Proposed Ordinance No. 905 – Exhibit B

[ADOPTION DATE]

Accompanying Report

Town Center Development District Plan

An Urban Renewal Plan & Program of the City of Wilsonville, Oregon

If adopted, the date and ordinance number will be listed here.

WILSONVILLE
OREGON

Acknowledgements

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WILSONVILLE TOWN CENTER

Table of Contents

1.0 DEFINITIONS

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

“Area” means the properties and rights of way located within the Town Center urban renewal boundary.

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

“City” means the city of Wilsonville, Oregon.

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

“Commission” means the Clackamas County Commission.

“Comprehensive Plan” means the city of Wilsonville comprehensive land use plan and its implementing ordinances, policies and standards.

“County” means Clackamas County.

“Duration” means the expected timeframe for the Area to take division of tax revenues. It is more fully explained and defined in Section 8.0 of the Town Center Development District Plan.

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

“FYE” means fiscal year end. For example, fiscal year 2025/2026 would be FYE 2026.

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

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

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

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

“Planning Commission” means the Wilsonville Planning Commission.

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

“Substantial Change” refers to Wilsonville City Charter language that was approved by voters in May of 2026.

“Substantial Amendment” refers to the requirements of ORS 457.085 regarding specific amendments to an urban renewal plan.

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

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

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

“Urban renewal agency” or “Agency” means an urban renewal agency created under ORS 457.035 and 457.045. This agency is responsible for administration of the urban renewal plan. This Agency is responsible for administration of the urban renewal plan. In Wilsonville, the Agency has the same members as the Wilsonville City Council.

“Urban renewal area” means an area included in an urban renewal plan boundary.

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

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 and 457.180 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.087.

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

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

“Wilsonville Urban Renewal Strategic Plan” is the Strategic Plan adopted by the Wilsonville City Council in 2014 and updated in 2022.

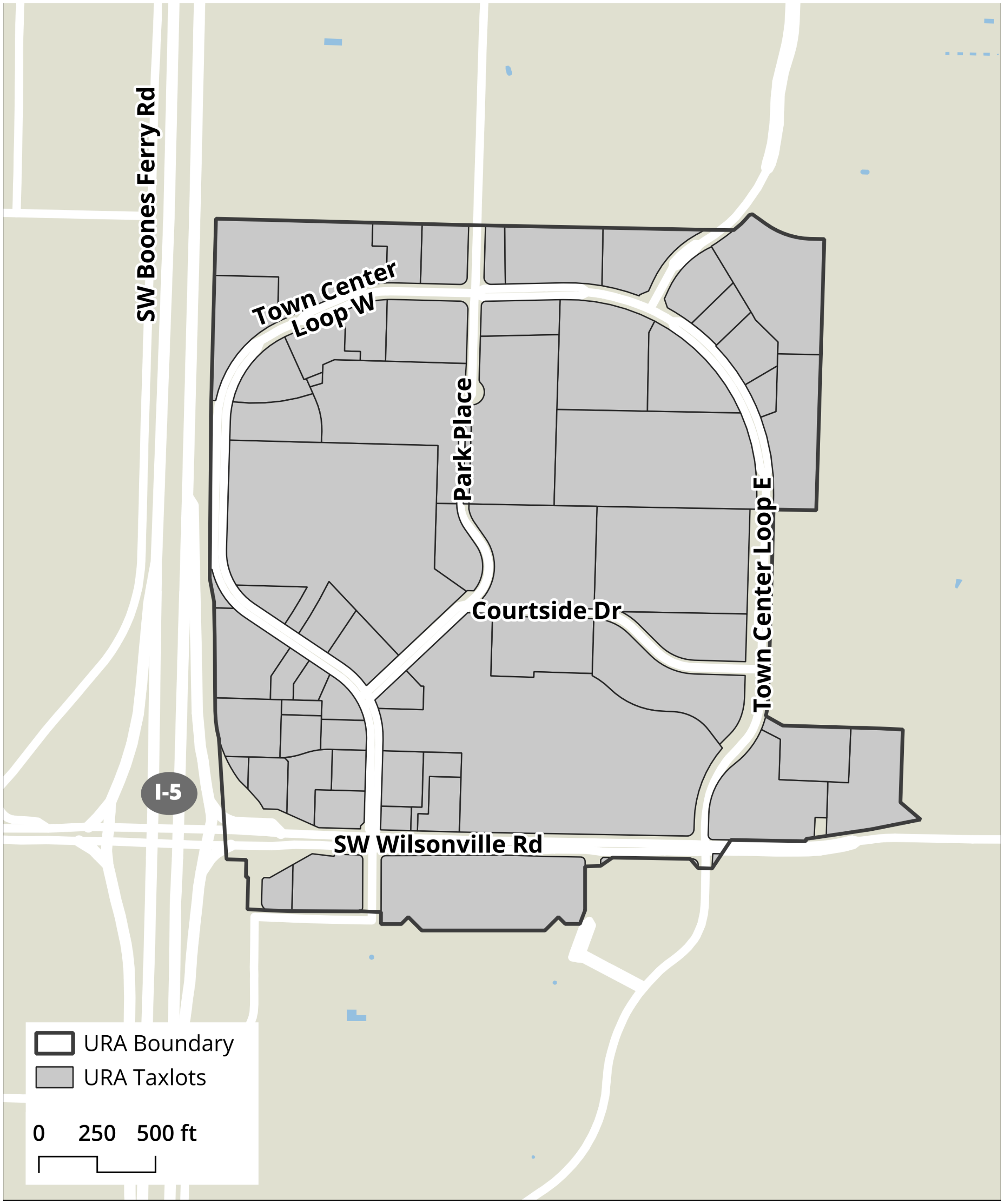
2.0 BACKGROUND

The Report accompanying the Town Center Development District Plan (“Report”) contains background information and project details that pertain to the Town Center Development District Plan (“Plan”). The Report is not a legal part of the Plan but is intended to provide public information and support the findings made by the Wilsonville City Council (“City Council”) as part of the adoption of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.087, including financial feasibility. The format of the Report is based on this statute. The Report documents not only the proposed projects in the Plan, but also documents the existing conditions in the Town Center Development District Area (“Area”).

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

Figure 1. Town Center Urban Renewal Plan Area Boundary



Source: Margaret Raimann

3.0 THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

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

3.1 Infrastructure Improvements

Upgrade/provide infrastructure as necessary to allow for the development or redevelopment of parcels within and adjacent to the urban renewal area. Implement the Town Center Streetscape Plan (Appendix J. to the Town Center Plan), including prescribed right-of-way cross sections. The specific projects are described below. A map of infrastructure projects can be found in **Figure 26**.

"MAIN STREET"

"Main Street" is the existing and future North-South street, centrally located in Town Center, where the focus of energy, retail activity, and community gathering will be located. "Main Street" is an appropriate placeholder name as the new and improved street will function as a downtown Main Street. The future name of the continuing street, to include the southern section (Project #3), will be determined when the full street is designed and completed.

1. **"Main Street" North**

   Park Place Redesign (Town Center Loop to Northern Edge of Town Center Park)

   This section of existing roadway, currently known as Parkway, is one of the original connections from Town Center Loop adjacent to the theater and apartments. The recommended future design for this section of Park Place includes two travel lanes, buffered bike lanes, and wide sidewalks. Buffered one-way bike lanes are recommended in this section of roadway to provide connections to existing bicycle lanes north of Town Center Loop.

   Existing Conditions:

   This section of existing roadway, currently known as Parkway, is one of the original connections from Town Center Loop adjacent to the theater and apartments. The current roadway is a minor arterial with two lanes and sidewalks and bike lanes.

2. **"Main Street" Central**

   Park Place Redesign (Town Center Park to Courtside Drive, Framework Project)

   This section of Park Place becomes an extension of Town Center Park. Constructed as a curbless street that can be closed during events in Town Center Park, a farmers' market, or other civic use. This section of roadway is a critical transition between the northern and southern portions of the main street and a core component of the Town Center vision. This section of Park Place includes two travel lanes, on street parking, and a protected two-way cycle track, providing an important multimodal connection between the I-5 bike/pedestrian bridge, the Gateway Plaza to Main Street Promenade, and the two-way cycle track proposed on the north side of Courtside Drive to Memorial Park.

Existing Conditions:

This section of Park Place becomes an extension of Town Center Park. The current roadway is a collector with two lanes including sidewalks and bike lanes.

3. **“Main Street” South**

Park Place Extension (Courtside Drive to Wilsonville Road, Framework Project)

Creating a modern main street in Town Center is a signature element of the Plan. Extending Park Place provides opportunities to create a walking retail corridor, gathering spaces, and placemaking programs for Town Center. It will offer more opportunities and better visibility for small, independent businesses, keeping local dollars in Wilsonville. This extension of Park Place is a future roadway located within an existing parking lot. The extension would create a new signalized intersection at Wilsonville Road. The recommended design for this new segment of Park Place includes two travel lanes, on-street parking, and wide sidewalks to create a strong pedestrian-oriented landscape. The street would be marked as a shared facility, where bicycles and automobiles share the same travel lane. Shared lanes, as opposed to dedicated bicycle lanes, are recommended for this section because of the expected slow vehicle speeds, proposed dedicated bicycle lanes on adjacent roads, and the limited amount of right-of-way available to construct the new connection. With the proposed design, no business displacements are anticipated with the construction of this segment, but during construction, it will be important to coordinate with existing businesses to minimize impacts to their operations.

Existing Conditions:

This section of roadway does not presently exist.

COURTSIDE DRIVE

4. **Courtside Drive, East**

Courtside Drive Improvements (Park Place to Town Center Loop E)

Courtside Drive is the primary east/west connection between Town Center Loop E and Park Place and serves as an important connection between established neighborhoods and central Town Center. This project recommends maintaining the key functions of this roadway and incorporating a two-way cycle track that connects from Town Center Park to Town Center Loop E, which will provide a further connection to Memorial Park. Improvements to this section of roadway are primarily for the cycle track and for on street parking on the south side of Courtside Drive.

Existing Conditions:

Courtside Drive is the primary east/west connection between Town Center Loop E and Park Place and serves as an important connection between established neighborhoods and central Town Center. There is not a separated bicycle system nor parking on the south side of Courtside Drive.

5. **Courtside Drive, West**

Courtside Drive Extension (Park Place East to Town Center Loop W, Framework Project)

This project would extend Courtside Drive to the west to Town Center Loop W, providing increased connectivity to the western portion of Town Center, an area envisioned to redevelop with a more diverse mix of uses. The recommended roadway design includes two travel lanes, on street parking, bicycle lanes and wide sidewalks to create a strong pedestrian-oriented landscape.

Existing Conditions:

This section of roadway does not presently exist.

WILSONVILLE ROAD INTERSECTION IMPROVEMENTS

6. **Wilsonville Road Intersection Improvements**

Add one intersection at the future "Main Street" and improve three existing intersections at Town Center Loop West, Rebekah Street, and Town Center Loop East.

Recommended improvements along Wilsonville Road are designed to improve traffic distribution through the Town Center area, allow pedestrians and bicyclists to safely cross Wilsonville Road, and better accommodate anticipated traffic growth. Changes to Wilsonville Road include:

- **Wilsonville Road @ Town Center Loop W**: Modify the existing traffic signal to eliminate eastbound and westbound left turns, add a landscaped median to the west leg, and improve pedestrian and bicycle safety by adding a crosswalk to the west side of the intersection and a median refuge to cross Wilsonville Road. Providing protected pedestrian refuges and signalization for bicycle and pedestrian crossings is essential for improving safety and increasing walking in the area.
- **Wilsonville Road @ "Main Street"**: Construct a new intersection that connects the extension of Parkway Avenue to Wilsonville Road. At this intersection, install a traffic signal that allows all turning movements and moves eastbound left turn traffic further from the I-5 interchange.

- **Wilsonville Road @ Rebekah Street**: Remove the existing traffic signal and restrict the minor street turning movements to be right-in, right-out only by continuing the landscaped median or using space for a pedestrian and bicycle median. Include bicycle and pedestrian activated flashers for crossings.
- **Wilsonville Road @ Town Center Loop E**: Modify the existing traffic signal to include dual eastbound lefts and modify the north leg to have dual northbound receiving lanes. Remove eastbound and southbound dedicated right-turn lanes to accommodate added lanes.

Existing Conditions:

Wilsonville Road is the most important arterial connection to Town Center and also provides access to one of two I-5 interchanges in Wilsonville. Wilsonville Road experiences congestion at peak hours due to existing capacity issues on I-5 at Boone Bridge, affecting the Wilsonville Road/Town Center Loop W intersection where traffic can back up on both roadways.

Town Center Loop W is the primary route for traffic accessing I-5 from Town Center and areas directly north. The existing intersections need improvements to better distribute traffic flow through Town Center and along Wilsonville Road and allow pedestrians and bicyclists to safely cross Wilsonville Road.

TOWN CENTER LOOP WEST MODIFICATIONS

7. Town Center Loop West Modifications

Currently a four-lane boulevard separated by a planted median and punctuated by left-turn pockets, Town Center Loop West will be transformed to better support growing uses on nearby properties and makes the street more welcoming for people to walk and bike along.

Existing Conditions:

Town Center Loop W is a wide street with five lanes in many locations and without bicycle lanes or complete sidewalks.

BICYCLE & PEDESTRIAN INFRASTRUCTURE

8. Park Place Promenade Redesign

The Park Place Promenade redesigns Park Place between Town Center Loop W and Courtside Drive. In the shorter term, this section of Park Place will remain in place. As other vehicular connectivity and intersection improvements are completed (such as the Courtside Drive extension west, and Wilsonville Road intersection improvements), the long-range vision is to eliminate the vehicular route and create a linear park feature that provides bicycle and pedestrian access and a location for future temporary events such as festivals or a farmers' market.

The final design of this area will be determined as part of the design of future adjacent development expected to front the promenade. Essential components should include provisions for temporary events, public gathering spaces with shade and/or weather covering, bicycle and pedestrian connectivity and transit vehicle access.

The design would be similar to the festival-style local street cross section that is designed to be closable to through traffic. Depending on the final design, vehicle charging, car share and bus stops could also be incorporated into the design.

Existing Conditions:

Park Place is a collector with two lanes, sidewalks and bike lanes. The TSP identifies it as having roadway cross section deficiencies (TSP Figure 4-1, p 4-5).

9. **Gateway Plaza to Main Street Promenade (Framework Project)**

The Promenade will function as much as a park as is does a street, and it will not permit motor vehicle passage. This is an important connection between the Park Place main street and the in-progress I-5 bicycle and pedestrian bridge. The Promenade provides spacious pedestrian ways and a buffered two-way bicycle route helping to link the Emerald Chain through the Town Center. This prototype may inform the design of other multimodal streets in Town Center.

Existing Conditions:

The Promenade does not exist. It is presently part of existing underutilized parcels. There is no interconnected pedestrian and bicycle transportation system in the Area.

AREA-WIDE PROJECTS

In addition to those project-specific existing conditions described further below, additional documentation of existing conditions, Area-wide, can be found in Appendix E: Parking Analysis; and Appendix F: Existing Conditions, of the Town Center Plan, and are incorporated by this reference as though fully set forth herein.

10. **Local Road Network**

Creating a more walkable and accessible Town Center will also require constructing new local roads. These connections would be constructed as part of a development in which the private developer assumes all or most of the cost of these local roads. The Infrastructure Project Map **(Figure 26)** identifies the proposed local road network in Town Center (shown with dashed grey lines), which uses the existing road network as the foundation of the multimodal system. The location of these local connections is approximate and based on the desired block lengths of 400 feet. Precise locations will be determined during site planning and review. These extensions would require new right-of-way and would generally include two travel lanes, parallel parking on both sides of the street, sidewalks, and street trees, although in less common instances connections may use a “woonerf” style design, or pedestrian-only connections depending on the type of development to occur. Some streets would also include fiber conduit, new sewer and water infrastructure while all streets would have stormwater pipes that are assumed to be constructed by private development.

Local roads and associated communications, sewer, water and stormwater infrastructure identified as part of the Plan are assumed to be constructed by private development unless there is a benefit to the entire community or extenuating circumstances that warrant public participation in funding these streets.

Time and experience since the adoption of the 2019 Town Center Plan have shown that the local street requirements (both dedication of right-of-way and the cost of construction), particularly on large development sites, make the financial feasibility of development and/or redevelopment challenging or impossible. This is a compelling reason for public financial participation in the construction of local roads.

Existing Conditions:

Creating a more walkable and accessible Town Center will also require constructing new local roads that do not presently exist. See **Figure 30** for the existing roads and **Figure 26** for the conceptual alignments of the future local road network (shown with dashed grey lines).

11. Underground Utility Relocation

Many of the existing water, sewer, and stormwater pipelines run diagonally through existing parking areas throughout the Town Center and impact potential developable land and is not supportive of a new gridded street network. As new development occurs, additional infrastructure facilities will be required. As new roads are constructed, water, sewer, and stormwater system relocation and upgrades will be constructed as part of the road project to minimize costs. For systems within local roads, those facilities would typically be paid for and constructed by private development. Depending on the timing of adjacent development, the City or a private developer may construct the improvements utilizing urban renewal funds to help offset utility relocation costs. Adjacent development would be responsible for connecting to the system.

Existing Conditions:

Figure 25 shows the existing underground utility locations within the Area. There are numerous locations where these utilities are undersized, do not connect and run through tax lots instead of right of way.

12. Cycle Tracks

There are several sections of two-way cycle tracks identified in the Town Center Plan. A Cycle Track is an exclusive bike facility that is separated from motor vehicle traffic, parking lanes and sidewalks through the use of bollards, medians, or raised curbs. These provide essential connectivity elements both within Town Center and to the surrounding bicycle and trail network. There are four primary cycle tracks proposed in Town Center that together create a continuous cycle track between the I-5 bike/pedestrian bridge and Memorial Park, referred to as the Emerald Chain.

Existing Conditions:

Two-way protected cycle tracks do not currently exist within the Area.

13. Parking Facilities

This project provides funding to support the installation of parking facilities in the Area. Such facilities could take a variety of forms, including but not limited to: construction of a city-owned parking facility or facilities, or a partnership with private development to construct parking facilities. Such facilities could stand alone or could be incorporated into private development project(s) (including but not limited to underground parking or an adjacent facility on-site) but partially or fully accessible to the public.

There are many ways to encourage pedestrian-oriented development within Town Center while still providing parking options for those accessing Town Center by car. Parking is a part of Town Center and should be placed in convenient, accessible locations but screened from view by either buildings or landscaping. Pedestrians should not have to walk through parking lots to access adjacent businesses or residences.

The parking analysis completed for the 2019 Town Center Plan showed that parking usage varies considerably by location, time of day, weekdays and weekends in Town Center. Future development will require parking, likely a combination of surface and structured facilities. As Town Center develops over time, a variety of parking solutions could be implemented to achieve the goals for parking in the Town Center.

Existing Conditions:

The parking facilities in the Area presently consist of surface level parking. This parking is using acres of developable space within the Area as shown visually in **Figure 24**. The surface parking creates large nodes of space that are not economically productive, nor conducive to a pedestrian-oriented, mixed-use environment. Furthermore, the underutilized space contributes to stagnant conditions.

3.2 Economic Development Programs and Projects

Economic Development Programs and Projects consist of the following activities:

14. Food Cart Pod Incentives

Provide incentives for the development of a Food Cart Pod in the Area. The design of a program or incentive would be determined by the City Council. Urban Renewal funding for this project should fund permanent, required infrastructure, including but not limited to local roads or utility relocations, and/or pay for System Development Charges in whole or in part on behalf of the developer/applicant, which would otherwise be the financial responsibility of the developer of the food cart pod.

15. Real Estate Activities & Site Preparation

Urban Renewal funding can help facilitate development on technically or financially challenging properties by acquiring property and disposing at “fair reuse value” for private development, through a Disposition and Development Agreement (DDA). Any future DDA would outline those public benefits the City seeks on the site, if any, including but not limited to public plaza space, parking facilities, or the dedication of a portion of the development for specific uses the community desires.

Real Estate Activities include but are not limited to property acquisition and disposition, purchase options and associated costs, for example brokerage fees, closing costs and legal services. In all cases, Real Estate Activities would be carried out compliant with Section 6.0 of this Plan.

Site Preparation includes but is not limited to demolition, grading, land-use applications, site readiness activities and professional services.

16. Development and Tenanting Incentives

Provide programs including but not limited to incentives to support existing legacy businesses facing displacement as new development occurs within the Area, as well as incentives to attract businesses the community and Council desire such as restaurants, retailers, and other amenity businesses that market forces alone are not attracting.

Existing Conditions:

The city does not presently have programs to assist businesses in the Area, acquire properties for future redevelopment nor provide for site preparation. There is a vertical housing development zone to incentivize the creation of housing in the Area by providing a partial property tax exemption on building improvement value for developments that include housing with non-residential use on the ground floor. There is one permitted food cart in the Area, but no food cart pod exists in the Area.

3.2 Plan Administration

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

Existing Conditions:

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

4.0 FINANCIAL ANALYSIS OF THE PLAN

Figure 3 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues and the annual tax increment revenues (adjusted for under-collection, penalties and interest). These projections of increment are the basis for the projections in **Figure 6**, **Figure 7**, **Figure 8**, and **Figure 9.** The first year of tax increment collections is fiscal year end (FYE) 2029. Gross TIF is calculated by multiplying the tax rate times the excess value. The tax rate is per thousand dollars of value, so the calculation is "tax rate times excess value divided by one thousand". Adjustments are from under collections and delinquencies.

Revenue sharing is projected to commence in FYE 2054. Revenue sharing is a requirement introduced as part of the 2009 legislative changes to urban renewal and means that, at thresholds defined in ORS 457.470, impacted taxing jurisdictions will receive a share of the incremental growth in the area. The share is a percentage basis dependent upon the tax rates of the taxing jurisdictions.

The first threshold is 10% of the original maximum indebtedness ($15,200,000). At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold and the taxing jurisdictions will receive 75% of the increment above the 10% threshold. The 10% threshold is projected to be reached in FYE 2054 as shown in **Figure 2.**

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

If assessed value in the Area grows more quickly than projected, the revenue sharing triggers would be reached at an earlier date; if it grows more slowly, the revenue sharing would commence later. The projections also reflect voluntary revenue sharing for the last two years of the district. The voluntary revenue sharing is due to the Area reaching the maximum indebtedness in the final year of operation and managing revenues in those final years.

Figure 2. Projected Revenue Sharing

Year	Tax Increment	Required Revenue Sharing	Tax Increment to Agency	Voluntary Revenue Sharing
2054	$16,648,844	$1,073,243	$15,575,601	
2055	$17,960,365	$2,052,511	$15,907,855	
2056	$19,333,335	$3,077,553	$16,255,782	$8,542,656

Source: Tiberius Solutions LLC

Figure 3. Projected Incremental Assessed Value, Tax Rates and Tax Increment Revenues

FYE	Total AV	Frozen Base AV	Increment Applied	Increment Shared	Tax Rate	Gross TIF	Adjustments	Current Year Net	Prior Year Net	Total TIF
2029	222,861,699	206,359,985	16,501,714	0	12.9159	$213,134	($10,657)	$202,478	$0	$202,478
2030	236,750,675	206,359,985	30,390,690	0	12.9159	$392,523	($19,626)	$372,897	$3,037	$375,934
2031	251,283,239	206,359,985	44,923,254	0	12.9159	$580,224	($29,011)	$551,213	$5,593	$556,807
2032	266,485,506	206,359,985	60,125,521	0	12.9159	$776,575	($38,829)	$737,746	$8,268	$746,015
2033	282,384,578	206,359,985	76,024,593	0	12.9159	$981,926	($49,096)	$932,830	$11,066	$943,896
2034	306,685,501	206,359,985	100,325,516	0	12.9159	$1,295,794	($64,790)	$1,231,005	$13,992	$1,244,997
2035	328,738,017	206,359,985	122,378,032	0	12.9159	$1,580,622	($79,031)	$1,501,591	$18,465	$1,520,056
2036	351,848,493	206,359,985	145,488,508	0	12.9159	$1,879,115	($93,956)	$1,785,159	$22,524	$1,807,683
2037	376,060,556	206,359,985	169,700,571	0	12.9159	$2,191,836	($109,592)	$2,082,244	$26,777	$2,109,021
2038	402,633,547	206,359,985	196,273,562	0	12.9159	$2,535,050	($126,752)	$2,408,297	$31,234	$2,439,531
2039	460,117,597	206,359,985	253,757,612	0	12.9159	$3,277,508	($163,875)	$3,113,633	$36,124	$3,149,757
2040	505,021,881	206,359,985	298,661,896	0	12.9159	$3,857,487	($192,874)	$3,664,613	$46,704	$3,711,317
2041	552,217,141	206,359,985	345,857,156	0	12.9159	$4,467,056	($223,353)	$4,243,704	$54,969	$4,298,673
2042	601,800,422	206,359,985	395,440,437	0	12.9159	$5,107,469	($255,373)	$4,852,096	$63,656	$4,915,751
2043	653,872,528	206,359,985	447,512,543	0	12.9159	$5,780,027	($289,001)	$5,491,026	$72,781	$5,563,807
2044	715,956,039	206,359,985	509,596,054	0	12.9159	$6,581,892	($329,095)	$6,252,797	$82,365	$6,335,162
2045	776,532,730	206,359,985	570,172,745	0	12.9159	$7,364,294	($368,215)	$6,996,079	$93,792	$7,089,871
2046	840,110,487	206,359,985	633,750,502	0	12.9159	$8,185,458	($409,273)	$7,776,185	$104,941	$7,881,126
2047	906,814,855	206,359,985	700,454,870	0	12.9159	$9,047,005	($452,350)	$8,594,655	$116,643	$8,711,298
2048	976,776,209	206,359,985	770,416,224	0	12.9159	$9,950,619	($497,531)	$9,453,088	$128,920	$9,582,008
2049	1,062,801,342	206,359,985	856,441,357	0	12.9159	$11,061,711	($553,086)	$10,508,625	$141,796	$10,650,422
2050	1,140,068,160	206,359,985	933,708,175	0	12.9159	$12,059,681	($602,984)	$11,456,697	$157,629	$11,614,327
2051	1,221,025,290	206,359,985	1,014,665,305	0	12.9159	$13,105,316	($655,266)	$12,450,050	$171,850	$12,621,900
2052	1,305,824,612	206,359,985	1,099,464,627	0	12.9159	$14,200,575	($710,029)	$13,490,546	$186,751	$13,677,297
2053	1,398,406,674	206,359,985	1,192,046,689	0	12.9159	$15,396,356	($769,818)	$14,626,538	$202,358	$14,828,896
2054	1,495,379,242	206,359,985	1,205,924,554	83,094,703	12.9159	$15,575,601	($778,780)	$14,796,821	$219,398	$15,016,219
2055	1,596,922,423	206,359,985	1,231,648,943	158,913,495	12.9159	$15,907,855	($795,393)	$15,112,462	$221,952	$15,334,414
2056	1,703,223,177	206,359,985	597,180,668	899,682,524	12.9159	$7,713,126	($385,656)	$7,327,470	$226,687	$7,554,156
TOTAL:						**$181,065,836**	**($9,053,292)**	**$172,012,544**	**$2,470,276**	**$174,482,821**

Source: Tiberius Solutions LLC

Notes: TIF is tax increment revenues. Tax rates are expressed in terms of dollars per $1,000 of assessed value. Increment shared is discussed in the Revenue Sharing Section of this Report.

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

The costs of the projects are shown in **Figure 4**. The sources of funds in the project cost estimate column are a combination of tax increment funds and other funds. There will be other funding sources utilized to leverage urban renewal funds. These sources include City of Wilsonville ("City") general funds, system development funds, state funding, grants or other sources of funding the City may identify, including private developer contributions.

The allocations are the best estimates of expenditures at the time of preparation of the urban renewal plan. The Agency will be able to review and update the allocations on a periodic basis throughout the life of the Plan.

Figure 4. Projects to be Completed Using Urban Renewal Area Funds

Project Name	Current 2027 Cost Estimate	URA Total Estimated Funding - FY 2027$
Infrastructure		
Main Street North (Town Center Loop - Town Center Park)	$7,900,000	$4,800,000
Main Street Central (Town Center Park - Courtside Drive)	$4,900,000	$3,000,000
Main Street South (Courtside to Wilsonville Road)	$9,600,000	$2,600,000
Courtside Drive, East (Park Place to Town Center Loop E)	$6,600,000	$3,200,000
Courtside Drive, West (Park Place to Town Center Loop W)	$7,800,000	$3,900,000
Wilsonville Road Intersection Improvements	$4,000,000	$2,900,000
Town Center Loop W Modifications	$3,700,000	$2,600,000
Local Road Network	$39,400,000	$9,800,000
Park Place Promenade Conversion	$3,700,000	$2,600,000
Cycle Tracks	$2,500,000	$1,800,000
Gateway Plaza to "Main Street" Promenade	$2,700,000	0
Underground Utility Relocation	$46,200,000	$23,100,000
Parking Facilities	$13,200,000	$6,600,000
Infrastructure Subtotal	**$152,200,000**	**66,900,000**
Economic Development Programs and Projects		
Food Cart Incentive	$1,000,000	$1,000,000
Real Estate Activities & Site Prep	$10,000,000	$10,000,000
Small Business Support (Grants & Loans)	$2,000,000	$2,000,000
Economic Development Subtotal	**$13,000,000**	**$13,000,000**
Plan Administration	**$5,610,000**	**$5,610,000**
TOTAL	**$170,610,000**	**$85,510,000**

Source: City of Wilsonville

6.0 THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding and the specific infrastructure needs from proposed new development. The projects will be ongoing and will be completed as directed by the Agency.

The financial projections assume 3% growth in assessed value from appreciation of real property accounts and no change in assessed value for existing personal property and utility accounts. The analysis of assessed value growth also included a set of detailed assumptions for future development in the Area. The future development assumptions were developed with input from the City Council and in coordination with Wilsonville staff. They are detailed in **Appendix A**.

Figure 5 summarizes the financial capacity of the Area. Total net tax increment finance (TIF) revenues is the cumulative amount of TIF revenue that would be received by the Area over its duration. Maximum indebtedness (a term defined in Oregon Statutes related to TIF) is the total principal amount of indebtedness that could be incurred by the Area. Maximum indebtedness is stated in nominal (i.e., "year of expenditure") dollars. The capacity in 2027 dollars shows the maximum indebtedness figure adjusted for inflation and presented in "real" dollars. This is the most useful measure of financial capacity. The capacity in 2027 dollars is also shown in five-year periods to provide a sense of when funding would become available over time.

The Area is forecast to generate $174.5 million of cumulative net TIF revenue, which could support a maximum indebtedness of $152 million, equivalent to $85.5 million in capacity for projects, adjusted for inflation and presented in constant 2027 dollars.

The Area is anticipated to complete all projects in FYE 2056 and have sufficient tax increment finance revenue to terminate the district in FYE 2056. The projections in the financial model rely on assumptions for the amount, timing and value of future speculative development in the Town Center area.

Estimated project dates are in Table 6. The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the urban renewal plan. The first year of tax increment collections is FYE 2029.

Figure 5. Financial Capacity Over Time

Net TIF (28 years)	**$174,500,000**
Maximum Indebtedness	**$152,000,000**
Capacity (2027$)	**$85,500,000**
Years 1-5	$1,900,000
Years 6-10	$10,100,000
Years 11-15	$15,200,000
Years 16-20	$21,500,000
Years 21-25	$17,100,000
Years 26-28	$19,600,000

Source: Tiberius Solutions LLC

Note: Total TIF and Maximum Indebtedness are stated in year-of-expenditure (i.e., "nominal") dollars. Capacity has been adjusted for inflation and shown in constant 2027 dollars.

Figure 6. Projects and Costs in Year of Expenditure Dollars

	Total	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035
Resources								
Beginning Balance		$0	$389,008	$440,639	$667,542	$1,078,753	$1,683,688	$626,540
Interest Earnings	$561,363	$0	$1,945	$2,203	$3,338	$5,394	$8,418	$3,133
Transfer from TIF Fund	$107,487,503	$71,354	$244,810	$425,683	$614,891	$812,772	$417,279	$692,338
Bond/Loan Proceeds	$44,300,000	$1,600,000	$0	$0	$0	$0	$8,500,000	$0
Other	$0							
Total Resources	**$152,348,866**	**$1,671,354**	**$635,764**	**$868,524**	**$1,285,771**	**$1,896,920**	**$10,609,385**	**$1,322,011**
Expenditures (YOE $)								
"Main Street" North	($5,903,520)						($5,903,520)	
"Main Street" Central	($4,277,100)							
"Main Street" South	($4,559,100)							
Courtside Drive, East	($6,700,160)							
Courtside Drive, West	($7,255,170)							
Wilsonville Road Intersection Improvements	($4,793,120)							
Town Center Loop W Modifications	($5,948,540)							
Local Road Network	($17,874,916)							
Park Place Promenade Conversion	($5,948,540)							
Cycle Tracks	($3,310,900)							
Gateway Plaza to "Main Street" Promenade	$0							
Underground Utility Relocation	($42,133,730)							
Parking Facilities	($11,007,780)						($3,689,700)	
Food Cart Pod Incentive	($1,060,900)	($1,060,900)						
Real Estate activities & Site Prep	($19,008,200)							
Development and Tenanting Incentives	($3,548,100)							($380,040)
Plan Administration	($9,019,090)	($221,446)	($195,125)	($200,982)	($207,018)	($213,232)	($389,625)	($226,214)
Total Expenditures	**($152,348,866)**	**($1,282,346)**	**($195,125)**	**($200,982)**	**($207,018)**	**($213,232)**	**($9,982,845)**	**($606,254)**

Source: Tiberius Solutions LLC

Figure 7. Projects and Costs in Year of Expenditure Dollars, page 2

	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043
Resources								
Beginning Balance	$715,757	$1,466,301	$1,171,054	$2,541,543	$1,711,425	$3,076,585	$5,028,052	$2,924,247
Interest Earnings	$3,579	$7,332	$5,855	$12,708	$8,557	$15,383	$25,140	$14,621
Transfer from TIF Fund	$979,965	$1,281,303	$1,611,813	$1,057,275	$1,618,835	$2,206,191	$2,823,269	$3,471,325
Bond/Loan Proceeds	$0	$0	$0	$14,500,000	$0	$0	$0	$0
Other								
Total Resources	**$1,699,301**	**$2,754,936**	**$2,788,722**	**$18,111,526**	**$3,338,817**	**$5,298,159**	**$7,876,461**	**$6,410,193**
Expenditures (YOE $)								
"Main Street" North								
"Main Street" Central				($4,277,100)				
"Main Street" South								
Courtside Drive, East								
Courtside Drive, West								
Wilsonville Road Intersection Improvements								
Town Center Loop W Modifications								
Local Road Network				($3,024,212)				
Park Place Promenade Conversion								
Cycle Tracks				($1,425,700)				
Gateway Plaza to "Main Street" Promenade								
Underground Utility Relocation				($7,128,500)				
Parking Facilities								
Food Cart Pod Incentive								
Real Estate activities & Site Prep		($1,343,900)					($4,674,000)	
Development and Tenanting Incentives								
Plan Administration	($233,000)	($239,982)	($247,179)	($544,589)	($262,232)	($270,107)	($278,214)	($286,554)
Total Expenditures	**($233,000)**	**($1,583,882)**	**($247,179)**	**($16,400,101)**	**($262,232)**	**($270,107)**	**($4,952,214)**	**($286,554)**

Source: Tiberius Solutions LLC

Figure 8. Projects and Costs in Year of Expenditure Dollars, page 3

	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051
Resources								
Beginning Balance	$6,123,639	$6,007,897	$6,900,064	$5,722,121	$9,918,168	$7,741,057	$3,081,838	$4,348,125
Interest Earnings	$30,618	$30,039	$34,500	$28,611	$49,591	$38,705	$15,409	$21,741
Transfer from TIF Fund	$2,113,819	$2,868,528	$3,659,782	$4,489,954	$5,360,664	$6,560,201	$7,524,106	$8,531,680
Bond/Loan Proceeds	$19,700,000	$0	$0	$0	$0	$0	$0	$0
Other								
Total Resources	**$27,968,075**	**$8,906,464**	**$10,594,346**	**$10,240,686**	**$15,328,423**	**$14,339,963**	**$10,621,354**	**$12,901,546**
Expenditures (YOE $)								
"Main Street" North								
"Main Street" Central								
"Main Street" South			($4,559,100)					
Courtside Drive, East								
Courtside Drive, West					($7,255,170)			
Wilsonville Road Intersection Improvements	($4,793,120)							
Town Center Loop W Modifications								
Local Road Network	($4,908,315)					($3,251,564)		
Park Place Promenade Conversion								
Cycle Tracks								
Gateway Plaza to "Main Street" Promenade								
Underground Utility Relocation	($11,569,600)					($7,664,400)		
Parking Facilities								($7,318,080)
Food Cart Pod Incentive								
Real Estate activities & Site Prep							($5,920,800)	
Development and Tenanting Incentives		($1,702,400)						
Plan Administration	($689,143)	($304,000)	($313,125)	($322,518)	($332,196)	($342,161)	($352,429)	($363,000)
Total Expenditures	**($21,960,178)**	**($2,006,400)**	**($4,872,225)**	**($322,518)**	**($7,587,366)**	**($11,258,125)**	**($6,273,229)**	**($7,681,080)**

Source: Tiberius Solutions LLC

Figure 9. Projects and Costs in Year of Expenditure Dollars, page 4

	FYE 2052	FYE 2053	FYE 2054	FYE 2055	FYE 2056
Resources					
Beginning Balance	$5,220,466	$6,293,932	$16,678,971	$5,526,243	$5,189,028
Interest Earnings	$26,102	$31,470	$83,395	$27,631	$25,945
Transfer from TIF Fund	$9,587,077	$10,738,676	$11,622,593	$11,940,788	$4,160,531
Bond/Loan Proceeds	$0				
Other					
Total Resources	**$14,833,645**	**$17,064,078**	**$28,384,959**	**$17,494,662**	**$9,375,504**
Expenditures (YOE $)					
"Main Street" North					
"Main Street" Central					
"Main Street" South					
Courtside Drive, East	($6,700,160)				
Courtside Drive, West					
Wilsonville Road Intersection Improvements					
Town Center Loop W Modifications				($5,948,540)	
Local Road Network			($6,690,825)		
Park Place Promenade Conversion				($5,948,540)	
Cycle Tracks					($1,885,200)
Gateway Plaza to "Main Street" Promenade					
Underground Utility Relocation			($15,771,230)		
Parking Facilities					
Food Cart Pod Incentive					
Real Estate activities & Site Prep					($7,069,500)
Development and Tenanting Incentives	($1,465,660)				
Plan Administration	($373,893)	($385,107)	($396,661)	($408,554)	($420,804)
Total Expenditures	**($8,539,713)**	**($385,107)**	**($22,858,716)**	**($12,305,634)**	**($9,375,504)**

Source: Tiberius Solutions LLC

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

The financial analysis shows projected borrowings as identified in **Figure 10**. The interest rate for the loans and bonds is estimated at 5.25% with varying terms. This is only one scenario for how the Agency may decide to implement this Plan, and this scenario is financially feasible. The Agency may decide to complete borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings repaid at the termination of the District in FYE 2056. The amounts shown are the principal amounts of the borrowings. The total amounts, including interest, are shown in the second column of **Figure 11.**

Figure 10 - Estimated Borrowings and Amounts

Name	Loan A	Loan B	Loan C	Loan D
Principal Amount	$1,600,000	$8,500,000	$14,500,000	$19,700,000
Interest Rate	5.25%	5.25%	5.25%	5.25%
Loan Term	20	20	18	13
Loan Year	2029	2034	2039	2044
Interest Payment Start	2029	2034	2039	2044
Principal Payment Start	2029	2034	2039	2044
Annual Payment	($131,124)	($696,594)	($1,264,764)	($2,128,862)

Source: Tiberius Solutions LLC

Figure 11, Figure 12, Figure 13 and **Figure 14** show the tax increment revenues, interest earnings, their allocation to loan repayments, reimbursements and debt service.

It is anticipated that all debt will be retired by FYE 2056 (any outstanding bonds will be defeased). The maximum indebtedness is $152,000,000 (one-hundred fifty-two million dollars).

The estimated total amount of tax increment revenues required to service the maximum indebtedness of $152 million is approximately $174,500,000 and comes from permanent-rate tax increment revenues.

This urban renewal plan has a 28 (twenty-eight) year duration provision as described in the Plan. If the economy is more robust than the projections, it may take a shorter time period. The Agency may decide to issue bonds or take on loans on a different schedule and that will alter the financing assumptions. These assumptions show one scenario for financing and this scenario is financially feasible.

Figure 11. Tax Increment Revenues and Allocations to Debt Service

	Total	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035
Resources								
Beginning Balance		$0	$0	$0	$0	$0	$0	$0
Interest Earnings	$0	$0	$0	$0	$0	$0	$0	$0
TIF: Current Year	$172,012,544	$202,478	$372,897	$551,213	$737,746	$932,830	$1,231,005	$1,501,591
TIF: Prior Years	$2,470,276	$0	$3,037	$5,593	$8,268	$11,066	$13,992	$18,465
Total Resources	**$174,482,821**	**$202,478**	**$375,934**	**$556,806**	**$746,015**	**$943,896**	**$1,244,997**	**$1,520,056**
Expenditures								
Debt Service								
Loan A	($2,622,473)	($131,124)	($131,124)	($131,124)	($131,124)	($131,124)	($131,124)	($131,124)
Loan B	($13,931,888)	$0	$0	$0	$0	$0	($696,594)	($696,594)
Loan C	($22,765,754)	$0	$0	$0	$0	$0	$0	$0
Loan D	($27,675,202)	$0	$0	$0	$0	$0	$0	$0
Total Debt Service	($66,995,318)	($131,124)	($131,124)	($131,124)	($131,124)	($131,124)	($827,718)	($827,718)
Debt Service Coverage Ratio		1.5	2.9	4.2	5.7	7.2	1.5	1.8
Transfer to URA Projects Fund	($107,487,503)	($71,354)	($244,810)	($425,683)	($614,891)	($812,772)	($417,279)	($692,338)
Total Expenditures	**($174,482,821)**	**($202,478)**	**($375,934)**	**($556,806)**	**($746,015)**	**($943,896)**	**($1,244,997)**	**($1,520,056)**

Source: Tiberius Solutions LLC

Figure 12. Tax Increment Revenues and Allocations to Debt Service, page 2

	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043
Resources								
Beginning Balance	$0	$0	$0	$0	$0	$0	$0	$0
Interest Earnings	$0	$0	$0	$0	$0	$0	$0	$0
TIF: Current Year	$1,785,159	$2,082,244	$2,408,297	$3,113,633	$3,664,613	$4,243,704	$4,852,096	$5,491,026
TIF: Prior Years	$22,524	$26,777	$31,234	$36,124	$46,704	$54,969	$63,656	$72,781
Total Resources	**$1,807,683**	**$2,109,021**	**$2,439,531**	**$3,149,757**	**$3,711,317**	**$4,298,673**	**$4,915,751**	**$5,563,807**
Expenditures								
Debt Service								
Loan A	($131,124)	($131,124)	($131,124)	($131,124)	($131,124)	($131,124)	($131,124)	($131,124)
Loan B	($696,594)	($696,594)	($696,594)	($696,594)	($696,594)	($696,594)	($696,594)	($696,594)
Loan C	$0	$0	$0	($1,264,764)	($1,264,764)	($1,264,764)	($1,264,764)	($1,264,764)
Loan D	$0	$0	$0	$0	$0	$0	$0	$0
Total Debt Service	($827,718)	($827,718)	($827,718)	($2,092,482)	($2,092,482)	($2,092,482)	($2,092,482)	($2,092,482)
Debt Service Coverage Ratio	2.2	2.5	2.9	1.5	1.8	2.1	2.3	2.7
Transfer to URA Projects Fund	($979,965)	($1,281,303)	($1,611,813)	($1,057,275)	($1,618,835)	($2,206,191)	($2,823,269)	($3,471,325)
Total Expenditures	**($1,807,683)**	**($2,109,021)**	**($2,439,531)**	**($3,149,757)**	**($3,711,317)**	**($4,298,673)**	**($4,915,751)**	**($5,563,807)**

Source: Tiberius Solutions LLC

Figure 13. Tax Increment Revenues and Allocations to Debt Service, page 3

	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051
Resources								
Beginning Balance	$0	$0	$0	$0	$0	$0	$0	$0
Interest Earnings	$0	$0	$0	$0	$0	$0	$0	$0
TIF: Current Year	$6,252,797	$6,996,079	$7,776,185	$8,594,655	$9,453,088	$10,508,625	$11,456,697	$12,450,050
TIF: Prior Years	$82,365	$93,792	$104,941	$116,643	$128,920	$141,796	$157,629	$171,850
Total Resources	**$6,335,162**	**$7,089,871**	**$7,881,126**	**$8,711,298**	**$9,582,008**	**$10,650,422**	**$11,614,327**	**$12,621,900**
Expenditures								
Debt Service								
Loan A	($131,124)	($131,124)	($131,124)	($131,124)	($131,124)	$0	$0	$0
Loan B	($696,594)	($696,594)	($696,594)	($696,594)	($696,594)	($696,594)	($696,594)	($696,594)
Loan C	($1,264,764)	($1,264,764)	($1,264,764)	($1,264,764)	($1,264,764)	($1,264,764)	($1,264,764)	($1,264,764)
Loan D	($2,128,862)	($2,128,862)	($2,128,862)	($2,128,862)	($2,128,862)	($2,128,862)	($2,128,862)	($2,128,862)
Total Debt Service	($4,221,344)	($4,221,344)	($4,221,344)	($4,221,344)	($4,221,344)	($4,090,220)	($4,090,220)	($4,090,220)
Debt Service Coverage Ratio	1.5	1.7	1.9	2.1	2.3	2.6	2.8	3.1
Transfer to URA Projects Fund	($2,113,819)	($2,868,528)	($3,659,782)	($4,489,954)	($5,360,664)	($6,560,201)	($7,524,106)	($8,531,680)
Total Expenditures	**($6,335,162)**	**($7,089,871)**	**($7,881,126)**	**($8,711,298)**	**($9,582,008)**	**($10,650,422)**	**($11,614,327)**	**($12,621,900)**

Source: Tiberius Solutions LLC

Figure 14. Tax Increment Revenues and Allocations to Debt Service, page 4

	FYE 2052	FYE 2053	FYE 2054	FYE 2055	FYE 2056
Resources					
Beginning Balance	$0	$0	$0	$0	$0
Interest Earnings	$0	$0	$0	$0	$0
TIF: Current Year	$13,490,546	$14,626,538	$14,796,821	$15,112,462	$7,327,470
TIF: Prior Years	$186,751	$202,358	$219,398	$221,952	$226,687
Total Resources	**$13,677,297**	**$14,828,896**	**$15,016,219**	**$15,334,414**	**$7,554,156**
Expenditures					
Debt Service					
Loan A	$0	$0	$0	$0	$0
Loan B	($696,594)	($696,594)	$0	$0	$0
Loan C	($1,264,764)	($1,264,764)	($1,264,764)	($1,264,764)	($1,264,764)
Loan D	($2,128,862)	($2,128,862)	($2,128,862)	($2,128,862)	($2,128,862)
Total Debt Service	($4,090,220)	($4,090,220)	($3,393,626)	($3,393,626)	($3,393,626)
Debt Service Coverage Ratio	3.3	3.6	4.4	4.5	2.2
Transfer to URA Projects Fund	($9,587,077)	($10,738,676)	($11,622,593)	($11,940,788)	($4,160,531)
Total Expenditures	**($13,677,297)**	**($14,828,896)**	**($15,016,219)**	**($15,334,414)**	**($7,554,156)**

Source: Tiberius Solutions LLC

8.0 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 forgone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2056 and are shown in **Figure 15** and **Figure 16**.

8.1 Education Funding

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 following tables.

Under current school funding law, local property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes forgone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the State level. The Community Colleges are also funded on a state-wide funding formula.

There are no local option levies nor general obligation bonds impacted by this Area.

Figure 15. Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	City of Wilsonville	Clackamas County - City	County Ext. & 4-H	County Library	County Soil Conservation	TVF&R	Port of Portland	Metro	Vector Control	Subtotal Gen. Govt.
2029	(39,515)	(37,690)	(784)	(6,230)	(784)	(23,910)	(1,099)	(1,514)	(102)	(111,627)
2030	(73,365)	(69,977)	(1,455)	(11,567)	(1,455)	(44,393)	(2,040)	(2,812)	(189)	(207,254)
2031	(108,663)	(103,645)	(2,156)	(17,132)	(2,156)	(65,752)	(3,022)	(4,164)	(280)	(306,970)
2032	(145,588)	(138,865)	(2,888)	(22,954)	(2,888)	(88,095)	(4,049)	(5,580)	(375)	(411,282)
2033	(184,206)	(175,699)	(3,654)	(29,042)	(3,654)	(111,462)	(5,123)	(7,060)	(475)	(520,375)
2034	(242,967)	(231,747)	(4,820)	(38,306)	(4,820)	(147,018)	(6,757)	(9,312)	(627)	(686,373)
2035	(296,646)	(282,947)	(5,884)	(46,770)	(5,884)	(179,499)	(8,250)	(11,369)	(765)	(838,015)
2036	(352,778)	(336,487)	(6,998)	(55,619)	(6,998)	(213,464)	(9,811)	(13,520)	(910)	(996,585)
2037	(411,586)	(392,579)	(8,164)	(64,891)	(8,164)	(249,048)	(11,447)	(15,774)	(1,061)	(1,162,714)
2038	(476,086)	(454,101)	(9,444)	(75,060)	(9,444)	(288,077)	(13,240)	(18,246)	(1,228)	(1,344,926)
2039	(614,690)	(586,304)	(12,193)	(96,913)	(12,193)	(371,945)	(17,095)	(23,558)	(1,585)	(1,736,477)
2040	(724,281)	(690,834)	(14,367)	(114,191)	(14,367)	(438,258)	(20,143)	(27,758)	(1,868)	(2,046,068)
2041	(838,907)	(800,166)	(16,641)	(132,263)	(16,641)	(507,617)	(23,331)	(32,150)	(2,163)	(2,369,880)
2042	(959,332)	(915,031)	(19,030)	(151,249)	(19,030)	(580,486)	(26,680)	(36,766)	(2,474)	(2,710,078)
2043	(1,085,804)	(1,035,662)	(21,539)	(171,189)	(21,539)	(657,013)	(30,197)	(41,613)	(2,800)	(3,067,355)
2044	(1,236,337)	(1,179,244)	(24,525)	(194,922)	(24,525)	(748,100)	(34,384)	(47,382)	(3,188)	(3,492,607)
2045	(1,383,623)	(1,319,728)	(27,446)	(218,143)	(27,446)	(837,222)	(38,480)	(53,026)	(3,568)	(3,908,681)
2046	(1,538,040)	(1,467,014)	(30,509)	(242,489)	(30,509)	(930,659)	(42,774)	(58,944)	(3,966)	(4,344,904)
2047	(1,700,052)	(1,621,544)	(33,723)	(268,032)	(33,723)	(1,028,691)	(47,280)	(65,153)	(4,384)	(4,802,582)
2048	(1,869,975)	(1,783,620)	(37,094)	(294,822)	(37,094)	(1,131,511)	(52,006)	(71,665)	(4,822)	(5,282,609)
2049	(2,078,481)	(1,982,498)	(41,230)	(327,695)	(41,230)	(1,257,676)	(57,804)	(79,656)	(5,360)	(5,871,631)
2050	(2,266,592)	(2,161,922)	(44,961)	(357,353)	(44,961)	(1,371,501)	(63,036)	(86,865)	(5,845)	(6,403,036)
2051	(2,463,225)	(2,349,474)	(48,862)	(388,354)	(48,862)	(1,490,482)	(68,504)	(94,401)	(6,352)	(6,958,516)
2052	(2,669,190)	(2,545,928)	(52,948)	(420,827)	(52,948)	(1,615,111)	(74,232)	(102,295)	(6,883)	(7,540,362)
2053	(2,893,930)	(2,760,290)	(57,406)	(456,260)	(57,406)	(1,751,100)	(80,483)	(110,908)	(7,463)	(8,175,244)
2054	(2,930,487)	(2,795,159)	(58,131)	(462,023)	(58,131)	(1,773,220)	(81,499)	(112,309)	(7,557)	(8,278,516)
2055	(2,992,585)	(2,854,389)	(59,363)	(471,814)	(59,363)	(1,810,795)	(83,226)	(114,688)	(7,717)	(8,453,939)
2056	(1,474,230)	(1,406,151)	(29,244)	(232,428)	(29,244)	(892,048)	(41,000)	(56,499)	(3,802)	(4,164,644)
Total	(34,051,162)	(32,478,697)	(675,457)	(5,368,536)	(675,457)	(20,604,154)	(946,991)	(1,304,984)	(87,810)	(96,193,248)

Source: Tiberius Solutions LLC

Figure 16. Projected Impact on Taxing District Permanent Rate Levies – Education

FYE	Clackamas Community College	Clackamas ESD	West Linn-Wilsonville SD	Subtotal Education	Total All
2029	(8,751)	(5,780)	(76,320)	(90,851)	(202,478)
2030	(16,247)	(10,731)	(141,701)	(168,680)	(375,934)
2031	(24,064)	(15,895)	(209,878)	(249,836)	(556,807)
2032	(32,241)	(21,296)	(281,196)	(334,733)	(746,015)
2033	(40,793)	(26,945)	(355,783)	(423,521)	(943,896)
2034	(53,806)	(35,540)	(469,278)	(558,624)	(1,244,997)
2035	(65,694)	(43,392)	(572,956)	(682,042)	(1,520,056)
2036	(78,125)	(51,603)	(681,371)	(811,098)	(1,807,683)
2037	(91,148)	(60,205)	(794,955)	(946,307)	(2,109,021)
2038	(105,432)	(69,639)	(919,534)	(1,094,605)	(2,439,531)
2039	(136,126)	(89,914)	(1,187,240)	(1,413,280)	(3,149,757)
2040	(160,396)	(105,944)	(1,398,910)	(1,665,250)	(3,711,317)
2041	(185,780)	(122,711)	(1,620,302)	(1,928,793)	(4,298,673)
2042	(212,449)	(140,326)	(1,852,898)	(2,205,673)	(4,915,751)
2043	(240,457)	(158,826)	(2,097,170)	(2,496,453)	(5,563,807)
2044	(273,793)	(180,845)	(2,387,918)	(2,842,556)	(6,335,162)
2045	(306,410)	(202,389)	(2,672,391)	(3,181,190)	(7,089,871)
2046	(340,607)	(224,976)	(2,970,639)	(3,536,222)	(7,881,126)
2047	(376,485)	(248,675)	(3,283,556)	(3,908,716)	(8,711,298)
2048	(414,116)	(273,530)	(3,611,753)	(4,299,399)	(9,582,008)
2049	(460,290)	(304,029)	(4,014,472)	(4,778,791)	(10,650,422)
2050	(501,949)	(331,545)	(4,377,797)	(5,211,291)	(11,614,327)
2051	(545,494)	(360,307)	(4,757,582)	(5,663,384)	(12,621,900)
2052	(591,106)	(390,435)	(5,155,394)	(6,136,935)	(13,677,297)
2053	(640,876)	(423,309)	(5,589,467)	(6,653,652)	(14,828,896)
2054	(648,972)	(428,656)	(5,660,075)	(6,737,703)	(15,016,219)
2055	(662,723)	(437,739)	(5,780,012)	(6,880,475)	(15,334,414)
2056	(326,476)	(215,643)	(2,847,394)	(3,389,512)	(7,554,156)
Total	(7,540,807)	(4,980,823)	(65,767,942)	(78,289,573)	(174,482,821)

Source: Tiberius Solutions LLC

Please refer to the explanation of school funding on page 26.

8.2 Additional Revenues Obtained after Termination of Increment Collection

Figure 17 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2057. The Frozen Base is the assessed value of the Area established by the County Assessor at the time the Area is established. Excess Value is the increased assessed value over time in the Area above the Frozen Base.

Figure 17. Additional Revenues Obtained after Termination of Tax Increment Financing, FYE 2057

Taxing District	Permanent Tax Rate	From Frozen Base	From Excess Value	Total
General Government				
City of Wilsonville	2.5206	$520,151	$4,050,961	$4,571,112
Clackamas County - City	2.4042	$496,131	$3,863,889	$4,360,020
County Extension & 4-H	0.0500	$10,318	$80,357	$90,675
County Library	0.3974	$82,007	$638,678	$720,685
County Soil Conservation	0.0500	$10,318	$80,357	$90,675
TVF&R	1.5252	$314,740	$2,451,212	$2,765,952
Port of Portland	0.0701	$14,466	$112,661	$127,127
Metro	0.0966	$19,934	$155,250	$175,184
Vector Control	0.0065	$1,341	$10,446	$11,787
Subtotal Gen. Govt.	*7.1206*	*$1,469,406*	*$11,443,811*	*$12,913,217*
Education				
Clackamas Community College	0.5582	$115,190	$897,106	$1,012,296
Clackamas ESD	0.3687	$76,085	$592,553	$668,638
West Linn-Wilsonville SD	4.8684	$1,004,643	$7,824,207	$8,828,850
Subtotal Education	*5.7953*	*$1,195,918*	*$9,313,866*	*$10,509,784*
Total All	***12.9159***	**$2,665,324**	**$20,757,677**	**$23,423,001**

Source: Tiberius Solutions LLC

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

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base, including all real, personal, personal, manufactured and utility properties in the Area, is projected to be **$206,359,985**. The total assessed value of the City, minus excess value of the existing urban renewal areas, is **$5,087,176,690**. Excess value is the assessed value created above the frozen base in the urban renewal area. The total urban renewal assessed value is 5.78% of the total assessed value of the City, minus excess value, below the 25% statutory limitation.

The Town Center Development District Area contains 169.3 acres, including right-of-way and the City contains 4,956 acres. After accounting for the acreage in the other urban renewal areas, 8.71% of the City's acreage is in an urban renewal area, below the 25% statutory limitation. There is remaining capacity under the 25% limitation for an additional 807.3 acres to be placed in an urban renewal area.

Figure 18. Urban Renewal Conformance with Assessed Value and Acreage Limits

	Acres
A. City of Wilsonville	4,956
B. Existing URAs	
Coffee Creek	258
Twist Bioscience WIN Zone	4.4
Total	262.4
C. Proposed Town Center Area	169.3
	8.71%
Remaining Capacity	*807.3*

	Assessed Value
A. City of Wilsonville	$5,220,493,688
B. Excess Value, Existing URAs	$133,316,998
C. Frozen Base, Existing URAs	
Coffee Creek	$83,801,230
Twist Bioscience WIN Zone	$3,661,005
Total	$87,462,235
D. Proposed Town Center Area	$206,359,985
Percent of City AV = (C+D)/(A-B)	**5.78%**

Source: City of Wilsonville, Clackamas and Washington County Assessors

10.0 EXISTING PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Town Center Urban Renewal Area and documents the occurrence of "blighted areas," as defined by ORS 457.010(1).

10.1 Physical Conditions

10.1.1 Land Use

The Area is shown in **Figure 1**. It encompasses 169.3 acres including 144.85 acres in tax lots and includes a projected $200,699,807 in assessed value using FYE 2026 data from the Clackamas County Assessor.

The land uses in the Area are primarily commercial uses. There is one garden-style apartment complex, two senior living complexes, and one church in the Area.

An analysis of property classification data from Clackamas County FY 2025/26. Assessment and Taxation database was used to determine their land use designation of parcels in the Area. By acreage, Commercial use accounts for the largest land use within the Area (87.81%). This is followed by Multi-Family Residential (12.84%) and Tract (2.13%). Three of the Tract designated parcels are public facilities. The fourth is a commercial development. The total land uses of the Area, by acreage and parcel, are shown in **Figure 19.**

Figure 19. Existing Land Use of Area

Land Use	Parcels	Acres	Percent of Acres
Commercial	55	127.20	87.81%
Multi-Family	3	12.84	12.84%
Tract (Public Facility)	4	3.09	2.13%
Residential	1	1.72	1.19%
TOTAL:	63	144.85	100.00%

Source: Calculated by Margaret Raimann, with data from the Clackamas County Office of Assessment and Taxation

10.1.2 Zoning

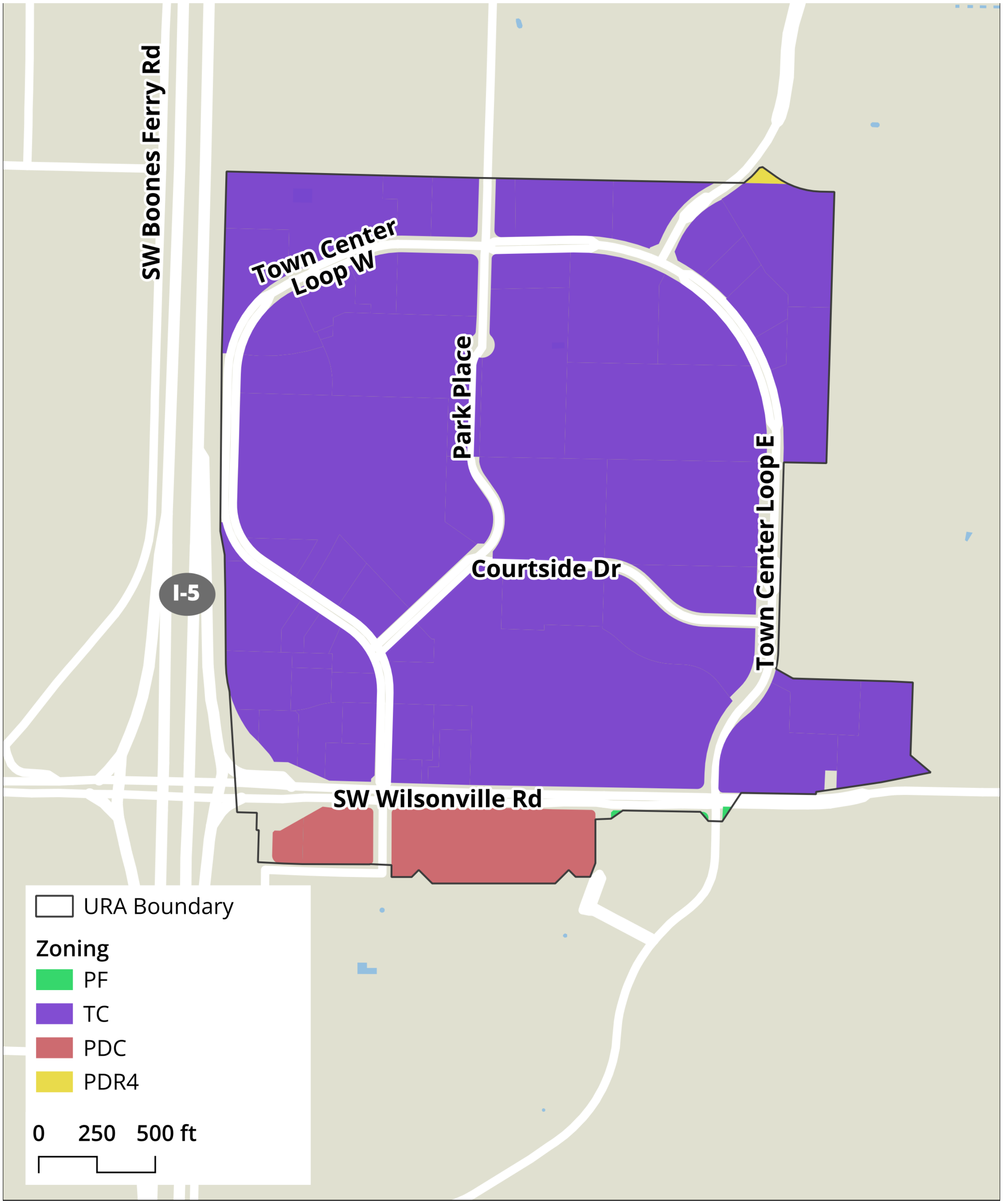
The zoning designations in the Area are primarily Town Center. There are a few tax lots south of Wilsonville Road that are zoned Planned Development Commercial, as shown in **Figure 20** and **Figure 21**. There is also limited tax lot acreage that is zoned Public Facility. There is one tax lot that has multiple zoning designations, including .15 acres of Planned Development Residential 4.

Figure 20. Zoning Designations of Area

Zoning Designations	Tax Lots	Acres	Percent of Acres
Town Center	57	136.49	94.23%
Planned Development Commercial	3	8.30	5.73%
Public Facility	3	.06	0.04%
TOTAL	**63**	**144.85**	**100.00%**

Source: Calculated by Margaret Raimann, with data from the Clackamas County Office of Assessor and Taxation

Figure 21. Zoning Map



Source Margaret Raimann

10.1.3 Comprehensive Plan

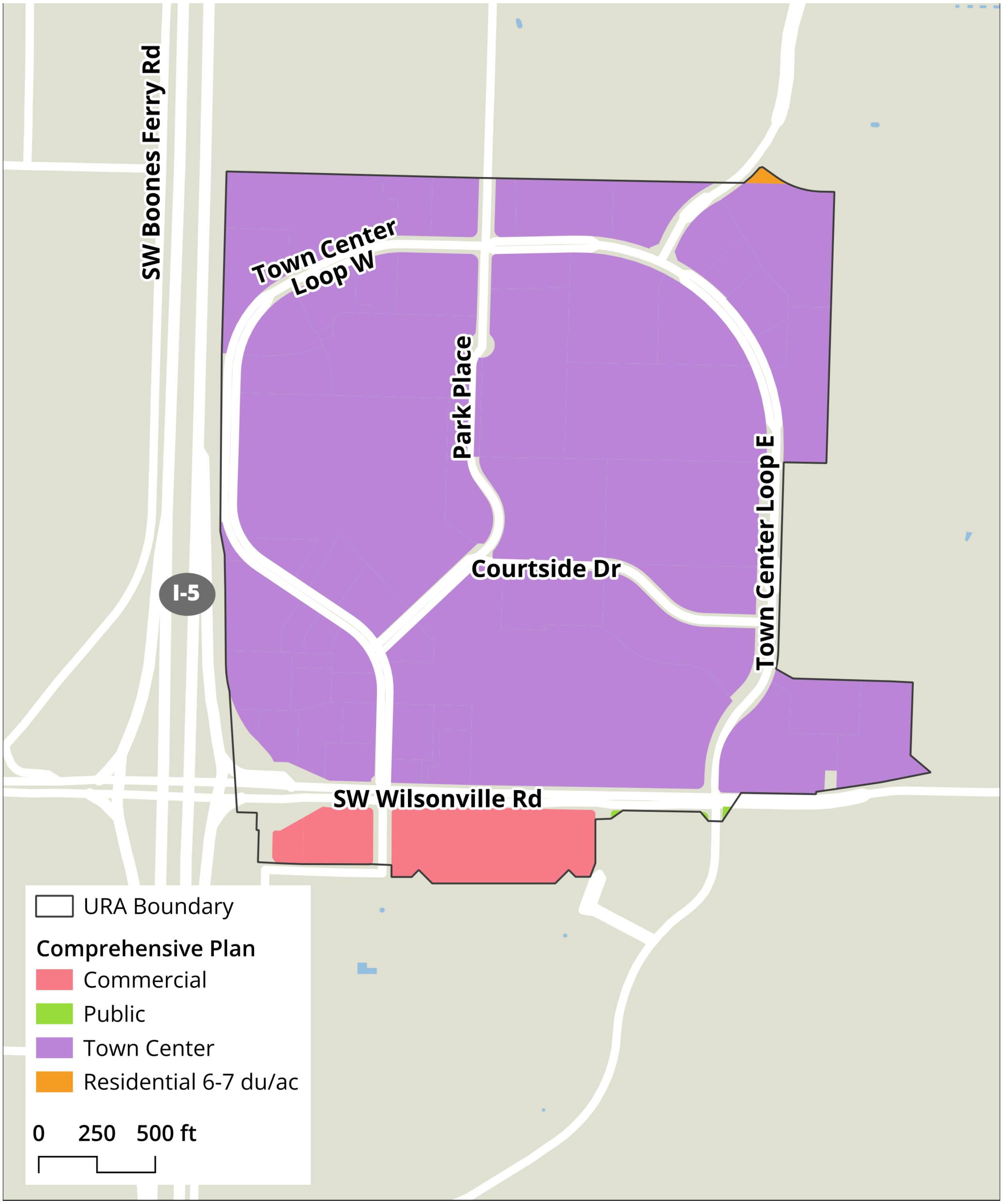
The Comprehensive Plan designations in the Area are primarily Town Center as shown in **Figure 22** and **Figure 23.** There is also limited tax lot acreage that have comprehensive plan designations of Public and Commercial. There is one tax lot with split Comprehensive Plan designations with .15 acres of Residential 6-7 du/ac.

Figure 22. Comprehensive Plan Designations of Area

Plan Designation	Tax Lots	Acres	Percent of Acres
Town Center	57	136.49	94.23%
Commercial	3	8.30	5.73%
Public	3	0.06	0.04%
TOTAL:	63	144.85	100.00%

Source: Calculated by Margaret Raimann with data from the Clackamas County Office of Assessor and Taxation

Figure 23. Comprehensive Plan Map



Source: Margaret Raimann

10.1.4 Infrastructure

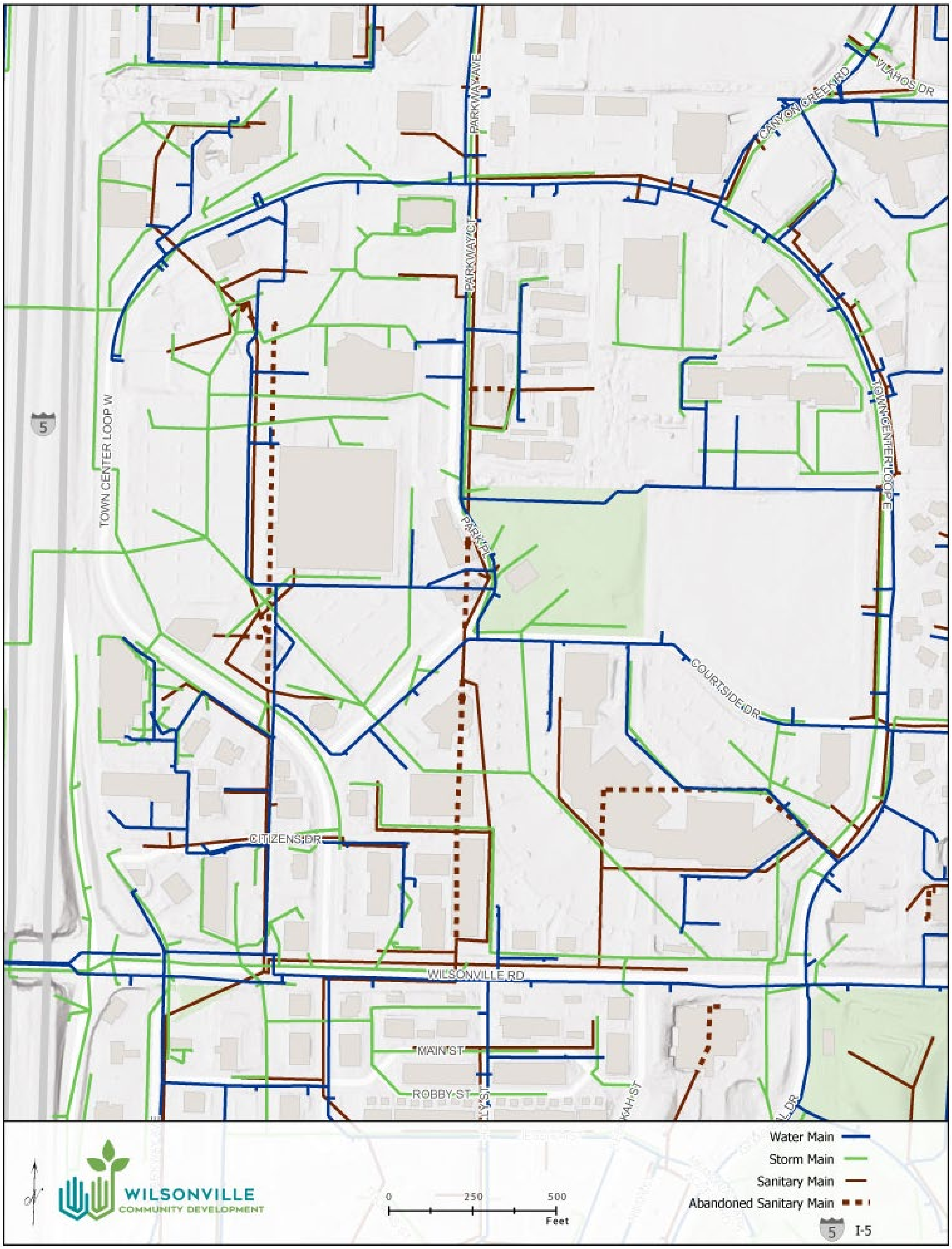
This section identifies the existing conditions in the Area to assist in establishing blight. There are projects listed in City master plans and Transportation Systems Plan that identify these existing conditions. **This does not mean all of these projects are included in the urban renewal plan.** The specific projects to be included in the urban renewal plan are listed in Section 3.0 of this document.

The Area is shown in **Figure 24**. The Area has an overabundance of surface parking that is using land that could be put to a much higher and better use for the city. The existing infrastructure system is shown in **Figure 25**. There are many segments of the infrastructure network that are not in existing rights-of-way and do not connect to other segments of the infrastructure, described in greater detail for each utility below. Infrastructure descriptions are from Chapter 4 of the Town Center Plan, with the page numbers cited. The anticipated infrastructure project locations are shown in **Figure 26**.

Figure 24. Existing Conditions Showing Surface Parking

Source: City of Wilsonville

Figure 25. Existing Conditions of Infrastructure



Source: City of Wilsonville, GIS

Figure 26. Infrastructure Project Locations

Source: City of Wilsonville

10.1.5 Stormwater Infrastructure

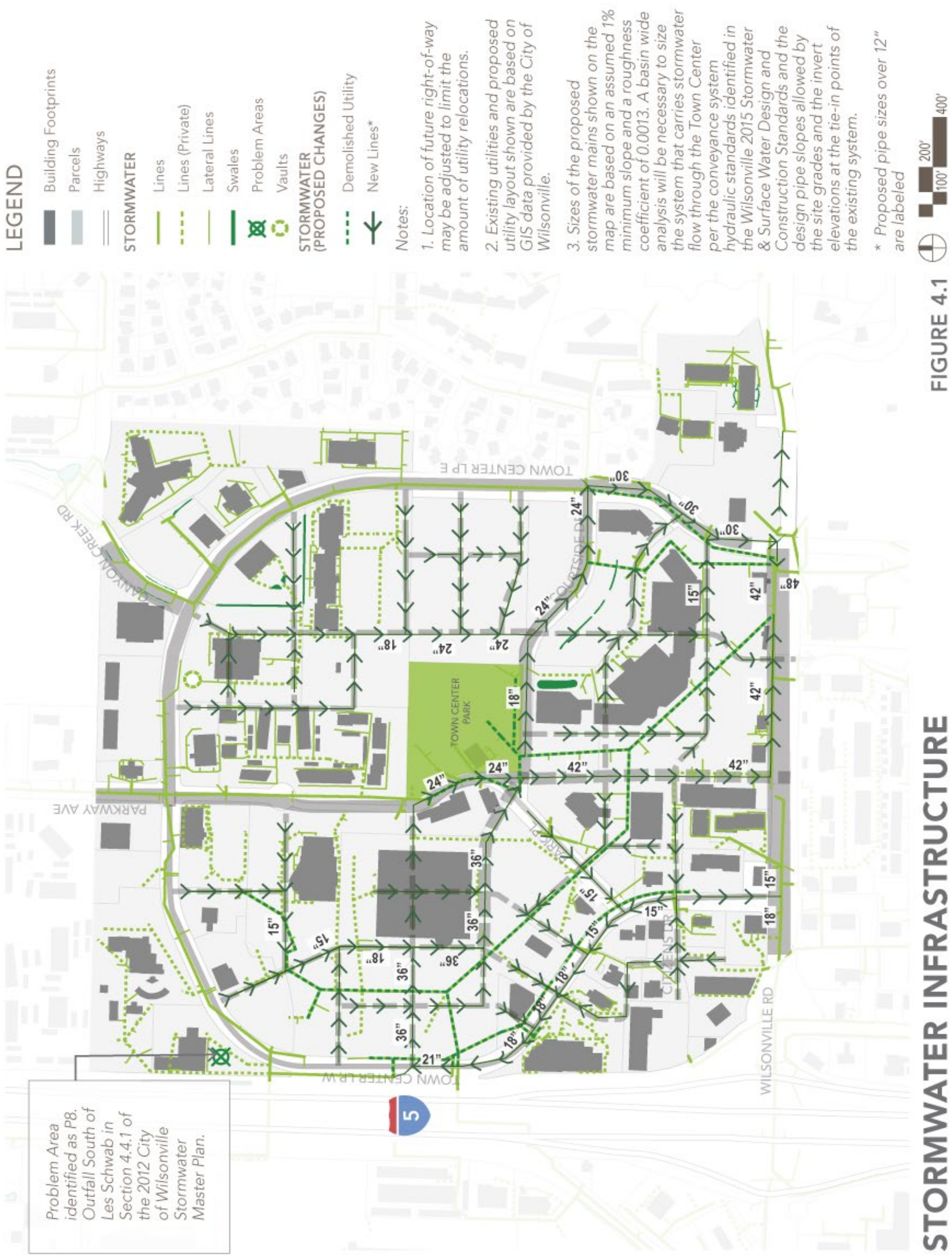
The existing stormwater system in Town Center drains to three watersheds, including Coffee Lake Creek Basin in the northwest; the Willamette River in the southwest (via a piped outfall); and the Boeckman Creek Basin. The Boeckman Creek sub-basin flows through a regional flow control facility in Memorial Park south of Wilsonville Road. This system is adequate to meet the needs of Town Center today, although the City has identified drainage issues along portions of the western Town Center boundary near I-5 during heavy rainfall events.

The City of Wilsonville's 2015 Storm Water and Surface Water Design and Construction Standards require on-site Low Impact Development (LID) to the Maximum Extent Practicable (MEP). In new and/or improved right-of-way, flow control and water quality will be managed in the right-of-way with roadside planters/ bioretention facilities located in the planter strip, at intersection bulb-outs and through the use of porous pavements. Measures to manage flow control and water quality on private development sites will be required to be installed on site and may consist of the same best management practices (BMPs) used to mitigate the right-of-way. These on-site measures for redeveloped parcels include porous pavement and stormwater planters that mimic the pre-development stormwater runoff conditions.

Per Wilsonville's 2012 Stormwater Master Plan, the existing storm drain system for the majority of Town Center has adequate capacity. The existing development within Town Center is mostly impervious with no on-site water quality or flow control management. Future redevelopment is envisioned to reduce the amount of impervious surface by implementing BMPs such as road diets, porous pavement, green roofs, landscaping and bioretention facilities. Because of the proposed improvements and reduction in impervious surface, the existing storm drain capacity will be adequate to accommodate future development. (Town Center Plan pg. 42, 44)

Figure 27 (next page) illustrates the recommended stormwater infrastructure system for Town Center. The goal of the stormwater system recommendations is to reduce the amount of stormwater detained and treated at the regional treatment facility in Memorial Park and to avoid any additional expansions of that facility. By managing stormwater on-site and reducing the amount of impervious surface in Town Center, more costly expansions to the Memorial Park Pond can be avoided. As development occurs in Town Center, localized flooding at the 18-inch pipe crossing I-5 (identified as problem area P8 per the City's 2012 Stormwater Master Plan) may also be mitigated as a result of additional on-site infiltration facilities being constructed. These facilities could be developed within existing or new right-of-way and adjacent development, which will reduce stormwater flows through the pipe. In the meantime, temporary flooding control measures such as infiltration facilities could be deployed.

Figure 27. Stormwater Infrastructure



Source: Wilsonville Town Center Plan, p. 45

10.1.6 Sewer Infrastructure

The majority of Town Center is within the Canyon Creek/Town Center Basin although a portion of Town Center (north and west of Town Center Loop) is within the Coffee Creek Basin. Both basins drain to the Wilsonville Wastewater Treatment Plant. The sanitary and stormwater systems are separate systems. The wastewater pipes within Town Center are generally between 25-50 years old and while the system functions well, the City's 2014 Waste Water Collection Master Plan identifies several pipes that should be replaced due to age, root intrusion and/or grade issues. There are no capacity-related projects in Town Center identified in the current capital improvement plan through 2025, although the Town Center Pump Station that serves a portion of Town Center has a higher rate of pump failure than other City-owned pump stations and has been identified for replacement. Peak flow projections for the Canyon Creek/Town Center are expected to increase from a current flow of 1.26(millions of gallons per day (MGD) to 1.85 MGD within the Urban Growth Boundary (UGB) by 2045 per the City's 2014 Waste Water Collection Master Plan. The total peak flow projections for the UGB and Urban Reserve Area, if it is added to the UGB and develops, are expected to increase to 3.14 MGD per the City's 2014 Waste Water Collection Master Plan.

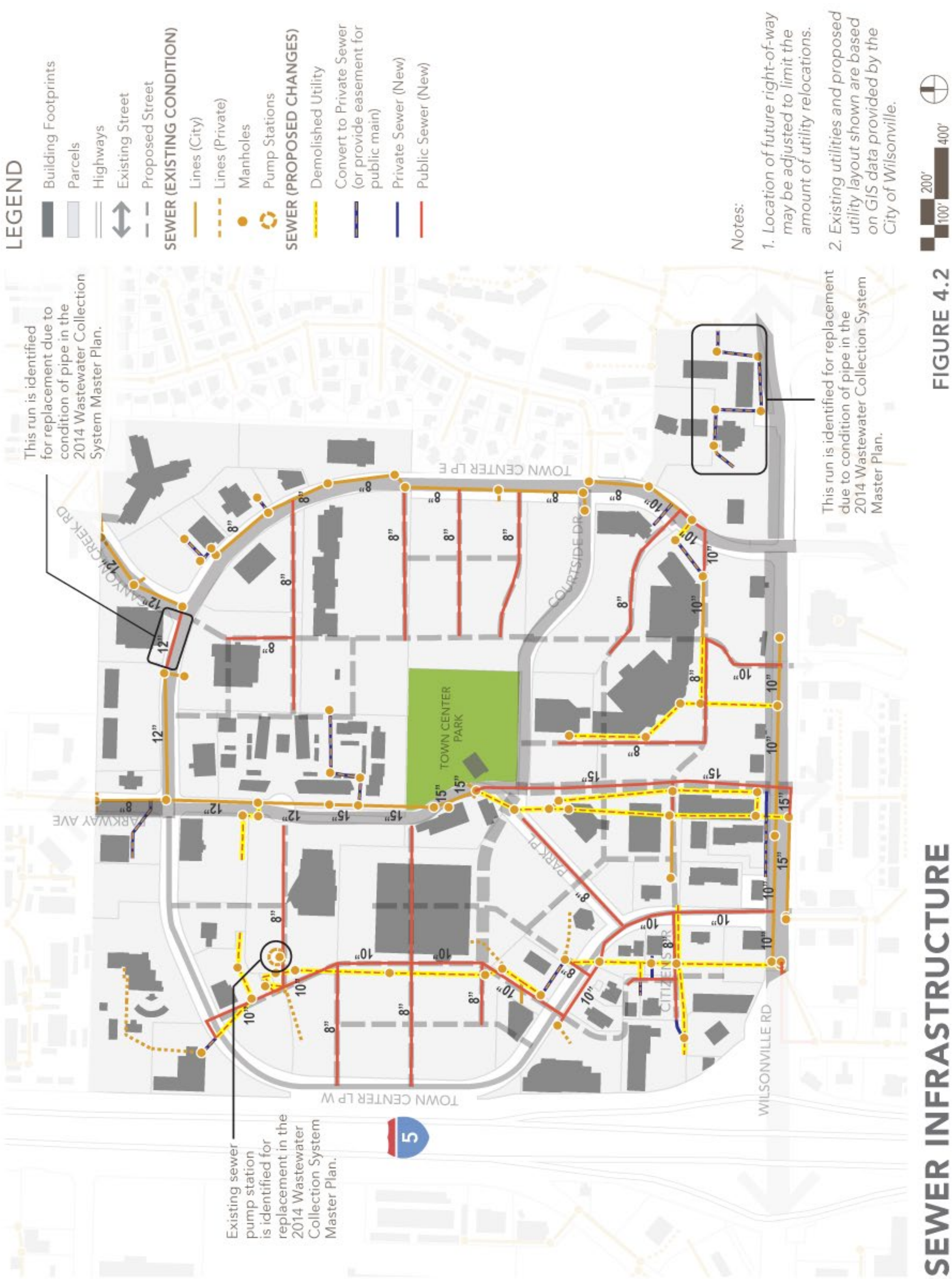
Future development envisioned in the Town Center Plan will have little increase in wastewater compared to what is already projected for Town Center in the future, with sewer flows likely to increase by 0.69 MGD, for a total flow of 3.83 MGD at buildout with the urban reserve area. Additional capacity is not required for Town Center-related growth. System-wide modeling showed that the existing system can accommodate future growth. While there may be a possibility of surcharging downstream at Memorial Drive, crossing I-5 to the wastewater treatment plant, potential surcharge is within acceptable limits and overflow risk is minimal. Town Center is a very small portion of the basin and the additional projected growth is not a significant increase to the total projected flows of the basin. Additional growth from Town Center would not likely have an impact on the existing 220 gallons per minute (gpm) capacity of the existing Town Center waste water pump, but as stated, Town Center is only a small portion of the basin and the pump should be evaluated as part of the larger Canyon Creek/Town Center service area (Town Center Plan pg. 44, 45, 46).

Figure 28 illustrates the recommended sewer infrastructure system for Town Center. Much of the existing system has already been developed, although the anticipated development pattern and street grid will require a portion of the system to be relocated into public right-of-way.

Aside from projects already identified in the City's 2014 Wastewater Collection Master Plan, Town Center Plan implementation should include the following:

- Locate sewer trunk lines within existing or future rights-of-way to allow for development on vacant land. While most trunk lines are already in existing right-of-way, there are some pipes located within existing parking lots. If not relocated, existing utilities may conflict with building foundations and make it difficult to maintain underground infrastructure.
- *Upgrade the wastewater system when constructing new roads, or when significant upgrades occur to existing roads, to reduce the need for future* capacity upgrades that would require reconstructing the road. (Town Center Plan p. 47).

Figure 28. Sewer Infrastructure

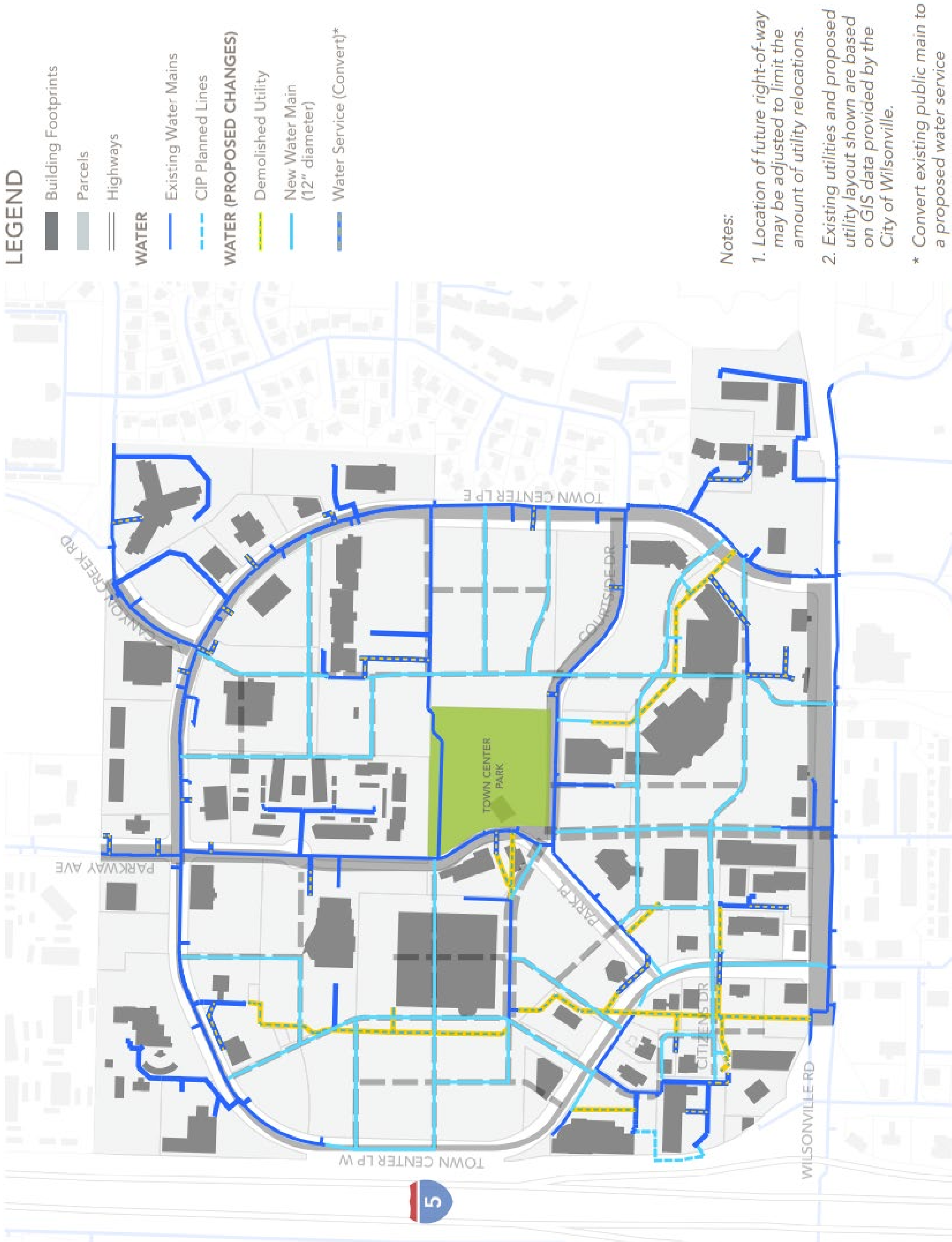


Source: Wilsonville Town Center Plan, p. 47

10.1.7 Water Infrastructure

The Willamette River Water Treatment Plant supplies potable water to the project area. The City has not identified any fire flow deficiencies within the project area. The majority of distribution mains within the project area are constructed of 12-inch ductile iron pipe. The 2012 Water Distribution Master Plan only identifies one capital improvement project within the project area, consisting of an 8-inch line extension along Park Place and SW Citizens Drive. No changes are recommended to this project. The existing 12-inch water main infrastructure is capable of accommodating future growth within the Town Center, although some water mains would need to be relocated into new right-of-way to accommodate future development. The proposed water main system is shown in (Town Center Plan p. 48, 49), **Figure 29**. All new or relocated water mains would be 12-inch water lines, reflecting the 12-inch water system that exists today (Town Center Plan p. 48, 49).

Figure 29. Water Infrastructure



Source: Wilsonville Town Center Plan, p. 49

10.1.8 Transportation

The Town Center Plan calls for vast improvements to the transportation infrastructure within the Area to make lots developable and to create a multi-modal transportation network. "The foundation of the Town Center Plan is the community's desire for a walkable and engaging pedestrian experience. The Plan's multimodal network applies a variety of streetscape designs for new and proposed streets in Town Center, ranging from festival streets with curbless sidewalks near Town Center Park, local streets with wide sidewalks and a main street with on-street parking and active storefronts.

The expanded transportation network addresses several existing issues as well as managing future traffic needs, as it:

- Increases the number of route options that also distribute traffic more effectively than today's system; and
- Provides safer pedestrian crossings and connections throughout Town Center with the new street grid, bicycle and pedestrian path system and improvements for pedestrians and cyclists at busy intersections on Wilsonville Road. Safe, inviting pedestrian-oriented streetscapes for all ages and abilities, multi-use paths and on-street bikeways are essential to get to, through and around Town Center without needing a car (Town Center Plan, p. 28)."

The DKS memorandum documenting Multimodal Transportation Conditions and Analysis (April 28, 2017) documented the following existing conditions of the transportation system in the Town Center. The full analysis is available on the City of Wilsonville website.

Multimodal facilities exist and there are opportunities for additional improvements

- **Some pleasant pedestrian and bicycle facilities exist in Town Center.** Town Center Loop East includes buffered bike lanes and a separated path, while Wilsonville Road under I-5 includes a comfortable elevated pathway with art. Additional public and private pathways provide some linkage within Town Center land uses.
- **Poor sidewalk and pathway conditions also exist in Town Center.** Field observations identified cracked sidewalks, narrow sidewalks and pathways, debris on sidewalks, pathways that are difficult to find, gaps within the system and a lack of curb ramps that comply with the most current version of the Americans with Disabilities (ADA) Act standards.
- **Town Center Loop West is difficult to cross**. With four travel lanes and a posted speed of 35 MPH, Town Center Loop West is difficult for pedestrians and bicycles to cross. At stop-controlled intersections, pedestrians must cross five travel lanes due to the existing left-turn pockets.
- **Walking and biking along most of Town Center's roadways is uncomfortable.** With the exception of Town Center Loop East, a section of Park Place and a section of Courtside Drive, the analysis indicated that most adults would not feel comfortable walking or biking in Town Center. Factors include traffic speeds, number of travel lanes, turning vehicles at intersections, lack of motor vehicle buffers, presence and width of bike lanes and roadway

lighting. In addition, people may be deterred from walking and biking to Town Center because of high traffic volumes and speeds on Wilsonville Road that make crossing at the intersections difficult. Lower speed limits, wider sidewalks, buffered bike lanes and landscaped buffers improve conditions for walking and biking on streets in Town Center where they exist.

- **Some private businesses are auto oriented.** Many of the existing private developments are auto oriented and do not provide safe and convenient connections between buildings for biking and walking.
- **Transit service in Town Center connects to key regional transit destinations.** Four South Metro Area Regional Transit (SMART) transit routes serve the study area, connecting Town Center to the Wilsonville Transit Center and to the greater Portland TriMet system.

Figure 30. Existing Roadway Characteristics

Source: DKS Memorandum April, 2017 p.4

The perimeter of Town Center is bounded by three major arterial streets – Wilsonville Road, Town Center Loop West and Town Center Loop East – that provide access to the district. Several minor arterials and collectors provide access into the district and are complemented by three local service streets that provide additional connections to destinations in the district.

Town Center Loop West is more auto-centric with four vehicle travel lanes and lack of bike lanes. Town Center Loop East is a more multi-modal street with a three-lane cross-section, sidewalks, multi-use path and buffered bike lanes, which makes walking and cycling attractive and comfortable. Wilsonville Road is a major east-west bike connection with striped bike lanes that connects neighborhoods beyond Town Center to the district. Although the posted speed adjacent to Town Center near the Town Center Loop West intersection is 25 mph, it increases to 35 mph east of Holly Street, which may deter all but the most confident cyclists from accessing the Town Center by bike.

Multimodal Facilities Inventory and Analysis

In order to create a vibrant pedestrian and transit-supportive Town Center district, facilities that promote walking, biking and transit are essential. Understanding the conditions of existing infrastructure that support active transportation modes, as well as the benefits of future planned projects, is an important step to developing a plan for future investment in Town Center.

Bicycle Facilities

Bicycle lanes exist along Wilsonville Road, Park Place (from Town Center Loop West to Courtside Drive), Courtside Drive (for approximately 800 feet at its eastern end), Memorial Drive and Town Center Loop East (from Canyon Creek Road to Wilsonville Road). The bicycle lanes on Town Center Loop East have a five-foot-wide striped buffer separating the bicycles from the vehicles.

Overall, the bicycle facilities along the roads in the study area were in good condition with little to no debris and adequate widths for bicycle lanes as per ODOT's guidelines. However, along Town Center Loop West there are no bicycle lanes and the higher speeds of 35 mph decrease the safety for bicyclists using this facility. Additionally, the lack of facilities along Town Center Loop West disconnects the west side of Wilsonville Town Center from the rest of the area.

Pedestrian Facilities

Sidewalks exist along all of the public roadways in the Town Center with the exception of approximately 400 feet of Town Center Loop West from the north edge of NW Rugs and Furniture property to the multi-use path and the north side of Park Place from Town Center Loop West to Courtside Drive. The existing sidewalks are in fair to good condition (minor to no cracking, patching, raveling, or faulting and the surface are generally smooth) and the majority of the crossing locations have sidewalk ramps, but do not meet current ADA standards. The sidewalk conditions along Citizen Drive, a private street, are in poor condition (sidewalks cracking, debris, narrow and lack of ADA ramps) and end abruptly. There is a pedestrian activated beacon at the Town Center Loop East/Courtside Drive intersection. Additionally, many of the internal roadways (including both site access and major drive aisles) have existing sidewalks and provide connectivity from the loop system to internal land uses.

Other crossing facilities include midblock crossings (one north of Wilsonville Road along Town Center Loop East and two along Courtside Drive near Town center Loop E), striped crossings on all legs of each signalized intersection (except the west leg at the Wilsonville Road/Town Center Loop West intersection): and two striped crossings at both the Park Place/Courtside Drive intersection and the Town Center Loop West/Citizen Drive intersection, which also includes advanced warning signs that alert drivers of the crossing location.

The main shopping center north of Wilsonville Road is bounded by Town Center Loop East and West and has a well-connected internal pedestrian system that includes a wide-arc pedestrian pathway and an east/west pathway that connects the arc pathway to the Safeway development. Furthermore, sidewalks connect pedestrians from the shopping center to Town Center Loop West and East, Park Place, Courtside Drive and Wilsonville Road. However, there are no sidewalks on the west side of Rebekah Street north of Wilsonville Road leading into the shopping center so eastbound pedestrians are required to cross Rebekah Street to enter the shopping center.

Transit Facilities

Four South Metro Area Regional Transit (SMART) transit routes serve the study area, connecting Town Center to the Wilsonville Transit Center and to the greater Portland TriMet system.

10.2 Social Conditions

While select areas of today's Town Center are economically and socially active, such as the Safeway shopping center and Town Center Park, other parts are stagnant or in a state of decay.

There are currently three residential uses in the Area.

There is one development associated with a senior-living use, the 82-unit Creekside Woods Senior Apartments, where eligibility is based on annual income and is for seniors age 62 and over. Another development, Brookdale Wilsonville, is an independent and assisted living community for seniors age 55 and over, with 32 licensed beds.

There is one planned mixed-use project on the former Shari's site at 29690 Town Center Loop W that will add 114 units of housing and approximately 4,200 square feet of ground floor commercial. Demolition occurred in the summer of 2026, with construction beginning in late 2026 or early 2027.

The Rowen Apartments has 111 units in three story structures with one- and two-bedroom units.

The Wilsonville Town Center Plan "focuses on attracting and retaining local businesses, employment opportunities, housing choices and cultural and educational institutions. The Plan puts people first with walkable streetscapes and places to gather, shop, work, eat and recreate" (p.4). This vision for the Town Center intends to dramatically change Town Center's focus by making it more people-centric and creating an inviting, vibrant hub for the rest of the community.

10.3 Economic Conditions

10.3.1 Taxable Value of Property within the Area

The estimated total assessed value of the Area using data from the FY 2025/2026 Clackamas County tax rolls, including all real, personal, personal manufactured and utility properties, is estimated to be $206,359,985 in 2027.

10.3.2 Building to Land Value Ratio

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

Figure 31 shows the improvement to land value ratios (I:L) for properties in the Area. In the Area, eight tax lots, representing 7.21% of the Area's acreage have no improvement value. Another ten percent of properties have an I:L of less than 1.0. This means that the improvements on these properties are worth less than the land they sit on. Land use plans for the area call for new development of four-and five-story buildings, which would be expected to have an I:L ratio of 4.0 or more. Only 6 of the 63 tax lots in the Area, representing 11.20% of the acreage, had I:L ratios of 4.0 or more in FYE 2026. In summary, the Area is underdeveloped in relation to the capacity for development under the zoning and comprehensive plan designations.

Figure 31. I:L Ratio of Parcels in the Area

Improvement to Land Ratio	Tax Lots	Acres	Percent of Acres
No Improvement Value	8	10.4	7.21%
0.01-0.50	3	6.6	4.54%
0.51-1.00	3	8.9	6.11%
1.01-1.50	9	17.6	12.17%
1.51-2.00	12	29.7	20.53%
2.01-2.50	10	39.0	26.91%
2.51-3.00	5	3.6	2.45%
3.01-3.50	5	9.5	6.59%
3.50-4.00	2	3.3	2.29%
>4.00	6	16.2	11.20%
TOTAL:	63	144.8	100%

Source: Compiled by Margaret Raimann with data from the Clackamas County Department of Assessment and Taxation (FYE 2026)

10.4 Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in Section 8.0 Impact of Tax Increment Financing of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal are infrastructure projects including transportation, utility and parks projects. The use of urban renewal funding for these projects allows the City to match other funding sources to construct the improvements. It also allows the City to tap a different funding source besides the City's general fund or the City's system development charges (SDC).

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels. This development would not occur if the infrastructure is not upgraded.

This development will require city services. As the development will be new construction or redevelopment, it will be up to current building code and will aid in any fire protection needs. An upgraded transportation system will also assist in fire prevention to the Area.

The financial impacts from tax increment collections will be countered by providing future jobs to the Wilsonville area and, in the future, placing property back on the property tax rolls with future increased tax bases for all taxing jurisdictions. As the parcels develop or redevelop, the allowed density in the TC Zone will allow for the same parcel to generate significant additional assessed value, providing future tax revenue to the City and other taxing districts.

11.0 REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for selecting the Area is to provide the ability to fund improvements necessary to cure blight within the Area. The Wilsonville Town Center Plan identified the existing conditions within the Area including the existence of inadequate streets and other rights of way, open spaces and utilities and a growing or lack of proper utilization of areas, resulting in stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare. These existing conditions are cited in the Existing Conditions Sections of this Report (Section 11.0).

The City adopted the *Town Center Plan* in 2019 and amended it in 2021. The Town Center Plan provided a vision for transforming this part of Wilsonville into—

> "a *dynamic, thriving community hub with walkable and engaging public spaces, great parks and destinations, places and spaces that connect people to one another and the environment, and year-around activities*[1]."

The ability to transform this Area in a way that is coherent, functional, and aesthetically pleasing is dependent on financing for the projects identified for the Area. Tax Increment Financing is one of the financing tools that could be used to transform the Area.

12.0 RELOCATION REPORT

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been identified, however, there are plans to acquire land for infrastructure. Any acquisition of land will be evaluated for the need for relocation benefits.

[1] Wilsonville Town Center Plan, May 6, 2019, p.1

APPENDIX A: DEVELOPMENT ASSUMPTIONS

All tables were prepared jointly by Tiberius Solutions and the City of Wilsonville, with input from the Wilsonville Urban Renewal Task Force in 2023, and later (2025-26) from the City Council.

Figure A 1. Summary of Land Use

	MSD	MU	C-MU	N-MU	South of Wilsonville Road	Total
Rights of Way	5.65	8.52	4.42	2.03	0.00	**20.61**
Parks/Open Space	5.41	0.75	2.21	0.00	0.00	**8.37**
Retain Existing Uses	11.30	16.87	8.66	14.91	8.29	**60.01**
Redevelopment	15.26	23.00	11.93	5.47	0.00	**55.65**
Total	**37.61**	**49.13**	**27.22**	**22.40**	**8.29**	**144.65**[1]

Figure A 2. Summary of Land Use (Percent)

	MSD	MU	C-MU	N-MU	South of Wilsonville Road	Total
Rights of Way	3.9%	5.9%	3.1%	1.4%	0.0%	**14.2%**
Parks/Open Space	3.7%	0.5%	1.5%	0.0%	0.0%	**5.8%**
Retain Existing Uses	7.8%	11.7%	6.0%	10.3%	5.7%	**41.5%**
Redevelopment	10.5%	15.9%	8.3%	3.8%	0.0%	**38.5%**
Total	**26.0%**	**34.0%**	**18.8%**	**15.5%**	**5.7%**	**100.0%**

Figure A 3. Development Assumptions (Acres)

	MSD	MU	C-MU	N-MU	South of Wilsonville Road	Total
Apartments	1.46	8.26	0.00	0.73	0.00	**10.45**
Condos	0.12	0.67	0.00	0.00	0.00	**0.79**
Townhomes	0.00	0.00	0.00	1.54	0.00	**1.54**
Mixed Use	12.45	7.91	5.85	0.00	0.00	**26.22**
Employment	1.22	6.16	6.08	1.01	0.00	**14.48**
Exempt	0.00	0.00	0.00	2.19	0.00	**2.19**
Total	**15.26**	**23.00**	**11.93**	**5.47**	**0.00**	**55.67**

[1] Total acreage shown here is 0.2 acres less than the total acreage of the proposed boundary, as described in the Plan, because the analysis was completed prior to de minimis boundary adjustments.

Figure A 4. Floor Area Ratio

	MSD	MU	C-MU	N-MU	South of Wilsonville Road
Apartments	1.50	1.25	1.25	1.00	N/A
Condos	1.50	1.25	1.25	1.00	N/A
Townhomes	1.00	1.00	1.00	1.00	N/A
Mixed Use	2.00	1.75	1.75	1.50	N/A
Employment	1.50	1.00	1.50	0.50	N/A
Exempt	1.25	1.25	1.75	0.75	N/A

Figure A 5. Mixed Use Proportional Split (Residential/Commercial)

	MSD	MU	C-MU	N-MU	South of Wilsonville Road
Percent Residential	85%	85%	85%	85%	N/A
Percent Commercial	15%	15%	15%	15%	N/A

Figure A 6. Summary of Square feet of New Construction

	MSD	MU	C-MU	N-MU	South of Wilsonville Road	Total
Apartments	95,464	449,783	0	31,755	0	**577,003**
Condos	7,740	36,469	0	0	0	**44,209**
Townhomes	0	0	0	67,039	0	**67,039**
Mixed Use - Res	922,225	512,597	379,199	0	0	**1,814,022**
Mixed Use - Com	162,746	90,458	66,918	0	0	**320,121**
Employment	79,829	268,449	397,382	22,052	0	**767,712**
Exempt	0	0	0	71,670	0	**71,670**
Total	**1,268,004**	**1,357,757**	**843,499**	**192,516**	**0**	**3,661,776**

Figure A 7. Residential Unit Size Assumptions

	MSD	MU	C-MU	N-MU	South of Wilsonville Road
Apartments	1,100	1,100	1,100	1,100	N/A
Condos	1,200	1,200	1,200	1,200	N/A
Townhomes	1,350	1,350	1,350	1,350	N/A
Mixed Use	1,025	1,025	1,025	1,025	N/A

Figure A 8. Summary of Units of New Residential Construction

	MSD	MU	C-MU	N-MU	South of Wilsonville Road	Total
Apartments	87	409	0	29	0	**525**
Condos	6	30	0	0	0	**36**
Townhomes	0	0	0	50	0	**50**
Mixed Use	900	500	370	0	0	**1,770**
Total	**993**	**939**	**370**	**79**	**0**	**2,381**

Figure A 9. Absorption Schedule

	Residential					Employment		
	Apartments	Condos	Townhomes	Mixed Use	Total	Employment	Mixed Use	Total
2027	0	0	0	0	**0**	0	0	**0**
2028	19	0	0	63	**82**	0	11,433	**11,433**
2029	19	0	0	63	**82**	0	11,433	**11,433**
2030	19	0	0	63	**82**	0	11,433	**11,433**
2031	19	0	0	63	**82**	0	11,433	**11,433**
2032	19	0	13	63	**95**	20,000	11,433	**31,433**
2033	19	0	0	63	**82**	20,000	11,433	**31,433**
2034	19	0	0	63	**82**	20,000	11,433	**31,433**
2035	19	0	0	63	**82**	20,000	11,433	**31,433**
2036	19	0	0	63	**82**	25,000	11,433	**36,433**
2037	19	18	13	63	**113**	25,000	11,433	**36,433**
2038	19	0	0	63	**82**	25,000	11,433	**36,433**
2039	19	0	0	63	**82**	25,000	11,433	**36,433**
2040	19	0	0	63	**82**	25,000	11,433	**36,433**
2041	19	0	0	63	**82**	25,000	11,433	**36,433**
2042	19	0	13	63	**95**	35,000	11,433	**46,433**
2043	19	0	0	63	**82**	35,000	11,433	**46,433**
2044	19	0	0	63	**82**	35,000	11,433	**46,433**
2045	19	0	0	63	**82**	35,000	11,433	**46,433**
2046	19	0	0	63	**82**	35,000	11,433	**46,433**
2047	19	18	11	63	**111**	35,000	11,433	**46,433**
2048	19	0	0	63	**82**	35,000	11,433	**46,433**
2049	19	0	0	63	**82**	35,000	11,433	**46,433**
2050	19	0	0	63	**82**	35,000	11,433	**46,433**
2051	19	0	0	63	**82**	45,000	11,433	**56,433**
2052	19	0	0	63	**82**	45,000	11,433	**56,433**
2053	19	0	0	63	**82**	45,000	11,433	**56,433**
2054	19	0	0	63	**82**	45,000	11,433	**56,433**
2055	19	0	0	63	**82**	42,712	11,433	**54,145**
2056	0	0	0	0	**0**	0	0	**0**
Total	**525**	**36**	**50**	**1,770**	**2,381**	**767,712**	**320,121**	**1,087,833**

Figure A 10. Vertical Housing Tax Zone Assumptions

	MSD	MU	C-MU	N-MU	South of Wilsonville Road
% of Projects Qualifying for VHDZ	100%	50%	100%	0%	0%
Exempt Value as Percent of Total	80%	80%	80%	0%	0%

Figure A 11. Real Market Value Assumptions

	Improvement RMV per Unit	Improvement RMV per SF	RMV per Unit	RMV per SF
Apartments	$342,228	$311	$360,000	$327
Condos	$430,471	$359	$450,000	$375
Townhomes	$397,519	$294	$425,000	$315
Employment	N/A	$283	N/A	$300
Mixed Use - Apartments	$363,758	$355	$375,000	$366
Mixed Use - Employment	N/A	$289	N/A	$300

Figure A 12. Land RMV Total

	MSD	MU	C-MU	N-MU	South of Wilsonville Road	Total
Apartments	$1,304,434	$7,375,067	$0	$650,861	$0	**$9,330,361**
Condos	$105,765	$597,978	$0	$0	$0	**$703,743**
Townhomes	$0	$0	$0	$1,374,040	$0	**$1,374,040**
Mixed Use	$11,118,872	$7,063,045	$5,224,966	$0	$0	**$23,406,884**
Employment	$1,090,795	$5,502,185	$5,429,867	$903,973	$0	**$12,926,819**
Exempt	$0	$0	$0	$1,958,609	$0	**$1,958,609**
Total	**$13,619,865**	**$20,538,275**	**$10,654,833**	**$4,887,483**	**$0**	**$49,700,455**

Figure A 13. Land RMV per Unit/SF

	MSD	MU	C-MU	N-MU	South of Wilsonville Road	Average
Apartments - Unit	$14,993	$18,032	$0	$22,443	$0	**$17,772**
Condos - Unit	$17,627	$19,933	$0		$0	**$19,529**
Townhomes - Unit	$0	$0	$0	$27,481	$0	**$27,481**
Mixed Use - SF	$10	$12	$12		$0	**$11**
Employment - SF	$14	$20	$14	$41	$0	**$17**
Exempt	$0	$0	$0	$0	$0	**$0**
Mixed Use - Per Unit	**$10,504**	**$12,005**	**$12,005**			**$11,242**

Figure A 14. Improvement AV Total (Proportional Share)

	MSD	MU	C-MU	N-MU	South of Wilsonville Road	Total
Apartments	$1,269,430	$7,177,161	$0	$633,395	$0	**$9,079,986**
Condos	$102,927	$581,932	$0	$0	$0	**$684,859**
Townhomes	$0	$0	$0	$1,337,168	$0	**$1,337,168**
Mixed Use	$10,820,504	$6,873,513	$5,084,757	$0	$0	**$22,778,774**
Employment	$1,061,524	$5,354,537	$5,284,159	$879,716	$0	**$12,579,935**
Exempt	$0	$0	$0	$1,906,051	$0	**$1,906,051**
Total	**$13,254,384**	**$19,987,142**	**$10,368,916**	**$4,756,330**	**$0**	**$48,366,773**

Figure A 15. Improvement AV Per Unit (Proportional Share)

	MSD	MU	C-MU	N-MU	South of Wilsonville Road	Average
Apartments - Unit	$14,591	$17,548		$21,841		$17,295
Condos - Unit	$17,154	$19,398				$19,005
Townhomes - Unit				$26,743		$26,743
Mixed Use - SF	$10	$11	$11			$11
Employment - SF	$13	$20	$13	$40		$16
Exempt						
Mixed Use - Per Unit	**$10,222**	**$11,683**	**$11,683**			**$10,940**

Figure A 16. Area Value Figures

Total Acres	144.65
Total Land RMV	$129,145,429
Total Improvement RMV	$257,664,340
Total RMV	$386,809,769
Total AV - Real	$188,672,627
Proportional Land AV	$62,992,740
Proportional Improvement AV	$125,679,887
Per Acre	
Proportional Land AV	$435,484
Proportional Improvement AV	$868,855
Land RMV Per Acre	$892,813