



WORK SESSION & EXECUTIVE SESSION AGENDA

June 29, 2026 at 1:30 PM

Wilsonville City Hall & Remote Video Conferencing

PARTICIPANTS MAY ATTEND THE MEETING AT:

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

YouTube: <https://youtube.com/c/cityofwilsonvilleor>

Zoom: <https://us02web.zoom.us/j/81536056468>

CITY COUNCIL MISSION STATEMENT

To protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

COUNCILORS' CONCERNS [1:30 PM]

PRE-COUNCIL WORK SESSION [1:35 PM]

- A. [Urban Renewal Economic Feasibility Study Update \(Lorenzen\)](#)

ADJOURN [2:25 PM]

Break to switch Zoom accounts [5 min.]

EXECUTIVE SESSION [2:30 PM]

1. ORS 192.660(2)(f) Exempt Public Records

To consider information or records that are exempt by law from public inspection.

2. ORS 192.660(2)(h) Legal Counsel/Litigation

To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

ADJOURN [4:00 PM]

Time frames for agenda items are not time certain (i.e. agenda items may be considered earlier than indicated). The City will endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting by contacting Kimberly Veliz, City Recorder at 503-570-1506 or cityrecorder@wilsonvilleoregon.gov: assistive listening devices (ALD), sign language interpreter, and/or bilingual interpreter. Those who need accessibility assistance can contact the City by phone through the Federal Information Relay Service at 1-800-877-8339 for TTY/Voice communication. Habrá intérpretes disponibles para aquellas personas que no hablan Inglés, previo acuerdo. Comuníquese al 503-570-1506



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: June 29, 2026		Subject: Town Center Urban Renewal Projects	
		Staff Member: Matt Lorenzen, Economic Development Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Goal 4: Community understands Town Center Plan, Urban Renewal, and other funding sources for infrastructure through engagement to inform Council direction	<input checked="" type="checkbox"/> Adopted Master Plan(s): Town Center Plan (2019)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

Does Council wish to modify the Town Center Urban Renewal Plan to remove the I-5 Bicycle/Pedestrian Bridge from the urban renewal project list and explicitly add a Food Cart Pod Incentive Program?

EXECUTIVE SUMMARY:

Some community members have expressed concerns about including the bicycle and pedestrian bridge as an allowable use of urban renewal funds. In addition, the community has expressed a strong interest in encouraging the development of a food cart pod in Town Center. The Council has the authority to make these changes to the Town Center Urban Renewal Plan to address community desires.

I-5 Bicycle and Pedestrian Bridge

Removing the bridge from the project list does not eliminate the bridge as a City priority project. The project will remain in the City's other adopted plans, such as the Transportation System Plan and the Town Center Plan. The removal eliminates urban renewal as a funding source for the bridge. While the City has been saving Transportation System Development Charge (SDCs) funds specifically for the bridge, those funds will not be sufficient to construct the bridge. As such, the project's completion depends upon securing external funds.

Staff have applied for the federal BUILD grant twice in the past unsuccessfully, but staff maintains hope that a future grant application will be successful, particularly when development starts to take shape in Town Center and there is a more urgent need for the bridge.

In addition to the matter of funding dependency, staff and Council have heard some level of concern from some members of the community about the bridge and its relationship to stimulating or facilitating new development that generates new assessed, taxable value—one of the main objectives of urban renewal.

Removing the bridge from the project list means the scope and maximum indebtedness (spending cap) of the proposed Town Center Urban Renewal plan will be further reduced when it is next presented to Council, as reflected in Attachment 1.

Food Cart Pod Incentive Program

Staff and Council have heard and noted the importance of Food Carts to the community, ideally a food cart pod and dining hall similar to *Happy Valley Station* or *The Yard* in Salem. A food cart pod is already allowed in the Town Center Plan, and funding to incentivize the development of a Food Cart Pod is already implied in the draft urban renewal project list, but not explicitly named. Naming this project specifically in the project list will communicate certainty to the community, that the Council intends to attract such a project, if a Town Center Urban Renewal Plan is approved by voters and adopted by Council.

Funding for a Food Cart Pod Incentive is shown in the project list at \$1 million. The \$1 million amount shown on the project list would not be a binding amount if a Town Center Urban Renewal Plan is approved by voters and adopted by Council. An award could be more or less

than the \$1 million amount, while understanding that exceeding the \$1 million amount would mean a reduction of total funding available for other projects.

Experience has shown that infrastructure—roads and utility relocation in particular—are costs that have challenged redevelopment and new development in Town Center. A Food Cart Pod Incentive Program could be used to assist a developer or operator, to ease the financial burden of constructing required infrastructure through the urban renewal agency taking on some portion of that responsibility. Alternatively, the urban renewal agency could pay the City for SDCs that would otherwise be due from a developer. In any case, strict parameters and accountability would be established by Council, through a development agreement, if and when the Council were to use the incentive program in the future, ensuring that the funds are allocated to physical improvements, the cost of which would otherwise preclude or challenge the attraction and development of a food cart pod in Wilsonville Town Center.

EXPECTED RESULTS:

Removing the Bicycle/ Pedestrian Bridge project and adding a Food Cart Pod Incentive Program would result in a reduction to the proposed Maximum Indebtedness (spending cap) of a Town Center Urban Renewal Plan. The 2026 Town Center Urban Renewal Feasibility Study, presented to Council on June 1, 2026, represented a maximum indebtedness of \$92.3 million (2027 dollars). With the modifications discussed in this report, the maximum indebtedness is reduced to \$84.9 million.

If Council wishes to make one or both of these modifications to the project list, those changes would be reflected in the proposed Ordinance and accompanying Urban Renewal Plan and Report if Council decides to refer the creation of an urban renewal district to voters in November 2026.

TIMELINE:

If Council determines to modify the project list and maximum indebtedness, as described in this report, staff will immediately begin to work with our consulting team to incorporate the changes into the draft Plan and Report, which will come before Council on August 3, 2026, for review and approval as a proposed Ordinance.

If approved by Council on August 3, the proposed Ordinance, Urban Renewal Plan and accompanying Report will become the basis of a November 2026 vote. As such, the contents of the proposed Ordinance, Plan, and Report will inform all the public disclosures required by the charter amendment voters ratified through the approval of Measure 3-632.

CURRENT YEAR BUDGET IMPACTS:

Funding for consultant work related to the 2026 urban renewal feasibility study, and the urban renewal plan and report that will be drafted before August 3, comes from multiple budget line items in the CD Admin fund intended for special projects and consultant work. There is current funding available.

COMMUNITY INVOLVEMENT PROCESS:

N/A

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

The changes to the urban renewal project list described in this report continue the efforts of the City Council to bring future development and urban renewal spending in Town Center into better alignment with community hopes, priorities, and expectations.

ALTERNATIVES:

Council may decide to make both of the changes described in this report, only one, or none at all.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Draft Project List (incorporating proposed changes, 06.29.2026)
2. Draft Project List (as presented 06.01.2026)

TOWN CENTER URA - DRAFT PROJECT LIST



	Current 2027 Estimate	SDC Fund Contributions		Private Contributions+		Urban Renewal		Note
		%	Transp. SDC	Parks SDC	%	Private	URA (Gap Funding)	
	\$	%	\$	\$	%	\$	\$	
Infrastructure Projects								
I-5 Bike/Pedestrian Bridge & Gateway Plaza							\$0	A*
"Main Street"								*
"Main Street" North	\$7,900,000	14%	\$1,100,000	\$0	25%	\$2,000,000	61%	\$4,800,000
"Main Street" Central	\$4,900,000	22%	\$1,100,000	\$0	15%	\$800,000	61%	\$3,000,000
"Main Street" South	\$9,600,000	23%	\$2,200,000	\$0	50%	\$4,800,000	27%	\$2,600,000
Courtside Drive								*
Courtside Drive, East	\$6,600,000	26%	\$1,700,000	\$0	26%	\$1,700,000	48%	\$3,200,000
Courtside Drive, West	\$7,800,000	0%	\$0	\$0	50%	\$3,900,000	50%	\$3,900,000
Wilsonville Road Intersection Improvements	\$4,000,000	28%	\$1,100,000	\$0	0%	\$0	73%	\$2,900,000
Town Center Loop W Modifications	\$3,700,000	30%	\$1,100,000	\$0	0%	\$0	70%	\$2,600,000
Local Streets	\$39,400,000	0%	\$0	\$0	75%	\$29,600,000	25%	\$9,800,000
Bicycle and Pedestrian Infrastructure	\$8,900,000	35%	\$1,700,000	\$1,400,000	16%	\$1,400,000	49%	\$4,400,000
Underground Utility Relocation	\$46,200,000	0%	\$0	\$0	50%	\$23,100,000	50%	\$23,100,000
Parking "Solution(s)" - City Built or Developer Incentives	\$13,200,000	0%	\$0	\$0	50%	\$6,600,000	50%	\$6,600,000
Infrastructure Subtotal	\$152,200,000	7%	\$10,000,000	\$1,400,000	49%	\$73,900,000	44%	\$66,900,000
Economic Development Programs & Projects								
Food Cart Pod Incentive	\$1,000,000						100%	\$1,000,000
Real Estate activities & Site Prep	\$10,000,000						100%	\$10,000,000
Small Business Supports (Grants & Loans)	\$2,000,000						100%	\$2,000,000
Ec Dev Subtotal	\$13,000,000							\$13,000,000
Administration								
Administration	\$5,000,000							\$5,000,000
Grand Total	\$170,200,000	7%	\$10,000,000	\$1,400,000	43%	\$73,900,000	50%	\$84,900,000

Notes

- A Design Complete, Construction Ready; Other grant sources will be pursued, where applicable
- B Required with "Main Street" South
- C Occur after "Main Street" South
- D Includes property acquisition & disposition, purchase options, and associated costs, e.g. brokerage/consulting fees, closing costs, legal services, applications and permits
- E 5.2% of Maximum Indebtedness
- * indicates "Framework" project, as identified in Town Center Plan
- + Includes developer exactions, grants, and other contributions



TOWN CENTER URA - DRAFT PROJECT LIST



WILSONVILLE TOWN CENTER

	Current 2027 Estimate	SDC Fund Contributions		Private Contributions+		Urban Renewal		Note
		Transp. SDC	Parks SDC	Private	URA (Gap Funding)			
	\$	%	\$	\$	%	\$	%	
Infrastructure Projects								
I-5 Bike/Pedestrian Bridge & Gateway Plaza "Main Street"	\$26,300,000	50%	\$11,000,000	\$2,200,000	18%	\$4,700,000	32%	\$8,400,000 A*
"Main Street" North	\$7,900,000	14%	\$1,100,000	\$0	25%	\$2,000,000	61%	\$4,800,000 *
"Main Street" Central	\$4,900,000	22%	\$1,100,000	\$0	15%	\$800,000	61%	\$3,000,000 B*
"Main Street" South	\$9,600,000	23%	\$2,200,000	\$0	50%	\$4,800,000	27%	\$2,600,000 *
Courtside Drive								*
Courtside Drive, East	\$6,600,000	26%	\$1,700,000	\$0	25%	\$1,700,000	48%	\$3,200,000
Courtside Drive, West	\$7,800,000	0%	\$0	\$0	50%	\$3,900,000	50%	\$3,900,000 *
Wilsonville Road Intersection Improvements	\$4,000,000	28%	\$1,100,000	\$0	0%	\$0	73%	\$2,900,000 B*
Town Center Loop W Modifications	\$3,700,000	30%	\$1,100,000	\$0	0%	\$0	70%	\$2,600,000 C
Local Streets	\$39,400,000	0%	\$0	\$0	75%	\$29,600,000	25%	\$9,800,000
Bicycle and Pedestrian Infrastructure	\$8,900,000	35%	\$1,700,000	\$1,400,000	16%	\$1,400,000	51%	\$4,500,000
Underground Utility Relocation	\$46,200,000	0%	\$0	\$0	50%	\$23,200,000	50%	\$23,000,000
Parking "Solution(s)" - City Built or Developer Incentives	\$13,200,000	0%	\$0	\$0	50%	\$6,600,000	50%	\$6,600,000
Infrastructure Subtotal	\$178,500,000	14%	\$21,000,000	\$3,600,000	44%	\$78,700,000	42%	\$75,300,000
Economic Development Programs & Projects								
Real Estate activities & Site Prep	\$10,000,000						100%	\$10,000,000 D
Small Business Supports (Grants & Loans)	\$2,000,000						100%	\$2,000,000
Ec Dev Subtotal	\$12,000,000							\$12,000,000
Administration								
Administration	\$5,000,000							\$5,000,000 E
Grand Total	\$195,500,000	13%	\$21,000,000	\$3,600,000	40%	\$78,700,000	47%	\$92,300,000

Notes

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- D Includes property acquisition & disposition, purchase options, and associated costs, e.g. brokerage/consulting fees, closing costs, legal services, applications and permits
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