

PLANNING COMMISSION
THURSDAY, NOVEMBER 12, 2015
SPECIAL DATE
6:00 PM

AGENDA

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

Marta McGuire - Chair Jerry Greenfield - Vice Chair Peter Hurley
Al Levit Phyllis Millan
Eric Postma 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. 6:20 PM CONSIDERATION OF THE MINUTES

A. Consideration Of The October 14, 2015 PC Minutes

Documents: [Oct 14 2015 PC Minutes Draft.pdf](#)

VI. 6:25 PM PUBLIC HEARING

A. LP15-0006 West Side Urban Renewal Plan Substantial Amendment

Documents: [LP15 06 WS UR Staff Report Nov 12 2015 PC Hrg.pdf](#)

VII. 7:25 PM WORK SESSIONS

A. Transportation Performance Modeling (Adams)

Documents: [Nov 12 2015 Transp Performance Modeling PC SR.pdf](#)

VIII. 8:30 PM OTHER BUSINESS

A. 2015 Planning Commission Work Program

Documents: [2015 PC Work Program Nov.pdf](#)

IX. 8:35 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 Linda Straessle, Planning Administrative Assistant, at (503) 570-1571 or e-mail her at straessle@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



PLEASE NOTE THE SPECIAL MEETING DATE

**PLANNING COMMISSION
THURSDAY, NOVEMBER 12, 2015**

V. CONSIDERATION OF THE MINUTES

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

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

DRAFT

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

Minutes

I. CALL TO ORDER - ROLL CALL

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

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

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

II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

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

IV. CITY COUNCIL LIAISON REPORT

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

V. CONSIDERATION OF THE MINUTES

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

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

VI. WORK SESSION

A. Urban Renewal Update on: (Retherford)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commissioner Hurley:

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

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

VII. OTHER BUSINESS

A. 2015 Planning Commission Work Program

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

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

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

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

VIII. ADJOURNMENT

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

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Linda Straessle, Planning Administrative Assistant



PLEASE NOTE THE SPECIAL MEETING DATE

**PLANNING COMMISSION
THURSDAY, NOVEMBER 12, 2015**

VI. PUBLIC HEARING

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

**PLANNING COMMISSION MEETING
STAFF REPORT**

<p>Meeting Date: November 12, 2015</p>	<p>Subject: LP15-0006 - Wilsonville Planning Commission recommendation to the City Council that the West Side Urban Renewal Plan be substantially amended to increase maximum indebtedness, remove acreage, and remove projects.</p> <p>Staff Member: Kristin Retherford, Economic Development Manager</p> <p>Department: Community Development</p>
<p>Action Required</p> <p><input type="checkbox"/> Motion</p> <p><input checked="" type="checkbox"/> Public Hearing Date:</p> <p><input type="checkbox"/> Ordinance 1st Reading Date:</p> <p><input type="checkbox"/> Ordinance 2nd Reading Date:</p> <p><input type="checkbox"/> Resolution</p> <p><input type="checkbox"/> Information or Direction</p> <p><input type="checkbox"/> Information Only</p> <p><input type="checkbox"/> Council Direction</p> <p><input type="checkbox"/> Consent Agenda</p>	<p>Advisory Board/Commission Recommendation</p> <p><input type="checkbox"/> Approval</p> <p><input type="checkbox"/> Denial</p> <p><input type="checkbox"/> None Forwarded</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>Comments: The Wilsonville Urban Renewal Task Force has recommended approval of this substantial amendment and it is included as a recommendation in the City's Urban Renewal Strategy.</p>
<p>Staff Recommendation: Staff recommends that the Planning Commission find the attached substantial amendment to the West Side Urban Renewal Plan to be in conformance with the City of Wilsonville's Comprehensive Plan and recommend that Wilsonville City Council adopt the substantial amendment described in the attached plans and reports.</p>	
<p>Recommended Language for Motion: "I move that the Wilsonville Planning Commission finds that the substantial amendment to the West Side Urban Renewal Plan and Report identified in Exhibits 1 and 2 are in conformance with the City of Wilsonville's Comprehensive Plan and recommend that the Wilsonville City Council adopt an ordinance to substantially amend the West Side Urban Renewal Plan and Report as presented.</p>	
<p>PROJECT / ISSUE RELATES TO:</p>	
<p><input checked="" type="checkbox"/> Council Goal: Economic Development</p>	<p><input type="checkbox"/></p>

ISSUE BEFORE THE PLANNING COMMISSION:

This is an Amendment (Amendment) to the West Side Urban Renewal Plan (Plan) to increase the financial capacity of the Plan (maximum indebtedness¹) and remove two projects and property from the Plan. Because it is increasing the maximum indebtedness, it is termed a substantial amendment.

The Wilsonville Planning Commission is being asked to make a recommendation to the City Council regarding the Council's consideration and adoption of the Amendment. The statute governing urban renewal does not precisely stipulate the role of the Planning Commission, but the generally accepted practice is that 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, and the Planning Commission is not being asked to approve the Plan, but rather make a recommendation to the Wilsonville City Council.

This Staff Report summarizes information presented to the Planning Commission at their Work Session on October 14, 2015.

EXECUTIVE SUMMARY:

The Wilsonville Urban Renewal Plan was adopted on November 3, 2003 and has been amended one time. The present amendment will increase the maximum indebtedness by \$9,400,000 from \$40,000,000 to \$49,400,000, remove property and two projects, and update sections IV. Map and Legal description of the Urban Renewal Area, V. Urban Renewal Projects, VI. Relationship to Local Objectives, X. Tax Increment Financing and Maximum Indebtedness, XIII. Recording of Plan, add Section XIV. Recording of Substantial Amendments, update Exhibit A: Legal Description of the Area, and update the Report on the Plan.

There are no new projects being added to the Plan, only the financial capacity to complete the projects already designated in the Plan. One project, the Old Town Escape transportation project is being moved to the year 2000 Urban Renewal Plan. The Kinsman Road project is being removed as it is being funded through other sources.

In 2013 the city of Wilsonville appointed the Wilsonville Urban Renewal Strategic Plan Task Force (Task Force) with the task to determine how to proceed with urban renewal in the city of Wilsonville. There were recommendations for the current urban renewal plan areas as well as recommendations to pursue urban renewal in other areas in Wilsonville. The Task Force's recommendation for the West Side Urban Renewal Plan was to increase the maximum indebtedness to the amount that could be increased

¹ Maximum indebtedness is the limit on an urban renewal plan dictating how much can be spent on projects and programs throughout the life of the plan. In accordance with state law, every urban renewal district has a maximum indebtedness

through the authority of the Wilsonville City Council. The Task Force also recommended that an advisory vote was not recommended for this action. The recommendation of the Task Force also included moving the Old Town Escape project to the Year 2000 Plan and not adding any additional projects into the West Side Urban Renewal Plan.

One of the changes made by the 2009 Oregon legislature was instituting revenue sharing with impacted taxing jurisdictions. This revenue sharing clause is applied to existing urban renewal plans when actions are taken that result in an increase in the maximum indebtedness of these existing plans. Revenue sharing is instituted at certain specified trigger points as specific in ORS 457.470.

The financial projections, being completed by ECONorthwest, project that the West Side Urban Renewal Area (Area) will begin revenue sharing in 2017 as a result of this amendment.

The process of adopting a substantial amendment to the Plan consists of the following steps:

- Preparation of an Amendment, including the opportunity for citizen involvement. (An advisory committee has been involved in the decision making and there will be two public hearings, one before the planning commission and one before the city council.)
- Forwarding a copy of the Amendment and the Report to the governing body of each taxing district.
- Review and recommendation by the Planning Commission.
- Urban Renewal Agency review of the Amendment and accompanying Report and recommendation to forward the Amendment to City Council for adoption.
- Notice to all citizens of Wilsonville of a hearing before the City Council. (Notice will be provided by mailing to residents in the Boones Ferry Messenger.)
- Hearing by City Council and adoption of the Amendment and accompanying Report by a non-emergency ordinance. The hearing by City Council is scheduled for January 2016. The date set for their vote is in February, 2016. The ordinance must be a non-emergency ordinance, which means that the ordinance does not take effect until 30 days after its approval and during that period of time may be referred to Wilsonville voters if a sufficient number of signatures are obtained on a referral petition.
- Presentation to the Clackamas County Commission.

Findings on conformance with Wilsonville Local Plans

As part of the consideration of a substantial amendment to the Plan, an exhibit will be added to the Plan to address conformance to the comprehensive plan. ORS 457.085 requires that an urban renewal plan relate to definite local objectives. This section reviews the Wilsonville Comprehensive Plan.

A. City of Wilsonville Comprehensive Plan

The goals of the City of Wilsonville Comprehensive Plan document which relate to this plan amendment are shown below. The numbering of the goals and policies is consistent with the numbering in the comprehensive plan. The way the urban renewal plan amendment conforms to these components is shown in *italics*.

Public Facilities and Services

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

Water:

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

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

Fire:

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

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

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

Parks:

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

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

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

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

Transportation:

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

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

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

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

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

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

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

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

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

Land Use and Development

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

Commercial

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

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

Residential

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

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

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

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

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

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

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

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

Compact Urban Development:

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

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

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

PLANNING COMMISSION RECOMMENDATION AND VOTE

Staff recommends that the Planning Commission Review and discuss the Substantial Amendment to the Wilsonville Urban Renewal Plan and recommend:

“The Wilsonville Planning Commission finds the West Side Second Amendment to the Urban Renewal Plan conforms to the Wilsonville Comprehensive Plan.”

Attachments:

- A. Wilsonville Urban Renewal Plan Second Amendment
- B. Report on the Wilsonville Urban Renewal Plan Second Amendment

West Side Urban Renewal Plan Second Amendment

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

I. INTRODUCTION

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

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

IV. MAP AND LEGAL DESCRIPTION OF URBAN RENEWAL AREA

Figure 3 shows that the estimated total assessed value of Area, which will constitute its Certified Base, is *estimated to be* ~~\$3,362,161~~ \$16,120,725. The Certified Base value of the Year 2000 Urban Renewal Plan, as amended, is *estimated to be* ~~\$55,230,442~~ 44,391,845. The total of the ~~two~~ Certified Bases constitutes an estimated ~~4.2~~ 4.2% of the City's assessed value excluding the incremental assessed value of the ~~Year 2000 Urban Renewal Plan~~ urban renewal areas in Wilsonville. *These numbers reflect the 2015/16 amendment to both the West Side and the Year 2000 Plans. They reflect the 2014/15 assessed values. For the purpose of calculating the statutory limit on assessed value in urban renewal areas citywide, one uses the total assessed value of the City, less the total excess value of all urban renewal areas. Note that the Year 2000 Plan does not use all of its excess value, as it collects a lower amount of TIF revenue than the maximum allowed by statute through a process called under-levying. For the Year 2000 Plan, the full amount of the excess value is included in the calculation, and not just the excess value used for the purposes of calculating TIF.*

The total acreage in urban renewal areas constitutes ~~23.7~~ 17.8% of the City's acreage. The Plan thus complies with the statutory limits (ORS 457.420) on the value and size of urban renewal areas using tax increment financing.

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

Urban Renewal Area	Frozen Base Assessed Value	Acres
West Side URA	\$16,120,725	399.55
Year 2000 URA	\$44,391,845	451.15
TIF Zones		
27255 SW 95th Ave	\$17,938,434	26.07
26440 SW Parkway	\$12,582,201	24.98
26755 SW 95th Ave	\$7,675,439	9.76
Total in URAs	\$98,708,644	911.51
City of Wilsonville*	\$2,309,434,649	5,109.00
Percent of Total	4.2%	17.8%

*less the total excess value

V. URBAN RENEWAL PROJECTS

B. Urban Renewal Projects

1. Public Improvements

a) Roadway System Improvements

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

~~Another Old Town/Wilsonville Road connection~~

VI. RELATIONSHIP TO LOCAL OBJECTIVES

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DRAFT

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

Consistency with Economic Development Policy

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

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

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

X. TAX INCREMENT FINANCING OF PLAN

B. Tax Increment Financing and Maximum Indebtedness

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

XIII. RECORDING OF PLAN

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

XIV. RECORDING OF SUBSTANTIAL AMENDMENTS

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

Exhibit A

Exhibit A: Legal Description of the Area

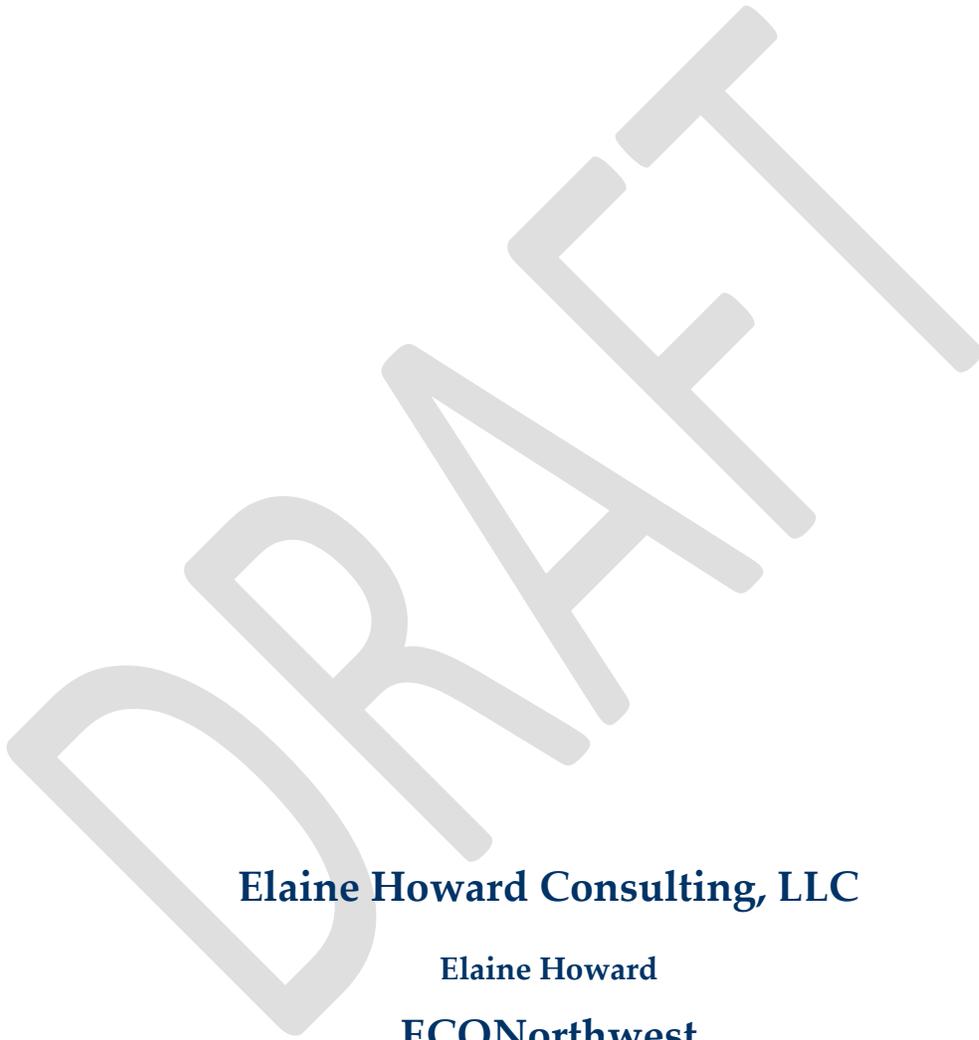
DRAFT

REPORT ACCOMPANYING WEST SIDE URBAN RENEWAL PLAN AMENDMENT NO. 2

Prepared for the City of Wilsonville

Date

West Side Urban Renewal Area



Elaine Howard Consulting, LLC

Elaine Howard

ECONorthwest

Nick Popenuk, Ali Danko, Rob Wyman

Jeannette Launer, Legal Counsel

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I. INTRODUCTION

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

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

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

Amendment 1:

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

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

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

Exhibit B

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

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

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

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

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

West Side Plan:

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

Exhibit B

- e. Do not fund the Old Town Escape project with TIF dollars (though other funding sources could be used). This project is not a contractually obligated project.

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

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

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

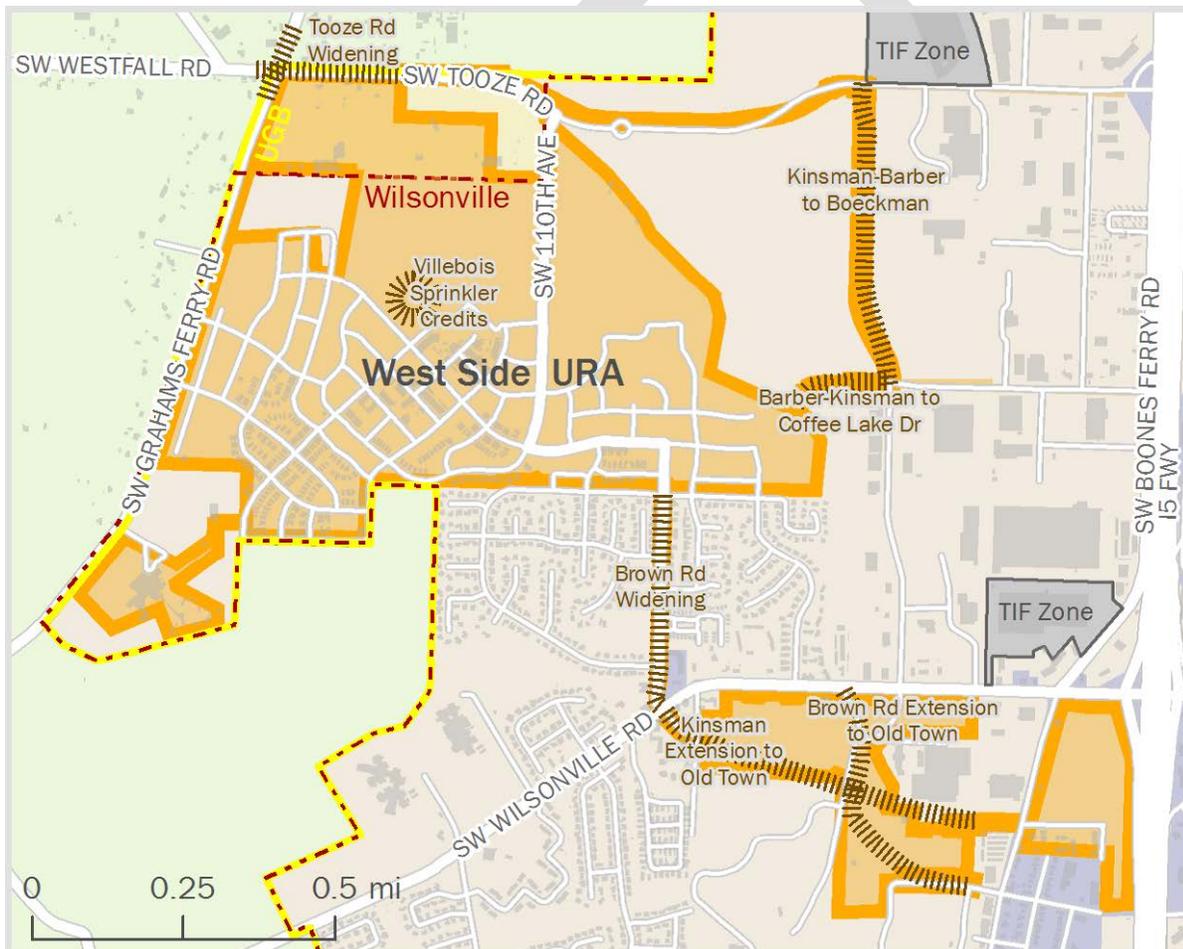


Exhibit B

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

Area to be removed from the West Side URA

Figure 2a. 31W15 00900 - 2.99 acres



Figure 2b. 31W15 00800 - 8.69 acres

Exhibit B



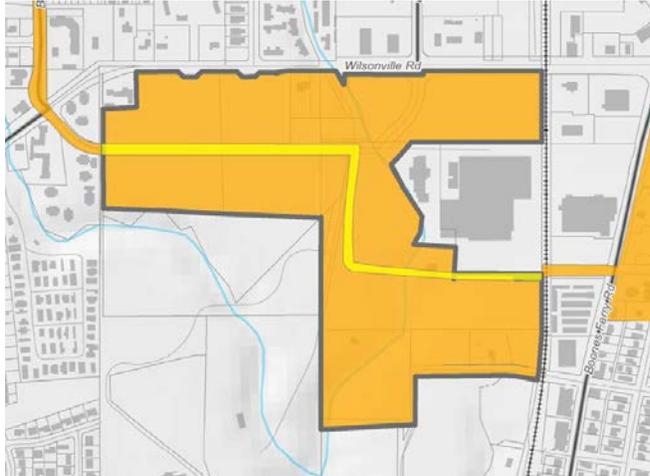
Figure 2c. 31W15 01203 - 1 acre



Figure 2d. NOTE: the area is yellow in the middle of the parcel is NOT being removed from the Area. Orange/dark shaded area inside the dark outline. Affects

Exhibit B

31W23B 00100, 31W23B 00101, 31W23B 00500, 31W23BD00400, 31W23BD00300,
31W23BD00200, 31W23BD00101, 31W23AB02000, 31W23AB02101, 31W23AB02100,
31W23AB03000, 31W23AB02900, 31W23AB02800, 31W23AB02700, 31W23AB02600,
31W23AB02400 – approximately 58.45



DRAFT

Figure 3 - Area as Amended

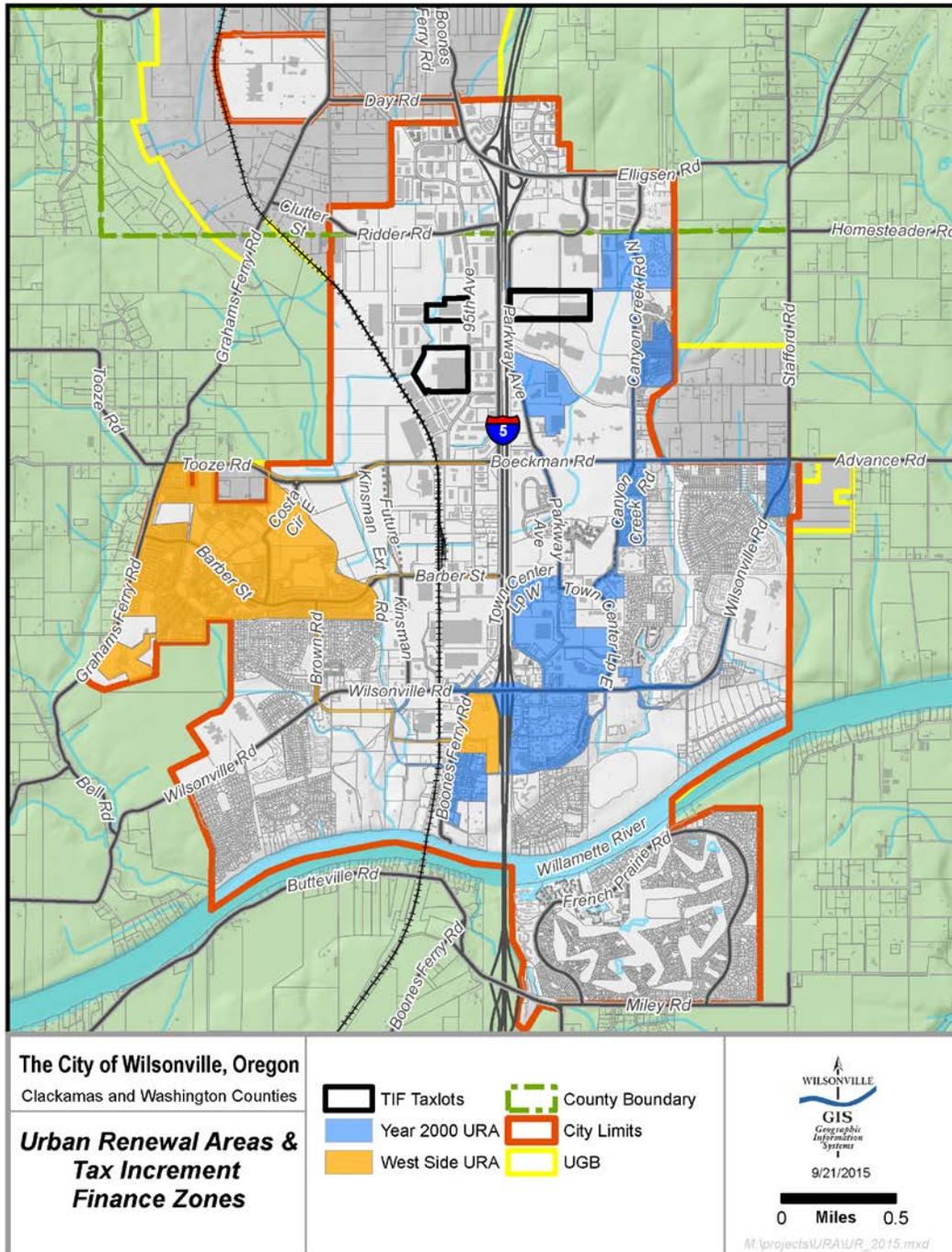


Exhibit B

Note: this figure shows the full package of amendments contemplated, so shows the removal of property from the West Side URA and the addition of some of that property into the Year 2000 URA.

DRAFT

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

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

Physical Conditions

There were approximately 470.45 acres in the area prior to the Amendment. Twenty-five tax lots totaling approximately 70.90 acres are being removed from the Area. This property is shown in Figures 2a – 2d. The post amendment acreage will be 399.55 acres and total 1,269 tax lots.

Land Use

According to the Clackamas County Assessor’s Office, the Area as amended, shown in Figure 3, contains 1,269 parcels, and consists of 308.4 acres in parcels and 91.15 acres of right-of-way, for a total size of 399.55 acres.

An analysis of FY 2014/15 property classification data from the Clackamas County Assessment and Taxation database was used to determine the land use designation of parcels in the Area. Within the Area, the largest use of land is vacant properties account for 49 percent of the parcels and 45 percent of the acreage. Single-family residential uses are more numerous than vacant parcels, accounting for 51 percent of the total parcels, but comprise only 17 percent of the total acreage of the Area.

Table 1 - Existing Land Use of Area

Land Use	Acres		Parcels	
	Number	Percent	Number	Percent
Vacant	149.7	48.54%	575	45.31%
Single Family Residential	52.3	16.96%	644	50.75%
Rural/Ag/Farm	44.1	14.30%	3	0.24%
Public Exempt	34.3	11.12%	26	2.05%
Commercial	17	5.51%	7	0.55%
Multi-Family Residential	10.7	3.47%	9	0.71%
Industrial	0.2	0.06%	1	0.08%
Condominium	0.1	0.03%	4	0.32%

Exhibit B

Total	308.4	100.00%	1,269	100.00%
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Source: Clackamas County Assessor's data

Zoning and Comprehensive Plan Designations

An analysis of FY 2014/15 property classification data from the Clackamas County Assessment and Taxation database was used to determine the zoning and comprehensive plan designation of parcels in the Area. Within the Area, the largest zoning category is Village (34% of total acreage). Following this is Farm (EFU) at approximately 30 percent of the total acreage of the Area.

Table 2 - Zoning of Area

Zoning	Acres		Parcels	
	Number	Percent	Number	Percent
Village	105.5	34.21%	908	71.55%
Farm (EFU)	93.2	30.22%	112	8.83%
Public Facilities	72.7	23.57%	220	17.34%
Planned Development Commercial	22.7	7.36%	10	0.79%
Residential Agricultural Holding Village/Industrial	9.9	3.21%	9	0.71%
Planned Development Industrial	4.4	1.43%	10	0.79%
Total	308.4	100.00%	1,269	100.00%

Source: Clackamas County Assessor's data

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

Table 3 - Comprehensive Plan Designations of Area

Comprehensive Plan	Acres		Parcels	
	Number	Percent	Number	Percent
Village	275.5	89.33%	1,243	97.95%
Commercial	22.8	7.39%	11	0.87%
Industrial	5.8	1.88%	12	0.95%
Residential	4.3	1.39%	3	0.24%
Total	308.4	100.00%	1,269	100.00%

Source: Clackamas County Assessor's data

Infrastructure

Street and Sidewalk Conditions

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

The following projects are listed in the Wilsonville Transportation Systems Plan.¹

UU-03 Brown Road Upgrades	upgrade to meet cross-section standards (i.e. three lanes with bike lanes, sidewalks, and transit stops)
UU-07 Tooze Road Upgrades	upgrade to meet cross-section standards (i.e. three lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Tooze Road Intersection

Storm water

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

Waste water

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

Water

Upgrading the water line is a component of the Tooze Road project. This project is listed in the Wilsonville Water Master Plan² and in the Wilsonville 2015 - 16 budget as a CIP project.

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

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

Exhibit B

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

Parks

There are two remaining parks to do be developed as indicated in the Wilsonville Parks Master Plan³, Villebois Parks System:

NP 4 - Collina Park (renamed to Monatgue Park)

RP 4 - Villebois Greenway

³ Wilsonville Parks and Recreation Master Plan, p35

Social Conditions

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

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

Table 4 – Age

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

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

Exhibit B

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

Table 5 – Race

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

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

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

Table 6 – Educational Attainment

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

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

Note: Universe is population 25 years and over

Exhibit B

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

Table 7 – Travel Time to Work

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

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer
Note: Universe is workers 16 years and over

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

Table 8 – Mode of Transportation to Work

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

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer
Note: Universe is workers 16 years and over

Economic Conditions

Taxable Value of Property Within the Area

The frozen base is \$16,526,288, with \$14,972,924 of that in incorporated Wilsonville and the remainder in unincorporated areas. This frozen base would decrease in FYE 2018 as a result of the removal of property as part of this amendment. We estimate that the frozen base would be \$15,542,944. The assessor will determine this exact number upon completion of this amendment. The total assessed value of the City of Wilsonville in FYE 2016 is \$2,694,571,895 in Clackamas County plus assessed value of \$277,825,621 in Washington County. The estimated assessed value of the Area after the amendment is \$304,672,075 in FYE 2016. Again, because the impacts of the amendment will not appear on the tax rolls until FYE 2018, we estimate that the total assessed value of the Area would be \$544,009,943 in that year.

Building to Land Value Ratio

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

Table 9, below, "I:L Ratio of Parcels in the Area", shows the improvement to land ratios for the new properties within the Area. Approximately 53% of the acreage in the Area is vacant, so has no improvement value. Seventeen percent of the acreage meets the I:L ratio of 2.0, and if the vacant properties are considered, 83% of the Area is below the 2:1 threshold. If this threshold is reduced to 1:1, 71% of the properties still would not meet this threshold. The I:L ratios for improved properties in the Area are very low and there is still a large amount of vacant property in the Area.

Exhibit B

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

I:L ratio	Parcels	Acres	% of Total Acres
No Improvements	609	163.17	52.90%
<1	19	57.03	18.49%
<2	307	34.34	11.13%
<3	304	38.00	12.32%
3 and over	24	15.82	5.13%
No land value	6	0.07	0.02%
Total	1,269	308.43	100.00%

Source: raw data from Clackamas County Assessor

Impact on Municipal Services

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

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

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

It is anticipated that these improvements will catalyze development on the adjacent undeveloped and underdeveloped parcels. This development will require city

services, but will also generate systems development charges and revenues from the use of utilities in the Area. It is also anticipated that any new housing will help support the school district as new students are anticipated. Since the school district funding is on a per pupil basis, any new students will assist in their overall funding. As the development will be new construction, it will be up to current building code, and will aid in any fire-protection needs. The commitment for sprinklers on buildings in the area will also assist in fire protection needs.

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

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

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

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

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

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

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

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

Table 10 – Estimated Project Costs

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

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

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

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

VII. AMOUNT OF INCREASED MAXIMUM INDEBTEDNESS ALLOWED

ORS 457.220(4)(a) and (b) state that an urban renewal plan’s indebtedness may be increased, but is limited to the aggregate of all amendments under this subsection, and may not exceed 20% of the plan’s initial maximum indebtedness, as adjusted by the index used in the plan to compute future costs of projects that will be financed under the plan. The computation for the West Side Urban Renewal Plan is shown

Exhibit B

below. The initial maximum indebtedness was \$40,000,000. The adjustment factor in the Plan was 3% as identified in Section V, page 18 of the original Report on the West Side Urban Renewal Plan. Therefore, the Plan's maximum indebtedness may be increased by the Wilsonville City Council by \$11,406,087. Although the potential increase is \$11,406,087, the actual increase being requested is \$9,400,000.

Table 11 - Potential Maximum Indebtedness Increase per Year of Operation

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

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

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

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

	Total	2015-16	2016-17	2017-18	2018-19
DEBT SERVICE FUND					
Resources					
Beginning Fund Balance		\$ -	\$ -	\$ -	\$ -
TIF for URA	\$ 46,981,855	\$ 4,947,239	\$ 5,283,497	\$ 5,000,000	\$ 5,000,000
Total Resources	\$ 46,981,855	\$ 4,947,239	\$ 5,283,497	\$ 5,000,000	\$ 5,000,000
Expenditures					
<i>Debt Service</i>					
Previous Outstanding Loans	\$ (38,295,788)	\$ (2,213,548)	\$ (2,214,528)	\$ (2,213,408)	\$ (2,210,188)
2015 Taxable Loan - \$4.25M at 2.63%, 120 months		\$ (484,342)	\$ (484,342)	\$ (484,342)	\$ (484,342)
2015 Tax-Exempt Loan - \$750k at 3.65%, 60 months		\$ (164,401)	\$ (164,401)	\$ (164,401)	\$ (164,401)
Total Debt Service	\$ (38,295,788)	\$ (2,862,291)	\$ (2,863,271)	\$ (2,862,151)	\$ (2,858,931)

Source: ECONorthwest

Exhibit B

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

	2019-20	2020-21	2021-22	2022-23	2023-24
DEBT SERVICE FUND					
Resources					
Beginning Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -
TIF for URA	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 2,420,120
Total Resources	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 2,420,120
Expenditures					
<i>Debt Service</i>					
Previous Outstanding Loans	\$ (2,204,745)	\$ (2,207,178)	\$ (2,207,100)	\$ (2,209,503)	\$ (5,374,428)
2015 Taxable Loan - \$4.25M at 2.63%, 120 months	\$ (484,342)	\$ (484,342)	\$ (484,342)	\$ (484,342)	\$ (484,342)
2015 Tax-Exempt Loan - \$750k at 3.65%, 60 months	\$ (164,401)				
Total Debt Service	\$ (2,853,488)	\$ (2,691,520)	\$ (2,691,442)	\$ (2,693,845)	\$ (5,858,770)

Source: ECONorthwest

Exhibit B

Table 12b – Project Fund

	Total	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19
PROJECT FUND							
<i>Resources</i>							
Beginning Balance		\$ 414,907	\$ 1,257,667	\$ 858,622	\$ 2,321,315	\$ -	\$ -
Pay-as-you-go (Transfer from D/S Reserve Fund)	\$ 10,372,494	\$ -	\$ 1,000,000	\$ -	\$ 1,032,472	\$ 1,426,200	\$ 1,240,900
Bond/Loan Proceeds	\$ 5,000,000			\$ 5,000,000	\$ -	\$ -	\$ -
Interest Earnings	\$ 33,313	\$ 2,075	\$ 3,732	\$ 4,293	\$ 23,213	\$ -	\$ -
Total Resources	\$ 15,405,807	\$ 416,982	\$ 2,261,399	\$ 5,862,915	\$ 3,377,000	\$ 1,426,200	\$ 1,240,900
<i>Expenditures (nominal \$)</i>							
Barber St. (Kinsman Rd. to Coffee Lake Dr.)	\$ 1,599,500			\$ 1,599,500			
Tooze Rd. (110th to Grahams Ferry Rd.)	\$ 2,520,000				\$ 2,520,000		
Sprinklers	\$ 3,232,522			\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Parks	\$ 1,002,100			\$ 1,002,100			
Other Transportation/Brown Road	\$ 4,788,200					\$ 551,300	\$ 347,300
URA Admin	\$ 2,016,300			\$ 340,000	\$ 357,000	\$ 374,900	\$ 393,600
Financing Fees	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -
Other			\$ 1,402,777				
Total Expenditures	\$ 15,258,622	\$ -	\$ 1,402,777	\$ 3,541,600	\$ 3,377,000	\$ 1,426,200	\$ 1,240,900
Ending Fund Balance		\$ 416,982	\$ 858,622	\$ 2,321,315	\$ -	\$ -	\$ -

Source: ECONorthwest.

Exhibit B

Table 12b – Project Fund, continued

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

IX. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FY 2023/24 as shown above, are based on projections of the assessed value of development within the Area and the total tax rate that will apply in the Area. The assumptions include growth rates of 3% plus assumptions on building permits for single-family residential properties in Villebois as forecasted by the City of Wilsonville. The assumptions also include approximately \$8.9 million dollars of FY 2015-16 assessed value being removed from the district. Due to appreciation, this is shown in Table 13 as approximately \$9.5 million in assessed value in FY 2017-18, when the change is expected to affect the tax roll.

Table 13 – Exception Assessed Value and Other Adjustments

FYE - when AV hits tax rolls	# of Units	RMV / unit	CPR	AV / unit	AV coming on Tax Roll	Other AV Adjustments	Total EV
2015	115	\$328,000	82.5%	\$270,600	\$31,119,000		\$31,119,000
2016	194	\$337,840	82.5%	\$278,718	\$54,071,292		\$54,071,292
2017	320	\$347,975	82.5%	\$287,079	\$91,865,280		\$91,865,280
2018	204	\$358,414	82.5%	\$295,692	\$60,321,168	-\$9,457,776	\$50,863,392
2019	141	\$369,166	82.5%	\$304,562	\$42,943,242		\$42,943,242
2020	145	\$380,241	82.5%	\$313,699	\$45,486,355		\$45,486,355
2021	275	\$391,648	82.5%	\$323,110	\$88,855,250		\$88,855,250
2022	158	\$403,397	82.5%	\$332,803	\$52,582,874		\$52,582,874

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

Exhibit B

Table 14a shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (not adjusted for under-collection, penalties, and interest). These projections of increment are the basis for the projections in Table 12. The tax rate varies due to changes in General Obligation (GO) Bond rates, which are not constant but change over time. Table 14b shows the projected revenue sharing that begins in FYE 2017, with tax increment revenues to the urban renewal agency limited to \$5,000,000 starting in FYE 2018.

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

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	TIF
2015	312,818,913	16,526,288	296,292,625	14.6173	4,330,998
2016	376,061,850	16,526,288	359,535,562	13.7601	4,947,239
2017	478,993,934	16,526,288	462,467,646	13.6059	6,292,272
2018	544,009,943	15,542,944	528,466,999	13.0602	6,901,888
2019	603,054,109	15,542,944	587,511,165	13.0605	7,673,193
2020	666,410,518	15,542,944	650,867,574	13.0607	8,500,779
2021	775,034,301	15,542,944	759,491,357	12.9129	9,807,253
2022	850,642,183	15,542,944	835,099,239	12.9131	10,783,688
2023	875,933,168	15,542,944	860,390,224	12.9130	11,110,231
2024	901,980,598	15,542,944	886,437,654	12.9130	11,446,542

Source: ECONorthwest

Table 14b - Tax Increment Revenues and Revenue Sharing

Exhibit B

FYE	TIF		
	Total	for URA	Shared
2013	-	-	-
2014	-	-	-
2015	4,330,998	4,330,998	-
2016	4,947,239	4,947,239	-
2017	6,292,272	5,283,497	1,008,775
2018	6,901,888	5,000,000	1,901,888
2019	7,673,193	5,000,000	2,673,193
2020	8,500,779	5,000,000	3,500,779
2021	9,807,253	5,000,000	4,807,253
2022	10,783,688	5,000,000	5,783,688
2023	11,110,231	5,000,000	6,110,231
2024	11,446,542	2,420,120	9,026,422

Source: ECONorthwest

DRAFT

X. 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 2024, and are shown in Tables 15a and 15b, below. The total amounts reflect only the permanent rate levies impacted by the amendment. NO other is a positive impact until FYE 2021 due to the removal of property from the urban renewal area. The negative impact begins in FY 2021 and is a result of the increased maximum indebtedness. If not for the amendment, all indebtedness would have been paid off by this time. The impacts of bonds are made up by slightly increased bond rates to the taxpayer as shown in Table 16. It should be noted that the impact of revenue sharing makes the impacts to the taxing jurisdictions remain fairly stable throughout the life of the district. The sharing is shown in Table 14b.

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

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

Exhibit B

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

FYE	General Government									
	Clack County (City)	Clack County (Rural)	County 4-H	County Library	County Soil Cons	Wilsonville (Perm)	Fire 64 Tualatin	Port of Portland	Metro (Perm)	Vector Control
2015	-	-	-	-	-	-	-	-	-	-
2016	-	-	-	-	-	-	-	-	-	-
2017	178,168	106	3,707	29,464	3,707	186,794	113,082	5,197	7,162	482
2018	370,052	871	7,711	61,284	7,711	387,968	235,204	10,810	14,897	1,003
2019	512,493	1,140	10,677	84,864	10,677	537,305	325,704	14,970	20,628	1,388
2020	539,241	1,137	11,234	89,285	11,234	565,349	342,672	15,750	21,703	1,460
2021	(929,505)	(1,762)	(19,361)	(153,877)	(19,361)	(974,507)	(590,572)	(27,143)	(37,404)	(2,517)
2022	(929,561)	(1,679)	(19,360)	(153,875)	(19,360)	(974,566)	(590,565)	(27,144)	(37,404)	(2,517)
2023	(929,542)	(1,707)	(19,361)	(153,876)	(19,361)	(974,547)	(590,567)	(27,143)	(37,404)	(2,517)
2024	(449,912)	(839)	(9,371)	(74,480)	(9,371)	(471,695)	(285,850)	(13,138)	(18,104)	(1,218)
Total	(1,638,566)	(2,733)	(34,124)	(271,211)	(34,124)	(1,717,899)	(1,040,892)	(47,841)	(65,926)	(4,436)

Source: ECONorthwest

Exhibit B

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

FYE	Education			Total
	WL / WILS SD (Perm)	Clack CC (Perm)	Clack ESD	
2015	-	-	-	-
2016	-	-	-	-
2017	360,956	41,386	27,337	957,550
2018	750,763	86,081	56,858	1,991,211
2019	1,039,640	119,202	78,735	2,757,424
2020	1,093,799	125,412	82,837	2,901,114
2021	(1,885,088)	(216,140)	(142,764)	(5,000,000)
2022	(1,885,068)	(216,138)	(142,762)	(5,000,000)
2023	(1,885,075)	(216,138)	(142,762)	(5,000,000)
2024	(912,425)	(104,616)	(69,101)	(2,420,120)
Total	(3,322,498)	(380,951)	(251,622)	(8,812,821)

Source: ECONorthwest

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

Table 16 – Impact on Bond Rates

FYE	West Linn / Wilsonville City of Wilsonville School District Clackamas Community College		
	2015		\$0.00
2016		\$0.00	\$0.00
2017		(\$0.59)	(\$0.03)
2018		\$0.00	(\$0.07)
2019		\$0.00	(\$0.09)
2020		\$0.00	(\$0.10)

Exhibit B

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

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

Tax District Name	Tax Rate	Tax Revenue in FYE 2025 (year after expiration)		
		From Frozen Base	From Excess Value	Total
General Government				
Clackamas County (City)	\$2.4042	\$ 37,368	\$ 2,195,670	2,233,038
County Extension & 4H	\$0.0500	\$ 777	\$ 45,663	46,440
County Library	\$0.3974	\$ 6,177	\$ 362,931	369,108
County Soil Conservation	\$0.0500	\$ 777	\$ 45,663	46,440
City of Wilsonville	\$2.5206	\$ 39,178	\$ 2,301,974	2,341,152
Tualatin Valley Fire & Rescu	\$1.5252	\$ 23,706	\$ 1,392,911	1,416,617
Port of Portland	\$0.0701	\$ 1,090	\$ 64,020	65,110
Metro	\$0.0966	\$ 1,501	\$ 88,221	89,722
Vector Control	\$0.0065	\$ 101	\$ 5,936	6,037
Total General Governmen	\$7.1206	\$ 110,675	\$ 6,502,989	6,613,664
Education				
WL/Wilsonville School Dist	\$4.8684	\$ 75,669	\$ 4,446,135	4,521,804
Clackamas Community Coll	\$0.5582	\$ 8,676	\$ 509,784	518,460
Clackamas ESD	\$0.3687	\$ 5,731	\$ 336,721	342,452
Total Education	\$5.7953	\$ 90,076	\$ 5,292,640	5,382,716
Total	\$12.9159	\$ 200,751	\$ 11,795,629	11,996,380

Source: ECONorthwest

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

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

As noted below, the frozen base, including all real, personal, personal manufactured, and utility properties in the West Side Urban Renewal Area after this amendment is estimated to be \$16,120,725. The total assessed value of the frozen base of all urban renewal areas in the City of Wilsonville is estimated at \$98,708,644 after amendments to both the West Side and the Year 2000 (Table 18b).

The total assessed value of the City of Wilsonville less urban renewal excess value is \$2,309,434,649, including value from Clackamas and Washington counties. Urban renewal excess is the growth of assessed value in the urban renewal area over the frozen base. Given these numbers, after amendments to the West Side and Year 2000, 4.3% of the total assessed value is in urban renewal, below the 25% maximum (Table 18b).

The Area has approximately 399.55 acres, including right of way. This acreage plus the acreage from the other urban renewal areas after the completion of the 2015/16 amendments is 911.51 acres in urban renewal and the City of Wilsonville has 4,805 acres; therefore 19% of the City's acreage is in an urban renewal area, below the 25% state limit (Table 18b).

All values shown in the tables below are for fiscal year 2014-15. When property is added to an urban renewal area, the full assessed value of the property being added is added to the frozen base value. When property is removed from an urban renewal area the frozen base is not adjusted by that full amount. Instead, it is adjusted by a proportional amount, based on the ratio of the existing frozen base of the area to the total assessed value of the area. For the purpose of calculating the statutory limit on assessed value in urban renewal areas citywide, the total assessed value of the City, less the total excess value of all urban renewal areas was used. Note that the Year 2000 Plan does not use all of its excess value, as it collects a lower amount of TIF revenue than the maximum allowed by statute through a process called under-levying. For the Year 2000 Plan, the full amount of the excess value in the calculation was used, and not just the excess value used for the purposes of calculating TIF.

DRAFT

Exhibit B

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

Urban Renewal Area	Frozen Base Assessed Value	Acres
West Side URA	\$16,120,725	399.55
Year 2000 URA	\$44,087,806	570.40
TIF Zones		
27255 SW 95th Ave	\$17,938,434	26.07
26440 SW Parkway	\$12,582,201	24.98
26755 SW 95th Ave	\$7,675,439	9.76
Total in URAs	\$98,404,605	1,030.76
City of Wilsonville*	\$2,309,434,649	4,805.00
Percent of Total	4.3%	21.5%

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

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

Urban Renewal Area	Frozen Base Assessed Value	Acres
West Side URA	\$16,120,725	399.55
Year 2000 URA	\$44,391,845	451.15
TIF Zones		
27255 SW 95th Ave	\$17,938,434	26.07
26440 SW Parkway	\$12,582,201	24.98
26755 SW 95th Ave	\$7,675,439	9.76
Total in URAs	\$98,708,644	911.51
City of Wilsonville*	\$2,309,434,649	4,805.00
Percent of Total	4.3%	19.0%

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

XII. RELOCATION REPORT

There is no relocation anticipated due to this amendment.



PLEASE NOTE THE SPECIAL MEETING DATE

**PLANNING COMMISSION
THURSDAY, NOVEMBER 12, 2015**

VII. WORK SESSIONS

- A. Transportation Performance Modeling (Adams)



**PLANNING COMMISSION MEETING
STAFF REPORT**

Meeting Date: Nov. 12, 2015		Subject: Transportation Performance Modeling	
		Staff Member: Department: Steve Adams, Engineering Deena Platman, DKS Associates Scott Mansur, DKS Associates	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: Informational presentation on a new method of managing, tracking and presenting the performance of our City's transportation framework.	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s) Transportation System Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION: N/A

EXECUTIVE SUMMARY: Introduction of a new method of managing, tracking and presenting the performance of our City's transportation framework

EXPECTED RESULTS: Informational only. Open to comments and suggestions to improve the document.

TIMELINE: N/A

CURRENT YEAR BUDGET IMPACTS: FY 14/15 and 15/16, CIP 4192 budget at \$66,200

FINANCIAL REVIEW / COMMENTS: N/A
Reviewed by: _____ Date: _____

LEGAL REVIEW / COMMENT: N/A
Reviewed by: _____ Date: _____

COMMUNITY INVOLVEMENT PROCESS:

This is an Engineering and Planning level informational document for managing the City’s transportation framework; it does not set policy nor impact citizens. Information was gathered from Clackamas County, Washington County, Metro, Oregon Department of Transportation and the City of Wilsonville in creating this report.

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

By managing and tracking our transportation system better, on an every other year basis, we expect to identify possible problems sooner and be able to respond to these issues in an appropriate manner.

ALTERNATIVES: N/A

CITY MANAGER COMMENT:

ATTACHMENTS:

- A. Transportation System Performance, November 2015 – Revised Report



Wilsonville

Transportation System Performance November 2015 – Revised Report



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Acknowledgements

This report was prepared through the collective effort of the following people:



City of Wilsonville

Steve Adams
Miranda Bateschell
Nancy Kraushaar
Mike Ward



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Karen Savage
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Steve Szigethy
Stacy Shetler

Oregon Department of Transportation

Galen McGill
Chris Wright

Why a New Performance Report?

Performance management is an approach to transportation planning that has received increased national and regional attention in recent years. In the most basic sense, performance management consists of using performance data to support decisions to help achieve desired transportation policy and investment outcomes. Because desired outcomes vary from agency to agency, performance management requires a personalized approach for each agency in order to be effective.

This report is one step in Wilsonville's effort towards improved management and performance of its transportation system. It presents a Transportation System Performance Monitoring and Reporting Program in response to a recommendation from the 2013 Wilsonville Transportation System Plan (TSP) update.

2013 Wilsonville TSP, Chapter 7

"To be most effective, the City's transportation performance measures should provide its decision-makers with metrics that reflect what progress is being made towards Wilsonville's goals and policies. They should also include a combination of system-wide and facility-level performance measures so that incremental progress can be determined for the entire system as well as on a project-by-project basis."

The 2013 TSP outlines the City's vision and goals for its transportation system. It also provides standards, projects, and programs that, when put into action, are intended to improve the City's transportation system in a manner consistent with its vision and goals.

What does improvement mean, and how can the City know whether its planning efforts are leading to desired outcomes?

The goal of performance management is to answer this question. Currently, the TSP identifies five model-based performance measures that will be revisited at each successive TSP update. However, these measures reflect future modeling assumptions rather than existing measured observations. While helpful for long-range planning, this approach leaves a gap in understanding the actual outcomes being experienced by the traveling public.

The new performance measures identified in this report closely align with both the City's transportation goals and collected traffic data. By monitoring these measures on a bi-yearly basis, the City will better track how well its planning efforts are leading to the desired outcomes. By setting a baseline at a citywide level, and re-evaluating these important questions over time, the performance measures will also help evaluate and characterize the impact of private developments.

Performance management will result in new insights that can provide additional perspective to decision-makers and help result in an improved transportation

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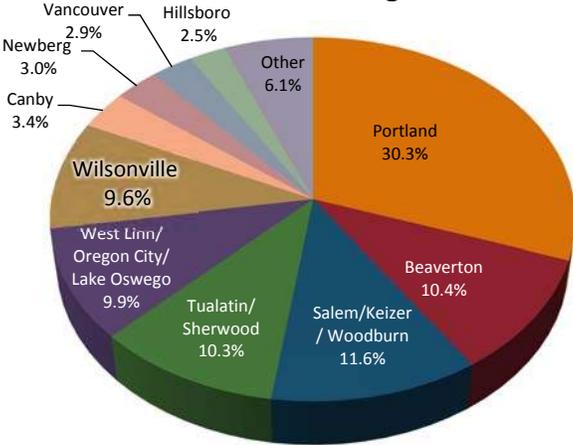
Wilsonville Location and Demographics

The performance measures in this report are best understood against the backdrop of Wilsonville's location and demographics. Wilsonville is located on the southern edge of the Portland Metro area along the Interstate-5 corridor. Because of the nearby bridge over the Willamette River, Wilsonville serves as the region's southern gateway and is a strategic connection between the Portland Metro Area to the north and the Mid-Willamette Valley to the south. Due to its strong employment base and central location, it attracts employees from all over the region.



Sources: MetroMap (<http://gis.oregonmetro.gov/metromap>) and Wilsonville Chamber of Commerce

Portland Metro Region Commuter Origins



PERCENT OF WORKERS WHO COMMUTE IN, 2010			
92%	93%	85%	92%
(16,029 out of 17,072)	(18,827 out of 20,142)	(10,221 out of 11,961)	(34,142 out of 37,034)
Wilsonville	Tualatin	Oregon City	Tigard

PERCENT OF WORKING RESIDENTS WHO COMMUTE OUT, 2010			
83%	88%	86%	86%
(5,114 out of 6,157)	(9,501 out of 10,816)	(10,589 out of 12,329)	(17,917 out of 20,809)
Wilsonville	Tualatin	Oregon City	Tigard

Source: Wilsonville Chamber of Commerce

AVERAGE PAY PER EMPLOYEE, 2011

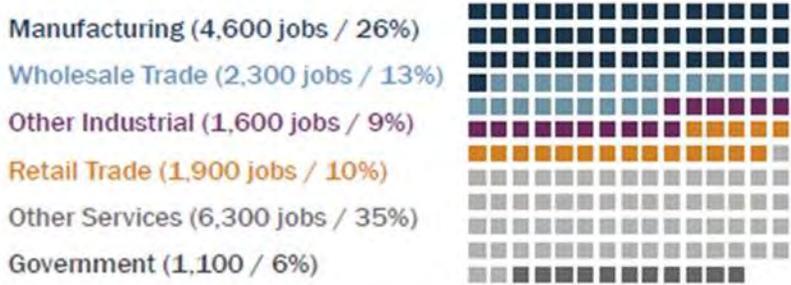
Source: Oregon Employment Department, Quarterly Census of Employment and Wages

\$54,534	\$43,400	\$56,600	\$49,400
Wilsonville	Clackamas Co.	Washington Co.	Portland Region

6 out of Wilsonville's 10 largest employers are manufacturers.

WILSONVILLE JOBS BY SECTOR OF FIRM, 2011

1 square represents 100 jobs. Source: Oregon Employment Department, Quarterly Census of Employment and Wages



AVERAGE PAY PER EMPLOYEE, WILSONVILLE, 2011

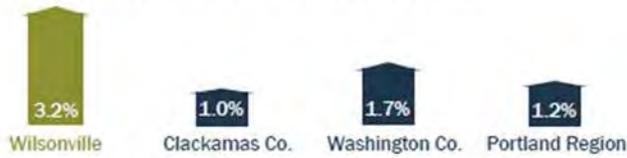
Source: Oregon Employment Department, QCEW

Manufacturing: \$69,700
Wholesale Trade: \$60,300
Other Industrial: \$51,900
Retail Trade: \$31,200
Other Services: \$49,900
Government: \$49,700

Source: Wilsonville Chamber of Commerce

For the past 10 years, Wilsonville has been one of Oregon's fastest growing cities. With over 22,000 residents and 19,000 jobs, Wilsonville is an attractive place to live and work. However, with growth comes increasing transportation demands for all travel modes, and it is essential to ensure the multimodal transportation system can serve the current and future residents, employees, and visitors who frequent the city. Understanding who these users are facilitates improved transportation decisions.

AVERAGE POPULATION GROWTH PER YEAR, 2000-2012



POPULATION, 2012

Source: Portland State University, Population Research Center



AVERAGE NUMBER OF PEOPLE PER HOUSEHOLD, 2010

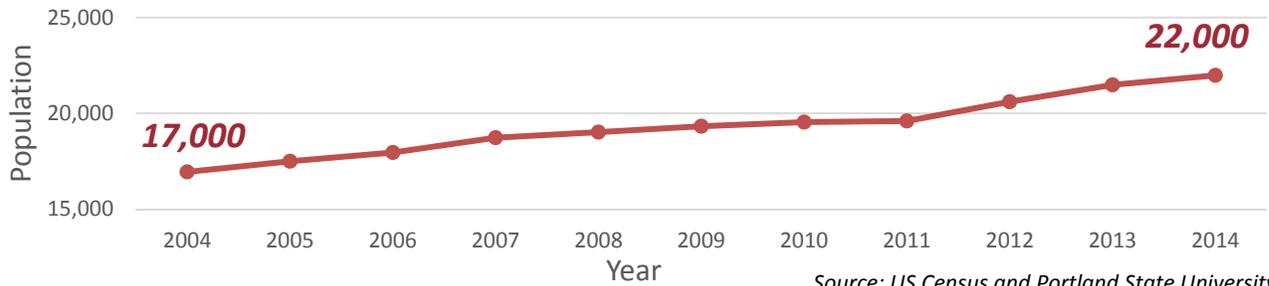


PERCENT OF HOUSEHOLDS THAT ARE SINGLE-PERSON, 2010

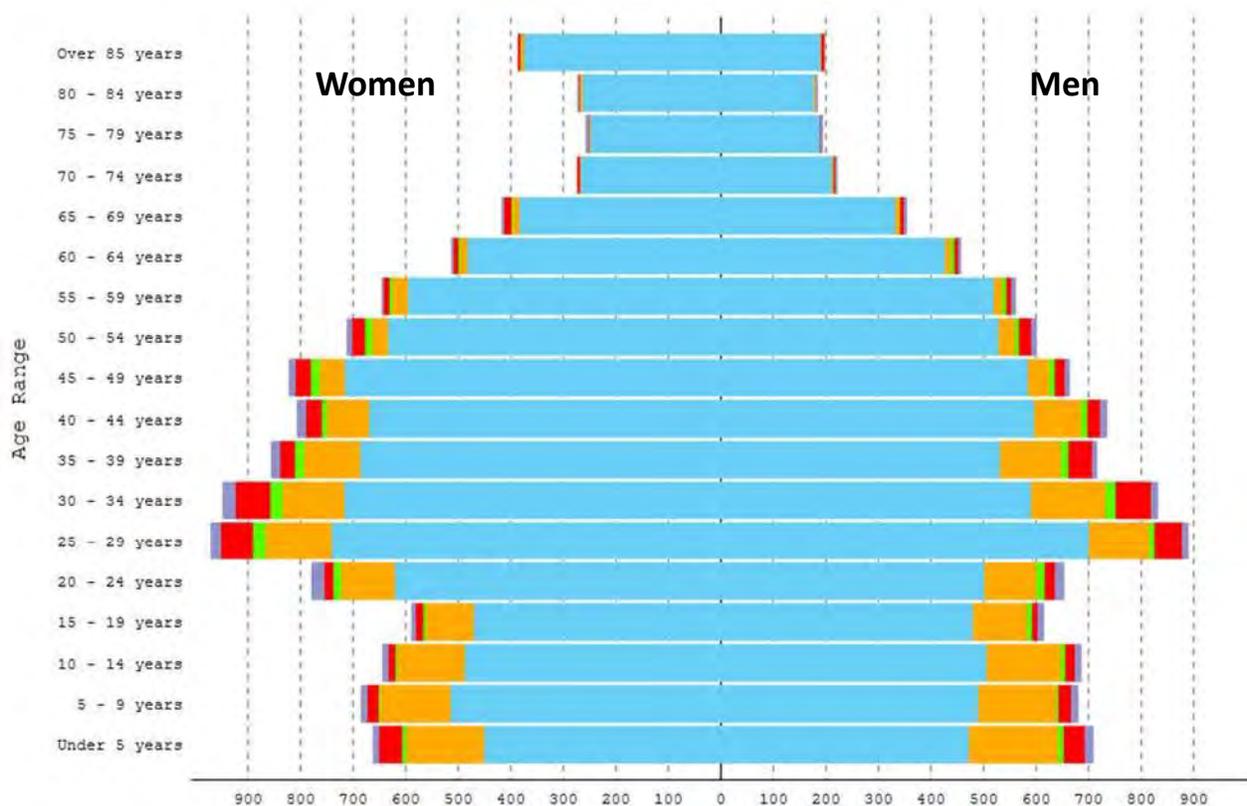


Source: Wilsonville Chamber of Commerce

Wilsonville Population



Source: US Census and Portland State University



Wilsonville Population Demographics

Source: Metro

White Hispanic Black Asian All Others

Planning Commission - November 12, 2015

Transportation Performance Modeling

Performance Measures

Ten new transportation system performance measures have been identified for the City of Wilsonville and are listed in the table below along with corresponding objectives. The measures align with the City’s seven transportation goals and are focused on outcomes experienced by the public as they travel throughout Wilsonville. These measures are intended to be monitored on a bi-yearly basis to help City decision-makers better understand how the transportation system is performing and the impacts of their decisions. In this report, each measure is analyzed in detail for the past 5-10 years based on available data.

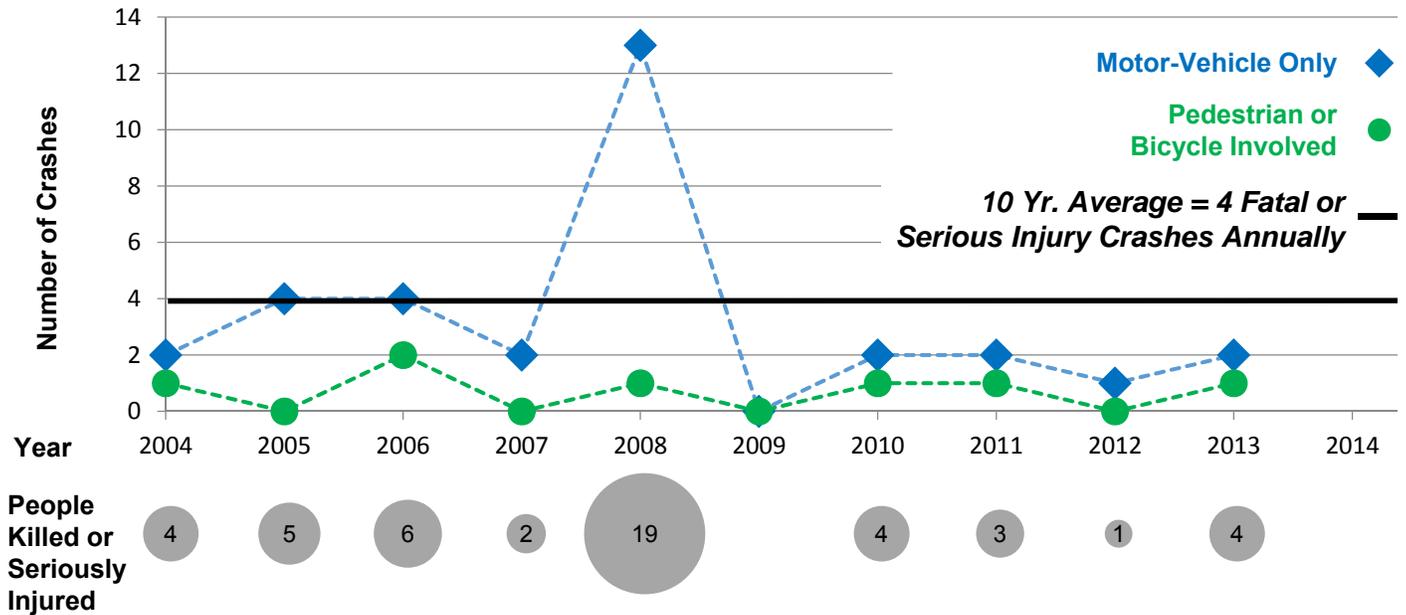
Transportation System Goals and Performance Measures

TSP Goal	Measure	Objective
1. Safe	Fatal and Serious Injury Collisions	Eliminate traffic fatalities and serious injuries (Injury “A”) on City roadways
2. Connected and Accessible	Multimodal Connectivity	Provide residents with multimodal access to parks, schools, employment centers, retail areas, and the surrounding region
3. Functional and Reliable	Intersection PM Peak Hour Delay	Maintain acceptable level of delay (less than 55 seconds average per vehicle, or maximum Level of Service D) at key intersections
	Travel Time Reliability	Maintain or improve travel time reliability on key arterials.
	Freight Travel Time Reliability	Maintain or improve freight travel time reliability on key arterials.
4. Cost Effective	Pavement Condition	Maintain good pavement conditions that help reduce more costly repair expenses in the future
5. Compatible	Cross-Section Compliance	Ensure Wilsonville’s multimodal transportation corridors include adequately designed facilities to serve all intended users
6. Robust	Transportation Mode Share	Accommodate transportation choices for drivers, pedestrians, bicyclists, and transit riders
7. Promotes Livability	Positive Citizen Survey Response	Improve or maintain citizen satisfaction with the City's transportation facilities and services
	Health Conditions/ Healthy Lifestyles	Provide transportation facilities that encourage active transportation, reduced greenhouse gases, and improved health of residents

Goal 1: Safe

Fatal and Serious Injury Collisions

Objective: Eliminate traffic fatalities and serious injuries (Injury "A") on City roadways

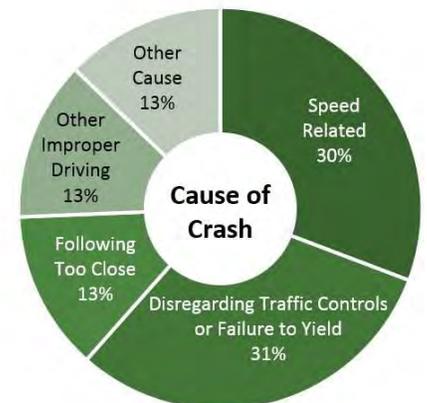
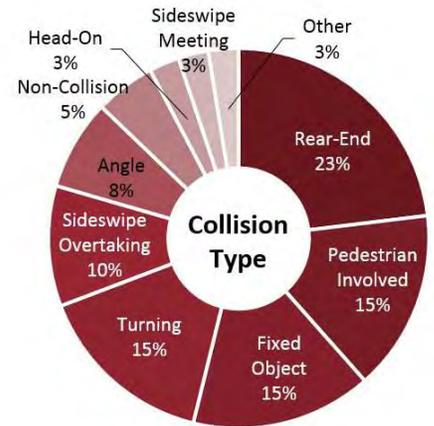


In the last 10 years, 39 crashes resulted in 48 fatalities or serious injuries. The trend is generally decreasing as desired.

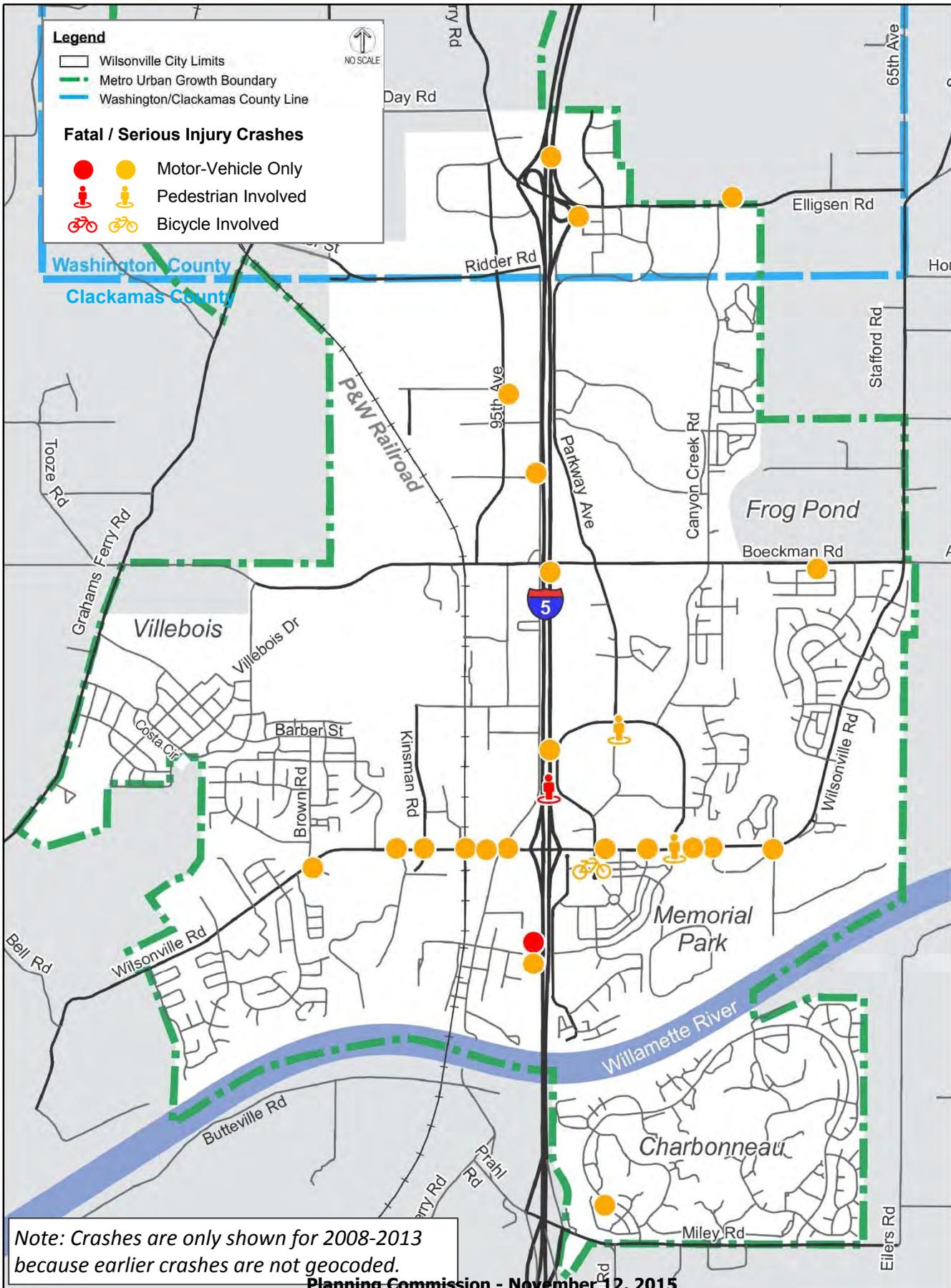
Safety is Wilsonville’s first transportation system goal. It is also a national priority, and agencies across the country are participating in “Vision Zero” or “Towards Zero Deaths” campaigns with the objective of eliminating transportation-related fatalities. Serious injury collisions (referred to as Injury “A”) are also regularly included in the discussion because of their debilitating impacts on those involved.

Wilsonville has a strong safety record with a 10-year average of only four annual fatal or serious injury collisions. Most crashes occurred on Wilsonville Road or at I-5 entrance and exit ramps. There was an unusually high number of crashes in 2008, but generally the number of collisions has been decreasing over time. The locations of 2008-2013 collisions are shown on the map on the next page, which identifies collision severity and travel mode.

Serious Injury (or Injury “A”) is defined by ODOT as an incapacitating injury that “prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.” Severities are based on assessment at the scene and may not reflect final medical judgements.



Fatal and Serious Injury Collision Map



Planning Commission - November 12, 2015

Transportation Performance Modeling

Source: ODOT Crash Database

Goal 2:
Connected
& Accessible

Multimodal Connectivity

Objective: Provide residents with multimodal access to parks, schools, employment centers, retail areas, and the surrounding region

Average Number of Destinations Accessible per Tax Lot

	Walking				Biking			
	Tax Lots	Public Amenities	Private Amenities	FTE Jobs	Tax Lots	Public Amenities	Private Amenities	FTE Jobs
All Planning Areas	729	15	9	429	3456	72	82	7087
10 - Charbonneau	612	5	6	111	1590	18	52	2269
11 - Coffee Creek and Basalt Creek	81	0	2	339	1291	18	29	5874
1A - Industrial North	119	1	9	2184	3022	59	82	9605
1B - Industrial South	225	5	17	1712	5452	112	114	10745
2 - Canyon Creek North	315	12	7	833	3212	66	98	10549
3 - Frog Pond	229	6	2	27	2317	53	88	8289
4 - Villebois	1404	25	4	126	4194	92	88	8169
5 - Town Center West	370	12	19	1210	4654	102	106	10006
6 - Town Center East	499	11	6	87	3045	70	97	9282
7 - River Green / Fox Chase / Morey's Landing	791	26	7	225	4090	87	84	6380
8A - Old Town East	189	3	26	1387	5327	109	99	8328
8B - Old Town West	411	15	18	1167	5077	106	94	7700
9 - Village @ Main / Daydream	353	6	26	1271	4615	104	98	7564

* Shading indicates relative magnitude of mode + destination category score for each planning area, relative to the other planning areas.

A new geographic information system (GIS) tool was developed to assess the connectivity of Wilsonville’s multimodal network.

Network connectivity is a critical attribute of Wilsonville’s transportation system and is one of the City’s transportation system goals. Wilsonville’s elected officials and staff have stated how important it is to create a comprehensive network of safe, attractive, and direct travel options to provide residents with multimodal access to parks, schools, employment centers, and retail areas.

The new GIS multimodal connectivity tool helps the City to measure its transportation system connectivity, identify areas of needed improvement, and can track changes over time in response to land development.

The network connectivity tool also provides a platform to assess, visualize, and communicate the impacts of multimodal infrastructure gaps, deficiencies, and facility improvements. By calculating access before a project and after a project, then taking the difference, the impact of that project can be isolated and visualized.

The summary maps and tables presented here describe the number of destinations accessible from each tax lot by walking and biking. Four types of destinations are considered: all tax lots, public amenities, private amenities, and local jobs.

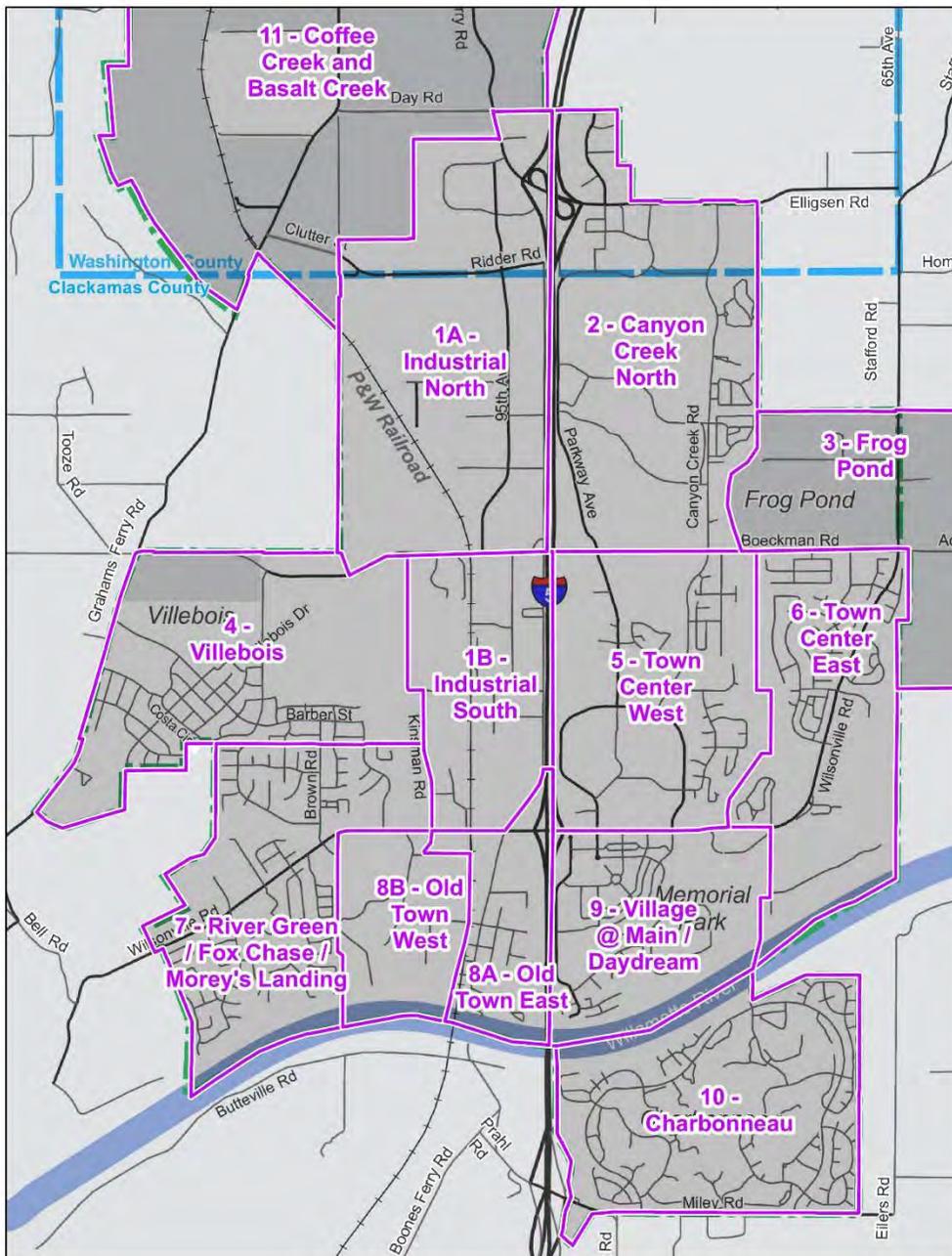
Walking distance was defined as 0.75 miles, or 15 minutes at 3 miles per hour. Biking distance was defined as 2.75 miles, or 15 minutes at 11 miles per hour. Both are consistent with typical transportation engineering practice.

Walking access to tax lots and public amenities was highest in Villebois and other residential areas with small tax lot sizes and public parks. Walking access to private amenities was highest near the I-5 interchanges. Local job access is also clustered in the industrial and interchange areas.

Overall, biking access showed similar patterns as walking access, except with a stronger central tendency due to the larger reach distance.

A digital version of this tool will be provided to city staff, along with a web-based interface for exploring the results in detail.

Network Connectivity Tool - Planning Areas Map



Methodology Notes:

Analysis included locations within Wilsonville and in active planning areas adjacent to the city. 6,833 tax lots, 123 public amenities, 128 private amenities, and 11,334 FTE jobs were included.

All distances were measured along the transportation facility network. Travel was permitted on non-dedicated facilities (streets without a bike lane or sidewalk, unmarked crosswalks). Distances along non-dedicated facilities was doubled to represent the less attractive conditions.

Results for motor vehicle access and transit access are not included.

Nearly all local destinations are within a reasonable driving distance throughout Wilsonville. Motor vehicle network performance is better assessed through the delay-based measures provided for Goal 3.

Technical limitations prevented transit access from being included in this version of the GIS tool, future updates should pursue transit access measures.

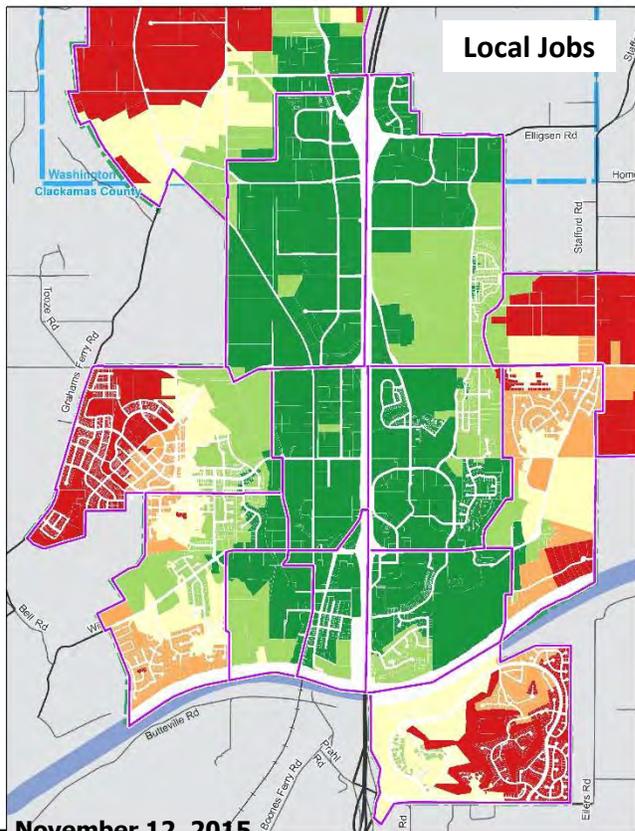
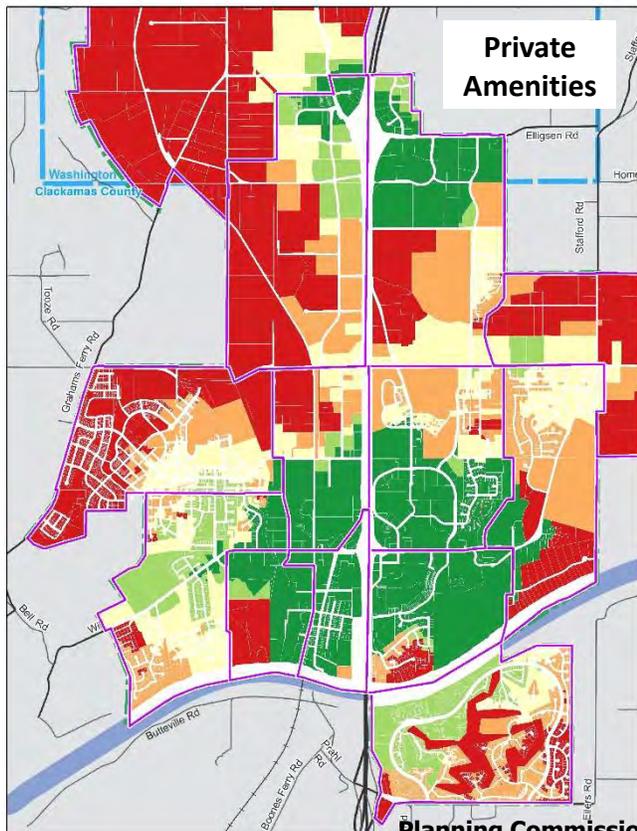
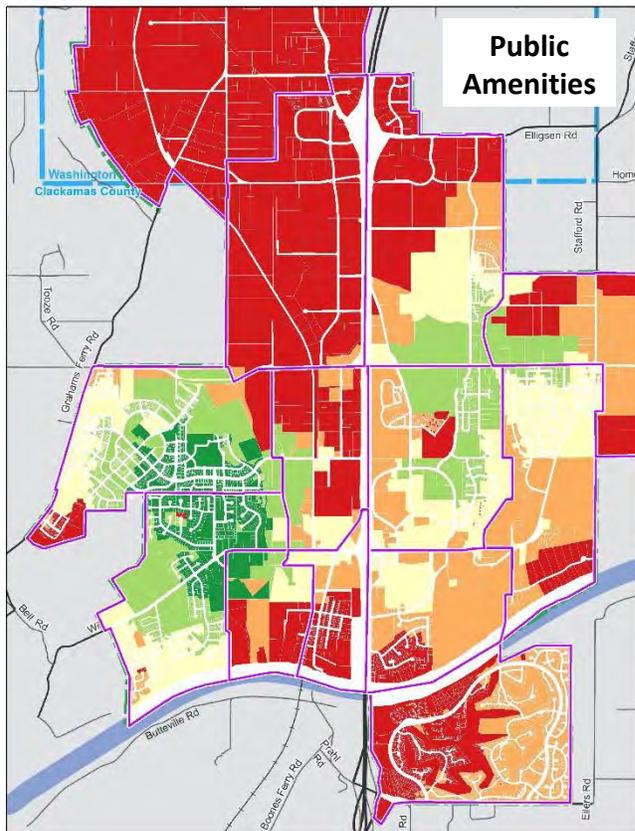
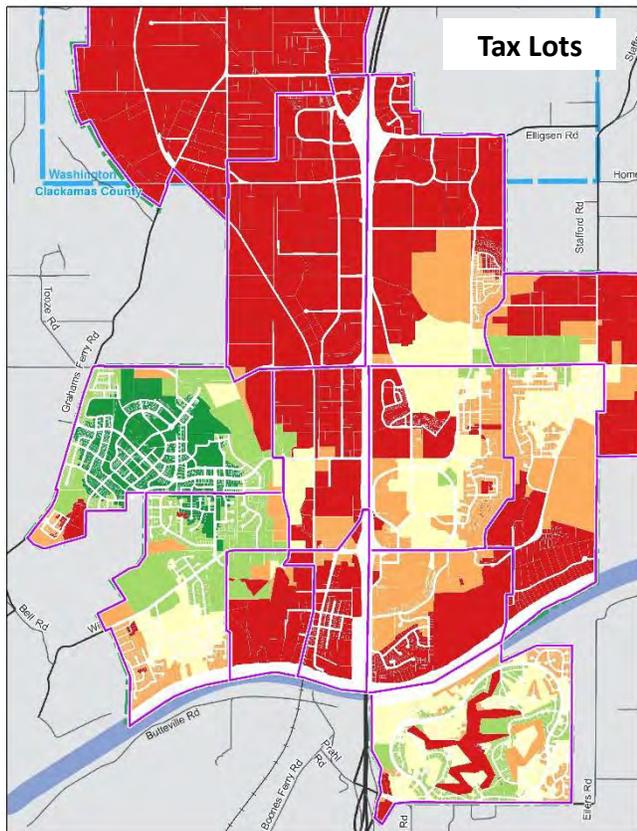
Destination sets used for the analysis included:

- **All tax lots**, which provide a baseline assessment of the transportation network and development form, but is less sensitive to specific land uses.
- **Public amenities**, which include key civic facilities such as libraries, schools, government buildings, fire stations, community centers, and parks and open spaces.
- **Private amenities**, which include food and beverage providers, retail and entertainment options, and other everyday services.
- **Local employment opportunities**, defined as full-time equivalent (FTE) jobs, approximated from the City of Wilsonville data.

Network Connectivity Tool - Walking Accessibility Maps



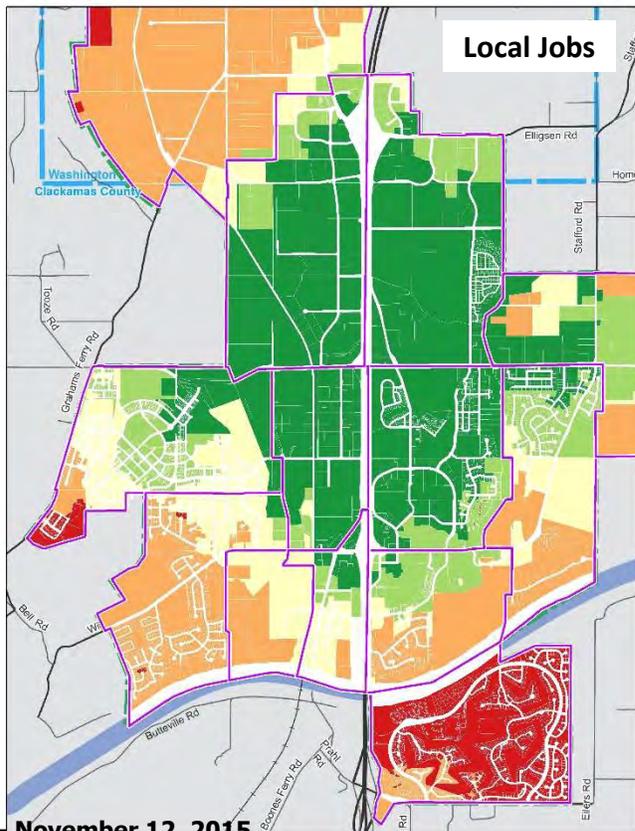
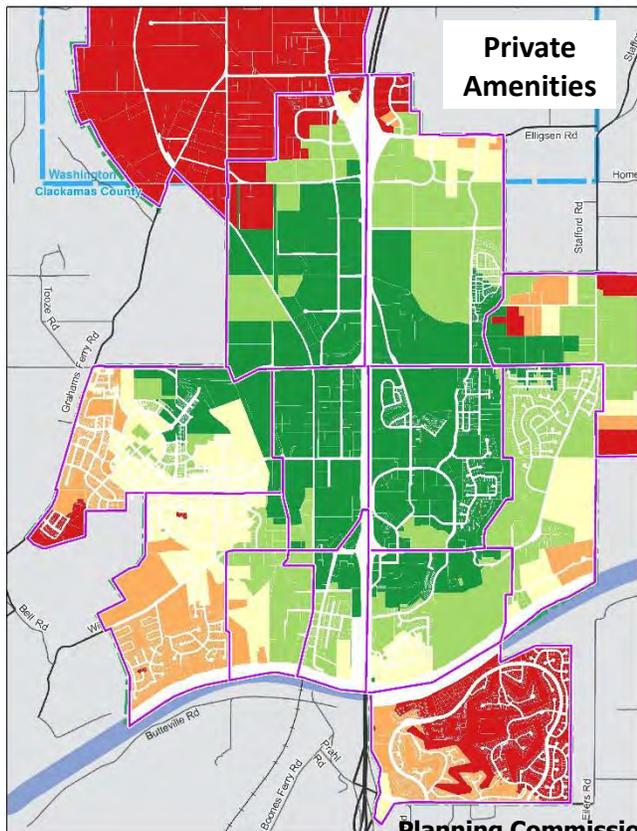
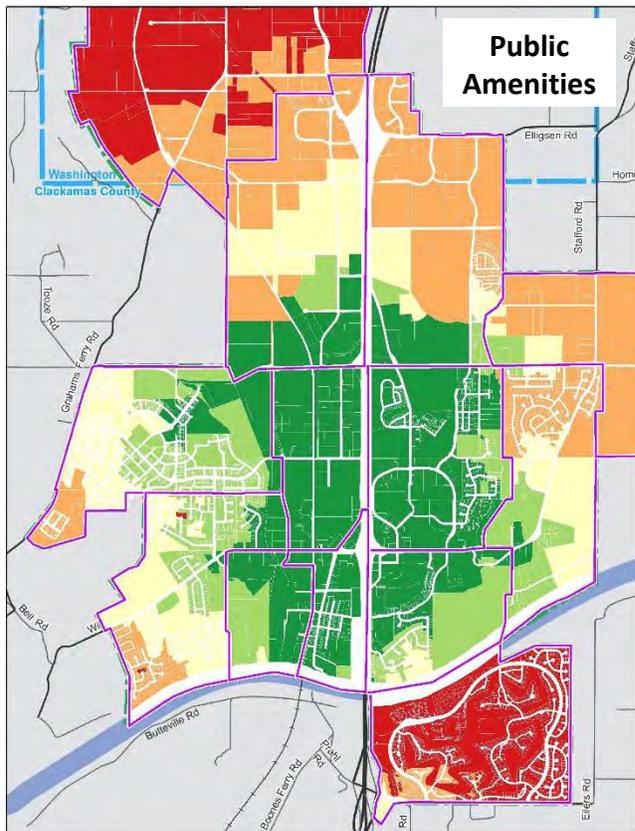
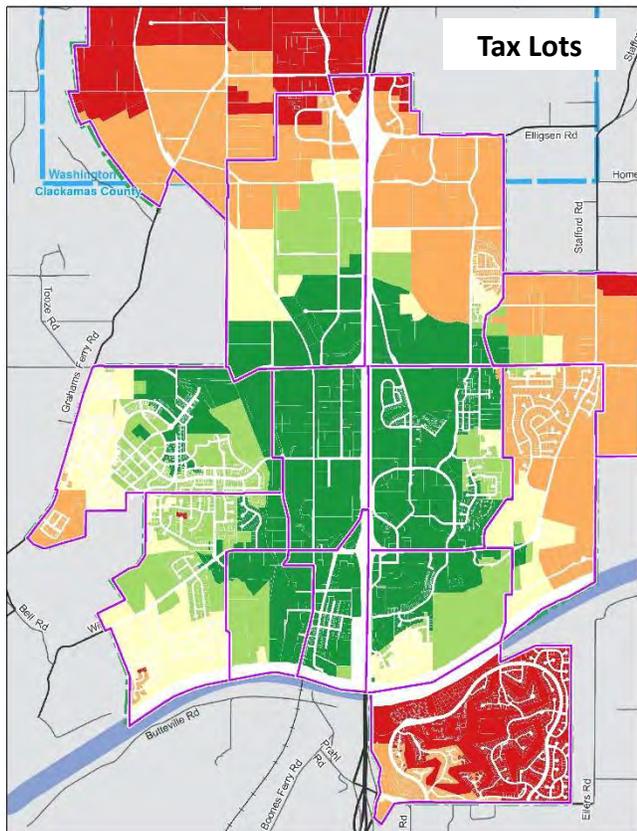
Score based on number of destinations within walking distance, with 20% of tax lots in each category.



Network Connectivity Tool - Biking Accessibility Maps



Score based on number of destinations within biking distance, with 20% of tax lots in each category.

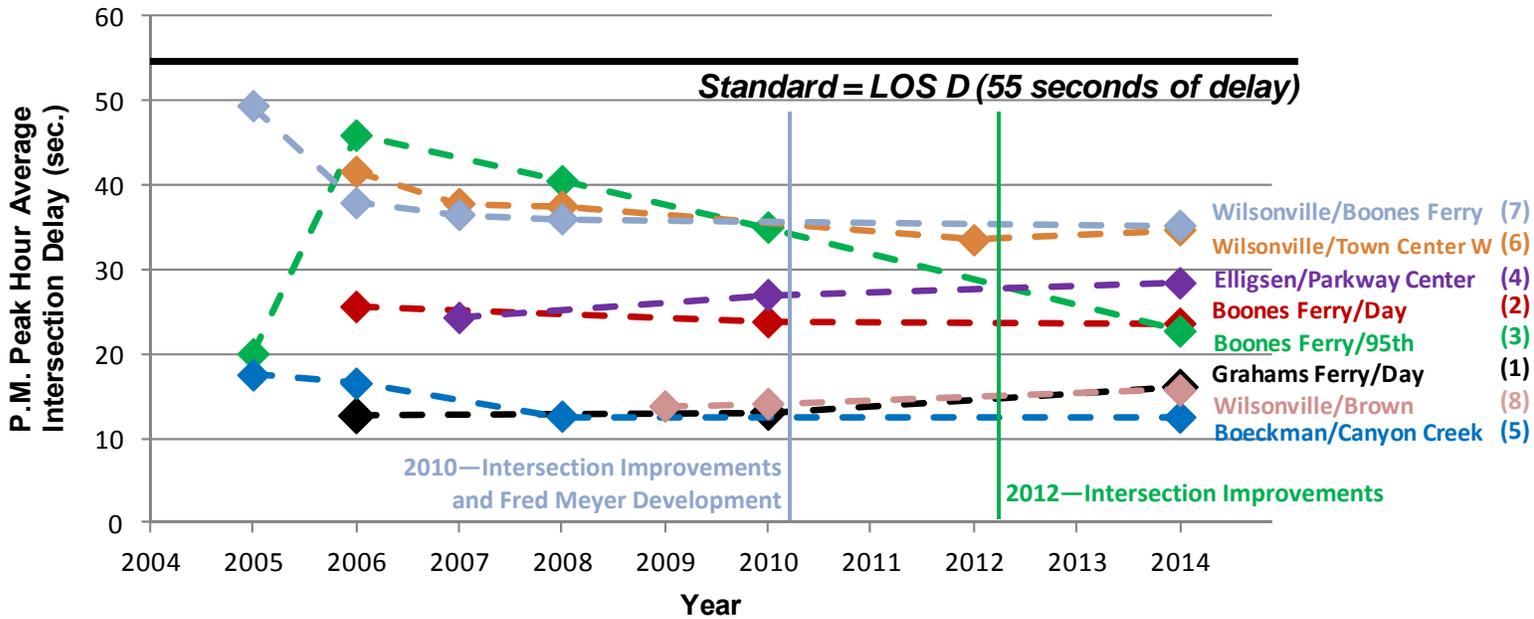


Goal 3:

Functional & Reliable

Intersection Delay

Objective: Maintain acceptable level of delay (less than 55 seconds average per vehicle, or maximum Level of Service D) at key intersections during PM Peak Hour traffic.



The eight key intersections studied throughout Wilsonville have average delays less than 55 seconds (i.e., LOS D).

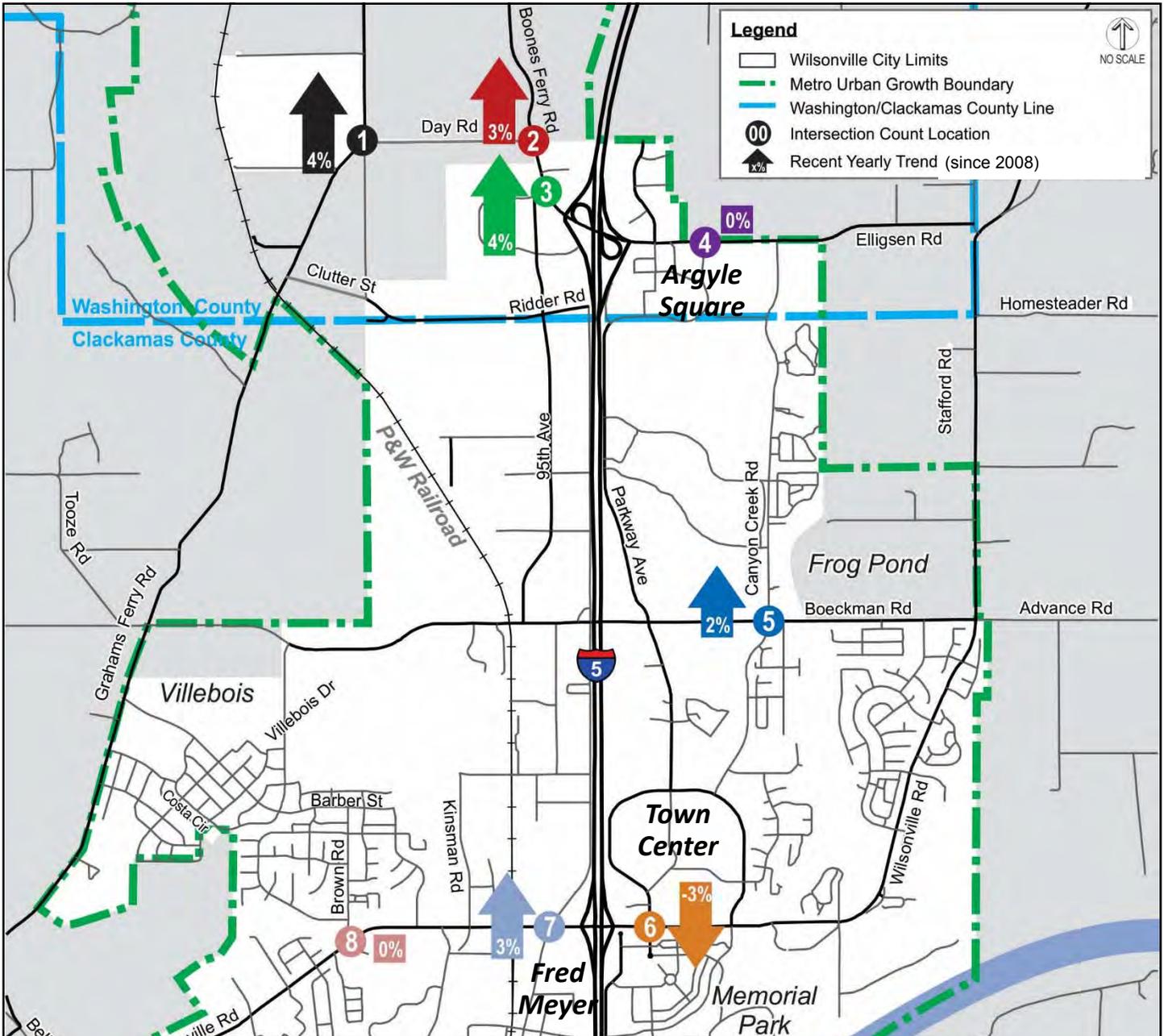
Intersection p.m. peak hour delay is the most common measure of transportation system congestion, and Wilsonville policy defines a maximum acceptable delay of 55 seconds average per vehicle, equivalent to a Level of Service (LOS) of D or better.

To understand how congestion levels have changed around Wilsonville this measure was calculated, using 2000 Highway Capacity Manual calculations, for eight Wilsonville intersection and the map on page 17. Historical counts were available at most, but not all, intersections for the past 10 years.

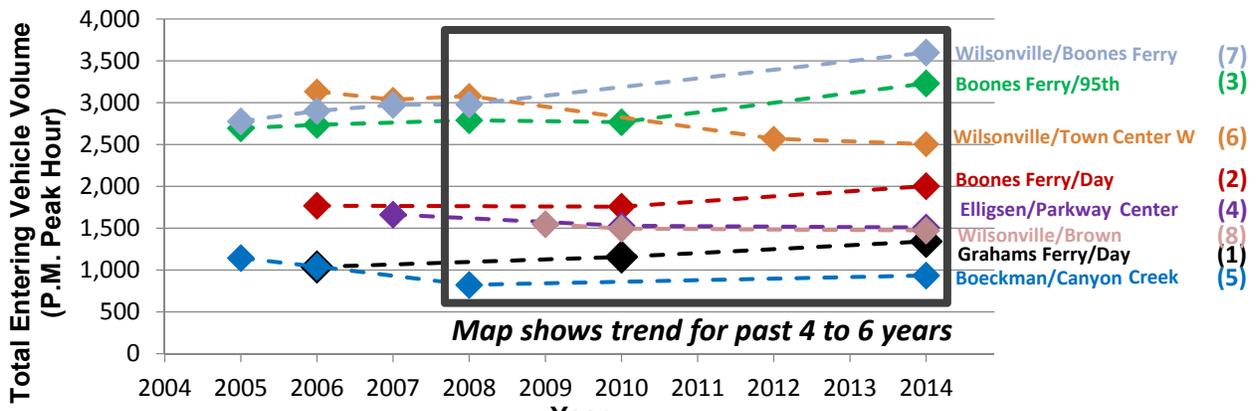
Average yearly growth percentages over the past five years (since the prior system-wide analysis was performed for the 2013 Wilsonville Transportation System Plan) are also shown along with the last 10 years of p.m. peak hour traffic count volumes. While motor vehicle volumes are generally increasing throughout Wilsonville, there is still sufficient capacity at all intersections due to recent improvements.

- The Wilsonville Road/I-5 Interchange area experiences the greatest delays. A significant increase in traffic volumes occurred at Wilsonville Road/Boones Ferry Road, primarily on the south leg near the new Fred Meyer shopping center. Because intersection improvements were also completed, average delays remain low except when queues back up from the I-5 interchange ramps.
- Since 2008, traffic volumes at Wilsonville Road/Town Center Loop West decreased by an amount comparable to the increase near Fred Meyer. This may suggest a shift in traffic between the two retail areas rather than the attraction of new traffic from outside the City.
- Traffic volumes have increased in northwest Wilsonville, primarily due to traffic between the I-5/Elligsen Road interchange and Grahams Ferry Road to the north.
- Boones Ferry Road/95th Avenue was recently expanded and can accommodate additional traffic volumes with decreased delays.

Motor Vehicle Volumes Map



Motor Vehicle Volumes (P.M. Peak Hour) – Past 10 Years



Objective: Maintain travel times on key arterials within a consistent, acceptable range

Limited travel time data is currently available for Wilsonville roadways.

Installing permanent Bluetooth sensors would allow Wilsonville to collect on-going travel time data along arterials and better understand interchange area congestion, which is currently one of the most significant traffic issues affecting the city.

Within the next few years, SMART plans to outfit its buses with GPS tracking technology, which will provide Wilsonville with a new data source that can provide travel time reliability estimates on all roadways served by transit.

New data collection methods are required to assess travel time reliability in Wilsonville. Additional data in the I-5/Wilsonville Road interchange area will be particularly beneficial.

Travel time reliability measures the consistency or dependability of the travel times that travelers experience day-to-day and/or across different times of the day. It is a helpful way to understand the regularity and extent of unexpected delays, which can significantly affect a person's experience with the transportation system. When agencies monitor travel times, they are better able to manage and operate their transportation systems.

The **buffer index** is a common reliability measure, representing the extra time that travelers should add to their average travel time when planning trips to ensure 95% on-time arrivals, considering daily variability in travel times.

Because it requires ongoing data collection, travel time reliability has historically been cost prohibitive to measure. However, many new data sources have become widely available over the past few years, particularly due to the capabilities and prevalence of mobile devices among the traveling public.

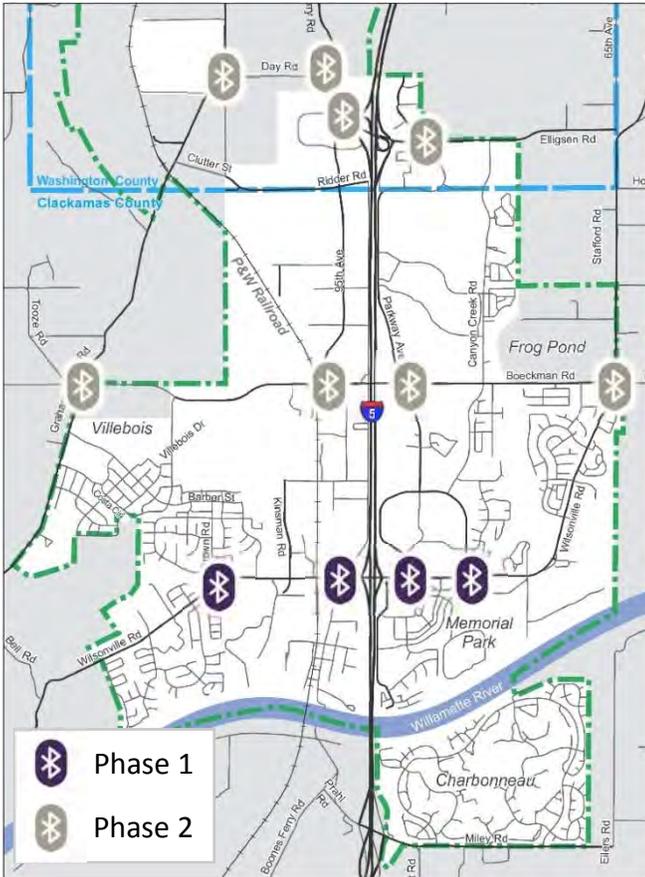
Bluetooth monitoring technology has proven to be a useful, versatile, and cost-effective source of travel time data. Sensors can be integrated into existing traffic signal poles, or can be set up on stand-alone poles with solar power. Real-time data access is recommended through cellular modems or hardwired communications, or alternatively data could be archived locally and retrieved manually in non-realtime.

Spaced along an arterial road, Bluetooth sensors can provide accurate and continuous information on travel times. With an area-wide coverage of sensors, it provides further insight into origin-destination travel flows and patterns within the area. This is all possible with built-in high levels of privacy for individuals.

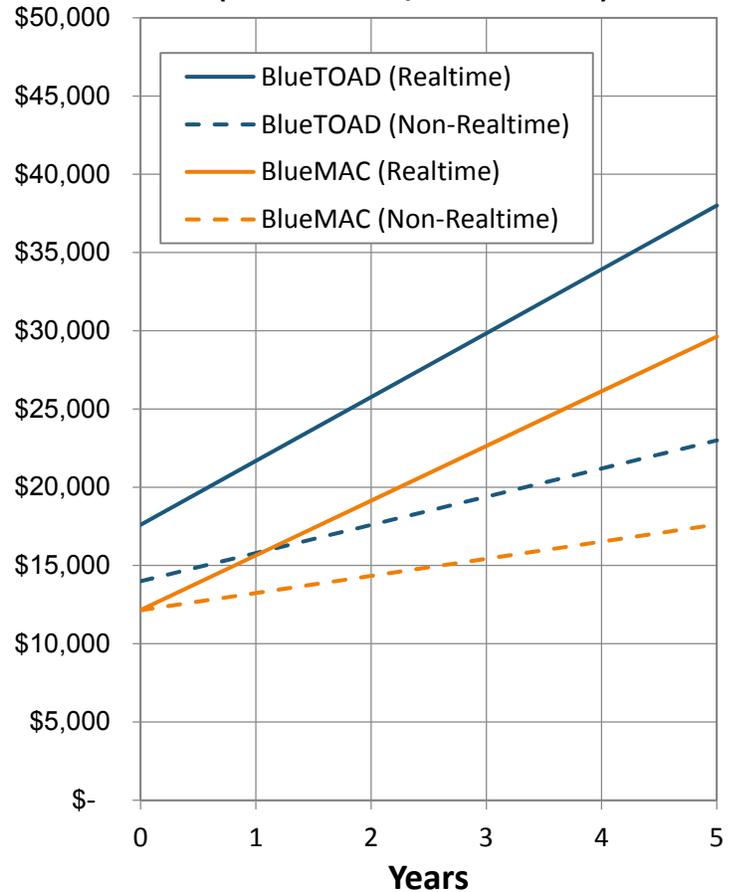
Other private providers of travel time data based on crowdsourced GPS or cellphone records are available, such as INRIX, TomTom, and Airsage. These have had limited road coverage in Wilsonville, but may improve in the future.

Bluetooth Sensor System

Approximate Placement Locations



Approximate Cost of Operations (4 Locations w/ cloud service)



Vendor Options

System	Contractor	BlueTOAD	BlueMAC (Cloud)	BlueMAC (Agency Server)
Pros	<ol style="list-style-type: none"> 1. No capital cost 2. Pay as used 3. No equipment to store, maintain, repair 4. Contractor creates report 5. Works well on project-by-project basis for short (1-week) timeframe 	<ol style="list-style-type: none"> 1. Large deployment base throughout nation 2. Deploy as needed 3. Agency staff can place devices precisely and consistently 4. No server to maintain 	<ol style="list-style-type: none"> 1. Lower long-term cost 2. Deploy as needed 3. Can place devices precisely and consistently 4. Full access to previous data sets, can customize analysis procedures. 5. No server to maintain 	<ol style="list-style-type: none"> 1. Lowest long-term cost 2. Deploy as needed 3. Can place devices precisely and consistently 4. Full access to previous data sets, can customize analysis procedures. 5. Data stored in-house and will never lose access; can utilize existing servers.
Cons	<ol style="list-style-type: none"> 1. High long-term cost for limited deployment time (approximately \$600 per week per sensor) 2. Might not have access to raw historical data 3. Must accommodate contractor schedule 4. Little control over precise sensor placement 	<ol style="list-style-type: none"> 1. Higher long-term cost than other systems 2. Agency responsible for storing and maintaining equipment 3. Rely on vendor for data hosting and analysis; vendor unwilling to provide copy of raw data 	<ol style="list-style-type: none"> 1. Agency responsible for storing and maintaining equipment 2. Rely on vendor for data hosting; ongoing cost for cloud service. 	<ol style="list-style-type: none"> 1. Higher up-front cost than cloud option 2. Agency responsible for storing and maintaining equipment 3. Agency responsible for furnishing and maintaining server

Objective: Maintain freight travel times on key arterials within a consistent, acceptable range

No freight-related travel time data is currently available.

Additional coordination is needed with the freight community to understand whether this, or another, metric will be most helpful and practical in understanding and tracking how well Wilsonville is accommodating freight needs.

New data collection methods are required to assess freight travel time reliability (or another more meaningful freight-related metric) in Wilsonville.

Freight performance is an important consideration in Wilsonville due to the significant number of large manufacturing and distribution companies located in the city.

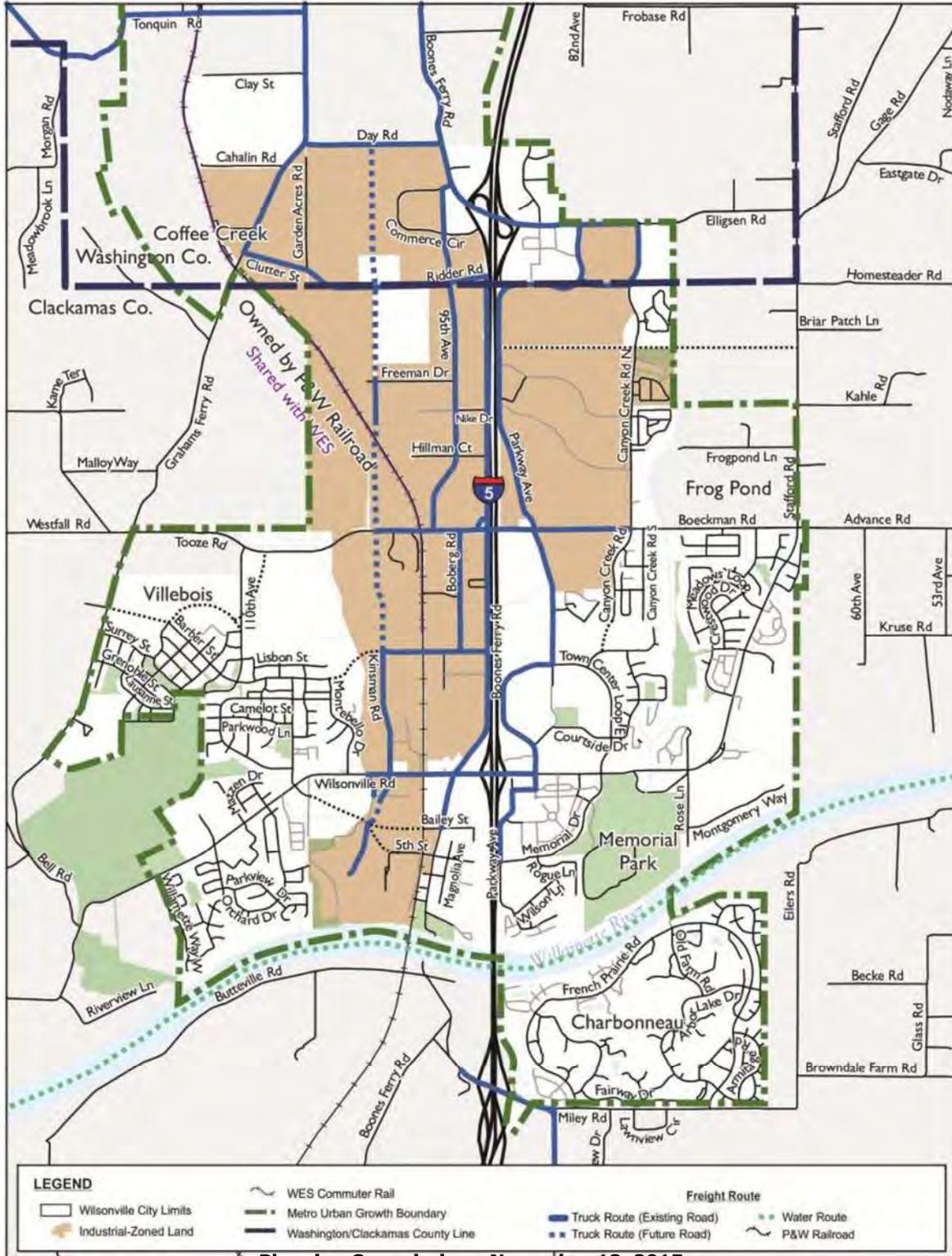
Travel time reliability on key freight routes is a typical metric recommended to measure freight performance. However, Wilsonville will benefit from additional outreach to the freight community to determine what metrics and data may be available to assist the City in understanding how the transportation system affects freight travel.

Wilsonville's freight routes, established in the 2013 Wilsonville Transportation System Plan, is shown on the next page.

Freight Routes Map

This page will be used in future editions of this report to show freight-related metrics, including maps and graphs as appropriate.

This freight routes map is reproduced from Figure 3-4 in the 2013 Wilsonville Transportation System Plan.

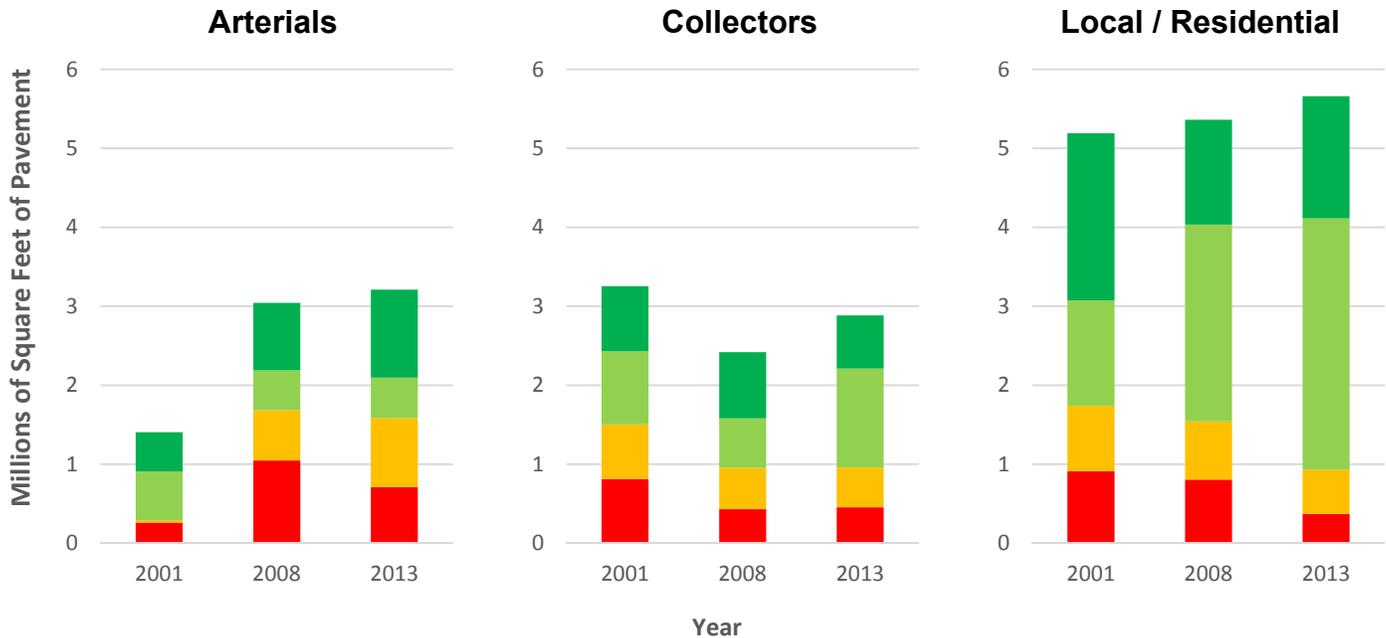


Goal 4:

Cost
Effective

Pavement Condition

Objective: Maintain good pavement conditions that help reduce more costly expenses in the future



Wilsonville is making progress in decreasing the amount of pavement in need of significant repair for all road types.

Pavement condition is a key indicator of Wilsonville’s existing and upcoming roadway maintenance needs. It is measured by performing a visual survey of the number and types of distresses in a pavement, and the results are reported using the Pavement Condition Index (PCI), which is a numerical index between 100 (best) and 0 (worst). For example, a newly constructed or overlaid street would have a PCI near 100, while a roadway in need of major repairs would have a PCI under 70.

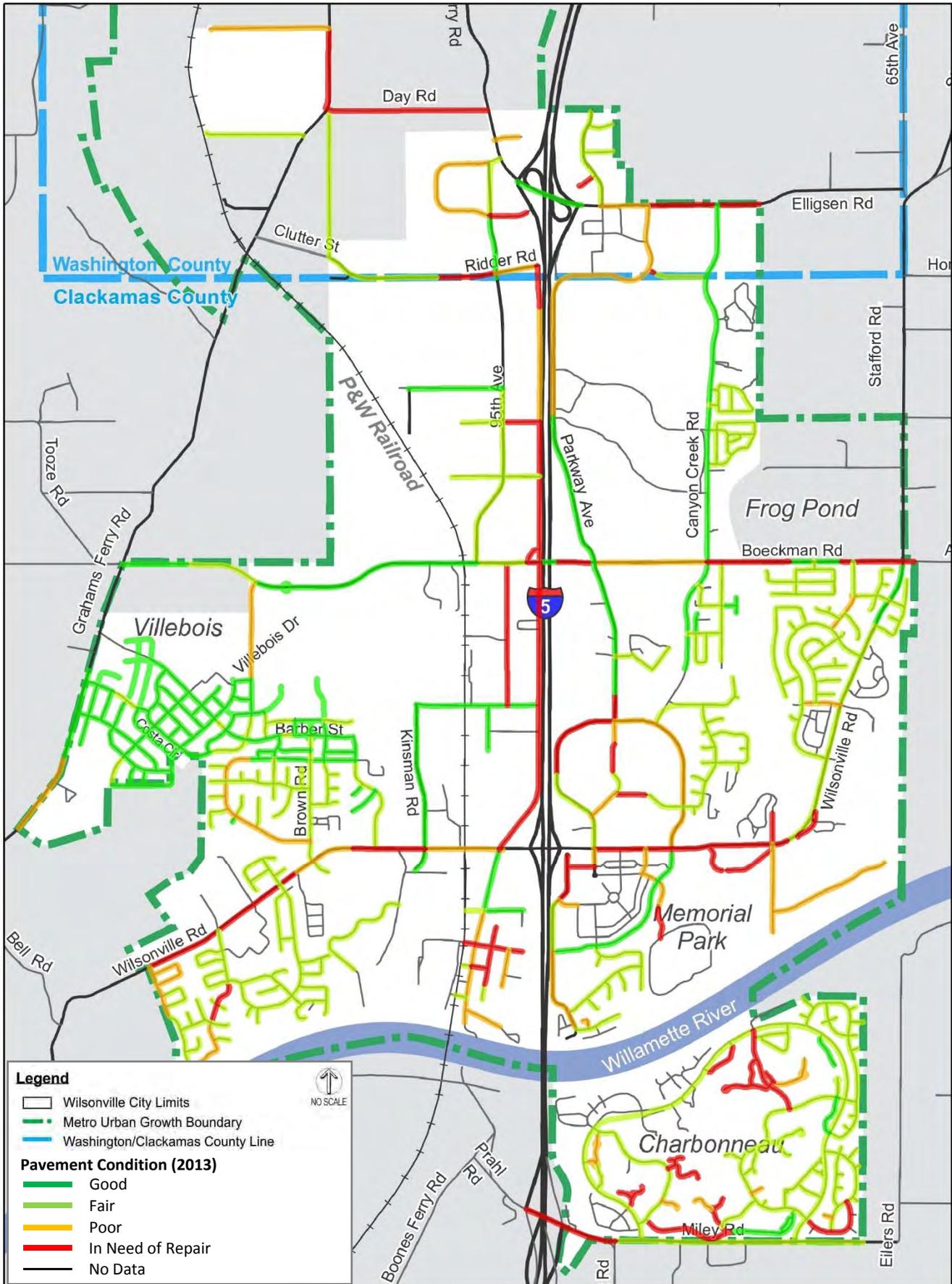
It is critical for the City to consistently perform maintenance to existing roadways to maintain pavement conditions in the “Good” to “Fair” range (i.e., a PCI between 80 and 100). Doing so will allow the City to prolong pavement life and avoid costly reconstruction needs. In addition to financial benefits, maintaining good pavement conditions also improves the City’s livability from both a user experience and aesthetic standpoint.

As well as in-house monitoring of conditions of city streets, Wilsonville performs independent pavement inventories every few years, with the last one being performed in 2013. In 2013, the average overall network Pavement Condition Index (PCI) of the City’s street network was recorded at 82, which indicates that the street network is generally in ‘Good’ condition. The amount of pavement with a PCI below 70 has decreased with time.

Pavement Condition Index (PCI)

- Good (PCI > 90)
Minor Spot Maintenance as Needed
- Fair (PCI < 90)
Slurry Seal Recommended
- Poor (PCI < 80)
Overlay Recommended
- In Need of Repair (PCI < 70)
Full Reconstruction Recommended

Pavement Condition Map



Planning Commission - November 12, 2015

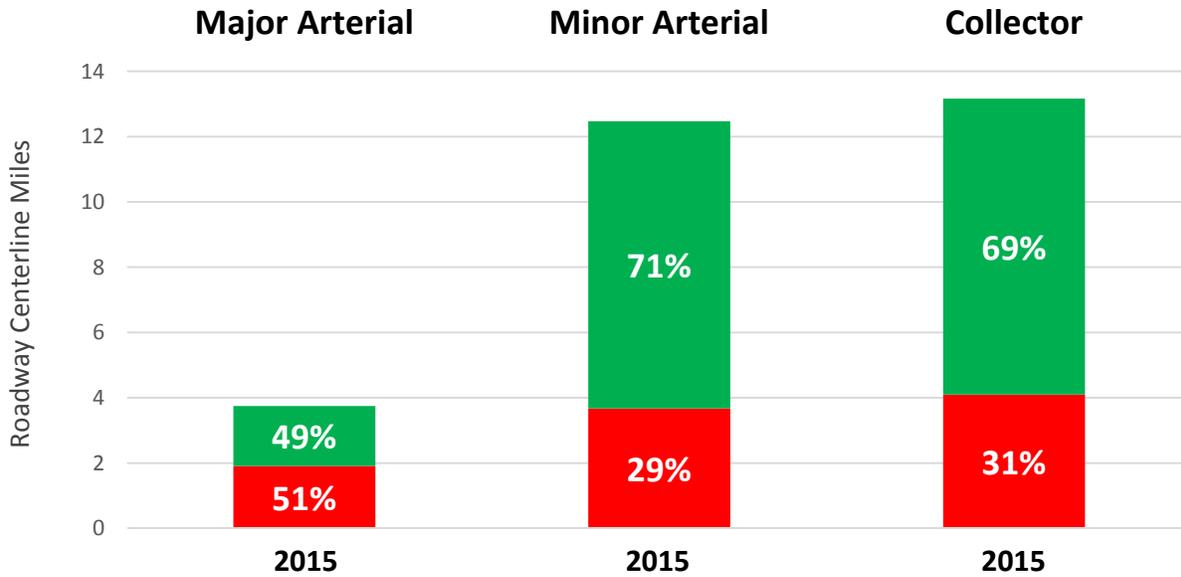
Source: Pavement Management Program Budget Options Report, Capital Asset and Pavement Services Inc, April 2013.

Transportation Performance Modeling

**Goal 5:
Compatible**

Cross-Section Compliance

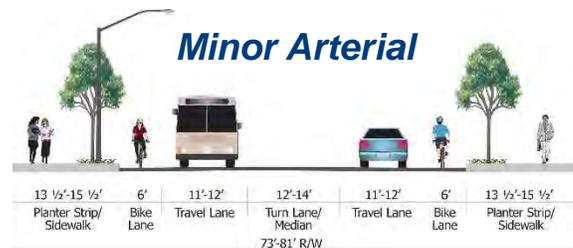
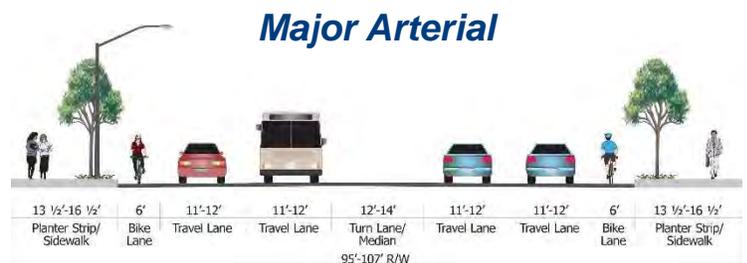
Objective: Ensure Wilsonville’s multimodal transportation corridors include adequately designed facilities to serve all intended users



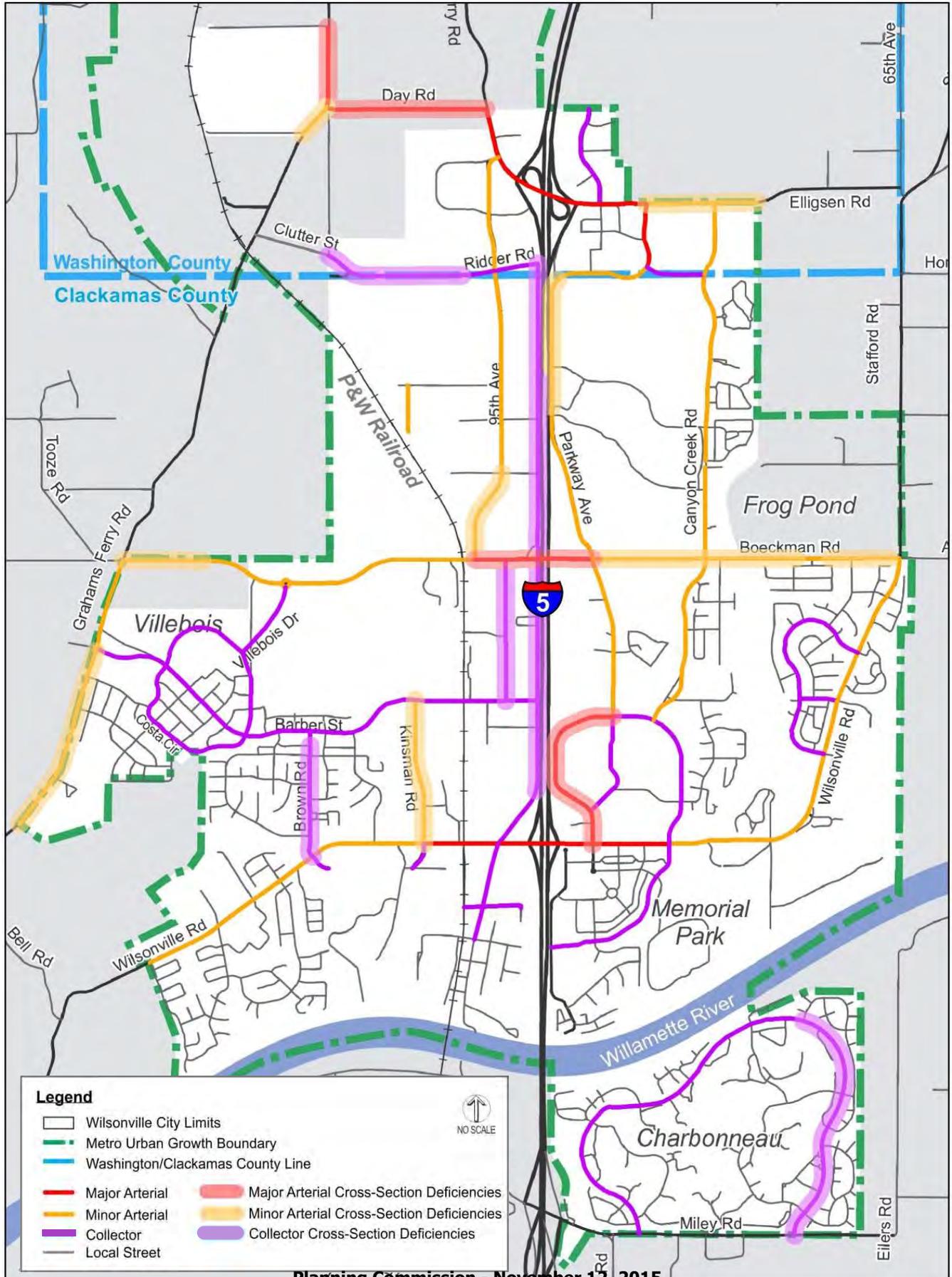
Historical data has not been previously compiled, but as Wilsonville develops, its policies ensure it will continue to improve cross-section compliance.

Cross-section compliance refers to the percentage of Wilsonville’s arterials and collectors that meet applicable cross-section standards. The City’s standards are specified in the 2013 Transportation System Plan (TSP) and differ based on the roadway’s designated functional classification. Design elements include travel lanes, curbs, planter strips, sidewalks on both sides of the road, and bicycle facilities consistent with designated bikeways, walkways, and shared-use trails. The Community Development Director has the flexibility to allow modified context-sensitive designs.

As shown above and mapped on the following page, currently 49% of Major Arterials, 71% of Minor Arterials, and 69% of Collectors comply with the City’s cross-section standards. Data was not available for Local roads. As Wilsonville develops, its policies (such as the requirement for developers to provide street improvements along their frontages) will ensure it continues to improve cross-section compliance.



Cross-Section Compliance Map



Planning Commission - November 12, 2015

Source: 2013 TSP (Figure 4.1), with revisions based on recent projects completed by the City.

Transportation Performance Modeling

Goal 6:

Robust

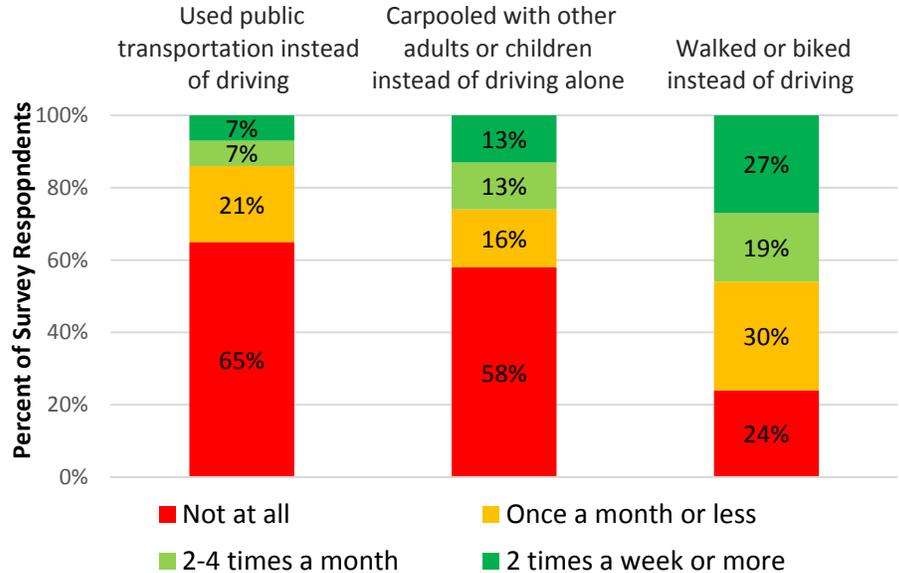
Transportation Mode Share

Objective: Accommodate transportation choices for drivers, pedestrians, bicyclists, and transit riders

No comprehensive, citywide data is currently available on the availability of choices and travel behavior in regards to mode of transportation. However, some related questions were asked in the 2014 National Citizen Survey.

Until a comprehensive method can be developed to estimate citywide mode share, various related data sources exist that can help provide a better understanding of the comparative motor vehicle, pedestrian, bicycle, and transit use. SMART plays a key role in collecting and managing much of the non-vehicular data.

2014 Wilsonville National Citizen Survey – Use of Alternative Travel Modes



New data collection methods are required to fully assess transportation mode share in Wilsonville. Survey results suggest many residents choose alternatives to driving alone.

Transportation mode share measures the relative use of transportation options in the City. These options principally include motor vehicle use, walking, biking, and public transit; though they also include skateboards and wheelchairs.

While automobile use is the predominant travel mode in Wilsonville and provides an important means for the majority of users to access local and regional destinations, it is important for Wilsonville to make other transportation options available to residents, employees, and visitors due to health, equity, and economic benefits.

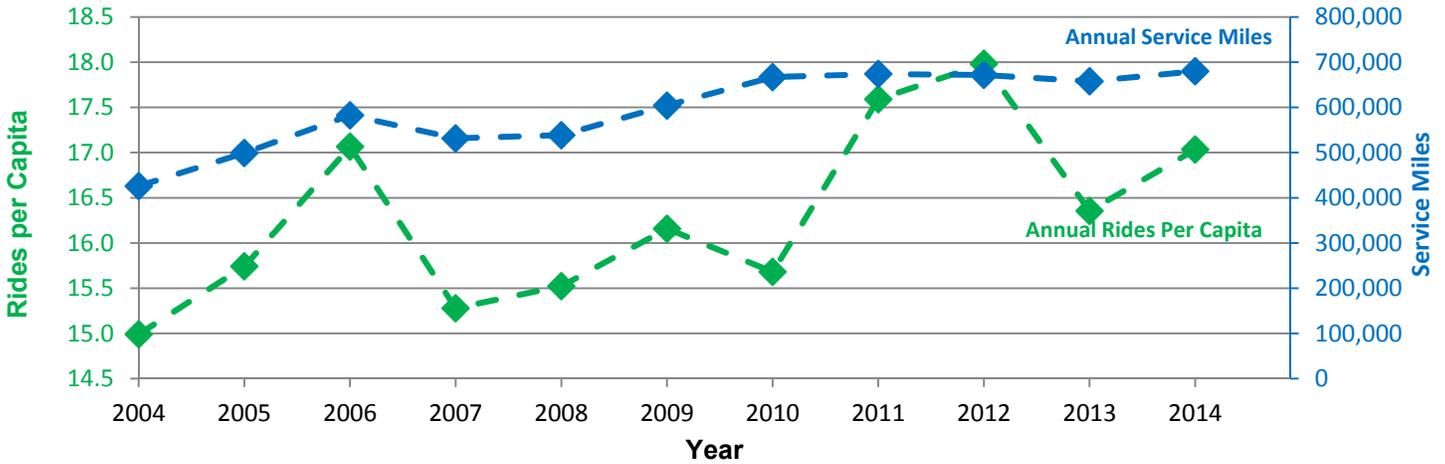
Travel options are particularly important to those who may have physical or economic limitations that prevent them from driving their own personal vehicle. In addition, active options such as walking and biking support healthy lifestyles, are economic, and can help reduce traffic congestion and greenhouse gasses - particularly around schools and in areas with higher residential and commercial density.

The graphs on the following page depict the data currently available.

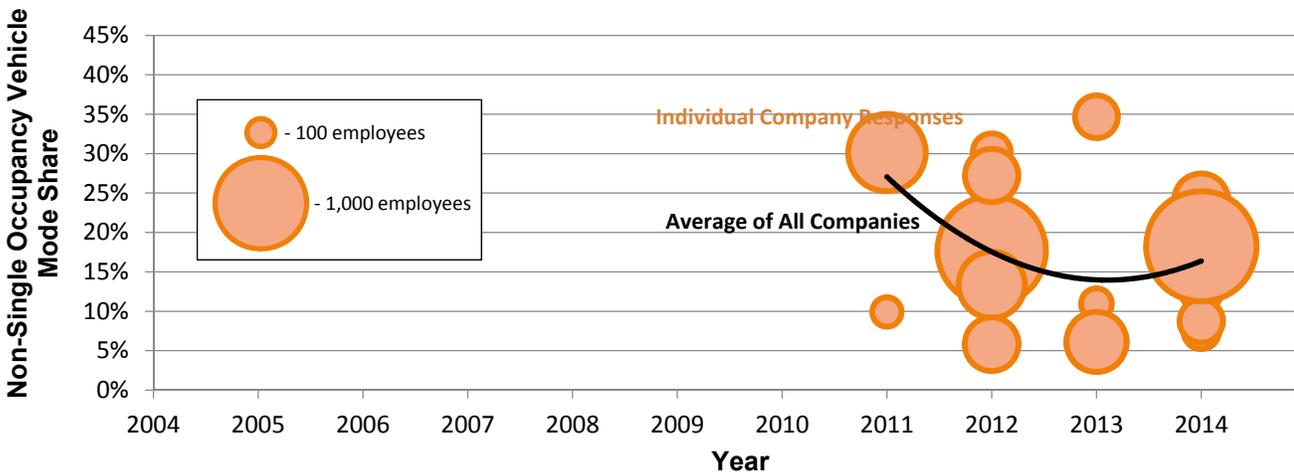
- Transit ridership data from South Metro Area Regional Transit (SMART), as rides provided per capita based on Wilsonville’s population. Ridership has steadily increased since 2004.
- Commuter mode share data for large companies from the Oregon Department of Environmental Quality (DEQ) Employee Commute Options (ECO) program, which includes an annual weekday commute survey. Non-single occupancy vehicle mode share overall has declined since 2011.
- Annual bicycle and pedestrian counts overseen by SMART staff, collected by volunteers at key locations and intersections, and supported by Metro and The National Bicycle and Pedestrian Project. Although limited, the data does show general areas in the City where there is higher pedestrian and bicyclist activity, such as Wilsonville Road near Timber Loop and in Memorial Park.

Transportation Mode Share – Data Sources

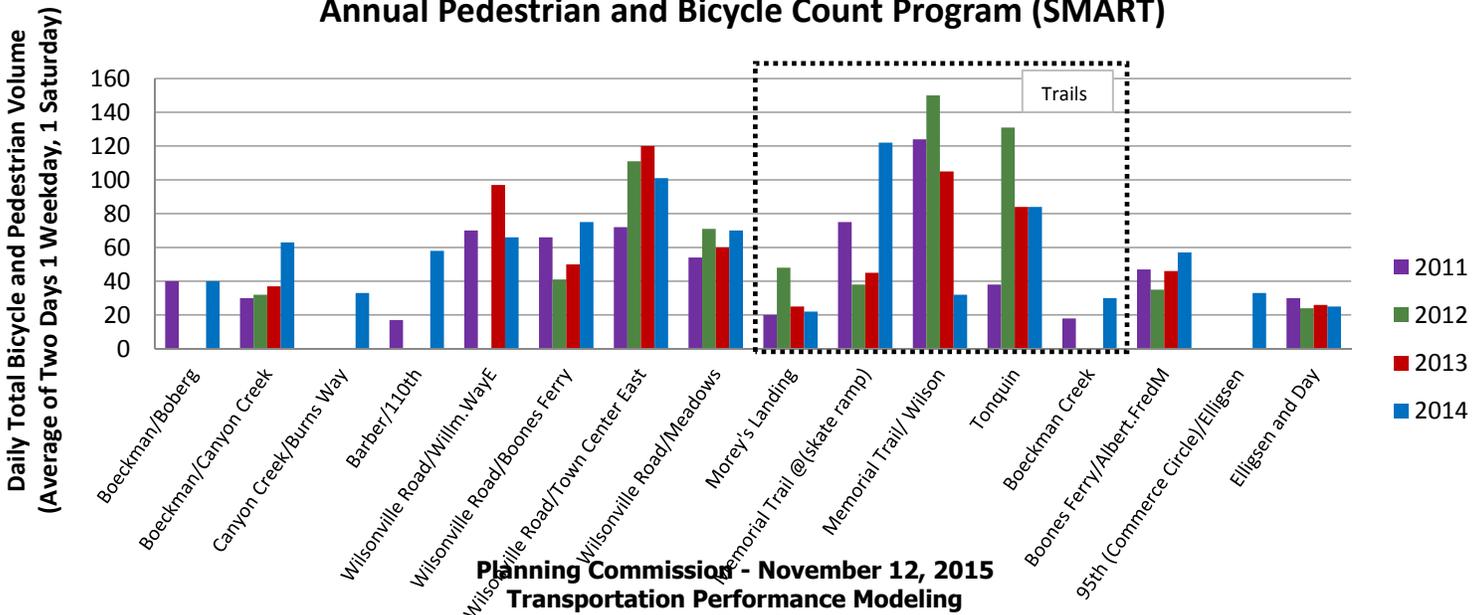
SMART Transit Ridership



Weekday Commute Mode Share for Large Companies (DEQ ECO Program)



Annual Pedestrian and Bicycle Count Program (SMART)



Goal 7:

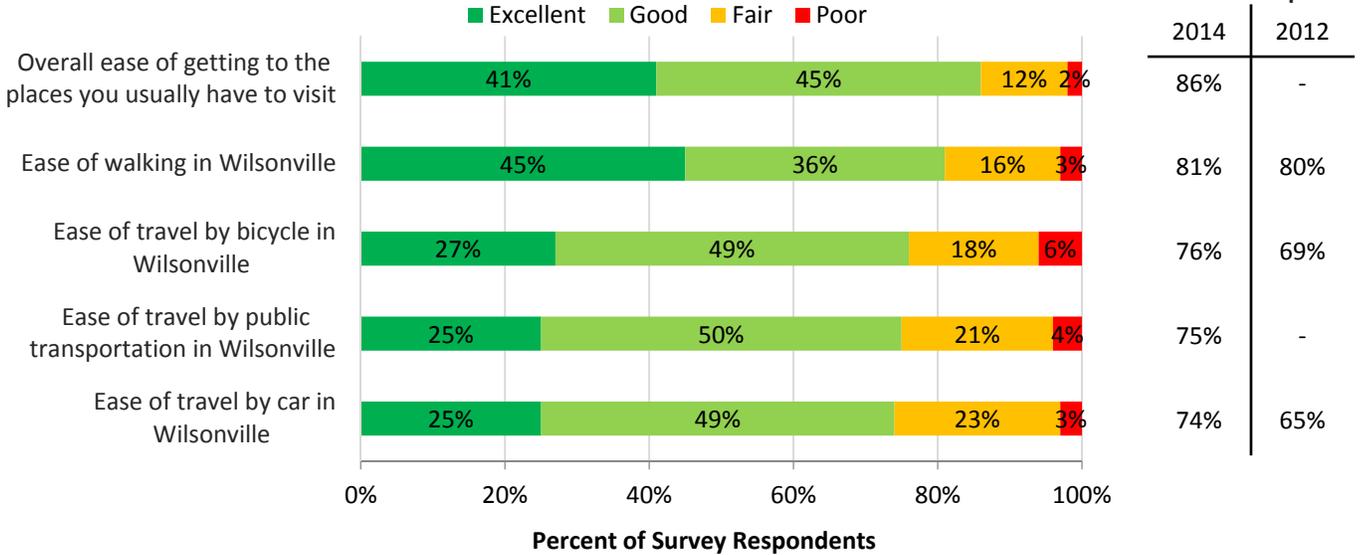
Promotes
Livability

Public Satisfaction of Facilities

Objective: Maintain positive citizen satisfaction with the City's transportation facilities and services

2014 Wilsonville National Citizen Survey – Ease of Travel

Survey Comparison of Excellent and Good Responses



Citizens generally find it easy to travel around town. The ease of walking had the most “Excellent” responses (45%), while that of bicycling had the most “Poor” responses (6%).

Citizen surveys are a helpful way to gauge public perception regarding the effectiveness of Wilsonville’s transportation system. The purpose of the transportation system is to connect residents, employees, and visitors with their desired destinations, and to do so in a safe and convenient manner. By understanding a wide range of user perspectives, the City can identify areas where improvements can be made and are likely to be most appreciated by the public.

In 2012 and 2014, the City of Wilsonville participated in the National Citizen Survey (NCS). The NCS captures residents’ opinions within the three pillars of a community (Community Characteristics, Governance and Participation) across eight central facets of community (Safety, Mobility, Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement).

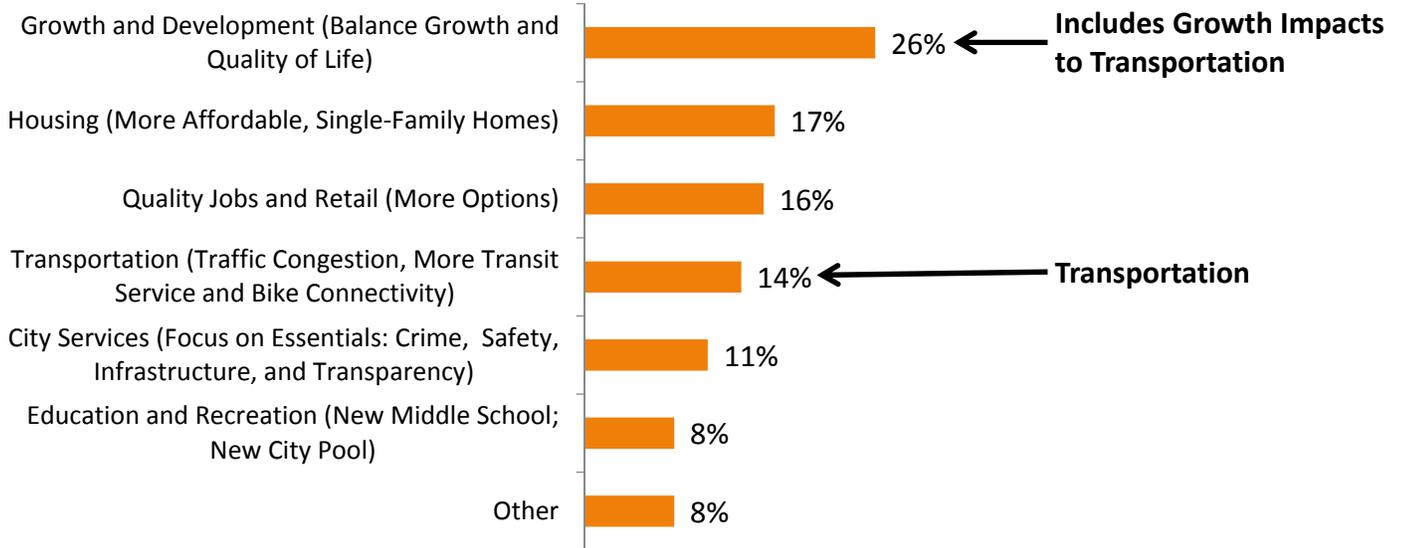
In 2014, a representative sample of 351 residents completed the survey, which has a margin of error of 5%. Respondents expressed a high overall ease of getting to the places they usually have to visit, for all modes of travel, as shown in the graph above.

The graphs on the next page show respondents felt the biggest priority facing the City is to ensure growth and development occur while also protecting quality of life. Transportation needs (including traffic congestion, more transit service, and better bicycle connectivity) was fourth on the priority list.

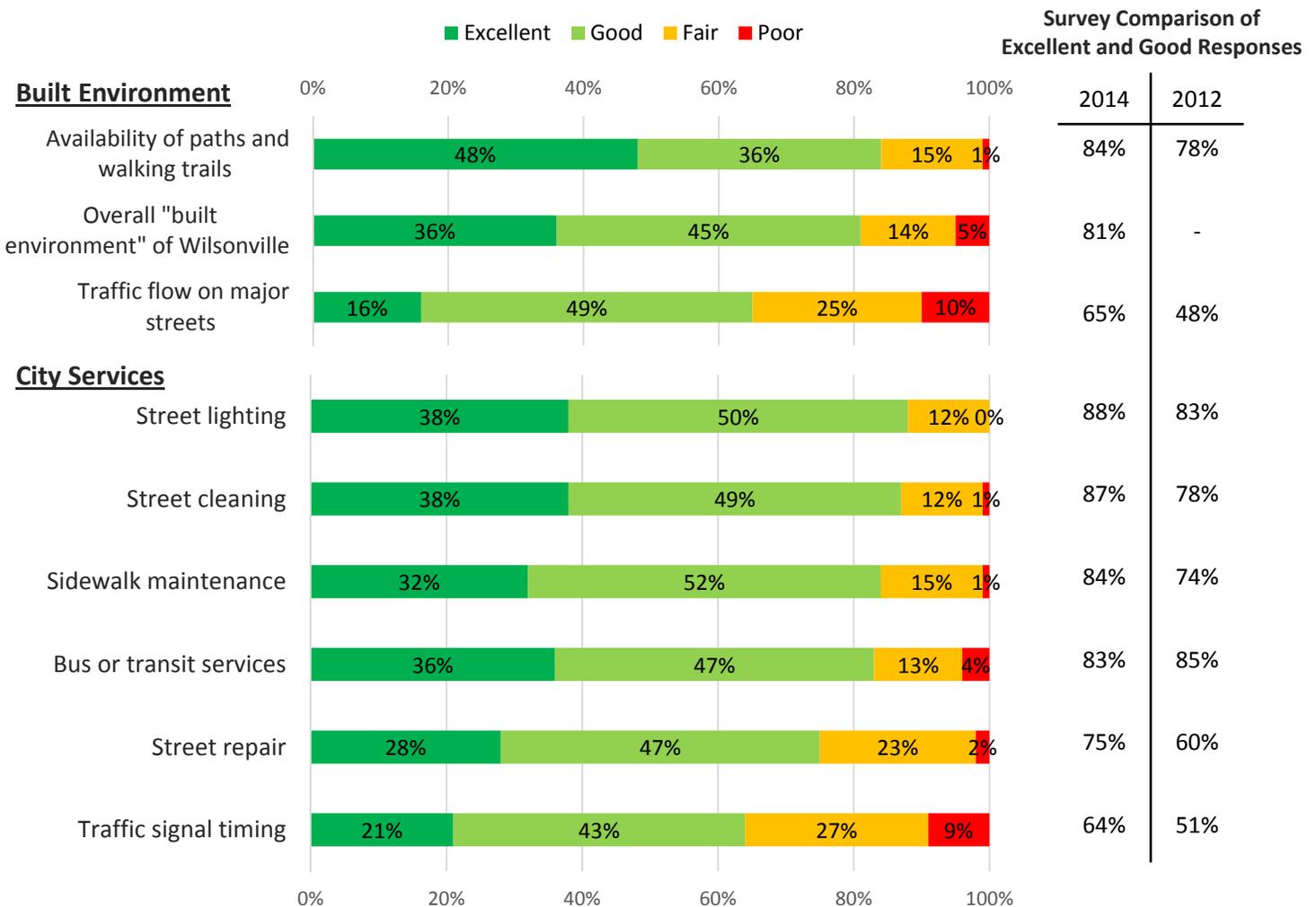
Public perception of conditions was best regarding street lighting and street cleaning. High marks were also given for sidewalk maintenance, transit services, and the availability of paths and walking trails, and the overall built environment. Lower marks were given to street repair, traffic flow on major streets, and signal timing.

Citizen Survey Results

2014 Wilsonville National Citizen Survey – Biggest Priority Facing City



2014 Wilsonville Survey Results – Perception of Conditions

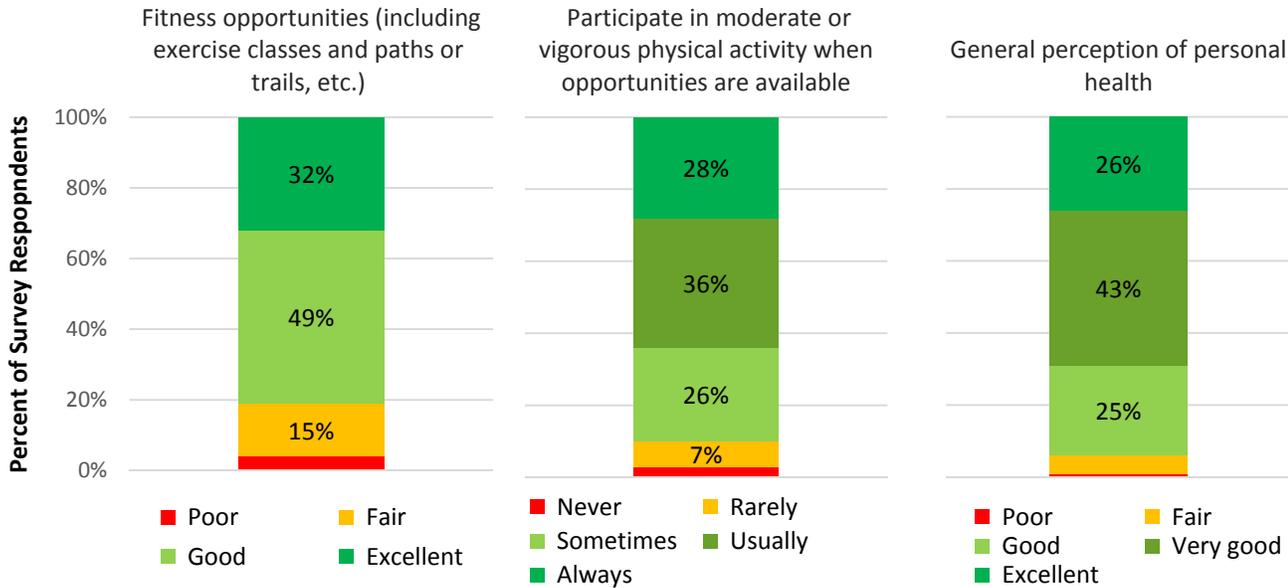


Goal 7:
Promotes
Livability

Health Conditions/Healthy Lifestyle Options

Objective: Provide transportation facilities that support improved health of residents

2014 Wilsonville National Citizen Survey – Health and Wellness



Wilsonville survey respondents generally had a very positive perception of personal health and the amount of moderate or vigorous activity in which they choose to participate.

Health conditions and healthy lifestyle choices are an essential contributor to livability and are enhanced by an individual’s built environment, including the transportation system. Families, employees, and others benefit from convenient and attractive paths and trails that support outdoor recreation, activity, and travel.

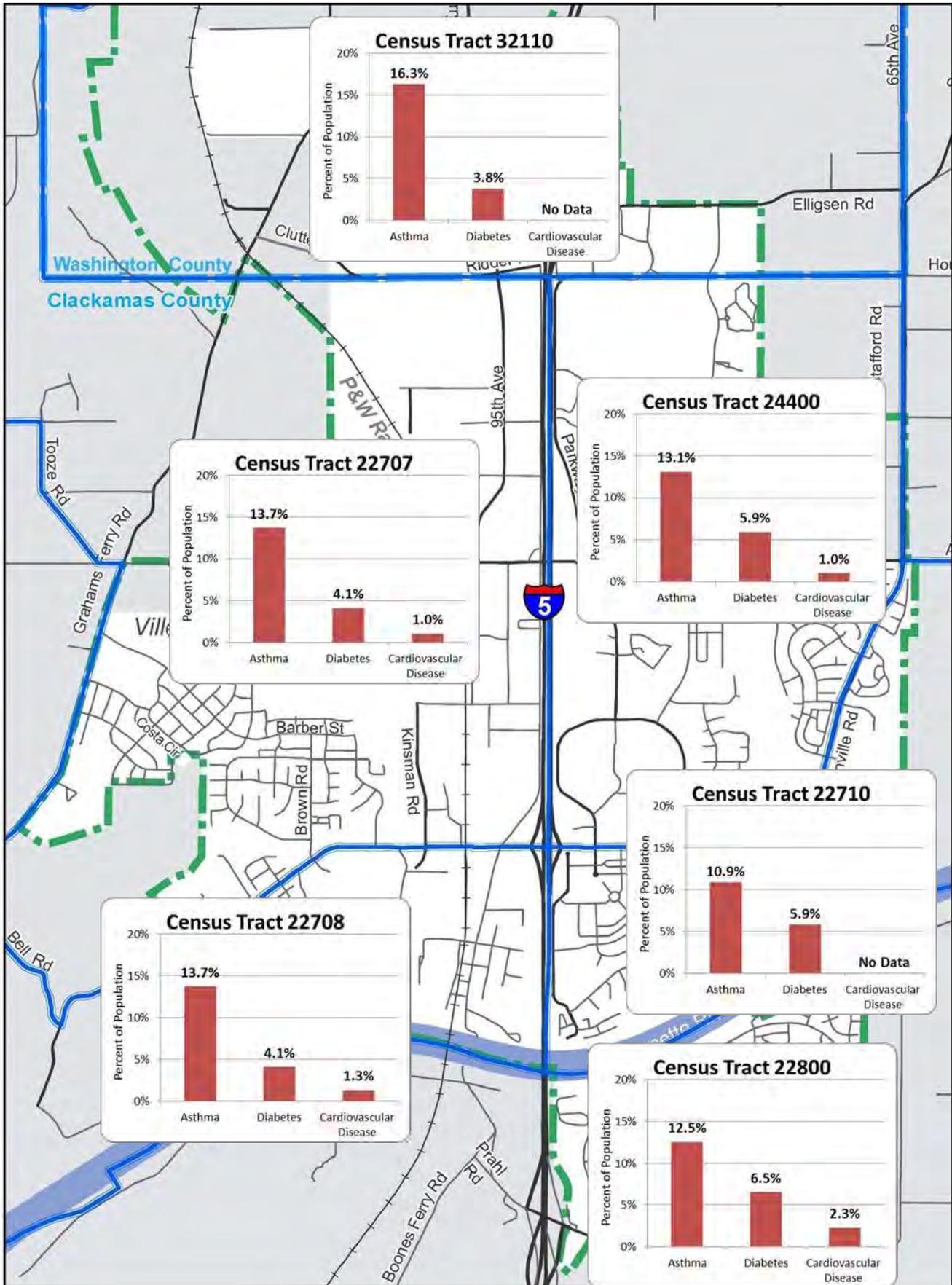
The City of Wilsonville can encourage and support resident’s healthy lifestyles by making active transportation options available. Survey results indicate over 80% of residents feel fitness opportunities such as trails and paths are good or excellent within the city.

Other sections of this report (Goals 2 and 6) measure active transportation access and use. It would be beneficial in future reports to further explore or quantify the relationships between Wilsonville’s transportation system and the health outcomes of its residents. For now, the discussion here is meant to raise awareness of the connections between the two.

The graphs on the following page provide a variety of currently available information for each of the census tracts in Wilsonville regarding health outcomes that are influenced by active lifestyle choices or the built environment, including:

- **Asthma:** Transportation-related pollutants are one of the largest contributors to unhealthy air quality, and exposure to traffic emissions has been linked to many adverse health effects, including exacerbation of asthma symptoms.
- **Diabetes:** Physical activity is an important factor in preventing and managing diabetes. Some key ways to be active include walking and moving around throughout the day.
- **Cardiovascular disease:** A sedentary lifestyle is one of the five major risk factors for cardiovascular disease, and aerobic exercise such as walking, jogging, and biking help improve heart health.

Health Outcomes by Census Tract



Source: Regional Equity Atlas, Coalition for a Livable Future, 2011 data submitted to Oregon Health Care Quality Corporation.
Transportation Performance Modeling

Recommended Actions

This performance report is one step in Wilsonville’s effort towards improved performance management of its transportation system. It presents a new Transportation System Performance Monitoring and Reporting Program that tracks system-wide performance measures which align with the City’s transportation goals.

Identifying these performance measures will help the City to make investments and decisions that promote Wilsonville’s desired transportation vision. Tracking the performance measures on a regular basis, through updated bi-yearly future reports, will allow the impact of public investments and private development to be better understood and directed more effectively. The City can continue to improve this program through the recommended actions below.

Recommended Action(s) for Each Performance Measure

TSP Goal	Measure	Recommended Action(s)
1. Safe	Fatal and Serious Injury Collisions	<ul style="list-style-type: none"> Investigate additional data sources to better understand the outcomes and contributing factors to high-severity crashes. Potential options include the Oregon Trauma Registry and local police records (including outreach and enforcement). Use Highway Safety Manual (HSM) Predictive Method techniques to better characterize and evaluate the relationship between the roadway environment and high-severity crashes.
2. Connected and Accessible	Multimodal Connectivity	<ul style="list-style-type: none"> Continue to refine the multimodal network connectivity tool to best represent local and regional accessibility. Potential options include integrating a standardized engineering assessment of facility quality (such as Multimodal Level of Service or Bicycle Level of Traffic Stress), incorporating transit access, and adding regional destinations outside of Wilsonville. Evaluate the potential for staff to use multimodal connectivity measures to inform development review, business outreach, and other local connectivity and accessibility projects.
3. Functional and Reliable	Intersection PM Peak Hour Delay	<ul style="list-style-type: none"> Continue to track PM Peak Hour delay and include analysis of AM Peak Hour delay to capture both peak periods of congestion at key locations. Investigate options for cost-effective upgrades to existing traffic signals and controllers that would allow additional automated intersection performance measures. Coordinate with Portland State University’s PORTAL program for regional data archiving of intersection performance measures.
	Travel Time Reliability	<ul style="list-style-type: none"> Install Bluetooth sensors on Wilsonville Road, Boones Ferry Road, and Elligsen Road near the I-5 interchanges to collect on-going arterial travel time data and better understand interchange area congestion. A systems engineering design process should be used to determine the exact number and location of sensor installations, as well as the vendor and software architecture. Consider a two-phase installation with a limited pilot installation, followed by data verification and an expanded second phase installation. Support SMART’s efforts to outfit buses with GPS tracking technology and facilitate data sharing and analysis. Coordinate with Portland State University’s PORTAL program for regional data archiving.

Recommended Action(s) for Each Performance Measure (continued)

TSP Goal	Measure	Recommended Action(s)
3. Functional and Reliable (cont.)	Travel Time Reliability	<ul style="list-style-type: none"> Install Bluetooth sensors on Wilsonville Road, Boones Ferry Road, and Elligsen Road near the I-5 interchanges to collect on-going arterial travel time data and better understand interchange area congestion. A systems engineering design process should be used to determine the exact number and location of sensor installations, as well as the vendor and software architecture. Consider a two-phase installation with a limited pilot installation, followed by data verification and an expanded second phase installation. Additional sensors along Boeckman Road would provide added coverage. Support SMART’s efforts to outfit buses with GPS tracking technology and facilitate data sharing and analysis. Coordinate with Portland State University’s PORTAL program for regional data archiving of arterial performance measures.
	Freight Travel Time Reliability	<ul style="list-style-type: none"> Coordinate with Wilsonville’s freight providers to understand what data they can share with the City. Assess if travel time reliability is the most helpful and practical measure for understanding and tracking how well Wilsonville is accommodating freight needs.
4. Cost Effective	Pavement Condition	<ul style="list-style-type: none"> Coordinate with the City’s Road Maintenance program to incorporate data for in-house ongoing maintenance plans, investments, and outcomes into the performance report.
5. Compatible	Cross-Section Compliance	<ul style="list-style-type: none"> Coordinate with the City’s Community Development Director to incorporate data on specific road design elements and approved exceptions. Collect and analyze data for local classified roads. Consider adding a performance measure for Network Completeness, which evaluates what portion of the planned multimodal transportation network is built or programmed.
6. Robust	Transportation Mode Share	<ul style="list-style-type: none"> Install on-going automatic bike count data collection devices at key locations in the bike network. Use a systems engineering design process to determine technology, number, placement, and software architecture for implementation. Options include roadside tube counters or radar/lidar systems, roadway embedded magnetometers, and modifying/upgrading traffic signal actuation technology for counting purposes. Coordinate with SMART to explore new data collection methods that more fully assess transportation mode share and trip purpose in Wilsonville. Coordinate with Portland State University’s PORTAL program for regional data archiving of bicycle and pedestrian counts.
7. Promotes Livability	Positive Citizen Survey Response	<ul style="list-style-type: none"> Use citizen surveys, such as the National Citizen Survey (NCS), on a bi-yearly basis to track and monitor citizen’s opinions on the City’s transportation system.
	Health Conditions/ Healthy Lifestyles	<ul style="list-style-type: none"> Monitor regional, state, and national efforts to more fully consider the health implications of transportation decisions through means such as Health Impact Assessments (HIAs). Identify and apply best-practices and new data sources to analyze the relationship between Wilsonville’s transportation system and the health of its residents.



PLEASE NOTE THE SPECIAL MEETING DATE

**PLANNING COMMISSION
THURSDAY, NOVEMBER 12, 2015**

IX. OTHER BUSINESS

- A. 2015 Planning Commission Work Program

DATE	AGENDA ITEMS		
	Informational	Work Sessions	Public Hearings
2015			
November 12		Transportation Performance Modeling	West Side Urban Renewal Plan Substantial Amendment
December 9 Potential Cancellation of this meeting	Basalt Creek Concept Planning Update		
2016			
January 13	Basalt Creek Concept Planning Update	Coffee Creek Industrial Area Form-Based Code	
February 10			

2015/2016

- 1 Asset Management Plan
- 2 **Basalt Creek Concept Planning**
- 3 Citywide signage and way finding program
- 4 **Coffee Creek Industrial Area Form-Based Code**
- 5 Density Inconsistency Code Amendments
- 6 **French Prairie Bike/Ped Bridge**
- 7 **Frog Pond Area Plan Phase 2**
- 8 **Transportation Performance Modeling**
- 9 Parks & Rec MP Update
- 10 **Transit Master Plan**
- 11 Town Center Vision

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