CITY COUNCIL AGENDA

August 03, 2026 at 7:00 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

TO PARTICIPATE REMOTELY OR PROVIDE PUBLIC COMMENT:
Register with the City Recorder:

CityRecorder@wilsonvilleoregon.gov

Individuals may submit comments online at: https://www.wilsonvilleoregon.gov/SpeakerCard
via email to the address above, or may mail written comments to:
City Recorder – Wilsonville City Hall

29799 SW Town Center Loop East, Wilsonville, OR 97070

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.

REVIEW OF AGENDA AND ITEMS ON CONSENT [5:00 PM]

COUNCILORS' CONCERNS [5:05 PM]

PRE-COUNCIL WORK SESSION [5:10 PM]

A. 2027 Legislative Preview and League of Oregon Cities(LOC) Ballot (*Wild*) [30 min]

B. Development Review Board (DRB) Appointments and Terms *(Guile-Hinman/Rybold)* [20 min]

C. Proposed SMART Service Extension (*Kotler*) [10 min]

ADJOURN [6:10 PM]
Break to switch Zoom accounts [5 min.]

EXECUTIVE SESSION [6:15 PM]

1. 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 [6:45 PM]

CITY COUNCIL MEETING

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, August 3, 2026 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10:00 a.m. on July 21, 2026. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered there with except where a time limit for filing has been fixed.

CALL TO ORDER [7:00 PM]

1. Roll Call

2. Pledge of Allegiance

3. Motion to approve the following order of the agenda.

MAYOR'S BUSINESS [7:05 PM]

4. Upcoming Meetings *(Link to City Calendar: https://www.wilsonvilleoregon.gov/calendar)*

COMMUNICATIONS [7:10 PM]

5. Civics Academy Project Presentation & Graduation (*Mombert*)

6. Recess for Photos & Refreshments

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS [7:40 PM]

This is an opportunity for visitors to address the City Council on any matter concerning City's Business or any matter over which the Council has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS [7:55 PM]

7. Council President Berry

8. Councilor Scull

9. Councilor Cunningham

10. Councilor Shevlin

CONSENT AGENDA [8:15 PM]

11. Minutes of the July 20, 2026 City Council Meeting. *(City Recorder)*

NEW BUSINESS [8:20 PM]

12. **Resolution No. 3279**

    A Resolution Of The City Of Wilsonville Referring To The Qualified Electors Of The City The Question Of Approving The Town Center Development District Plan; Approving A Ballot Title And Explanatory Statement; Submitting Proposed Ordinance No. 905 To The Electors; And Directing The City Recorder To Take Such Actions As Are Necessary To Conduct The Election. *(Guile-Hinman/Lorenzen)*

CONTINUING BUSINESS [8:35 PM]

13. **Ordinance No. 904** 2nd *Reading (Quasi-Judicial Land Use)*

    An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From Future Development Agricultural-Holding (FDA-H) Zone To Planned Development Industrial (PDI) Regionally Significant Industrial Area (RSIA) Zone On Approximately 33 Acres Located At 26120 SW Parkway Avenue For A Sysco Facility Expansion And Master Plan. *(Myers)*

PUBLIC HEARING [8:40 PM]

CITY MANAGER'S BUSINESS [8:40 PM]

LEGAL BUSINESS [8:45 PM]

ADJOURN [8:50 PM]

AN EXECUTIVE SESSION WILL
IMMEDIATELY FOLLOW THE WORK SESSION

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 aquéllas personas que no hablan Inglés, previo acuerdo. Comuníquese al 503-570-1506

WILSONVILLE
OREGON

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: August 3, 2026	**Subject:** 2027 Legislative Preview and League of Oregon Cities(LOC) Ballot **Staff Member:** Everett Wild, Government Affairs Manager **Department:** Administration
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:**
Staff Recommendation: Staff recommends Council provide direction on the City's priorities for the League of Oregon Cities (LOC) legislative agenda ballot.	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☐Council Goals/Priorities:	☐Adopted Master Plan(s):	☒Not Applicable

ISSUE BEFORE COUNCIL:
Briefing on anticipated topics for the 2027 Legislative session and approval of the City's vote on the LOC member ballot, which informs LOC's legislative agenda.

EXECUTIVE SUMMARY:
2027 Legislative Preview
The 84th Legislative Assembly will convene for its regular session (colloquially referred to as "Long Session") on January 11, 2027 and must conclude by June 19, 2027. The exact composition of the legislature will not be known until after the General Election on November 3, 2027. That being said, the current Legislature holds informational days to receive economic forecasts and briefings on the implementation of prior legislation, as well as to plan for the upcoming session. Major issues expected to arise during the 2027 session include:

- State budget, including an anticipated structural deficit, decreased federal funds for healthcare (Medicaid) and rural hospitals, and potentially revisiting federal tax code dis-connect that was passed in the 2026 Short Session
- Transportation funding
- Economic development and tax reform based on the recommendations of the Governor's Prosperity Council
- Housing production (which may include streamlining and additional clarity surrounding recent housing legislation)
- Land use and data centers
- Education and student success

LOC Legislative Priorities and Member Ballot
Like the City, the League of Oregon Cities (LOC) prepares a legislative agenda that guides their activity. LOC's process begins with establishing policy committees comprised of elected officials and staff from across the state. The committees are Broadband, Cybersecurity, AI, and Telecommunications; General Government; Housing, Land Use, and Community Development; Energy and Environment; Finance, Taxation, and Economic Development; Transportation; and Water and Wastewater. Each committee receives informational briefings, discusses policy and technical issues, and forwards one or more policy positions to the member ballot. This year's list comprises 27 priorities (Attachment 1).

Member cities are asked to vote for their top five (5) priorities from the list; see Attachment 2 for the official ballot. The LOC Board of Directors uses cities' aggregate input to select top issues for LOC's two-year legislative agenda (2027-28). Staff has evaluated all 27 proposals based on relevance to Wilsonville, alignment of policy position between the City and LOC, and importance of LOC's involvement as some issues are more sensitive or complex than the City is effectively able to manage alone. Based on those criteria, staff recommends the City support the following policy options:

- Public Meetings Law Clarity
- 2027 Transportation Package
- Infrastructure Funding
- Strengthening Workforce and Economic Development
- Administrative Procedures Act Reform

For Council's consideration, other policy proposals identified by staff as strong alternative options are Right of Way (ROW) Local Control, Full Funding and Streamlining for Housing Production, and [Utility] Ratepayer Assistance.

EXPECTED RESULTS:
Council directs staff which legislative priorities to submit to the LOC Board of Directors via Wilsonville's ballot.

TIMELINE:
LOC has requested ballots be submitted by September 25, 2026.

CURRENT YEAR BUDGET IMPACTS:
Legislation that appropriates state funds to local governments, creates new or increased grant opportunities, or reduces unfunded or partially-funded mandates by state government would benefit the City.

COMMUNITY INVOLVEMENT PROCESS:
City legislative priorities are guided by issue-specific public engagement processes as well as documents such as the City Charter, City Code, and Comprehensive Plan. LOC legislative priorities are developed by member cities' participation on policy committees comprised of elected officials and staff from across the state.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
State legislation may, depending on the nature of the policies, programs, and/or capital projects within individual legislation, be of benefit or detriment to the City of Wilsonville and its residents and businesses.

ALTERNATIVES:
Council could modify the proposed LOC legislative priorities. Council could choose not to participate in the LOC legislative priorities ballot process.

CITY MANAGER COMMENT:
N/A

ATTACHMENTS:
1. League of Oregon Cities 2026 Member Voter Guide
2. League of Oregon Cities 2026 Member Voter Ballot

League of Oregon Cities

2026 Member Voter Guide

2027-28 LOC Legislative Priorities

TABLE OF CONTENTS

2026 Member Voter Guide

Background: The LOC policy committees are the foundation of the League's policy development process. Each even-numbered year, the LOC appoints city officials to serve on these committees. They receive informational briefings, analyze policy and technical issues, and ultimately recommend positions and strategies for the upcoming two-year legislative cycle. We want to acknowledge officials that dedicated their time and expertise to develop the priorities – *thank you* for supporting the LOC in crafting a strong agenda to support our legislative work.

This year, seven committees identified 27 legislative policy priorities to advance to the full membership and LOC Board of Directors. It's important to understand that the issues that do not rise to the top based on member ranking are not diminished with respect to their value to the policy committee or the LOC's advocacy. These issues will still be key components of the LOC's legislative portfolio for the next two years.

Ballot/Voting Process: Each city is asked to review the recommendations from the each of the policy committees and provide input to the LOC Board of Directors, which will formally adopt the LOC's 2027-28 legislative agenda. While each city may have a different process when evaluating the issues, it's important for cities to engage with their mayor and entire council to ensure the issues are evaluated and become a shared set of priorities. During its October meeting, the LOC Board will formally adopt a set of priorities based on the ranking process through the survey and their evaluation.

Each city is permitted **one** ballot submission. **Once your city has reviewed the proposed legislative priorities, please complete the electronic ballot to indicate the top five (5) issues that your city would like the LOC to focus on during the 2027-28 legislative cycle**. The lead administrative staff member (city manager, city recorder, etc.) will be provided with a link to the electronic ballot. If your city did not receive a ballot link or needs an alternative way to vote, please reach out to Meghyn Fahndrich at mfahndrich@orcities.org and Nicole Stingh at nstingh@orcities.org.

Important Deadline: The deadline for submitting your city's vote is **5 p.m. on Friday, September 25, 2026.**

Broadband, Cybersecurity, Artificial Intelligence (AI), and Telecommunications Committee

LOC Contact: Greg Miller, gmiller@orcities.org

PROMOTE THE EQUITABLE DEVELOPMENT OF SUSTAINABLE TELECOM INFRASTRUCTURE

RECOMMENDATION: The LOC recognizes and has prioritized broadband access, and telecom infrastructure more broadly, as an "essential service" and will advocate for affordable, safe, reliable, high-speed infrastructure development and access in every city. This includes but is not limited to: supporting expansion of service options for municipalities; increasing rural cellular infrastructure; and maintaining open access to networks that provide choice to community members.

Background: Advancements in telecommunications technology have ushered in unprecedent investments in infrastructure development aimed at providing broadband access and other communication modalities to all. Deploying infrastructure in Oregon must be done equitably across the state's diverse landscape and focus on addressing current coverage gaps as well as statewide infrastructure that serves all.

MAINTAIN LOCAL CONTROL OF A SAFE, MODERN RIGHT OF WAY

RECOMMENDATION: The LOC will oppose any legislation seeking to preempt local control of municipal rights-of-way (ROW). The LOC will also support legislation aimed at codifying home rule management of the local ROW and the revenue derived from use of the ROW, while encouraging ROW users to timely upgrade and replace their infrastructure lost to natural disaster.

Background: Home rule authority and local ROW management allow local governments to safely manage ROW issues that arise after work is complete, and when the ROW work-related permit may no longer be in effect. It ensures that utilities installing facilities in the ROW have financial protections like insurance in place, which help protect the public using the ROW and other entities whose infrastructure may be damaged during utility work. It ensures that local taxpayers will not have to pay costs associated with utilities' use of the ROW. It also ensures accountability through a variety of enforcement mechanisms.

SUPPORT EQUITABLE ACCESS TO TECHNOLOGY

RECOMMENDATION: The LOC will support policies such as the Oregon Lifeline Program to ensure digital inclusion. The LOC will also continue to monitor implementation of the

U.S. Department of Justice's website accessibility rule implementation and support municipal resource opportunities for accessibility. Finally, the LOC will support funding for programs that increase digital skills, equity, and adoption.

Background: All individuals regardless of physical, financial, or any other barrier have a right to access advancements in telecom technology.

SUPPORT RESPONSIBLE MUNICIPAL USE OF TECHNOLOGY

RECOMMENDATION: The LOC will support legislation that acknowledges forward-thinking regulations, taking into account the rapid evolution of telecom systems. The LOC may also support agency policy options that include municipal telecom resilience and concepts such as municipal AI assessments, and an "AI Sandbox" to further understanding of AI risks and other technological advancements in a controlled environment. In this work, the LOC will work to prevent unfunded mandates.

Background: Advancements in technology, including but not limited to AI, have demonstrated operational efficiencies, yet those come with risks if not implemented correctly and used safely. The LOC is cautiously optimistic about the use of AI and other tools that increase service and operational efficiency, but recognizes that some regulation may be necessary to define appropriate municipal uses and foster an atmosphere of responsibility and data safety.

SUPPORT MUNICIPAL CYBERSECURITY PROFICIENCY

RECOMMENDATION: The LOC opposes unfunded mandates and will advocate for technical support and funding to give all cities access to innovative technology, enhanced state programs, cybersecurity notification resources and assistance protecting critical infrastructure and data during cyber-attacks.

Background: Cybercriminals target municipalities as vulnerable systems holding valuable personal data and financial records. Historical underfunding of cybersecurity, antiquated system architecture, and lack of cybersecurity training contribute to the increasing trend in municipal cyberattacks. Cyberattacks can impact services with dire consequences for residents. Hackers typically look for the easiest entry path, and local governments often lack the resources to respond.

General Government Committee

LOC Contact: Charlie Conrad, cconrad@orcities.org

ADMINISTRATIVE PROCEDURES ACT REFORM

RECOMMENDATION: The LOC will advocate for the comprehensive modernization of the Oregon Administrative Procedures Act (APA) to restore regulatory transparency, strict alignment with legislative intent, and meaningful public accountability across all state agencies. This advocacy should include:

- Standardizing the rulemaking process across all state agencies to eliminate regulatory fragmentation;
- Strengthening public and expert participation in all rulemaking and workgroup processes;
- Establishing independent oversight and auditing of fiscal impact statements;
- Limiting and restricting the use of emergency rulemaking to actual crises; and
- Reforming judicial deference standards to ensure state agencies remain answerable to elected leaders and voters.

Background: Established in 1971, the Oregon APA is the legal framework that dictates how state agencies create regulations. However, the system has not seen a major update in decades, resulting in an unpredictable regulatory environment. Because there is no single standard for all agencies, different departments often pass conflicting rules that make compliance incredibly difficult for organizations on the ground. Furthermore, many key agencies report to independent boards rather than the governor, which creates an accountability vacuum. Recent state court decisions have compounded the issue by granting agencies broad leeway, ruling that their regulations do not strictly have to align with the original legislative intent.

This regulatory breakdown directly impacts local governments. When uncoordinated state agencies issue overlapping or conflicting rules, cities are left trapped in the middle—forced to navigate a maze of contradictory mandates that drain municipal staff time and stretch city budgets. Furthermore, because recent court rulings have stripped away traditional checks on administrative reach, cities have lost the ability to challenge flawed, 'one-size-fits-all' state regulations that ignore local realities. This loss of local control and financial stability necessitates reform. Protecting municipal home rule, ensuring local voices are actually heard during the rulemaking process, and restoring a sense of predictability and fairness to how state policies are implemented on the ground is necessary.

PUBLIC MEETINGS LAW CLARITY

RECOMMENDATION: The LOC will advocate for a comprehensive statutory reset of the Oregon Public Meetings Law to restore operational functionality and practicality for local governments while protecting public transparency. This priority includes the following provisions:

- Establishing an Intentionality Requirement: Limit serial meeting violations strictly to actions taken "knowingly and intentionally" to protect volunteer elected officials from penalties for good-faith, inadvertent errors.
- Streamlining Complaint Enforcement: Authorize the Oregon Government Ethics Commission (OGEC) to immediately dismiss incomplete, trivial, or bad-faith complaints.
- Holding the Right Entity Accountable: Shift personal liability for purely administrative errors—such as delayed meeting notices—away from individual elected officials and onto the public body as an institution.
- Expanding the "Cure" Process: Provide flexible, accessible avenues for local governments to address and correct procedural complaints, including decision rescission or public acknowledgement with a corrective action plan.
- Right-Sizing Training Requirements: Reform mandatory compliance training to occur once per elected term rather than annually, while allowing incoming officials to complete the requirement prior to being sworn in.

Background: Oregon's Public Meetings Law prohibits local elected officials from deliberating in private, a rule that includes a ban on "serial meetings," where separate, smaller discussions are held over time that may add up to a quorum. Recent Oregon Government Ethics Commission (OGEC) rules and training on this topic have created widespread confusion, leaving public officials deeply uncertain about how they can communicate with each other, their residents, or the media. A diverse work group of local leaders and legislators spent months negotiating a bipartisan fix during the 2026 legislative session, but Governor Kotek ultimately vetoed the bill, calling for stakeholders to return to the drawing board for the 2027 session. Today, the interpretation of this law remains highly contentious, and ongoing discrepancies create massive structural ambiguities and political tensions, making it incredibly difficult for local leaders to effectively govern.

To make the public meetings law workable, several practical fixes are urgently needed to save taxpayer resources and provide clarity to local officials. The current system: forces volunteer leaders to face personal liability for minor staff mistakes like late meeting notices; offers no clear way for cities to self-correct simple procedural errors; and requires repetitive annual training. To keep local governments functioning, the state must shield individual officials from administrative liability, allow the OGEC's staff to quickly dismiss trivial or bad-faith complaints, create a clear path for cities to self-correct honest mistakes, and right-size compliance training to once per elected term.

Housing, Land Use, and Community Development Committee
LOC Contact: Alexandra Ring, aring@orcities.org

FUNDING AND COORDINATION FOR SHELTER AND HOMELESS RESPONSE

RECOMMENDATION: The LOC opposes cuts to the state shelter system funding and supports continued state investments in a comprehensive homeless response system to fund eviction prevention, shelter, and rehousing. These investments should include:

- Strengthening our coordinated regional homeless response;
- Funding a range of shelter types in cities across the state, including alternative shelter models, safe parking programs; and
- Funding eviction prevention, rapid rehousing, outreach, case management, staffing and administrative support, and other related services.

Background: The LOC recognizes that to end homelessness, a cross-sector coordinated approach to delivering services, housing, and programs is needed. Cities are not social service providers and largely do not have the additional revenue sources to fund new services outside their core services, amid ongoing budget cuts. Despite historic legislative investments in recent years, communities continue to struggle to support and rehouse Oregonians experiencing homelessness. In 2025, the Legislature passed HB 3644, which created the Statewide Shelter Program, a comprehensive funding program for state supported local shelters based in regional coordination. In addition to the statutory framework, the Legislature passed a funding package of $204 million to support sheltering efforts in the 2025-2027 biennium, with $102 million as the new baseline level of funding for all biennium through 2034. In a tight budget environment, the Legislature's ability and interest in continuing these investments is unclear.

As Oregon continues to face increasing rates of unsheltered homelessness, the LOC is committed to strengthening a regionally based, state-supported homeless response system to ensure all Oregonians can equitably access stable housing and maintain secure, thriving communities. Regional coordination is key to the system's success, and the state, cities, and counties must be part of the solution together.

FULL FUNDING AND STREAMLINING FOR HOUSING PRODUCTION

RECOMMENDATION: The LOC will seek opportunities to address structural barriers to production of different housing options at the regional and state level. This includes:

- Streamlining state agency programs, directives, funding metrics, and grant timelines that impact development;
- Accurate tracking of units produced on the ground, rather than units unlocked;
- Aligning state programs with local capital improvement and budget timelines; and
- Increasing connections between affordable housing resources at Oregon Housing and Community Services (OHCS) with the land use directives in the Oregon Housing Needs Analysis (OHNA) and Climate Friendly and Equitable Communities (CFEC) programs at the Oregon Department of Land Conservation and Development (DLCD).

Additionally, the LOC will advocate maintaining and increasing state investments to support the development and preservation of a range of needed housing types and affordability, including:

- Publicly supported affordable housing and related services;
- Affordable homeownership;
- Permanent supportive housing;
- Affordable modular and manufactured housing;
- Middle housing types; and
- Moderate-income workforce housing development.

Background: Recent legislation and executive orders have made significant changes to the state's land use planning process, including new housing production directives for cities and counties. And yet, housing production levels remain below our state's current needs. The state should prioritize implementation, funding, and coordination of existing programs in the 2027-2028 legislative sessions before considering any new policies, including direct funding for housing production to address the underlying economic challenges that prevent production.

LAND AVAILABILITY AND LAND USE STREAMLINING

RECOMMENDATION: The LOC supports updates and streamlining statutes to better support good land use planning and land availability for all needs. This includes:

- Refining land use statutes to provide more clarity and legal certainty for cities;
- Clarifying wetland statutes and inventories to allow efficient and orderly urbanization of land within urban growth boundaries (UGBs);
- Streamlining UGB expansion and swap processes for residential, commercial, and

industrial land;

- Improving urban reserves process and land prioritization; and
- Funding for technical assistance for code audits and updates to comply with new state statutes.

Background: Oregon's land use system has undergone substantial change over the past decade, without revisions to the underlying structure. Years of layering legislation with different requirements and new interpretations of existing law have increased regulatory complexity that cities must navigate to be compliant within Oregon's land use system. Complying with state land use laws has become expensive, time-consuming and confusing, and prevents cities from having sufficient land for all needs (housing, industrial, and commercial). This has created challenges for ensuring that communities have sufficient supplies of land for all types of development, impacting other the housing and economic development priorities of the state.

Energy and Environment Committee

LOC Contact: Greg Miller, gmiller@orcities.org

INVEST IN COMMUNITY ENERGY RESILIENCE/DISASTER PLANNING

RECOMMENDATION: The LOC will engage in efforts to provide planning resources, technical assistance and funding to cities preparing to withstand, maintain and recover their energy needs in the event of a disaster. This includes resources for energy efficiency and/or local energy generation like biomass, solar, hydro, biogas, and generators. It also includes virtual power plants, microgrids, energy storage, and other solutions that help cities and their communities increase energy resilience.

Background: Frequency and severity of natural disasters and growing regional energy shortages have demonstrated the potential to cripple Oregon communities during an emergency. Intentional disaster planning and community energy resource development can be costly, but will contribute to Oregon cities' resilience and ongoing viability during floods, seismic events, drought, wildfires, and energy brown/blackouts.

SUPPORT EXPEDITED LOCAL RENEWABLE ENERGY GENERATION

RECOMMENDATION: The LOC will continue to support traditional large renewable energy development and transmission projects while mitigating impacts on local control. To support Oregon clean/renewable energy targets and increased capacity, the LOC also supports local initiatives to develop alternative/renewable energy sources that fit the needs of each city.

Background: Recent studies of projected Pacific Northwest energy load growth in the next five years show a projected shortfall of 3GW (3,000,000kw) by 2030. That shortfall compounds by 2035. Viability of Oregon cities depends upon increased reliable energy generation.

SUPPORT INCREASED ENERGY TRANSMISSION CAPACITY

RECOMMENDATION: The LOC will explore and support initiatives that increase renewable energy transmission while mitigating impacts on local control.

Background: Large scale renewable energy is largely produced east of the Cascade divide. Maximizing current transmission and developing new capacity to make renewable energy available to all regions is an important factor in achieving equitable community energy resilience while meeting Oregon decarbonization and climate goals.

MAINTAIN AFFORDABLE ENERGY WHILE SUPPORTING GRID HARDENING AND MODERNIZATION

RECOMMENDATION: The LOC will support initiatives that balance necessary grid modernization against manageable rate increases for cities and residents.

Background: Growing and modernizing Oregon's aging electric grid is necessary. However, upgrades and increased capacity are challenging. Utilities are not insulated from recent inflation and face unprecedented increases in equipment and infrastructure costs. Customers are also seeing increased rates due to rising utility infrastructure costs and spending on wildfire mitigation.

RESOURCE PROGRAMS FOR ENERGY EFFICIENCY PLANNING AND PROJECT DEVELOPMENT

RECOMMENDATION: The LOC will support legislation that further supports Community Renewable Energy Programs, Green Bank Concepts, Home Energy Rebates, Solar and Storage Rebates, Electrification Incentives.

Background: Oregon's 241 incorporated cities are at the forefront of delivering on Oregon's climate and energy goals: building decarbonization, energy efficiency and renewable energy generation. These mandates, while important, fall largely upon local governments that are perpetually constrained financially. Continued legislative allocations to support climate/energy programs and local governments will be paramount to continue taking the incremental steps necessary to achieve the state's 2030 greenhouse gas reduction targets and 2040 emissions elimination goals.

SUPPORT ADMINISTRATIVE CAPACITY

RECOMMENDATION: The LOC will support state budgets that increase targeted agency capacity needed to adequately and efficiently provide technical assistance, permitting and resources to municipalities related to state and federal energy and climate goals. This includes fully funded and staffed local programs dedicated to implementation of state climate and decarbonization initiatives, especially those related to guidance derived from federal agencies.

Background: Looming large in the Pacific Northwest are concerns about federal energy policies and utility capabilities to meet Oregon's clean energy targets. Additional capacity at the state level will support communities that are navigating changing guidance and requirements.

Finance, Taxation, and Economic Development Committee

LOC Contact: Colette Tipper, ctipper@orcities.org

TARGETED PREVAILING WAGE CHANGES

RECOMMENDATION: The LOC will advocate for targeted changes to prevailing wage requirements that: recognize urgent needs for Oregon communities; consider the impact of inflation; and maintain the original intent of Oregon's prevailing wage law. This includes supporting reoccurring legislation to exempt publicly financed facilities aimed at addressing the housing crisis (affordable housing, shelters, day centers) and the lack of childcare, as well as efforts to address mounting infrastructure needs impacting housing and economic development. The LOC will support additional clarity around split determination issues that are impacting growth, ensuring cities can proactively prepare for growth without impacting future, private developments.

Background: Prevailing wage rates are minimum hourly rates a contractor must pay its employees under public works contracts; and while there are federal and state prevailing wage rates, the recommendation above impacts state prevailing wage laws. The wage rates vary by occupation and region, with the rates being set by the Oregon Bureau of Labor & Industries (BOLI). Oregon law requires prevailing wages to be paid on a project if it hits one of two specific triggers: the public agency trigger or the public funding trigger:

1. Public Agency Trigger - If a project meets the definition of a "public works" under ORS 2798C.800(6)(a) and the total cost of the project is $50,000 or more. Examples of qualifying projects include roads, buildings, and improvements – whether it's new construction, renovation, painting, demolition, or the removal of hazardous waste. The $50,000 threshold was set in 2005. If adjusted for inflation, the threshold would be roughly $86,000.
2. Public Funding Trigger - A project might be private, but it uses $750,000 or more of

taxpayer money. The same types of projects qualify for the public funding trigger. Note: there are very specific exceptions of public money being used that do not trigger prevailing wages (see ORS 279C.810(1)(a) and OAR 839-025-0004(11)(b)). The $750,000 threshold was set in 2007. If adjusted for inflation, the threshold would be roughly $1.2 million.

Additionally, Oregon law states that in the case of public-private partnerships, BOLI shall divide the project to separate the private and public aspects of the project. The public aspects of the project will be subject to prevailing wage, while the private aspects will not. This recently impacted developments in the Willamette Valley. Developable lots with publicly funded infrastructure should not mean that private projects automatically prevail.

ALCOHOL REVENUE MODERNIZATION

RECOMMENDATION: The LOC will advocate for alcohol tax revenue modernization that generates increased shared revenues for cities. This includes support for recommendations from the HB 3610 Task Force on Alcohol Pricing to increase beer and wine taxes while preserving the existing 34% revenue-sharing distribution to cities. This may also include legislation removing the preemption on local alcohol taxes.

Background: Cities have significant public safety costs related to alcohol consumption and must receive revenue commensurate to the cost of providing services related to alcohol. In considering an increase, the LOC will balance the economic and consumer pressures impacting breweries across the state.

Oregon is a control state and the Oregon Liquor and Cannabis Commission (OLCC, formerly known as the Oregon Liquor Control Commission) acts as the sole importer and distributor of liquor. Cities and other local governments are preempted from imposing alcohol taxes. In exchange, cities receive approximately 34% share of net state alcohol revenues. The OLCC has also imposed a 50-cent surcharge per bottle of liquor since the 2009-2011 biennium, which is directed towards the state's general fund. Oregon's beer tax has not increased since 1978 and is $2.60 per barrel, which equates to about 8.4 cents per gallon, or less than 5 cents on a six-pack. Oregon's wine tax is 67 cents per gallon and 77 cents per gallon on dessert wines. Oregon has one of the lowest beer taxes in the country (source) and the wine tax is closer to national average (source).

EMERGENCY COMMUNICATION SYSTEM RESOURCES

RECOMMENDATION: The LOC will support legislation enhancing the effectiveness of the state's emergency communications system through an increase in the 9-1-1 tax. Inflationary factors have lessened the impact of the emergency communications tax. State estimates indicate that this revenue covered 40% of dispatch center costs, but that figure is inaccurate, with some communities receiving as little as 20-25%.

Background: Oregon's 9-1-1 tax was increased to $1.00 per line or prepaid transaction effective January 1, 2020, and further increased to $1.25 effective January 1, 2021. Before this change from 2019's HB 2449, the rate had been 75 cents since 1995. The new tax increase on 9-1-1 expires January 1, 2030. Most cities will not receive this state shared revenue directly, as the city share is directed to the public safety answering point (PSAP) provider connected to the statewide network, and most of these are managed by counties or a regional entity, rather than a city. The PSAPs are only partially funded through the state's Emergency Communications Tax, with the balance of operating costs coming primarily from property taxes. Local governments receive approximately 60% of 9-1-1 taxes, but the taxes generally covered less than 25% of the costs of total PSAP operations before the recent rate increases. Ratios of individual PSAP costs to taxes received vary. The local government share of the state tax is distributed 1% to each county, with the remainder distributed per capita.

STRENGTHENING ECONOMIC AND WORKFORCE DEVELOPMENT

RECOMMENDATION: The LOC will support efforts to modernize and strengthen Oregon's existing economic development programs while advocating to maintain local flexibility and autonomy over local revenues. The LOC's advocacy includes strengthening and increasing funding for current state programs like Enterprise Zones (EZ), Long Term Rural Enterprise Zone (LTREZ), the Strategic Investment Program (SIP), the Industrial Site Loan Fund, Brownfield programs, and infrastructure programs, as well as new efforts to support a healthy economy.

The LOC will also support efforts to strengthen Oregon's workforce development initiatives that help to meet critical workforce shortages experienced by public and private employers throughout the state. The LOC will advocate for policies and investments that strengthen local talent pipelines, expand access to workforce education and training, and help communities recruit and retain the skilled workforce needed to support and grow a healthy economy.

Background: Communities across the state have leveraged local economic development incentive programs (Enterprise Zones (EZ), Long Term Rural Enterprise Zone (LTREZ), Strategic Investment Program (SIP), etc.) to support strong local economies, community investment, and long-term economic growth. These programs are intentionally designed to provide local governments with flexibility to attract and retain industries that align with local economic priorities, infrastructure capacity, and workforce needs. The EZ and LTREZ programs provide local governments the option to offer a temporary full exemption from property taxes for qualified new business investment, while the SIP program allows local governments to offer a 15-year partial exemption on the value of new property exceeding a specified investment threshold.

These incentive programs are critical tools for maintaining Oregon's national competitiveness and generating substantial long-term benefits through job creation, enhanced economic activity, infrastructure investment, and increased tax revenues. Local governments absorb the primary impact of temporary property tax exemptions and provide the infrastructure and public services necessary to support development, while the state realizes significant revenue gains through increased income tax collections and broader economic activity generated by these investments. As the state increasingly benefits from local economic development efforts, it should also be a stronger financial partner in supporting and sustaining these programs. Preserving local discretion, predictability, and flexibility within economic development programs remains essential to ensuring communities can effectively compete for and support major economic development opportunities.

Public and private employers across the state are having trouble filling critical workforce needs. As an example, Oregon respondents to the 2025 Associated General Contractors of America Workforce Survey indicate that 56% expect to hire new employees and 54% have increased headcount in the last year. However, 52% of respondents report trouble hiring due to a lack of qualified and credentialed candidates. This challenge rings true for cities. Cities have reported trouble filling wastewater treatment positions due to lack of qualified candidates, while community colleges are neglecting to start programs because of the high cost of running them.

Transportation Committee

LOC Contact: Nicole Stingh, nstingh@orcities.org

2027 TRANSPORTATION PACKAGE

RECOMMENDATION: The LOC supports a robust transportation package that supports Oregon's multi-jurisdictional, multi-modal, and safety-oriented transportation system. Recognizing that Oregonians don't always know who owns what route they rely on, any revenue should support our shared transportation system. The LOC believes this is most effective through a statewide revenue source rather than more administratively burdensome and inequitable local revenue methods that are unable to ensure that all users pay their fair share (including through user fees).

Cities and locally owned transportation systems rely on a strong state partner to meet our shared goals of a system that moves people from "point a to point b" safely and effectively. In addition, the conditions of state and county routes impact cities by both directing additional traffic on city streets and affecting how residents get to where they need to go safely. This requires system expansion to be secondary to restoring funds in grant programs and transit services, protecting existing programs, and an overall focus on operation and maintenance.

Background: After a failed package in 2025, efforts are underway on a 2027 package to address the known need for state, county, and city infrastructure. The State Highway Fund (SHF) is the primary revenue source for the state's transportation infrastructure, and comes from various sources, including gas and diesel tax, weight mile tax, vehicle registration fees, vehicle title fees, and driver's license fees. These funds are distributed using a 50-30-20 formula, with 50% going to the state, 30% to counties, and 20% to cities. Continued investment in transportation infrastructure is critical for public safety objectives such as the Safe Routes to Schools and the Great Streets programs. In addition to those grant programs, local communities rely on the Statewide Transportation Improvement Fund and Oregon Community Paths resources. These programs are essential in cities to support efficient, convenient, safe, cost-effective transportation systems that are open to all members of our communities.

CAUTIOUS ADOPTION OF AUTONOMOUS VEHICLES

RECOMMENDATION: The LOC will advocate for necessary tools to support communities as autonomous vehicles (AVs) come to Oregon, particularly for private for-hire AVs. Cities are proactively and cautiously preparing for new technology, like autonomous vehicles, and it's crucial to get the regulations right to ensure proper coordination, alignment between all stakeholders, and flexibility as the technology is evolving rapidly.

AVs will impact city goals and requirements, ultimately impacting their transportation system plans. Cities must not be preempted in their ability to permit (as it relates to private for-hire AVs) and regulate the use of this new technology on city infrastructure. Cities should have the ability to:

- Ensure AVs follow the rules of the road and can receive traffic violations like human drivers, and that law enforcement officials are trained on ways to disengage an AV;
- Require geofenced areas to have operational standards based on the local needs or goals (like limiting 0 passenger trips), to accommodate special events, or to address infrastructure challenges that prevent safe deployment of technology;
- Allow revenue generation to offset costs for training law enforcement and first responders; and
- Limit the number of AVs that are allowed to operate in a city, potentially scaling up as predetermined performance benchmarks are reached.

At the same time, the LOC supports federal authority to determine if and when an AV is street ready. In addition, the state should determine cyber safety standards, insurance requirements, vehicle registration, and other activities.

Background: With new technologies comes new and unforeseen challenges and opportunities. AVs offer the ability to improve traffic safety by limiting human error, as industry data shows. AVs could also promote other economic activity and create access to our transportation system. At the same time, there are key risks to mitigate as we learn lessons from cities across the nation that have operated with AVs. One lesson – a slow rollout will help companies identify and address issues as they arise. From navigating weather to power outages, San Francisco transportation officials have learned a lot and shared that with the LOC's Transportation Policy Committee. Despite AVs being in operation for years, the California Department of Motor Vehicles recently created rules around traffic citations for AVs nearly two years after their state legislature passed authorizing legislation. Oregon would benefit from waiting until the technology has advanced, being a fast follower rather than an early adapter. In addition, Oregon should balance support for industry and competition with public trust and public good.

In addition, for more than 40 years, the state of Oregon has recognized that for-hire services like taxis and other vehicles for-hire are a necessary part of the transportation system and has left regulation to local authorities (see ORS 221.485, ORS 221.495). Private for-hire AVs should have higher standards for city regulation versus privately owned vehicles.

CITY SUPPORTED STREET SIGN TRADITIONS

RECOMMENDATION: The LOC will advocate to allow cities to support community activities and fundraisers through signs on light poles. Many cities hang signs on street light poles to recognize holidays, and in some cases these signs are sold as a fundraiser to support chambers, downtown organizations, or other community causes (examples include Mother's Day flowers and Christmas ornaments). State statute prevents this if the sign is visible from a state highway. The LOC will work to create flexibility for cities to support these fundraisers even if they are visible from a state highway.

Background: State statute prevents "advertising signs" within view of state highways, even if they are not on state right-of-way. The state considers advertising to be any exchange of compensation, regardless of its intended purpose. While this is a long-standing statute that is not actively consistently enforced, it has recently prevented one community from supporting a fundraiser for their downtown association. The LOC Transportation Policy Committee is flexible on the solutions and has directed staff to work with the Oregon Department of Transportation on bill language to address this in the least administratively burdensome manner, which will likely include a waiver for fundraising efforts that are endorsed by a city.

Water and Wastewater Committee

LOC Contact: Michael Martin, mmartin@orcities.org

INFRASTRUCTURE FUNDING

RECOMMENDATION: The LOC will advocate for increased and sustained investments in drinking water, wastewater, stormwater, and water reuse infrastructure needed to support housing production, economic development, public health, and environmental protection. This includes: expanding flexible, low-cost financing tools that reduce ratepayer burden; supporting infrastructure capacity needed for housing and economic development; investing in aquifer storage and recovery projects; protecting system development charge authority; and sustaining infrastructure financing programs, including the Special Public Works Fund, which help communities address critical infrastructure needs. The LOC will advocate for policies that recognize the increasing costs associated with regulatory compliance, environmental protection, and workforce needs.

Background: Water infrastructure (drinking water, wastewater, stormwater, and reuse) is essential to supporting housing production, economic development, public health, and environmental protection in communities across Oregon. Cities own and operate drinking water, wastewater, stormwater, and water reuse systems that require ongoing investment to maintain reliability, comply with state and federal regulations, and serve existing and future residents.

The 2024 LOC Infrastructure Survey identified approximately $6.4 billion in water infrastructure needs statewide. Cities continue to face increasing costs associated with aging infrastructure, regulatory compliance, environmental requirements, workforce challenges, and inflationary factors.

Without adequate infrastructure capacity, communities may struggle to accommodate needed housing development and economic growth. State investments should support direct infrastructure projects and proven financing programs that help communities plan, construct, and upgrade critical facilities. State programs like the Special Public Works Fund play an important role in helping communities address critical infrastructure needs.

WATER REUSE

RECOMMENDATION: The LOC will advocate for policies and investments that support the development and expansion of water reuse projects throughout Oregon. This includes: funding for planning, design, and construction; clear and predictable regulatory pathways; and technical assistance for local governments. The LOC will support maintaining local flexibility to implement community-specific reuse solutions that protect public health and environmental quality.

Background: The Legislature has recognized the value of water reuse through House Bill 2169 (2025). Despite growing interest in water reuse, many communities face financial, technical, and regulatory barriers that limit the development of water reuse. Cities need funding, technical assistance, and regulatory certainty to evaluate and implement reuse projects that meet local needs. As Oregon continues to invest in water infrastructure and community resilience, water reuse should be recognized as an important tool that complements existing water management strategies and helps communities achieve long-term sustainability goals.

RATEPAYER ASSISTANCE

RECOMMENDATION: The LOC will advocate for improved affordability for drinking water and wastewater customers while maintaining the financial stability necessary to operate, maintain, and improve local utility systems. This includes state-supported water and wastewater ratepayer assistance programs, and policies that consider affordability impacts on residents.

Background: Cites face the challenge of balancing affordability for residents with the investments necessary to maintain safe and reliable utility systems. State-supported ratepayer assistance programs and increased participating in infrastructure funding can help reduce financial burdens on households while preserving the financial sustainability of local utilities and ensuring continued access to essential water services. In 2025, the Legislature introduced House Bill 3527, which requested $11 million to continue funding the program, but the bill did not advance out of the budget committee.

WATER WORKFORCE DEVELOPMENT

RECOMMENDATION: The LOC will advocate for investments in workforce development programs that support the recruitment, training, certification, and retention of drinking water and wastewater professionals. This includes: support for operator-in-training and apprenticeship programs; certification and reciprocity improvements; regional training opportunities; and funding that helps communities develop and maintain a qualified water workforce.

Background: Oregon cities depend on certified operators and other utility professionals to provide safe drinking water, protect water quality, maintain regulatory compliance, and operate increasingly complex infrastructure systems. Water utilities across the state face growing challenges of recruiting, training, and retaining qualified personnel.

Investments in workforce development, training infrastructure, and career pathways will help ensure communities have the skilled workforce necessary to operate and maintain critical water infrastructure systems. The Legislature recently recognized the importance of this workforce with House Bill 4007 (2026), which established a "Water Professionals Appreciation Week" annually in October.

LOC 2026 Legislative Priorities Ballot

1. Ballot Submitter's Information *(required)*

City Name

Submitter's Name

Job Title

Email Address

Phone Number

Item A.

2. Please mark 5 boxes that reflect the top 5 issues your city recommends be added to the priorities for the League's 2027-2028 legislative cycle. Each city gets five total votes. *(required)*

- [ ] Promote the Equitable Development of Sustainable Telecom Infrastructure (Broadband, Cybersecurity, AI, and Telecommunications Committee)
- [ ] Maintain Local Control of a Safe, Modern Right of Way (Broadband, Cybersecurity, AI, and Telecommunications Committee)
- [ ] Support Equitable Access to Technology (Broadband, Cybersecurity, AI, and Telecommunications Committee)
- [ ] Support Responsible Municipal Use of Technology (Broadband, Cybersecurity, AI, and Telecommunications Committee)
- [ ] Support Municipal Cybersecurity Proficiency (Broadband, Cybersecurity, AI, and Telecommunications Committee)
- [ ] Administrative Procedures Act Reform (General Government Committee)
- [ ] Public Meetings Law Clarity (General Government Committee)
- [ ] Funding and Coordination for Shelter and Homeless Response (Housing, Land Use, and Community Development Committee)
- [ ] Full Funding And Streamlining For Housing Production (Housing, Land Use, and Community Development Committee)
- [ ] Land Availability And Land Use Streamlining (Housing, Land Use, and Community Development Committee)
- [ ] Invest In Community Energy Resilience/Disaster Planning (Energy and Environment Committee)
- [ ] Support Expedited Local Renewable Energy Generation (Energy and Environment Committee)
- [ ] Support Increased Energy Transmission Capacity (Energy and Environment Committee)
- [ ] Maintain Affordable Energy While Supporting Grid Hardening and Modernization (Energy and Environment Committee)
- [ ] Resource Programs For Energy Efficiency Planning and Project Development (Energy and Environment Committee)
- [ ] Support Administrative Capacity (Energy and Environment Committee)
- [ ] Targeted Prevailing Wage Changes (Finance, Taxation, and Economic Development Committee)
- [ ] Alcohol Revenue Modernization (Finance, Taxation, and Economic Development Committee)
- [ ] Emergency Communication System Resources (Finance, Taxation, and Economic Development Committee)

- [ ] Strengthening Economic and Workforce Development (Finance, Taxation, and Economic Development Committee)
- [ ] 2027 Transportation Package (Transportation Committee)
- [ ] Cautious Adoption of Autonomous Vehicles (Transportation Committee)
- [ ] City Supported Street Sign Traditions (Transportation Committee)
- [ ] Infrastructure Funding (Water and Wastewater Committee)
- [ ] Water Reuse (Water and Wastewater Committee)
- [ ] Ratepayer Assistance (Water and Wastewater Committee)
- [ ] Water Workforce Development (Water and Wastewater Committee)

3. Please use this space to provide comments (supportive, critical, or otherwise) on the issues listed above.

4. Is your city interested in supporting one or more of these efforts in Salem? Check yes or no and email your interest to the lobbyist listed on the 2026 Member Voter Guide.

- ◯ Yes
- ◯ No
- ◯ Uncertain

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: August 3, 2026	**Subject:** Development Review Board (DRB) Appointments and Terms **Staff Members:** Amanda Guile-Hinman, City Attorney and Kimberly Rybold, AICP, Senior Planner **Departments:** Legal and Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:**
Staff Recommendation: N/A	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☐Council Goals/Priorities:	☐Adopted Master Plan(s):	☒Not Applicable

ISSUE BEFORE COUNCIL:
Staff will seek City Council input on the process to consolidate to a single Development Review Board (DRB) as adopted in Part 1 of the Housing Statutory Compliance Project with Ordinance No. 903.

EXECUTIVE SUMMARY:
Part 1 of the Housing Statutory Compliance Project, adopted with Ordinance No. 903, included City Code amendments consolidating the DRB into a single, seven-member panel effective January 1, 2027. The Ordinance indicated that the process for establishing terms for the single DRB panel would be adopted via Resolution at a later date in 2026. At this work session, staff will gather City Council input on the reappointment process that will inform preparation of this Resolution.

During Part 1 of the Housing Statutory Compliance Project, the project team conducted outreach with both DRB panels to learn more about Board members' experiences serving on the DRB. DRB members generally expressed a desire to serve their community through volunteering in their roles, and they understood why moving to a single panel would make sense if the volume of applications eligible for DRB review was expected to drop. To inform City Council's consideration of terms for the single, seven-member panel, the table below includes information on the status of each current DRB position, including the duration of current terms and information on the eligibility of each position holder to serve additional terms.

DRB Position	**Term**	**Position Holder Status**
Position 1	1/1/2025-12/31/2026	Serving partial term, still eligible for three full terms
Position 2	1/1/2025-12/31/2026	Serving partial term, still eligible for three full terms
Position 3	1/1/2025-12/31/2026	In first term, still eligible for two full terms
Position 4	1/1/2025-12/31/2026	In first term, still eligible for two full terms
Position 5	1/1/2025-12/31/2026	In second term, still eligible for one full term
Position 6	1/1/2025-12/31/2026	In second term, still eligible for one full term
Position 7	1/1/2025-12/31/2026	In third term, no additional eligibility
Position 8	1/1/2026-12/31/2027	In second term, still eligible for one full term
Position 9	1/1/2026-12/31/2027	In third term, no additional eligibility
Position 10	1/1/2026-12/31/2027	Position currently vacant

DRB members are eligible to serve no more than three full consecutive terms, with any partial terms served not counting as a full term. As Position 10 was vacated earlier this year due to a resignation, there are currently nine community members serving on the DRB. Of these nine members, the holder of Position 7 will not be eligible for reappointment upon conclusion of their term at the end of 2026. This leaves eight current DRB members retaining eligibility to serve on the seven-member DRB panel beginning in 2027.

Staff recommends staggered terms for the seven DRB positions to ensure that there is a balance between existing DRB members and new appointees in future years. As noted in the table above, seven DRB positions' current terms end in 2026, while only three end in 2027. To correct this imbalance, a Resolution would include three positions having one-year terms and four positions having two-year terms. For any appointments in 2027 that include current DRB members, current or prior terms served would count towards the three-term maximum as specified in City Code.

Discussion Questions

- What feedback does City Council have on the proposed approach to establishing terms for the single DRB panel?

- Is there any additional information needed to guide the DRB appointment process?

EXPECTED RESULTS:
Input on approach to defining terms for a single, seven-member DRB consistent with City Code changes adopted in Part 1 of the Housing Statutory Compliance Project.

TIMELINE:
As directed by Ordinance No. 903, City Council will consider a resolution that establishes the DRB terms by the end of 2026. Consolidation of the DRB into a single, seven-member panel will occur effective January 1, 2027.

CURRENT YEAR BUDGET IMPACTS:
Preparation of the updated DRB terms will involve staff time covered by the current Legal and Planning Division budgets.

COMMUNITY INVOLVEMENT PROCESS:
Outreach for Part 1 of the Housing Statutory Compliance Project included conversations with both DRB panels to gather input on Board members' experiences and preferences in serving on the DRB.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
Consolidation of the DRB into a single panel will provide more consistent meeting opportunities for Board members, improving proficiency in serving in these volunteer roles.

ALTERNATIVES:
City Code limits the DRB to a single panel of seven members serving two-year terms. City Council may direct staff to stagger future DRB terms in a different manner than proposed.

CITY MANAGER COMMENT:
N/A

ATTACHMENTS:
N/A

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: August 3, 2026	**Subject:** Proposed SMART Service Extension **Staff Member:** Diana Kotler, Transit Operations Manager **Department:** Transit
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** N/A
Staff Recommendation: N/A	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☐Council Goals/Priorities:	☒Adopted Master Plan(s): Transit Master Plan (2023)	☐Not Applicable

ISSUE BEFORE COUNCIL:
Staff is seeking guidance on two items:

1. In response to TriMet's impending service reductions, shall SMART offer its services to and from the affordable housing residential community of Plambeck Gardens located in the City of Tualatin; and in doing so

2. Shall SMART provide public transit services southbound and northbound between Plambeck Garden and the City of Wilsonville to connect residents to essential services and regional transit connections available through Wilsonville Transit Center?

EXECUTIVE SUMMARY:
In early 2026, in anticipation of upcoming fiscal challenges and planned service changes, representatives from TriMet contacted the City of Wilsonville South Metro Area Regional Transit (SMART) to explore transit service options for the Plambeck Gardens, an affordable housing residential community.

Plambeck Gardens is located at 23655 SW Plambeck Terrace, off Boones Ferry Road in the City of Tualatin, approximately half mile from Wilsonville city limits.

SMART Route 6 – Argyle Square could be extended to serve Plambeck Gardens Monday through Friday, on a 30-minute headway schedule. The proposed service would provide Plambeck Gardens residents with connections to employment opportunities and businesses throughout Wilsonville, as well as regional transit services available at the Wilsonville Transit Center.

BACKGROUND:
In 2023, the City of Wilsonville adopted an update to its Transit Master Plan. This long-range planning document identified opportunities for SMART to enhance transit services, expand its service area, and increase ridership to better serve our community.

SMART has taken a thoughtful and phased approach to implementing the Transit Master Plan, beginning with improvements to our regional service. As part of this effort, SMART introduced enhanced express services, including Route 12X to Woodburn and Route 10X to Clackamas Town Center, in concert with the opening of the Wilsonville Welcome Center at Wilsonville Transit Center.

The next phase of service enhancements focuses on SMART in-town services and is part of our regular quarterly service review process. SMART aligned its regular service review process with service changes planned by regional transit providers in an effort to provide seamless transportation options for Wilsonville, surrounding communities, and local Wilsonville business establishments. Planned service modifications include:

1. Streamline of Route 4 along Wilsonville Road;
2. Consolidation of Route 7 and Villebois Shopper Shuttle to provide Monday through Saturday 30-minute service frequency and service extension to Argyle Square; and
3. Extension of Route 6 to connect Plambeck Gardens residents to Wilsonville businesses located in Town Center and Argyle Square, local civic services, and regional transit networks.

Later this fall, a final review of the proposed in-town service recommendations will be presented to the City Council. This future discussion will focus on recommendations for Dial-a-Ride complementary paratransit service.

EXPECTED RESULTS:
With City Council affirmation of the proposed service extension along Route 6 – Argyle Square to Plambeck Gardens, next steps for SMART staff will consist of communication with the:

- City of Tualatin to coordinate installation of the bus stop adjacent to Plambeck Gardens

- Traveling public to inform of the upcoming transit service changes, availability of SMART service with access to regional connections at Wilsonville Welcome Transit Center to destinations such as Salem, Woodburn, Canby, Clackamas Town Center (and beyond)

With support of Wilsonville City Council, the proposed service extension would be implemented as part of August 24, 2026, service change.

TIMELINE:
The proposed changes would be consistent with TriMet service reductions planned for August 23, 2026, and would be effective Monday, August 24, 2026.

CURRENT YEAR BUDGET IMPACTS:
No budget impacts.

COMMUNITY INVOLVEMENT PROCESS:
This project is included in SMART Transit Master Plan.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
Transit services are about people – people who rely on transportation for connections to employment, recreation, education, civic services, just to name a few.

SMART's mission is to meet the needs of residents, employees, and visitors of all ages, ethnicities, and income levels through the provision of convenient, safe, and reliable transportation services. This service extension will provide vital mobility options to vulnerable populations through our transit network to Wilsonville business establishments, civic services with access to regional transportation connections.

ALTERNATIVES:
The city could decline to serve residents of Plambeck Gardens, returning the problem to TriMet for a solution.

CITY MANAGER COMMENT:
N/A

ATTACHMENTS:
N/A

CITY COUNCIL MINUTES

July 20, 2026, at 7:00 PM

Wilsonville City Hall & Remote Video Conferencing

CALL TO ORDER

1. Roll Call

2. Pledge of Allegiance

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, July 20, 2026. The Mayor called the meeting to order at 7:00 p.m., followed by the roll call and the Pledge of Allegiance.

PRESENT:
Mayor O'Neil
Councilor President Berry
Councilor Cunningham
Councilor Shevlin
Councilor Scull

STAFF PRESENT:
Adam Ibrahim, Administration Intern
Aliese Cloo, Assistant City Attorney
Andrea Villagrana, Human Resource Manager
Chris Myers, Senior Planner
Everett Wild, Government Affairs Manager
Jeanna Troha, City Manager
Kimberly Veliz, City Recorder
Matt Lorenzen, Economic Development Manager
Zoe Mombert, Assistant to the City Manager

3. Motion to approve the following order of the agenda.

Motion: Moved to approve the following order of the agenda.

Motion made by Councilor Berry, Seconded by Councilor Scull.

Voting Yea:
Mayor O'Neil, Councilor Berry, Councilor Shevlin, Councilor Cunningham, Councilor Scull

Vote: Motion carried 5-0.

MAYOR'S BUSINESS

4. Upcoming Meetings *(Link to City Calendar: https://www.wilsonvilleoregon.gov/calendar)*

The Mayor opened the meeting with brief remarks, noting that this was the Council's first regular meeting in several weeks, as no regular meeting was held earlier in the month due to the Independence Day holiday. The Mayor mentioned that a few special meetings had been convened in the interim to address time-sensitive matters. The Mayor remarked on the recent World Cup final, expressing that it had been an enjoyable if lengthy game for his family. Rather than consuming time with a detailed oral report, the Mayor stated he would be submitting a written Mayor's Business report to the City Recorder at the conclusion of the meeting as part of the official record, available to any interested member of the public.

The Mayor announced that the next regular City Council meeting would be held on Monday, August 3, 2026.

5. City Attorney Employment Agreement

The Mayor introduced the item of Amanda Guile-Hinman employment agreement. Before the motion, the Mayor offered commendatory remarks, stating that that the City Attorney "has consistently served this Council and our community with professionalism, integrity, and sound legal judgment." The Mayor expressed appreciation for her collaborative approach throughout the negotiation process.

The Mayor noted that he and Councilor Cunningham had represented the Council during negotiations, characterizing the discussions as "productive, respectful, and focused on reaching a fair agreement." He also thanked Councilor Cunningham for his "time, preparation, and thoughtful participation throughout the process."

The Mayor invited Councilor Cunningham to comment. Councilor Cunningham echoed the Mayor's sentiments, stating that the City Attorney "does a fantastic job" and that the discussions were very productive. He expressed appreciation for the collaborative effort.

Motion: Moved to approve the City Attorney's Employment Agreement.

Motion made by Councilor Cunningham, Seconded by Councilor Scull.

Voting Yea:
Mayor O'Neil, Councilor Berry, Councilor Shevlin, Councilor Cunningham, Councilor Scull

Vote: Motion carried 5-0.

COMMUNICATIONS

There was none.

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on any matter concerning City's Business or any matter over which the Council has control. It is also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

The following individuals provided public comments:

Ryan Scherea	Eric Winters	Becky Fromhart
Tristan Roland	Elizabeth Peters	

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

6. Council President Berry

The Council President thanked community members for attending and sharing their input. She highlighted the monthly department head City Manager Reports included in the Council packet, describing them as "really useful." The Council President drew particular attention to the Library's report, noting the recent retirement of staff librarian Greg Martin, who had served the City for over 25 years. The Council President quoted the Library's City Manager Report in describing him as having been characterized by "dedication, compassion, and a sense of whimsy," and noted he was "much loved by the patrons and the staff alike" for consistently going above and beyond to help those in need. The Council President expressed that this description also reflected her broader appreciation for the dedication of City staff, concluding with a thank you to all staff.

7. Councilor Cunningham

Councilor Cunningham thanked all those who attended the meeting and then turned to the comments received during the Citizen Input. The Councilor noted that the Johnson Economics report submitted by Ryan Scherea appeared to demonstrate that the type of flex industrial development Schnitzer typically undertakes looks similar to recent industrial development in Sherwood, and that under Wilsonville's current development standards, there would be "nearly a 50 percent reduction in assessed value." The City Councilor observed that this was the second Johnson Economics study presented to the Council in recent weeks, and that both showed "the that the City code continued to be a hindrance for developers and continues to make things unworkable."

Councilor Cunningham expressed concern that Schnitzer, which he noted had aggregated "almost 50 acres of property in the Basalt Creek area" had only been afforded three-minute increments to address the City at Planning Commission hearings. He contrasted this with West Hills, which had been given two full meetings to communicate with the Council. Councilor Cunningham stated directly: "Here we have a developer that has aggregated almost 50 acres of property in the Basalt Creek area. They can be a huge, huge boom to development, to kick off an Urban Renewal District in Basalt Creek, to add to that Urban Renewal Tax Increment Financing (TIF) with a kind of job-ready situation up there. And they are here in front of us in 3-minute increments." He expressed hope that Schnitzer would be offered the same engagement opportunities as other major developers, concluding that the Johnson Economics report was "pretty enlightening."

8. Councilor Shevlin

Councilor Shevlin reported on a recent meeting of the Friends of French Prairie, a group of cities south of the Willamette River in the French Prairie area, including Wilsonville, Canby, Woodburn, Donald, and Aurora, where the Councilor serves as Wilsonville's representative.

The meeting featured a presentation on the emerald ash borer, an invasive insect that has killed hundreds of millions of ash trees in the eastern United States and is now moving west. Councilor Shevlin reported that the pest has recently been detected in Tualatin, Newberg, and Silverton, and that most recently, the City of Woodburn had found forty ash trees that had been killed and required removal. The presentation was given by a representative from the Oregon Department of Forestry and the City of Woodburn Special Projects Manager.

Councilor Shevlin highlighted the presentations emphasis on the importance of City Council being aware of the financial impact of a potential infestation, noting the significant costs associated with tree removal and the strict restrictions on transporting or selling timber from infected trees. Councilor Shevlin connected this to the Council's earlier Work Session discussion about responsible tree placement and Wilsonville's identity as a Tree City. Councilor Shevlin recommended that Wilsonville undertake a tree identification program to inventory ash trees on public land and noted the importance of also educating private property owners about potential risks. She indicated that City of Woodburn staff had a template for city planning around this issue that she would be glad to share with City staff and emphasized that the overarching goal was to "slow the spread." The Councilor concluded that the key steps were identifying at-risk trees, educating citizens, developing a staff response plan, and ensuring the Council was aware of the potential financial exposure.

9. Councilor Scull

Councilor Scull noted that his recent past meeting notices and upcoming meeting schedule had been filed with the City Recorder. Councilor Scull reported attending the Korean War Memorial Ceremony, at which the Mayor also spoke, describing it as "a very emotional event" filled with meaningful stories. The Councilor reflected somberly on the reality that "within the next several years many of these veterans will no longer be with us," stating that this awareness made the ceremony especially poignant. Councilor Scull said it was "a privilege to stand alongside of them, thank them in person, and honor their commitment for preserving freedoms that we enjoy today." Councilor Scull called on more residents to attend such ceremonies in future years and expressed pride in the memorial's presence in Wilsonville, concluding, "Their stories and service deserve to be remembered long after the last Korean War veteran has passed."

Before moving onto the Consent Agenda, the Mayor addressed the Schnitzer Properties concerns raised during Citizen Input and Councilor Comments. The Mayor stated his personal agreement with Councilor Cunningham's perspective, noting that he had been advocating at his own meetings regarding any issues impacting the City's ability to develop in the Basalt Creek and Coffee Creek areas. The Mayor indicated he did not wish to overreach by discussing matters prematurely before they came formally before the Council but expressed interest in further conversations either offline or in a future Work Session involving himself and Councilor Cunningham. City Manager Troha confirmed this could be arranged.

CONSENT AGENDA

The Assistant City Attorney read the title of the Consent Agenda items into the record.

10. **Resolution No. 3275**
    A Resolution Of The City Of Wilsonville Authorizing The City Manager To Sign A Professional Services Agreement With Carollo Engineers, Inc. For Owners' Representative Services For The Water Treatment Plant Operations And Maintenance Contract.

11. **Resolution No. 3276**
    A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement With WSP USA Inc. To Provide Engineering Consulting Services For The Boeckman Creek Sewer Interceptor And Trail Project (Capital Improvement Project No. 2107, 7054, And 9150).

12. Minutes of June 15, 2026, City Council Meeting.

Motion: Moved to adopt the Consent Agenda.

Motion made by Councilor Berry, Seconded by Councilor Scull.

Voting Yea:
Mayor O'Neil, Councilor Berry, Councilor Shevlin, Councilor Cunningham, Councilor Scull

Vote: Motion carried 5-0.

NEW BUSINESS

There was none.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

The Assistant City Attorney read the title of Ordinance No. 904 into the record on first reading.

13. **Ordinance No. 904** - *1st Reading (Quasi-Judicial Land Use Hearing)*
    An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From Future Development Agricultural-Holding (FDA-H) Zone To Planned Development Industrial (PDI) Regionally Significant Industrial Area (RSIA) Zone On Approximately 33 Acres Located At 26120 SW Parkway Avenue For A Sysco Facility Expansion And Master Plan.

The Mayor provided the public hearing format for Ordinance No. 904 and opened the public hearing on both at 7:32 p.m.

No Councilor declared a conflict of interest, bias, or conclusion from information gained outside the hearing. No member of the audience challenged any of the Councilor's participation.

Chris Myers, Senior Planner, presented a PowerPoint summary of the staff report. The presentation was made part of the record.

Representative for applicant Maureen Jackson of Standridge, Inc. supported staff's report on the requested zone map amendment.

Doris Wehler spoke in support of Ordinance No. 904.

Wayne Hickey provided neutral comments on Ordinance No. 904.

The Mayor closed the public hearing of Ordinance No. 904 at 7:45 p.m.

Motion: Moved to adopt Ordinance No. 904 on first reading.

Motion made by Councilor Berry, Seconded by Councilor Scull.

Voting Yea:
Mayor O'Neil, Councilor Berry, Councilor Shevlin, Councilor Cunningham, Councilor Scull

Vote: Motion carried 5-0.

CITY MANAGER'S BUSINESS

There was none.

LEGAL BUSINESS

There was none.

ADJOURN

The Mayor adjourned the meeting at 7:46 p.m.

Respectfully submitted,

____
Kimberly Veliz, City Recorder

ATTEST:

____
Shawn O'Neil, Mayor

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: August 3, 2026	**Subject: Resolution No. 3279** **Staff Member:** Amanda Guile-Hinman, City Attorney; Matt Lorenzen, Economic Development Manager **Department:** Legal; Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☒ Resolution ☐ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** N/A
Staff Recommendation: n/a	
Recommended Language for Motion: I move to adopt Resolution No. 3279.	

Project / Issue Relates To:

☐Council Goals/Priorities: Goal 4: Community understands Town Center Plan, Urban Renewal, and other funding sources for infrastructure through engagement to inform Council direction	☒Adopted Master Plan(s): Town Center Plan (2019)	☐Not Applicable

ISSUE BEFORE COUNCIL: Does the City Council wish to adopt Resolution No. 3279, referring the issue to the voters?

EXECUTIVE SUMMARY:
The body of work presented in this report represents the culmination of years of iterative work, informed by Council direction, community feedback, and best practices.

Councilors or community members seeking additional context and background information may refer to previous City Council meetings, including but not limited to:

- March 16, 2026
- April 6, 2026
- June 1, 2026
- June 29, 2026
- July 20, 2026
- July 30, 2026

The July 30, 2026 packet includes thorough explanations of each document and exhibit included in Resolution No. 3279.

At the July 30 City Council meeting, the Council deliberated about the contents and language of the 6 documents attached to this report. The Council reached agreement that the Ballot Title ***Question*** should be amended.

As presented on July 30, the Question read as follows:

Should the City adopt proposed Ordinance No. 905 establishing the Wilsonville Town Center Development District to address blight?

The amended language (See **Attachment 5**) now reads:

Should the City adopt proposed Ordinance No. 905 establishing the Wilsonville Town Center Development District, an urban renewal district?

EXPECTED RESULTS:
The City Council will consider the adoption of Resolution No. 3279, which would incorporate all of the documents in this report and refer the creation of the Town Center Development District (an urban renewal district) to voters.

TIMELINE:
The City must file the relevant paperwork with Clackamas and Washington County Elections no later than August 14, 2026 in order for the proposed measure to appear on the November 3, 2026 ballot. If the Council adopts Resolution No. 3279, the City Recorder will file all applicable documents with the County Elections offices before the deadline.

CURRENT YEAR BUDGET IMPACTS:
There is no cost associated with filing the measure referral paperwork.

COMMUNITY INVOLVEMENT PROCESS:
Community engagement has been a central component of both the Wilsonville Town Center Plan and the proposed Town Center Development District. The Town Center Plan was developed through a multi-year public planning process, culminating in Council adoption of the Plan in 2019.

Since that time, the City has continued to engage the community as it evaluated implementation strategies, including urban renewal. Public input, the Urban Renewal Task Force, market analysis, technical studies, Council direction, and developer feedback informed multiple revisions to the proposed Development District, resulting in refinements to redevelopment assumptions, project priorities, financing, maximum indebtedness, and the overall implementation strategy.

The proposed Development District Plan presented to the Council reflects this iterative planning process. If the City Council refers Proposed Ordinance No. 905 to the voters, the November 3, 2026 General Election will provide the community with the opportunity to determine whether the proposed Development District should proceed.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
If Council refers this matter to voters, voters approve, and the Council subsequently adopts Ordinance No. 905, the Town Center Development District Plan will provide a substantial funding mechanism to implement projects and programs that will effectuate the vision established in the 2019 Town Center Plan.

ALTERNATIVES:
The Council could adopt Resolution No. 3279, amend the exhibits to Resolution No. 3279, or reject Resolution No. 3279.

CITY MANAGER COMMENT:
N/A

ATTACHMENTS:

1. Resolution No. 3279

- **2.** Exhibit A to Res. No. 3279: Proposed Ordinance No. 905
    - **3.** Exh. A to Ord. 905 - Town Center Development District Plan (with Appendix A: Legal Description)
    - **4.** Exh. B to Ord. 905 - Accompanying Report (with Appendix A: Development Assumptions)
- **5.** Exhibit B to Res. No. 3279: Ballot Title
- **6.** Exhibit C to Res. No. 3279: Explanatory Statement

RESOLUTION NO. 3279

A RESOLUTION OF THE CITY OF WILSONVILLE REFERRING TO THE QUALIFIED ELECTORS OF THE CITY THE QUESTION OF APPROVING THE TOWN CENTER DEVELOPMENT DISTRICT PLAN; APPROVING A BALLOT TITLE AND EXPLANATORY STATEMENT; SUBMITTING PROPOSED ORDINANCE NO. 905 TO THE ELECTORS; AND DIRECTING THE CITY RECORDER TO TAKE SUCH ACTIONS AS ARE NECESSARY TO CONDUCT THE ELECTION.

WHEREAS, years of community surveys and public input established the importance of establishing a downtown that better serves as the civic, economic, cultural, and social heart of the Wilsonville community; and

WHEREAS, in 2015, the City Council directed staff to undertake a comprehensive planning effort to establish a long-range vision for the future of Wilsonville's Town Center through an extensive community-driven planning process; and

WHEREAS, beginning in 2017, the City conducted a multi-year public planning process that included numerous meetings, open houses, stakeholder interviews, surveys, workshops, advisory committee meetings, and many opportunities for public participation to develop a shared vision for Town Center; and

WHEREAS, that planning process culminated in the preparation of the Wilsonville Town Center Plan, establishing a long-term vision and policy framework intended to guide future public and private investment and development within the Town Center planning area over several decades; and

WHEREAS, on May 6, 2019, following extensive public involvement and public hearings, the City Council adopted the Wilsonville Town Center Plan as an amendment to the City's Comprehensive Plan; and

WHEREAS, the City concurrently adopted implementing Development Code provisions establishing the Town Center (TC) Zone to provide a regulatory framework for future development consistent with the adopted Town Center Plan; and

WHEREAS, beginning in March 2020, the COVID-19 pandemic resulted in unprecedented public health and economic challenges that required the City to redirect staff resources, organizational capacity, and financial attention toward emergency response, community recovery, and stabilization of the local economy, delaying implementation of the Wilsonville Town Center Plan; and

WHEREAS, on October 18, 2021, the City Council adopted amendments to the Town Center Plan and related implementing regulations to further refine the long-range vision and implementation framework, including Appendix J, Streetscape Plan; and

WHEREAS, the City has undertaken multiple technical studies and planning efforts to evaluate implementation of the Town Center Plan, both during and after the development and adoption of the Town Center Plan, including infrastructure funding analysis, market analysis, redevelopment feasibility, fiscal analysis, and financial modeling; and

WHEREAS, in 2022, the City completed the Town Center Infrastructure Funding Plan, which evaluated the infrastructure improvements needed to implement the long-term vision established by the Wilsonville Town Center Plan and recommended a diversified funding strategy utilizing multiple financing mechanisms, including the potential use of urban renewal (also known as Tax Increment Financing) to help fund eligible public improvements supporting redevelopment within Town Center; and

WHEREAS, in 2023, the City completed a Town Center Urban Renewal Feasibility Study evaluating redevelopment assumptions, financial capacity, infrastructure needs, and potential maximum indebtedness associated with a possible urban renewal area; and

WHEREAS, in 2024, through the adoption of Resolution No. 3099, the City Council referred Advisory Measure 3-605 to the qualified electors of the City of Wilsonville at the May 2024 election, asking whether the City should create a Town Center urban renewal area based upon the 2023 Town Center Urban Renewal Feasibility Study, and the measure was not approved by the voters; and

WHEREAS, in March 2025, the City Council adopted a goal to continue community education regarding the Town Center Plan, urban renewal, and other infrastructure funding mechanisms; and

WHEREAS, consistent with that Council direction, the City conducted additional public engagement activities, including independent interviews with members of the City Council, professionally facilitated community focus groups, an online *Let's Talk Wilsonville* survey, and other opportunities for public participation; and

WHEREAS, the City Council also adopted a Strategic Communications Plan intended to improve public understanding of the Town Center Plan, its long-range vision, and the various tools available to implement portions of that vision over time; and

WHEREAS, in response to community feedback regarding future building heights within Town Center, the City Council established a limited-duration Building Heights Task Force to review applicable Development Code provisions and consider potential revisions independent of the proposed development district; and

WHEREAS, recognizing changes in market conditions, construction costs, financing assumptions, redevelopment feasibility, and community feedback since completion of the 2023 feasibility study, the City directed preparation of an updated feasibility analysis; and

WHEREAS, the updated 2026 Feasibility Study incorporated revised market information, updated infrastructure cost estimates, developer feedback, and additional financial analysis to evaluate alternative redevelopment scenarios and financing assumptions; and

WHEREAS, after reviewing multiple redevelopment scenarios presented during public meetings, the City Council directed preparation of a more conservative implementation scenario that reduced anticipated redevelopment assumptions and refined the proposed financing strategy; and

WHEREAS, through successive Council policy decisions in 2026, the proposed Town Center Development District was further refined by reducing redevelopment assumptions, lowering the proposed maximum indebtedness from earlier concepts, shortening the anticipated duration of the district, updating project costs, and revising the proposed public improvement program; and

WHEREAS, the City Council further directed removal of the proposed Interstate-5 Bicycle and Pedestrian Bridge project from the proposed Development District and directed inclusion of an economic development incentive program supporting food carts and the retention and recruitment of small, locally owned businesses within Town Center; and

WHEREAS, the proposed Town Center Development District Plan reflects years of community planning, public engagement, technical analysis, financial evaluation, and legislative refinement and is substantially different from earlier concepts considered by the City Council and the public; and

WHEREAS, in May 2026, Wilsonville voters approved Charter Measure 3-632, amending the Wilsonville Charter to require voter approval before the City may create or substantially amend an urban renewal plan and establishing additional public notice and election requirements applicable to such proposals; and

WHEREAS, the City has prepared Proposed Ordinance No. 905, which, if approved by the qualified electors of the City and thereafter adopted in accordance with its terms, would approve the Town Center Development District Plan and make the findings required by ORS Chapter 457; and

WHEREAS, Proposed Ordinance No. 905 incorporates by reference the Town Center Development District Plan and the Accompanying Report, which together establish the proposed district boundaries, projects, financing plan, maximum indebtedness, implementation framework, and supporting analyses; and

WHEREAS, the City Council finds that the question of whether to approve the proposed Town Center Development District should be submitted to the qualified electors of the City of Wilsonville for their consideration in accordance with the Wilsonville Charter and applicable provisions of Oregon law.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

Section 1. Referral of Proposed Ordinance No. 905 to the Electors. The City Council hereby refers Proposed Ordinance No. 905, attached hereto as **Exhibit A** and incorporated herein by this reference, to the qualified electors of the City of Wilsonville for their consideration at the General Election to be held on November 3, 2026, in accordance with the Wilsonville Charter, ORS Chapter 254, and other applicable provisions of Oregon law. The Town Center Development District Plan and the Town Center Development District Report shall accompany the proposed ordinance as exhibits thereto for the information of the electors and as part of the legislative record of the measure. Proposed Ordinance No. 905, if approved by a majority of those voting on the measure, allows the City Council to pursue the statutory requirements to consider adoption of Ordinance No. 905.

Section 2. Approval of Ballot Title. The City Council hereby approves the Ballot Title attached hereto as **Exhibit B**, consisting of a Caption, Question, and Summary, and directs that such Ballot Title be submitted to the appropriate elections officials in substantially the form attached to this Resolution, together with such nonsubstantive revisions as may be approved pursuant to Section 5 of this Resolution.

Section 3. Approval of Explanatory Statement. The City Council hereby approves the Explanatory Statement attached hereto as **Exhibit C** for publication in the County Voters' Pamphlet and authorizes submission of the Explanatory Statement to the appropriate elections officials in accordance with applicable law.

Section 4. Submission to County Elections Officials. The City Recorder is hereby directed to take all actions necessary to submit the measure, Proposed Ordinance No. 905, the approved Ballot Title, the approved Explanatory Statement, and all other required election materials to the elections officials of Clackamas County and Washington County within the time and in the manner required by Oregon law. The City Recorder is further authorized to execute and transmit any certifications, notices, or other documents necessary to place the measure before the qualified electors of the City of Wilsonville at the November 3, 2026 General Election.

Section 5. Authorization for Minor Clerical Corrections. The City Manager, City Attorney, and City Recorder are hereby authorized to make such clerical, formatting, typographical, citation, numbering, cross-reference, and other nonsubstantive corrections to this Resolution, Proposed Ordinance No. 905, the Ballot Title, the Explanatory Statement, and the exhibits thereto as may be necessary or appropriate to correct errors, ensure consistency among the documents, conform the documents to applicable law, or facilitate publication and election administration, provided that no such correction shall materially alter the substance or legal effect of the measure referred to the electors.

Section 6. Effective Date. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 3rd day of August 2026, and filed with the Wilsonville City Recorder this date.

____

Shawn O’Neil, Mayor

ATTEST:

____

Kimberly Veliz, MMC, City Recorder

SUMMARY OF VOTES:

Mayor O’Neil

Council President Berry

Councilor Cunningham

Councilor Scull

Councilor Shevlin

EXHIBITS:

A. *Proposed* Ordinance No. 905
B. Ballot Title
C. Explanatory Statement

ORDINANCE NO. 905

AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING THE TOWN CENTER DEVELOPMENT DISTRICT PLAN, AN URBAN RENEWAL PLAN AND PROGRAM OF THE CITY OF WILSONVILLE, OREGON; MAKING CERTAIN DETERMINATIONS AND FINDINGS, AND DIRECTING THAT NOTICE OF APPROVAL BE PUBLISHED.

WHEREAS, pursuant to ORS Chapter 457, the Wilsonville Urban Renewal Agency ("Agency") was created by the Wilsonville City Council ("Council") and is granted certain powers associated with eliminating blight and stimulating economic development in the community; and

WHEREAS, the Agency, as the duly authorized and acting Urban Renewal Agency of the Council, is proposing to undertake certain urban renewal activities in a designated area within the City pursuant to ORS Chapter 457; and

WHEREAS, pursuant to the requirements of ORS Chapter 457, the Agency has prepared the Town Center Development District Plan (the "Plan"), attached hereto and incorporated by reference herein as **Exhibit A**; and

WHEREAS, the Plan establishes the Town Center Development District and authorizes certain economic development activities, including small business and food cart pod incentive programs, building community gathering spaces, and constructing public infrastructure to revitalize the Wilsonville Town Center; and

WHEREAS, the Agency has prepared a Report accompanying the Town Center Development District Plan (the "Report"), containing certain findings and financial analysis, attached hereto and incorporated by reference herein as **Exhibit B**, to accompany the Plan as required under ORS 457.087; and

WHEREAS, on August __, 2026, the Council approved Resolution No. 3279, referring a ballot measure, with the following ballot title caption: "Vote to approve the Wilsonville Town Center Development District" to the electors of Wilsonville for consideration in the November 2026 general election, pursuant to Wilsonville Charter, Chapter VI - Elections, Section 29A; and

WHEREAS, on ___________________, 2026, the Council certified the results of the November 2026 election on ballot measure _____; and

WHEREAS, the Plan and the Report were forwarded on _________________ to the governing body of each taxing district affected by the Plan, and the Agency has thereafter consulted and conferred with each taxing district; and

WHEREAS, upon the certification of the election result, the Agency forwarded the Plan and Report to the City's Planning Commission for its review and recommendation; and

WHEREAS, the Planning Commission considered the Plan and Report on _____________________ and passed a resolution recommending to the Council that the Town Center Development District Plan is supportive of and in conformance with the applicable goals and policies of the City of Wilsonville Comprehensive Plan; and

WHEREAS, the record of the Planning Commission action is attached hereto and incorporated by reference herein as **Exhibit C**;

WHEREAS, the City caused notice of the hearing to be held before the Council on the Plan, including the required statements of ORS 457.120(3), to be mailed to property owners within City's incorporated limits through the Boones Ferry Messenger; and

WHEREAS, the public notice language is attached hereto and incorporated by reference herein as **Exhibit D**; and

WHEREAS, on ________________, the City Council held a public hearing to review and consider the Plan, the Report, the recommendation of the Wilsonville Planning Commission and the public testimony received on or before that date and to receive additional public testimony; and

WHEREAS, after consideration of the record presented through this date, the City Council does by this Ordinance desire to approve the Plan.

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

Section 1. The Council incorporates the above Recitals and the Staff Report as part of the Council's findings and determination that the Plan complies with all requirements of ORS Chapter 457. Furthermore, the City Council hereby determines and finds that the Plan complies with all requirements of ORS Chapter 457 and the specific criteria of 457.095(1) through (7), in that, based on the information provided in the Report, the Wilsonville Planning Commission recommendation, and the public testimony before the City Council:

a. The area designated in the Plan as the Town Center Development District is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Plan because of conditions described in the Report in the Section "Existing Physical, Social, and Economic Conditions and Impacts on Municipal Services," including the existence of inadequate streets and other rights of way, open spaces and utilities and underdevelopment of property (ORS 457.010(1)(e) and (g)); and

b. The rehabilitation and redevelopment described in the Plan to be undertaken by the Agency is necessary to protect the public health, safety or welfare of the City because absent the completion of urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according to the goals of the City's Comprehensive Plan; and

c. The Plan conforms to the Wilsonville Comprehensive Plan and provides an outline for accomplishing the projects described in the Plan, as more fully described in the Plan and in the Wilsonville Planning Commission Recommendation; and

d. The Plan conforms to the Wilsonville Economic Development Strategy as more fully described in the Plan; and

e. No residential displacement will occur as a result of the acquisition and disposition of land and redevelopment activities proposed in the Plan and therefore the Plan does not include provisions to house displaced persons;

f. The acquisition of real property provided in the Plan is necessary for the development of the Area; because the Agency does not own all the real property interests (e.g., rights-of-way, easements, fee ownership, etc.) that will be required to undertake and complete these projects as described in Section 5.0 of the Plan and Section 3.0 of the Report; and

g. Adoption and carrying out the Plan is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax revenues derived from a division of taxes pursuant to section 1c, Article IX of the Oregon Constitution and

ORS 457.440 and other available funding as more fully described in the Sections 4.0, 5.0, 6.0, 7.0, and 8.0 of the Report; and

h. The City shall assume and complete any activities prescribed to it by the Plan; and

i. The Agency consulted and conferred with affected overlapping taxing districts prior to the Plan being forwarded to the Council.

Section 2. In accordance with the findings and determinations set forth above, the public testimony, and the information presented to the Council, the Council hereby approves the Town Center Development District Plan and Report.

Section 3. Following approval by the Council, the City Recorder shall forward a copy of this ordinance to the Agency.

Section 4. The Agency shall thereafter deliver a copy of the Plan to Clackamas County to be recorded in the Records of Clackamas County, Oregon.

Section 5. The City Recorder, in accordance with ORS 457.115, shall publish notice of the adoption of the Ordinance approving the Plan including the provisions of ORS 457.135, in a Wilsonville newspaper no later than four days following adoption of this Ordinance.

Section 6. Effective Date. This Ordinance shall be declared to be in full force and effect thirty (30) days from the date of final passage and approval.

SUBMITTED by the Wilsonville City Council at a regular meeting thereof this ___ day of ____, 20__, and scheduled the second reading on ___, 20__ commencing at the hour of 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

____

Kimberly Veliz, MMC, City Recorder

ENACTED by the City Council on the ___ day of ____, 20__, by the following votes:

Yes: _____ No: _____

____

Kimberly Veliz, MMC, City Recorder

DATED and signed by the Mayor this ______ day of ___, 20___

____

Shawn O'Neil, Mayor

SUMMARY OF VOTES:

Mayor O'Neil

Council President Berry

Councilor Cunningham

Councilor Scull

Councilor Shevlin

EXHIBITS:

A. Town Center Development District Plan
B. Report Accompanying Town Center Development District Plan
C. Planning Commission Record (to be incorporate if voters approve this Ordinance)
D. Public Notice (to be incorporate if voters approve this Ordinance)

[ADOPTION DATE]

Town Center Development District Plan

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

[If adopted, the date and ordinance number (Ord. 905) will be listed here.]

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

WILSONVILLE
OREGON

Acknowledgements

Mayor and City Council

Shawn O’Neil, Mayor

Caroline Berry, Council President

Ann Shevlin, Councilor

Adam Cunningham, Councilor

Sam Scull, Councilor

Planning Commission

Yana Semenova, Chair

Matt Constantine, Vice-Chair

Rob Candrian

Nicole Hendrix

Andrew Karr

Jeff Zundel

City of Wilsonville Project Team

Jeanna Troha, City Manager

Amanda Guile-Hinman, City Attorney

Keith Katko, Finance Director

Zach Weigel, City Engineer

Miranda Bateschell, Planning Director

Matt Lorenzen, Economic Development Manager

Kimberly Rybold, Senior Planner

2023 Urban Renewal Task Force

Kristin Akervall, City Council President

Jennifer Jenkins, Level Development

Seth Henderson, Level Development

Susan Myers, Capital Realty

J.P. & Stephanie Perfili, Crumbl Cookies

Cassandra Ulven, TVF&R

Laura Edmonds, Clackamas County

Jeff Shaffer, Clackamas Community College

Pat McGough, West Linn-Wilsonville School District

Andrew Karr, Resident, Planning Commissioner

Al Steiger, Resident

Dick Spence, Resident

Christine Reynolds, Orrick - Public Finance / Resident

Kevin Ferrasci O'Malley, Wilsonville Chamber

John Wynton, ROIC

Stuart Tanz, ROIC

Consulting Team

Elaine Howard Consulting, LLC

Elaine Howard

Tiberius Solutions LLC

Nick Popenuk

Ali Danko

Margaret Raimann

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.

"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 2022.

2.0 BACKGROUND

The City of Wilsonville ("City") adopted the Wilsonville Town Center Plan ("Town Center Plan") in 2019 after a robust, two-year public engagement process. The Town Center Plan, both a visionary document and an actionable development master plan, calls for the transformation of a roughly 150-acre area, with shopping, restaurants, services, educational institutions, parks, civic uses, and multifamily housing, into a vibrant mixed-use district.

To support this redevelopment plan, significant infrastructure investments are required. In 2022, the City adopted the Town Center Infrastructure Funding Plan ("Infrastructure Funding Plan"), which uses the land use assumptions and redevelopment scenarios from the Town Center Plan to identify and assess costs and funding options for critical transportation and infrastructure projects identified in the Town Center Plan.

The Town Center Plan, Infrastructure Funding Plan, and the 2022 Urban Renewal Strategic Plan recommend the City explore and assess the feasibility of urban renewal as a public finance tool to help fund the transportation and infrastructure projects in the Town Center Plan, in addition to other programs to support businesses and property owners through the transition and transformation of the area.

The City conducted a Town Center Urban Renewal Feasibility Study ("Feasibility Study") in 2023 to determine whether urban renewal is a tool that could effectively be used to help implement the Town Center Plan. Through the Town Center Plan engagement process, community members created a strong vision for the Town Center. They expressed their desire for 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-round activities.

The Feasibility Study was guided by the Wilsonville Urban Renewal Task Force ("Task Force"), comprised of taxing districts, business representatives, and community members, and chaired by then-Wilsonville City Council President Kristin Akervall. The Task Force met five times to review the Town Center Plan, proposed Feasibility Study boundary, financial capacity analysis, blight findings, proposed projects, project costs, allocations/sharing of those costs, forecasted impacts on taxing districts, communications and draft ballot language for an advisory vote on the May 2024 ballot, and potential next steps. Their robust input considered the pros and cons of all aspects of the Feasibility Study.

The Wilsonville City Council ("City Council") reviewed the Feasibility Study and directed staff to proceed with an advisory vote of the Wilsonville electorate in the May 2024 election. The measure appeared as No. 3-605.

At the 2024 May election, Wilsonville voters narrowly rejected Measure 3-605.

In 2025, the City Council, under a new Mayor, sought public input and adjusted the proposed urban renewal district and Feasibility Study to address some common concerns. The Council also took action to amend some code provisions that regulate building height waivers.

At the May 2026 election, voters supported a petitioner-initiated measure (3-632) that required changes to the Wilsonville City Charter. The changes require voter approval at a primary or general election for the adoption of new urban renewal plans and for "substantial changes" to urban renewal plans.

As required by the amended City Charter, this Town Center Development District Plan ("Plan") was put before voters as a proposed ordinance at the November 2026 general election.

[The Plan has been developed with input from the Task Force in 2023, and refined by the City Council in 2025 and 2026 after collecting community input. Voters provided their position on the proposed Plan at the November 2026 general election. Ultimately, the Wilsonville Planning Commission ("Planning Commission"), the City Council, and the general public weighed in through the public hearing and adoption process, as required by ORS Chapter 457.[1]]

The Plan contains goals, measures of success and projects for the development of the Town Center Development District Area ("Area"). The overall purpose of the Plan is to use tax increment financing to overcome obstacles to the proper development of the Area.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS Chapter 457. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. The Area has infrastructure needs as identified in the Accompanying Report and as recited in the effectuating Ordinance, No. 905.

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

In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. The specific projects to be approved in this Plan are outlined in Section 5.0.

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

The Area, shown in **Figure 1**, encompasses 169 acres, more or less, including some 145 acres in tax lots and includes a projected $194,537,768 in assessed value for fiscal year end (FYE) 2026 using FYE 2026 data from the Clackamas County Assessor.

[1] This paragraph and the preceding will be included if a November 2026 ballot measure passes and the proposed Ordinance is adopted by the City Council.

The Plan will be administered by the Agency, which was established by the City Council as the City's Urban Renewal Agency. Substantial changes to the plan must be approved as outlined in Section 9.0 of this Plan.

The Plan is accompanied by an Urban Renewal Report ("Report") that contains additional information, as required by ORS 457.087. The technical information in the Report includes:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan Area;
- The relationship between each project to be undertaken and the existing conditions;
- The total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

It is projected that the Plan will take 28 years of tax increment collections to implement. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is $152,000,000.

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

3.0 MAXIMUM INDEBTEDNESS

Maximum indebtedness is the amount of indebtedness secured by a pledge of tax increment revenue that can be spent on projects, programs and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is **$152,000,000** (One Hundred Fifty-Two Million Dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond or loan proceeds.

4.0 GOALS AND MEASURES OF SUCCESS

The goals of the Plan represent the basic intents and purposes. Accompanying each goal are measures of success, which generally describe how the Agency intends to achieve the goals. The urban renewal projects identified in Section 5.0 of the Plan are the specific means of meeting the measures of success. The goals measures of success are largely taken from the Wilsonville Town Center Plan as detailed in Section 10.0.

The goals will be pursued as economically as is feasible and at the discretion of the Agency. The goals are not ranked by priority but are included in the same order in which they appear in the Wilsonville Town Center Plan. The intent of the projects in the Plan is to leverage the Agency's financial resources to the maximum extent possible with other public and private investments and other public and private funding sources.

GOAL 1: PUBLIC INVOLVEMENT

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

Measures of Success:

1. Provide opportunities for public input throughout the implementation process.
2. Utilize the Wilsonville Urban Renewal Task Force to review amendments to the Plan as may be required under Section 9.0 of this Plan.

GOAL 2: ENVIRONMENTAL STEWARDSHIP

Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.

Measures of Success:

1. Identify appropriate landscaping that provides visual interest, minimizes City maintenance requirements, and is appropriate for walkable, mixed-use areas.
2. Design and Implement stormwater management and treatment facilities to provide both functional and aesthetic value.
3. Incorporate natural features such as rain gardens, eco-roofs, and community gardening areas into Town Center.

GOAL 3: HARMONIOUS DESIGN

Ensure buildings and streets are pedestrian-oriented and there are a variety of quality building types and land uses.

Measures of Success:

1. Create a cohesive design palette of aesthetic qualities, derived from community-identified features both new and existing for the Town Center.
2. Provide for a variety of building types and uses within Town Center.
3. Development standards that bring buildings together, frame the street, and increase pedestrian safety.

GOAL 4: MIXED-USES

Encourage development that provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.

Measures of Success:

1. Create an urban design plan that removes physical barriers and promotes walking and biking as easy and safe ways to travel between different buildings and areas of recreation, residential and commercial/retail uses.
2. Identify locations where increased building heights, mixed-use buildings, and new housing opportunities are appropriate and complementary with surrounding residential neighborhoods.
3. Organize and manage parking to minimize visual impacts, support surrounding land uses, and improve pedestrian safety.

GOAL 5: SAFE ACCESS AND CONNECTIVITY

Provide public services and facilities to meet the present and future needs of the Town Center Area. Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.

Measures of Success:

1. Create multimodal connections in and through the Area that provide multiple, safe routes for residents, businesses and visitors.
2. Identify priority locations to connect to adjacent neighborhoods and land uses.
3. Integrate the multimodal transportation system with the urban design and development standards of the Area.

4. Incorporate wayfinding elements into the Town Center's multimodal transportation system.

GOAL 6: COMMUNITY GATHERING PLACES

Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.

Measures of Success:

1. Identify locations, and necessary improvements, where year-round activities and events can be held in Town Center.
2. Provide flexible public gathering spaces that provide opportunities for unprogrammed seasonal activities and pop-up events.

GOAL 7: ECONOMIC PROSPERITY

Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.

Measures of Success:

1. Develop programs that support the development of a variety of small, medium and large businesses that provide local and regional needs and increase tourism.
2. Identify ways to organize and support businesses in Town Center to retain existing businesses, attract additional business and retail diversity, and increase economic development opportunities.
3. Attract development that supports the use of diverse transportation options.
4. Fund the required public improvements to support economic prosperity through a combination of public and private sources.

Figure 1. Town Center Development District Boundary

Source: Margaret Raimann

5.0 URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below. Public improvements authorized under the Plan such as upgrading infrastructure including transportation, utilities, and public spaces are designed to encourage and facilitate new development and redevelopment within the Area. Many of the following projects are those identified in the Wilsonville Town Center Plan.

5.1 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 general locations of infrastructure projects, where applicable, are noted on the map, **Figure 2.** The specific projects include:

"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.

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.

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.

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.

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.

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.

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.

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.

9. Gateway Plaza to 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.

AREA-WIDE PROJECTS

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 2)** 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.

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.

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.

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.

5.2 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.

5.3 Plan Administration

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

Figure 2. Infrastructure Project Map

6.0 PROPERTY ACQUISITION AND DISPOSITION

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

6.1 Property acquisition for public improvements

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

6.2 Property acquisition – from willing sellers

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

6.3 Property disposition

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

The Agency may dispose of property acquired under Subsection 6.2 of this Section 6.0 by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

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

7.0 RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified, however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.

8.0 TAX INCREMENT FINANCING OF PLAN

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

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

8.1 General description of the proposed financing methods

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

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

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) preparation of this urban renewal plan (2) planning or undertaking project activities, or (3) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

8.2 Tax increment financing

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

8.3 Duration

The Agency intends not to collect tax increment revenues for the Area after twenty-eight (28) years of tax increment collections. The Agency shall not initiate any Projects in the Area unless the Agency reasonably expects it will be able to pay for those Projects from the proceeds of indebtedness described in this section. All indebtedness that is secured by the tax increment revenues of the Area shall mature no later than FYE 2056, and the Agency shall structure all its indebtedness so that it can be paid in full from the tax increment revenues of the Area that the Agency reasonably expects it will receive on or before FYE 2056. Notwithstanding the prior sentence, the Agency may issue refunding indebtedness that matures after FYE 2056, only if issuing that refunding indebtedness is necessary to avoid a default on previously issued indebtedness.

9.0 FUTURE AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

9.1 Substantial Changes

Substantial Changes, as defined in Chapter VI of the Wilsonville City Charter[2] are changes which

- Expand the boundary, duration, borrowing or spending authority of any plan; or,
- Alters the basic purpose engineering or financing principles of a voter-approved plan.

A substantial change does not occur under circumstances described in ORS 457.220, such as when the maximum indebtedness is increased in the amount authorized in ORS 457.220(4)(b). Whenever an election required by this section authorizes new Urban Renewal Indebtedness, the city shall determine the information required to complete the public notice statements in subsections 1-5 of the City Charter. Public Notice Statements shall be posted on the city website at least 45 days in advance of the election and mailed to city electors no more than ten days in advance of the distribution of ballots.

If the section on urban renewal in the Wilsonville City Charter is amended in the future, that amendment will be incorporated into this plan.

9.2 Substantial Amendments per ORS 457.085(2)(i)

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

Substantial Amendments are amendments that:

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

The Agency will adhere to the requirements of the Wilsonville City Charter and to ORS 457 when making substantial changes or amendments to the Plan.

[2] The Wilsonville City Charter was amended through voter approval of Measure 3-632 on May 19, 2026.

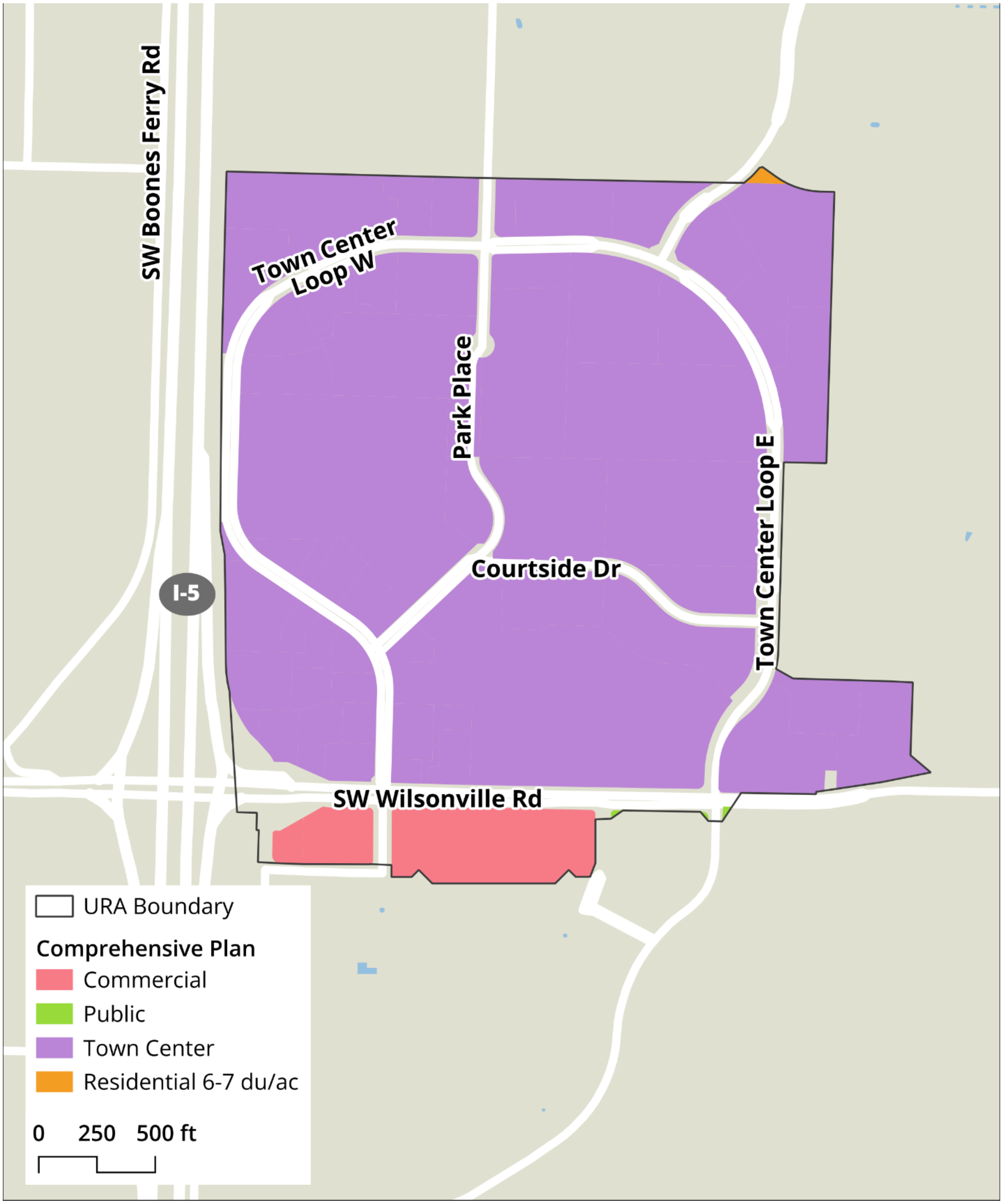
9.3 Non-Substantial Changes

Changes that are not Substantial Changes may be approved by a non-emergency ordinance of the City Council. Such ordinances shall not go into effect for 90 days during which time the electors may invoke a referendum upon filing signatures of five (5) percent of Wilsonville electors.

9.4 Amendments to the Wilsonville Comprehensive Plan and/or Wilsonville Zoning Ordinance

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

Figure 3 – Comprehensive Plan Designations



Source: Margaret Raimann

10.0 ANNUAL REPORT

The Agency shall file Annual Reports in compliance with ORS 457.460.

11.0 RELATIONSHIP TO LOCAL OBJECTIVES

The Plan relates to local planning and development objectives contained within the Wilsonville Comprehensive Plan, the Wilsonville Planning and Land Development Ordinance (Chapter 4 Sections 4.100 -4.141 Zoning), the Wilsonville Town Center Plan and the Wilsonville Transportation System Plan. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies, and implementation strategies will reflect the numbering that occurs in the original document.

The Comprehensive Plan designations are shown in **Figure 3**. The maximum densities and building requirements are contained in the Wilsonville Planning and Land Development Ordinance also known as the Development Code or Zoning Code, Chapter 4 of the Wilsonville Code.

This is not a comprehensive list of all parts of the Wilsonville Comprehensive Plan that are supported by this Plan. This list includes the major Goals and Policies from the comprehensive plan that are supported and advanced by the Town Center Development District Plan; however, there may be other Goals and Policies that are not listed but are still in conformance with this Plan.

11.1 City of Wilsonville Comprehensive Plan

The following sections of the Comprehensive Plan were reviewed for conformance of a proposed Plan to the Comprehensive Plan. The proposed activities in the Area are in conformance with the Wilsonville Comprehensive Plan and the Wilsonville Town Center Plan.

Wilsonville Comprehensive Plan, *Updated July 2024*

Citizen Involvement

GOAL 1.1 To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies.

Policy 1.1.1 The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.

GOAL 1.2 For Wilsonville to have an interested, informed, and involved citizenry.

Policy 1.2.1 The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.

FINDINGS: The Plan is in conformance with the Citizen Involvement Goal. The City utilized the Urban Renewal Task Force, a volunteer advisory task force to help guide the development of the 2023 Town Center Urban Renewal Feasibility Study. The Task Force met five times in 2023 to review components of the Feasibility Study and provide input.

The City provided for an advisory vote on the adoption of a proposed urban renewal plan in the May 2024 primary and that vote narrowly failed. In the months preceding that vote, the City provided information in the Wilsonville Spokesman (local newspaper); the City's print newsletter, Boones Ferry Messenger; a standalone topic-specific website (wilsonvilletowncenter.com); and detailed information on the City website.

In 2025 and 2026 the City Council, under a new Mayor, sought public input through resident surveys and focus groups and adjusted the proposed urban renewal district to address common concerns. Those modifications, which utilized more conservative development assumptions, were captured in the updated 2026 Town Center Urban Renewal Feasibility Study.

The 2026 Feasibility Study informed the contents of this Plan, which voters considered at the November 2026 General Election. In the months preceding the November 2026 election, the City provided information in the Wilsonville Spokesman (local newspaper); the City's print newsletter, Boones Ferry Messenger; a standalone topic-specific website (wilsonvilletowncenter.com); and detailed information on the City website.

In addition, the City provided for public input at all stages of the review of the Plan, including at the Agency meeting, Planning Commission meeting and City Council adoption hearing.[3]

Urban Growth Management

GOAL: 2.1 To allow for urban growth while maintaining community livability, consistent with the economics of development, City administration, and the provision of public facilities and services.

FINDINGS: The Plan is in conformance with Goal 2.1. The Plan is designed to help provide the infrastructure necessary to allow for future development, providing housing, commercial services, recreational opportunities, a complete transportation system including pedestrian and bicycle transportation, employment opportunities and the provision of public facilities and services.

Furthermore, the Plan helps facilitate efficient citywide growth by providing growth opportunities in an underutilized area of the City. This approach ensures efficient use of finite land supply. Infill and redevelopment within the City's existing boundary is an appropriate growth management strategy, as it maximizes the utility of lands and public facilities, delaying or precluding the need to expand the city's boundary and/or the Metro urban growth boundary (UGB).

Public Facilities and Services

[3] This language to be included if the November 2026 ballot measure passes.

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

Policy 3.1.1 *The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living*.

Policy 3.1.2 The City of Wilsonville shall provide, or coordinate the provision of, facilities and services concurrent with need (created by new development, redevelopment, or upgrades of aging infrastructure).

Policy 3.1.3 The City of Wilsonville shall take steps to assure that the parties causing a need for expanded facilities and services, or those benefiting from such facilities and services, pay for them.

Implementation Measure 3.1.3.a Developers will continue to be required to pay for demands placed on public facilities/services that are directly related to their developments. The City may establish and collect systems development charges (SDCs) for any or all public facilities/services, as allowed by law. An individual exception to this standard may be justified, or SDC credits given, when a proposed development is found to result in public benefits that warrant public investment to support the development.

Policy 3.1.7 The City of Wilsonville shall develop and maintain an adequate storm drainage system. However, where the need for new facilities is the result of new development, the financial burden for drainage system improvements shall remain primarily the responsibility of developers. The City will use systems development charges, user fees, and/or other funding sources to construct facilities to improve storm water quality and control the volume of runoff.

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

Policy 3.1.9 The City of Wilsonville shall continue to provide adequate police protection.

Policy 3.1.10 The City of Wilsonville shall continue to coordinate planning for educational facilities with all three local school districts and Clackamas Community College.

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

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

Implementation Measure 3.1.11.e Require small neighborhood parks (public or private) in residential areas and encourage maintenance of these parks by homeowner associations or other entities as deemed appropriate by the City.

Implementation Measure 3.1.11.f Maintain and develop the current park system for centralized community-wide park facilities, but emphasize the future acquisition of small parks in localized areas.

Implementation Measure 3.1.11.s Facilities constructed to implement the Bicycle and Pedestrian Master Plan shall be designed to insure safe and convenient pedestrian, bike and, where appropriate, equestrian access from residential areas to park, recreational and school facilities throughout the City.

Transportation

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

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

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

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

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

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

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

GOAL 3.3: To achieve adopted standards for increasing transportation choices and reducing reliance on the automobile by changing land use patterns and transportation systems so that walking, cycling and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.

Policy 3.3.2 The City shall work to improve accessibility for all citizens to all modes of transportation.

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

GOAL 3.5: To protect existing and planned transportation facilities, corridors and sites for their identified functions, including protection of the function and operation of the I-5/Wilsonville Road Interchange and the I-5/Elligsen Road Interchange, together with the local street network within the Interchange Areas.

GOAL 3.6: To provide for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.

GOAL 3.7: Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.

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

FINDINGS: The Plan is in conformance with the Public Facilities and Services Goals. The Plan includes funding to develop a timely, orderly, and efficient arrangement of public facilities and services to serve future urban development. These plans are consistent with and in conformace with the Transportation System Plan, Transit Master Plan, Stormwater Master Plan, Sewer and Water Infrastructure Master Plans and the Parks and Recreation Master Plan. The Plan includes infrastructure planning for transportation, sanitary sewer, water, stormwater, and “green infrastructure” including parks. Specifically:

- **Transportation.** This Plan implements the Town Center Plan. The Town Center Plan identifies existing and proposed street networks and multimodal networks. The Town Center Plan identifies improvements to the pedestrian and bicycle infrastructure. Cross-sections for each street type were also provided. Improved transit connections and increased service and accessibility were also identified as a key priority for future actions.
- **Sanitary Sewer.** This Plan implements the Town Center Plan. The Town Center Plan identified improvements required by the increased development in the Town Center area. As much of the area already has existing sewer infrastructure, 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. Many of the projects identified are for relocation of the infrastructure into the new or existing public right-of-way.
- **Stormwater.** This Plan implements the Town Center Plan. Sustainable stormwater management is a key component of the Town Center Plan. The stormwater management approach is anticipated to consist largely of a toolbox of approaches to treat, detain, and infiltrate runoff on-site. The City’s Stormwater Master Plan and Public Works Standards include a variety of Low Impact Development (LID) options for stormwater management.
- **Parks.** This Plan implements the Town Center Plan. The Town Center Plan provides connections between the Gateway Plaza, Town Center Park, and Memorial Park, as the envisioned “Emerald Chain” —a linear system of small parks, greenspaces, and landscaped streets.
- **Implementation and Financing.** This Plan provides a funding source to implement the Town Center Plan.

Land Use and Development

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

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

Implementation Measure 4.1.2.a Encourage commercial uses which are compatible with the residential nature of the community, and are complementary to or supportive of industrial development in the City.

Implementation Measure 4.1.2.b Provide opportunities for a basic mix of needed goods and services.

Implementation Measure 4.1.2.c Encourage a rate of commercial development consistent with serving the needs of residents of the City and adjacent rural and agricultural lands.

Implementation Measure 4.1.2.d Cluster commercial activity near the freeway interchanges and encourage service or freeway-oriented commerce to locate near the Stafford Interchange. Encourage retail and other local-oriented commerce to locate in commercial districts along Wilsonville Road to minimize transient traffic impacts on the Wilsonville Interchange.

Implementation Measure 4.1.2.g The location and development of commercial areas within the community should be given very careful consideration. Although they may occupy a relatively small percentage of the total land area, commercial developments customarily occur at points of maximum traffic movement and, therefore, have a tremendous impact on people's impressions of the visual quality of the community. If Wilsonville is to retain an image as a desirable place to live, its commercial areas must reflect that quality.

Implementation Measure 4.1.2.h Non-commercial uses may be permitted within a planned development commercial zone, provided that the predominant uses remain commercial. In many locations, the development of residential uses is appropriate and desirable in upper floors, while ground-floor uses remain commercial.

Implementation Measure 4.1.2.i As existing businesses are renovated and new ones are constructed, the Development Review Board will require high standards of compatibility with surrounding development, landscaping, architecture, and signage. The ability of a site to function properly in relation to the surrounding area will be emphasized.

FINDINGS: The Plan is in conformance with the Land Use and Development Goal 4.1. The intent of the Town Center Plan is to “create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.” The projects identified in the Plan and infrastructure improvements support this goal in the following ways:

- Providing business retention and location assistance for prospective tenants or re-location support to find new spaces due to redevelopment. The City may also explore the feasibility of other business incubation and community wealth-building models, such as a Community Investment Trust, which has been successfully piloted in East Portland.
- Standing up a food cart pod incentive program. Food cart pods are small business incubators.

- Providing technical assistance to property owners to evaluate development options and feasibility and tenant mixes.
- Entering into public-private partnerships (PPPs) with prominent property owners open to redevelopment in the Town Center to catalyze private investment, development, and new commercial space.

Town Center Development

Policy 4.TC.1. The vision for Wilsonville's Town Center is:

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

Policy 4.TC.2. The Wilsonville Town Center Plan shall be a supporting document of the Comprehensive Plan, adopted by the City as a part of this Comprehensive Plan with the full force and effect of the Plan.

Policy 4.TC.4. Development in the Town Center shall create a highly connected and walkable street and multi-modal transportation network that is consistent with the Wilsonville Town Center Master Plan.

Policy 4.TC.5. Development in the Town Center shall create open spaces that are linked, that serve as attractive amenities for the Town Center, and are consistent with the Wilsonville Town Center Master Plan.

Policy 4.TC.7. The City may use a variety of strategies to fund improvements in the Town Center. These include but are not limited to: funding by developers; public-private partnerships; partnerships with public agencies; urban renewal funding, special fees, and others authorized by the City Council.

FINDINGS: The Plan is in conformance with the Town Center Development Goal 4.1. The Plan is the implementation tool of the Wilsonville Town Center Plan. The foundation of the Town Center Plan is the community's desire for a walkable and engaging experience. Wilsonville residents want options to move around safely, whether they are parking a car and walking to a store, riding a bike, rolling through, or using transit. The Town Center Plan outlines a multimodal network designed for all ages and abilities and where cars remain one of the many transportation choices. The proposed street network and connections for non-motorized modes will meet Town Center's current and projected transportation needs. The Town Center 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.

Transportation is a key feature of the Town Center Plan. The goal for the Town Center Plan is to provide a safe and connected area that fosters multimodal access between buildings and land uses, is connected to surrounding neighborhoods, and provides local and regional accessibility.

The plan is to do this by:

- Creating multimodal connections in and through Town Center that provide multiple, safe routes for residents, businesses and visitors.
- Identifying priority locations to connect to adjacent neighborhoods and land uses.
- Integrating the multimodal transportation system with urban design and development standards developed for Town Center.
- Incorporating wayfinding elements into Town Center's multimodal transportation system.

In addition, the vision is to provide ample public spaces, parks, and destinations to connect with one another and the environment to meet recreational needs. The community prioritized parks, green spaces, and public gathering spaces as important elements of the future Town Center.

Finally, the Town Center Development District Plan directly implements Policy 4.TC.7 of the Town Center Plan by establishing a tax increment financing (urban renewal) district as a funding mechanism for public infrastructure, redevelopment assistance, and related improvements within Town Center. The Development District Plan also contemplates leveraging private investment, public-private partnerships, contributions from developers, grants, and other public funding sources to maximize implementation of the Town Center Plan, consistent with the funding strategies identified in Policy 4.TC.7

Residential Development

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

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

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

Implementation Measure 4.1.4.g Coordinate housing development with the social and economic needs of the community.

Implementation Measure 4.1.4.h Require new housing developments to pay an equitable share of the cost of required capital improvements for public services.

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

Implementation Measure 4.1.4.j The City shall have a diverse range of housing types available within its City limits.

Implementation Measure 4.1.4.o The City will encourage the development of housing of various types and densities. Guided by the urbanization, public facilities, and economic elements, the City will, however, manage residential growth to ensure adequate provision of public facilities and that proposed housing satisfies local need and desires, i.e., type, price and rent levels.

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

Housing Needs & Capacity Analysis and Housing Production Strategy

The **2025–2045 Housing Needs and Capacity Analysis (HNCA)** is the City's state-required technical analysis of Wilsonville's projected housing needs over the next twenty years. The HNCA evaluates population and employment forecasts, demographic trends, housing affordability, residential land supply, redevelopment opportunities, and housing capacity to determine whether the City has sufficient land and development opportunities to accommodate future housing needs. Based on this analysis, the HNCA concludes that redevelopment within Town Center is an important component of Wilsonville's long-term housing capacity and identifies Town Center as a key location for accommodating future multifamily housing development. The HNCA serves as the factual and analytical foundation for future housing policy decisions.

The **Wilsonville Housing Production Strategy (HPS)** builds upon the HNCA by identifying specific actions the City can take over the next six years to address unmet housing needs and reduce barriers to housing production. Rather than changing land use designations or development regulations, the HPS focuses on implementation strategies that improve housing feasibility, encourage redevelopment, support mixed-use and transit-oriented development, and expand housing choice. Because the Town Center Development District Plan provides a financing mechanism for infrastructure improvements and redevelopment activities that remove barriers to development and support implementation of the Town Center Plan, the Plan directly advances several objectives identified in both the HNCA and the Housing Production Strategy.

FINDINGS: The Plan is in conformance with the Residential Development Policies. The Plan provides the infrastructure including an enhanced transportation system and improved parks and public spaces to support needed housing for the City of Wilsonville as identified in the City’s adopted Housing Needs and Capacity Analysis. There is very little existing housing in the Area. Promoting the atmosphere for mixed-use development will allow for needed housing units of various types including apartments, condos, townhomes, for current and future Wilsonville residents. The Town Center Plan estimates an additional 1,680 dwelling units may be developed in the Area, while the 2026 Town Center Urban Renewal Feasibility Study and the Report accompanying this Plan assume the construction of 2,381 residential units. The actual number of units built in the Area depends on the infrastructure improvements to be funded through this Plan as well as market forces and other factors.

The Town Center Development District Plan is in conformance with the 2025–2045 Housing Needs and Capacity Analysis (HNCA) and the Wilsonville Housing Production Strategy (HPS). Both documents recognize that Wilsonville's long-term housing needs cannot be met solely through development on vacant land and identify redevelopment of Town Center as an important component of the City's housing strategy. The HNCA anticipates that Town Center will accommodate approximately 880 new dwelling units over the 2025–2045 planning period and concludes that redevelopment of Town Center is necessary to provide sufficient capacity for anticipated multifamily housing growth.

The Town Center Development District Plan directly supports implementation of the HPS by providing a financing mechanism for public infrastructure and redevelopment activities that help remove barriers to housing production on underutilized and redevelopment sites. The HPS recognizes that local governments influence housing production by improving infrastructure readiness, facilitating redevelopment, and supporting mixed-use, transit-accessible neighborhoods that provide housing opportunities for a broad range of household types and incomes.

The Development District Plan advances the goals of both the HNCA and HPS by encouraging redevelopment that expands housing opportunities within an established mixed-use area served by existing infrastructure, employment, parks, retail, transit, and other community amenities. Public investments authorized by the Plan improve development feasibility, support additional housing choice, strengthen walkability and multimodal access, and create conditions that help implement the City's long-term housing objectives while complementing other adopted housing policies and programs.

Economic Development

The latest City of Wilsonville Economic Development Strategy (Strategy) was adopted in March of 2026. It was adopted as an Appendix to a "Goal 9" Economic Opportunities Analysis (EOA). Furthermore, the EOA, with appendices, was adopted as a sub-element of the Wilsonville Comprehensive Plan.

The Strategy organizes implementation work into six focus areas, each with a small set of actions the City can lead, coordinate, or support with partners. Together, the actions address priorities identified through [related project] work and stakeholder engagement, including industrial site readiness, commercial and mixed-use redevelopment, workforce connections, and support for existing and new businesses.

Several focus areas and associated action items are relevant to Town Center.

Issue 2: Limited City funds to support economic development outside Coffee Creek Urban Renewal Area.

Action 2.1 Explore a dedicated funding source to support commercial and mixed-use redevelopment.

Issue 3: Vacant commercial land is limited.

Action 3.2 Coordinate with other City departments to deliver on Town Center and tourism priorities.

Action 3.3 Catalyze redevelopment of key sites in Town Center.

Issue 4: Lack of unique retail and dining experiences.

Action 4.1 Incentivize local dining and retail in Town Center.

Action 4.2 Explore the creation of a food cart incubation program in Town Center.

Action 4.3 Explore affordable commercial space models and partnerships.

Action 4.4 Recruit unique restaurants and shops to Town Center.

Issue 6: Perceived limited supports for small businesses.

Action 6.2 Provide small business assistance grants for upgrades

FINDINGS: The Town Center Development District Plan is in conformance with and implements the Wilsonville Economic Development Strategy (2026). The Plan advances multiple desired outcomes and directly implements several recommended actions identified in the Strategy by providing a dedicated financing mechanism for infrastructure improvements, redevelopment, business support, and catalytic investments necessary to achieve the City's long-term economic development objectives both in Town Center and citywide.

11.2 Wilsonville Town Center Plan

The City of Wilsonville Town Center Plan was adopted May 6, 2019 and amended October 18, 2021, to incorporate the Town Center Streetscape Plan. The Wilsonville Town Center Plan has six goals, and numerous implementation strategies which the Town Center Development District Plan strives to implement.

Goal 1. Environmental Stewardship. Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.

Goal 2. Harmonious Design. Ensure buildings and streets are pedestrian-oriented and there are a variety of quality building types and land uses.

Goal 3. Mixed-Uses. Encourage development that provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.

Goal 4. Safe Access and Connectivity. Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.

Goal 5. Community Gathering Places. Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.

Goal 6. Economic Prosperity. Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.

Implementation Strategies

2. Infrastructure Investments. These include streetscape and other multimodal improvements (bicycle, pedestrian and transit), open space, and stormwater, sewer, and water infrastructure projects. Several of these projects are long-term investments with significant costs, but many could be constructed concurrently. Some projects are also linked (e.g. Park Place extension and Wilsonville Road modifications) and would require construction at the same time.

3. Parking Strategies. These include policies and programs that can be considered as increased activity and density in Town Center necessitates parking management. A new approach to parking is critical to both achieve the community's design concept for Town Center and support the parking turnover needed for businesses.

4. Placemaking Strategies. These include projects or programs that generate activity and interest in Town Center that attract visitors, local workers, and residents alike and encourage people to spend more time here. They can be implemented by the City, business groups, and/ or community non-profits, often at a low cost and immediately after the Town Center Plan's adoption.

5. Economic Development Strategies. These include programs and projects to support existing businesses and bolster economic activity within Town Center. Many of these strategies can be implemented shortly after the Plan's adoption.

FINDINGS: The Town Center Development District Plan advances the goals of the Town Center Plan by supporting environmental stewardship through sustainable infrastructure investments; harmonious design through pedestrian-oriented streets and public improvements; mixed-use redevelopment through infrastructure and redevelopment assistance; safe access and connectivity through multimodal transportation investments; community gathering places through parks, plazas, public spaces, and placemaking improvements; and economic prosperity through programs and projects that retain existing businesses, encourage private investment, and attract new retail, dining, entertainment, housing, and employment opportunities.

The Town Center Development District Plan is in conformance with and implements the 2019 Town Center Plan. The Development District Plan is intended to provide a financing mechanism to implement the Town Center Plan by funding public infrastructure, redevelopment assistance, streetscape improvements, public spaces, and economic development programs identified in the Town Center Plan. The projects and programs authorized by the Development District Plan directly support the Town Center Plan's long-term vision of transforming Town Center into a vibrant, walkable, mixed-use district that serves as Wilsonville's civic, commercial, and cultural heart.

11.3 Transportation System Plan

The following policy areas of the Wilsonville Transportation System Plan are relevant to the Plan.

Policy 1. Provide a safe, well-connected, and efficient system of streets and supporting infrastructure for all travel modes.

Policy 2. Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.

Policy 3. Support the use of alternative fuels by providing, or encouraging the provision of, needed infrastructure.

Policy 4. Provide a robust transportation system that provides all members of the community access to multiple travel mode choices.

Policy 5. Design and manage the city street system to meet Level of Service (LOS) standard D.

As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council.

Policy 6. Evaluate, minimize, and balance the environmental impacts of new transportation projects.

Policy 7. Design the transportation system to be multifunctional by integrating stormwater management into the design of transportation facilities, as described in the Stormwater Master Plan.

Policy 8. Consider the needs of traditionally underserved citizens when planning and designing the transportation system and identify targets and improvements to meet the specific needs of these populations.

Policy 9. Enhance transportation connections and choices in and between all parts of the city as a means for preserving the function and capacity of the existing system.

Policy 10. Add system connections for all modes throughout the city's transportation system to improve access between neighborhoods, serve new development, and manage system performance.

Policy 11. Manage the transportation system to improve reliability and maximize efficient use of existing facilities.

Policy 12. Implement Intelligent Transportation System (ITS) improvements as identified in the Clackamas County ITS Plan.

Policy 13. Coordinate with Clackamas County, Washington County, and the Oregon Department of Transportation to implement system management and operations strategies on arterials and highways.

Policy 14. On- and off-street parking facilities are part of the transportation system, and will be managed and regulated to ensure sufficient parking is provided, maximize efficiency, minimize impacts to traffic in the right-of-way, and reduce environmental impacts. Over time as new development is planned in the Town Center area and the Westside Express Service (WES) commuter rail station area, the City will work with property owners to prepare parking management plans that manage supply and demand for parking areas.

Policy 15. Review all land use/development proposals for consistency with the TSP.

Policy 16. Ensure new development and redevelopment provide connections to transit streets and facilities, providing protected street crossings, and bus stop amenities, if needed.

Policy 17. Collaborate with the State, Metro, Clackamas and Washington Counties, and adjacent jurisdictions and transit agencies to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

Policy 18. Work with ODOT, Metro, TriMet, Cherriots, and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, transit connections, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.

Policy 19. Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Clackamas and Washington Counties, Metro, TriMet, and Cherriots to improve regional transportation facilities and services.

Policy 20. Work with neighboring jurisdictions to plan, fund, and implement a phased transportation network that serves southwest employment area growth while reserving I-5 interchange capacity for access to and from Wilsonville destinations.

Policy 22. Provide an adequate motor vehicle system that serves commercial vehicle/ truck traffic to and from the land uses they serve.

Policy 23. Consider the requirements for truck movement when designing all improvements in the public right of way on designated truck routes. Requirements include turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.

Policy 24. Ensure that the needs of other transportation users are considered in the design and construction of freight improvements. Improvements that reduce freight vehicle impacts to bicyclists and pedestrians (particularly along identified bikeways and walkways) will be considered, including buffered bike lanes, enhanced pedestrian crossings, and other safety improvements.

Policy 28. Coordinate with adjacent jurisdictions and the freight community to ensure that regional freight traffic is directed only toward the city's freight routes.

Policy 29. Increase public awareness of transit and other transportation options, such as walking and bicycling, so that individuals can make informed decisions.

Policy 30. Provide transit service which is coordinated, convenient, comfortable, and safe.

Policy 31. Create a sense of community ownership of the transit system by encouraging citizen involvement in the planning and development of transit facilities and services.

Policy 32. Develop a process for responding to public feedback regarding transit services, including additional service requests, bus routing, and transit stop amenities.

Policy 33. Guided by a transit-specific public feedback process, provide transit routes throughout the city so that transit stops are located within one-quarter mile walking distance from residents and businesses.

Policy 35. Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation system management.

Policy 37. Provide facilities that allow more people to walk and bike, not only as low-impact transportation choices, but also to benefit the health and economy of the community.

Policy 39. Improve and expand pedestrian and bicycle facilities throughout the community, with a focus on improved connectivity within the city and with the Regional bicycle and trails systems.

Policy 40. Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, recreation, employment, and retail centers) and minimize conflicts with other modes of transportation.

Policy 41. The planning, design, and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.

Policy 42. Provide more enhanced pedestrian crossings (which may include pedestrian flashers, a median refuge, or other treatments) as a way to improve safety and connectivity in Wilsonville's transportation system.

Policy 43. Develop more transportation options within the city, increasing transportation demand management programming and improving walking, biking, and transit facilities.

Policy 44. Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas (IMAs) that minimize local traffic through the interchanges and on the interchange cross roads.

Policy 45. Require each individual development to provide all collector and local streets, unless the benefit to the entire community warrants public participation in funding those collector streets.

Policy 46. The City will plan, schedule, and coordinate implementation of all transportation system improvements through the on-going five-year Capital Improvements Plan. A priority is given to eliminating existing gaps and deficiencies and in upgrading the structural quality of the existing arterial system.

Policy 47. Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements, and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan. This program should be resourceful and innovative to ensure the City can make key transportation investments. Revenue sources may include public/private partnerships, Local Improvement Districts (LIDs), grants, etc.

FINDINGS: The Town Center Development District Plan is in conformance with and implements the transportation vision, goals, and policies of the Wilsonville Transportation System Plan (TSP). The Development District Plan provides a financing mechanism for transportation improvements identified in the Town Center Plan and the TSP, including roadway modifications, multimodal facilities, intersection improvements, local street connections, bicycle and pedestrian infrastructure, streetscape enhancements, and supporting public infrastructure. These investments remove transportation deficiencies that currently constrain redevelopment while supporting a safe, connected, and efficient transportation system.

The transportation projects authorized by the Development District Plan directly advance the TSP's multimodal transportation objectives by improving safety, connectivity, accessibility, mobility, and system efficiency for motorists, pedestrians, bicyclists, transit users, freight movement, and emergency services. The Plan supports implementation of the City's adopted transportation network by funding improvements that enhance local circulation, improve access to Town Center, and encourage walking, bicycling, and transit use while maintaining an efficient street system.

Specifically, the Development District Plan is in conformance with the following TSP policy objectives:

Multimodal Transportation and Connectivity. The Plan funds projects that create a safe, well-connected, and efficient transportation system serving all travel modes, including new local street connections, multimodal streets, bicycle facilities, pedestrian improvements, and enhanced connections between neighborhoods, commercial areas, parks, and transit. These projects implement Policies 1, 4, 9, 10, 16, 39, 40, 41, 42, 43, and 44.

Transportation and Land Use Coordination. The Plan supports redevelopment in conformance with the Town Center Plan by providing transportation infrastructure needed to accommodate future mixed-use development while balancing transportation capacity, accessibility, and community livability. These investments advance Policies 2, 5, 15, and 46.

Complete Streets and Safety. The Plan includes projects that improve pedestrian crossings, bicycle facilities, sidewalks, cycle tracks, streetscapes, and intersection operations to create a transportation network that safely accommodates all users while improving reliability and operational efficiency. These projects are in conformance with Policies 1, 5, 11, 24, 37, 39, 40, 41, and 42.

Transit Access and Transportation Choices. The Plan supports transportation choice by improving pedestrian and bicycle access to transit, encouraging development patterns that support transit service, and creating infrastructure that makes walking, bicycling, and transit more convenient and attractive. These actions further Policies 16, 29, 30, 31, 32, 33, 35, and 43.

Environmental Stewardship and Sustainable Infrastructure. The Plan incorporates transportation improvements that integrate stormwater management, support alternative transportation modes, reduce vehicle dependence, and improve environmental performance in conformance with the TSP and Stormwater Master Plan. These investments support Policies 3, 6, 7, 35, and 37.

Parking and Transportation Management. The Plan authorizes projects and programs that support future parking management strategies, multimodal access, and efficient circulation within Town Center, in conformance with the TSP's recognition that parking should support redevelopment while minimizing traffic impacts and encouraging transportation alternatives. These actions are in conformance with Policy 14.

Regional Mobility and Freight. The Plan includes transportation improvements that improve local street connectivity, redistribute traffic within Town Center, reduce unnecessary reliance on the I-5 interchange area, accommodate freight movement, and coordinate with regional transportation investments. These projects support Policies 13, 17, 18, 19, 20, 22, 23, 24, and 28.

Transportation Financing. The Development District Plan establishes tax increment financing as an innovative local funding mechanism that complements the City's Capital Improvements Program and other public and private funding sources to implement transportation projects identified in the TSP. The Plan is therefore in conformance with Policies 45, 46, and 47, which encourage coordinated implementation of transportation improvements and resourceful financing strategies necessary to achieve the City's long-term transportation objectives.

The transportation improvements authorized by the Town Center Development District Plan represent a substantial implementation mechanism for the Wilsonville Transportation System Plan within the Town Center area. By funding transportation facilities that improve safety, connectivity, mobility, accessibility, and multimodal travel while supporting planned redevelopment, the Development District Plan furthers the goals and policies of the TSP and promotes the orderly development of Wilsonville's transportation system.

11.4 Wilsonville Development Code

Planned Development Residential 4 (PDR4) (Section 4.124);
Planned Development Commercial (PDC) (Section 4.131)

The requirements of a PDR Zone and PDC Zone shall be governed by Section 4.140 of the Wilsonville Development Code, Planned Development Regulations, and as otherwise set forth in the Wilsonville Development Code.

Town Center Zone (TC) (Section 4.132)

The Town Center (TC) Zone applies to lands within the Town Center Comprehensive Plan Map designation. The TC Zone is a Planned Development Zone, subject to applicable Planned Development regulations (see Section 4.140 and 4.118 of the Wilsonville Development Code).

Where conflicts occur between these standards and other Development Code regulations or other ordinances, the provisions of this Chapter shall apply.

The purposes of the TC Zone are to:

A. Implement the Town Center policies and implementation measures of the Comprehensive Plan.

B. Implement the Wilsonville Town Center Plan recommendations for the Town Center Comprehensive Plan Map designation.

C. Create a vibrant, walkable destination that inspires people to socialize, shop, live, and work.

D. Support future development that transforms Town Center into the heart of Wilsonville.

E. Foster active parks, civic spaces, and amenities that provide year-round, compelling experiences.

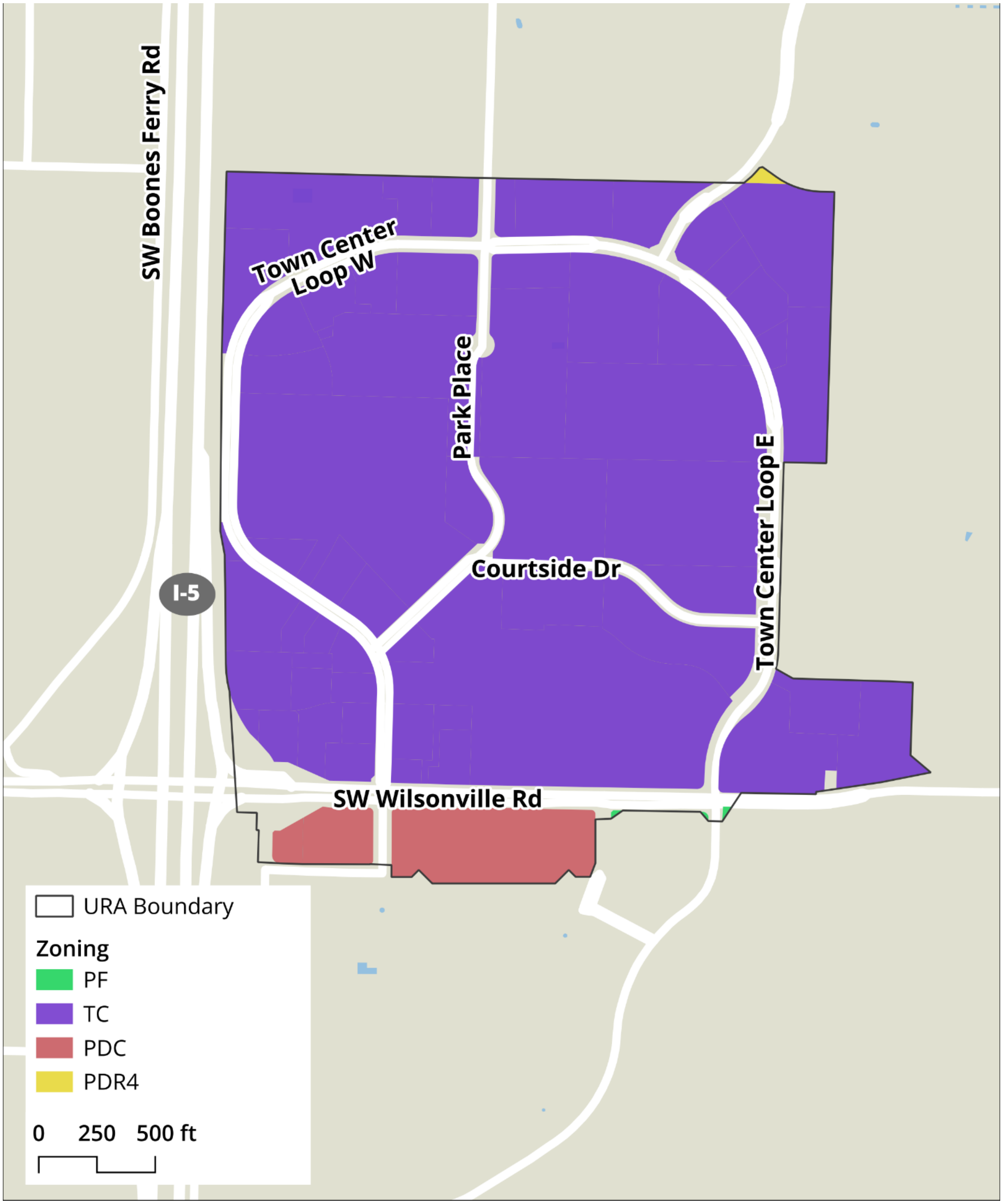
F. Create a development pattern where Wilsonville residents and visitors come for shopping, dining, culture, and entertainment.

Public Facility (PF) (Section 4.136)

Purpose. The PF zone is intended to be applied to existing public lands and facilities; including quasi-public lands and facilities which serve and benefit the community and its citizens. Typical uses permitted in the PF Zone are schools, churches, public buildings, hospitals, parks and public utilities. Not all of the uses permitted in this zone are expected to be publicly owned.

FINDINGS: The Plan is in conformance with the Wilsonville Development Code as all projects will comply with the Wilsonville Development Code and the development permit review process of the city.

Figure 4 – Zoning Designations



Source: Margaret Raimann

APPENDIX A: LEGAL DESCRIPTION

SEE FOLLOWING PAGE

“Appendix A”

LEGAL DESCRIPTION
Wilsonville Town Center Development District
Legal Description
July 27, 2026
Page 1 OF 3

All that land lying in the Northwest One-Quarter and Southwest One-Quarter of Section 13, the Southeast One-Quarter of Section 14, the Northeast One-Quarter of Section 23, and the Northwest One-Quarter of section 24, Township 3 South, Range 1 West, Willamette Meridian, Wilsonville, Clackamas County, Oregon and being more particularly described as follows:

BEGINNING at the Southwest corner of the Northwest One-Quarter of Section 13, Township 3 South, Range 1 West, Willamette Meridian:

Thence along the South line of said Northwest One-Quarter of Section 13, Easterly for a distance of 1095 feet, more or less, to a point on the Easterly Right-of-Way line of Canyon Creek Road;

Thence along said Easterly Right-of-Way line, Northeasterly for a distance of 93 feet, more or less, to the intersection with the Southerly Right-of-Way line of Vlahos Drive;

Thence along said Southerly Right-of-Way line the following 4 course:

Thence Easterly for a distance of 18 feet, more or less;

Thence Southeasterly for a distance of 63 feet, more or less, to a point of curve left;

Thence Southeasterly along said curve left for a distance of 209 feet, more or less;

Thence Easterly for a distance of 66 feet, more or less, to the Northwest corner of Lot 47, Block 2 of Courtside Estates;

Thence along the Westerly boundary line of said Block 2, Southerly for a distance of 1,164 feet, more or less, to the Southwest corner of Lot 24, of said Block 2;

Thence along the Northerly boundary line of Lots 17, 16, and 15 of said Block 2, Westerly for a distance of 183 feet, more or less, to a point on the Easterly Right-of-Way line of Town Center Loop Road East, also being the Northwest corner of said Lot 15;

Thence along said Easterly Right-of-Way line, Southerly for a distance of 887 feet, more or less to the most Westerly Southwest corner of Lot 2, Block 1 of Courtside Estates;

Thence along the courses of the Northerly boundary line of Parcel 1 and Parcel 2 of Partition Plat 2009-072, Easterly for a distance of 597 feet, more or less, to the Northeast corner of said Parcel 2;

Thence along the courses of the Easterly boundary line of said Parcel 2, Southerly for a distance of 429 feet, more or less, to a point on the Northerly Right-of-Way line of Wilsonville Road, said point also being the Southeast corner of said Parcel 2;

Thence along the courses of said Northerly Right-of-Way line, Southwesterly for a distance of 413 feet, more or less, feet to the Southwest corner of said Parcel 2;

Thence, leaving said Northerly Right-of-Way line, Southwesterly for a distance of 46 feet, more or less, to an angle point on the Northerly Right-of-Way line of said Wilsonville Road;

LEGAL DESCRIPTION
Wilsonville Town Center Development District
Legal Description
July 27, 2026
Page 2 OF 3

Thence along said Northerly Right-of-Way line, Southwesterly for a distance of 41 feet, more or less, to an angle point on the Northerly Right-of-Way line of said Wilsonville Road;

Thence along said Northerly Right-of-Way line, Southerly for a distance of 10 feet, more or less, to the Southeast corner of City of Wilsonville Fee No. 80-3753;

Thence, continuing along said Northerly Right-of-Way line, Westerly for a distance of 316 feet, more or less;

Thence, leaving said Northerly Right-of-Way line, Southwesterly for a distance of 72 feet, more or less, to a point on the Southerly Right-of-Way line of Wilsonville Road;

Thence Southwesterly a distance of 76 feet, more or less, to a point on the Easterly Right-of-Way line of Memorial Drive;

Thence Westerly for a distance of 60 feet, more or less, to a point on the Westerly Right-of-Way line of Memorial Drive;

Thence, Northwesterly for a distance of 52 feet, more or less, to a point on the Southerly Right-of-Way line of Wilsonville Road;

Thence along said Southerly Right-of-Way line, Westerly for a distance of 333 feet, more or less, to the Northeast corner of Lot 5 of Main Street Village (Plat Book 119, Page 14);

Thence Southwesterly for a distance of 62 feet, more or less, to a point on the Easterly Right-of-Way line of Rebekah Street;

Thence Westerly for a distance of 67 feet, more or less, to a point on the Westerly Right-of-Way line of Rebekah Street;

Thence along said Westerly Right-of-Way line, for a distance of 188 feet, more or less

Thence along said Westerly Right-of-Way line, for a distance of 63 feet, more or less, to the Southeast corner of Lot 3 of said Main Street Village;

Thence along the courses of the Southerly boundary line of said Lot 3, Westerly for a distance of 925 feet, more or less, to a point on the Easterly Right-of-Way line of Town Center Loop West, said point also being the Southwest corner of Said Lot 3;

Thence along said Esterly Right-of-Way line, Northerly for a distance of 51 feet, more or less;

Thence Westerly for a distance of 90 feet, more or less to a point on the Northerly Right-of-Way line of Main Street;

Thence along said Northerly Right-of-Way line, Westerly for a distance of 291 feet, more or less to the Southwest corner of Lot 1 of said Main Street Village;

LEGAL DESCRIPTION
Wilsonville Town Center Development District
Legal Description
July 27, 2026
Page 3 OF 3

Thence, continuing along said Northerly Right-of-Way line, Westerly for a distance of 97 feet, more or less;

Thence, leaving said Right-of-Way line, Westerly for a distance of 94 feet, more or less, to a point on the Westerly Right-of-Way line of Parkway Avenue;

Thence along said Westerly Right-of-Way line, Northerly for a distance of 222 feet, more or less, to the Northeast corner of Document No. 2009-049225.

Thence along the north boundary line of said Document No. 2009-049225, Westerly for a distance of 85 feet, more or less, to a point on the Easterly Right-of-Way line of Interstate Highway 5;

Thence Northerly for a distance of 518 feet to a point on the Easterly Right-of-Way line of said Interstate Highway 5;

Thence along the courses of d said Easterly Right-of-Way line, Northerly for a distance of 2234 feet, more or less to a point on the South line of the Northeast One-Quarter of Section 14, Township 3 South, Range 1 West, Willamette Meridian;

Thence along said South Line, Easterly for a distance of 1120 feet to the **POINT OF BEGINNING.**

The above described land contains 169 acres, more or less.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
NOVEMBER 08, 2010
JOHN TAYLOR HAGLUND
55022

EXPIRES: 6/30/2027

[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

Mayor and City Council

Shawn O'Neil, Mayor

Caroline Berry, Council President

Ann Shevlin, Councilor

Adam Cunningham, Councilor

Sam Scull, Councilor

Planning Commission

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Matt Constantine, Vice-Chair

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Ali Danko

Margaret Raimann

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.

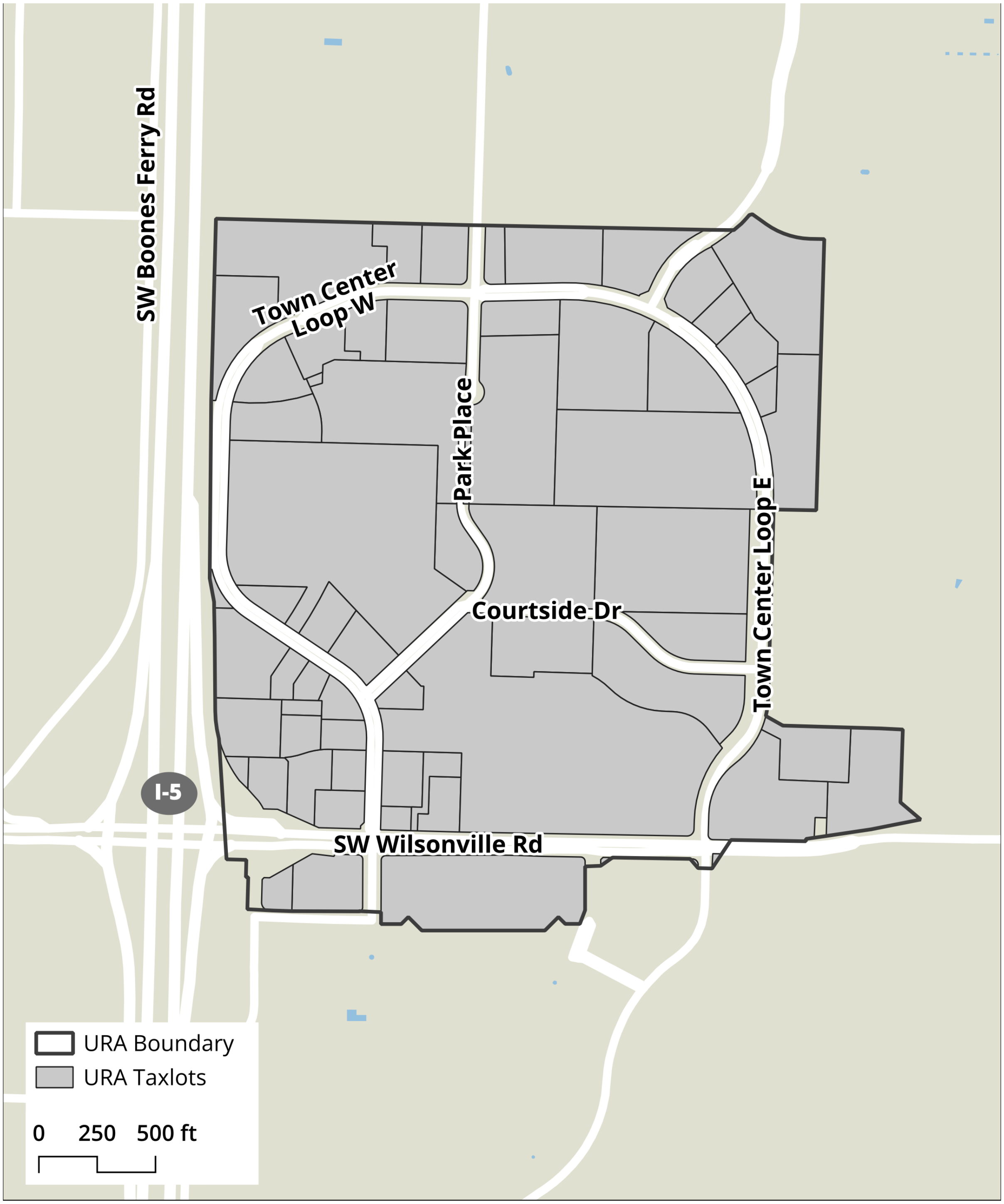
2.0 BACKGROUND

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

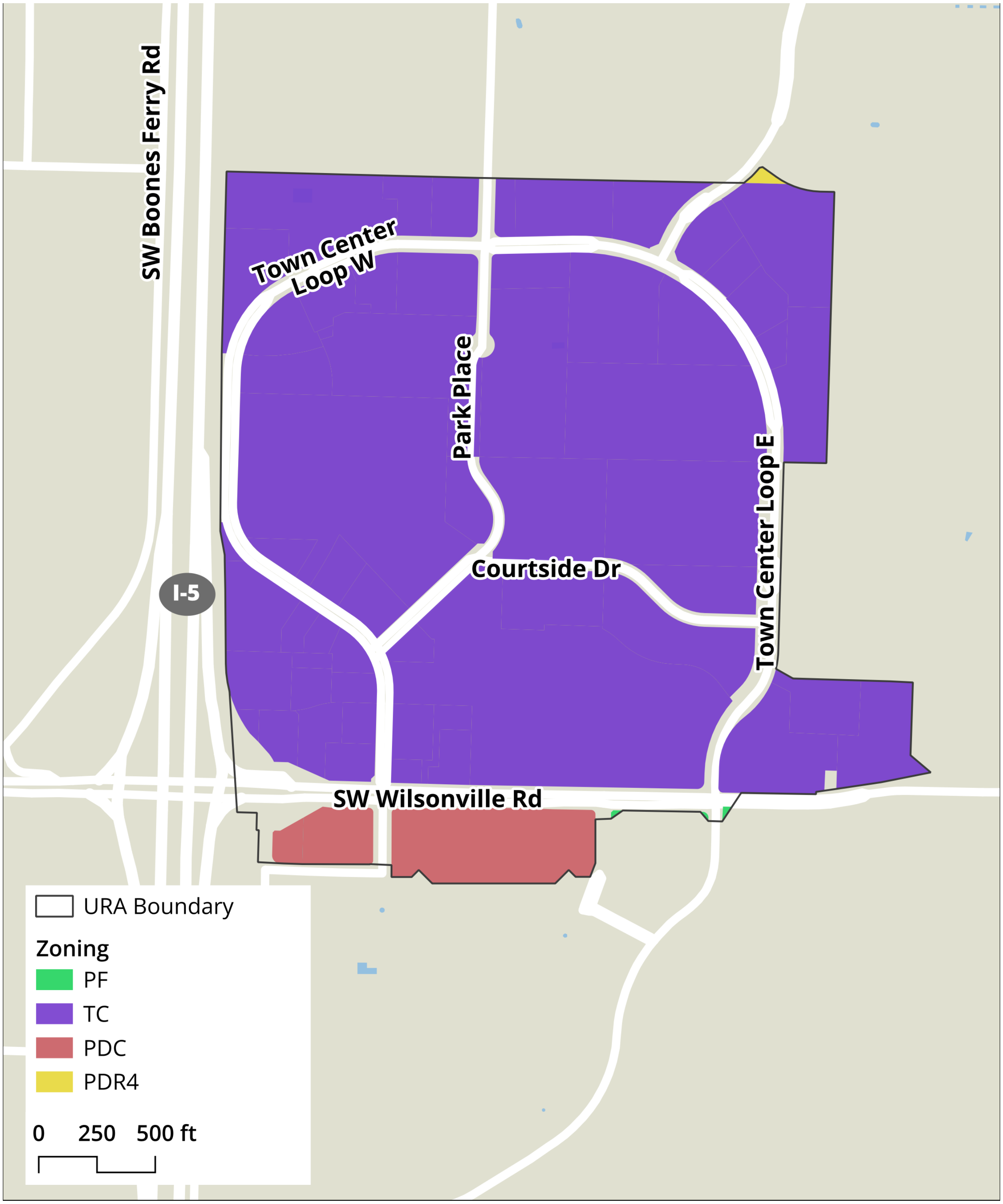
The zoning designations in the Area are primarily Town Center. There are a few tax lots south of Wilsonville Road that are zoned Planned Development Commercial, as shown in **Figure 20** and **Figure 21**. There is also limited tax lot acreage that is zoned Public Facility. There is one tax lot that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

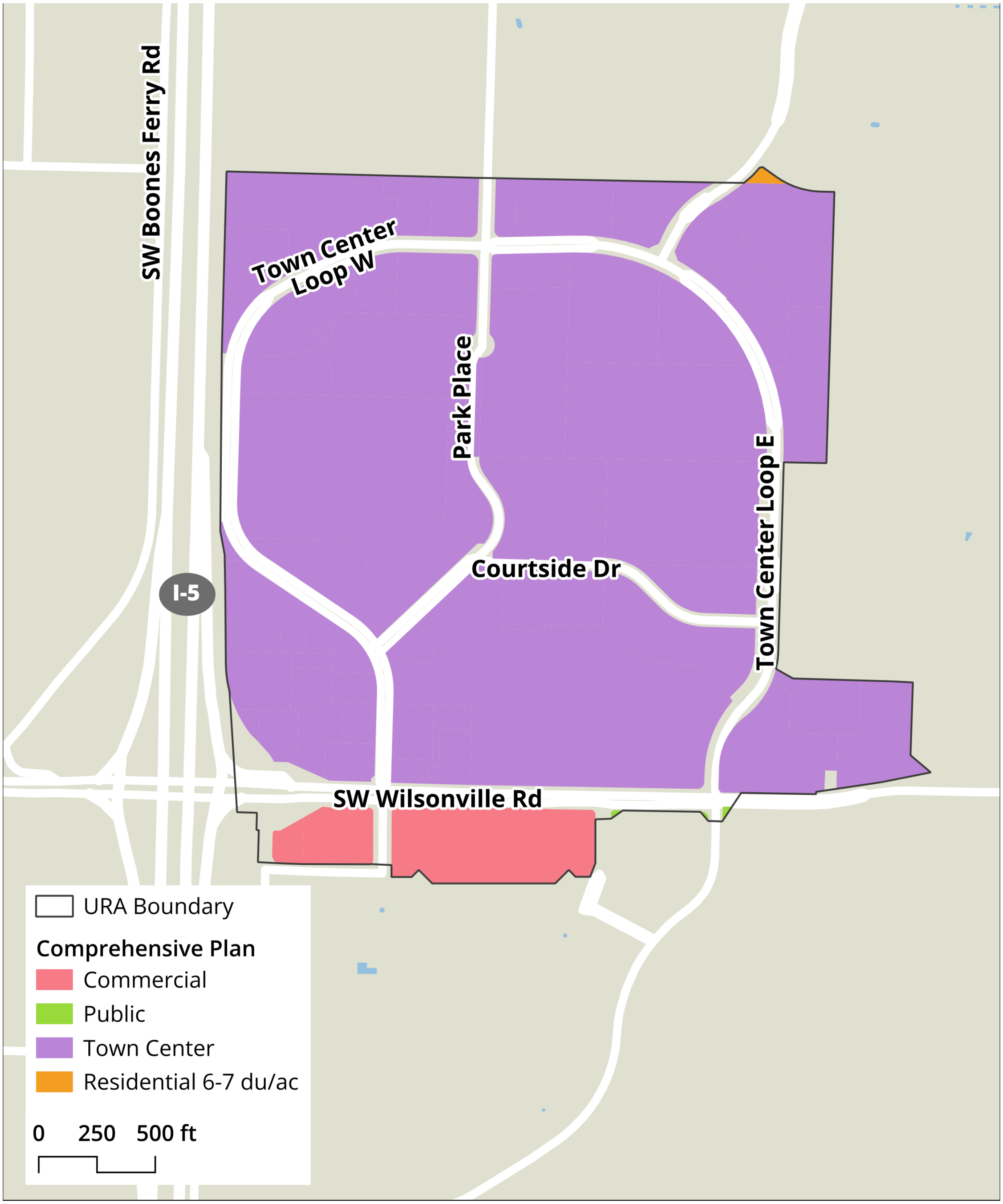
The Comprehensive Plan designations in the Area are primarily Town Center as shown in **Figure 22** and **Figure 23.** There is also limited tax lot acreage that have comprehensive plan designations of Public and Commercial. There is one tax lot with split Comprehensive Plan designations with .15 acres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

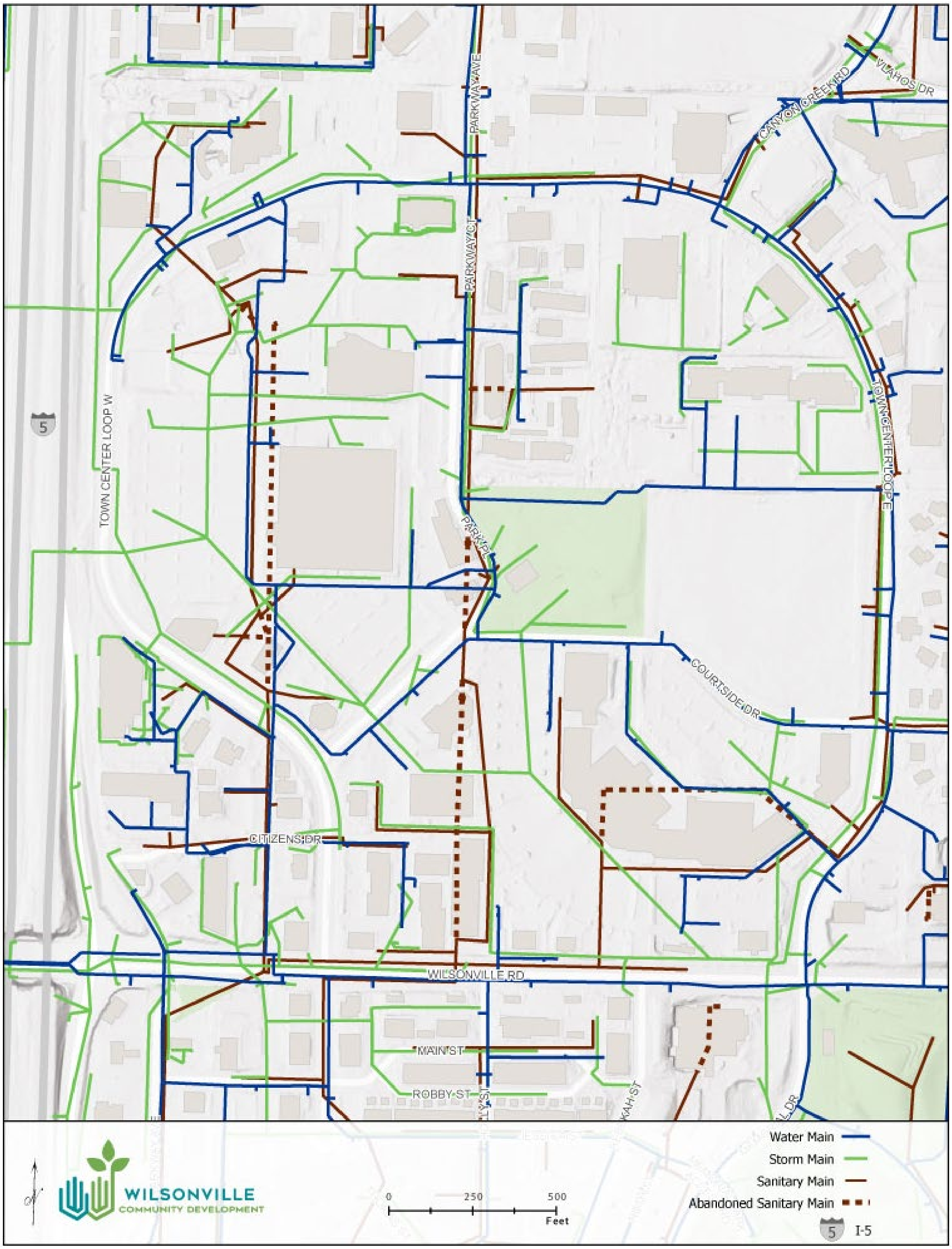
This section identifies the existing conditions in the Area to assist in establishing blight. There are projects listed in City master plans and Transportation Systems Plan that identify these existing conditions. **This does not mean all of these projects are included in the urban renewal plan.** The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

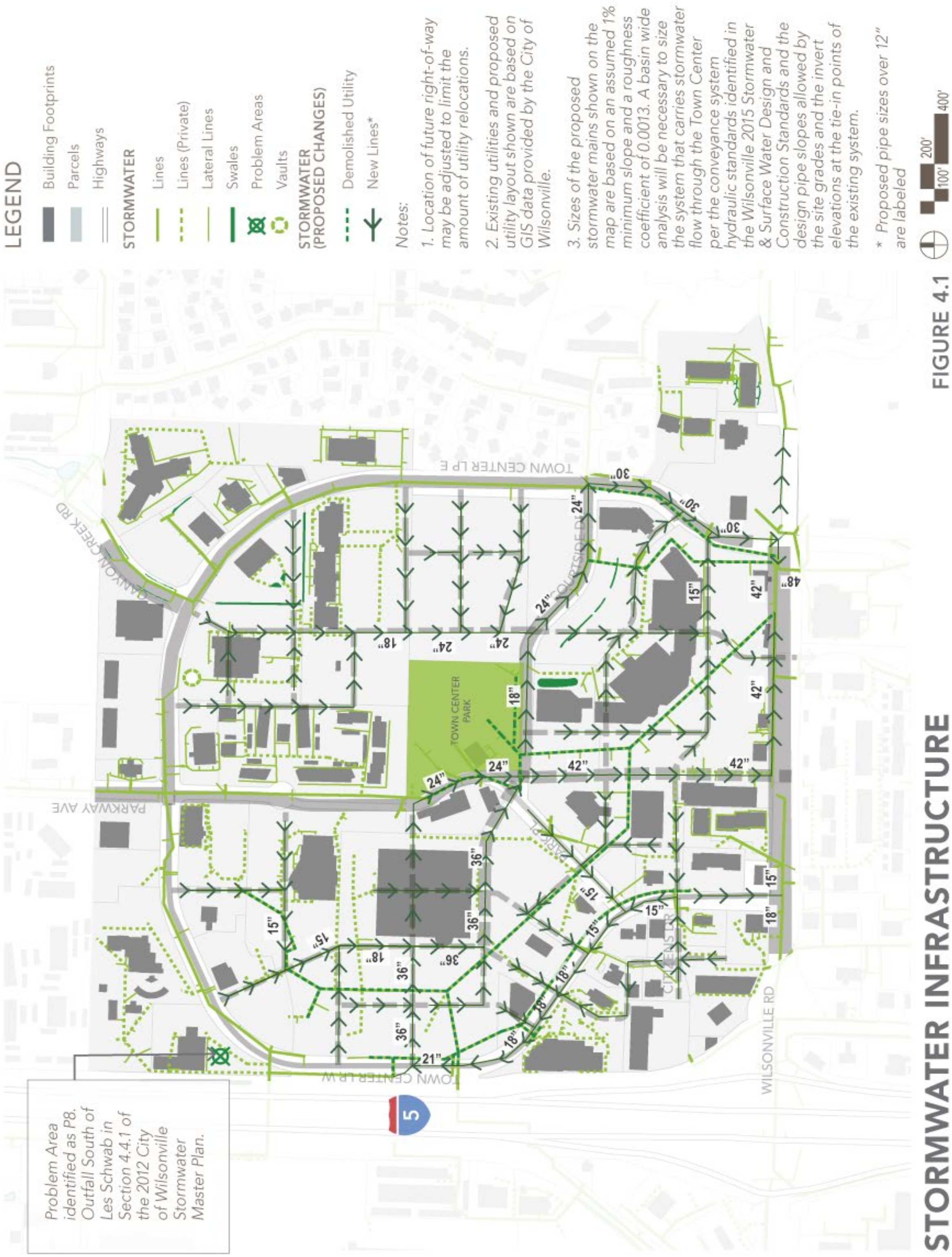
The existing stormwater system in Town Center drains to three watersheds, including Coffee Lake Creek Basin in the northwest; the Willamette River in the southwest (via a piped outfall); and the Boeckman Creek Basin. The Boeckman Creek sub-basin flows through a regional flow control facility in Memorial 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.

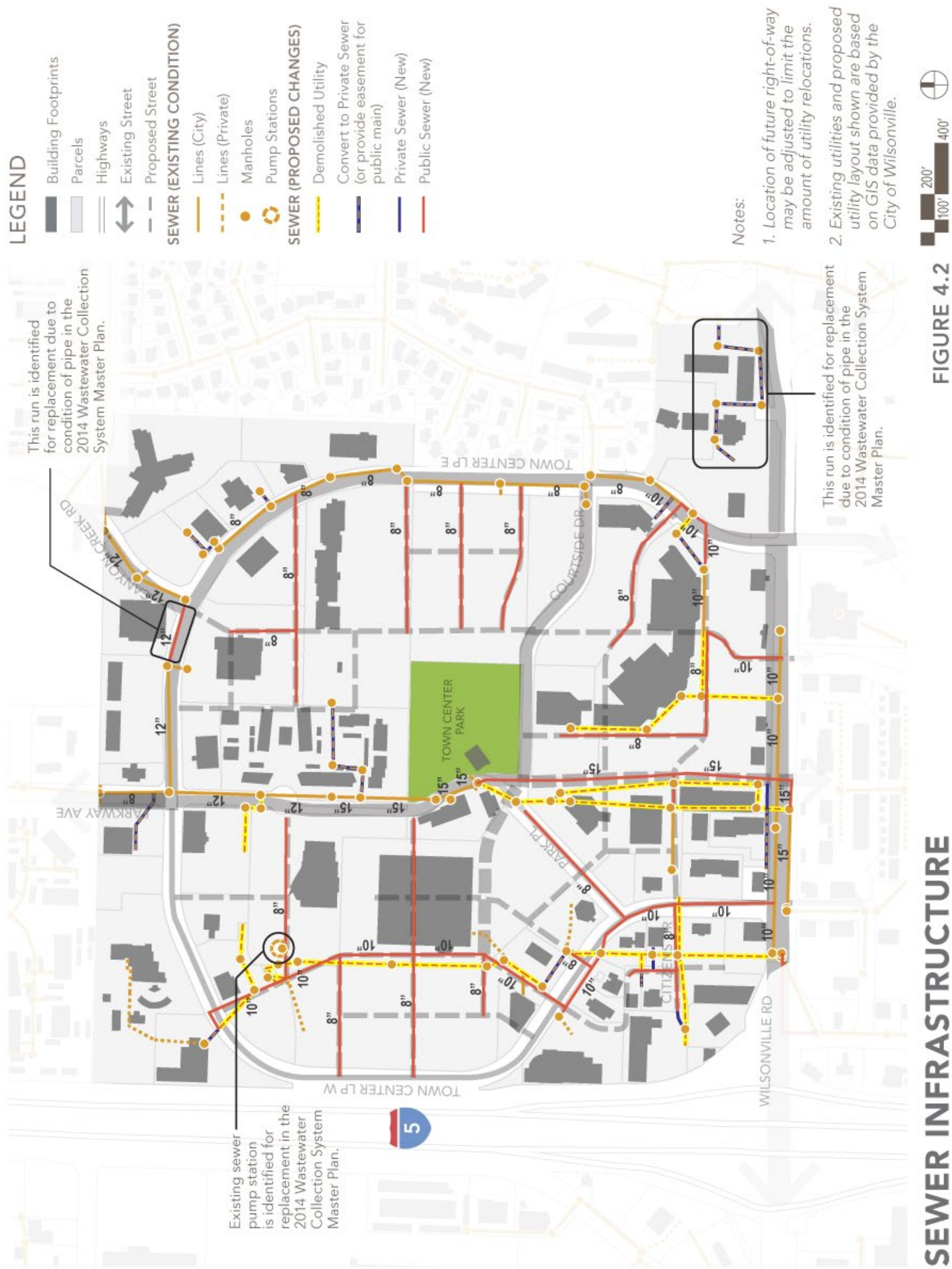
Future development envisioned in the Town Center Plan will have little increase in wastewater compared to what is already projected for Town Center in the future, with sewer flows likely to increase by 0.69 MGD, for a total flow of 3.83 MGD at buildout with the urban reserve area. Additional capacity 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

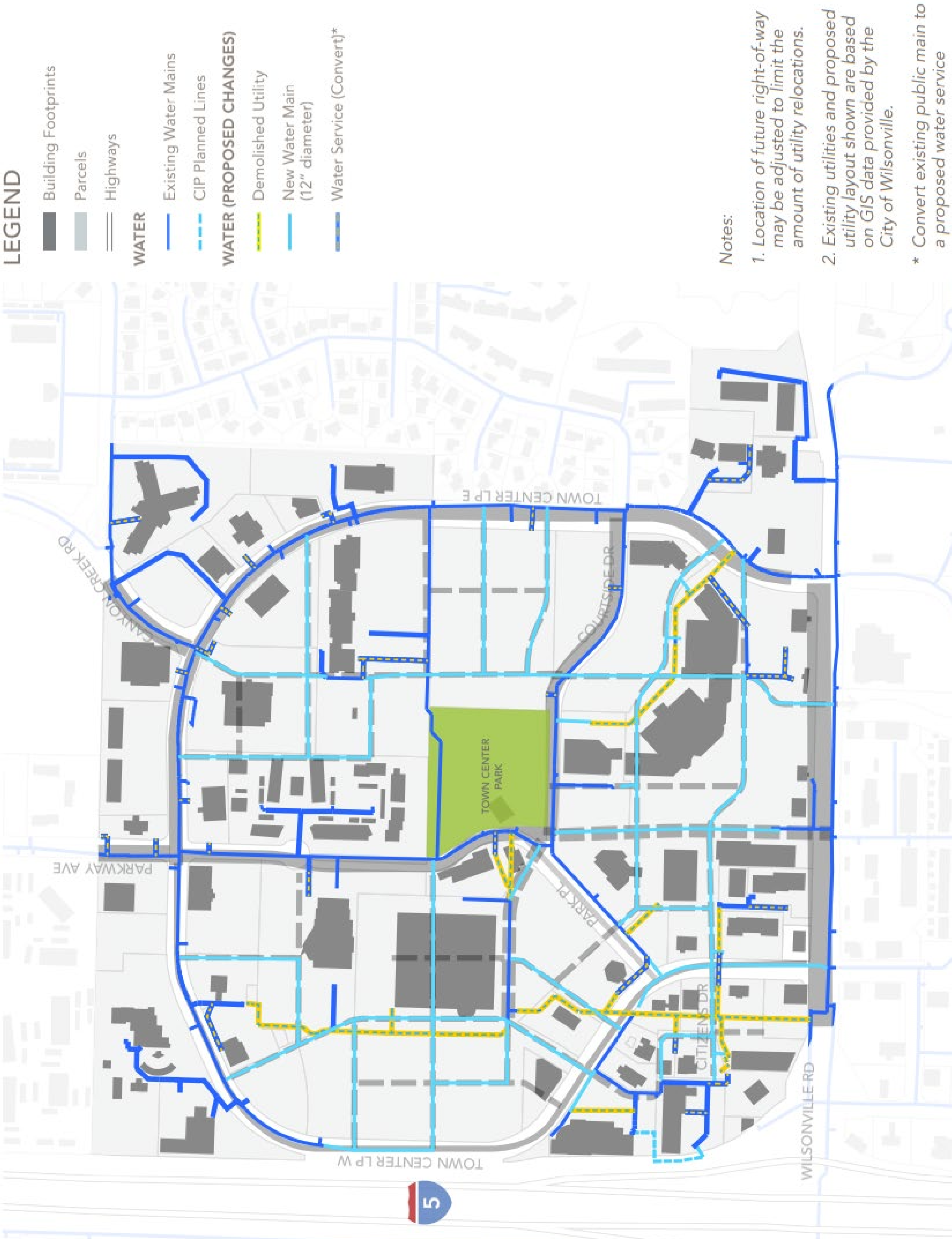


Source: Wilsonville Town Center Plan, p. 47

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

CITY OF WILSONVILLE
CLACKAMAS COUNTY, OREGON / WASHINGTON COUNTY, OREGON

CAPTION

Vote to approve the Wilsonville Town Center Development District.

QUESTION

Should the City adopt proposed Ordinance No. 905 establishing the Wilsonville Town Center Development District, an urban renewal district?

SUMMARY

This measure would approve adoption of Ordinance No. 905 establishing the Wilsonville Town Center Development District, an urban renewal district under Oregon law, to address blight and help fund improvements within the district boundary. To read the Ordinance, go to **https://www.wilsonvilleoregon.gov/ord-905**.

The measure authorizes the use of tax increment financing (TIF), a funding tool available under Oregon's Urban Renewal laws. TIF is **not a new tax or tax rate increase**. Instead, future growth in assessed property values within the district generates revenue used to help fund eligible projects, while taxing districts continue receiving property tax revenues based on current assessed values.

The Town Center Development District proposes to help fund:

Gathering Spaces, Parking:

- Streetscapes, plazas for outdoor dining and events
- Parking facilities, traffic mitigation improvements

Small Business, Economic Development:

- Incentives for new restaurants, food carts, and small local businesses

Infrastructure:

- Landscaped streets, sidewalks, and other improvements supporting new development in Town Center

Plan Details:

- Maximum indebtedness (spending cap) of $152 million ($85.5 M in today's dollars)
- Structured as smaller borrowings over time
- 28-year duration

EXPLANATORY STATEMENT

This measure asks whether the City of Wilsonville should adopt Ordinance No. 905 creating the **Town Center Development District** (the "District"), an urban renewal district established under Oregon law. If approved, the Ordinance would adopt the **Town Center Development District Plan** (the "Plan") and authorize the use of tax increment financing to address blight and help fund eligible projects identified in the Plan.

Full Text & Documents

Additional information, including Ordinance No. 905, the Plan, and the accompanying Report, is available at **https://www.wilsonvilleoregon.gov/ord-905**.

What would the District do?

The Town Center Plan, adopted in 2019 following a multi-year public engagement process, establishes a long-term vision for the area. The proposed Plan would provide one financing tool—**tax increment financing (urban renewal)**—to help fund programs and public improvements supporting that vision.

The proposed District includes property within and adjacent to Town Center Loop and the Village at Main commercial area south of Wilsonville Road.

Private development projects (new buildings) would remain subject to applicable land use review, building permits, fees, and other City approvals.

What projects could be funded?

The Plan identifies eligible public projects and programs, including:

- Parks and public gathering spaces
- Parking facilities
- Economic development programs, incentives for a food cart pod and small businesses
- Transportation, sidewalk, bicycle, and pedestrian improvements
- Utility infrastructure

Together, these projects are intended to address blight and facilitate redevelopment.

How does tax increment financing work?

Tax increment financing uses growth in assessed property values within the District, occurring after its creation, to repay debt issued for eligible projects. The portion of tax revenues attributable to growth within the District is called ‘tax increment.’

The measure would not establish a new property tax or increase existing property tax rates.

The Plan authorizes up to **$152 million** in principal indebtedness, borrowed in portions over time, with tax increment collection anticipated for **28 years**, through fiscal year **2056**.

<u>What is the development forecast?</u>

The technical Report accompanying the Plan assumes gradual redevelopment, including **2,381 housing units** and **1.1 million square feet of new commercial development**.

The Report also assumes the District's taxable assessed value could increase from approximately **$206 million** in 2027 to approximately **$1.7 billion** if forecasted redevelopment occurs.

These assumptions are used for financial planning and analysis. They do not approve, require, or guarantee that redevelopment or future assessed values will occur as forecast.

After the District closes, tax increment collection stops and the full assessed value of the area would be available to all taxing districts. This new, larger tax base becomes a part of the fiscal foundation for future public services.

<u>What happens next?</u>

If this measure passes, the City will undertake the required statutory steps to consider adoption of Ordinance No. 905 – namely, conferring with overlapping taxing districts, a public hearing before the Planning Commission, public notice, and a public hearing before the City Council.

If the measure fails, the District will not be created at this time.

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: August 3, 2026	**Subject: Ordinance No. 904** – *2nd Reading* Zone Map Amendment for Sysco Facility Expansion and Master Plan **Staff Member:** Chris Myers, Senior Planner **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☒ Motion ☒ Public Hearing Date: July 20, 2026 ☒ Ordinance 1st Reading Date: July 20, 2026 ☒ Ordinance 2nd Reading Date: August 3, 2026 ☐ Resolution ☐ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☒ Approval ☐ Denial ☐ None Forwarded ☐ Not Applicable **Comments:** During a public hearing on June 22, 2026, Development Review Board Panel B reviewed and recommended adoption of the Sysco Facility Expansion and Master Plan Zone Map Amendment to City Council and approved the associated site improvements.

Staff Recommendation: Staff recommends Council adopt Ordinance No. 904 on 2nd Reading.		
Recommended Language for Motion: I move to adopt Ordinance No. 904 on 2nd Reading.		
Project / Issue Relates To:		
☐Council Goals/Priorities:	☐Adopted Master Plan(s):	☒Not Applicable

ISSUE BEFORE COUNCIL:

Approve, modify, or deny Ordinance No. 904 approving a Zone Map Amendment to rezone approximately 32.66 acres of the western portion of the Sysco property from Future Development Agricultural-Holding (FDA-H) to Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA), enabling the proposed expansion of the existing Sysco distribution facility and implementation of the approved Master Plan.

EXECUTIVE SUMMARY:
The Sysco property, owned by Sysco Portland, Inc. and located at 26120 SW Parkway Avenue, is comprised of one tax lots totaling approximately 33 acres. Sysco has operated a regional food distribution facility at the site since the early 1990s. The current application will allow the expansion of the existing distribution center through a phased master plan that includes approximately 372,000 square feet of additional warehouse and distribution space, expanded employee parking, loading facilities, utility improvements, stormwater infrastructure, landscaping, and associated frontage improvements. The project is intended to support the continued growth of Sysco's regional operations while maintaining ongoing facility operations throughout construction.

The application was reviewed by the Development Review Board at its June 22, 2026 meeting. The proposal includes a Zone Map Amendment, Stage 1 Preliminary Plan (Master Plan), Stage 2 Final Plan, Site Design Review, Class 3 Sign Permit, Significant Resource Overlay Zone Map Verification, Significant Resource Impact Report Review, Type C Tree Removal Plan, and Lot Line Adjustment. Following its public hearing, the Development Review Board recommended that the City Council approve the following legislative action:

- **Zone Map Amendment** to rezone the western expansion area from Future Development Agricultural-Holding (FDA-H) to Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA), consistent with the Comprehensive Plan designation.

EXPECTED RESULTS:
Adoption of Ordinance No. 904.

TIMELINE:
The Zone Map Amendment will take effect 30 days after ordinance adoption on second reading.

CURRENT YEAR BUDGET IMPACTS:
None.

COMMUNITY INVOLVEMENT PROCESS:
Staff sent the required public hearing notices and held the required public hearings. Staff made materials regarding the application readily available to the public.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
The proposed Sysco expansion represents a significant investment in Wilsonville's industrial economy by supporting the continued operation and growth of one of the region's major food distribution facilities. The project will create additional employment opportunities, strengthen the local tax base, improve public infrastructure through frontage and transportation improvements, and enhance multimodal connectivity with new sidewalks, bicycle facilities, and transit amenities. By expanding an existing industrial campus within a planned employment area, the proposal advances the City's long-term economic development objectives while accommodating future business growth in a manner consistent with the Comprehensive Plan and

Development Code.

ALTERNATIVES:
The alternatives are to modify, approve, or deny the Zone Map Amendment request.

CITY MANAGER COMMENT:
N/A

ATTACHMENTS:

1. Ordinance No. 904
   A. Zoning Order ZONE25-0002 Including Legal Description and Sketch Depicting Zone Map Amendment Area
   B. Zone Map Amendment Findings
   C. Development Review Board Panel B Resolution No. 446 Recommending Approval of Zone Map Amendment

ORDINANCE NO. 904

AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING A ZONE MAP AMENDMENT FROM THE CITY OF WILSONVILLE FUTURE DEVELOPMENT AGRICULTURAL-HOLDING (FDA-H) ZONE TO THE PLANNED DEVELOPMENT INDUSTRIAL-REGIONALLY SIGNIFICANT INDUSTRIAL AREA (PDI-RSIA) ZONE ON APPROXIMATELY 32.66 ACRES AT 26120 SW PARKWAY AVENUE.

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted by Bill Brannan of Standridge, Inc. for Sysco Portland Inc. – Owner/Applicant, in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code; and

WHEREAS, the property subject to the Zone Map Amendment is located at 26120 SW Parkway Avenue Tax Lot 01100, Section 12, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon; and

WHEREAS, Tax Lot 01100 is currently zoned Future Development Agricultural-Holding (FDA-H), which is inconsistent with the Comprehensive Plan designation of Industrial and the Planned Development Industrial (PDI) zoning; and

WHEREAS, the City of Wilsonville desires to have the property zoned consistent with the Wilsonville Comprehensive Plan Map designation of Industrial and the Metro Title 4 Map Designation of Regionally Significant Industrial Area rather than maintain the current FDA-H zoning designation; and

WHEREAS, the City of Wilsonville Planning Staff analyzed the Zone Map Amendment request and prepared a staff report for the Development Review Board, finding that the application met the requirements for a Zone Map Amendment and recommending approval of the Zone Map Amendment, which staff report was presented to the Development Review Board on June 22, 2026; and

WHEREAS, the Development Review Board Panel B held a duly advertised public hearing on the application for a Zone Map Amendment on June 22, 2026, and after taking public testimony and giving full consideration to the matter, adopted Resolution No. 446 which recommends City Council approval of the Zone Map Amendment request (Case File No. ZONE25-

0002; see DB25-0010), adopts the staff report with findings and recommendation, all as placed on the record at the hearing; and

WHEREAS, on July 20, 2026, the Wilsonville City Council held a public hearing regarding the above described matter, wherein the City Council considered the full public record made before the Development Review Board, including the Development Review Board and City Council staff reports; took public testimony; and, upon deliberation, concluded that the proposed Zone Map Amendment meets the applicable approval criteria under the City of Wilsonville Development Code.

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

Section 1. Findings. The City Council adopts, as findings and conclusions, the forgoing Recitals and the Zone Map Amendment Findings in Exhibit B, as if fully set forth herein.

Section 2. Determination. The official City of Wilsonville Zone Map is hereby amended by Zoning Order ZONE25-0002, attached hereto as Exhibit A, from the City of Wilsonville Future Development Agricultural-Holding (FDA-H) Zone to the Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA) Zone.

Section 3. Effective Date. This Ordinance shall be declared to be in full force and effect thirty (30) days from the date of final passage and approval.

SUBMITTED by the Wilsonville City Council and read for the first time at a regular meeting thereof this 20th day of June, 2026, and scheduled the second reading on the 3rd day of August, 2026, commencing at the hour of 7:30 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

____

Kimberly Veliz, City Recorder

ENACTED by the City Council on the 3rd day of August, 2026, by the following votes:

Yes: _____ No: _____

____

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this 3rd day of August, 2026.

____

SHAWN O'NEIL MAYOR

SUMMARY OF VOTES:

Mayor O'Neil

Council President Berry

Councilor Shevlin

Councilor Cunningham

Councilor Scull

EXHIBITS:

A. Zoning Order ZONE25-0002 Including Legal Description and Sketch Depicting Zone Map Amendment
B. Zone Map Amendment Findings
C. Development Review Board Panel B Resolution No. 446 Recommending Approval of Zone Map Amendment

ORDINANCE NO. 904 EXHIBIT A

BEFORE THE CITY COUNCIL OF THE CITY
OF WILSONVILLE, OREGON

In the Matter of the Application of Peter Richter for Sysco Portland Inc., for a Rezoning of Land and Amendment of the City of Wilsonville Zoning Incorporated in Section 4.102 of the Wilsonville Code.	))))))	**ZONING ORDER ZONE25-0002**

The above-entitled matter is before the Council to consider the application of ZONE25-0002, for a Zone Map Amendment and an Order, amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code.

The Council finds that the subject property ("Property"), legally described and shown on the attached legal description and sketch, has heretofore appeared on the City of Wilsonville zoning map as Future Development Agricultural-Holding (FDA-H).

The Council having heard and considered all matters relevant to the application for a Zone Map Amendment, including the Development Review Board record and recommendation, finds that the application should be approved.

THEREFORE IT IS HEREBY ORDERED that the Property, consisting of approximately 32.66 acres located at 26120 SW Parkway Avenue and comprising Tax Lot 01100, Section 12, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon, as more particularly shown and described in the attached legal description and sketch, is hereby rezoned to Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA), subject to conditions detailed in this Order's adopting Ordinance. The foregoing rezoning is hereby declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this Order.

Dated: This 20th Day of July, 2026.

SHAWN O'NEIL, MAYOR

APPROVED AS TO FORM:

Amanda Guile-Hinman, City Attorney

ATTEST:

Kimberly Veliz, City Recorder

Attachment: Legal Description and Sketch Depicting Land/Territory to be Rezoned

STANDRIDGE INC
PLANNING | ENGINEERING | SURVEYING

EXHIBIT "A"

Legal Description

Zone Map Amendment Subject Area

July 8, 2026

Parcel 1, Document No. 2018-029594, Clackamas County Deed Records, situated in the NE 1/4 of Section 11, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon, being more particularly described as follows:

BEGINNING at the Southeast corner of said Parcel 1;

thence along the northerly Right-of-Way line of SW Wiedemann Road, North 88°45' 26" West, a distance of 1122.42 feet to the Southwest corner of said Parcel 1;

thence along the easterly Right-of-Way line of SW Parkway Avenue, North 01°55' 20" East, a distance of 921.99 feet to a point of curvature;

thence continuing along said easterly Right-of-Way, along a 371.00 foot radius curve, concave southeasterly, with a radius point bearing South 88°26' 27" East, arc length of 585.51 feet, central angle of 90°25' 24", chord distance of 526.61 feet, and chord bearing of North 46°46' 16" East to a point on the southerly Right-of-Way line of SW Parkway Center Drive;

thence along said southerly Right-of-Way line, South 88°42' 21" East, a distance of 621.90 feet to a point of curvature;

thence continuing along said southerly Right-of-Way line, along a 369.00 foot radius curve, concave southerly, with a radius point bearing South 01°59' 04" West, arc length of 119.57 feet, central angle of 18°33' 55", chord distance of 119.04 feet, and chord bearing of South 78°43' 58" East to a point on the westerly section line of Section 12;

thence along said westerly section line, South 01°23' 50" West, a distance of 1269.57 feet to the POINT OF BEGINNING.

Containing 32.402 acres, more or less.

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JULY 9, 2002
TRAVIS C. JANSEN
57751

RENEWS: 6/30/2027

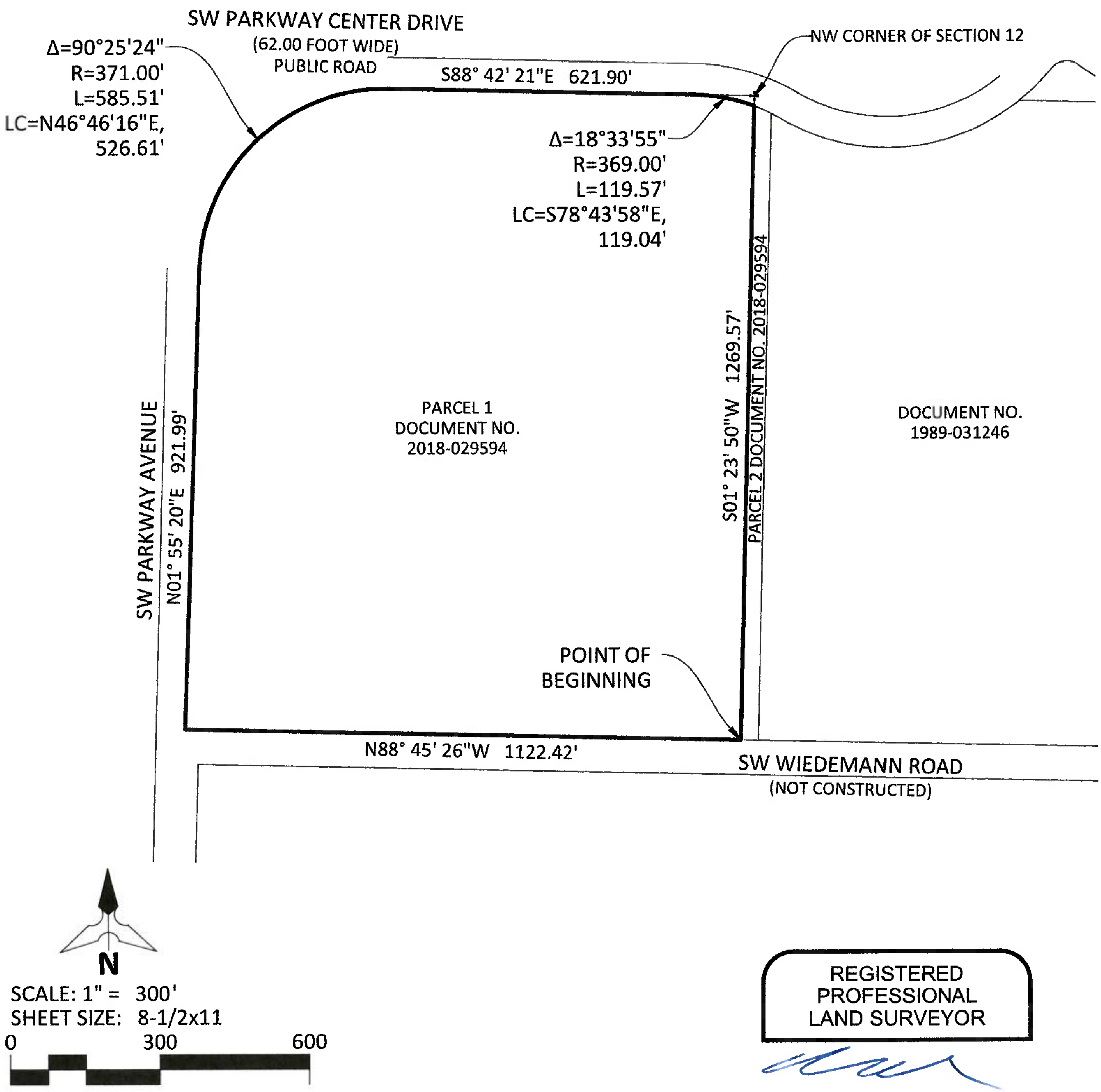
Property Vested in:

Sysco Portland, Inc.

Tax Map 3W1S12 Tax Lot 1100

EXHIBIT "A"

SKETCH TO ACCOMPANY LEGAL DESCRIPTION
ZONE MAP AMENDMENT SUBJECT AREA
CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON



SCALE: 1" = 300'
SHEET SIZE: 8-1/2x11

Property Vested in:

SYSCO PORTLAND, INC.

TAX MAP 3W1S12 TAX LOT 1100

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 9, 2002
TRAVIS C. JANSEN
57751

RENEWS: 6/30/2027

WILSONVILLE
OREGON

Ordinance No. 904 Exhibit B
Zone Map Amendment Findings

Sysco Facility Expansion and Master Plan

City Council Quasi-Judicial Public Hearing

Hearing Date:	July 20, 2026
Date of Report:	July 6, 2026

Application Nos.:	DB25-0010 Sysco Facility Expansion and Master Plan (ZONE25-0002 Zone Map Amendment)
Request/Summary:	City Council approval of a quasi-judicial Zone Map Amendment of approximately 32.66 acres.
Location:	Property subject to the Zone Map Amendment is located at 26120 SW Parkway Avenue, Tax Lot 01100, Section 12, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, Oregon.
Owner/Applicant:	Sysco Portland Inc. (Contact: Peter Richter)
Applicant's Representative:	Standridge (Contacts: Bill Brannan and Laura Standridge)
Comprehensive Plan Designation:	Industrial
Zone Map Classification (Current/Proposed:	FDA-H (Future Development Agricultural – Holding)/PDI (Planned Development Industrial)
Staff Reviewer:	Chris Myers, Senior Planner
Staff Recommendation:	**<u>Adopt</u>** the requested Zone Map Amendment.

Applicable Review Criteria:

Development Code:	
Section 4.008	Application Procedures-In General
Section 4.009	Who May Initiate Application
Section 4.010	How to Apply
Section 4.011	How Applications are Processed
Section 4.014	Burden of Proof
Section 4.031 (.01) F.	Authority of the Development Review Board: Zone Changes
Subsection 4.033 (.01) A.	Authority of City Council: Zone Changes
Section 4.110	Zones
Section 4.135.5	Planned Development Industrial-Regionally Significant Industrial Area (PDI-RSIA) Zone
Section 4.140	Planned Development Regulations
Section 4.197	Zone Changes
Other Planning Documents:	
Wilsonville Comprehensive Plan	

Vicinity Map:

Summary:

Zone Map Amendment (ZONE25-0002)

A Zone Map Amendment is requested to change the zoning of the western expansion area of the Sysco site from Future Development Agricultural-Holding (FDA-H) to Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA), consistent with the Comprehensive Plan designation of Industrial and the existing industrial zoning on the developed eastern portion of the subject site. The proposed rezoning will facilitate the planned expansion of the existing Sysco distribution facility and implement the approved Master Plan for the property.

Conclusion and Conditions of Approval:

Staff recommends approval with the following conditions:

Request: Zone Map Amendment (ZONE25-0002)

No conditions for this request.

Findings of Fact:

NOTE: Pursuant to Section 4.014 the burden of proving that the necessary findings of fact can be made for approval of any land use or development application rests with the applicant in the case.

General Information

Application Procedures-In General
Section 4.008

The processing of the application is in accordance with the applicable general procedures of this Section.

Initiating Application
Section 4.009

The owners of all property included in the application signed the application forms. Standridge Inc. initiated the application with their approval.

Pre-Application Conference
Subsection 4.010 (.02)

The City held a Pre-application conference on May 26, 2022 (PRE22-0009) in accordance with this subsection.

Lien Payment before Approval
Subsection 4.011 (.02) B.

No applicable liens exist for the subject property. The application can thus move forward.

General Submission Requirements
Subsection 4.035 (.04) A.

The applicant has provided all of the applicable general submission requirements.

Zoning-Generally
Section 4.110

This proposed development is in conformity with the applicable zoning district and City review uses the general development regulations listed in Sections 4.150 through 4.199.

Request: Zone Map Amendment

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Development Code

Zoning Consistent with Comprehensive Plan
Section 4.029

1. The property is designated "Industrial" by the Wilsonville Comprehensive Plan. The applicant requests a Zone Map Amendment concurrently with a Stage 1 Preliminary Plan, Stage 2 Final Plan, Site Design Review, Significant Resource Overlay Zone Review, Type C Tree Plan, Class III Sign Permit, Lot Line Adjustment, and associated development approvals. The proposed zoning designation of Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA) is consistent with the Comprehensive Plan.

Base Zones
Subsection 4.110 (.01)

2. The applicant requests a Zone Map Amendment changing the zoning designation of the subject property from Future Development Agricultural Holding (FDA-H) to Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA). The PDI-RSIA zone is among the base zones established by Section 4.110(.01) of the Wilsonville Development Code.

Overlay Zones
Subsection 4.110 (.02)

3. The subject property is located within the Future Development Agricultural-Holding (FDA-H) Zone and contains areas subject to the Significant Resource Overlay Zone (SROZ). Areas subject to the SROZ have been evaluated through the applicant's Significant Resource Impact

Report and associated mitigation plans. As conditioned, the proposed development complies with the applicable overlay zone requirements of Section 4.110.

Standards for Planned Development Industrial-Regionally Significant Industrial Area Zone

Purpose of PDI-RSIA
Subsection 4.135.5 (.01)

4. The purpose of the Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA) zone is to provide for industrial and employment-generating uses within designated Regionally Significant Industrial Areas while supporting efficient use of land, infrastructure, and transportation facilities. The proposed zoning designation is consistent with the purpose of the PDI-RSIA zone and will allow industrial development and employment uses compatible with the City's Comprehensive Plan and Metro's Regionally Significant Industrial Area policies.

Uses Typically Permitted
Subsection 4.135.5 (.03)

5. The proposed PDI-RSIA zoning designation will allow only those uses identified as permitted or conditionally permitted within the PDI-RSIA zone. The proposed Sysco warehouse and distribution facility expansion is an industrial use consistent with the uses contemplated by this subsection and the intended function of the PDI-RSIA zone.

Zone Map Amendment Criteria

Zone Change Procedures
Subsection 4.197 (.02) A. 1.-3.

6. The applicant requests approval of a Zone Map Amendment changing the zoning designation of the subject property from Future Development Agricultural Holding (FDA-H) to Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA). The application has been submitted in accordance with the applicable provisions of the Wilsonville Development Code. Pursuant to Section 4.197, the Development Review Board shall conduct a public hearing and forward a recommendation to the City Council, which shall make the final decision on the proposed Zone Map Amendment.

Conformance with Comprehensive Plan Map, etc.
Subsection 4.197 (.02) B.

7. The subject property is designated "Industrial" on the Wilsonville Comprehensive Plan Map. The proposed PDI-RSIA zoning designation is consistent with and implements the Comprehensive Plan designation applicable to the property. The proposed Zone Map

Amendment will bring the zoning of the property into conformance with the City's adopted Comprehensive Plan and intended long-term land use pattern for the area.

Public Facility Concurrency

Subsection 4.197 (.02) C. 4. and 8.

8. The proposed development is subject to concurrent review under the City's Stage 2 Final Plan, Site Design Review, Engineering, and public facility requirements. Existing and planned transportation, utility, stormwater, and public service facilities are available or can be made available to serve the proposed development. Conditions of approval ensure that all required public improvements and infrastructure upgrades are provided prior to development.

Impact on SROZ Areas

Subsection 4.197 (.02) C. 5.

9. Significant Resource Overlay Zone (SROZ) resources are present on portions of the site and are being reviewed concurrently through the applicant's SROZ Map Verification and Significant Resource Impact Report. Applicable resource protection, mitigation, landscaping, transportation, site design, and development standards have been reviewed as part of the accompanying applications and will be met either as proposed or through conditions of approval.

DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 446

A RESOLUTION ADOPTING FINDINGS RECOMMENDING APPROVAL TO CITY COUNCIL OF ZONE MAP AMENDMENT FROM FUTURE DEVELOPMENT AGRICULTURALHOLDING (FDA-H) TO PLANNED DEVELOPMENT INDUSTRIAL - REGIONALLY SIGNIFICANT INDUSTRIAL AREA (PDI-RSIA) OF APPROXIMATELY 33 ACRES, AND ADOPTING FINDINGS AND CONDITIONS APPROVING A STAGE 1 PRELIMINARY PLAN, STAGE 2 FINAL PLAN, SITE DESIGN REVIEW, CLASS 3 SIGN PERMIT, TYPE C TREE REMOVAL PLAN, STANDARD SRIR REVIEW, LOT LINE ADJUSTMENT AND STANDARD SROZ MAP VERIFICATION FOR APPROXIMATELY 372,000 SQUARE FEET OF WAREHOUSE EXPANSION FOR SYSCO PORTLAND INC.

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted by Peter Richter for Sysco Portland Inc., in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code, and

WHEREAS, the subject site is located at 26120 SW Parkway Avenue on Tax Lot 01100, Section 12, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon, and

WHEREAS, the Planning Staff has prepared the staff report on the above-captioned subject dated June 15, 2026, and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel B at a scheduled meeting conducted on June 22, 2026, at which time exhibits, together with findings and public testimony were entered into the public record, and

WHEREAS, the Development Review Board considered the subject and the recommendations contained in the staff report, and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board of the City of Wilsonville does hereby incorporate as part of this resolution, as if fully set forth herein, the staff report, as adopted with any amendments and attached hereto, with findings and recommendations contained therein, and authorizes the Planning Director to issue permits consistent with said recommendations for:

DB25-0010 Sysco Zone Map Amendment and Facility Expansion and Master Plan: Zone Map Amendment (ZONE25-0002), Stage 1 Preliminary Plan (STG125-0004), Stage 2 Final Plan (STG2250007), Site Design Review (SDR25-0009), Class 3 Sign Permit (SIGN25-0012), Type C Tree Plan (TPLN25-0006), SRIR Review (SRIR25-0002), Lot Line Adjustment (ARC226-0002), Significant Resource Overlay Zone Map Verification (SROZ26-0001).

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 22 nd day of June, 2026, and filed with the Planning Administrative Assistant on June 23, 2026. This resolution is final on the 15 th calendar day after the postmarked date of the

written notice of decision per WC Sec 4.022(.09) unless ap ealed per WC Sec 4.022(.02) or called up
ı WC Sec 4.022(.03).

for review by the Council in accordance with Dana Crocker WC Sec 4.0
Dana Crocker, Chai - Panel B i onville
Development Review Board

Attest:
Shelley White
Shelley White, Planning Administrative Assi Assistant