

[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.



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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 curbsless 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 it 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 Charter² 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.

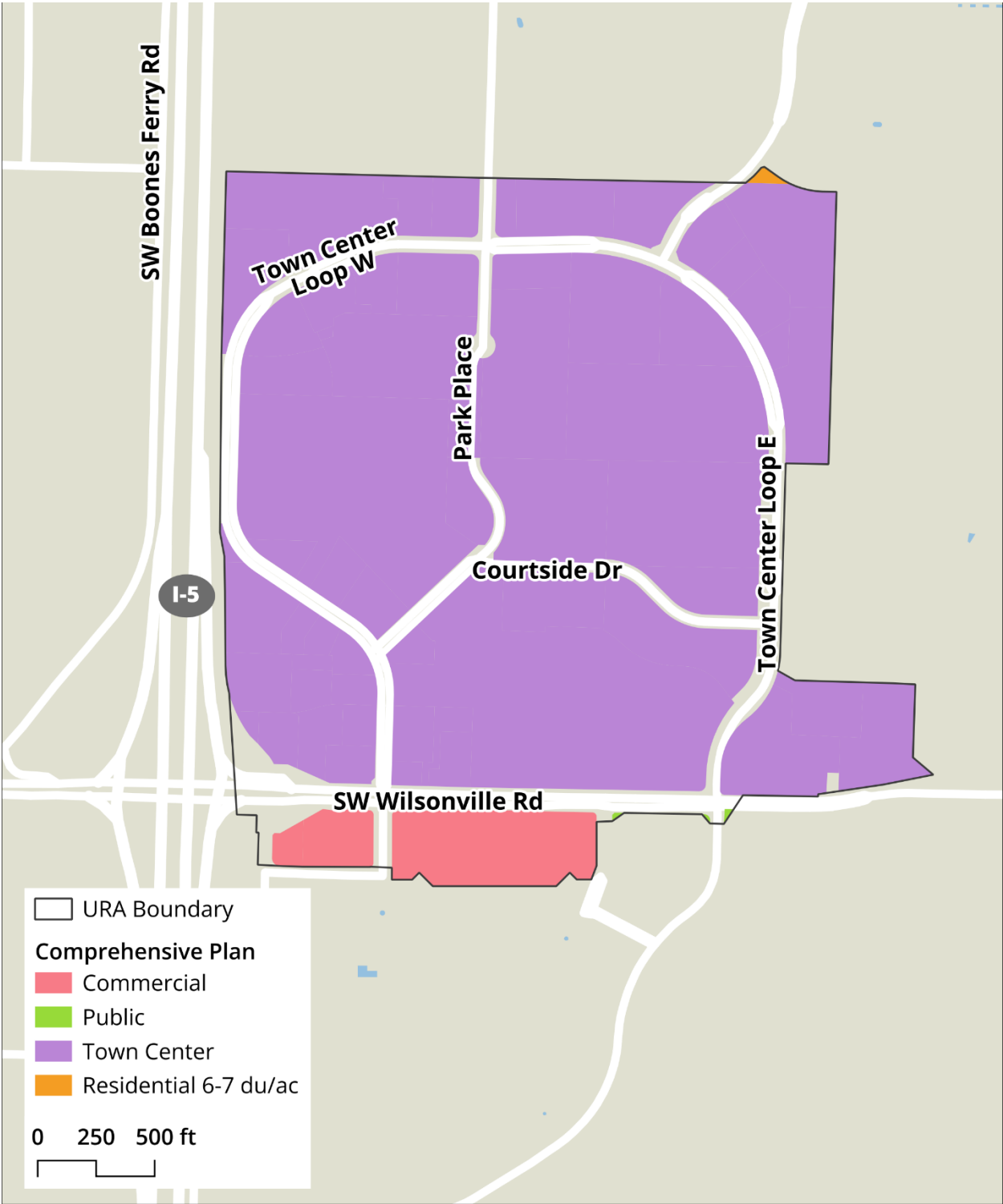
9.3 *Non-Substantial Changes*

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 conformance 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 curbside 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:

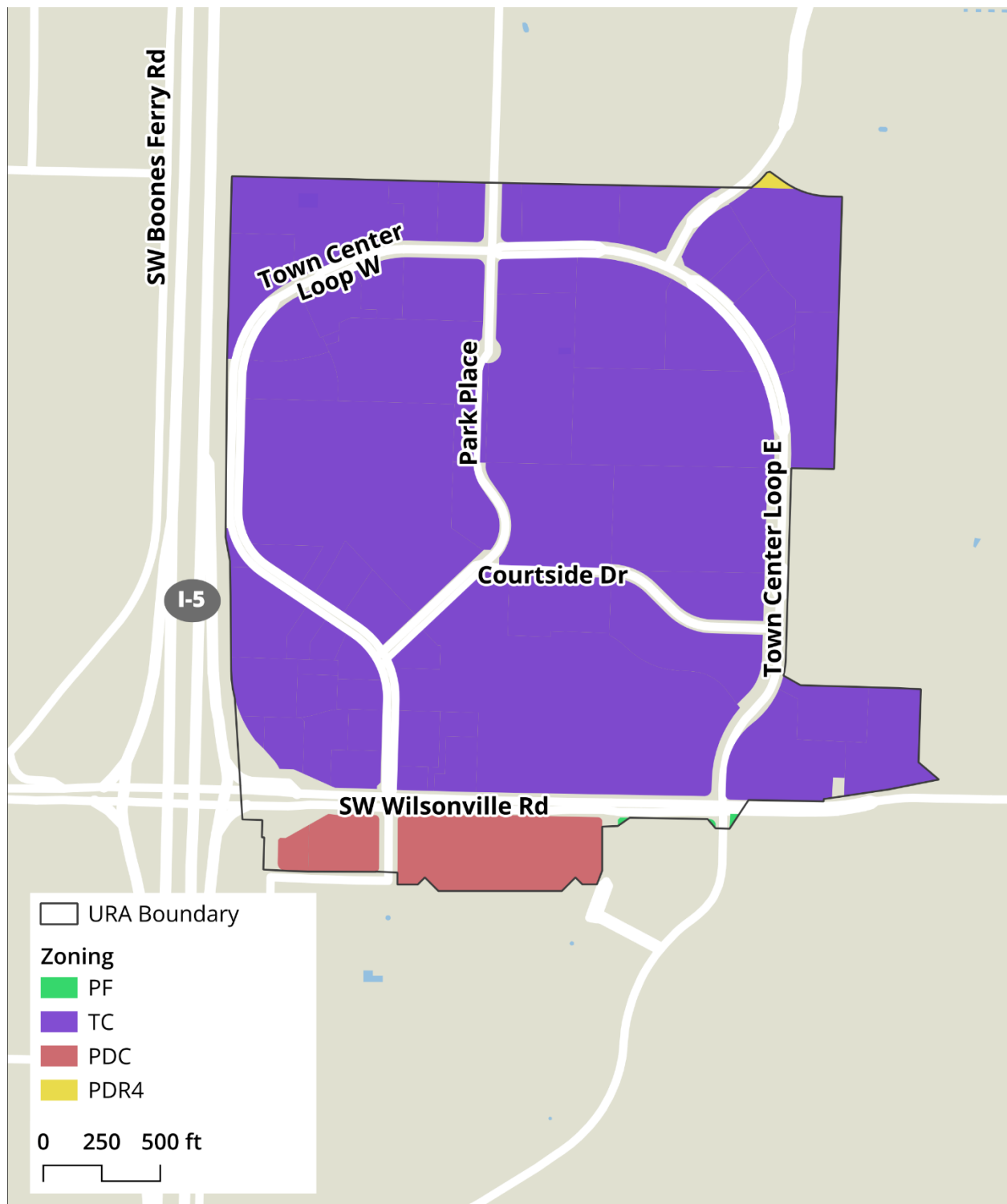
- A. Implement the Town Center policies and implementation measures of the Comprehensive Plan.
- B. Implement the Wilsonville Town Center Plan recommendations for the Town Center Comprehensive Plan Map designation.
- C. Create a vibrant, walkable destination that inspires people to socialize, shop, live, 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

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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;

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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 Easterly 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;

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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