastructure Improvements***

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

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

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

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

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

##### ***c) SW Java Road***

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

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

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

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

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

***f) Coffee Creek Industrial Area Sewer Extensions***

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

***g) Lower SW Grahams Ferry Road Storm Outfall***

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

***h) Coffee Creek Industrial Area Regional Detention Pond***

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

***i) Coffee Creek Fiber Optic Network***

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

***j) Railroad Undercrossing***

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

***B. Debt Service and Plan Administration***

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

## **VI. PROPERTY ACQUISITION AND DISPOSITION**

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

### ***A. Property acquisition for public improvements***

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

### ***B. Property acquisition – from willing sellers***

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

### ***C. Land disposition***

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

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

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

## **VII. RELOCATION METHODS**

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

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

## **VIII. TAX INCREMENT FINANCING OF PLAN**

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

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

### ***A. General description of the proposed financing methods***

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

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

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

### ***B. Tax increment financing and maximum indebtedness***

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

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

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

## **IX. FUTURE AMENDMENTS TO PLAN**

The Plan may be amended as described in this section.

### **A. *Substantial Amendments***

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

Substantial Amendments are amendments that:

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

### **B. *Council Approved Amendments***

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

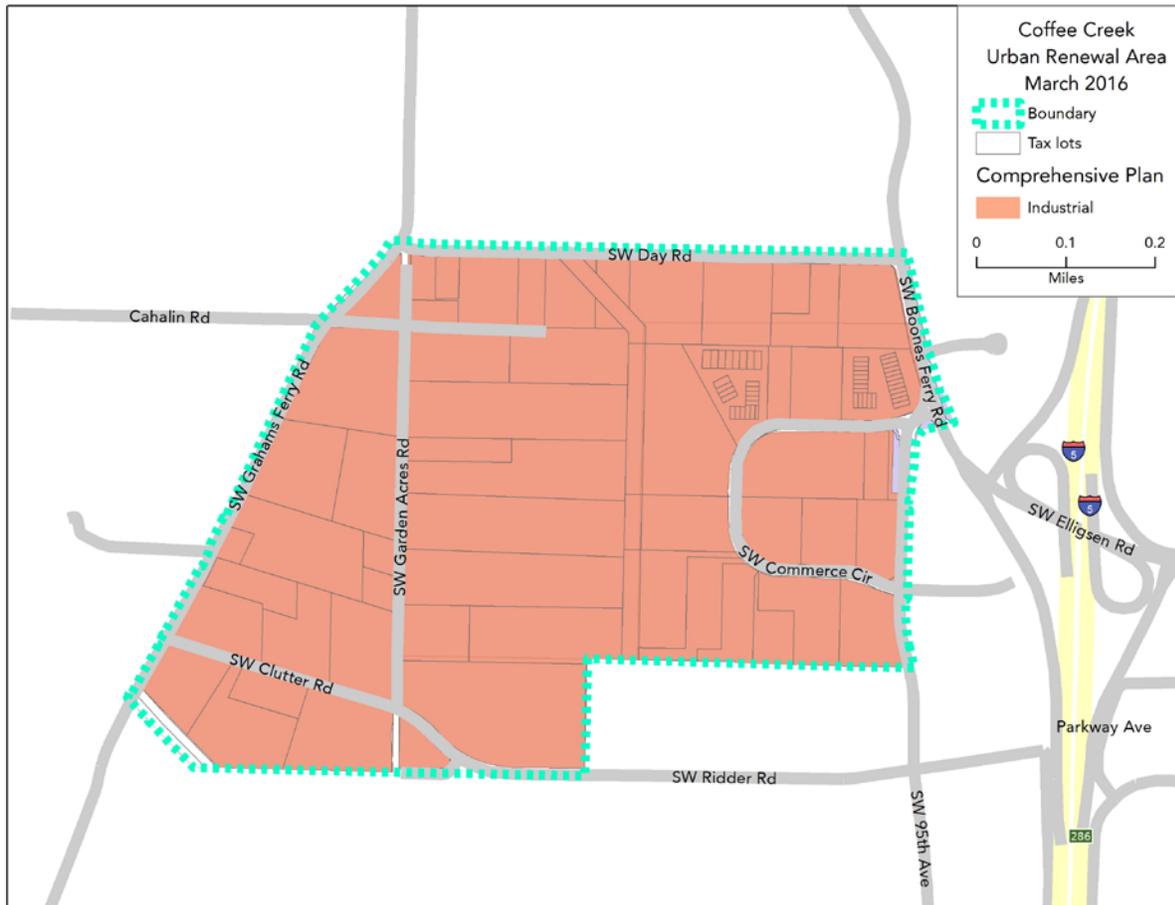
### **C. *Minor Amendments***

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

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

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

Figure 2 – Comprehensive Plan Designations



Source: ECONorthwest

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

## **X. RELATIONSHIP TO LOCAL OBJECTIVES**

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

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

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

### **A. *City of Wilsonville Comprehensive Plan***

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

#### *Citizen Involvement*

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

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

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

## *Urban Growth Management*

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

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

### *Public Facilities and Services*

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

#### *Water:*

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

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

#### *Fire:*

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

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

#### *Transportation:*

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

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

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

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

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

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

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

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

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

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

The Plan is in conformance with the Transportation section of the Comprehensive Plan as projects to be funded in the Plan are transportation projects to allow for a more efficient transportation system, including multimodal travel, and to complete the transportation system in the Area. The city of Wilsonville is coordinating these improvements with the Washington County and the State of Oregon.

#### *Land Use and Development*

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

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

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

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

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

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

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

### **B. City of Wilsonville Economic Development Policy**

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

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

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

**C. Washington County Comprehensive Plan**

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

*Policy: Citizen Involvement*

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

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

*Policy: Intergovernmental Coordination*

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

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

*Policy: Urbanization*

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

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

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

*Policy: Managing Growth*

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

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

*Policy: Roles and Responsibilities for Serving Growth*

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

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

*Policy: Urban Area Economy*

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

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

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

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

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

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

*Policy: Public Facilities and Services: Water Supply and Distribution*

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

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

*Policy: Public Facilities and Services: Drainage Management*

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

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

*Policy: Transportation*

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

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

*Policy: Transportation Conservation*

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

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

*Policy: Land Use Conservation*

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

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

## **XI. APPENDIX A: LEGAL DESCRIPTION**

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

ATTACHMENT B

05-03-2016 PUBLIC DRAFT

# Report Accompanying the Urban Renewal Plan

Adopted by the City of Wilsonville

DATE

Ordinance No. \_\_\_\_

## Coffee Creek Urban Renewal Area

Consultant Team

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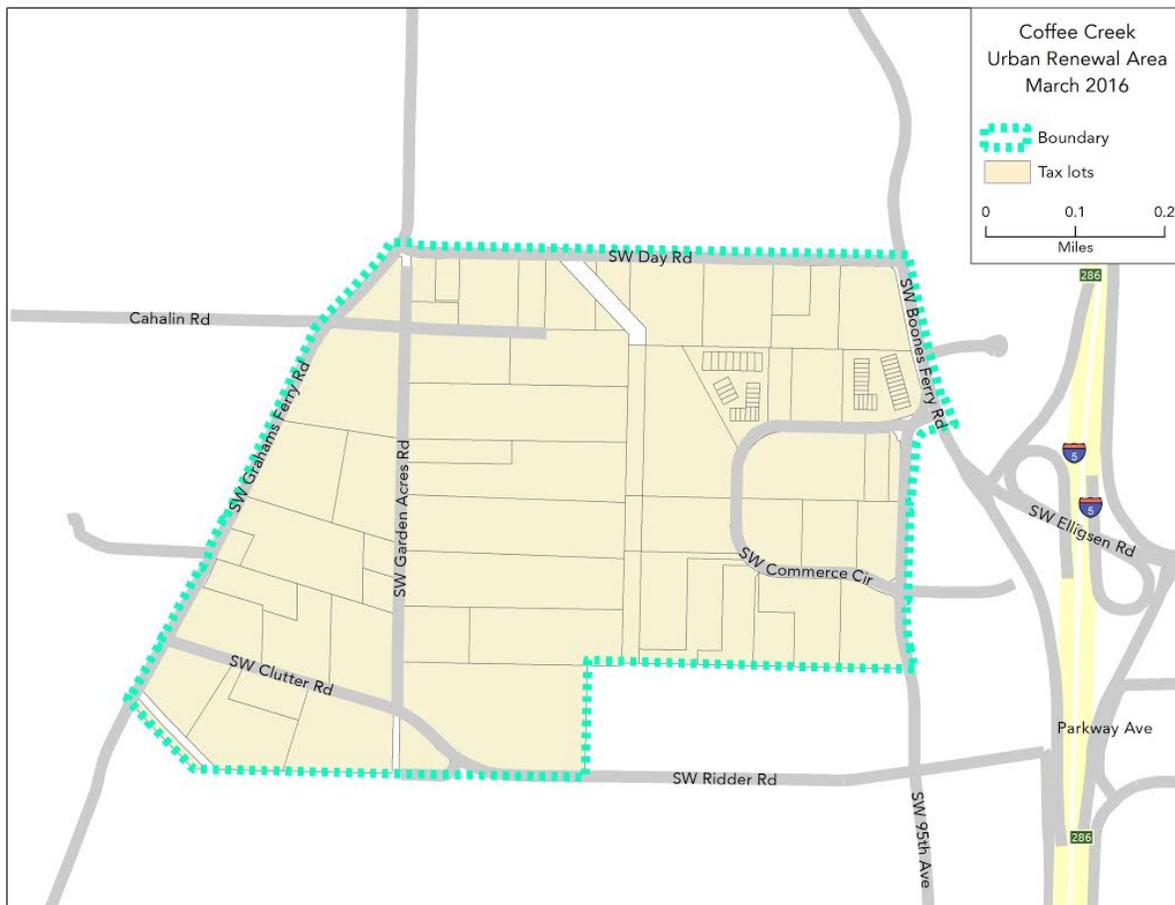
# I. INTRODUCTION

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

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The format of the Report is based on this statute. The Report documents not only the proposed projects in the Plan, but also documents the existing conditions in the Coffee Creek Urban Renewal Area (Area).

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

Figure 1 – Coffee Creek Urban Renewal Plan Area Boundary



Source: ECONorthwest

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

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

### A. Physical Conditions

#### 1. Land Use

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

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

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

Table 1 – Existing Land Use of Area

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

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

## **2. Zoning and Comprehensive Plan Designations**

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

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

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

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<sup>1</sup> Coffee Creek Industrial Master Plan, p8.

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

Table 2 – Existing Zoning Designations of Area

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

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

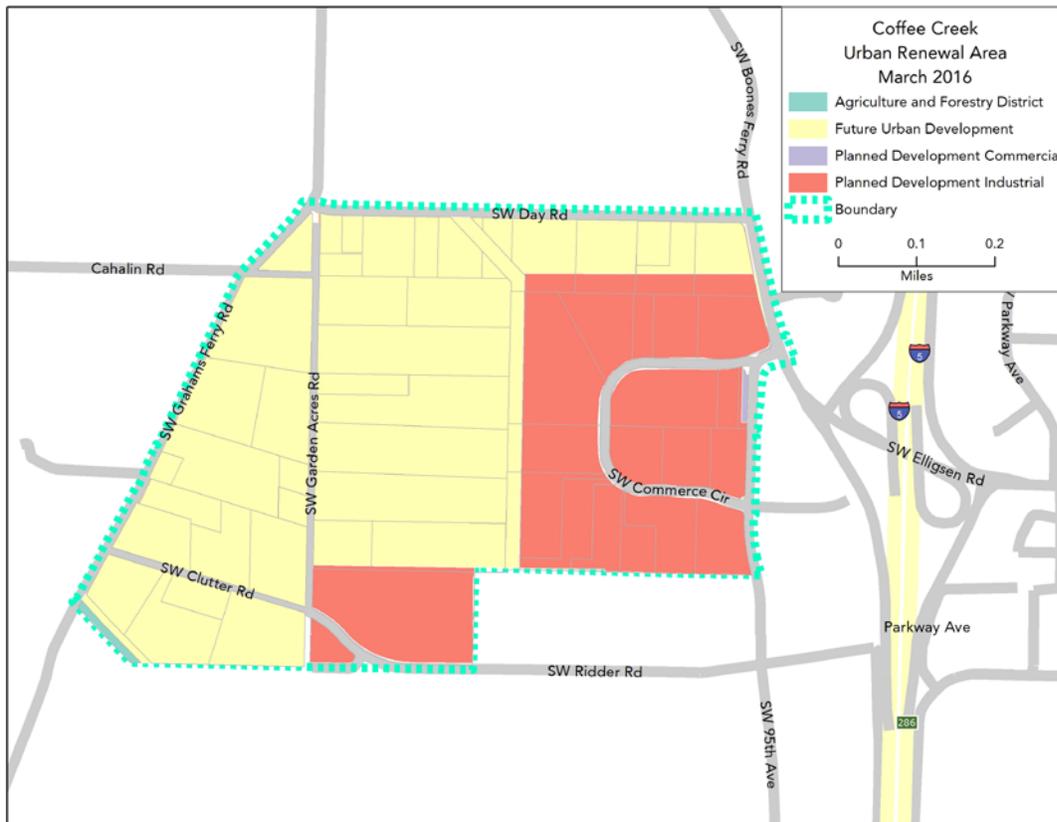
As illustrated in Table 3, 100% of the acreage is designated as Industrial in the Washington County Comprehensive Plan and the City of Wilsonville Comprehensive Plan.

Table 3 – Existing Comprehensive Plan Designations of Area

Comprehensive Plan	Parcels	Acres	Percent of Acres
Industrial	59	231.81	100.00%
<b>Total</b>	<b>59</b>	<b>231.81</b>	<b>100.00%</b>

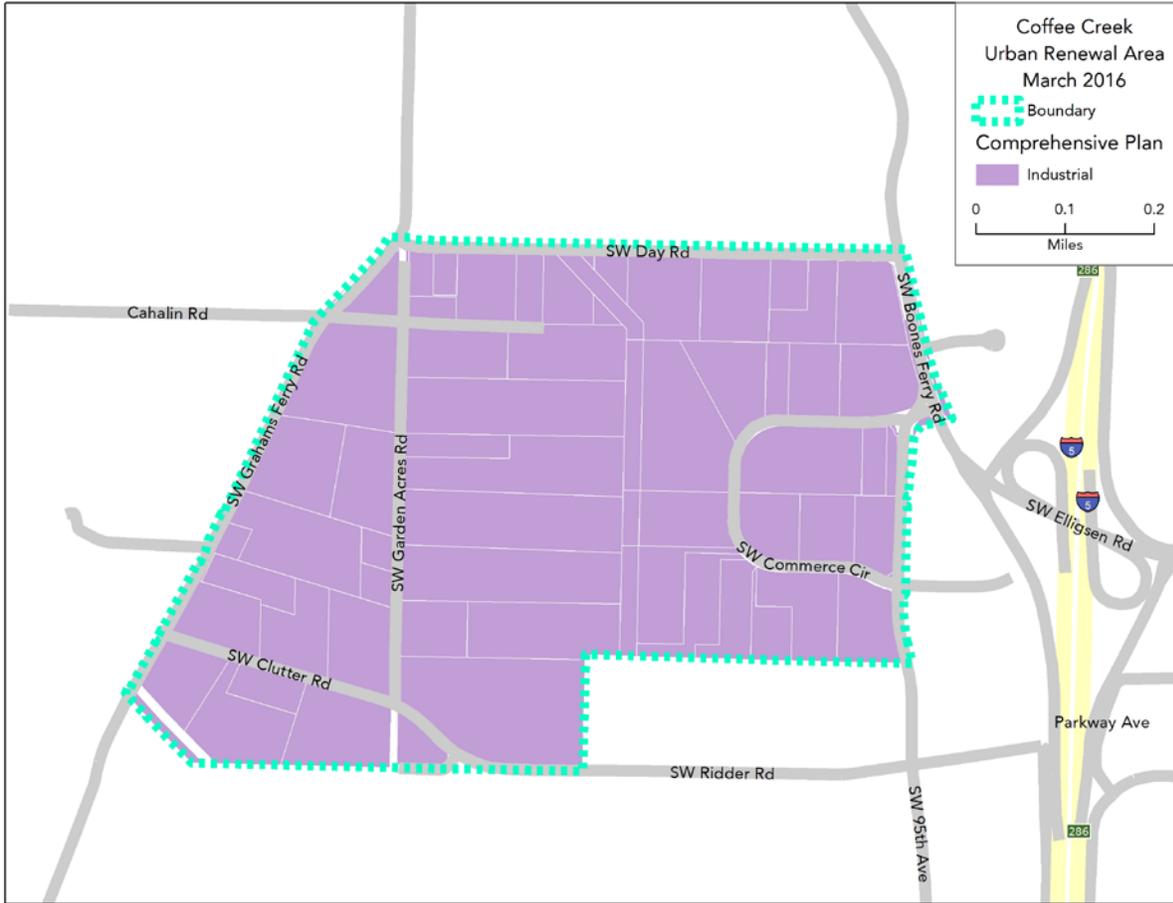
Source: Washington County Assessor Data

Figure 2 – Area Zoning Designations



Source: ECONorthwest with data from Metro RLIS 2016 Q1

Figure 3 – Area Comprehensive Plan Designations



Source: ECONorthwest

## B. Infrastructure

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

### 1. Transportation

The Wilsonville Transportation Systems Plan<sup>3</sup> details the transportation needs within the Area.

#### Streets and Intersections

There are significant transportation needs within the Area:

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

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

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

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

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

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

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

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

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

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

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<sup>3</sup> Wilsonville Transportation System Plan 2013. Project descriptions on page 86.

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

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

## **2. Water**

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

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

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

## **3. Storm Water**

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

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

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<sup>4</sup> City of Wilsonville 2012 Water System Master Plan

<sup>5</sup> Coffee Creek Industrial Area Master Plan

#### 4. Sewer

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

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

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

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

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

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

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

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

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

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

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

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

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<sup>6</sup> City of Wilsonville Wastewater Collection Systems Master Plan, November 14, 2014

<sup>7</sup> Coffee Creek Infrastructure Study, p 2.

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

The Wilsonville Capital Improvement Plan<sup>8</sup> includes Project 2079: Coffee Creek Interceptor Phase 1 – design and construction to resolve deficiencies and upsize line to provide additional capacity for growth, and relocate sewer main within the Kinsman Road Extension project from Barber Street to Boeckman Road.

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

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

### ***5. Parks and Open Space***

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

The City of Wilsonville Parks and Recreation Master Plan<sup>9</sup> identifies the following project for the Area:

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

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

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

### ***6. Planning for Urban Renewal Area***

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

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

<sup>9</sup> City of Wilsonville Parks and Recreation Master Plan, Figure 3, Park System Map

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

### ***7. Other Utilities***

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

## **C. Social Conditions**

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

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

## **D. Economic Conditions**

### ***1. Taxable Value of Property within the Area***

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

### ***2. Building to Land Value Ratio***

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property’s improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the

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

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

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

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

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

## E. Impact on Municipal Services

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

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

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

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

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

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

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

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

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

#### ***A. Infrastructure Improvements***

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

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

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

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

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

- **SW Java Road**

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

Existing conditions: SW Java Road does not presently exist.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### ***B. Debt Service and Administration***

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

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

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

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

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

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

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

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

Source: City of Wilsonville, ECONorthwest forecasts

## VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

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

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

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

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

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

Table 6 – Projects and Costs in Year of Expenditure Dollars

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

Source: ECONorthwest

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

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

Source: ECONorthwest

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

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

Source: ECONorthwest

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

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

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

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

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

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

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

Table 7 – Tax Increment Revenues and Allocations to Debt Service

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

Source: ECONorthwest

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

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

Source: ECONorthwest

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

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

Source: ECONorthwest

## VIII. FINANCIAL ANALYSIS OF THE PLAN

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

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

Table 8 – New Development to go on Property Tax Rolls

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

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

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

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

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

Source: ECONorthwest

Notes:

TIF is tax increment revenues

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

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

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

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

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

Table 10 – Projected Revenue Sharing

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

Source: ECONorthwest TIF is tax increment revenues

## **IX. IMPACT OF THE TAX INCREMENT FINANCING**

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

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2042, and are shown in Tables 11a and 11b.

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

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

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

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

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

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

Source: ECONorthwest

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

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

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

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

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

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

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

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

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

Source: ECONorthwest

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

State law limits the percentage of both a municipality’s total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base, including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$84,613,785. The total assessed value of the City of Wilsonville, **minus excess value** of the existing urban renewal areas is \$2,508,568,952. Excess value is the assessed value created above the frozen base in the urban renewal area. The total urban renewal assessed value is 7.31% of the total assessed value of the City, minus excess value, below the 25% statutory limitation.

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

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

Urban Renewal Area	Frozen Base/AV	Acres
West Side URA	\$16,109,831	415
Year 2000 URA	\$44,499,418	454
TIF Zones		
27255 SW 95th Ave	\$17,938,434	26.07
26440 SW Parkway	\$12,582,201	24.98
26755 SW 95th Ave	\$7,675,439	9.76
Coffee Creek	\$84,613,785	258.35
Total in URAs	\$183,419,108	1188.16
City of Wilsonville*	\$2,508,568,952	4,835
Percent of Total	7.31%	24.57%

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

## XI. RELOCATION REPORT

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

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

Sources appear in order of citation in document.

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

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

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

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

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

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

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

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

## ATTACHMENT C

July 13, 2016

Planning Commission Staff Report

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

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### Findings:

#### *Urban Growth Management*

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

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

#### *Public Facilities and Services*

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

#### *Water:*

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

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

#### *Fire:*

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

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

*Transportation:*

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

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

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

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

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

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

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

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

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

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

**Response:** The Plan is in conformance with the Transportation section of the Comprehensive Plan as projects to be funded in the Plan are transportation projects to allow for a more efficient transportation system, including multimodal travel, and to complete the transportation system in the Area. The city of Wilsonville is coordinating these improvements with Washington County and the State of Oregon.

*Land Use and Development*

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

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

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

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

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

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

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

**Conclusion:** As is evidenced by the findings and analysis contained in this report, establishment of the Coffee Creek Urban Renewal District is supportive of and in conformance with the applicable provisions of the City of Wilsonville Comprehensive Plan.

# Wilsonville Planning Commission

July 13, 2016



# Coffee Creek



# Role of Planning Commission

- New Urban Renewal Plan
- ORS 457.085 requires forwarding the Plan to Planning Commission for a recommendation
- ORS 457.085 and ORS 457.095 also requires finding the urban renewal plan is in conformance with the comprehensive plan.

WILSONVILLE



SW Clay St

### Coffee Creek Urban Renewal Area

Boundary

Taxlots

City of Wilsonville boundary

0 0.1 0.2  
Miles

Cahalin Rd

SW Day Rd

SW Boones Ferry Rd

SW Grahams Ferry Rd

SW Garden Acres Rd

286



SW Elligsen Rd

SW Commerce Cir

SW Clutter Rd

SW 95th Ave

Parkway Ave

SW Ridder Rd

286



# Maximum Indebtedness

- \$67 Million
- Total amount to spend on projects and administration over the life of the urban renewal area.
- Area projected to last 25 years of tax increment: to FY 2041-42

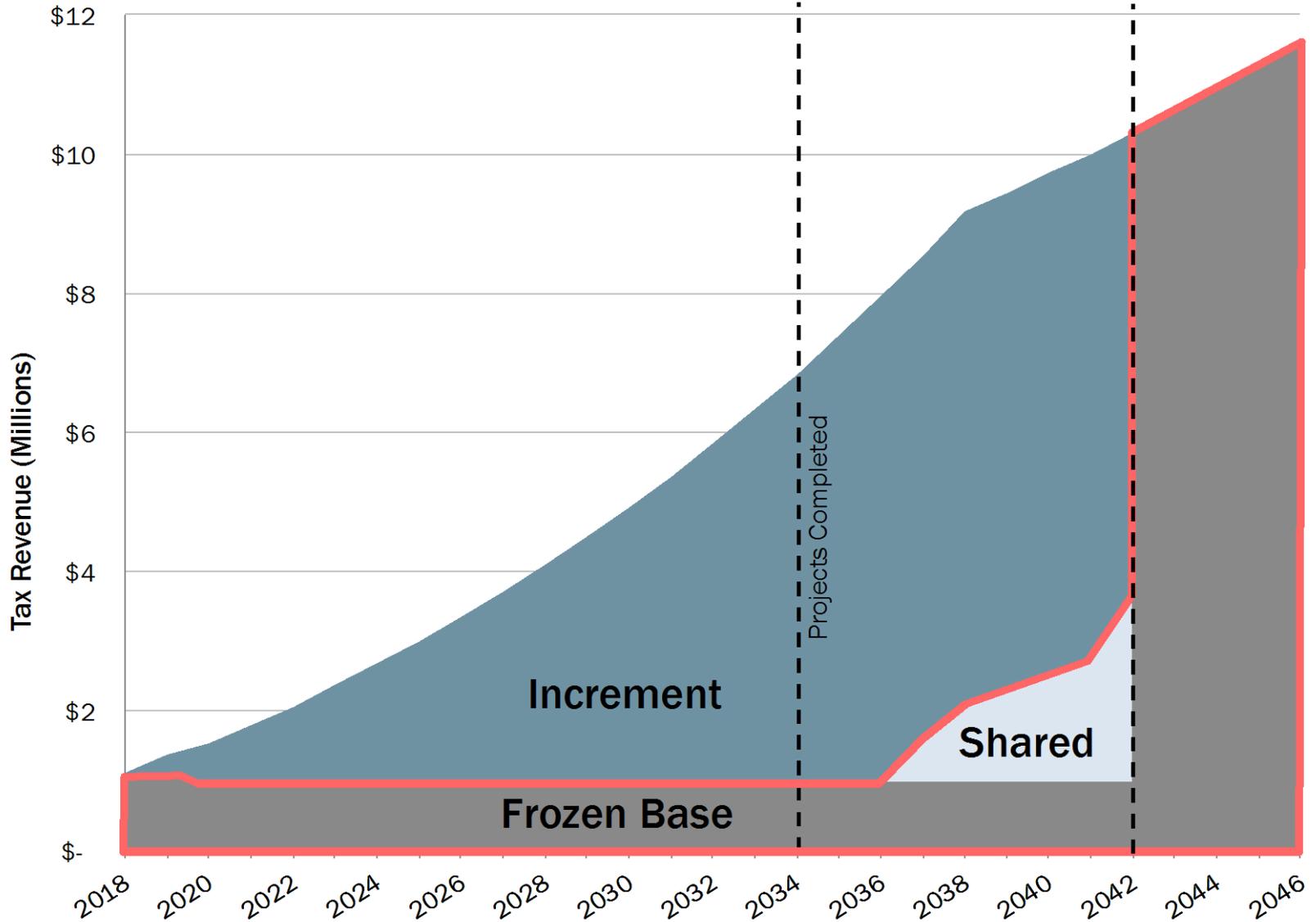
Projected Frozen Tax Base  
\$ 84,613,785



# Assessed Value Growth

- 155 acres of rural, unincorporated land
- Assumptions for development:
  - 20 year development schedule
  - 8 Acres per year
  - \$3M per acre

# TIF Forecast



Source: ECONorthwest using Clackamas County Assessor's data

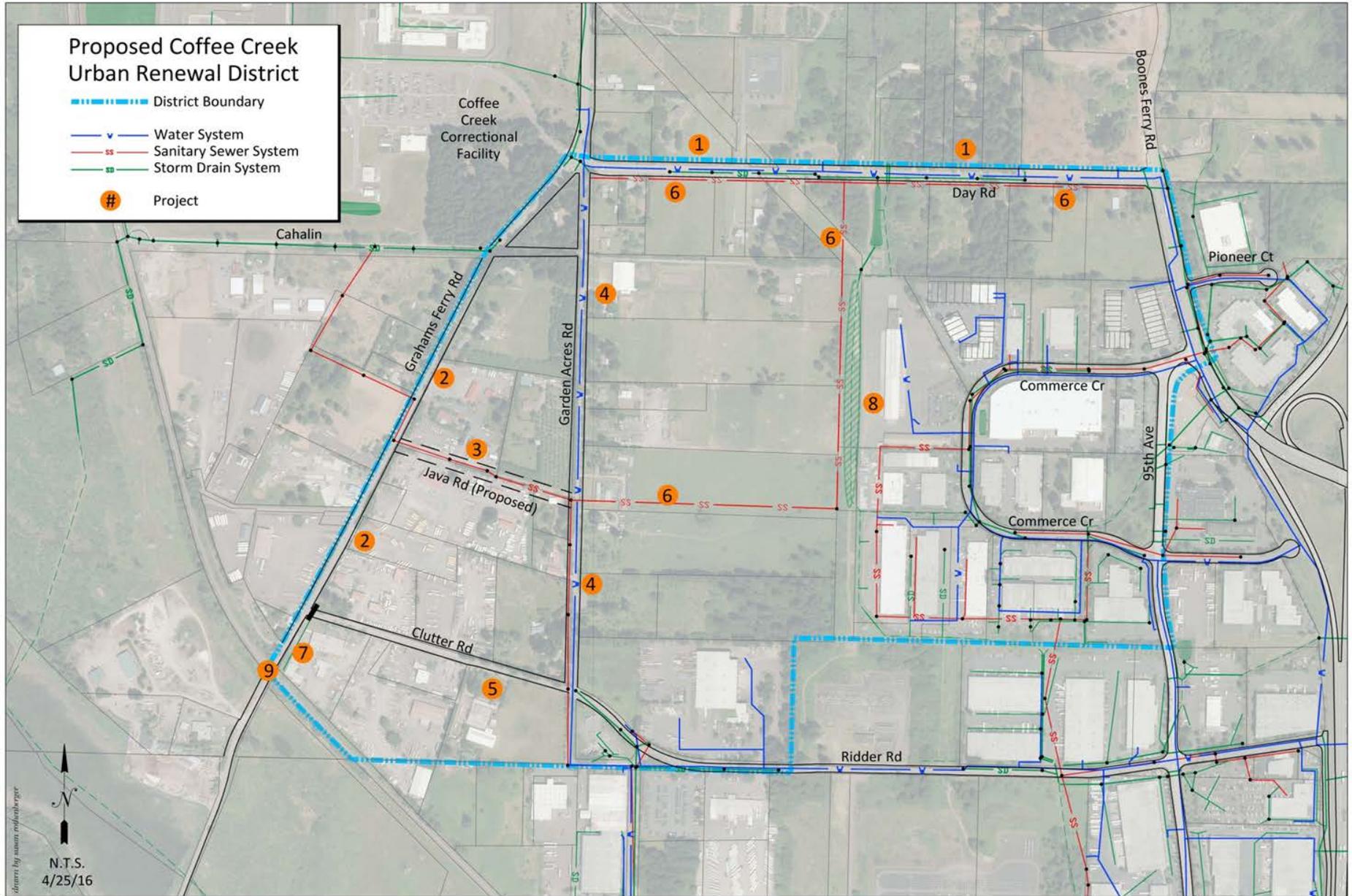
# Funding for Projects



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

# Proposed Coffee Creek Urban Renewal District

-  District Boundary
-  Water System
-  Sanitary Sewer System
-  Storm Drain System
-  Project





# Impacts to Taxing Districts

- In Report
- Revenue Sharing projected in FYE 2037
- Area estimated to go through FY 2042

# Comprehensive Plan Conformance

- Citizen Involvement
- Urban Growth Management
- Public Facilities and Services
  - Water, Fire, Transportation
- Land Use and Development

Urban Renewal Area	Frozen Base/AV	Acres
West Side URA	\$16,109,831	415
Year 2000 URA	\$44,499,418	454
TIF Zones		
27255 SW 95th Ave	\$17,938,434	26.07
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26755 SW 95th Ave	\$7,675,439	9.76
Coffee Creek	\$84,613,785	258.35
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City of Wilsonville*	\$2,508,568,952	4,835
Percent of Total	7.31%	24.57%



# Timeline

- Wilsonville Planning Commission July 13
- Washington County Commission July 19
- Wilsonville City Council hearing August 1
- Wilsonville City Council vote August 15



# Coffee Creek Urban Renewal Proposal: Input/Questions?





# FROG POND AREA PLAN

Creating a great community

## Frog Pond Master Plan Work Session

### Wilsonville Planning Commission

**Date:** July 13, 2016  
**Time:** 7:00 to 9:30 PM

Wilsonville City Hall  
29799 SW Town Center Loop East,  
Wilsonville, OR 97070  
Council Chambers

## Agenda

- |           |  |  |
|-----------|--|--|
| 7:00 p.m. | <b>Welcome and Work Session Overview</b> <ul style="list-style-type: none"><li>• Where we are in the process</li><li>• Next work session: September 14, 2016</li></ul>   | Chris Neamtzu                          |
| 7:10 p.m. | <b>Zoning Code Update</b><br><i>Presentation, discussion and direction:</i> <ul style="list-style-type: none"><li>• See attached code draft dated July 6<sup>th</sup>, 2016</li><li>• See also the attached memo dated July 6<sup>th</sup>, 2016 for information to inform the Open Space standard</li></ul> | Joe Dills<br>Andrew Parish             |
| 8:15 p.m. | <b>Public Realm Designs</b><br><i>Presentation, discussion and direction:</i> <ul style="list-style-type: none"><li>• Update of Street Demonstration Plan</li><li>• Draft Street Tree plan</li><li>• Boeckman Creek Trail plan</li></ul>   | Joe Dills<br>Ken Pirie, Walker<br>Macy |
| 9:15 p.m. | <b>Public Comment</b><br><i>Input:</i> This is an opportunity for visitors to provide brief comments to the Planning Commission.   | Chair Greenfield                       |
| 9:30 p.m. | <b>Next Steps and Adjourn</b>  |  |

For additional information, visit the project website at [www.ci.wilsonville.or.us/frogpond](http://www.ci.wilsonville.or.us/frogpond) or contact Chris Neamtzu, City of Wilsonville Planning Director, at [Neamtzu@ci.wilsonville.or.us](mailto:Neamtzu@ci.wilsonville.or.us) or 503-570-1574.



Plain text – Text from previous draft (5/4/16)

Underline and ~~strikeout~~ – Revisions specific to this draft

<b>Section 4.127 Residential Neighborhood (RN) Zones</b>	<b>Comments</b>
<p>(.01) Purpose. The Residential Neighborhood (RN) zones apply to lands within Neighborhood Comprehensive Plan Map designation. The purposes of the RN Zones are to:</p> <ul style="list-style-type: none"> <li>A. Implement the Residential Neighborhood policies and implementation measures of the Comprehensive Plan.</li> <li>B. Implement master plans for areas within the Neighborhood Comprehensive Plan Map designation.</li> <li>C. Create attractive and connected neighborhoods in Wilsonville.</li> <li>D. Regulate and coordinate development to result in: walkable and active streets; a variety of housing appropriate to each neighborhood; connected paths and open spaces; parks and other non-residential uses that are focal points for the community; and, connections to and integration with the larger Wilsonville community.</li> <li>E. Encourage and require high quality architectural and community design.</li> <li>F. Provide transportation choices, including active transportation options.</li> <li>G. Preserve and enhance natural resources so that they are an asset to the neighborhoods, and there is appropriate visual and physical access to nature.</li> </ul> <p>(.02) Permitted uses:</p> <ul style="list-style-type: none"> <li>A. Open Space.</li> <li>B. Single-Family Dwelling Unit.</li> <li>C. Attached Single-Family Dwelling Unit. In the Frog Pond West Neighborhood, a maximum of 2 dwelling units may be attached.</li> <li>D. Duplex</li> <li>E. Multiple-Family Dwelling Units, <u>except when not permitted in a master plan</u>, subject to the density standards of the zone. Multi-family dwelling units are not permitted within the Frog Pond West Master Plan area.</li> <li>F. Cohousing</li> <li>G. Cluster Housing.</li> </ul>	<p>All section numbering and formatting is preliminary.</p> <p>C and D are from the Frog Pond Area Plan vision statement.</p> <p>For clarity, “Permitted Uses” is used here.</p> <p>The Code defines SF dwellings as including Attached. This provision limits them to 2 attached units.</p> <p>No Multi-family, per the Area Plan.</p> <p>Cohousing will require a new</p>





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<p>most line of the main buildings, the side and rear yard setbacks may be reduced to three (3) feet.</p> <p>J. Livestock and farm animals, subject to the provisions of Section 4.162.</p> <p>(.04) Uses permitted subject to Conditional Use Permit requirements:</p> <p>A. Public and semi-public buildings and/or structures essential to the physical and economic welfare of an area, such as fire stations, sub-stations and pump stations.</p> <p>B. Public or private clubs, lodges or meeting halls, <del>Public or private parks, playground,</del> golf courses, driving ranges, tennis clubs, community centers and similar <u>commercial</u> recreational uses.</p> <p>C. Churches, public, private and parochial schools, public libraries and public museums.</p> <p>D. Neighborhood Commercial Centers limited to the provisions of goods and services primarily for the convenience of and supported by local residents. Neighborhood Commercial Centers are only permitted where designated on an approved Master Plan.</p> <p>E. Commercial Recreation which is compatible with the surrounding residential uses and promotes the creation of an attractive, healthful, efficient and stable environment for living, shopping or working. All such uses except golf courses and tennis courts shall conform to the requirements of Section 4.124.04 (Neighborhood Commercial Centers)</p> <p>(.05) Residential Neighborhood Zone Sub-districts:</p> <p>A. RN Zone sub-districts may be established to provide area-specific regulations that implement Master Plans.</p> <p>1. For the Frog Pond West Neighborhood, the sub-districts are listed in Table 1 of this code and mapped on Master Plan Figure __ of the Frog Pond West Neighborhood Master Plan.</p>	<p>Addressed potential overlap with outright permitted parks</p> <p>The Frog Pond Area Plan includes a neighborhood commercial center in the East Neighborhood, with the location subject to further study. This text would preclude a neighborhood commercial center in the West Neighborhood, which is consistent with the Area Plan.</p>
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(.06) Minimum and Maximum Residential Units:

- A. The minimum and maximum number of residential units approved shall be consistent with this code and applicable provisions of an approved Master Plan.
  - 1. For the Frog Pond West Neighborhood, Table 1 and Master Plan Figure \_\_\_ establish the minimum and maximum number of residential units for the sub-districts.
  - 2. For parcels or areas that are a portion of a sub-district, the minimum and maximum number of residential units are established by determining the proportional gross acreage and applying that proportion to the minimums and maximums listed in Table 1.
- B. The City may allow a reduction in the minimum density for a sub-district when it is demonstrated that the reduction is necessary due to topography, protection of trees, wetlands and other natural resources, constraints posed by existing development, infrastructure needs, provision of non-residential uses, and similar physical conditions.

A “proportional acreage” method is used to determine the density requirements for a specific property.

Table 1. Minimum and Maximum Dwelling Units by Sub-District in the Frog Pond West Neighborhood

Area Plan Designation	Frog Pond West Sub-district	Min. Lot Size (sq.ft.)	Minimum Dwelling Units in Sub-district	Maximum Dwelling Units in Sub-district
R-10 Large Lot Single Family	3	8000	26	32
	7		24	30
	8		43	53
R-7 Medium Lot Single Family	2	6000	66	83
	4		96	120
	5		27	33
	9		10	13
	11		46	58



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Underline and ~~strikeout~~ – Revisions specific to this draft

R-5 Small Lot Single Family	1	4000	68	85
	6		74	93
	10		30	38
Civic	12	6000	5	7

(.07) Lot Development Standards:

A. Lot development shall be consistent with this code and applicable provisions of an approved Master Plan.

B. For the Frog Pond West Neighborhood, Table 2 and Master Plan Figure \_\_ establish the lot development standards.

C. Lot Standards for Small Lot Sub-districts. The purpose of these standards is to ensure that development in the Small Lot Sub-districts is compatible with other development in the neighborhood, includes varied design that avoids homogenous street frontages, is designed with active pedestrian street frontages and integrates open space into the development pattern. These standards work in combination with the Open Space standards.

Standards. Planned developments in the Small Lot Sub-districts shall include one or more of the following elements on each block:

1. Alleys
2. Residential main entries grouped around a common green or entry courtyard (e.g. cluster housing).
3. Four or more residential main entries facing a pedestrian connection allowed by an applicable master plan.
4. Usable Active open spaces provided as part of meeting the Open Space Standard.

Due to its size, Table 2 included on later page.

These standards promote livability and compatibility in the Small Lot areas.

The reference to “pedestrian connection” here is the same as used in the draft street cross-sections.

See Definitions section for a draft definition for “Usable Open Space”.



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Underline and ~~strikeout~~ – Revisions specific to this draft

<p>D. <u>Lot Standards Specific to the Frog Pond West Neighborhood.</u></p> <ol style="list-style-type: none"> <li>1. <u>Lots adjacent to Boeckman Road and Stafford Road shall meet on or more of the following standards:</u></li> </ol> <p style="padding-left: 40px;"><del>have their front or side yards oriented to these streets. Additionally, the lot standards in Section (.08) C1-3 are acceptable lot designs to meet this standard.</del></p> <ol style="list-style-type: none"> <li>2. Lots adjacent to the collector-designated portions of Willow Creek Drive and Frog Pond Lane shall not have driveways accessing lots from these streets, unless no practical alternative exists for access. Lots in Large Lot Sub-districts are exempt from this standard.</li> </ol> <p>(.08) Open Space:</p> <ol style="list-style-type: none"> <li>A. <u>Purpose. The purpose of these standards for the Neighborhood Zone are to provide adequate light, air, open space and useable recreation facilities to occupants of each residential development. For Neighborhood Zones which are subject to adopted Master Plans, the standards work in combination with, and as a supplement to, the park and open space recommendations of those Master Plans.</u></li> <li>B. <u>Within the Frog Pond West Neighborhood, the following standards apply.</u></li> </ol> <ol style="list-style-type: none"> <li>1. <u>Where required, Outdoor Recreation Areas shall comply with WC Section 4.113 (.01).</u></li> <li>2. <u>Properties within the R-10 Large Lot Single Family subdistricts and R-7 Medium Lot Single Family subdistricts are exempt from the requirements of this section. If the Development Review Board finds, based upon substantial evidence in the record, that there is a need for open space, they may waive this exemption and require open space proportional to the need.</u></li> </ol>	<p>Note: The team has met with individuals who commented on this section, and will bring recommendations to the July 13<sup>th</sup> Planning Commission meeting.</p> <p>See memo for analysis and recommendations.</p> <p>This text is a simplified version of the standards in Section 4.113 (.01-.02)</p>
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Underline and ~~strikeout~~ – Revisions specific to this draft

<p>3. <u>Properties within the R-5 Small Lot Single Family subdistricts, Open Space Area shall be provided in the following manner:</u></p> <ul style="list-style-type: none"><li>a. <u>In all residential subdivisions and subdivision portions of mixed use developments where the majority of the developed square footage is to be in residential use, at least ten percent (10%) of the net developable area shall be in open space. Net developable area does not include land for non-residential uses, SROZ-regulated lands, streets and private drives or alleys. Open space must include usable open space as defined in WC _____ and other like space that the Development Review Board finds will meet the intent of this section.</u></li><li>b. <u>Natural resource areas such as tree groves and/or wetlands, and unfenced low impact development storm water management facilities, may be counted toward the 10% requirement at the discretion of the Development Review Board. Fenced storm water detention facilities do not count toward the open space requirement.</u></li><li>c. <u>The minimum land area for an individual open space is 4,000 square feet.</u></li><li>d. <u>The Development Review Board may waive the usable open space requirement if there is substantial evidence in the record to support a finding that the intent and purpose of the requirement will be met in alternative ways. A development may not use phasing to avoid the minimum usable space requirement.</u></li><li>e. <u>The Development Review Board may specify the method of assuring the long-term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.</u></li></ul>	<p>Draft definition of "useable open space" is included at the end of this memorandum.</p> <p>The 4,000 SF area is based on "Cottage Court" area of 90' x 50'</p>
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Plain text – Text from previous draft (5/4/16)

Underline and strikeout – Revisions specific to this draft

<p>(.09) Block, access <b>and connectivity</b> standards:</p> <p>A. <u>Purpose. These standards are intended to regulate and guide development to create: a cohesive and connected pattern of streets, pedestrian connections and bicycle routes; safe, direct and convenient routes to schools and other community destinations; and, neighborhoods that support active transportation and Safe Routes to Schools.</u></p> <p>B. <b>Block, access and connectivity shall comply with adopted Master Plans.</b></p> <ol style="list-style-type: none"> <li>1. Within the Frog Pond West Neighborhood, streets shall be consistent with Figure XX, Street Demonstration Plan, in the Frog Pond Master Plan. The Street Demonstration Plan is intended to be guiding, not binding. Variations from the Street Demonstration Plan may be approved by the Development Review Board, upon finding that one or more of the following justify the variation: barriers such as existing buildings and topography; designated Significant Resource Overlay Zone areas; tree groves, wetlands, or other natural resources; existing or planned parks and other active open space that will serve as high quality pedestrian connections for the public; alignment with property lines and ownerships that result in efficient use of land while still providing substantially equivalent connectivity; and/or, innovative site design that provides substantially equivalent connectivity.</li> <li>2. <u>If a Master Plan does not provide sufficient guidance for a specific development or situation, the Development Review Board shall use the block and access standards in Section 4.124 (.06) as the applicable standards.</u></li> </ol> <p>(.010) <u>Signs.</u> Per the requirements of <del>Sections 4.156.01 through 4.156.11.</del> _____.</p>	<p>A purpose statement has been added to help guide future decision making.</p> <p>The order of the subsections is slightly revised from the 5/24/16 draft to improve clarity. The Frog Pond West standard is the same.</p> <p>This provision makes the PDR standards the backstop if they are needed.</p> <p>Signs and parking should be filled in after those</p>
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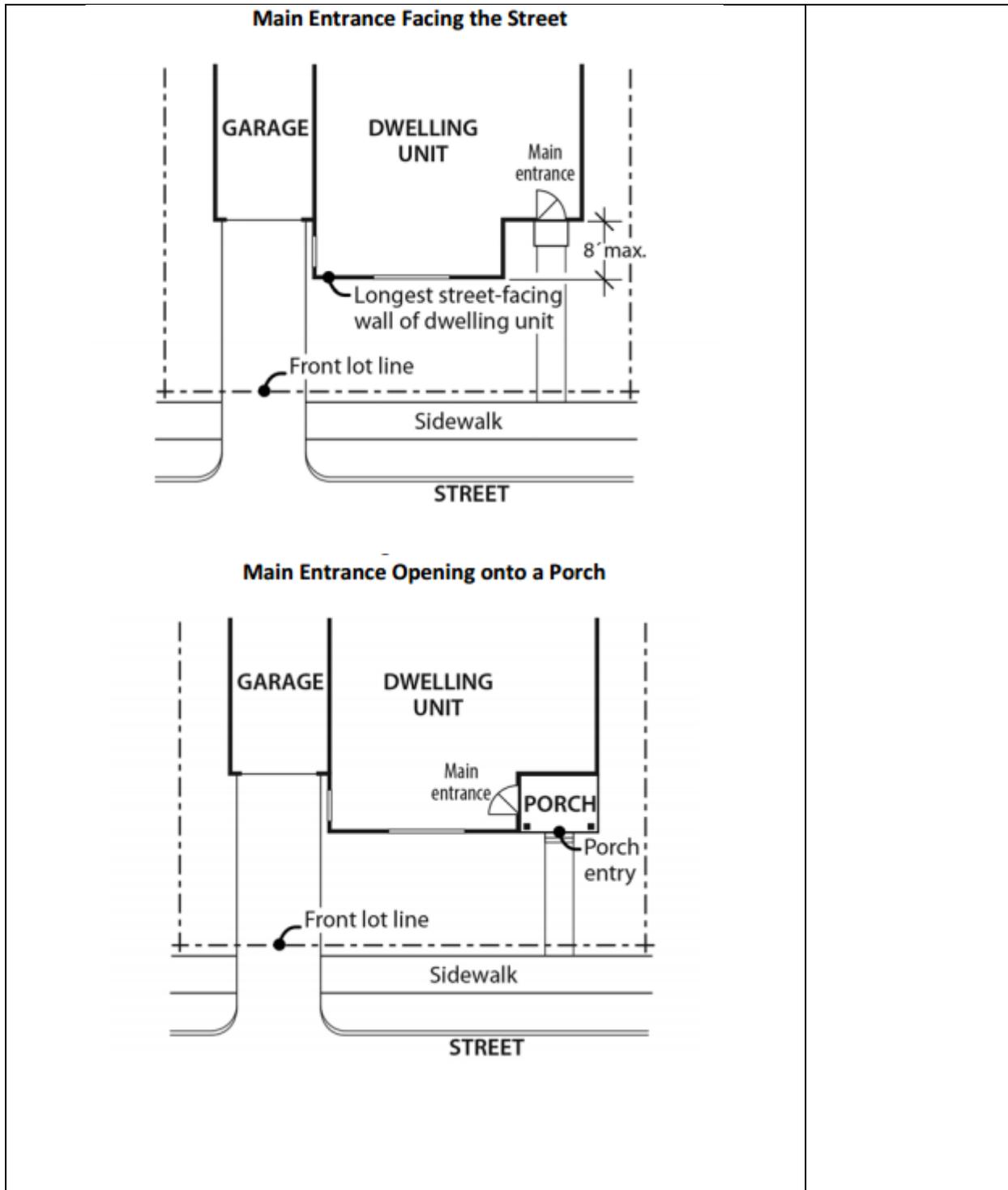




Neighborhood Residential Zones – Draft 7/6/16

Plain text – Text from previous draft (5/4/16)

Underline and ~~strikeout~~ – Revisions specific to this draft





Plain text – Text from previous draft (5/4/16)

Underline and strikeout – Revisions specific to this draft

<p>(.017) Garages</p> <p>A. Purpose</p> <ol style="list-style-type: none"><li>1. Ensure that there is a physical and visual connection between the living area of the residence and the street;</li><li>2. Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;</li><li>3. Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;</li><li>4. Provide for a more pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk; and</li><li>5. Enhance public safety by preventing garages from blocking views of the street from inside the residence.</li></ol> <p>B. Street-Facing Garage Walls</p> <ol style="list-style-type: none"><li>1. Where these regulations apply. Unless exempted, the regulations of this subsection apply to garages accessory to residential units.</li><li>2. Exemptions:<ol style="list-style-type: none"><li>a. Garages on flag lots.</li><li>b. Development on lots which slope up or down from the street with an average slope of 20 percent or more.</li></ol></li><li>3. Standards.<ol style="list-style-type: none"><li>a. The length of the garage wall facing the street may be up to 50 percent of the length of the street-facing building façade. For duplexes, this standard applies to the total length of the street-facing facades. For all other lots and structures, the standards apply to the street-facing façade of each unit. For corner lots,</li></ol></li></ol>	
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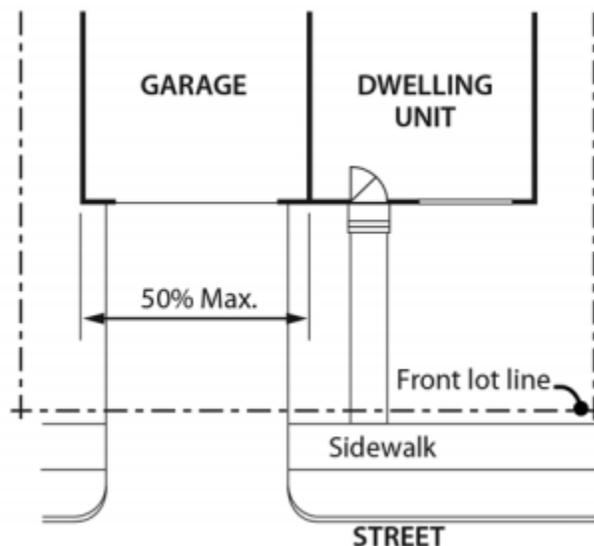
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this standard applies to only one street side of the lot.

- b. Where dwelling abuts a rear or side alley, or a shared driveway, the garage shall orient to the alley or shared drive.
- c. Where three or more contiguous garage parking bays are proposed facing the same street, the garage opening closest to a side property line shall be recessed at least two feet behind the adjacent opening(s) to break up the street facing elevation and diminish the appearance of the garage from the street. Side-loaded garages, i.e., where the garage openings are turned away from the street, are exempt from this requirement.
- d. A garage wall entry that faces a street may be no closer to the street than the longest street facing wall of the dwelling unit. There must be at least 20 feet between the garage door and the sidewalk. This standard does not apply to garage entries that do not face the street.

**Length of Street-Facing Garage Wall**





Plain text – Text from previous draft (5/4/16)

Underline and ~~strikeout~~ – Revisions specific to this draft

<p>(0.14) Residential Design Standards</p> <p>A. Purpose. These standards:</p> <ol style="list-style-type: none"><li>1. Support consistent quality standards so that each home contributes to the quality and cohesion of the larger neighborhood and community.</li><li>2. Support the creation of architecturally varied homes, blocks and neighborhoods, whether a neighborhood develops all at once or one lot at a time, avoiding homogeneous street frontages that detract from the community’s appearance.</li></ol> <p>B. Standards. Dwelling designs shall include:</p> <ol style="list-style-type: none"><li>a. Windows. Not less than ___ [20] percent of the surface area of all street facing elevations. Windows used to meet this standard must views from the building to the street. Glass block does not meet this standard. Windows in garage doors do not count toward this standard, but windows in garage walls do count toward meeting this standard.</li><li>b. Articulation. Plans for residential buildings shall incorporate design features such as varying rooflines, offsets, balconies, projections (e.g., overhangs, porches, or similar features), recessed or covered entrances, window reveals, or similar elements that break up otherwise long, uninterrupted elevations. Such elements shall occur at a minimum interval of ____ [30-40] feet on street facing facades.</li><li>c. House Plan Variety. No two directly adjacent or opposite dwelling units may possess the same front</li></ol>	<p>The source of these standards is Oregon’s Model Code for Small Cities, Third Edition<sup>1</sup>, tailored to a simplified and flexible approach in Wilsonville.</p>
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<sup>1</sup> <https://www.oregon.gov/LCD/TGM/Pages/modelcode.aspx>



*Neighborhood Residential Zones – Draft 7/6/16*

Plain text – Text from previous draft (5/4/16)

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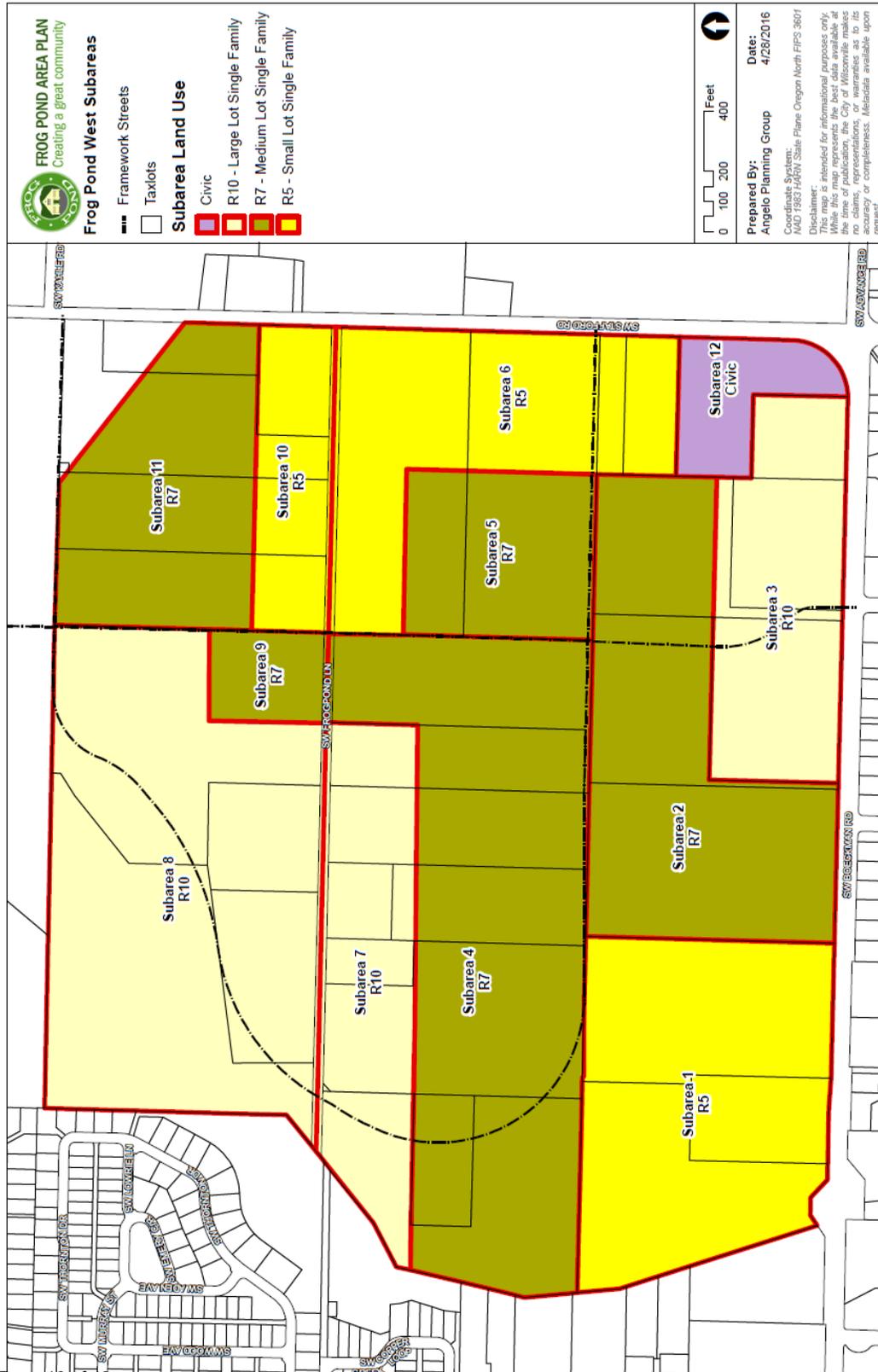
<p>or street-facing elevation. This standard is met when front or street-facing elevations differ from one another due to different materials, articulation, roof type, inclusion of a porch, fenestration, and/or number of stories. Where facades repeat on the same block face, they must have at least three intervening lots between them that meet the above standard. Small Lot developments over 10 acres shall include duplexes and/or attached 2-unit single family homes comprising 10% of the homes – corner locations are preferred.</p>	
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Neighborhood Residential Zones – Draft 7/6/16

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Neighborhood Residential Zones – Draft 7/6/16

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Table 2: Neighborhood Zone Lot Development Standards

<u>Neighborhood Zone Sub-District</u>	<u>Min. Lot Size (sq.ft.)</u>	<u>Min. Lot Depth (ft.)</u>	<u>Max. Lot Coverage (%)</u>	<u>Min. Lot Width <sup>G, H, J</sup> (ft.)</u>	<u>Max. Bldg. Height <sup>F</sup> (ft.)</u>	<u>Setbacks <sup>H</sup></u>				
						<u>Front Min. (ft.)</u>	<u>Rear Min. (ft.)</u>	<u>Side Min. (note)</u>	<u>Garage Min Setback from Alley (ft.)</u>	<u>Garage Min Setback from Street<sup>K</sup> (ft.)</u>
<u>R-10 Large Lot Single Family</u>	<u>8000<sup>A</sup></u>	<u>60'</u>	<u>40%<sup>B</sup></u>	<u>40</u>	<u>35</u>	<u>20<sup>C</sup></u>	<u>20</u>	<u>1'</u>	<u>18<sup>D</sup></u>	<u>20</u>
<u>R-7 Medium Lot Single Family</u>	<u>6000<sup>A</sup></u>	<u>60'</u>	<u>45%<sup>B</sup></u>	<u>35</u>	<u>35</u>	<u>15<sup>C</sup></u>	<u>15</u>	<u>1'</u>	<u>18<sup>D</sup></u>	<u>20</u>
<u>R-5 Small Lot Single Family</u>	<u>4000<sup>A</sup></u>	<u>60'</u>	<u>60%<sup>B</sup></u>	<u>35</u>	<u>35</u>	<u>12<sup>C</sup></u>	<u>15</u>	<u>1'</u>	<u>18<sup>D</sup></u>	<u>20</u>

Notes: A May be reduced to 80% of minimum lot size where necessary to preserve natural resources (e.g. trees, wetlands) and/or provide active open space. Cluster housing may be reduced to 80% of minimum lot size.

B On lots where detached accessory buildings are built, maximum lot coverage may be increased by 10%.

C Front porches may extend 5 feet into the front setback.

D The garage setback from alley shall be minimum of 18 feet to a garage door facing the alley in order to provide a parking apron. Otherwise, the rear or side setback requirements apply.

E Vertical encroachments are allowed up to ten additional feet, for up to 10% of the building footprint; vertical encroachments shall not be habitable space.

G May be reduced to 24' when the lot fronts a cul-de-sac. No street frontage is required when the lot fronts on an approved, platted private drive or a public pedestrian access in a cluster housing development.

H Front Setback is measured as the offset of the front lot line or a vehicular or pedestrian access easement line. On lots with alleys, Rear Setback shall be measured from the rear lot line abutting the alley.

I On lots greater than 10,000 SF with frontage 70 ft. or wider, the minimum combined side yard setbacks shall total 20 ft. with a minimum of 10 ft. On other lots, minimum side setback shall be 5 ft. On a corner lot, minimum side setbacks are 10 feet.

J For cluster housing with lots arranged on a courtyard, frontage shall be measured at the front door face of the building adjacent to a public right of way or a public pedestrian access easement linking the courtyard with the Public Way.

K Duplexes with front-loaded garages are limited to one shared standard-sized driveway/apron.



*Neighborhood Residential Zones – Draft 7/6/16*

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## Amendments to Definitions needed to support the Frog Pond West Master Plan and Neighborhood

The following amendments to definitions address issues discussed to date for the Neighborhood Zone. As part of preparing the hearings-ready code amendments, the team will go through the entire code to identify amendments required to fully integrate the Neighborhood Zone.

### **Definition 53A - Cohousing**

Cohousing: Cohousing is an intentional community of private homes clustered around a shared space, with design features to promote frequent interaction and close relationships. Cohousing can be comprised of a single housing type or a variety of housing types, as permitted by the base zone. Applicable regulations are determined by the base zone, specific housing types involved, and applicable regulations such as master plans.

### **Definition 175 – Neighborhood**

Neighborhood: An urban sector of residential or multiple uses served by a network of pedestrian-friendly streets and alleys within approximately ¼ mile in radius. Neighborhoods are generally defined by arterial or collector streets and/or open space at their edges and may include a park or Neighborhood Commons at their center.

### **Definition 196A – Usable Open Space**

Usable Open Space: Open Space that serves a planned recreational, active transportation, environmental education or relaxation purpose and is of sufficient size and shape to for the intended purpose. Usable open space does not include land that is an apparently remnant tract or otherwise unusable or oddly shaped area.

### **Section 4.008 Application Procedures – In General**

(.02) Unique features of Wilsonville’s development review processes. The Wilsonville Land Development and Planning Ordinance is structured and implemented differently than the Codes of most other cities. These differences are summarized below:

D. In residential developments, at least 25% of the site area must be preserved as open space. Some of the site is also typically required to be recreational area. See Section 4.113 for more information on requirements for open space and recreational area in residential developments. For all projects, at least 15% of the net site area must be landscaped including vegetative plant materials. Master plans may define the types and amounts of open space that will be required with their areas.

# Memorandum



7/6/2016

**To:** Wilsonville Planning Commission  
**Cc:** Project Team  
**From:** Joe Dills and Andrew Parish, Angelo Planning Group  
**Re:** Frog Pond Master Plan – Open Space Requirements Update

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## INTRODUCTION

The purpose of this memorandum is to provide background information and a recommendation regarding open space standards for the Frog Pond West neighborhood. This topic has been addressed at the March 9 Planning Commission Meeting and at the May 11 Open House and Planning Commission meeting. The topics addressed at these meetings are summarized below.

### March 9 Discussion Recap:

- **Desire for active uses.** Commissioners spoke of “leftover” pieces of land that have been used to meet open space requirements, which may be visually attractive but unusable and ultimately an inefficient use of land.
- **Concern that continuing the City’s current practice of 25% open space for each project may lead to many small pockets of open space,** due to the fractured ownership of the area and the possibility of build-out through many smaller developments. The vision for the Frog Pond West neighborhood is two neighborhood parks that are focal points of the neighborhood.
- **Concern that small-lot neighborhoods have a greater need for open space,** because the houses typically have smaller yards.

### May 11 Discussion Recap:

- **Discussion of overall open space** in the West neighborhood. Taken together, lands within the Significant Resource Overlay Zone (SROZ), the BPA corridor, two proposed neighborhood parks, and existing tree groves and wetlands constitute roughly 27% of the West Neighborhood.
- **Recommendation by the project team** was to use these open space components as rationale for not requiring additional open space set-asides in the Large Lot and Medium Lot categories. An additional 10% set-aside for small-lot categories was recommended.
- **Discussion among commissioners** indicated the need to see the spatial location of these green spaces in order to determine whether the proposed open space set-asides were adequate. To that end, this memorandum has been updated to include Figure 2, an open space concept diagram.



## OPEN SPACE IN THE WEST NEIGHBORHOOD – AMOUNTS AND TYPES

As envisioned in the Frog Pond Area Plan and the master planning work to date, open space in the 173-acre West Neighborhood is comprised of the following types of land:

- SROZ along Boeckman Creek: 24.4 Acres
- SROZ along Willow Creek: 2.1 Acres
- BPA Corridor: 2.5 Acres
- Parks: 4 Acres, one 2.5-acre neighborhood park and one 1.5-acre trailhead park
- Existing tree groves and wetlands : 11.4 acres total, some portion of which is assumed to be protected.
- Pedestrian greenways that will result from implementation of the Street Demonstration Plan (currently illustrated at roughly 2 acres)
- Additionally, the tree-lined streets of Frog Pond West will serve as a publicly-owned connection of walking routes.
- Additional open space is likely to be created by development through platting. Examples include open space tracts and very large lots around existing or new homes.

Figure 1 on page 4 shows the locations of these open spaces, except for wetlands and open space tracts which could vary spatially. **These items total roughly 46 acres, or 27% of the total neighborhood area.** If the West Neighborhood were in a single ownership, the area would meet the City's current 25% rule (Section 4.113(2)). This provides a rationale for taking a different approach regarding open space standards in Frog Pond West. The premises are:

- Substantial open space, estimated at approximately 27%, will be provided from SROZ, the BPA corridor, the planned parks, pedestrian greenways, and existing tree groves and wetlands retained as part of developments.
- Area planning and master planning have called for two public parks, consistent with the current Wilsonville Parks Master Plan. These will provide parks that serve the entire neighborhood, and in the case of the linear park and Boeckman Trail, the larger Wilsonville community.
- Common open spaces, such as small greens and community gardens, are an important element for livable and attractive development in Small Lot sub-districts.
- A highly connected & tree lined street system will be part of the open space network

## AREA PLAN CONTEXT

Figure 2 on page 4 (from Page 62 of the Frog Pond Area Plan) shows how the park and open spaces described above and in this chapter fit into a broader park and open space framework.

## RECOMMENDATIONS

### Master Plan – Park and Open Space Plan

The Master Plan document will include a Park and Open Space Plan. The central concept for the Park and Open Space Plan is to provide a variety of parks and open spaces which are connected and integrated into the design of the neighborhood. The open spaces will include:



- **Neighborhood park** - A 2.5-acre public neighborhood park, centrally located in the neighborhood
- **Linear park** - A 1.0 to 1.5-acre linear park near Boeckman Creek at a Boeckman Creek trailhead
- **Boeckman Creek and Trail** - Preservation of the Boeckman Creek Significant Resource Overlay Zone (SROZ), with the Boeckman Creek Trail providing a transportation and recreational connection
- **Access to Boeckman Creek** - Visual and physical access to Boeckman Creek SROZ through view corridors, trailheads, pedestrian ways, and small open spaces
- **Willow Creek** - Preservation and restoration of the Willow Creek SROZ
- **Trees and Tree groves** - Preservation of significant trees and tree groves where feasible
- **Wetlands** – Retention and enhancement of wetlands, where feasible, as open space amenities and/or beneficial storm water facilities
- **Tree lined streets** - Tree lined streets throughout the neighborhood that provide seasonal variety and habitat, and are the primary connecting elements of the public realm
- **Pedestrian connections** - Pedestrian connections that supplement the street network
- **Small open spaces** – Active open space in small lot sub-districts

Figure 3 on the following page depicts the concept of an integrated park and open space system in the West Neighborhood.

### Development Code

Based on the above, the project team recommends that Small Lot sub-districts be required to provide a minimum of 10% open space in the form of active greens, courtyards, community gardens, tot lots, public pedestrian ways and similar spaces. The rationale for requiring 10% open space in Small Lot sub-districts is: (1) it will add variety and livability of the built form in these sub-districts; (2) it is a tool to preserve trees and wetlands in areas of smaller lots; and (3) it will provide active play spaces close to smaller homes. Medium Lot and Large Lot sub-districts should generally not be required to provide common open space because of their larger yards and the context of the master planned parks and open spaces of the neighborhood. The code would provide the authority for the City to require open space in any sub district if the DRB finds that it is necessary to support a specific proposal or achieve the purposes of the Frog Pond Master Plan or Neighborhood District.



Figure 1. Frog Pond Area Plan Open Space Framework – West Neighborhood

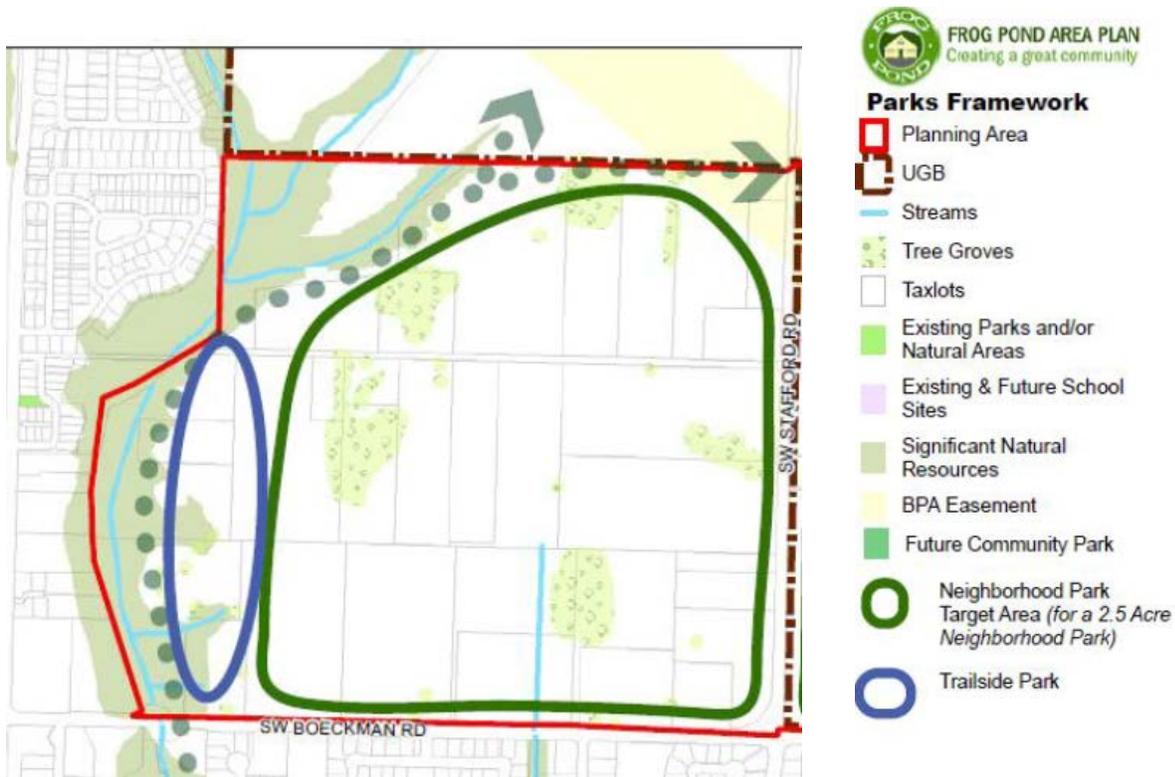
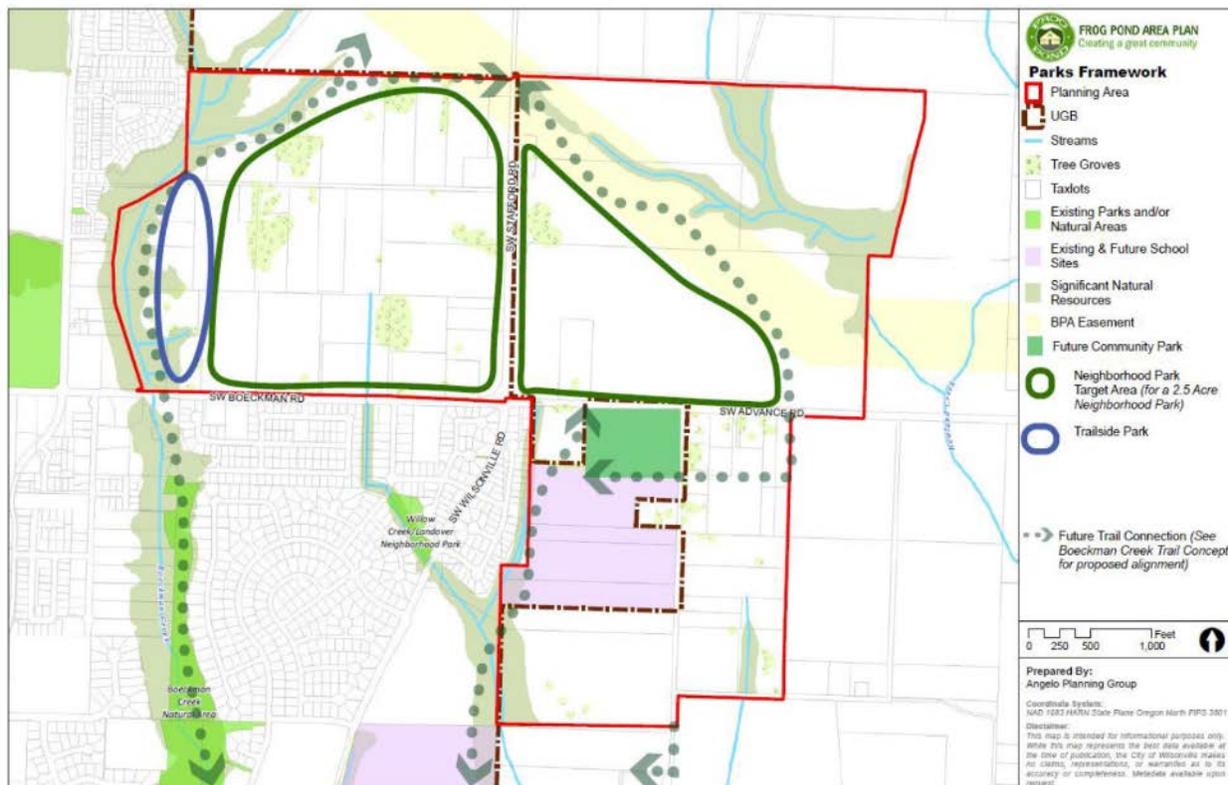
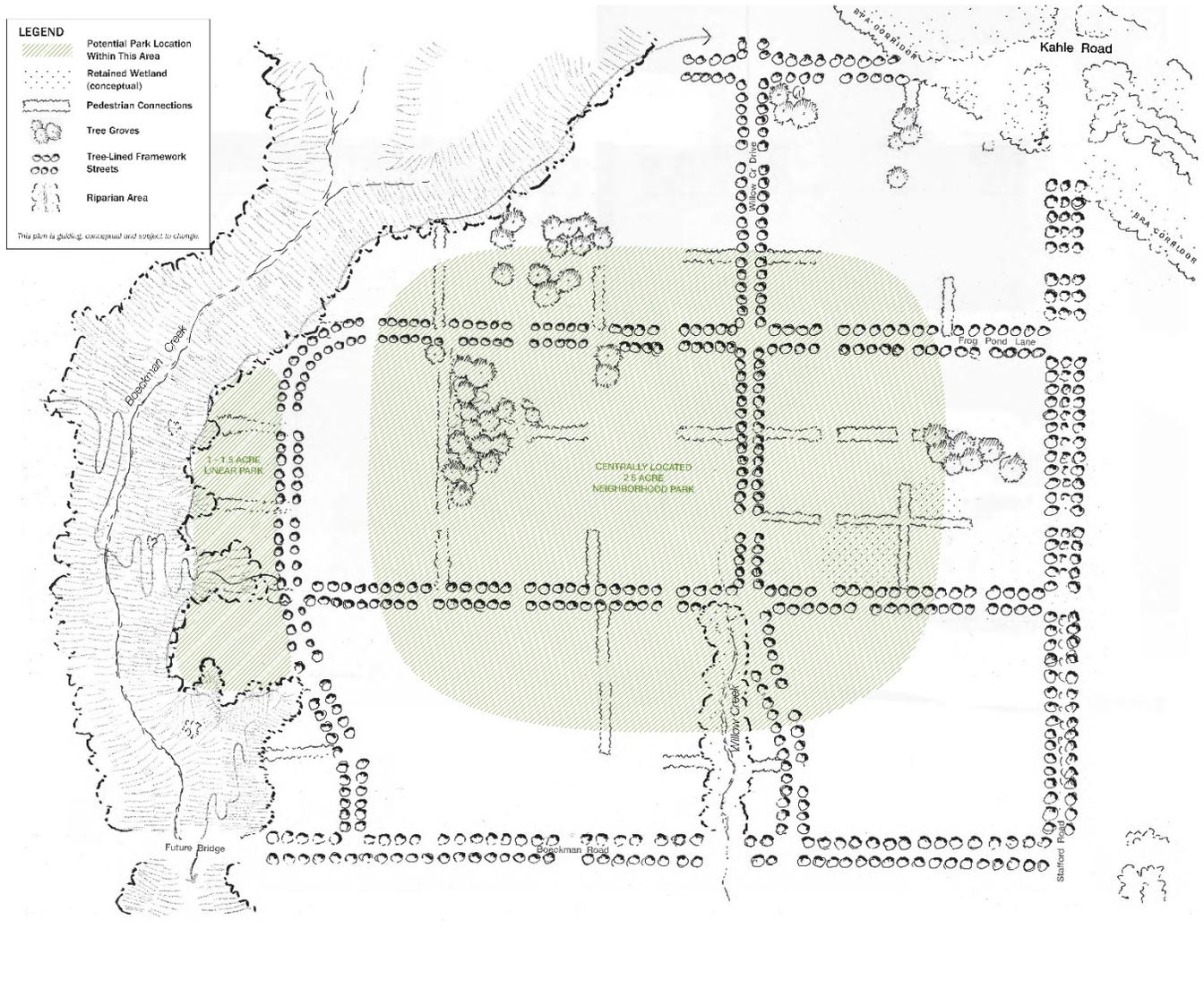


Figure 2. Frog Pond Area Plan Parks and Open Space Framework – Three-neighborhood Context



**Figure 3. West Neighborhood Parks and Open Space Framework**



2.5 ac Neighborhood Park



Wetland or riparian area



Pedestrian connection



Incorporating existing trees into the neighborhood



Tree-lined framework streets

**PARKS AND OPEN SPACE FRAMEWORK**

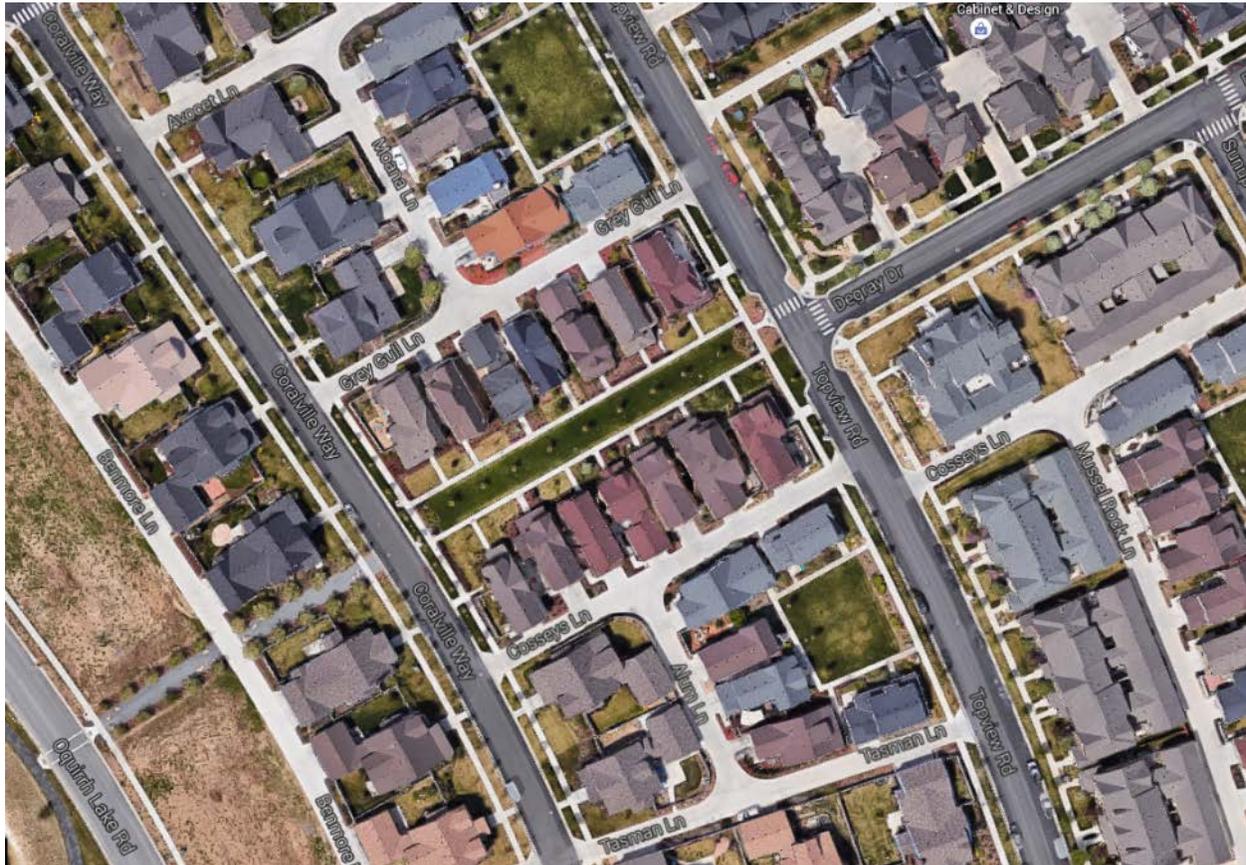
FROG POND MASTER PLAN | JULY 5, 2016





The images on the following pages depict the open space integrated into residential neighborhoods, and are intended to spur thinking and discussion on the topic.

### Courtyards and Linear Green Spaces in South Jordan, UT







Villebois, Wilsonville

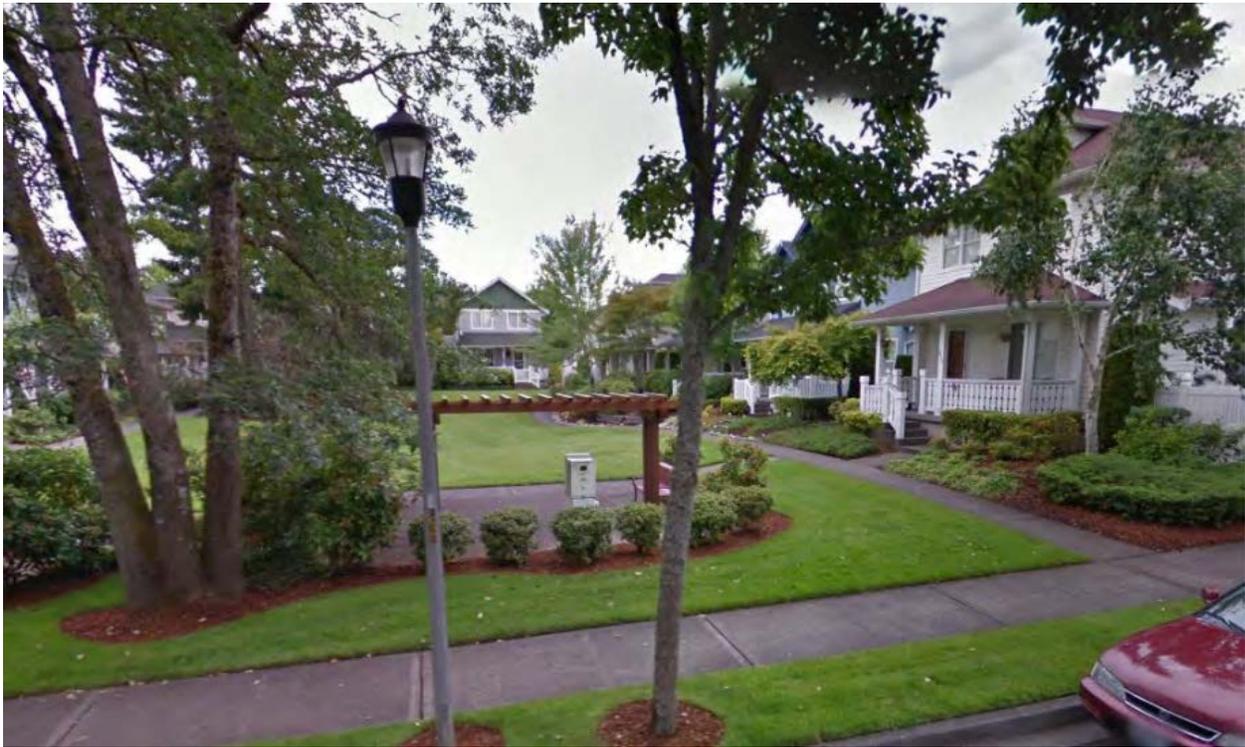


Canyon Creek, Wilsonville





Dupont WA





Issaquah Highlands, WA



Community Garden in Portland's Cully Neighborhood  
*(image via OregonLive)*



# Memorandum



7/6/2016

**To:** Wilsonville Planning Commission  
**Cc:** Project Team  
**From:** Joe Dills and Andrew Parish, Angelo Planning Group  
Ken Pirie, Walker Macy  
**Re:** Frog Pond Master Plan – Street Demonstration Plan Update

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## SUMMARY OF UPDATE

The attached update of the Street Demonstration Plan dated July 29, 2016 reflects continued work on honing the plan. The updates include:

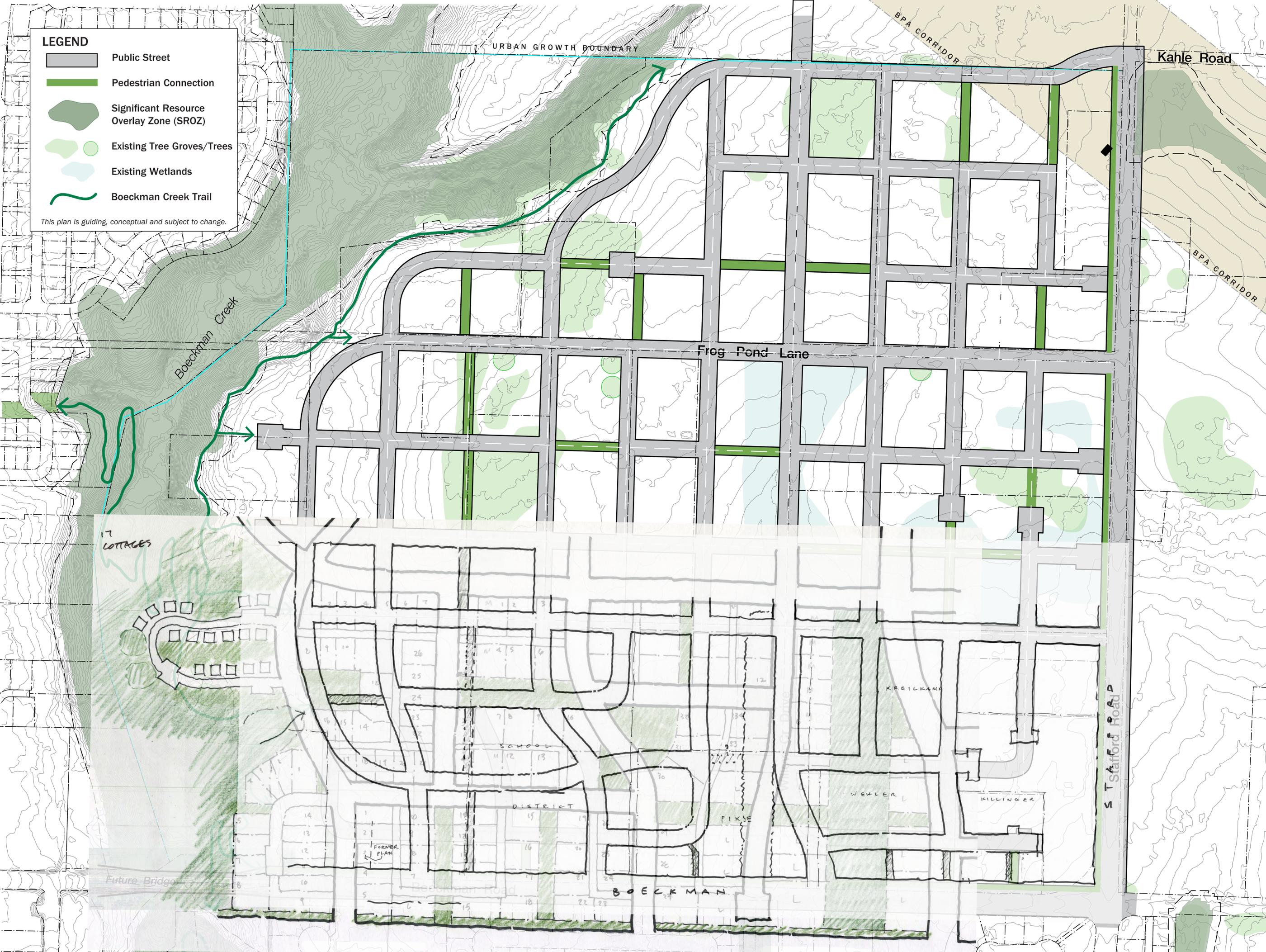
- a. **Boeckman Road intersections** – The team recommends that the westernmost full-movement intersection along Boeckman Road be moved to west of the School District property. The reason is that it is unknown when, or even if, the School District property will develop. See Plan for adjustments to the street layout. The City’s TSP recommends that access to Arterials should be spaced a minimum of 600’ apart. If a future intersection aligned with Laurel Glen is desired, the future roadway connection west on Boeckman will be adjusted accordingly.
- b. **Local streets that will be parallel to Boeckman Road** – The team has coordinated with potential developers for the properties in the southeast quadrant of the neighborhood. This coordination has identified a concept where the first east-west local street north of Boeckman would be approximately 100 feet north (one lot depth) north of Boeckman, with frequent pedestrian connections. This street location concept means that the rear elevations of the homes would face Boeckman, rather than sides previously discussed. Staff is working on design guidelines (articulation, low walls, walkway connections to rear yards, landscaping) that would support this option. This orientation is suited to larger lots but is not recommended for other locations, along Boeckman or Stafford, where it is preferred that homes face arterial streets with their side elevations.
- c. **Additional pedestrian connections** – Some streets have been changed to pedestrian connections to reduce potential impact to tree groves and wetlands. Selected natural resource areas have been added to the Street Plan, such as high-value, functional wetlands and Oregon White Oak tree stands, to demonstrate how these pedestrian connections align with the natural features. Mature trees should be protected within the connections where feasible. In the area with a large existing wetland shown, the pedestrian connections could be designed to incorporate portions of these wetlands in an innovative way, perhaps integrating them as stormwater treatment facilities . One street has been changed to a pedestrian connection within the BPA corridor to emphasize the limited development potential within the corridor.



- d. **Willow Creek SROZ crossing** – The update includes a local street crossing of the Willow Creek SROZ area. The rationale for this street connection is:
- The parcel north of it is owned by the School District. When, or even if, this parcel will develop for residential uses is unknown.
  - The parcel south of the proposed street is “land locked” in the sense that the City’s street spacing standards preclude an access from Boeckman Road. The proposed local street is the most efficient way to access the parcel, consistent with the City’s standards and intended street network in this area. The street connection would provide connectivity from this parcel to the remainder of the southeast quadrant of the neighborhood.
  - No significant resources would be impacted. The crossing location is a degraded tributary and there are no trees. The street design and implementation should be accomplished together with a restoration plan for this SROZ.

- LEGEND**
-  Public Street
  -  Pedestrian Connection
  -  Significant Resource Overlay Zone (SROZ)
  -  Existing Tree Groves/Trees
  -  Existing Wetlands
  -  Boeckman Creek Trail

*This plan is guiding, conceptual and subject to change.*



**STREET DEMONSTRATION PLAN**



# Memorandum



7/6/2016

**To:** Wilsonville Planning Commission  
**Cc:** Project Team  
**From:** Joe Dills and Andrew Parish, Angelo Planning Group  
**Re:** Frog Pond Master Plan – Street Tree Plan

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## INTRODUCTION

The concept for street trees in the Frog Pond West Neighborhood is shown in the attached “Street Tree Plan.” The City’s street tree list (Section 4.176 Landscaping, Screening and Buffering) has been used as a starting point, however the team has considered a more ‘contemporary’ list of trees for the recommendations, removing some species from the list that do not meet current practice or are known to be invasive or prone to disease or breakage.

The Street Tree Plan depicts the following concepts:

- The **Primary Streets** in the new neighborhood should provide clear identity to the community, and serve as a clear wayfinding structure, with street tree continuity serving as a useful tool.
- The proposed trees for these Primary streets come partly from the City of Wilsonville recommended tree list for "trees over 50 feet mature height" (Section 4.176 Landscaping, Screening and Buffering). The team has adapted this list as described above.
- It should be noted that other species with similar characteristics will be considered.
- The Primary Street Tree List is as follows:

o Acer nigrum ‘Green Column’	o Green Column Black Maple
o Liriodendron tulipifera	o Tulip Tree
o Liriodendron tulipifera ‘Fastigiatum’	o Columnar Tulip Tree
o Platanus x acerifolia ‘Bloodgood’	o Bloodgood London Plane Tree
o Quercus coccinea	o Scarlet Oak
o Quercus rubra Borealis	o Northern Red Oak
o Tilia americana	o American Linden
o Zelkova serrata ‘Green Vase’	o Green Vase Zelkova
o Zelkova serrata ‘Musashino’	o Musashino Zelkova (columnar)

- The proposed 8' planting strips on Primary streets will help ensure these trees grow to large canopy structure over the streets, providing future value to adjacent homes.
- Root barriers would be used in all situations to protect the sidewalk infrastructure from root damage.
- To provide strong continuity, a Primary street should be planted with these species for its entire length. No specific tree is proposed for P1, P2, P3, etc, but each of these should be planted with a different species as they are built. There are 6 Primary Streets and 9 suggested trees.



- **Neighborhood Streets** should strive for variety, as required in your code (page C54-55 section D). A single subdivision or development's streets should not be planted with a single tree. For example, east-west streets would have one tree from the recommended list and north-south streets would need to have another. An even finer-grain of species distribution is recommended if possible, at the city's discretion.

- The Neighborhood Street Tree List is as follows:

• Acer griseum	• Paperbark Maple
• Acer rubrum 'Red Sunset'	• Red Sunset Maple
• Cercidiphyllum japonicum	• Katsura Tree
• Cladrastis kentukea	• Yellow Wood
• Gleditsia triacanthos 'Halka'	• Halka Honeylocust
• Gleditsia triacanthos 'Skycole'	• Skycole Honeylocust
• Pistacia chinensis	• Chinese Pistache
• Tilia cordata 'Glenleven'	• Glenleven Little Leaf Linden
• Ulmus 'Morton' Accolade	• Accolade Elm

- Both sides of a street should be planted with the same tree species.
- **Pedestrian Connections** would feature a columnar species, reflecting the narrow space in these connections and ensuring that there are views through the length of them, helping with safety and wayfinding. Three trees are proposed for Pedestrian Connections:

○ Carpinus betulus 'Fastigiata'	○ Common Hornbeam
○ Acer rubrum 'Bowhall'	○ Bowhall Red Maple
○ Quercus robur 'Fastigiata'	○ English Oak

- To the extent possible, existing groves of White Oak should be incorporated into the neighborhood, as street trees or within pedestrian connections and have been identified generally on the plan.

- LEGEND**
-  Pedestrian Connection
  -  Significant Resource Overlay Zone (SROZ)
  -  Primary Street
  -  Neighborhood Street

**P1 Primary Street Trees (over 50' mature)**  
 For continuity and variety, select one tree from the following list and use for the entire length and both sides of a given street, (P1, P2, P3, P4, P5 or P6.)

- |  |                          |
|--|--------------------------|
| <i>Acer nigrum</i> 'Green Column'            | Green Column Black Maple |
| <i>Liriodendron tulipifera</i>               | Tulip Tree               |
| <i>Liriodendron tulipifera</i> 'Fastigiatum' | Columnar Tulip Tree      |
| <i>Platanus x acerifolia</i> 'Bloodgood'     | Bloodgood London Plane   |
| <i>Quercus coccinea</i>                      | Scarlet Oak              |
| <i>Quercus rubra borealis</i>                | Northern Red Oak         |
| <i>Tilia americana</i>                       | American Linden          |
| <i>Zelkova serrata</i> 'Green Vase'          | Green Vase Zelkova       |
| <i>Zelkova serrata</i> 'Musashino'           | Musashino Zelkova        |

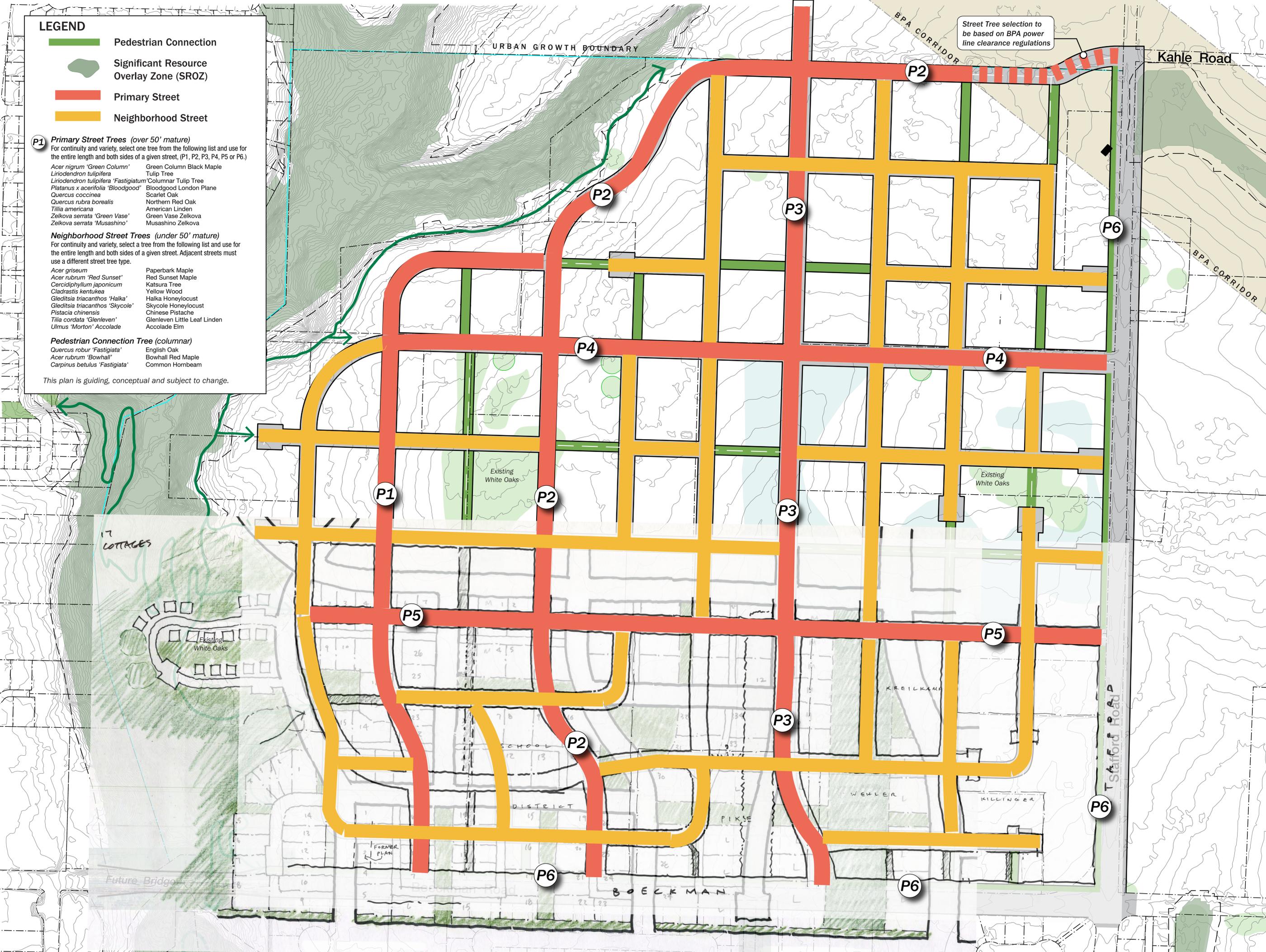
**Neighborhood Street Trees (under 50' mature)**  
 For continuity and variety, select a tree from the following list and use for the entire length and both sides of a given street. Adjacent streets must use a different street tree type.

- |  |                              |
|--|------------------------------|
| <i>Acer griseum</i>                    | Paperbark Maple              |
| <i>Acer rubrum</i> 'Red Sunset'        | Red Sunset Maple             |
| <i>Cercidiphyllum japonicum</i>        | Katsura Tree                 |
| <i>Cladrastis kentukea</i>             | Yellow Wood                  |
| <i>Gleditsia triacanthos</i> 'Halka'   | Halka Honeylocust            |
| <i>Gleditsia triacanthos</i> 'Skycole' | Skycole Honeylocust          |
| <i>Pistacia chinensis</i>              | Chinese Pistache             |
| <i>Tilia cordata</i> 'Glenleven'       | Glenleven Little Leaf Linden |
| <i>Ulmus</i> 'Morton' 'Accolade'       | Accolade Elm                 |

**Pedestrian Connection Tree (columnar)**

- |                                      |                   |
|--------------------------------------|-------------------|
| <i>Quercus robur</i> 'Fastigiata'    | English Oak       |
| <i>Acer rubrum</i> 'Bowhall'         | Bowhall Red Maple |
| <i>Carpinus betulus</i> 'Fastigiata' | Common Hornbeam   |

This plan is guiding, conceptual and subject to change.



# STREET TREE PLAN



# Street Tree Plan - Images from Species List

## PRIMARY STREET TREES

Green Column Black Maple



Tulip Tree



Columnar Tulip Tree



Bloodgood London Plane Tree



Scarlet Oak



Northern Red Oak



# Street Tree Plan - Images from Species List

## PRIMARY STREET TREES

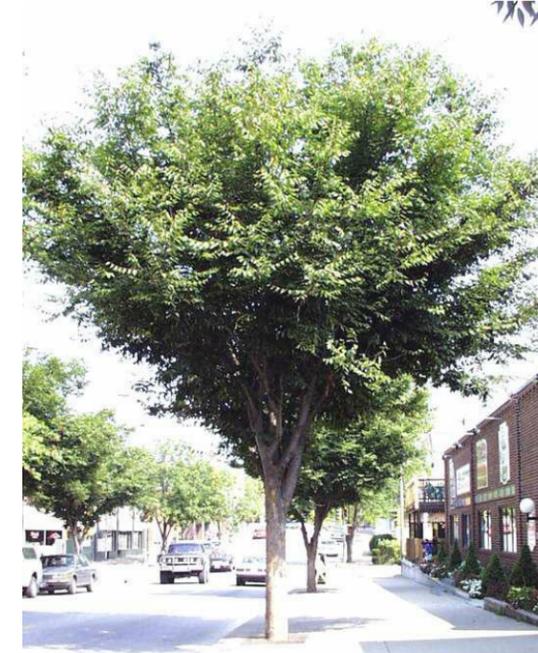
American Linden



Green Vase Zelkova



Musashino Zelkova



## NEIGHBORHOOD STREET TREES

Paperbark Maple



Red Sunset Maple



Katsura Tree



# Street Tree Plan - Images from Species List

## NEIGHBORHOOD STREET TREES

Yellow Wood



Halka Honeylocust



Skycole Honeylocust



Chinese Pistache



Glenleven Little Leaf Linden



Accolade Elm



# Street Tree Plan - Images from Species List

## PEDESTRIAN CONNECTION TREES

English Oak



Bowhall Red Maple



Common Hornbeam



# Memorandum



7/6/2016

**To:** Wilsonville Planning Commission  
**Cc:** Project Team  
**From:** Joe Dills and Andrew Parish, Angelo Planning Group  
Ken Pirie, Walker Macy  
**Re:** Frog Pond Master Plan – Boeckman Creek Trail

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## INTRODUCTION

The purpose of this memorandum is to describe the proposed Boeckman Creek Trail in the West neighborhood.

The trail was described as follows in the Frog Pond Area Plan (page 51):

The vision for the Boeckman Creek Regional Trail is for it to 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 be raised to address the “Dip”), the trail will climb to the top of bank along an existing access/maintenance road and run roughly along the edge of the vegetated corridor / Significant Resource Overlay Zone (SROZ) through the West Neighborhood. The trail alignment provides the opportunity for a linear park along this natural feature, with nodes of activity or pocket parks such as trailheads and play areas framed by the forest edge. This location will ensure the trail is a neighborhood amenity and increase its use and safety. This trail will leave Boeckman Creek and traverse the northern edge of the West Neighborhood to link to the BPA corridor, intersecting Stafford Road at Kahle Road. As a regional trail, this should be paved at 12’ in width, but stormwater runoff from the trail will need to be managed so as not to impact Boeckman Creek. Pervious pavement should be considered for this trail. Connections to the trail from the adjacent streets and from accessways between homes in residential developments should be provided as frequently as is practical in order to maximize bicycle and pedestrian connectivity and convenience. Some of these connections may be natural surfaces if they are too steep for bicycles. Connections across the creek to the West will improve pedestrian access from the Frog Pond area to Canyon Creek Road and nearby residential areas and businesses.

Figure 1 shows the overall pedestrian system for the Frog Pond Area Plan. The Boeckman Creek Trail is shown as green dots, following Boeckman Creek and providing future connections to the area north of Frog Pond, as well as to the BPA corridor and the East Neighborhood.

Figure 2 shows the proposed trail types and alignments for the Boeckman Trail that would be adopted as part of the Frog Pond Master Plan. There are two trail types: the Regional Trail and the Forest Trail. The Regional Trail is consistent with the above-cited description from the Area Plan. It is paved and generally follows a “top of bank” alignment in the area between the SROZ and the neighborhood. Connections to the trail are provided at the west end of each east-west street, so there is physical and visual access to the trail and the Boeckman Creek SROZ. The Linear Park will be located in this vicinity.



The Regional Trail's southern section will require an environmentally sensitive design that minimizes impacts as it connects down to the area under the bridge. The Forest Trail is intended for the east-west crossing of Boeckman Creek, and anywhere else where a narrow, soft surface trail is appropriate.

Cross sections and precedent images are provided in the following pages. All alignments and dimensions are conceptual and subject to more detailed design.



Figure 1. Bicycle / Pedestrian Framework for Frog Pond Area Plan

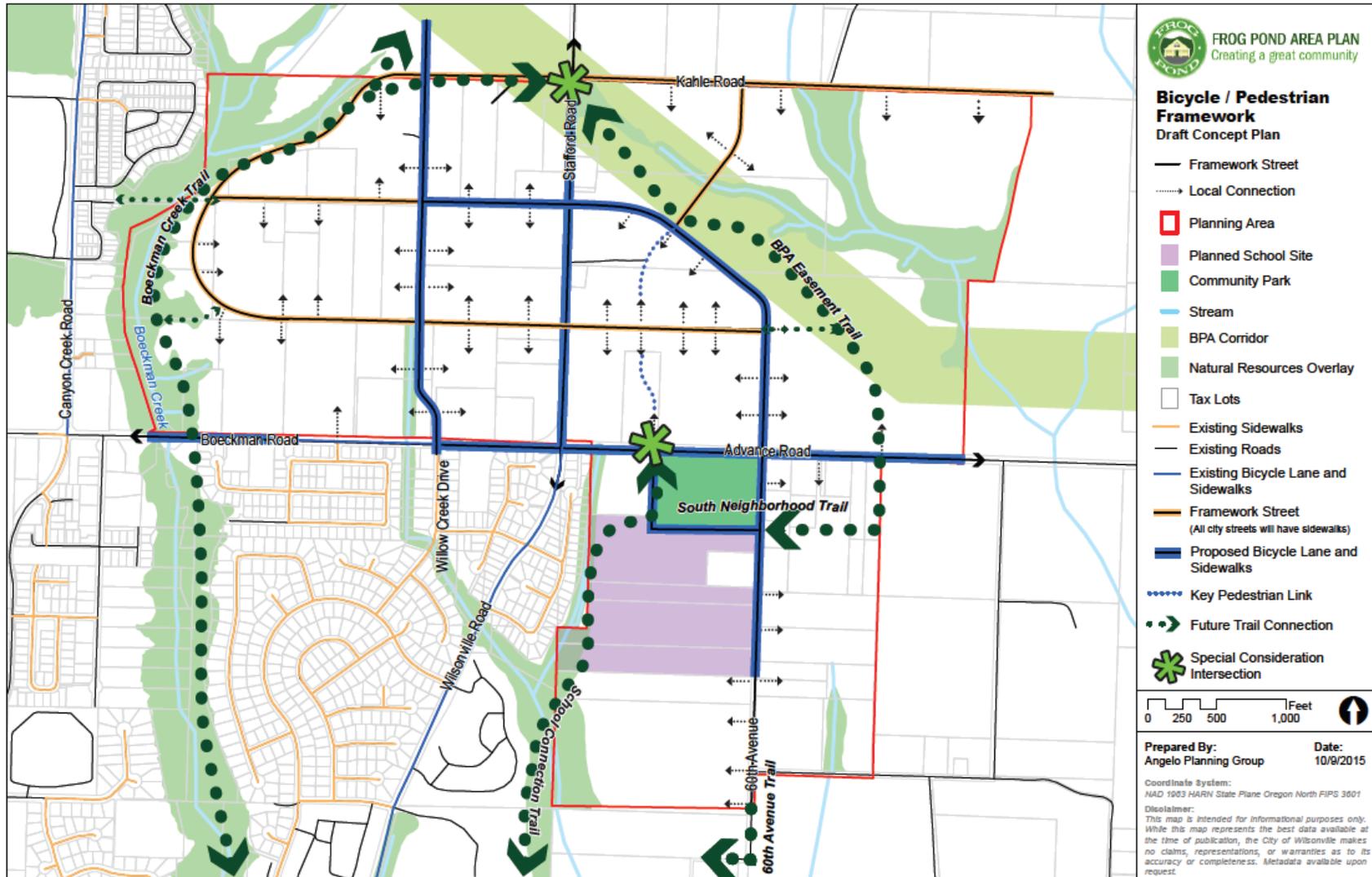
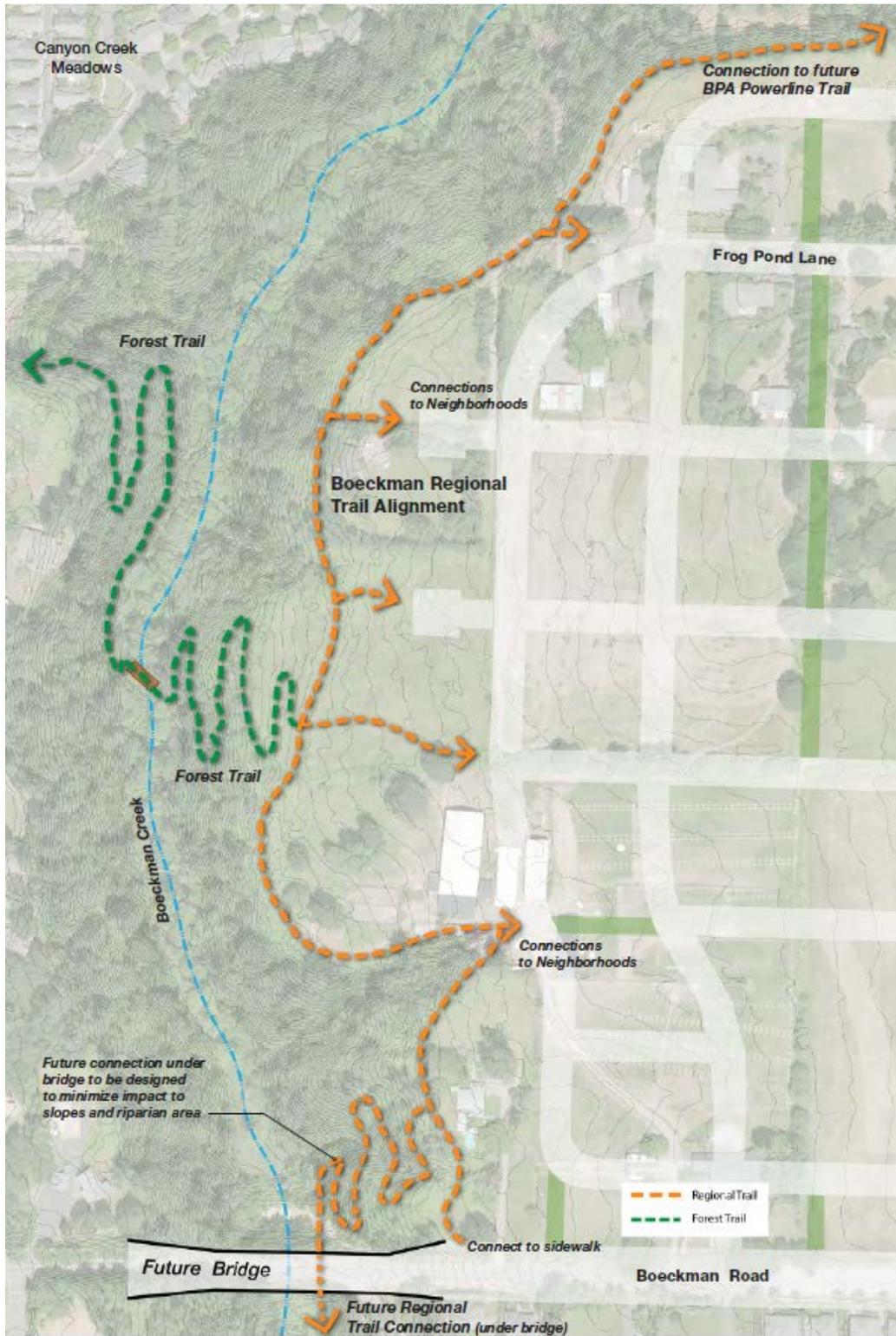




Figure 2. Boeckman Creek Trail through the West Neighborhood





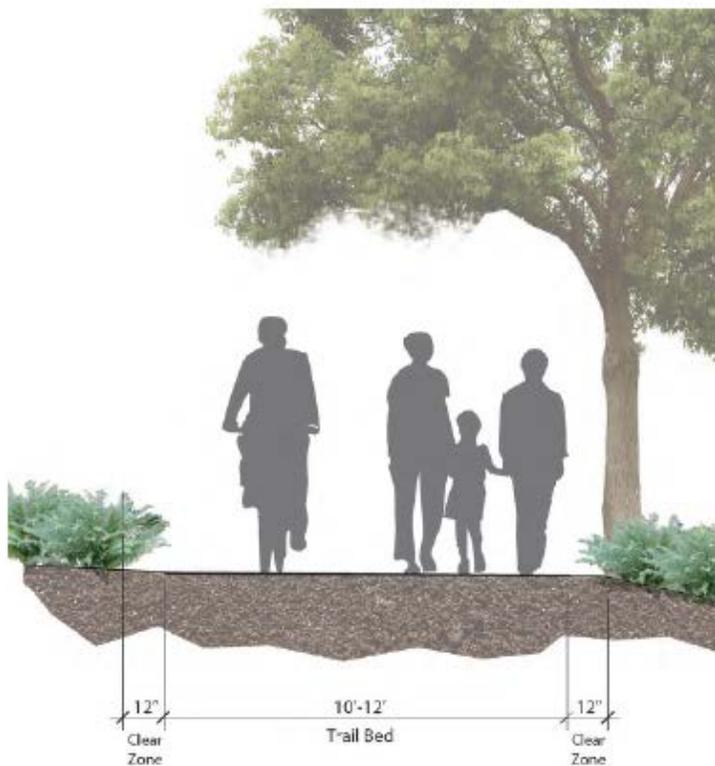
**Figure 3. Boeckman Creek Trail Cross Sections**



**Forest Trail Cross-Section**



**Forest Trail**



**Regional Trail Cross-Section**



**Regional Trail**

# Frog Pond Master Plan



Planning Commission – July 13, 2016



# Boeckman Frontage Lot Standards Principles

- Front door to the West Neighborhood
- “People-friendly” design will support walking and activity
- Boeckman will be a “Safe Route to School”
- Frontage standards help connect Frog Pond to the larger community



# Ideas viewed to date



Side-orientation to Boeckman, common greens, “permeability”



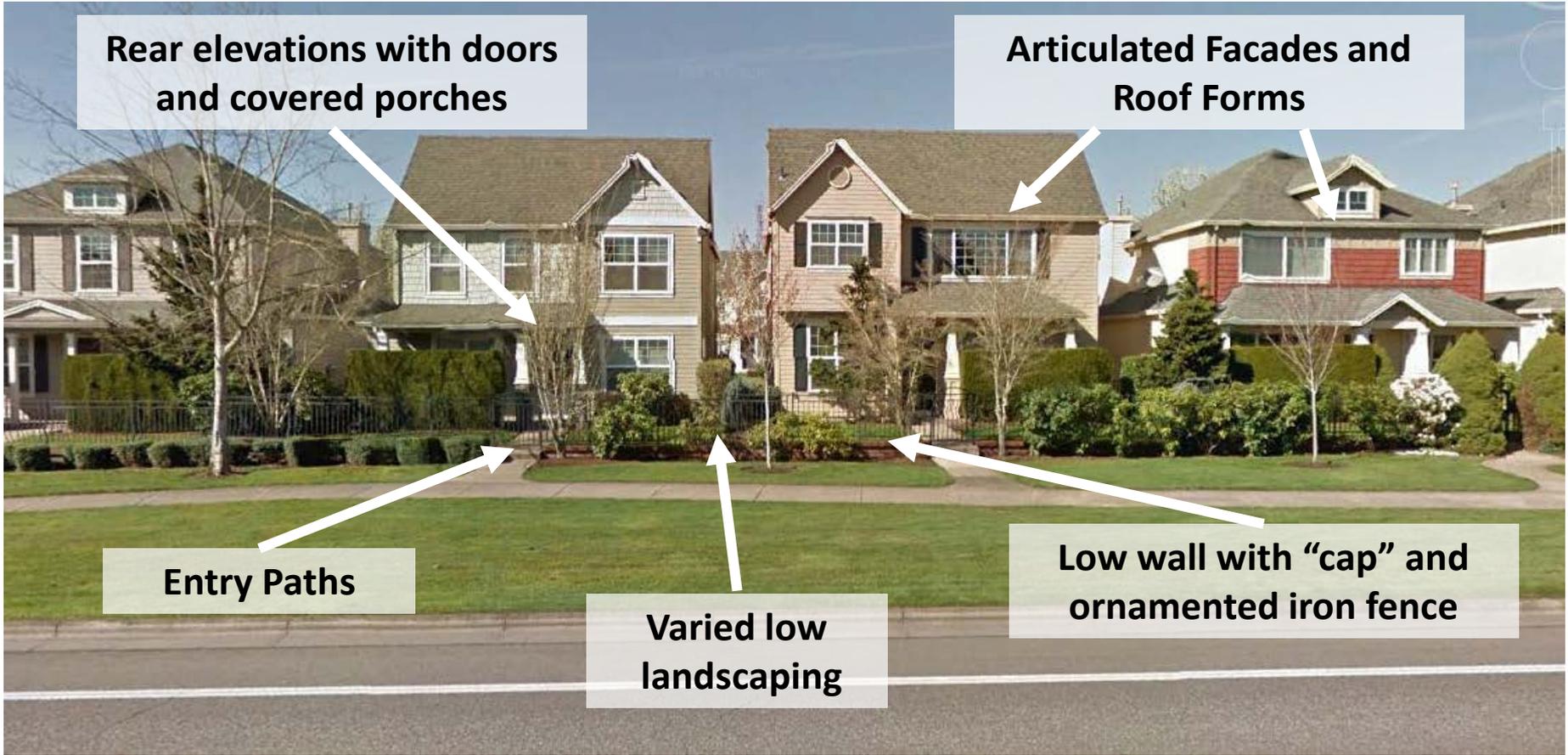
# Alternative Proposed by West Hills Development



Enhanced rear facades and streetscape  
Example: 231<sup>st</sup> Avenue, Orenco area



Pedestrian connections every 2-3 homes



**Rear elevations with doors and covered porches**

**Articulated Facades and Roof Forms**

**Entry Paths**

**Varied low landscaping**

**Low wall with "cap" and ornamented iron fence**



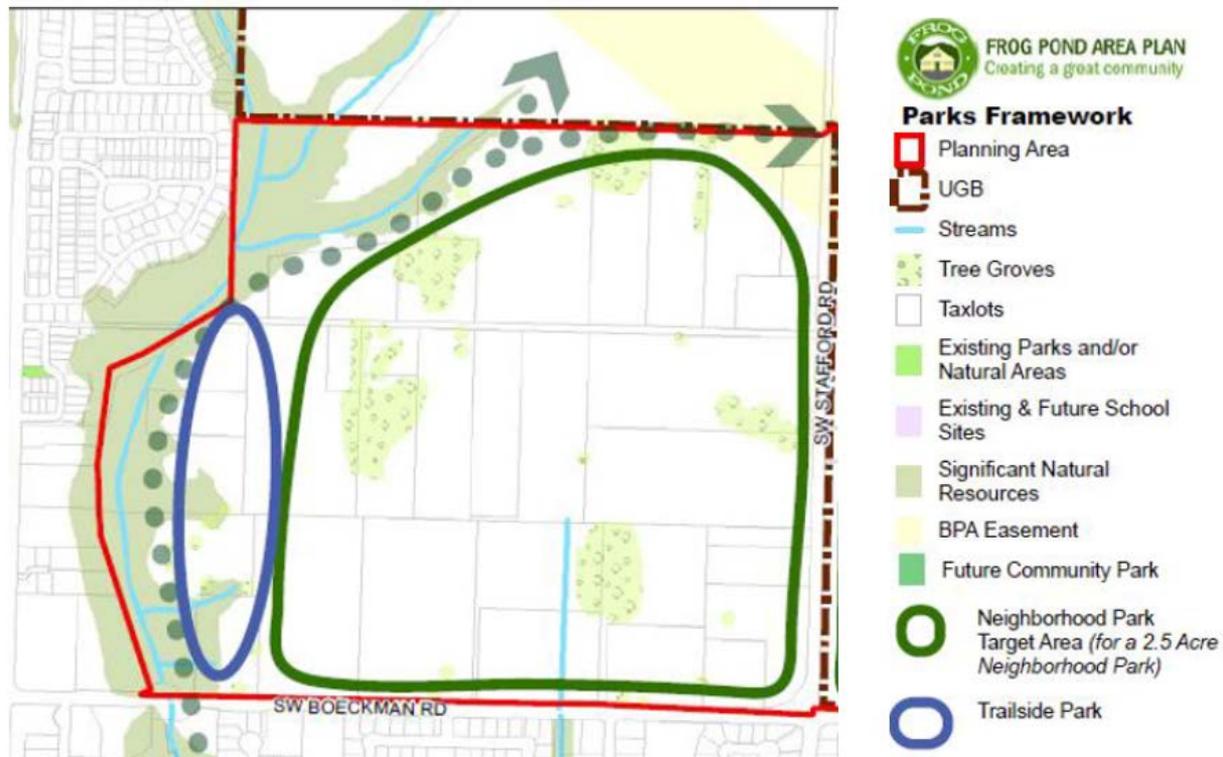
Similar concept along Grahams Ferry Road, with continuous wall and hedge.



Similar concept applied to front yards. Low level of landscaping and detail.



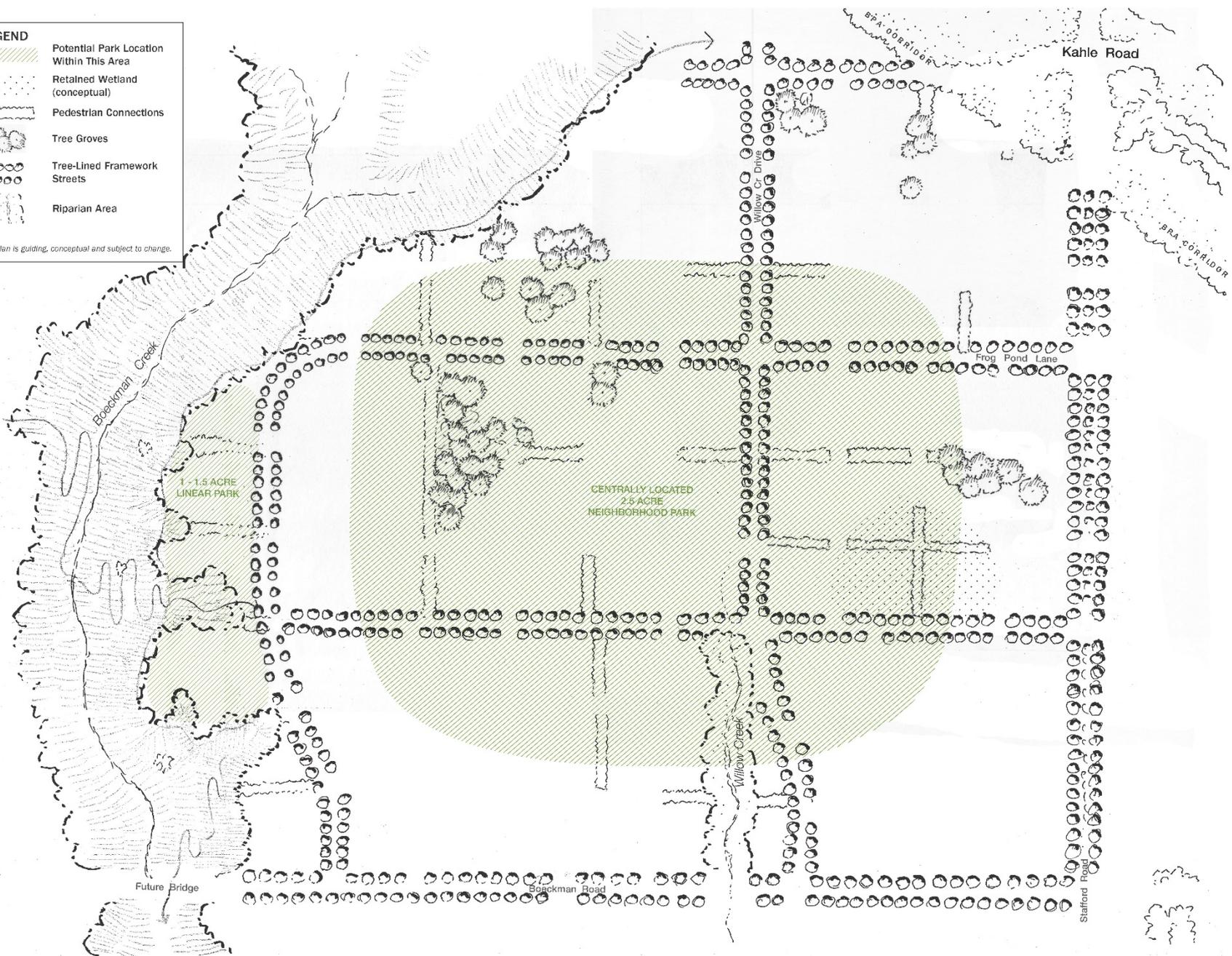
# Parks/Open Space Framework



**LEGEND**

-  Potential Park Location Within This Area
-  Retained Wetland (conceptual)
-  Pedestrian Connections
-  Tree Groves
-  Tree-Lined Framework Streets
-  Riparian Area

*This plan is guiding, conceptual and subject to change.*



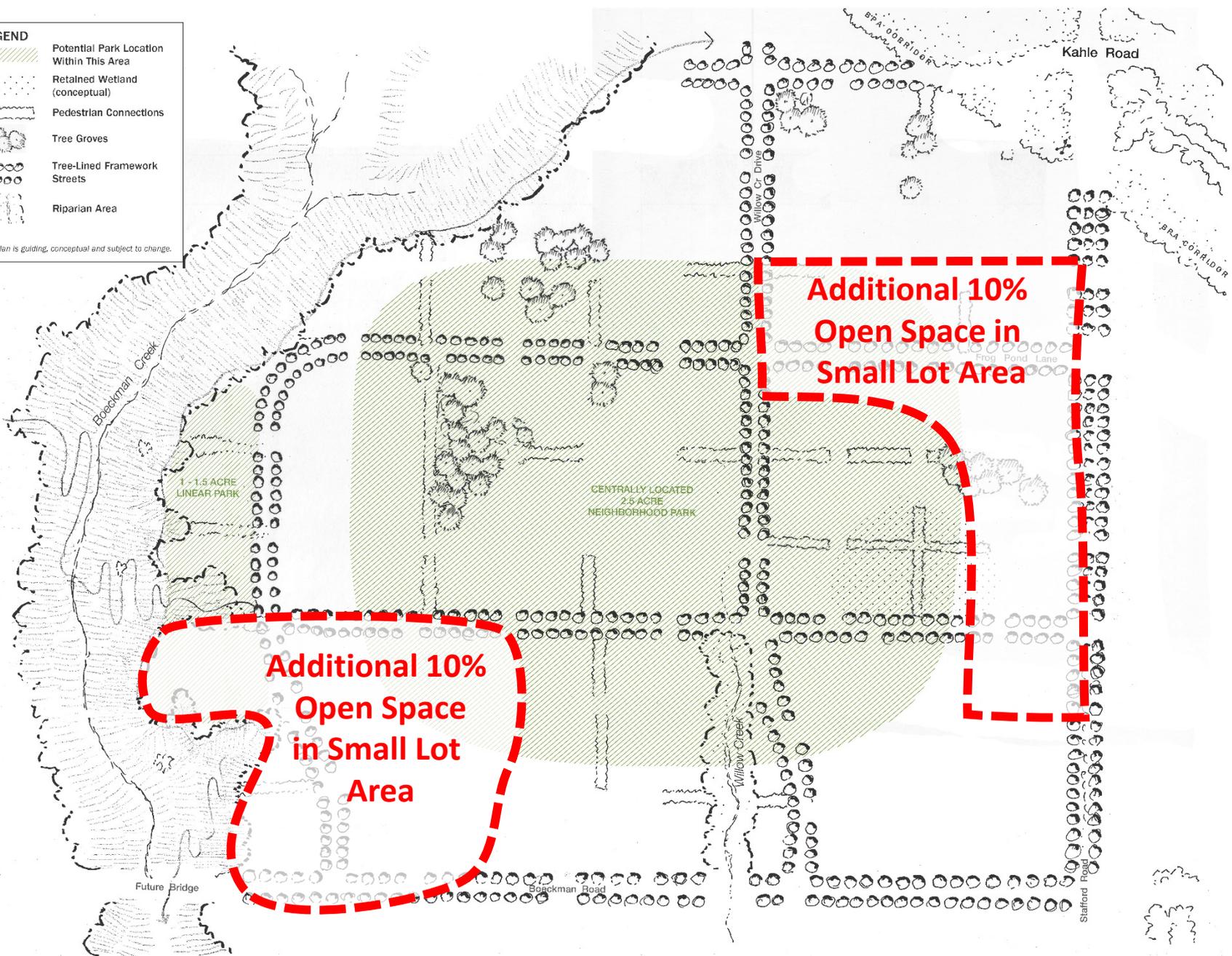
**PARKS AND OPEN SPACE FRAMEWORK**



**LEGEND**

-  Potential Park Location Within This Area
-  Retained Wetland (conceptual)
-  Pedestrian Connections
-  Tree Groves
-  Tree-Lined Framework Streets
-  Riparian Area

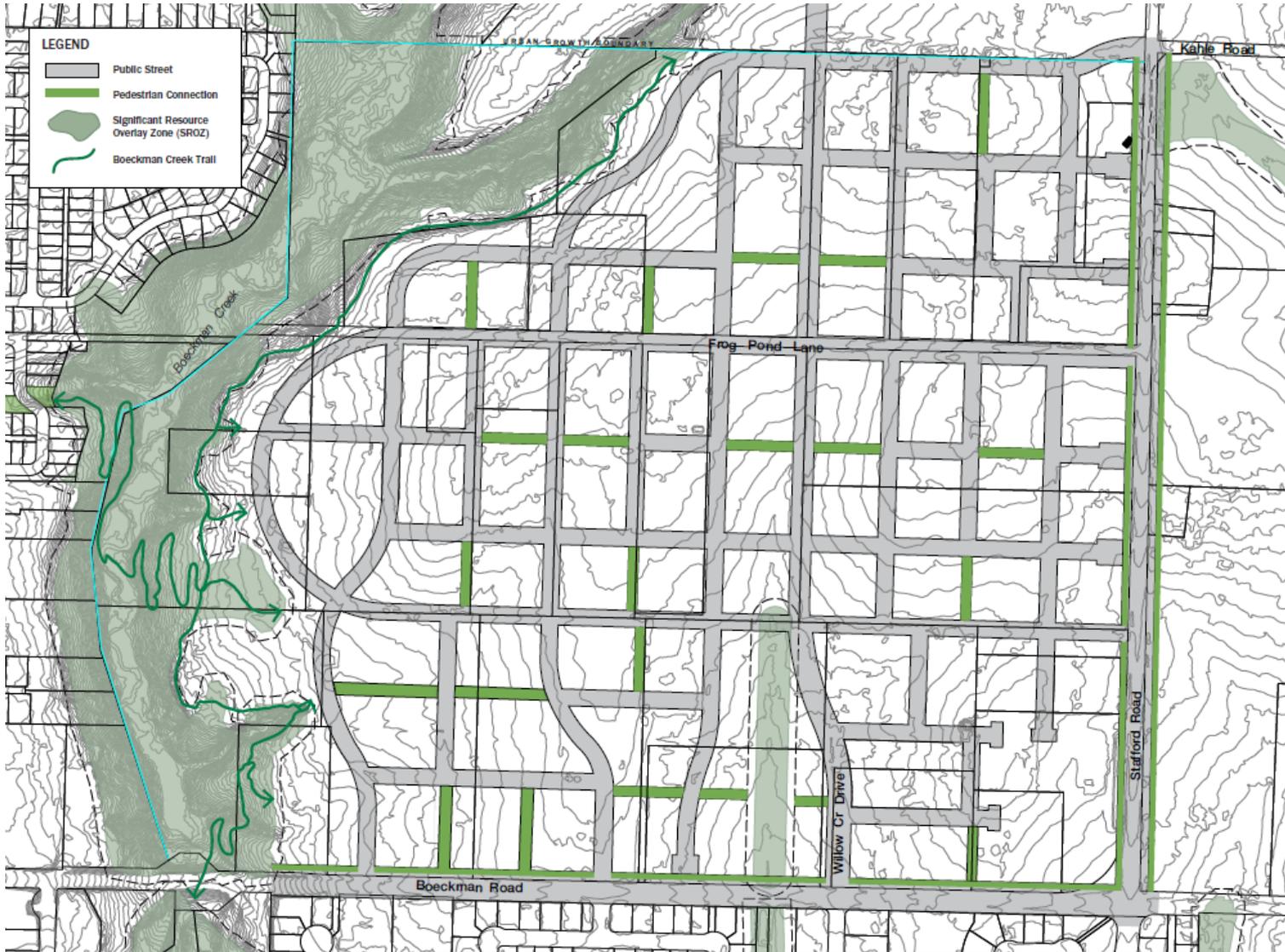
*This plan is guiding, conceptual and subject to change.*



**PARKS AND OPEN SPACE FRAMEWORK**



# Street Plan - May

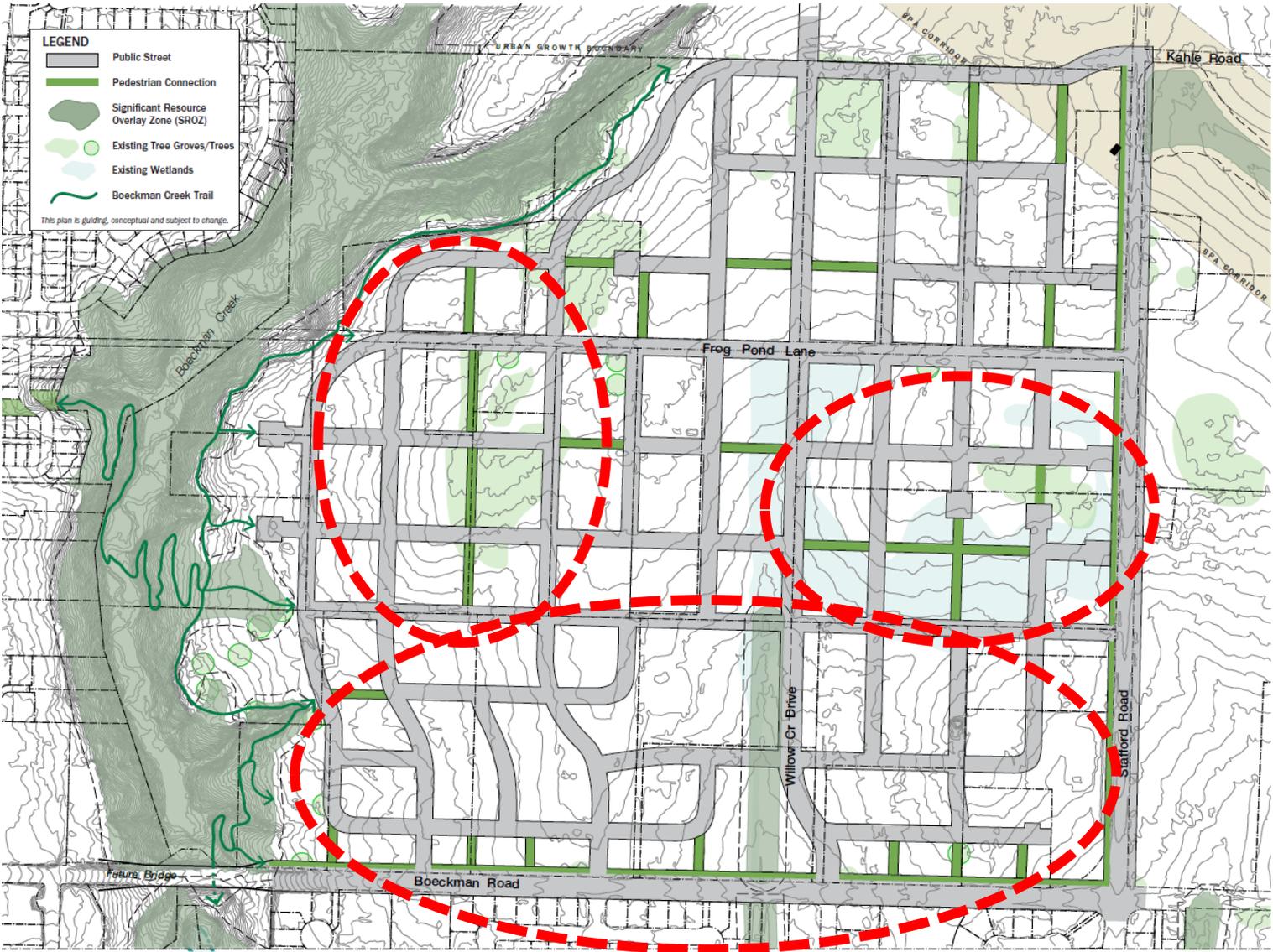


## STREET DEMONSTRATION PLAN

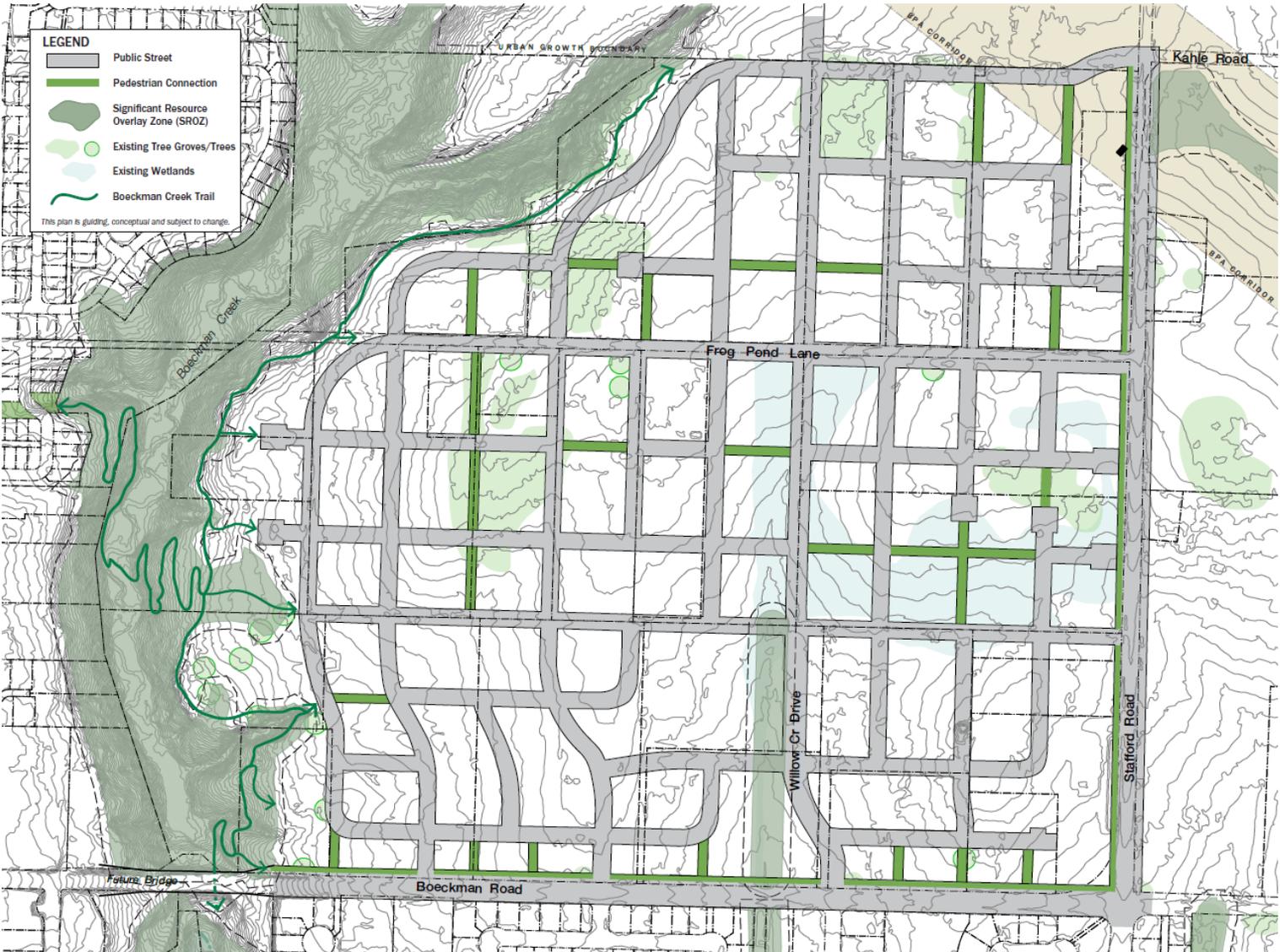
FROG POND MASTER PLAN | April 29 2016



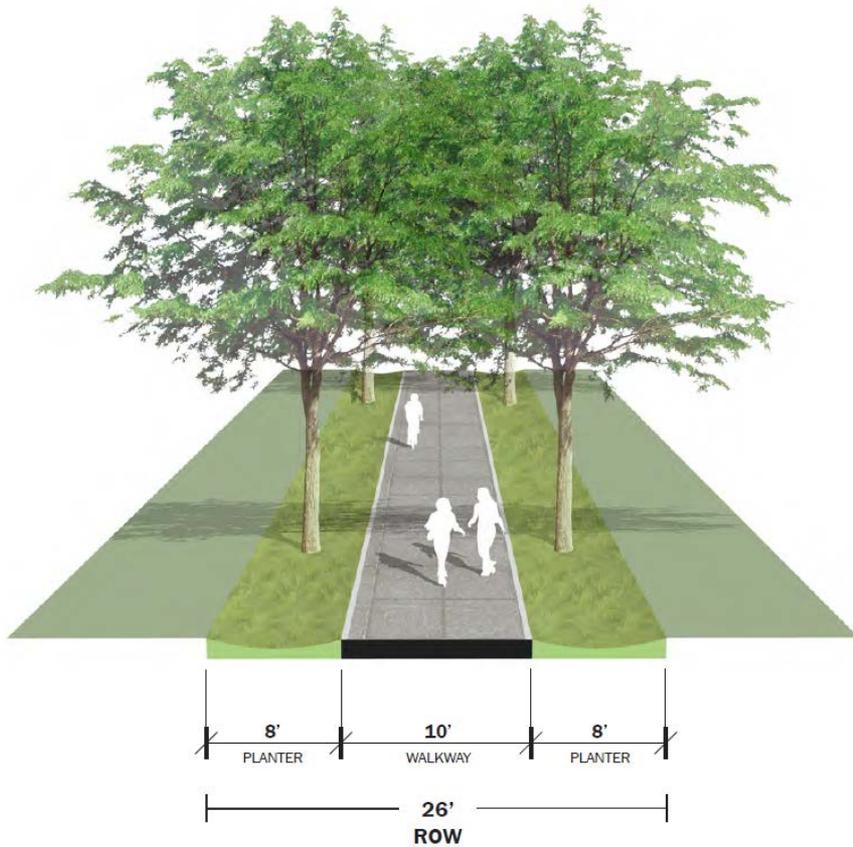
# Street Plan - July



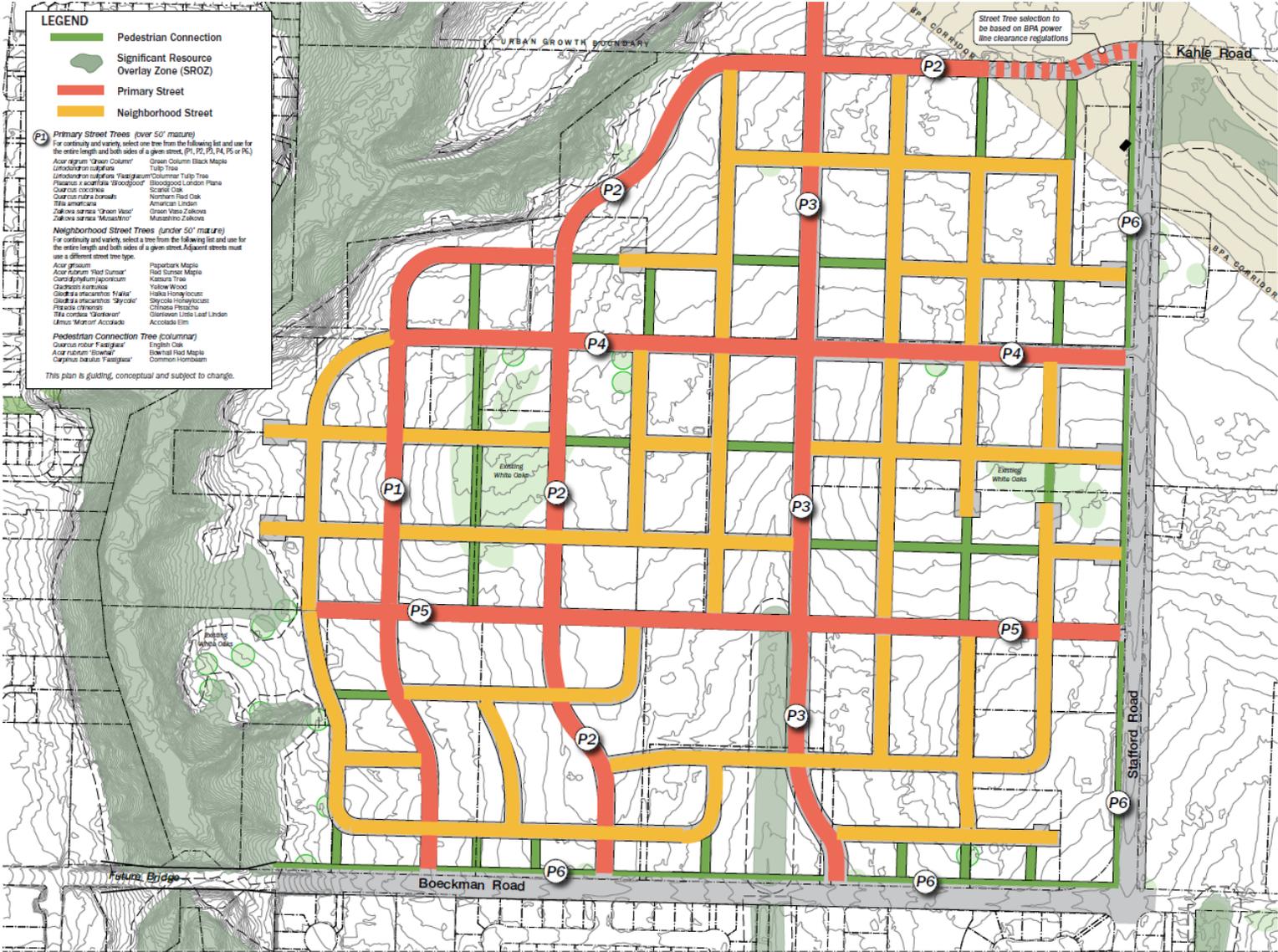
# Street Plan - July



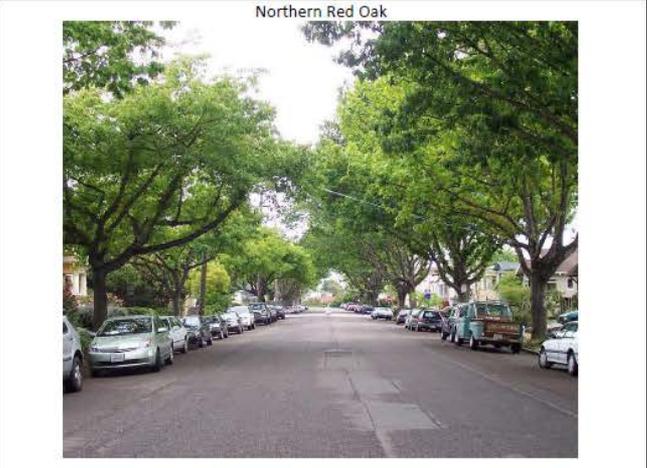
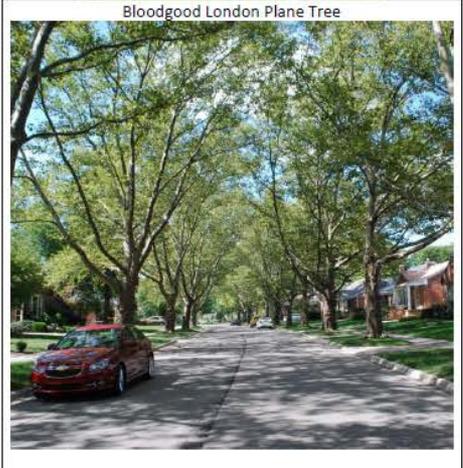
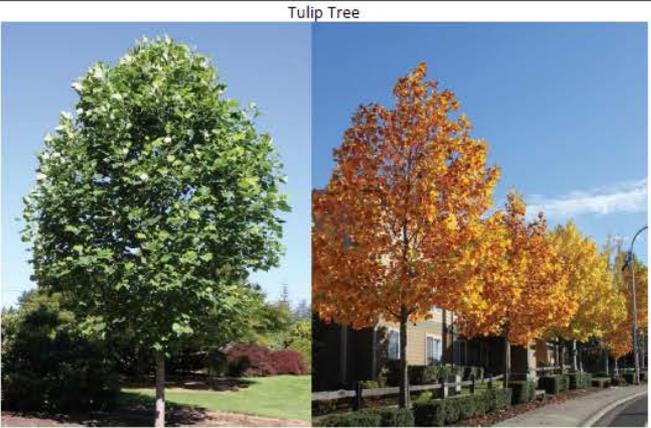
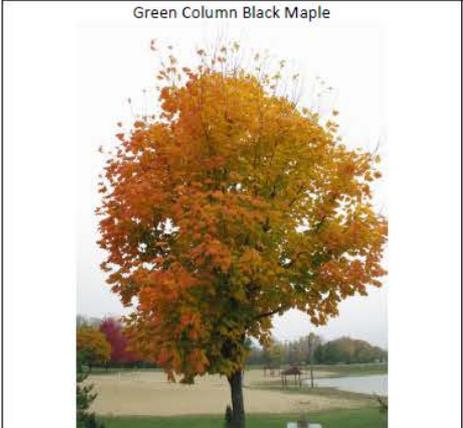
# Pedestrian Connections



# Street Tree Plan



# Primary Street Trees



# Neighborhood Street Trees

Yellow Wood



Halka Honeylocust



Skycole Honeylocust



Chinese Pistache



Glenleven Little Leaf Linden



Accolade Elm



# Pedestrian Connection Street Trees

English Oak



Bowhall Red Maple

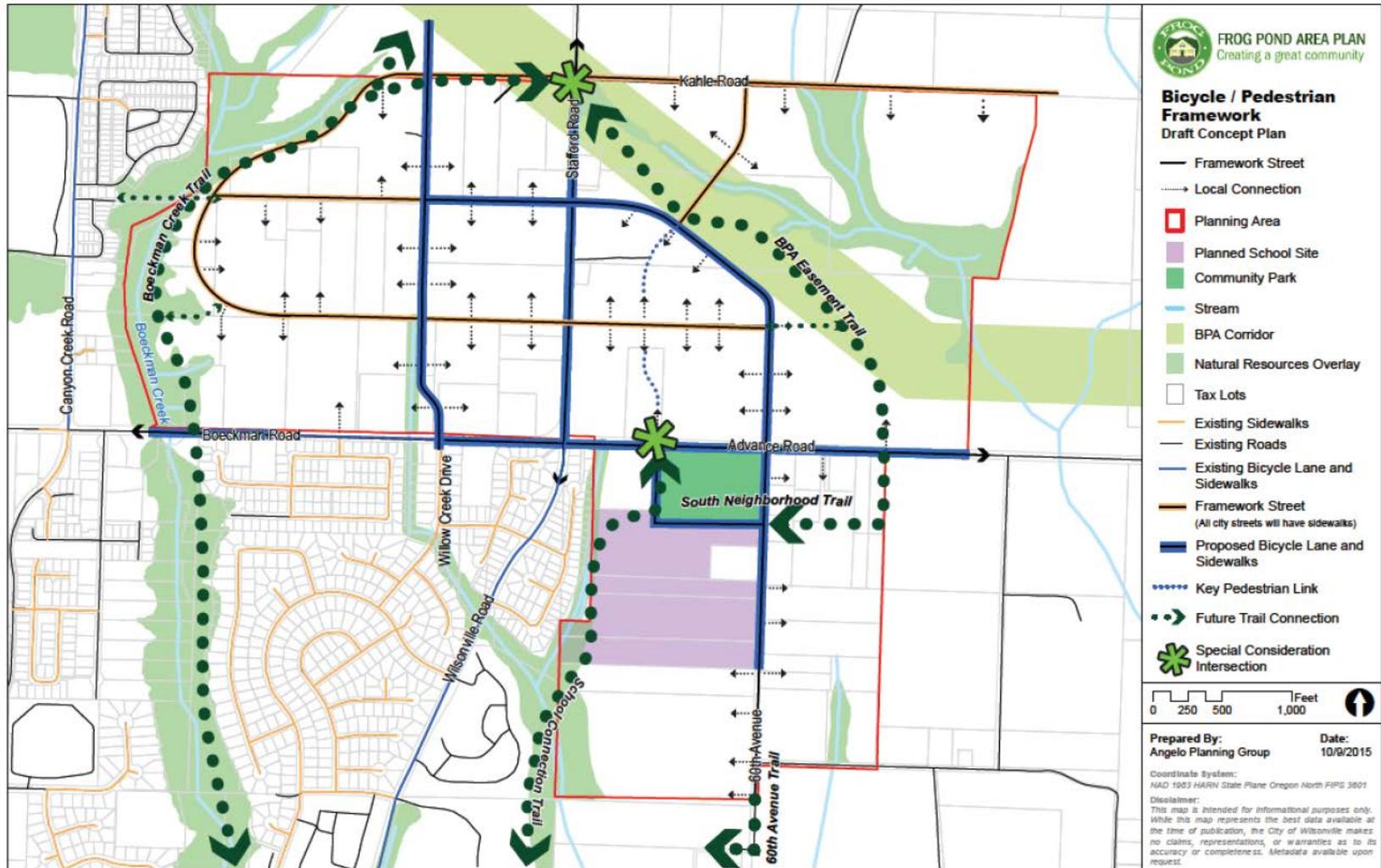


Common Hornbeam

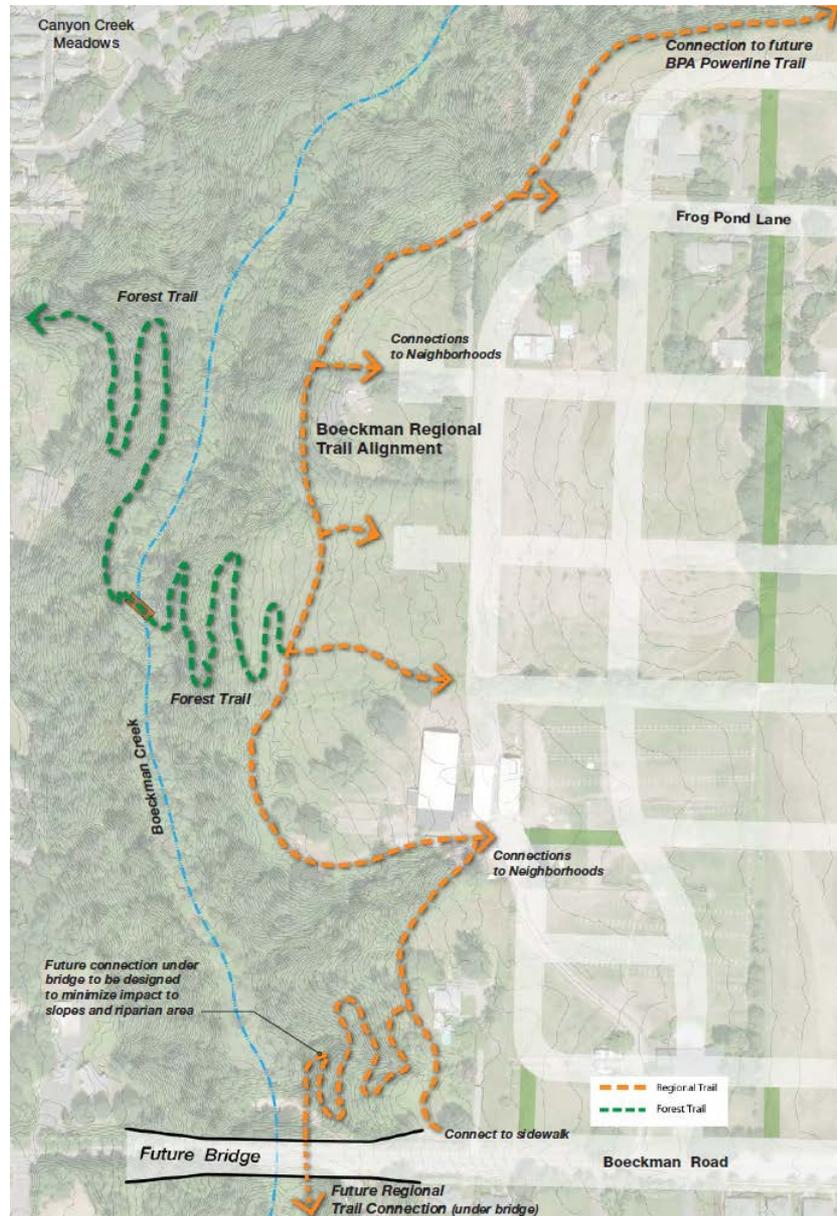


# Boeckman Trail

Figure 1. Bicycle / Pedestrian Framework for Frog Pond Area Plan



# Boeckman Trail



# Boeckman Trail



**Forest Trail Cross-Section**



**Regional Trail Cross-Section**





**PLANNING COMMISSION  
WEDNESDAY, JULY 13, 2016**

**VIII. OTHER BUSINESS**

A. 2016 Planning Commission Work Program

## 2016 WORK PROGRAM Planning Commission

updated:  
6/28/2016

DATE	AGENDA ITEMS		
	Informational	Work Sessions	Public Hearings
<b>January 13</b>	Town Center Master Plan (Bateschell)	Basalt Creek Concept Planning Update (Bateschell)	
<b>February 10</b>	Bike Wayfinding Signage Plan	Transit Master Plan Public Involvement Strategy	
<b>March 9</b>	Basalt Creek Concept Plan 2015 Housing Report	Frog Pond Master Plan TSP Amendments	
<b>April 13</b>	2015 Housing Report	Transit Master Plan Update	TSP Amendments
<b>May 11</b>	<b>Committee For Citizen Involvement (CCI)</b> Open House: Frog Pond Master Plan 5:00 - 6:30		
<b>June 08</b>	Basalt Creek Concept Plan (Open House 4/28) Recreation Aquatic Center (Sherer & Starr)		
<b>July 13</b>		Frog Pond Master Plan	Coffee Creek Urban Renewal
<b>August 10</b>		Town Center Redevelopment Plan Transit Master Plan Update FCC Cell Tower Amendments	
<b>September 14</b>	<b>Committee For Citizen Involvement (CCI)</b> Open House: Frog Pond 5:00 - 6:30		
<b>September 14</b> PC Meeting to start 7 pm due to Open House		FEMA Amendments Basalt Creek Concept Plan Industrial Form-based Code Frog Pond Master Plan	
<b>October 12</b>	<b>Committee For Citizen Involvement (CCI)</b> Open House: French Prairie Bridge 5:00 - 6:30		
<b>October 12</b> PC Meeting to start 7 pm due to Open House		Citywide Signage & Wayfinding French Prairie Bridge (Open House)	FCC Cell Tower Amendments
<b>November 9</b>		Town Center Redevelopment Plan	Basalt Creek Concept Plan FEMA Amendments
<b>December 14</b>			

### 2016

- 1 **LP16-0001 Transportation System Plan (TSP)**
- 2 **Frog Pond Master Plan (Phase 2 )**
- 3 **Basalt Creek Concept Planning**
- 4 **Transit Master Plan**
- 5 **Coffee Creek Industrial Area Form-Based Code**
- 6 **French Prairie Bike/Ped Bridge**
- 7 Parks & Rec MP Update
- 8 Signage and wayfinding program
- 9 **Town Center Redevelopment Plan**
- 10 **Code Amendments**
- 11 **Floodplain Administration**
- 12 **LP16-0002 Coffee Creek Urban Renewal Plan**

*\*Projects in bold are being actively worked on in preparation for future worksessions*