

Adopted

WILSONVILLE WEST SIDE
URBAN RENEWAL PLAN

November 3, 2003

City of Wilsonville

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I. INTRODUCTION

The Wilsonville West Side Urban Renewal Plan (the “Plan”) is intended to promote development within the 395-acre Wilsonville West Side Urban Renewal Area (the “Area”). The Area is located within the Wilsonville Urban Growth Boundary (see Figure 1) and contains land inside and outside of the current city limits. The City intends to annex the parts of the Area currently outside city limits prior to development, and urban zoning will not be applied to these areas until annexation occurs.

The Area includes the site of the former Dammasch State Hospital which, along with adjoining property, will be redeveloped as a primarily residential mixed-use “urban village.” The Area also includes land south of Wilsonville Road and immediately west of the Burlington Northern Railroad tracks and Wilsonville’s Old Town. This area is to be developed for residential and industrial uses.

Development of the Area will benefit the citizens of Wilsonville by providing new housing units for households of varying income levels, thereby improving the balance of jobs and housing in a city with an undersupply of housing. In addition to increasing the number of available housing units, the Plan will promote additional commercial development to serve new and existing residents and continued industrial development on land with immediate access to Interstate 5. To facilitate development of the Area, the Plan will provide for new and improved transportation, utilities and public facilities. The Plan is intended to increase the City’s assessed value, enhance access and connectivity both within the Area and between the Area and the remainder of the City and enhance the City’s system of open spaces and natural areas.

Key elements of the Plan include a background statement, which provides the historical planning context; a list of goals and objectives; a list of urban renewal projects; a section that describes how the Plan will satisfy local planning objectives; and provisions governing future amendments. Exhibits to the Plan include a legal description of the Area (Exhibit A), a glossary of terms (Exhibit B) and the text of the voter approved September 16, 2003 ballot measure wherein voters advised the City to undertake the Plan (Exhibit C).

The Plan is accompanied by an Urban Renewal Report (the “Report). The Report provides information on conditions within the Area, a projection of tax increment revenues, the estimated costs and timing of projects to be undertaken, an analysis of how the tax increment financing of the Plan (see Section X) is projected to affect taxing districts and other material relating to the Plan.

The Plan will be administered by the Wilsonville Urban Renewal Agency (the “Agency”). The Agency Board consists of the members of the Wilsonville City Council. The Agency will solicit and consider public input in administration of the Plan. Until annexation of the parts of the Area outside city limits is complete, future Substantial Amendments of the Plan (as defined in Section XI) will require approval of both the City Council and the Clackamas County Board of Commissioners.

A. Citizen Involvement

The Plan has been developed with the assistance and involvement of citizens of Wilsonville and other interested parties. The major forms of citizen involvement have been in planning for the transportation improvements to be partially funded by the Plan and in the advisory vote on the Plan concepts in September 2003. The ballot measure placed on the ballot by the City of Wilsonville was approved by approximately 80% of those voting. The text of the ballot measure is provided in Exhibit C.

The activities and projects identified in this Plan; the development of subsequent plans, procedures, activities and regulations; and the adoption of amendments to this Plan shall be undertaken with the participation of citizens, owners and tenants as individuals and organizations who reside within or who have financial interest within the Area and of the general citizens of the City.

B. Non Discrimination

In preparation, adoption and implementation of this Plan, no public official or private party has taken or shall take any action or cause any persons, group, or organization to be discriminated against on the basis of age, race, color, religion, sex, marital status or national origin.

II. BACKGROUND

The Area consists of two sub-areas (see Figure 2). The northern sub-area consists of the site of the former state operated Dammasch State Hospital, and adjacent vacant lands that are anticipated to develop in concert with the Dammasch site. The southern sub-area encompasses land located south of Wilsonville Road and west of the Burlington Northern Railroad tracks. While the Area is characterized by a mix of uses, vacant parcels and farmland (both Exclusive Farm Use (EFU) and non-EFU) are the dominant uses.

A. Prior Planning Efforts

Both sub-areas of the Plan have been subject to extensive prior planning efforts. The Plan is implementing policies and regulations that have been developed over a period of years with extensive public involvement.

1. Northern Sub-Area

In 1996, following the closure of the state hospital, the “Dammasch Area Transportation Efficient Land Use Plan,” (DATELUP) master-planning effort was launched, involving the City, Clackamas County and the State of Oregon. This resulted in a plan to establish an urban village on the Dammasch site and adjacent lands. (Enabling legislation for DATELUP is found at ORS 426.508(3).)

In the spring of 2001, the City and the state invited prospective developers/master planners to submit proposals for development of the Dammasch

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area. In August 2001, Costa Pacific Communities was selected to develop a master plan based on DATELUP, as updated to reflect current market conditions and planning concepts. The results of the work by the City and the developer are the “Villebois Village Concept Plan,” the “Villebois Master Plan,” the Residential Village designation in the Comprehensive Plan and the implementing Village ‘V’ Zone in the Wilsonville Planning and Land Development Code.

The Villebois Village Concept Plan and concurrent text amendments to the Comprehensive Plan were adopted by City Council in June 2003. In August 2003, City Council adopted the Villebois Village Master Plan, which is intended to “implement the Villebois Village Concept Plan and serve as a basis for Village zone development standards.” The following is a chronological outline of Plans and amendments to the City’s Development Code and Comprehensive Plan recently adopted by Council:

June 2, 2003:

- Ordinance No. 553, which adopted The Villebois Village Concept Plan, a refinement of DATELUP, to guide creation of a mixed-use urban village in the area of the former Dammasch Hospital. Review and adoption of the Concept Plan involved all the parties to the DATELUP.
- Ordinance No. 554, which amended the Wilsonville Comprehensive Plan by adding policies and implementing measures relative to the Villebois Village planning area.
- Ordinance No. 555, which amended the Comprehensive Plan by designating 481.23 Acres “Residential Village” on the Comprehensive Plan Map and establishing development guidelines for properties designated Residential Village.

August 18, 2003:

- Ordinance No. 556, amending the Comprehensive Plan by adopting the Villebois Village Master Plan.

September 5, 2003:

- Ordinance No. 557, which amended Chapter 4 of the Wilsonville Planning And Land Development Code to establish a new “Village” Zoning District (Section 4.125).

The Villebois Village Concept Plan lays the foundation for an innovative, mixed-use community that will include three distinct residential neighborhoods, a village center with residential, retail and office uses, and an interconnected series of roads and trails. The Concept Plan also shows a strong commitment to natural spaces and the environment.

In summary, the City of Wilsonville and Costa Pacific Communities are working in partnership with nearby residents; property owners; and state, lo-

cal and regional governments to create a complete, livable, pedestrian-oriented community that will accomplish the goals originally set forth by DATELUP and be an asset to the City of Wilsonville, the Portland region and the State of Oregon.

2. Southern Sub-Area

The southern sub-area is included in the West Side Master Plan. Adopted in 1996, this plan inventoried existing conditions on Wilsonville's west side and outlined desired outcomes and implementation measures for achieving the City's vision for the area. Transportation deficiencies were cited as the most critical problems facing the southern sub-area. Limited access between the east and west sides of I-5, traffic congestion along Wilsonville Road and other major arterials, and an inadequate public transportation system were noted as key transportation problems. The plan called for the implementation of road improvement projects to address existing transportation problems. To minimize future transportation problems, Chapter III of the West Side Master Plan recommended the adoption of a multi-modal planning approach.

III. GOALS AND OBJECTIVES

The goals of the Plan represent its basic purposes. The objectives for each goal generally show how the goals are to be achieved. The urban renewal projects called for in Section V of the Plan are the means of meeting the objectives.

Goal 1: Develop a series of new roadway, pedestrian, bicycle and transit (“multi-modal”) improvements that address existing and future access and provide connectivity between the Area and the remainder of the City.

Objectives:

- 1A. Develop new roads, street extension and street widening projects that will increase road capacity and allow for concurrent utility undergrounding.
- 1B. Provide sidewalks, trails, bicycle paths and transit facilities for non-automobile travel options that link people to parks, open spaces, and goods and services within the Area. Provide links to adjoining sidewalks, paths, trails and transit facilities that connect to other city neighborhoods.

Goal 2: Support the development of diverse housing types to meet the critical housing need for people living and working in Wilsonville. Support the development of fire-safe neighborhoods in a cost effective manner.

Objectives:

- 2A. Develop a wide variety of housing types at various prices both for sale and for rent to balance the lack of housing options for people employed in Wilsonville.
- 2B. Create an urban village design that promotes high quality development, provides convenient access to goods and services to residents, encourages multi-modal travel and contributes to the overall character of Wilsonville.
- 2C. Comply with regional housing goals and work toward a balance between housing and jobs in Wilsonville by assuring a housing density of 10 – 12 dwellings per net acre on land zoned for urban residential development.
- 2D. Support the use of fire suppression sprinklers in all structures, including those for which sprinklers are not required by the Building Codes.

Goal 3: Provide public services and facilities, including, but not limited to, sanitary sewer, storm drainage and water facilities, for parts of the Area that are currently not adequately served.

- 3A. Extend publicly owned utilities to the Area, most of which is undeveloped and not currently served.
- 3B. Implement comprehensive storm drainage and rainwater management systems in the Plan's northern sub-area.

Goal 4: Support development of multi-purpose public parks and green spaces providing active and passive recreational opportunities and preserving natural features. Support the development of joint use community facilities with the school district.

Objectives:

- 4A. Provide inter-connecting trails and a common area for both passive and active recreational uses within a quarter mile radius of residences.
- 4B. Provide a site for and support development of a school and playfields.
- 4C. Preserve existing forests and wetlands in order provide wildlife habitat, reestablish historic drainage patterns and conserve view corridors.
- 4D. Provide recreational trails to facilitate pedestrian and bicycle access to the Willamette Riverfront and Coffee Lake Creek.

Goal 5: Make public investments in the area that directly support high quality private development that meets Wilsonville's needs for housing, commercial and industrial development and needed public facilities. Undertake such actions that will aid in the production of better housing and more desirable neighborhood and community development at lower costs and will make possible a more stable and larger volume of residential construction, which will assist materially in maintaining full employment.

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Objectives

- 5A: Invest public funds on a schedule and in an order that directly serves needed development.
- 5B: Develop financing partnerships with the private sector to maximize the benefits of public investment.

IV. MAP AND LEGAL DESCRIPTION OF URBAN RENEWAL AREA

Figure 1 shows the boundaries of the Area. Exhibit A contains a legal description of the boundaries. Figure 3 shows that the estimated total assessed value of Area, which will constitute its Certified Base, is \$3,362,161. The Certified Base value of the Year 2000 Urban Renewal Plan, as amended, is \$55,230,442. The total of the two Certified Bases constitutes 4.2% of the City’s assessed value excluding the incremental assessed value of the Year 2000 Urban Renewal Plan.

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

Figure 3: Assessed Value and Acreage of Area

Area	Assessed Value, Not Including Increment	% of City Total	Acres	% of City Total
City of Wilsonville	1,393,369,233	100.0%	4,503.68	100.0%
Urban Renewal Areas:				
Year 2000 Urban Renewal Area	55,230,442	4.0%	672.00	14.9%
Wilsonville West Side Urban Renewal Area	3,362,131	0.2%	395.00	8.8%
UR SUBTOTAL:	58,592,573	4.2%	1,067.00	23.7%
Source: 2002-03 Clackamas County Parcel database				

V. URBAN RENEWAL PROJECTS

This section describes the projects and programs called for in the Plan to achieve the Plan's goals and objectives.

A. Outline of Major Project Activities

An outline of major project activities called for in the Plan is as follows:

- A series of major road improvements, including street extensions, widening projects and intersection improvements that will increase accessibility and connectivity to and from the Area and between the east and west sides of the City.
- A series of public sanitary sewer, water service and storm drainage improvements that will extend properly sized facilities to the Area.
- The development of parks and public amenities to serve the Area.
- The development a public building, i.e. an elementary school and related playfields.
- Assistance to property and business owners.
- Land acquisition and disposition.

B. Urban Renewal Projects

The urban renewal projects to be undertaken, as such projects are known at the time of preparation of the Plan, are described below. In undertaking an urban renewal project, the Agency may construct a project on its own account, provide or participate in the funding of a project to be constructed by another public agency, provide direct funding by loan or grant to public or private entities, act as a loan guarantor, or provide technical, consulting or professional services in support of a project. The general location of several of these projects is shown in Figure 4. The nature and location of the projects shown will be refined during project planning and design, and Figure 4 is not intended to show exact, final project alignments.

1. Public Improvements

Public improvements authorized under the plan include developing, extending and improving sanitary sewer, water, storm drainage, transportation, trails, parks and recreation facilities and open spaces within the Area in accordance with City's public facility plans and other applicable City plans.

a) Roadway System Improvements

The roadway projects listed below are consistent with those identified in the City's Transportation System Plan (TSP), and include related public utilities such as water and sanitary sewer facilities. Road segments are defined generally.

- The Boeckman Road extension.
- A new north-south connector at Kinsman.
- Alternative to Wilsonville Road at Barber.
- Another Old Town/Wilsonville Road connection.
- An elementary school site.
- Parks, playfields, open space.

b) Other Transportation System Improvements

The Plan authorizes the development of other transportation system improvements including roadway system improvements in addition to those listed in subsection a) above, bicycle and pedestrian facilities, transit facilities (e.g. bus shelters, facilities related to commuter rail), parking facilities (both surface and structured) and related public utility projects.

c) Parks and Public Amenities

The Plan authorizes the development of parks, plazas, trails, pedestrian amenities and other public amenities to maximize public use and enjoyment of the Area.

Such facilities may include, but not be limited to:

- Regional parks.
- Community parks.
- Neighborhood parks.
- Trails.
- Urban plazas.
- Street furnishings and landscaping.

Financial participation in the development of facilities that serve a broader territory than the Area will be proportional to the benefits provided to the Area, as determined by the Agency.

2. Public Buildings

The Plan authorizes the development of public and community buildings for recreational, cultural and other public uses. Specific public buildings authorized by the Plan consist of:

- **Elementary School and Playfields Site:** The Plan authorizes the Agency to participate in the cost of acquisition and development of a site for an elementary school and associated playfields. An elementary school will serve and benefit the Area by helping create a complete community and by minimizing travel by students within the Area to other parts of the City. The associated playfields will provide an additional recreational amenity to residents of the Area and the general public.

Prior to undertaking any public building in addition to those identified in this subsection, the Plan shall be amended in accordance with Section XI to identify the public building and provide findings as to its benefits to the Area.

3. Assistance to Property Owners/Lessees for Rehabilitation, Redevelopment or Development

The Plan authorizes assistance to property and/or business owners to facilitate capital improvements to property within the Area and support the goals of the Plan. Specific programs and rules and regulations for their administration will be developed to ensure that urban renewal funds are used properly and for the agreed upon purposes. The adoption and amendment of such programs, rules and regulations shall not be considered changes to the Plan.

Among other forms of assistance, the Plan authorizes providing financial assistance for development within the Area to facilitate the installation of fire sprinklers in all residential structures for which sprinklers are not otherwise required by Building Codes.

4. Land Acquisition and Disposition

The Plan's provisions on land acquisition and disposition, which are urban renewal projects, are presented in Section VIII.

VI. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan is in compliance with the Wilsonville Comprehensive Land Use Plan and its elements, which embody the local objectives regarding appropriate land uses and improved traffic, public transportation, public utilities, telecommunicating utilities, recreational and other community facilities and improvements.

A. Comprehensive Plan

The following is a list of the most relevant policy and implementation measures of the Comprehensive Plan and a description of how the Plan is consistent with these policies and implementation measures.

1. Implementation Measure 3.1.6.a:

The Transportation Master Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will be identified. However, actual alignments may vary from the conceptual alignments based in detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources, provided that the intended function of the street is not altered. While local residential streets are considered a part of the Transportation Master Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project-by-project basis, but must function in coordination with the overall purposes of the Transportation Master Plan. Other streets not shown on the Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.

Response: The basic network of roadway extensions and improvements proposed for the West Side Urban Renewal Plan is generally consistent with the configurations shown in the Wilsonville Transportation Master Plan and the 2003 Transportation System Plan (TSP). The project list of road improvements in this report is also listed in the City's TSP. The roadway network also reflects recommendations from the DATELUP and Wilsonville Comprehensive Plan.

The major roadways in the Area are Brown Road, Tooze Road, Boeckman Road, Barber Street, Grahams Ferry Road, Kinsman Road and Villebois Drive. As described in the City's TSP, currently the subject arterial and collector streets are not fully built to City standards and do not provide adequate connectivity between the east and west sides of town due to land and water barriers, most significantly the I-5 freeway. The Plan's road improvements address these deficiencies by connecting, widening and upgrading important arterial and collector streets that will link employment areas with residential areas in the city and reduce traffic on over-burdened existing streets. The proposed local street grid patterns meet city street design policies to avoid cul-de-sacs and provide for maximum street connectivity.

The project will address City transportation objectives to reduce vehicle miles traveled (VMT), increase multi-modal transportation alternatives, minimize traffic congestion and reduce the number and length of home-to-work trips. An interconnecting gridded street system includes a variety of routes for all modes of transportation to residences, parks, commercial services and city industrial areas. Trails will be conveniently located near destinations inside the Area and will also link to sites and destinations adjoining the Area.

2. Implementation Measure 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 improvement 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.

Response: In the Plan's northern sub-area, comprehensive storm drainage and rainwater management systems using environmentally sensitive techniques will be implemented. Bioswales, retention and detention features, green streets and fewer impervious surfaces will be key components of this system. The storm drainage system will manage rainwater naturally by reducing runoff, increasing infiltration, minimizing urban heat island effects and providing a source of irrigation for the development. It will incorporate pre-development hydrology as part of the design framework, which will improve the site's major drainage systems and enhance wildlife habitat, reduce downstream impacts and create opportunities for integrating urban form with the site's natural drainage areas. The project will be built in compliance with the overall purposes of the Wilsonville Stormwater Master Plan, the 100-Year Floodplain policies and the City's NPDES permit. System financing will be provided in accordance with City financing policies, with a combination of public and private revenue sources

3. Implementation Measures 3.1.11:

There are 15 relevant sub-policies in 3.1.11 regarding parks, recreation and open space objectives of the City. Combined they require the identification and conservation of natural, scenic and historic areas, wildlife corridors and habitat, equestrian access, connections to regional open spaces, and the provision of active and passive public parks and open spaces.

Response: A key component of the Villebois Master Plan is the development of open space, parkland and other recreational opportunities in the northern sub-area. The open space consists of approximately 110 acres of natural-area space and approximately 44 acres of parks. Specific elements of the Villebois Village Master Plan Parks and Open Space Plan include a village

green, plaza, active ball fields, neighborhood commons, pocket parks, trails, greenways and pathways. By preserving natural areas and providing trail links to the Coffee Lake and Metro Wilsonville Tract the Plan will achieve environmental planning and parks and open space goals identified in Wilsonville's West Side Master Plan and Comprehensive Plan as well as Metro's 2040 Growth Concept.

4. a) Policy 4.1.6:

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

b) Villebois Village Concept Plan and Villebois Village Master Plan

Response: In order to be an asset to Wilsonville and accomplish goals set forth by DATELUP, the Villebois Village Concept Plan and the more detailed land use and infrastructure plan, the Villebois Village master Plan, are based on the three guiding principles of connectivity, diversity and sustainability. The Plan will facilitate implementation of the Concept Master Plan through the provision of public infrastructure necessary to achieve the Village Concept principles and the Plan will assist in creating linkages between neighbors inside the Area and throughout the city. In turn, the diverse community will provide a vibrant choice of housing types for households with a wide range of incomes. It will also provide a healthy mix of employment opportunities and a variety of convenient goods and services. The community will be efficiently designed, protect natural resources and open space, and provide creative rainwater management and energy conservation for long-term sustainability.

B. Transportation System Plan (TSP)

In addition to the Wilsonville Comprehensive Plan policies, this Plan complies with the City's 2003 Transportation System Plan (TSP) as described below.

1. Implementation Measure 4.2.1.c:

In accordance with Chapter 9 of the TSP, establish funding strategies and systems that will help provide for the investments in major street improvement projects necessary to implement the goals and policy of the Comprehensive Plan.

Response: The roadway improvement projects listed in this Plan are consistent with City transportation policy and roadway network needs to provide connectivity between east and west Wilsonville and the associated needed housing for people employed in the City. This Plan provides a key compo-

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ment of the funding mechanism for identified roadway deficiencies in west Wilsonville.

2. Implementation Measure 6.1.2.b:

Plan for (bicycle, pedestrian and transit) facilities and services to meet the anticipated demands in new growth areas such as Day Road and the Dammasch community.

Response: The roadway improvement projects identified in this Plan include provisions for bicycle and pedestrian pathways on the arterial and collector streets, as described in the Villebois Village Master Plan. There will also be transit stops for the City's local SMART bus system, and a planned station site for future commuter rail service to the metro area.

3. Implementation Measure 8.1.1.a:

Encourage developments that effectively mix land uses to reduce vehicle trip generation, especially the number and length of home-to-work trips.

Response: The northern sub-area is planned for a large mixed-use community that provides services, jobs and recreational opportunities within walking and biking distance. With the highest residential densities at the commercial core, the proposed urban village will encourage residents to reduce vehicle trips on a daily basis. Further, a significant imbalance has resulted from the large number of jobs in the City and the lack of housing opportunities. With the planned construction of approximately 2,300 housing units in the northern sub-area and additional units in the southern sub-area, it is expected that many people employed in Wilsonville will be able to live in the city, thereby reducing home-to-work commutes in the City.

VII. PROPOSED LAND USES AND DEVELOPMENT STANDARDS

The City of Wilsonville Comprehensive Plan and the Wilsonville Planning and Development Ordinance govern land use in the Area. The use, development or redevelopment of all land within the Area shall comply with the provisions of the City's Comprehensive Plan, implementing ordinances, codes, policies, and regulations, and with all other applicable Federal, State, County and City regulations. The City's acknowledged Comprehensive Plan and its implementing ordinances, codes, policies and regulations as they exist on the effective date of the Plan or as they may be amended from time to time are incorporated hereby by reference as if they were included in full. The City's Development Code and all applicable Building, Health and Safety Codes as they exist on the effective date of this Urban Renewal Plan or as they may be amended from time to time, are hereby made a part of this as though included herein in full. These documents indicate proposed land uses, maximum densities and building requirements. To provide for the implementation of the Villebois Village Master Plan and the Plan, amendments to the City's Comprehensive Plan Map and Development Ordinance text have been made to incorporate the appropriate land use and zoning designations on the site that complete the process of the Plan's compliance with local objectives.

To the extent the Area includes land outside City boundaries within Clackamas County, the Agency has coordinated the provision of the proposed land uses and the Plan's public facility projects with the County under the provisions of the Urban Growth Management Agreement between Clackamas County and the City. The land use and supporting public facility projects are consistent with DATELUP, which as noted above was developed by the County, the City and the State of Oregon.

Comprehensive Plan designations and Development Code zones that apply within the Area are:

A. Wilsonville Comprehensive Plan Residential Village District Designation

The amended Comprehensive Plan designates most of the northern sub-area as “Residential Village,” replacing the Area of Special Concern “B” Dammasch Hospital site originally applied to the hospital site. The Comprehensive Plan Residential Village designation provides the guiding policies and implementation measures for the site. The designation is described as follows:

The Residential Village District is to be applied to several hundred acres in the Area’s northern sub-area. Formerly known as “Area B,” this area corresponds with the Villebois Village planning area. In August 2003, the City adopted the Villebois Village Master Plan, which evolved from the initial Villebois Village Concept Plan and will incorporate “smart growth” planning principles. The Master Plan includes a more refined and detailed series of Specific Area Plans that address land use, transportation, utilities, open space, and natural resources planning goals and objectives. Implementation of the Master Plan will result in a cohesive community that follows sustainable economic, social and environmental principles and optimizes the overall livability of the area.

The Residential Village will be a mixed-use community with a variety of housing types and densities. It may incorporate employment centers, commercial uses, and public uses in patterns, styles and scales appropriate to the design of a neighborhood where the opportunity exists to minimize the need to use an automobile for daily living. Creation of a fully realized Village Center will take place over time as economic ability to support the full range of envisioned uses grows. To support this intensification, the Village Center should therefore be planned in such a way as to allow flexibility in its uses as it evolves and matures over time. Buildings in the core should be designed to allow for a full range of uses from high density residential to commercial retail to office and employment uses and to permit conversion of these buildings over time.

B. Wilsonville Comprehensive Plan Residential Designation

This designation calls for small-scale urban low and medium density residential development. Developments on parcels designated ‘R’ that are under two acres in size are not intended to be Planned Developments.

C. Wilsonville Planning and Development Ordinance Village (V) Zone

Concurrent amendments to the Wilsonville Development Ordinance describe the Village Zone (V) and govern the allowed uses and development standards in the zone. The V zone will be applied to those parcels in the northern sub-area prior to development. The purpose of the zone is as follows:

The Village (V) zone is applied to lands within the Residential Village District Comprehensive Plan designation. It is intended to be applied in accordance with the Villebois Village Master Plan and the Residential Village District as described in the Comprehensive Plan (above).

1. *The V zone provides for intensive land uses and assures the most efficient use of land.*
2. *The V zone is intended to assure the development of pedestrian-sensitive, yet auto-accommodating communities containing a range of residential housing types and densities, mixed-use complexes, commercial uses in the Village and Neighborhood Centers, and employment opportunities.*
3. *The Residential Village District may be developed in one or more phases and may encompass multiple ownerships. Because of these factors, it is necessary and appropriate that this V zone is comprehensive and detailed in its standards and specifications to assure that the goals and principles of the Villebois Village Concept Plan are achieved. The Concept Plan for the Residential Village District incorporates design, development and infrastructure features indicative of a sustainable community; including but not limited to the following:*
 - a. *A Village Center characterized by higher density residential, commercial, employment and mixed-use development.*
 - b. *Neighborhood Center(s) including neighborhood mixed-use and/or commercial development providing residents with convenient access to goods and services.*
 - c. *Multi-purpose streets linking residential areas, commercial uses and open space.*
 - d. *Continuity of urban design befitting a growing metropolitan area.*
 - e. *Quality and craftsmanship in the built environment.*
 - f. *Active public spaces and plazas for outdoor eating and merchant displays*
 - g. *Advantageous and sensitive use of natural resource features and open space.*
 - h. *Site planning intended to foster a sense of place where the amenities, facilities, features, and overall urban design and architectural integration could not be achieved through application of any other individual or abutting combination of districts or zones.*
 - i. *Land use patterns.*
 - j. *Surface water management and treatment systems.*
 - k. *Tree preservation, view corridors and other features of an integrated system of open space, parks and recreation facilities.*

D. Wilsonville Comprehensive Plan Area of Special Concern G

Area of Special Concern G includes the West Side Urban Renewal Area's southern sub-area. Located west of the Burlington Northern Railroad tracks and south of Wilsonville Road, this southern sub-area is not within the Villebois Village planning area. Where Area G overlaps with this Plan, industrial and residential uses are planned. A housing density of 10-12 dwelling units per acre applies to 23 acres of residentially zoned land in the Plan area.

E. Wilsonville Planning and Development Ordinance R – Residential Zone

The purpose of the Residential 'R' Zone is to provide standards and a simplified review process for small-scale urban low and medium density residential development. Developments in the 'R' Zone are not intended to be Planned Developments. Principal uses permitted outright include: single-family dwelling units, attached-family dwelling units, apartments, manufactured homes, public parks, playgrounds, recreational and community buildings and grounds and recreational uses of a non-commercial nature.

F. Wilsonville Planning and Development Ordinance R-AH Residential Agricultural Holding Zone

It is the purpose of the RA-H zone to serve as a holding zone to preserve the future urban development potential of undeveloped property designated for more intensive development. This zone has been applied to all urbanizable properties within the City that are planned for development and that have not previously received development approval in accordance with the Comprehensive Plan.

VIII. 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.

A. Property Acquisition for Public Improvements

Interests in real property, including fee simple ownership, easements, leases, licenses and other forms of ownership or use may be acquired for public improvement projects authorized in the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisition must occur prior to institution of eminent domain procedures.

Procedures for property acquisition requiring eminent domain shall conform to all statutory requirements to ensure that property owners' rights are fully respected.

B. Property Acquisition for Private Redevelopment

Property may be acquired for resale or lease for private development by all legal means, including eminent domain. Property purchased by the Agency under the Plan shall be purchased at fair market value. Property owners may sell or otherwise convey property to the Agency at less than fair market value if such terms are agreeable to the Agency and the property seller.

Property to be acquired for private redevelopment that is not already identified in the Plan shall be identified in the Plan by means of a Minor Amendment (see Section XI).

C. Disposition of Land for Private Redevelopment

Land sold or leased by the Agency for private redevelopment shall be sold or leased at its fair re-use value, which is the value at which the Agency determines such land should be made available in order that it may be used for the purposes specified in the Plan.

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

IX. RELOCATION METHODS

Where property is acquired under the Plan and the acquisition is through or under the threat of eminent domain, residential or commercial occupants of such property shall be offered relocation assistance as required under applicable state law. The Agency has adopted rules and regulations as necessary for the administration of relocation assistance.

X. TAX INCREMENT FINANCING OF PLAN

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

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

A. General Description of the Proposed Financing Methods

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

- tax increment revenues;
- advances, loans, grants and any other form of financial assistance from the Federal, State or local governments or other public body;
- loans, grants, dedications or other contributions from private developers and property owners; and
- any other source, public or private.

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

B. Tax Increment Financing and Maximum Indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency as provided for 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 un-segregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the

Plan and the schedule for their completion is \$40,000,000. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Agency or the City in connection with the preparation of this Plan or previous planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

XI. FUTURE AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the Area.
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments shall require the same notice, hearing and approval procedure required of the original Plan, including public involvement, consultation with taxing districts, presentation to the Planning Commission and adoption by the City Council by non-emergency ordinance after a hearing notice of which is provided to individual households within the City of Wilsonville and within the Clackamas County parts of the Area. A Substantial Amendment requires approval by the Clackamas County Board of Commissioners as long as portions of the Area lie outside the Wilsonville City limits.

B. Council-Approved Amendments

Council-Approved Amendments consist solely of those changes found by the Agency to be significant changes to the goals and objectives of the Plan. Council Approved Amendments shall require approval by the Agency by resolution and approval by the City Council by resolution.

C. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments or Council-Approved Amendments. Minor Amendments shall require approval by the Agency by resolution. Minor Amendments include the identification of land for acquisition by the Agency using all legal means for the purpose of private redevelopment. For a Minor Amendment that alters the goals and objectives of the Plan, but not significantly, the Agency shall include findings in its resolution approving the Minor Amendment that show that the change to the Goals and Objectives is not a significant alteration.

D. Amendments to the City of Wilsonville's Comprehensive Plan, Ancillary Documents and the City's Development Code

Amendments to the City of Wilsonville's Comprehensive Plan, Ancillary Documents and the City's Development Code that affect the Plan and/or the Area shall be incorporated within the Plan without any action required by the Agency or the City Council.

XII. VALIDITY OF APPROVED URBAN RENEWAL PLAN

Should a court of competent jurisdiction find any word, clause, sentence, section, or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such finding and remain in full force and effect for the duration of the Plan.

XIII. RECORDING OF PLAN

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

Exhibit A: Legal Description of Area

Exhibit B: Glossary

Exhibit C: September 16, 2003 Ballot Measure