

## **CITY COUNCIL WORKSESSION INFORMATION ITEM**

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### **Coffee Creek Industrial Area Technical Assistance Infrastructure Grant**

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Source of Item: Planning Division

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***THERE IS NO RECOMMENDATION, THIS IS AN INFORMATION ITEM.***

### **BACKGROUND**

In 2010, the City's Community Development Department received a \$48K technical assistance grant from the State Department of Land Conservation and Development (DLCD) to conduct a detailed infrastructure study building upon the findings contained in the Coffee Creek Industrial Area Master Plan (2007) and the Statewide Planning Goal 9 Economic Opportunities Analysis (2008).

The goal of the study was to advance infrastructure design for all segments (sewer, water, storm, roads, parks and trails) to a 30% engineering level and to prepare a report that would analyze the financial tools that could assist in financing the infrastructure over time. The purpose of creating this information is to help the City and its private development partners evaluate critical segments of infrastructure, understand the associated costs and sequence of phasing in preparation for future development. This work will assist in beginning to prioritize the critical path projects that can then be considered as part of future CIP development.

The financial analysis was prepared by Todd Chase with the FCS Group. The FCS Group's work evaluates potential funding sources to assist in paying for the needed infrastructure to serve the area based on assumed levels of development. Included in the project deliverables is a detailed report that analyzes the pros and cons of a variety of financial tools that are at the City's disposal. Those tools include:

- ❖ Systems Development Charges (SDC's)
- ❖ Supplemental SDC's
- ❖ Urban Renewal Program/Tax Increment Financing
- ❖ Local Improvement District
- ❖ Zone of Benefit, or Reimbursement District
- ❖ Economic Improvement District
- ❖ Utility Rates and connection charges
- ❖ General Obligation Bonds and/or Revenue Bonds

The last task required under the grant contract will be the preparation of a marketing packet that can be used to promote and encourage business investment. An artist's rendering of the area at build-out has been created providing a vantage point that emphasizes other significant Wilsonville corporations, local retail amenities, OIT, WES and transportation connections to Interstate-5. The rendering depicts a development style that is indicative of that envisioned in the Day Road Design Overlay Zone with multiple-story corporate HQ's or R and D buildings fronting on Day Road, and large warehouse/distribution and manufacturing facilities spread throughout the remainder of the area. Staff will be working on the last deliverable over the next two weeks in preparation for final submittal to the State.

Staff is finding that the information created for the grant will be of value not only to City staff and elected officials, but for the private development community as well. Advancing this work has and will save efforts for future private developers. The report contains pipeline locations, road cross-sections/alignments, cost estimates and property dedication assumptions that are the foundation to understanding the complete costs of a private project and making it "pencil out". Providing this information up-front, in a user-friendly format is key to understanding the broad array of issues associated with land development.

The DLCDC believes that this work could become a model for other communities who seek to move into new urban areas and demonstrates a creative approach to public-private partnerships. Staff has held recent meetings to brief private developers about the findings and analysis. The feedback received to date has been very positive. The materials are proving to be helpful as private parties prepare pro-formas for specific projects in the area.

#### **ANALYSIS**

No formal action is required on the project. Staff envisions these documents as tools for future planning of the area and will continue to share them with private developers and interested parties. The financial analysis is largely informational and should be referred to as part of the larger economic development policy discussion the City Council will be conducting in the future.

The Planning Commission conducted a worksession on the materials at their regular meeting in April. Several comments were made and incorporated into the final draft. The attached materials have been submitted to the State, and the first payment of \$30K has been received.

#### **IMPACT ON CITY RESOURCES**

N/A

#### **POLICY ISSUES**

None at this time.

#### **ATTACHMENTS**

- A. Artist's rendering of the Coffee Creek industrial area at build-out.
- B. 30% infrastructure design package and financial analysis prepared by FCS Group.

Attachment A



**Coffee Creek Industrial Area  
Technical Assistance Grant Documents**

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1. "Coffee Creek Planning Area Preliminary Engineering Summary – Infrastructure Development"
2. "Coffee Creek Industrial Area Infrastructure Analysis", Sheets C1 – C12
3. An FCS Group Memorandum, dated April 5, 2011, from Todd Chase, regarding Coffee Creek Funding and Marketing Plan, Task 7 findings.

**Coffee Creek Industrial Area  
Technical Assistance Grant Documents**

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- 1. "Coffee Creek Planning Area Preliminary Engineering Summary – Infrastructure Development"**

## **Coffee Creek Planning Area Preliminary Engineering Summary – Infrastructure Development**

### Differences between the 2007 Master Plan and this Preliminary Engineering Study

The infrastructure plan and preliminary layout of the Coffee Creek Planning Area (CCPA) remains generally as presented in the 2007 Master Plan, with a few exceptions as noted below:

1. Study Areas 2A and 2B from the Master Plan (parcels north of Day Road) were not included in the infrastructure development plan for this study.
2. The proposed local east-west street between Grahams Ferry Road and Kinsman Road was designated as “Java Road” and relocated one parcel (approximately 330 feet) south from the location shown in the Master Plan. This location was selected to correspond with the location of an existing 21” sewer interceptor (thereby placing the sewer line in easily accessible Right of Way), and also places the roadway along a parcel line, thereby minimizing the amount of Right of Way acquisition needed from any one parcel.
3. The cul-de-sac for the west end of Clutter Road, and realigned extension of Clutter Road to Grahams Ferry Road was deleted. Per the Master Plan, this realignment was driven by safety concerns with sight distance at the Grahams Ferry / Clutter intersection. The current engineering opinion is that sight distance issues can be resolved through proper design of the reconstruction of Clutter Road, Grahams Ferry Road, and the intersection, thereby making an expensive northward realignment of Clutter Road unnecessary.
4. Regional and Community Trails located outside the CCPA are not included in the current cost analysis. These include the trail connector to Commerce Circle, the trail extension south of Ridder Road, and the Regional Trail paralleling the railroad tracks. Trails and bikeways within the CCPA remain in the analysis. Except for the Commerce Circle connection, the appropriate length / distance of these regional trails to include in the current cost analysis is unknown.
5. Off-site water and sewer extensions or upsizing needed to service the CCPA were not addressed in the 2007 Master Plan. Water and sewer improvements needed to service the CCPA and areas north of the CCPA have now been evaluated as part of the preliminary engineering effort, and are now shown on the plans and included in the cost estimates.
6. Cost estimates included in the 2007 Master Plan categorized infrastructure costs for years 1-5, and for years 6-20. This Study categorizes costs for years 1-4, and years 5-20.

### General Discussion of Infrastructure Needs

The ability to cost effectively provide street and utility infrastructure to properties within the Coffee Creek Planning Area (CCPA) is primarily dependent on topography and the proximity of the parcel to the major road network. The general intent of the infrastructure plan is to provide backbone sewer, water, and storm sewer along or adjacent to the road network, and construct new roads only as needed to facilitate access and general circulation within the CCRA. To comply with the requirements of the Technical Assistance Grant, Task 6, the infrastructure development plan and cost estimates were divided

into two phases representing early/initial development of the Planning Area within the first four years, and later, five to twenty year, full build-out requirements.

Initial first phase development of the CCPA is linked to and facilitated by the presence of existing large diameter water and sewer lines which are capable of servicing a limited number of parcels adjacent to Garden Acres Road and Clutter Road, with minimum initial investment. With more investment, additional first Phase parcels bordering Garden Acres Road and Clutter Road can also be developed. Later phase parcels include parcels bordering Day Road and bordering the proposed extension of Kinsman Road. These parcels will require construction of Kinsman Road and the associated water, sewer, and stormwater management infrastructure adjacent to Kinsman Road. Parcels west of Grahams Ferry Road and south of Clutter Road, and not adjacent to these roads, will be the most difficult to develop, primarily due to topographic and access considerations.

There are nine "landlocked" parcels without access to the major road network and utility backbone. For all of these parcels, individual (or community) sewage lift stations will be required, as well as new water line extensions and new road easements through other properties. Construction of this infrastructure by the City is not cost effective, therefore, for these parcels this study assumes road and utility infrastructure must be developed privately. Development of these parcels must also wait for construction of the backbone utility extensions in or adjacent to the major roads.

### **Utility Improvements**

#### **Water**

Existing water distributions lines servicing the CCPA include an 18" main in Garden Acres Road which bisects the CCPA, an 18" main in Day Road on the north and a 12" distribution main in Ridder Road on the south. New water distribution infrastructure needed for the CCPA is limited to a 12" diameter loop along Clutter and Grahams Ferry Road, a 12" main running parallel to the Kinsman Road extension between Ridder Road and Day Road, and a 12" line in Java Road connecting the two distribution loops. Offsite improvements consisting of an 18" main in the future alignment of Kinsman Road south of Ridder Road are also contemplated, but are not needed solely for service to the CCPA.

#### **Sanitary Sewer**

An 18" /21" sewer interceptor known as the United Disposal Interceptor zig-zags through the western half of the CCPA, providing current service to the Correctional Facility located in the NW corner of the CCPA. New interceptors required to service the CCPA are all tributary to the 21" main and include small, 8-10" diameter lines for local service in Garden Acres Road and Grahams Ferry Road, and larger, 12" to 15" diameter lines in the Kinsman alignment, and in Day Road. The Kinsman Road / Day Road interceptors are designed to provide local service to CCPA properties as well as future service to the Basalt Creek Planning Area through connections and northward extensions at Grahams Ferry Road, Boones Ferry Road, and Kinsman Road. The 21" interceptor running through and south from the CCPA has adequate capacity to handle all anticipated future flows, until reaching the connection with the Edwards Trunk interceptor, just north of the railroad tracks. From this point south to Barber Road, the

United Disposal interceptor is undersized for future buildout conditions and will require eventual upsizing. For development of the CCPA, the critical restriction is the 14" diameter line under the railroad alignment. This line is both too small and too flat to accommodate significant development in the CCPA and should be considered a priority for replacement during early development of the CCPA.

### Storm Sewer

Storm sewers and stormwater management features do not currently exist in the CCPA. Basalt Creek borders the CCPA to the east, the Coffee Creek wetlands to the south and southwest, and a 24" storm sewer line runs south from Ridder Road eventually discharging to the Coffee Creek wetlands. One of the planning criteria contained in the 2007 Coffee Creek Master Plan is a desire to minimize stormwater impacts from the CCPA through the use of innovative green street designs to handle runoff from paved surfaces. Consistent with this planning criteria, most street sections are designed with combination planter strips and bioswales located adjacent to the street and designed to filter and minimize runoff. New piping is limited to road crossings, connection to the existing 24" storm sewer at Ridder Road, and a new 30" diameter storm sewer running south from the Ridder Road / Grahams Ferry Road intersection. This 30" pipe will service most of the western half of the CCPA, discharging to the Coffee Creek wetlands east of Grahams Ferry Road.

A stormwater quality pond adjacent to Basalt Creek is proposed as a semi-regional facility to manage stormwater runoff from the northern and eastern portions of the CCPA, as well as provide a limited amount of additional flood storage capacity along Basalt Creek. However, this facility will not be capable of providing 100% of the detention volume required for abutting properties, and site specific detention facilities should be expected on newly developed sites.

### Transportation Improvements

#### Streets

With the exception of Day Road, all existing streets in the CCPA will require widening and reconstruction to meet current City standards. Existing streets include Grahams Ferry Road – a designated Minor Arterial, Garden Acres Road, and Clutter Road. Two new streets are proposed. A north-south extension of Kinsman Road will connect Ridder Road and Day Road and provide primary access and circulation for the CCPA. A second new street, Java Road, provides local east-west connectivity from Kinsman Road to Grahams Ferry Road. Day Road will not require widening but will require reconstruction to a concrete pavement surface to handle the increased heavy truck traffic. Reconstruction of Garden Acres Road, and construction of Java Road can be assumed to benefit only properties within the CCPA. All other streets are subject to a significant percentage of off-site traffic, requiring a similar percentage of the costs for these improvements, or SDCs, allocated to off-site properties.

"Green Street" concepts have been incorporated into all street sections by converting the City standard planting strips between the curb and sidewalk into bioswales. Runoff, and associated underground stormwater infrastructure is therefore minimized. The "Collector Greenstreet" concept from Appendix B of the Master Plan, incorporating a landscaped median, was not adopted for proposed street sections.



Widening and construction of roads within the CCPA will require Right of Way acquisition from 42 separate properties. Table XX provides a summary of ROW area, and the percentage of the gross parcel size to be acquired from each affected tax lot. Additional area will also need to be acquired from certain tax parcels specifically for stormwater management facilities. In addition, there are two parcels where acquisition needs exceed 35% of the gross parcel size, and where acquisition of the entire parcel may be warranted.

### Intersections

The Coffee Creek Master Plan evaluated a number of alternative development scenarios for the CCPA, and identified a broad list of intersection improvements for each alternative. For the purposes of this study and development of a capital improvement list for streets and intersections, only “Alternative 1 - South of Day Road” from the Master Plan is being considered. For this alternative, the Master Plan identified five intersection improvements to mitigate impacts from development in the CCPA. (See Tables 16, 17, and 18 of the Master Plan). Comparing this alternative to the No Build Alternative shows that four of the five intersections require mitigation improvements irrespective of development within the CCPA. As such, determination of System Development Charges for properties within the CCPA should allocate a portion of the cost of these improvements to properties outside the CCPA.

### Parks, Trails and Open Space

The scope of park, trail and open space development incorporated into the preliminary engineering study is identical to the Master Plan, with the exception of off-site trails as mentioned previously. No attempt was made to prepare preliminary designs for open space amenities (e.g., waysides), however, costs for these feature are included in the project estimate. On-site trails are generally incorporated into the road sections as wider linear features rather than as stand-alone features.

### Consolidated Infrastructure Phasing Plan

#### General Discussion

It is good planning, and a general policy of the City to sequence and combine the construction of underground (utility) and surface (street) infrastructure into a single project, to the extent achievable. Although requiring significant coordination and a larger up-front investment, larger combined projects are more cost effective for both a developer and the taxpayer and result in a higher quality product. It may be acceptable in certain circumstances to construct water and sewer lines without constructing a road, but it is never acceptable to construct a road without first constructing the required utilities beneath it.

Per the guidance provided by the TA Grant, Task 6, the phasing plan identifies improvements needed over 1-4 years, nominally designated as “Phase 1”, and improvements needed from 5-20 years out, nominally designated as “Phase 2”. The differentiation between Phase 1 and Phase 2 is governed by three criteria:

1. A comparison of site specific new infrastructure needs to build-out infrastructure needs.
2. The expected need to mitigate downstream or off-site impacts.
3. Right-of-Way and easement acquisition.

The phasing plan for build-out of the CCPA envisions and recommends restrictions be placed on the ability of any developer to complete only partial improvements that would require future modification or widening of a road, or upsizing and extension of underground utilities. At a minimum, streets and utilities must be constructed at the size required for build-out conditions, must be extended beyond the parcel boundary of the property / development in question in order to facilitate future expansion of the system, and must include ancillary infrastructure such as franchise utilities, trails, bus stops, and open space.

On-site infrastructure – infrastructure wholly contained within the CCPA, includes a combination of local facilities – needed only to service CCPA properties, and regional facilities that also provide service to properties outside the CCPA boundary. Depending on the size and infrastructure needs of a particular property, it is entirely feasible to develop parcels in Phase 1 without completing the remainder of infrastructure needed for the CCPA, or constructing the off-site or downstream improvements needed at full buildout. The extent of minimum improvements needed for any particular development, including off-site improvements, will need to be determined through the development review process.

The timing of off-site street and intersection improvements, or downstream water or sewer improvements will be dependent on the extent of the remaining system capacity (road, sewer, etc.) used up by early initial developments within the CCPA. Engineering analysis indicates that off-site improvements are not needed for development of Phase 1 properties, but will be needed prior to, or in conjunction with phase 2. Costs for all offsite improvements are therefore allocated to phase 2, although some offsite/downstream improvements can and likely will be constructed during Phase 1. Specifically, some of the off-site intersection improvements identified in the Master Plan as required under No-Build assumptions are currently budgeted in the Wilsonville 5 year capital plan, and it can be assumed they will be completed in the Phase 1 timeframe. However, if not constructed during the earlier phase, these improvements must be constructed prior to development of Phase 2 parcels.

There are no offsite/downstream improvements that are required solely because of development within the CCPA. Downstream water and sewer improvements are needed to service future development north of Day Road (within the Basalt Creek Planning Area) in addition to the CCPA. In addition, downstream sewer improvements to the United Disposal Interceptor under the Railroad tracks is a pre-existing capacity deficiency, which must be mitigated before significant development in the CCPA (and Basalt Creek) can occur.

Intersection improvements at Boones Ferry Road and 95<sup>th</sup> Avenue, Boones Ferry Road and Day Rd, and Grahams Ferry Road and Clutter Road are all listed in the Master Plan as required improvements under the No-Build scenario, i.e., whether the CCPA develops or not. A fourth intersection, Grahams Ferry Road and Tonquin Road, also requires improvement under the No-Build scenario, but is outside both the

Planning Area and the city limits. For the purposes of the phasing plan and cost allocation of improvements, the Grahams Ferry Road / Tonquin Road intersection was disregarded in evaluating required offsite intersection improvements associated with buildout of the CCPA. The other three intersections will experience quantifiable impacts from traffic generated in the CCPA, and a corresponding allocation of cost for that traffic. These intersections therefore remain included in the Phase 2 plan and cost allocation.

### Phase 1

The Infrastructure Phasing Plan for the CCPA assumes initial development will occur in areas where the costs to a developer for combined infrastructure improvements can be minimized, while at the same time existing sewer, water, storm sewer, and transportation system capacities are maintained. Parcels in Phase 1 on Sheet C4, meet that criteria.

Parcels (or portions of parcels) in Phase 1A have abutting access to large diameter water and sewer, and require only reconstruction of the lower third of Garden Acres Road to provide adequate infrastructure for development purposes. Parcels in Phase 1B have abutting access to water or sewer, but require construction of small diameter sewer or water extensions in addition to limited road improvements. Most of the parcels in Phase 1B border Garden Acres Road north of the proposed Java Road. Parcels in Phase 1C are characterized by a need for a combination of road, sewer, and water improvements, but the extent of improvements are such that these improvements can be made independent of, or for shorter distances than need for full buildout of the CCPA. Phase 1C includes properties along Clutter Road and Java Road that can be serviced with partial extensions of the water, sewer, and road network.

### Phase 2

All of the parcels in Phase 2 require major construction of sewer, water, storm, street, and intersection capacity improvements, both within the CCPA and off-site. If done in conjunction with a proposed development, infrastructure construction could be made a condition of approval, however, the extent of improvements required makes that unlikely. If done independent of development, e.g., constructed by the City, infrastructure capacity improvements must necessarily precede development. Ancillary improvements, such as the trail system, should also be completed before, or in conjunction with major development in Phase 2.

Development of Phase 2A requires completion of Kinsman Road from Ridder Road to Day Road, Java Road from Kinsman to Garden Acres, two signalized intersections, construction of water, sewer, trail, and stormwater management facilities in and adjacent to Kinsman Road and Ridder Road, construction of sewer in Day Road, and reconstruction of Day Road to a concrete section. Easements and/or ROW acquisition is required from 10 individual properties. The scope of improvements for Phase 2A and the need for these improvements to be completed concurrently make it unlikely that a single developer, or even a group of developers will have the resources to accomplish the construction.

Based on the availability of water, a completed road section, and proximity to Interstate 5, previous planning documents identified a desire for properties bordering Day Road to be developable during early

stages of the Coffee Creek build out. However, engineering analysis indicates Day Road properties cannot physically obtain sewer service until the sewer interceptor in the proposed Kinsman Road alignments is constructed. This will prevent early development of these parcels.

Development of Phase 2B requires completion of Grahams Ferry Road, two signalized intersections, and remaining water and sewer extensions in Clutter Road and Grahams Ferry Road. No municipal infrastructure is extended west of Grahams Ferry Road. Parcels bordering Grahams Ferry Road will obtain utility and street access at Grahams Ferry Road, but the limited number of properties, topography, and distance make it infeasible to provide municipal services for parcels further west. Topography makes gravity sewer service unachievable thereby requiring individual lift stations, and unless easements or Right of Way can be obtained extending northward from Elligsen Way to Cahalin Road, there is no ability to loop the water system as required for fire flow service, or provide street interconnections. Constructing and maintaining individual lift stations, or small diameter dead-end water service to private parcels is not cost effective for the City. Western parcels of Phase 2B can therefore be expected to be the last parcels to develop within the CCPA.

Phase 2C includes the majority of off-site intersection and safety improvements and downstream utility improvements. Off site improvements are not specifically shown on Sheet C4. The timing of utility improvements within the year 5 to year 20 timeframe of Phase 2 is predicated on the number, timing and location of major developments within the CCPA. Engineering analysis indicates approximately 50% of the CCPA can be developed before downstream sewer improvements are needed. Downstream water system improvements are needed only at full buildout, or with significant development within the Basalt Creek area. Intersection improvements were previously noted as needed regardless of CCPA development, and are therefore assumed to occur early in the development of Phase 2. Lastly, construction of the two safety improvements (reconstruction and widening of the Grahams Ferry Road railroad underpass, and realignment of Clutter Road) are assumed to coincide with the corresponding road improvement, although the underpass work could occur independent of other Grahams Ferry Road work.

Coffee Creek Planning Area - Preliminary Engineering  
 Estimated Infrastructure Development Costs - 2010 dollars

Improvement Type	Total Build Out Cost	Phase 1 Cost**	Phase 2 Cost
<b>on-site</b>			
Streets	\$ 14,337,500.00	\$ 5,617,500.00	\$ 8,720,000.00
Intersections	\$ 2,625,000.00	\$ 600,000.00	\$ 2,025,000.00
Water	\$ 1,296,100.00	\$ 319,325.00	\$ 964,775.00
Sewer	\$ 1,102,500.00	\$ 707,500.00	\$ 395,000.00
Storm Sewer	\$ 2,003,700.00	\$ 622,700.00	\$ 1,381,000.00
Park/Trail/ Other	\$ 1,370,500.00	\$ 375,000.00	\$ 995,500.00
<b>Total Onsite</b>	<b>\$ 22,735,300.00</b>	<b>\$ 8,242,025.00</b>	<b>\$ 14,481,275.00</b>
<b>off site</b>			
Water	\$ 3,960,000.00		\$ 3,960,000.00
Sewer	\$ 960,000.00		\$ 960,000.00
Transportation			
Railroad Underpass - GFR	\$ 4,000,000.00		\$ 4,000,000.00
Other	\$ 2,016,000.00		\$ 2,016,000.00
<b>Total Offsite</b>	<b>\$ 10,936,000.00</b>		<b>\$ 10,936,000.00</b>
<b>Grand Total</b>	<b>\$ 33,671,300.00</b>	<b>\$ 8,242,025.00</b>	<b>\$ 25,417,275.00</b>

\*\* - Phase 1 Costs are only those project costs accrued in Year 1 to Year 4 \$ 26,735,300.00

\*\* - Phase 2 Costs are project costs accrued in Year 5 to Year 20

NOTES:

Three alternatives were considered for sewerage North of Day Road. A central interceptor in the Kinsman alignment, receiving flows from both GFR and BFR provides the highest capacity at the lowest cost.

The minimum infrastructure required for Phase 1 development includes water, sewer, storm drainage, and street construction along Garden Acres Road and Clutter Road. Estimated Total Cost: \$8.24M

Street/ ROW/ Green Street Sections vary slightly from standard classifications

No public Infrastructure extended west of Grahams Ferry Road

**Cost Comparison to Master Plan:** Streets & Intersections totals \$21.0M vs \$20.7M in Master Plan (App. B)  
 Water totals \$1.30M vs \$1.14M in Master Plan (App. C)  
 Sewer totals \$1.1M versus \$1.53M in Master Plan (App. C)  
 Storm Sewer totals \$2.0M vs \$300K in Master Plan (App. C)  
 Parks/Trails totals \$1.4M vs \$300K in Master Plan (App. C)

**Total Estimated Buildout Cost = \$26.7M vs \$24.0M in Master Plan**

Offsite sewer (\$960K), water (\$3.96M), and transportation (\$2.01M) costs **WERE NOT** included in Master Plan

Railroad Underpass (\$4M) **WAS** included in Master Plan

Coffee Creek Planning Area: Preliminary Engineering Summary - Transportation Projects								
NOTE: Street layout follows Alternative 1 (industrial use) of 2007 Master Plan , NOT configuration shown as Draft Recommended Master Plan (Alt 2 - mixed industrial/commercial)								
Street Improvements within Coffee Creek Planning Area	TSP Street Classification	TSP Proposed Configuration	TSP Project #'s	Status	Proposed Revised Street Classification	Proposed Revised Configuration	Phase 1 Project for Near Term Coffee Creek Development	NOTES
Day Road	Major Collector	3 lane, bike, SW	W-16	COMPLETE	same	same	no	Rebuild to Concrete
Grahams Ferry Road	Minor Arterial	n/a	n/a	not built	same	3 lane w/ bike lanes, sidewalks, bioswales	no	
Garden Acres Road	Local	n/a	n/a	not built	Local	2 lane w/ bikelanes, sidewalks, bioswales	yes	Dead End at Day
Kinsman Extension	Minor Collector	2 lane w/ bike lanes & sidewalks	C-24	not built	same	2 lane w/ bikelanes, 10' conc. trail one side, bioswale other side	no	
Clutter (Garden Acres west to GFR)	Minor Collector	2 lane w/ bike lanes & sidewalks	T-16	not built	major collector	3 lane w/ bike lanes, sidewalks, bioswales	yes	
Java Road (GFR to Gard. Ac.)	local	n/a		not built	local	2 lane, no bike, SW	yes	
Java Road (Gard. Ac. to Kinsman)	local	n/a		not built	local	2 lane, no bike, SW	no	
Intersection Improvements within Coffee Creek Planning Area	Signal Req'd?	Widening for Turn Lanes?	TSP Project #'s	Status	Req'd under No-Build Assumption?	Required for Coffee Creek Buildout	Phase 1 Project for Near Term Coffee Creek Development	NOTES
GFR / Day Road	exst	yes	T-14, T-15B	not built	no	no	no	
GFR / Java Road	no	no		not built	no	yes	no	
GFR / Clutter Road	yes	yes	T-5, T-6, T-7	not built	yes	yes	yes	
GFR / Railroad Crossing	no	no	T-8	not built	yes	no	no	
Garden Acres / Day	no	no		not built	no	no	no	No outlet
Garden Acres / Java	no	no		not built	no	yes	yes	
Garden Acres / Clutter	no	yes		not built	no	yes	yes	
Kinsman / Day	yes	yes	S-36	not built	no	yes	no	
Kinsman / Java	No	yes		not built	no	yes	no	
Kinsman / Ridder	yes	yes	C-24, S-18	not built	no	yes	no	
BFR / Day	exst	yes		not built	yes	yes	no	
Other Related Offsite Improvements	Scope of Improvement	TSP Project #'s	Status	Req'd under No-Build Assumption?	Required for Coffee Creek Buildout	Phase 1 Project for Near Term Coffee Creek Development	NOTES	
Ridder (Kinsman east to 95th)	Sidewalk on S. side	n/a	not built	no	no	no		
Ridder (Gard. Acr.east to Kinsman)	Sidewalk on N. side	n/a	not built	no	no	no		
BFR (Day to I-5)	Widening	T-17	COMPLETE	yes	no	no	No cost to Coffee Crk	
BFR / 95th	Turn Lanes	T-1, T-2, T-3, T-4	partial	yes	yes	no	No cost to Coffee Crk	

Coffee Creek Planning Area  
Transportation Projects and Estimated Costs

02/03/2011

Streets	Scope of Improvements	Full Coffee Creek Buildout				Phase 1 Projects			Phase 2 Projects		
		Quantity	Units	Unit Cost	Total Cost	Quantity	Units	Total Cost	Quantity	Units	Total Cost
Grahams Ferry Road	Full reconstruction to 3 lane minor arterial - asphalt	3300	lin ft	\$ 1,300.00	\$ 4,290,000.00				3300	lin ft	\$ 4,290,000.00
Garden Acres Road Java to Clutter	Full reconstruction to 2 lane minor collector - concrete	1000	lin ft	\$ 1,100.00	\$ 1,100,000.00	1000	lin ft	\$ 1,100,000.00			
Garden Acres Road Day to Java	Full reconstruction to 2 lane minor collector - concrete	1600	lin ft	\$ 1,100.00	\$ 1,760,000.00	1600	lin ft	\$ 1,760,000.00			
Kinsman Extension	New construction to 2 lane minor collector - concrete	3100	lin ft	\$ 1,100.00	\$ 3,410,000.00				3100	lin ft	\$ 3,410,000.00
Clutter (Garden Acres west to GFR)	Full Reconstruction to 3 lane Major Collector - asphalt	1500	lin ft	\$ 1,300.00	\$ 1,950,000.00	1500	lin ft	\$ 1,950,000.00			
Java Road (GFR to Garden Acres)	New Construction to 2 lane local street - concrete	950	lin ft	\$ 850.00	\$ 807,500.00	950	lin ft	\$ 807,500.00			
Java Road (Gard Acr to Kinsman)	New Construction to 2 lane local street - concrete	1200	lin ft	\$ 850.00	\$ 1,020,000.00				1200	lin ft	\$ 1,020,000.00
				subtotal	\$ 14,337,500.00			\$ 5,617,500.00			\$ 8,720,000.00
Intersections	Scope of Improvements	Quantity	Units	Unit Cost	Total Cost	Quantity	Units	Total Cost	Quantity	Units	Total Cost
GFR / Day Road	turn lanes	1	ls	\$ 300,000	\$ 300,000.00				1	ls	\$ 300,000.00
GFR / Java	turn lanes	1	ls	\$ 300,000	\$ 300,000.00				1	ls	\$ 300,000.00
GFR / Clutter Road	Signalization and turn lanes	1	ls	\$ 575,000	\$ 575,000.00	turn lanes		\$ 300,000.00	signal		\$ 275,000.00
Garden Acres / Day	none - leave as closed access				\$ -						
Garden Acres / Java	part of road construction										
Garden Acres / Clutter	turn lanes	1	ls	\$ 300,000	\$ 300,000.00	turn lanes		\$ 300,000.00			
Kinsman / Day	signalization and turn lanes	1	ls	\$ 575,000	\$ 575,000.00				ALL		\$ 575,000.00
Kinsman / new local street	part of road construction										
Kinsman / Ridder	signalization and turn lanes	1	ls	\$ 575,000	\$ 575,000.00				All		\$ 575,000.00
				subtotal	\$ 2,625,000.00			\$ 600,000.00			\$ 2,025,000.00
<b>Total On-Site Transportation Improvements</b>					<b>\$ 16,962,500.00</b>			<b>\$ 6,217,500.00</b>			<b>\$ 10,745,000.00</b>
<b>Offsite Transportation Improvements</b>											
Ridder (Kinsman east to 95th)	Sidewalk on South Side	2000	lin ft	\$ 40	\$ 80,000.00				2000	lin ft	\$ 80,000.00
Ridder (Kinsman west to Garden Acres)	Sidewalk north side	400	lin ft	\$ 40	\$ 16,000.00				400	lin ft	\$ 16,000.00
BFR / Day Road	Turn Lanes	1	ls	\$ 300,000	\$ 300,000.00				1	ls	\$ 300,000.00
GFR / Railroad Crossing	New Underpass	1	ls	\$ 4,000,000	\$ 4,000,000.00				1	ls	\$ 4,000,000.00
Day Road	Rebuild to Concrete Surface	2700	lin ft	\$ 600	\$ 1,620,000.00				2700	lin ft	\$ 1,620,000.00
<b>Total Offsite Improvements</b>					<b>\$ 6,016,000.00</b>			<b>\$ -</b>			<b>\$ 6,016,000.00</b>
<b>TOTAL CCPA TRANSPORTATION IMPROVEMENTS</b>					<b>\$ 22,978,500.00</b>	<b>Phase 1 TOTAL</b>		<b>\$ 6,217,500.00</b>	<b>Phase 2 TOTAL</b>		<b>\$ 16,761,000.00</b>

Coffee Creek Planning Area  
Utility Projects and Cost Estimates

**Sewer Improvements**

Location	Scope of Improvements	Full Coffee Creek Buildout				Phase 1 (year 1-4) Projects			Phase 2 Projects (year 5-20)		
		Quantity	Units	Unit Cost	Total Cost	Scope of Improvements	Unit Cost	Total Cost	Scope of Improvements	Unit Cost	Total Cost
Day Road West	12" PVC	1000	lf	\$ 90.00	\$ 90,000.00				All	\$ 90.00	\$ 90,000.00
Day Road East	12" PVC	1700	lf	\$ 90.00	\$ 153,000.00				All	\$ 90.00	\$ 153,000.00
GFR	8" PVC	600	lf	\$ 75.00	\$ 45,000.00		\$ 75.00		All	\$ 75.00	\$ 45,000.00
Garden Acres	8" PVC	1300	lf	\$ 75.00	\$ 97,500.00	All	\$ 75.00	\$ 97,500.00			
Clutter	8" PVC	1400	lf	\$ 75.00	\$ 105,000.00	All	\$ 75.00	\$ 105,000.00			
Ridder	15" PVC	850	lf	\$ 120.00	\$ 102,000.00	All	\$ 120.00	\$ 102,000.00		\$ 120.00	
Kinsman	15" PVC	3100	lf	\$ 120.00	\$ 372,000.00	All	\$ 120.00	\$ 372,000.00		\$ 120.00	
ALL	Manholes -10' - 20' Deep	7		\$ 4,500.00	\$ 31,500.00	2	\$ 4,500.00	\$ 9,000.00	5	\$ 4,500.00	\$ 22,500.00
ALL	Manholes - less than 10' deep	21		\$ 2,500.00	\$ 52,500.00	5	\$ 2,500.00	\$ 12,500.00	16	\$ 2,500.00	\$ 40,000.00
ALL	Manholes - over 20' deep	4		\$ 9,500.00	\$ 38,000.00	1	\$ 9,500.00	\$ 9,500.00	3	\$ 9,500.00	\$ 28,500.00
Ridder	Asphalt Repair	400	SY	\$ 40.00	\$ 16,000.00				400	\$ 40.00	\$ 16,000.00
					\$ 1,102,500.00			\$ 707,500.00			\$ 395,000.00
<b>OFF SITE Sewer Improvements w/ Manholes, etc</b>		4800	LF	\$ 200.00	\$ 960,000.00				ALL		\$ 960,000.00

**Water Improvements**

Location	Scope of Improvements	Full Coffee Creek Buildout				Phase 1 (year 1-4) Projects			Phase 2 Projects (year 5-20)		
		Quantity	Units	Unit Cost	Total Cost	Scope of Improvements	Unit Cost	Total Cost	Scope of Improvements	Unit Cost	Total Cost
at hydrants	8" PVC pipe	300	lf	\$ 75.00	\$ 22,500.00	75	\$ 75.00	\$ 5,625.00	225	\$ 75.00	\$ 16,875.00
at hydrants	8" Valves	20	ea	\$ 1,200.00	\$ 24,000.00	5	\$ 1,200.00	\$ 6,000.00	15	\$ 1,200.00	\$ 18,000.00
at hydrants	8" Fittings	40	ea	\$ 600.00	\$ 24,000.00	10	\$ 600.00	\$ 6,000.00	30	\$ 600.00	\$ 18,000.00
Clutter, GFR, Kinsman, Java	12" DI pipe	9500	lf	\$ 110.00	\$ 1,045,000.00	2400	\$ 110.00	\$ 264,000.00	7100	\$ 110.00	\$ 781,000.00
Clutter, GFR, Kinsman, Java	12" Valves	32	ea	\$ 2,100.00	\$ 67,200.00	5	\$ 2,100.00	\$ 10,500.00	27	\$ 2,100.00	\$ 56,700.00
Clutter, GFR, Kinsman, Java	12" fittings	52	ea	\$ 800.00	\$ 41,600.00	8	\$ 800.00	\$ 6,400.00	44	\$ 800.00	\$ 35,200.00
Garden Acres @ Java	18" Valve	2	ea	\$ 5,000.00	\$ 10,000.00	2	\$ 5,000.00	\$ 10,000.00	0	\$ 5,000.00	\$ -
Garden Acres @ Java	18" Cross	1	ea	\$ 1,800.00	\$ 1,800.00	1	\$ 1,800.00	\$ 1,800.00	0	\$ 1,800.00	\$ -
Clutter, GFR, Kinsman, Java	hydrant w/ valve box	20	ea	\$ 3,000.00	\$ 60,000.00	3	\$ 3,000.00	\$ 9,000.00	13	\$ 3,000.00	\$ 39,000.00
					\$ 1,296,100.00			\$ 319,325.00			\$ 964,775.00
<b>OFF SITE Water Improvements: 18" DI pipe w/ valves etc.</b>		7920	lf	\$ 500.00	\$ 3,960,000.00				ALL		\$ 3,960,000.00

**Storm Sewer Improvements**

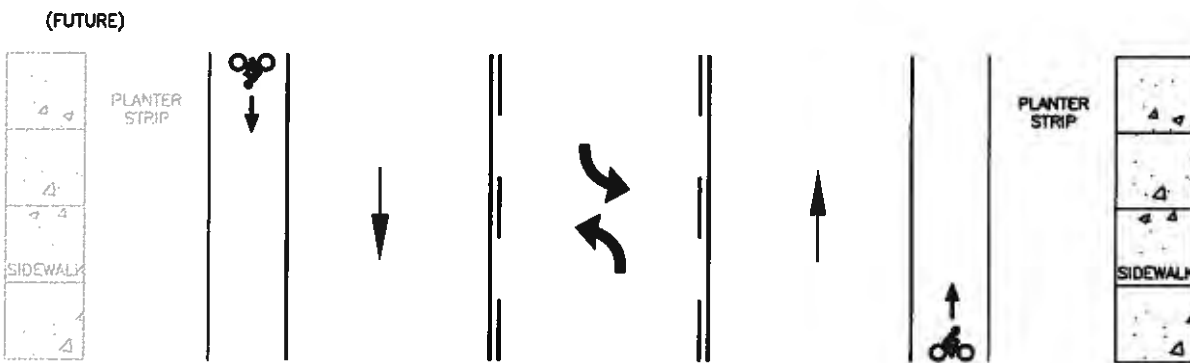
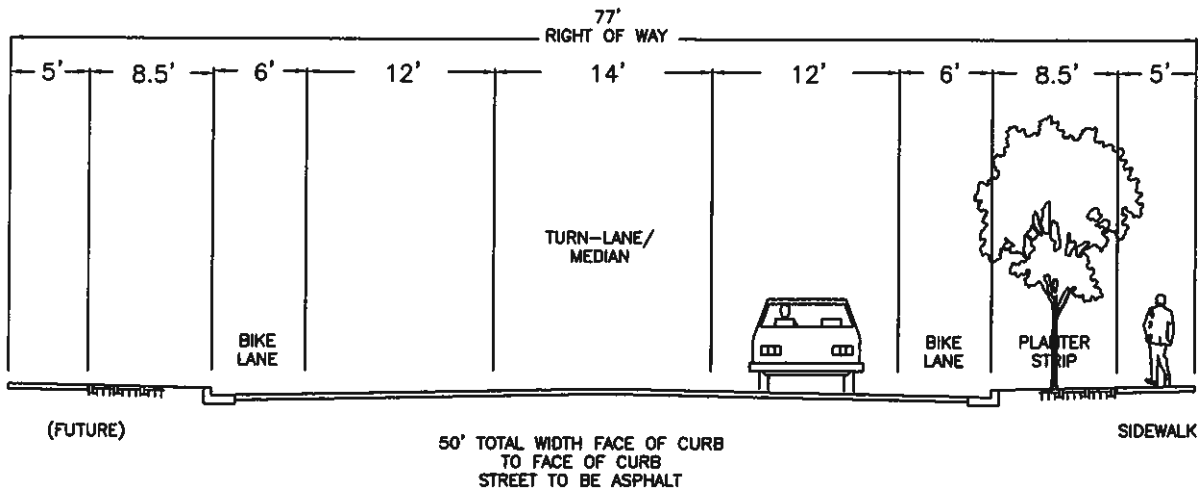
Location	Scope of Improvements	Full Coffee Creek Buildout				Phase 1 (year 1-4) Projects			Phase 2 Projects (year 5-20)		
		Quantity	Units	Unit Cost	Total Cost	Scope of Improvements	Unit Cost	Total Cost	Scope of Improvements	Unit Cost	Total Cost
Lower GFR	30" RCP	300	lf	\$ 140.00	\$ 42,000.00				300 feet	\$ 140.00	\$ 42,000.00
Lower GFR	30" RCP, Bored	200	lf	\$ 900.00	\$ 180,000.00				200 feet	\$ 900.00	\$ 180,000.00
Ridder/Clutter @ GA	24" RCP	400	lf	\$ 110.00	\$ 44,000.00	400 feet	\$ 110.00	\$ 44,000.00			
Clutter/Garden Acres	18" RCP	300	lf	\$ 90.00	\$ 27,000.00	300 feet	\$ 90.00	\$ 27,000.00			
Kinsman, GA, GFR	18" CMP	740	lf	\$ 75.00	\$ 55,500.00	120	\$ 75.00	\$ 9,000.00	620	\$ 75.00	\$ 46,500.00
Clutter, lower Kinsman	12" RCP	1400	lf	\$ 75.00	\$ 105,000.00	240	\$ 75.00	\$ 18,000.00	1160	\$ 75.00	\$ 87,000.00
Clutter, lower Kinsman	Catch Basin and grate	12	ea	\$ 2,000.00	\$ 24,000.00	3	\$ 2,000.00	\$ 6,000.00	9	\$ 2,000.00	\$ 18,000.00
Garden Acres, GFR	FES	8	ea	\$ 400.00	\$ 3,200.00	3	\$ 400.00	\$ 1,200.00	5	\$ 400.00	\$ 2,000.00
GA, GFR, Kinsman	Constructed swale	16,000	lf	\$ 65.00	\$ 1,040,000.00	7800	\$ 65.00	\$ 507,000.00	8200	\$ 65.00	\$ 533,000.00
lower GFR	5' dia Manhole	3	ea	\$ 4,000.00	\$ 12,000.00			\$ -	3	\$ 4,000.00	\$ 12,000.00
Clutter/Ridder, Kinsman	4' dia Manhole	10	ea	\$ 2,100.00	\$ 21,000.00	5	\$ 2,100.00	\$ 10,500.00	5	\$ 2,100.00	\$ 10,500.00
Kinsman, GA, GFR	WQ / Detention Pond	6	acres	\$ 75,000.00	\$ 450,000.00	ALL					\$ 450,000.00
					Total \$ 2,003,700.00			\$ 622,700.00			\$ 1,381,000.00

**Park and Trail Improvements**

Location	Scope of Improvements	Full Coffee Creek Buildout				Phase 1 (year 1-4) Projects			Phase 2 Projects (year 5-20)		
		Quantity	Units	Unit Cost	Total Cost	Scope of Improvements	Unit Cost	Total Cost	Scope of Improvements	Unit Cost	Total Cost
Various	Waysides	4	ea	\$ 300,000.00	\$ 1,200,000.00	1	\$ 300,000.00	\$ 300,000.00	3	\$ 300,000.00	\$ 900,000.00
GFR and Kinsman	Transit Bus Stop	5	ea	\$ 25,000.00	\$ 125,000.00	3	\$ 25,000.00	\$ 75,000.00	2	\$ 25,000.00	\$ 50,000.00
Kinsman to Commence Cir.	Bike Path Connector	700	lf	\$ 65.00	\$ 45,500.00		\$ 65.00	\$ -	700	\$ 65.00	\$ 45,500.00
GFR	10' paved trail	3000	lf	included w/ road cost					ALL	\$ 65.00	
Kinsman	10' paved trail	3100	lf	included w/ road cost					ALL	\$ 65.00	
					\$ 1,370,500.00			\$ 375,000.00			\$ 995,500.00



EXISTING DAY ROAD  
VIEW LOOKING EAST



NOTES:

1. REMOVE ASPHALT AND RECONDITION AND RECOMPACT SUBGRADE AND BASE. RECONSTRUCT STREET SECTION WITH 8" CONCRETE ON 12" AGGREGATE BASE COURSE.
2. NORTH SIDE PLANTER STRIP AND SIDEWALK ARE FUTURE CONSTRUCTION AND NOT PART OF THIS PROJECT.

Section A - Day Rd - Major Collector

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DRAWN BY: SJ

SCALE: N.T.S.

FILE NAME:

APPROVED BY: EM

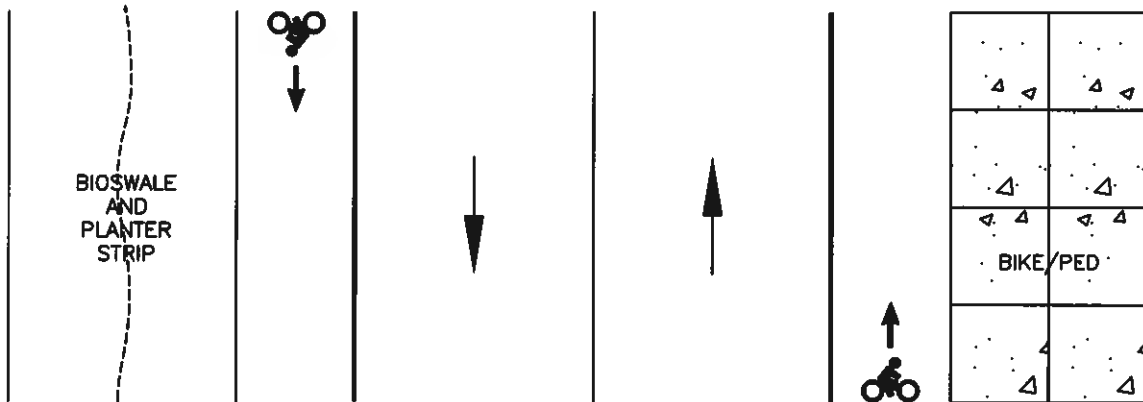
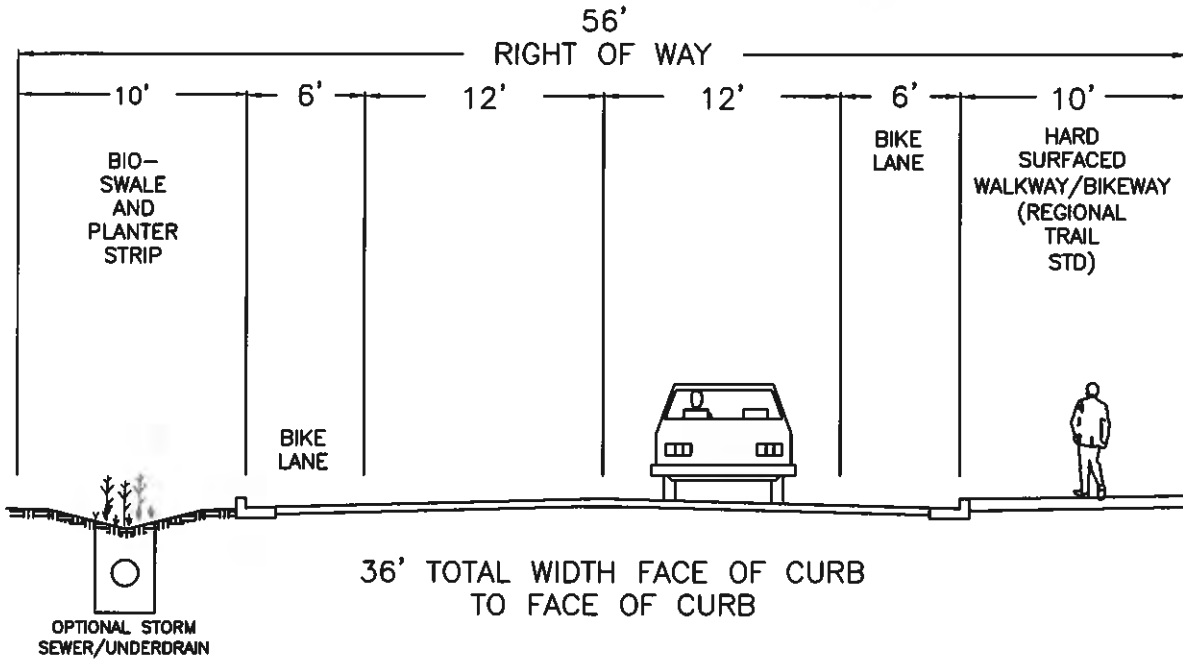
DATE: 1/24/11

CITY OF  
WILSONVILLE



PUBLIC WORKS STANDARDS

KINSMAN RD EXTENSION  
VIEW LOOKING NORTH

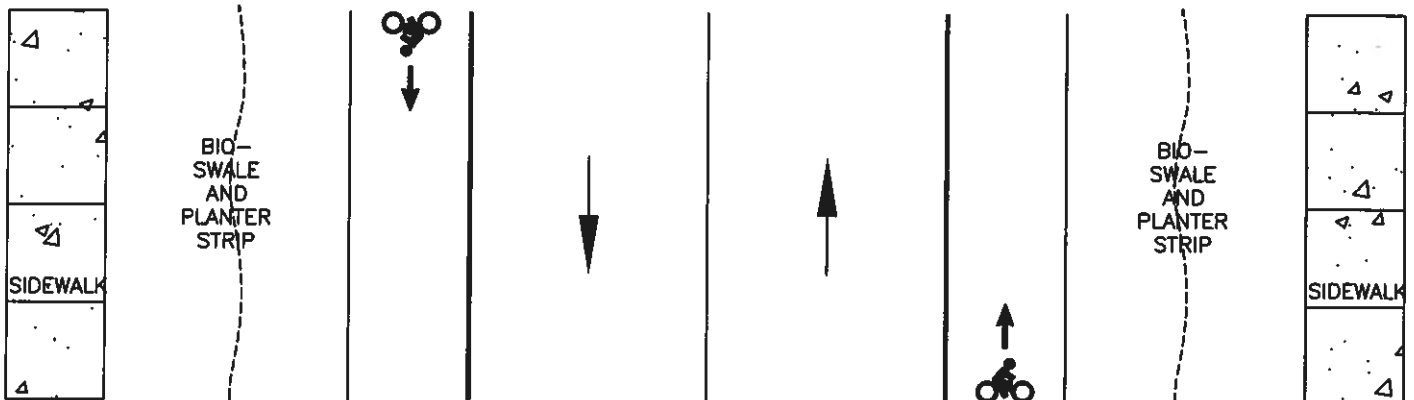
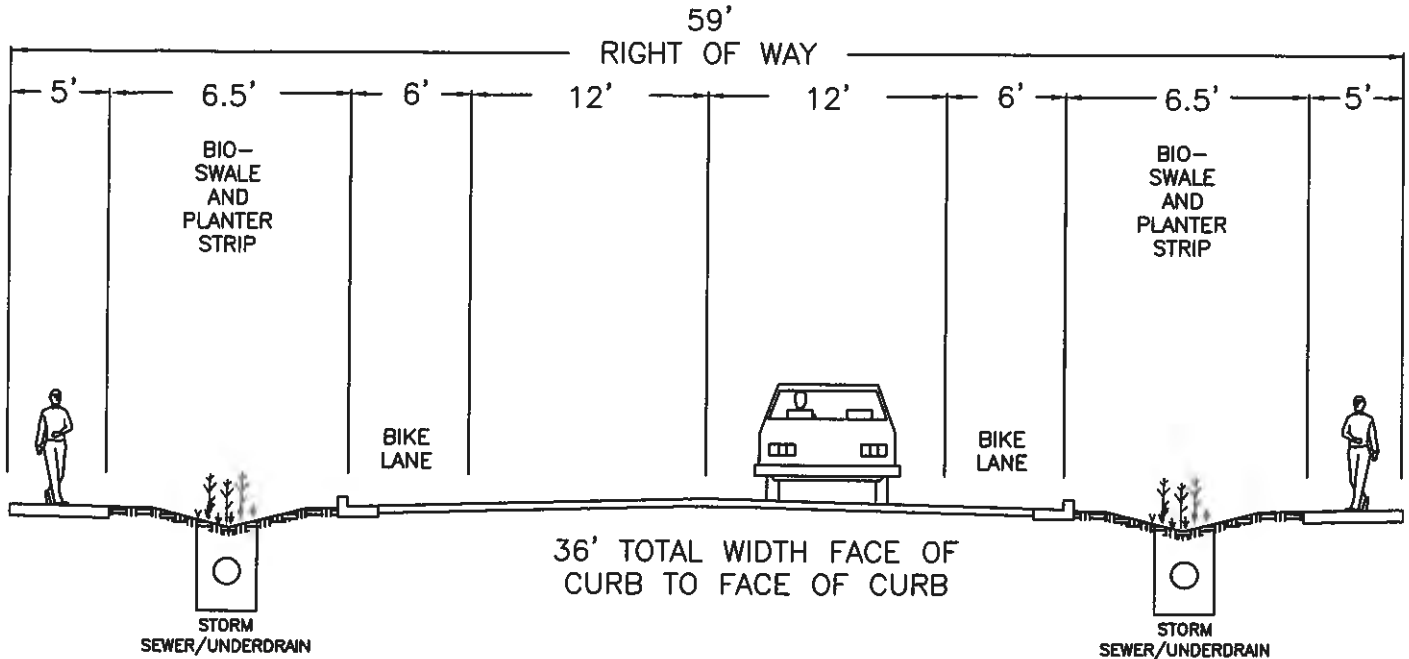


NOTES:

1. STREET TO BE APPROXIMATELY 8" CONCRETE ON 12" AGGREGATE BASE COURSE.
2. A 10' BIOSWALE AND PLANTER STRIP IS REQUIRED ON THE WEST SIDE OF KINSMAN. SEE PLANS AND DETAILS FOR LOCATION OF OPTIONAL STORM SEWER/UNDERDRAIN.
3. WIDTH OF CURB IS INCLUDED IN SIDEWALK OR PLANTER STRIP WIDTH.
4. COMBINATION WALKWAY/BIKEWAY TO REGIONAL TRAIL STANDARDS IS REQUIRED ON EAST SIDE OF KINSMAN. SEE SPECIFICATIONS FOR CONSTRUCTION DETAILS.
5. STREET LIGHTS AND STREET TREES SHALL BE LOCATED WITHIN PLANTER STRIP AS REQUIRED.
6. STRIPING AND SIGNAGE AS REQUIRED.
7. NO ON-STREET PARKING IS ALLOWED. TRANSIT STOP LOCATIONS TO BE DETERMINED BY TRANSIT DIRECTOR.

Section B - Kinsman Rd Minor Collector Template With Bioswale			CITY OF WILSONVILLE PUBLIC WORKS STANDARDS
DRAWING NUMBER:	DRAWN BY: SJ	SCALE: N.T.S.	
FILE NAME:	APPROVED BY: EM	DATE: 1/24/11	

GARDEN ACRES RD  
VIEW LOOKING NORTH



NOTES:

1. STREET TO BE APPROXIMATELY 7" CONCRETE ON 8" AGGREGATE BASE COURSE.
2. A 6 1/2' BIOSWALE AND 5' SIDEWALK REQUIRED ON BOTH SIDES. SEE PLANS AND DETAILS FOR LOCATION OF OPTIONAL STORMSEWER/UNDERDRAIN.
3. WIDTH OF CURB IS INCLUDED IN SIDEWALK OR PLANTER STRIP WIDTH.
4. STREET LIGHTS AND STREET TREES SHALL BE LOCATED WITHIN PLANTER STRIP AS REQUIRED.
5. STRIPING AND SIGNAGE AS REQUIRED
6. NO ON-STREET PARKING IS ALLOWED. TRANSIT STOP LOCATIONS TO BE DETERMINED BY TRANSIT DIRECTOR.
7. SECTION NORTH OF NEW JAVA ROAD MAY BE CONSTRUCTED AS A LOCAL STREET SECTION - SEE SECTION F.

Section C - Garden Acres Rd  
Minor Collector Template with Bioswale

CITY OF  
WILSONVILLE



DRAWING NUMBER:

DRAWN BY: SJ

SCALE: N.T.S.

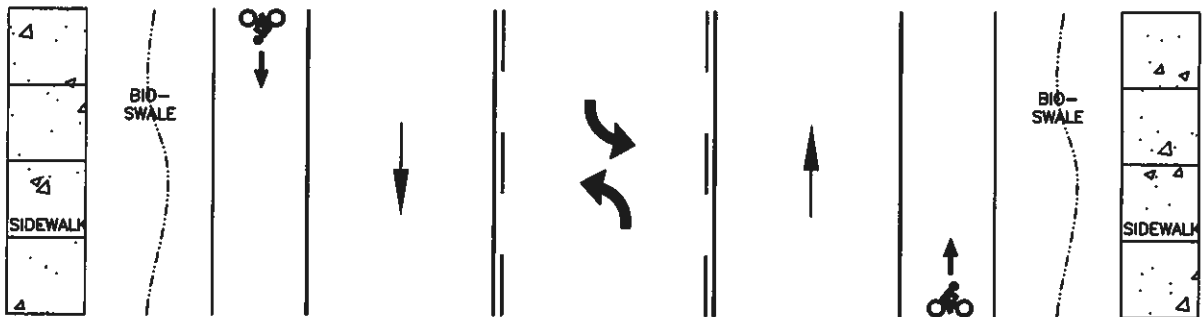
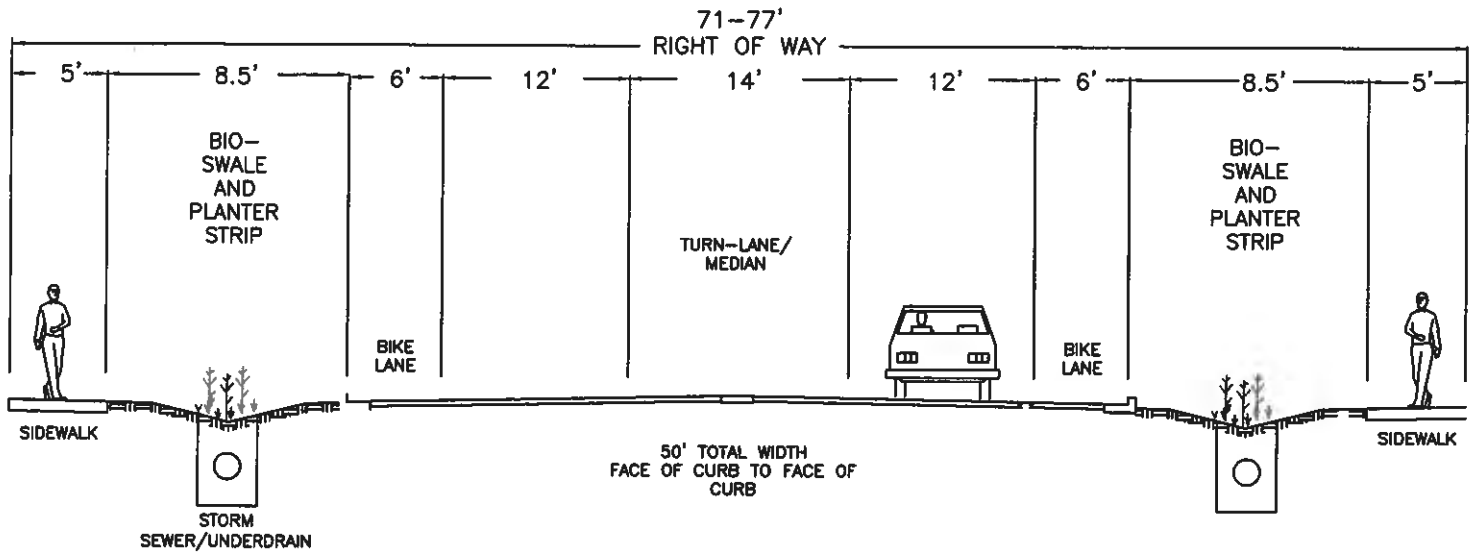
FILE NAME:

APPROVED BY: EM

DATE: 1/24/11

PUBLIC WORKS STANDARDS

GRAHAMS FERRY RD  
VIEW LOOKING NORTH



NOTES:

1. STREET TO BE APPROXIMATELY 6" ASPHALT ON 15" AGGREGATE BASE COURSE.
2. WIDTH OF CURB IS INCLUDED IN SIDEWALK OR BIOSWALE WIDTH.
3. STREET LIGHTS SHALL BE LOCATED WITHIN PLANTER STRIP/BIOSWALE AS REQUIRED. SEE PLANS AND DETAILS FOR LOCATION OF OPTIONAL STORMSEWER/UNDERDRAIN.
4. STRIPING AND SIGNAGE AS REQUIRED.
5. ON-STREET PARKING IS NOT ALLOWED. TRANSIT STOP LOCATIONS TO BE DETERMINED BY TRANSIT DIRECTOR.
6. MEDIAN SHALL BE LANDSCAPED WHEN NOT NEEDED AS A LEFT-TURN LANE.
7. SEE SPECIAL SETBACK REQUIREMENTS FOR MINOR ARTERIAL STREET SECTIONS.
8. MAXIMUM DISTANCE BETWEEN MANHOLES SHALL BE 1600 FEET WITH THREE FLOW THRU INLETS EVENLY SPACED BETWEEN EACH MANHOLE.

Section D – Grahams Ferry Rd  
Minor Arterial Template with Bioswale

CITY OF  
WILSONVILLE



DRAWING NUMBER:

DRAWN BY: SJ

SCALE: N.T.S.

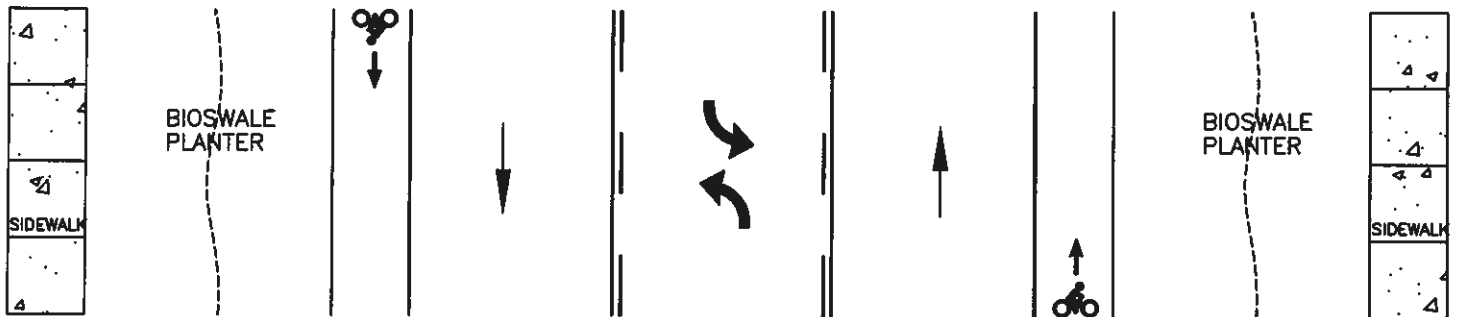
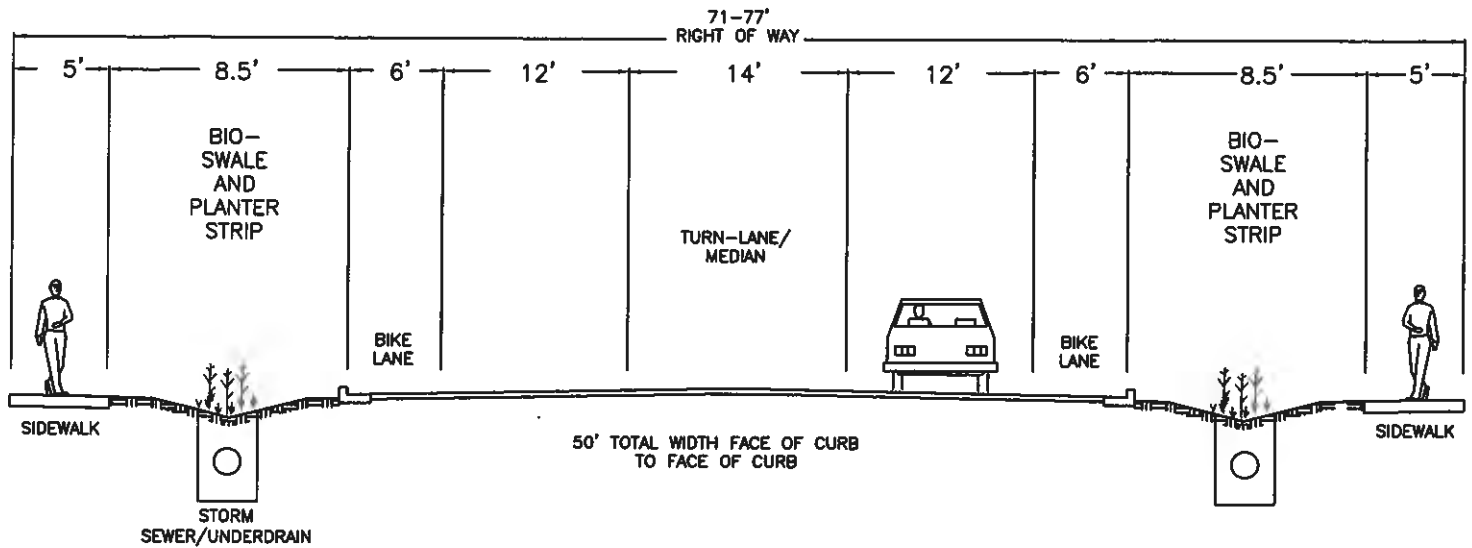
FILE NAME:

APPROVED BY: EM

DATE: 1/24/11

PUBLIC WORKS STANDARDS

CLUTTER RD  
VIEW LOOKING EAST



NOTES:

1. STREET TO BE APPROXIMATELY 6" ASPHALT ON 15" AGGREGATE BASE COURSE.
2. A 8 1/2' PLANTER STRIP/BIOSWALE IS REQUIRED ON BOTH SIDES. SEE PLANS AND DETAILS FOR LOCATIONS OF OPTIONAL STORM SEWER/UNDERDRAIN. STREET TREES SHALL BE IN 4' TREE WELLS ONLY AND ADJACENT TO CURB
3. WIDTH OF CURB IS INCLUDED IN SIDEWALK OR PLANTER STRIP WIDTH.
4. STREET LIGHTS SHALL BE LOCATED WITHIN PLANTER STRIP/BIOSWALE AS REQUIRED.
5. STRIPING AND SIGNAGE AS REQUIRED.
6. ON STREET PARKING IS NOT ALLOWED. TRANSIT STOP LOCATIONS TO BE DETERMINED BY TRANSIT DIRECTOR.
7. MEDIAN SHALL BE LANDSCAPED WHEN NOT NEEDED AS A LEFT-TURN LANE.
8. MAXIMUM DISTANCE BETWEEN STORM MANHOLES SHALL BE 1600 FEET WITH THREE FLOW THRU INLETS EVENLY SPACED BETWEEN EACH MANHOLE.

Section E - Clutter Rd  
Major Collector With Bioswale

CITY OF  
WILSONVILLE



DRAWING NUMBER:

DRAWN BY: SJ

SCALE: N.T.S.

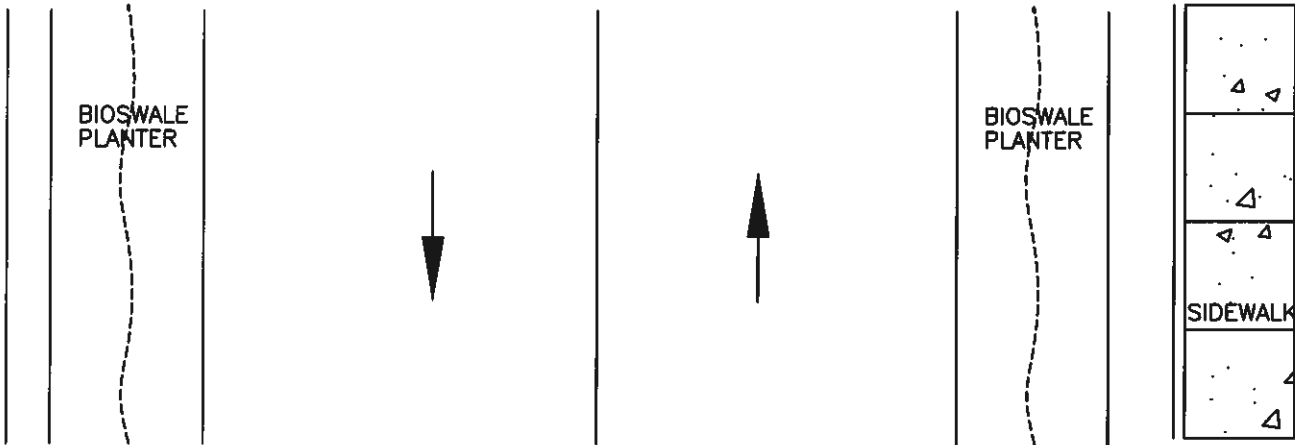
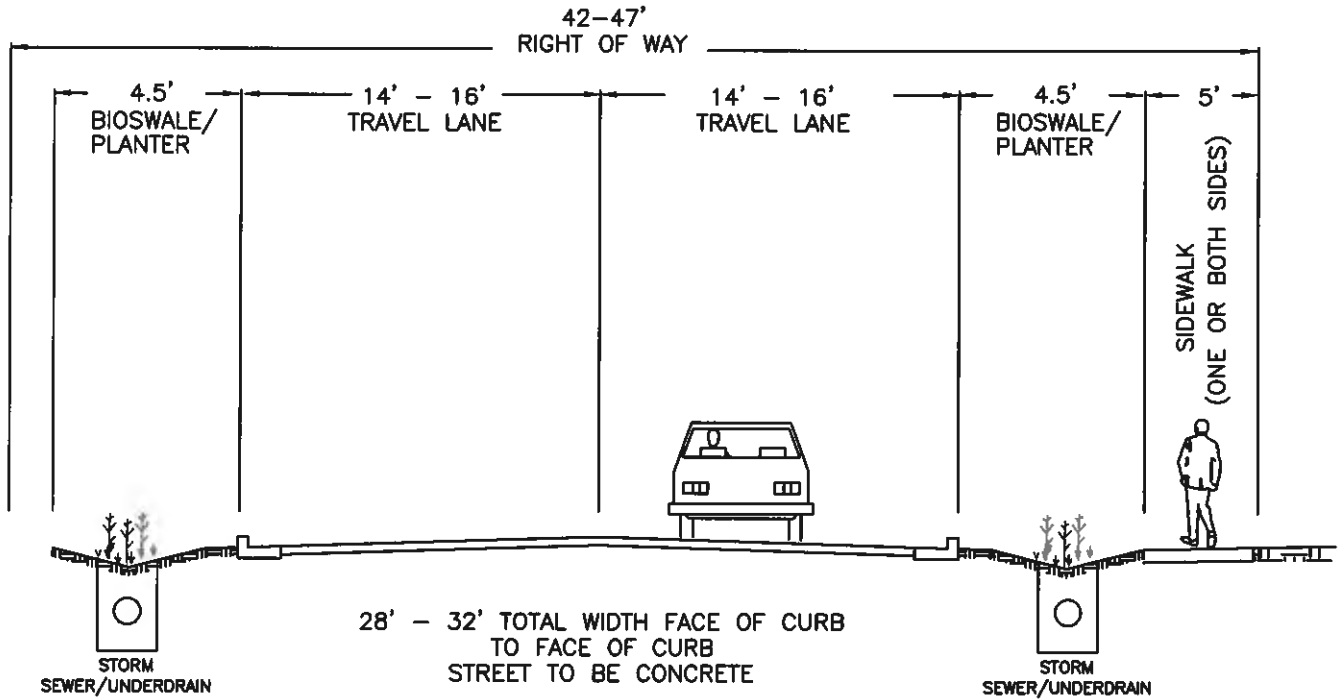
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APPROVED BY: EM

DATE: 1/24/11


PUBLIC WORKS STANDARDS

JAVA ROAD  
VIEW LOOKING EAST



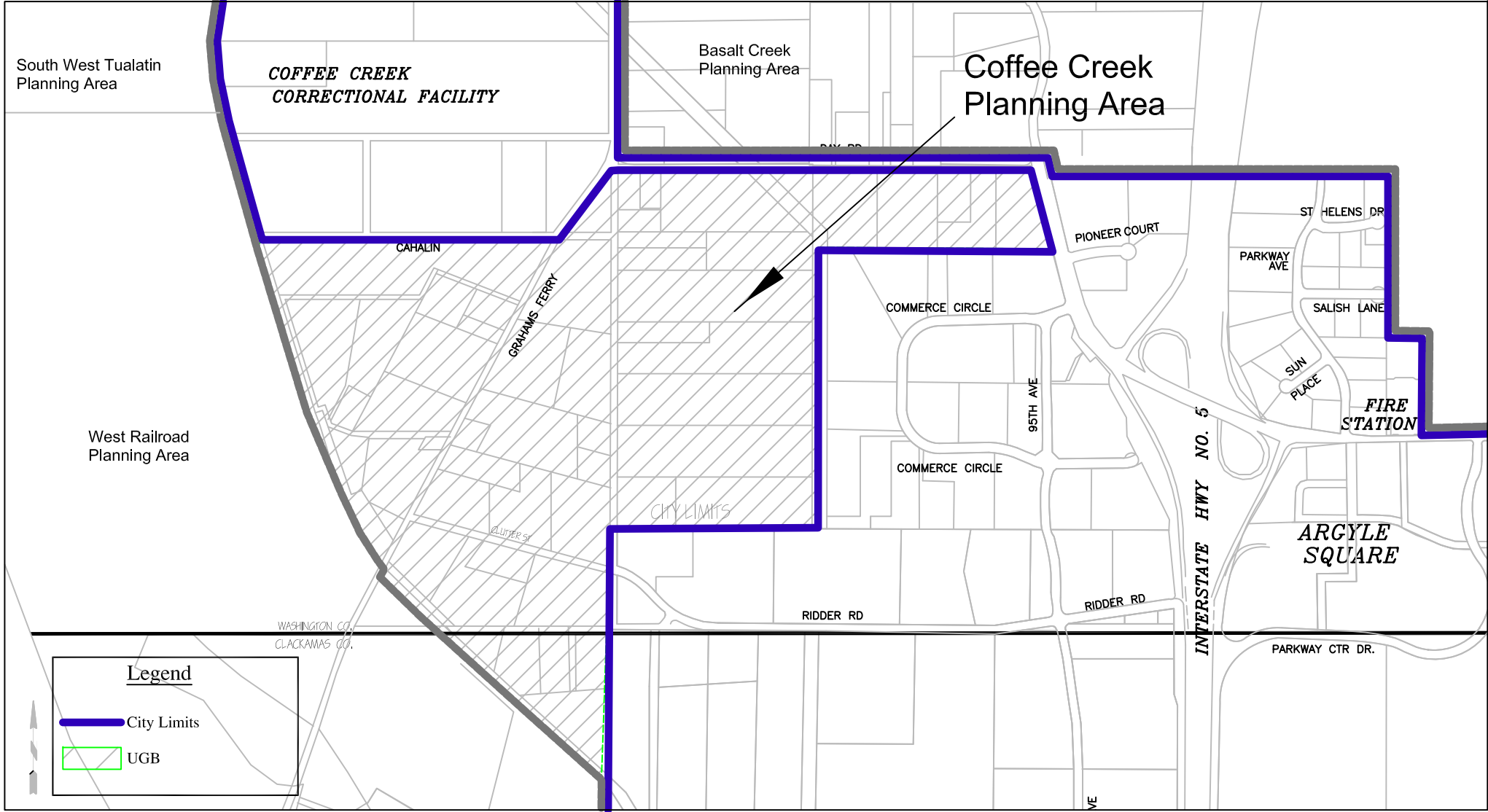
NOTES:

1. STREET TO BE APPROXIMATELY 7" CONCRETE ON 8" AGGREGATE BASE COURSE.
2. CURB WIDTH (1/2') IS INCLUDED IN PLANTER/BIOSWALE WIDTH.
3. SIDEWALK IS REQUIRED ON ONE SIDE ONLY.
4. STRIPING AND SIGNAGE AS REQUIRED.
5. ON STREET PARKING ON SIDEWALK SIDE IS OPTIONAL CONSISTENT WITH EMERGENCY REQUIREMENTS.
6. THIS CROSS-SECTION IS A SPECIAL APPLICATION ONLY. IT MAY ONLY BE USED WITH PRIOR APPROVAL FROM THE CITY PLANNING DEPARTMENT AND CITY ENGINEER.
7. 2:1 MAXIMUM SIDE SLOPE ON PLANTER/BIOSWALE. SEE PLANS AND DETAILS FOR LOCATION OF OPTIONAL STORM SEWER UNDERDRAIN.

Section F - Java Road Local Non Residential Street with Bioswale			 CITY OF WILSONVILLE PUBLIC WORKS STANDARDS
DRAWING NUMBER:	DRAWN BY: SJ	SCALE: N.T.S.	
FILE NAME:	APPROVED BY: EM	DATE: 2/3/11	

**2. "Coffee Creek Industrial Area Infrastructure Analysis", Sheets C1 – C12**

# Coffee Creek Grant Project



**Legend**

- City Limits
- UGB

**Sheet Index**

C1	Cover Sheet
C2	Preliminary Composite Utility Plan
C3	Preliminary Street and Intersection Plan
C4	Preliminary Phasing Plan
C5	Profile- Grahams Ferry Rd
C6	Profile- Garden Acres Rd
C7	Profile- Ridder/Clutter Rd
C8	Profile- Day Rd
C9	Profile- Kinsman Rd
C10	Profile- Java Rd
C11	Street Sections
C12	Preliminary Intersection Details

Revisions
Drawn by: SJ

Coffee Creek Industrial Area Infrastructure Analysis

Cover Sheet

City of Wilsonville  
29799 SW Town Center  
Loop East  
503-682-4960

April 5, 2011  
N.T.S.  
Job Number: 4175  
Asbuilt Number:

Sheet  
**C1**  
Sheet 1 of 12

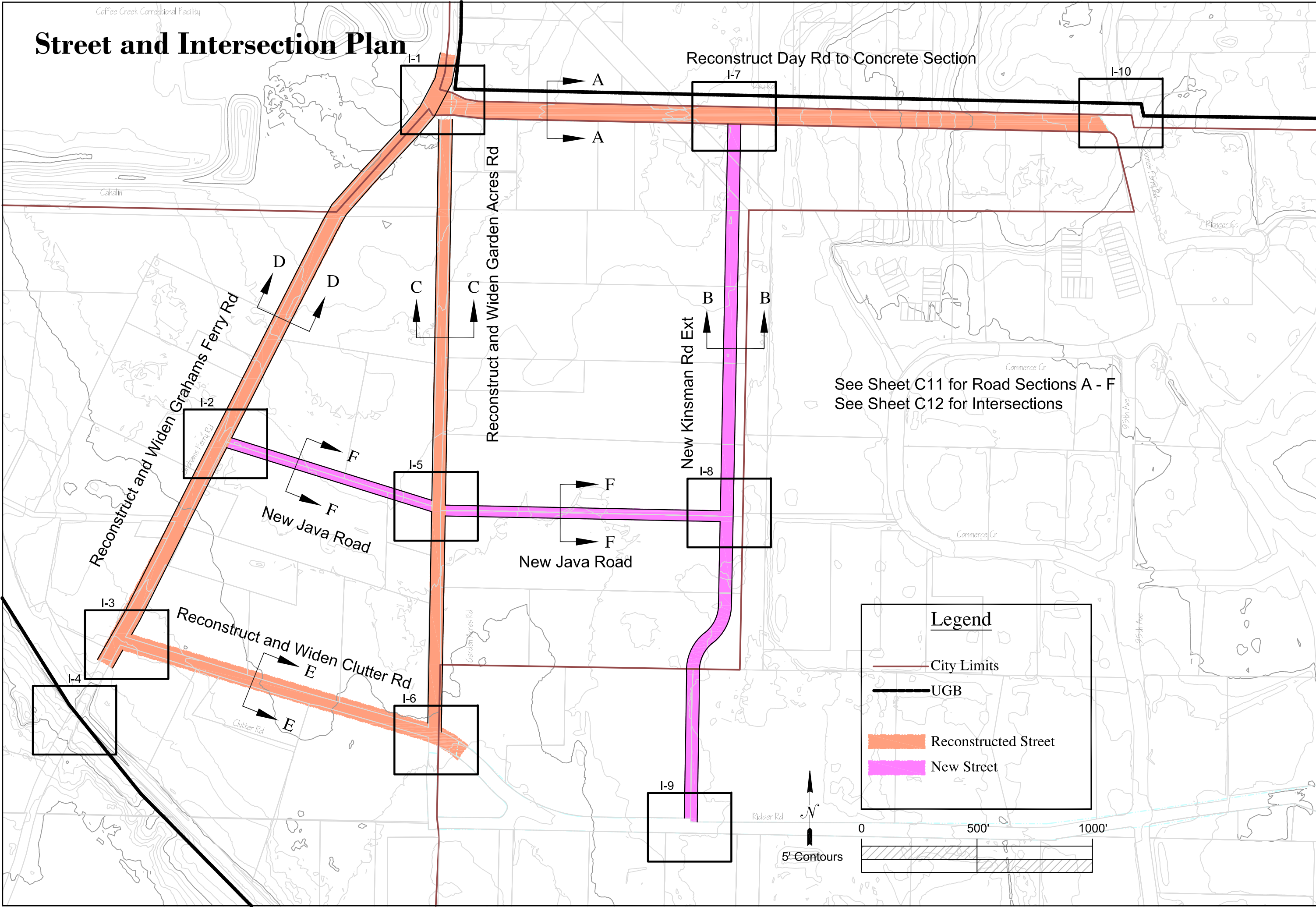






# Street and Intersection Plan

Revisions
Drawn by SJ



See Sheet C11 for Road Sections A - F  
 See Sheet C12 for Intersections

**Legend**

- City Limits
- UGB
- Reconstructed Street
- New Street

**Coffee Creek  
 Industrial Area  
 Infrastructure Analysis**

**Preliminary Street  
 And Intersection Plan**

City of Wilsonville  
 29799 SW Town Center  
 Loop East  
 503-682-4960

April 5, 2011  
 N.T.S.  
 Job Number: 4175  
 Asbuilt Number:

Sheet  
**C3**  
 Sheet 3 of 12

# Preliminary Phasing Plan

Reconstruct Day Rd to Concrete Section

(2)36"

Revisions
Drawn By SJ

Coffee Creek  
Industrial Area  
Infrastructure Analysis

Preliminary  
Phasing Plan

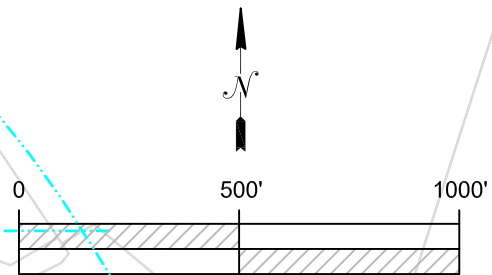
City of Wilsonville  
29799 SW Town Center  
Loop East  
503-682-4960

April 5, 2011  
N.T.S.  
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Asbuilt Number:

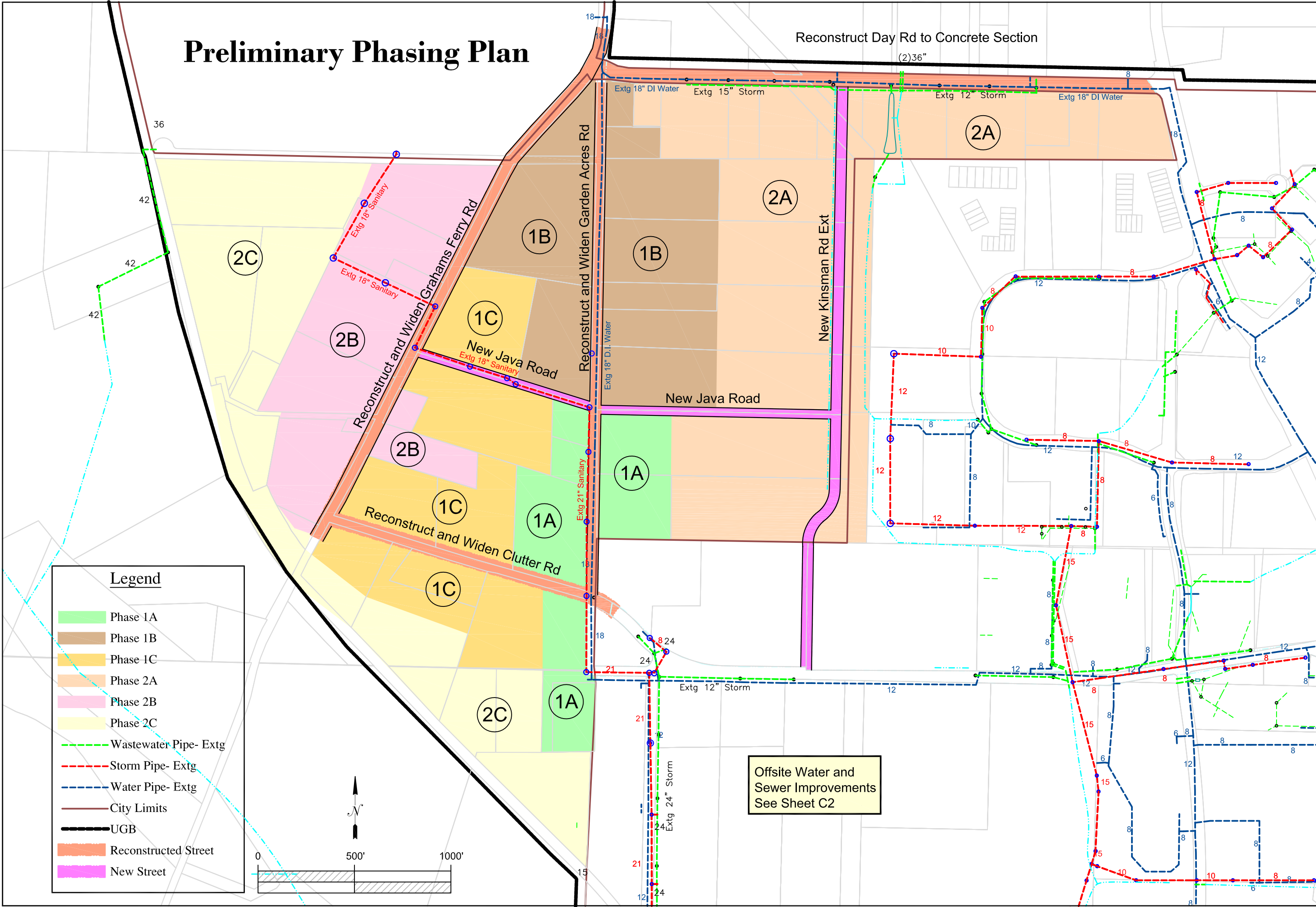
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Sheet 4 of 12

**Legend**

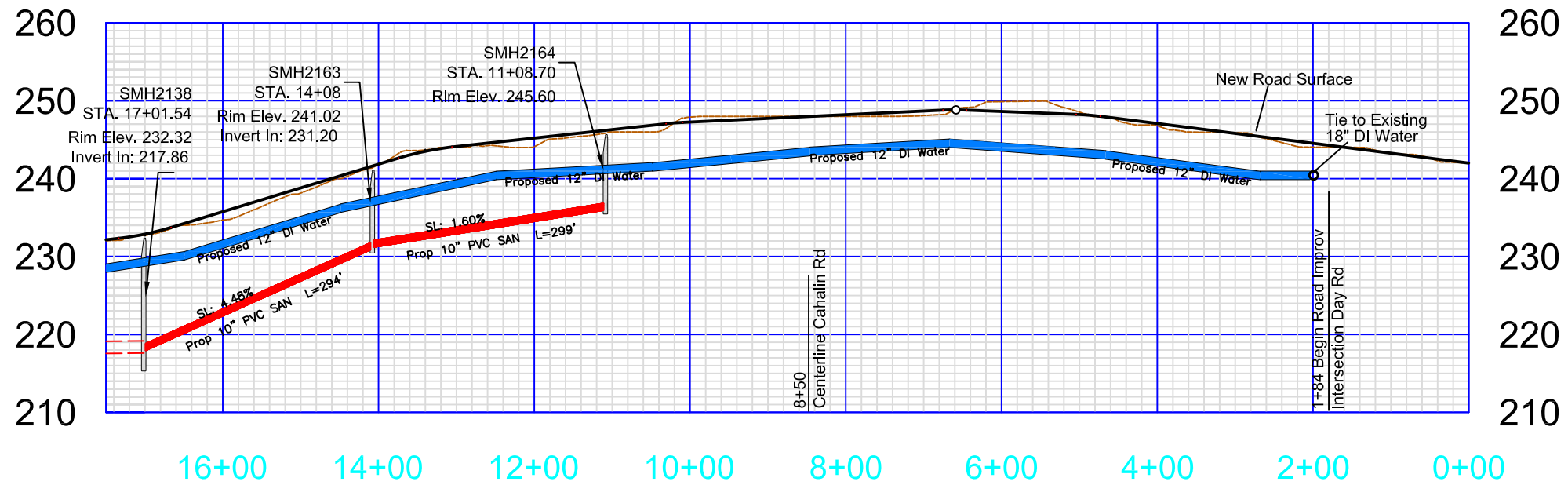
- Phase 1A
- Phase 1B
- Phase 1C
- Phase 2A
- Phase 2B
- Phase 2C
- Wastewater Pipe- Extg
- Storm Pipe- Extg
- Water Pipe- Extg
- City Limits
- UGB
- Reconstructed Street
- New Street



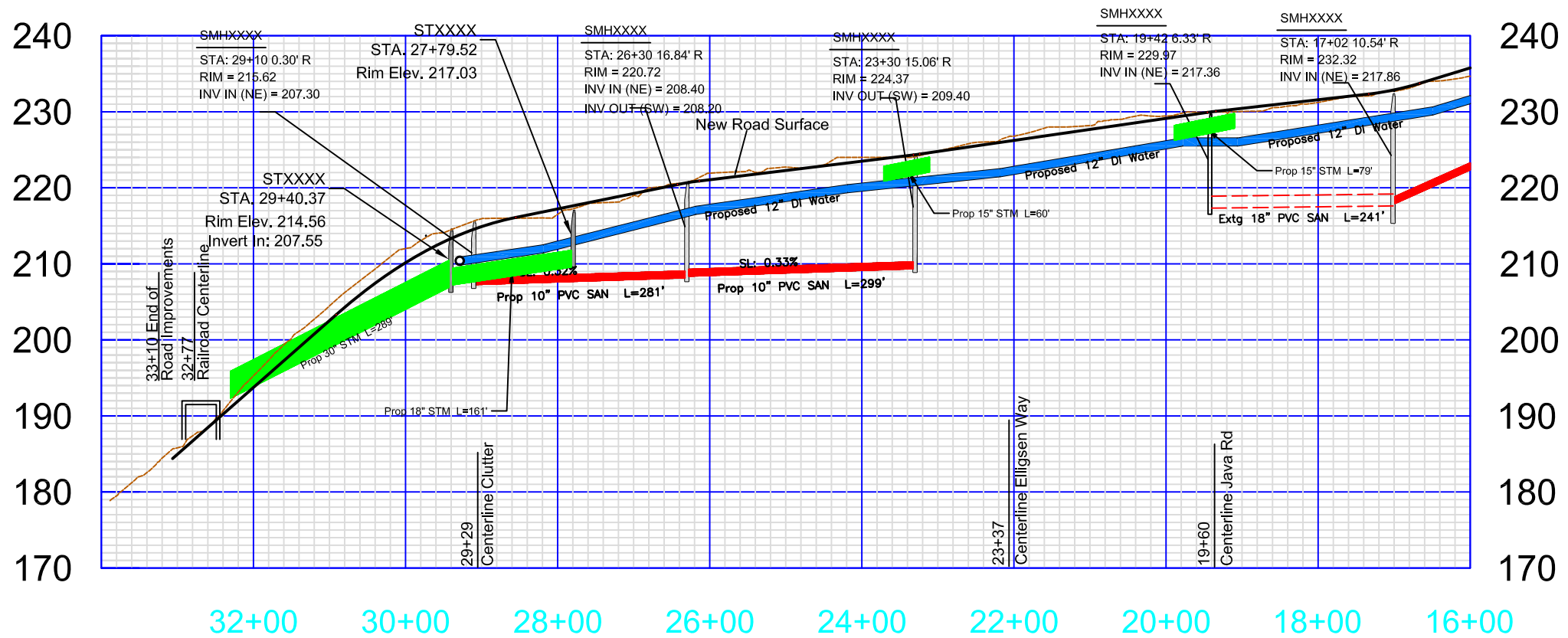
Offsite Water and  
Sewer Improvements  
See Sheet C2



# Grahams Ferry Rd 0+00 to 16+50



# Grahams Ferry Rd 16+50 to 34+00



Revisions

Drawn by: SJ

Coffee Creek  
Industrial Area  
Infrastructure Analysis

Profile  
Grahams Ferry Rd

City of Wilsonville  
29799 SW Town Center  
Loop East  
503-682-4960

April 5, 2011  
1" = 200'  
4175  
Asbuilt Number

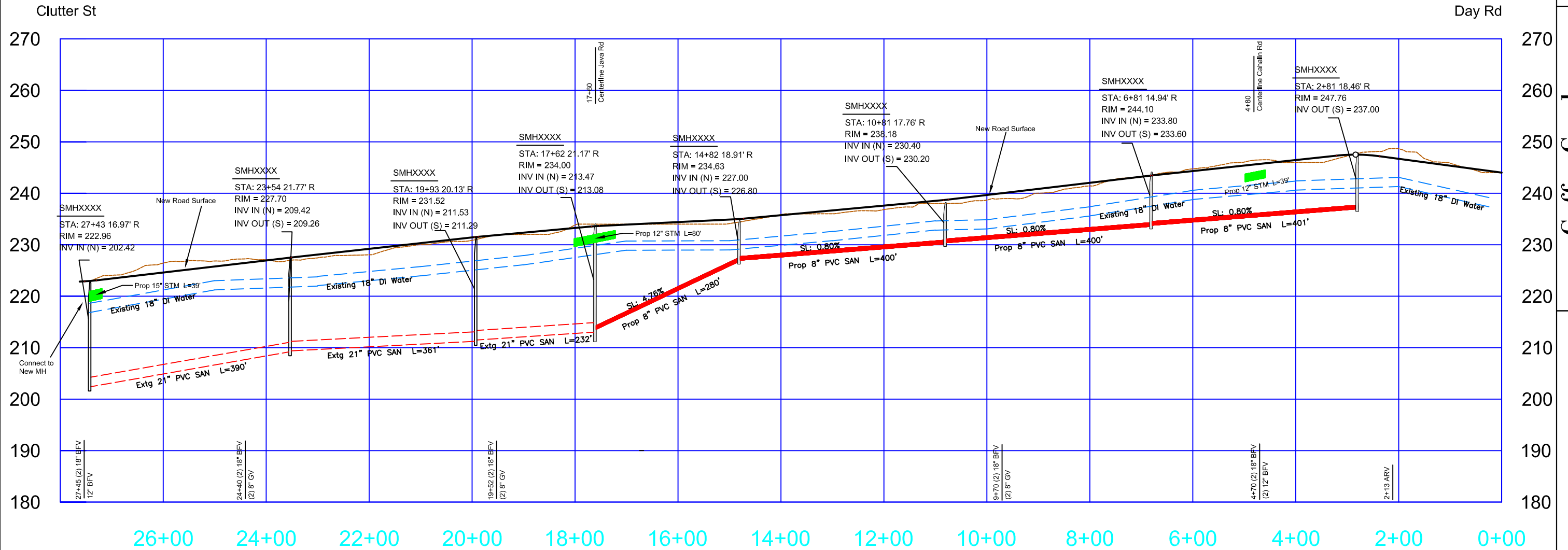
Sheet

C5

Sheet 5 of 12



# Garden Acres



Revisions
Drawn by: SJ

**Coffee Creek  
Industrial Area  
Infrastructure Analysis**

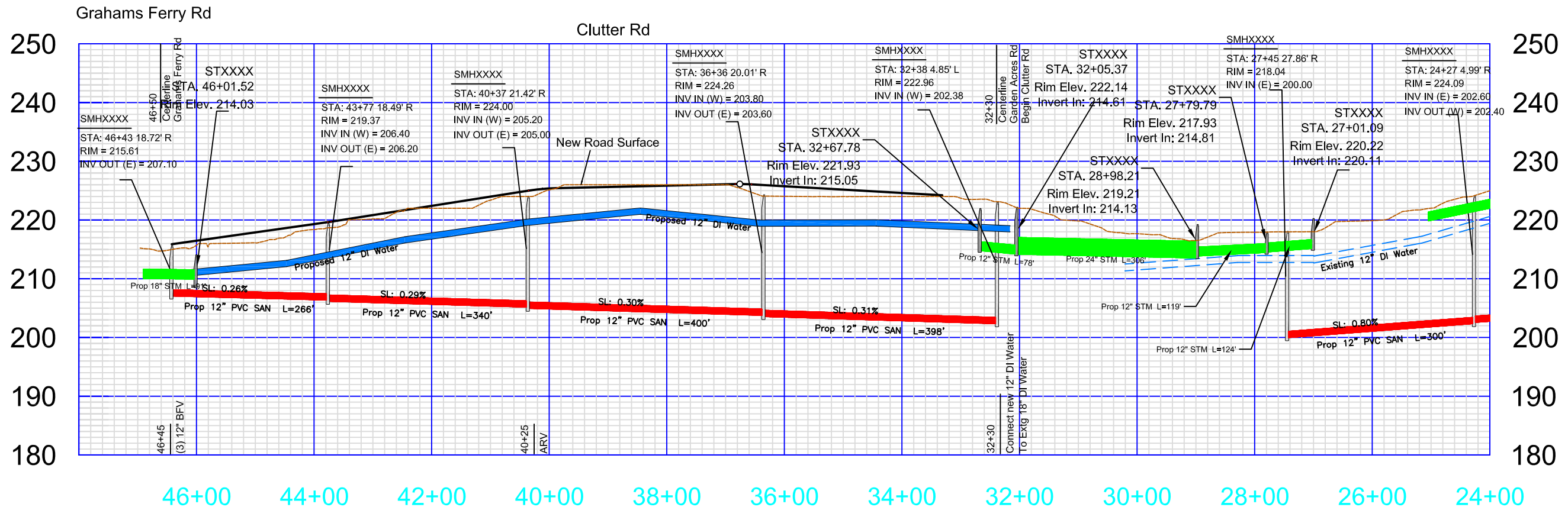
**Profile  
Garden Acres Rd**

City of Wilsonville  
 29799 SW Town Center  
 Loop East  
 503-682-4960

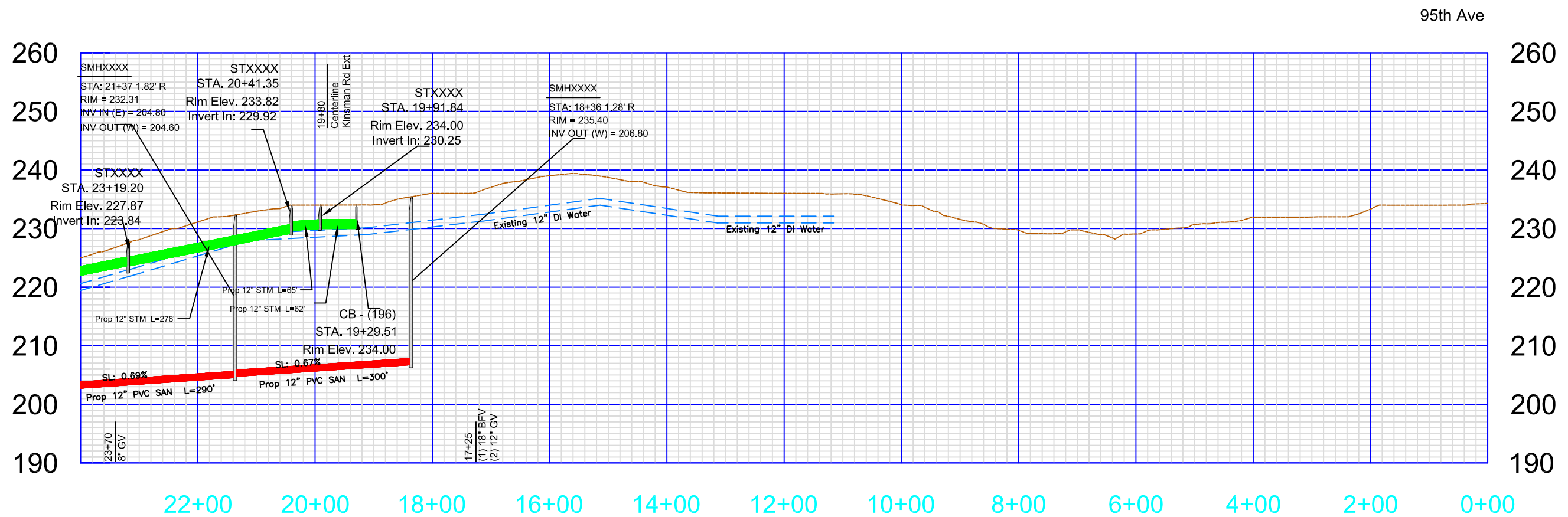
April 5, 2011  
 1" = 200'  
 4175  
 Asbuilt Number

Sheet  
**C6**  
 Sheet 6 of 12

# Ridder Rd Station 24+00 to Station 46+00



# Ridder Rd Station 0+00 to Station 24+00



Revisions

Drawn by: SJ

Coffee Creek  
Industrial Area  
Infrastructure Analysis

Profile  
Ridder/Clutter Rd

City of Wilsonville  
29799 SW Town Center  
Loop East  
503-682-4960

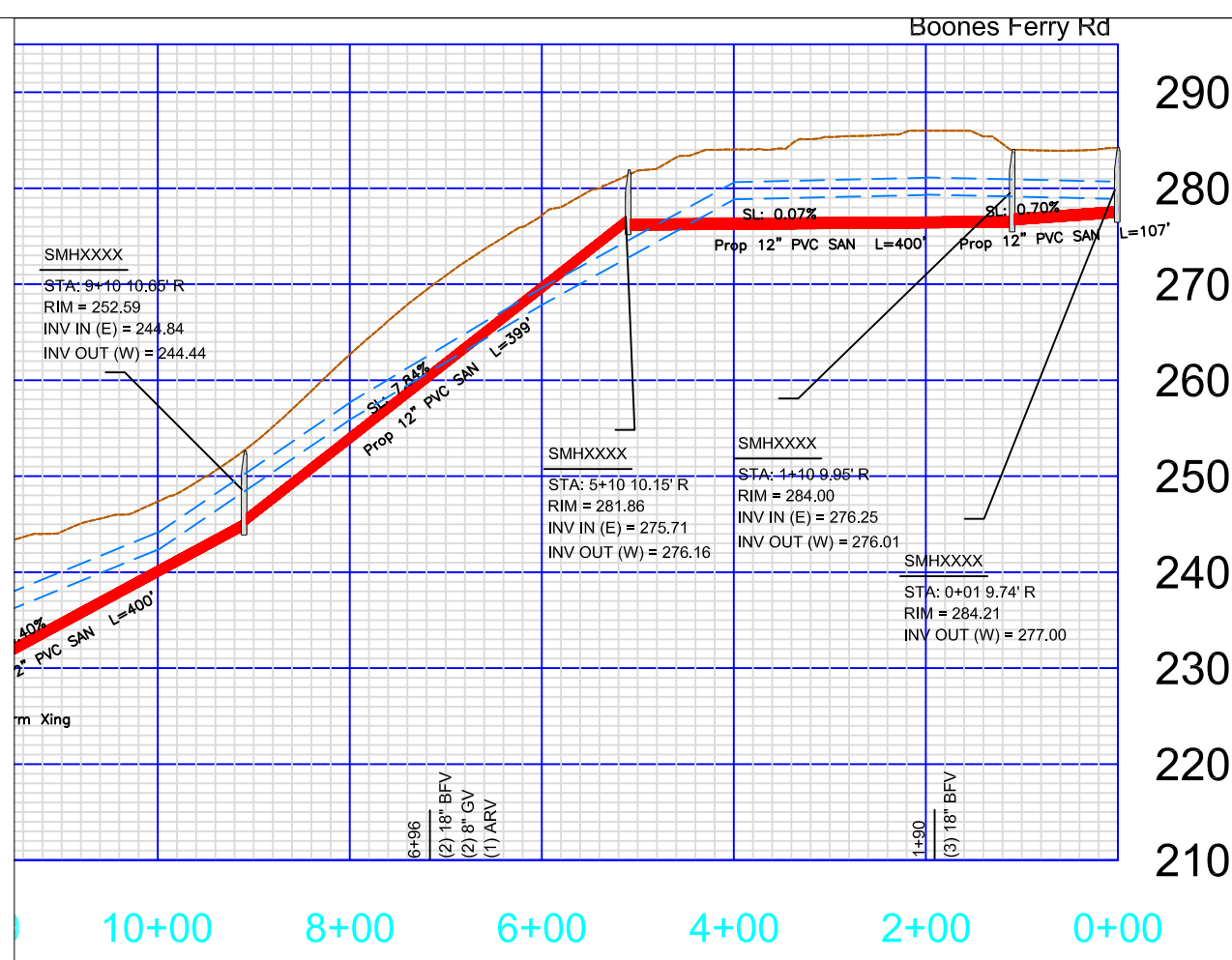
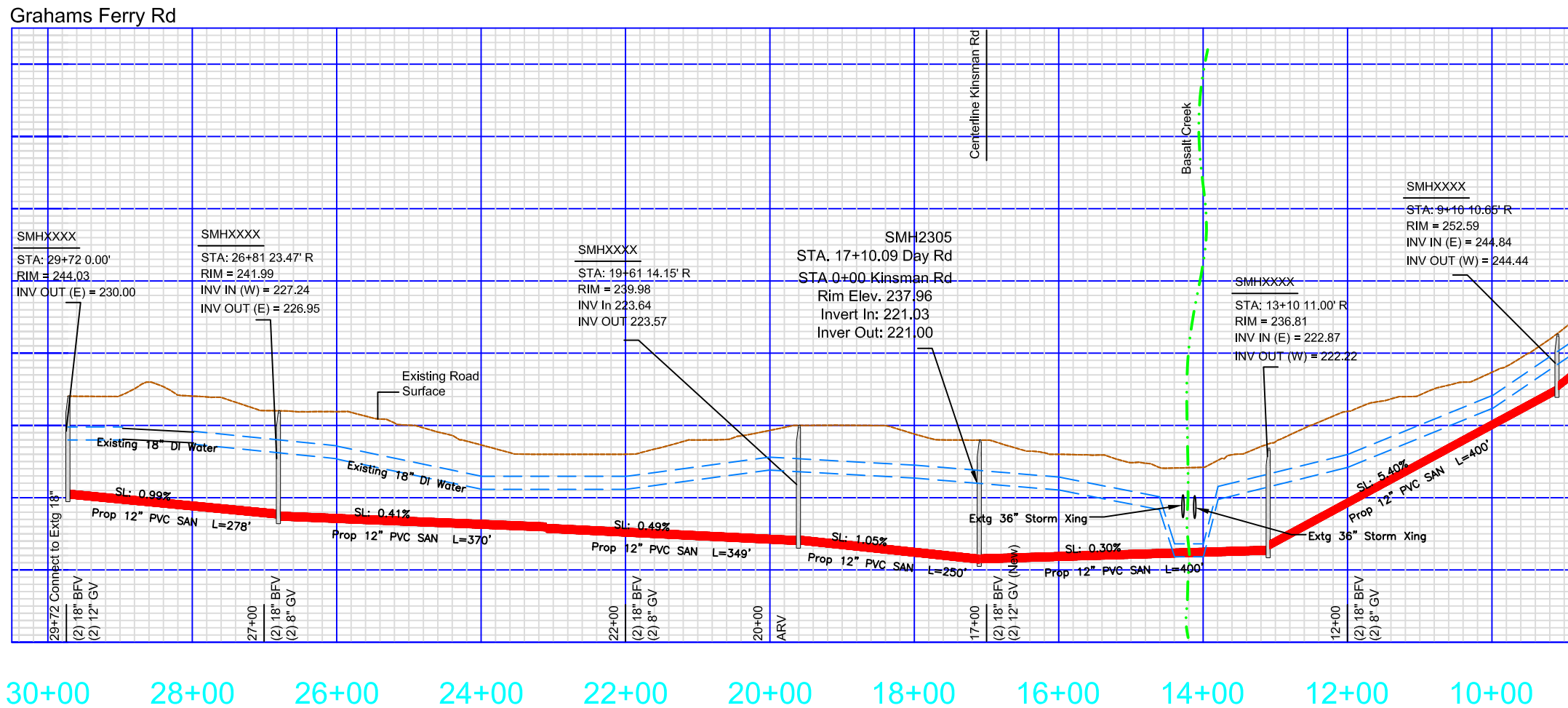
April 5, 2011  
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4175  
Asbuilt Number

Sheet

**C7**

Sheet 7 of 12

# Day Rd



Revisions

Drawn by: SJ

Coffee Creek  
Industrial Area  
Infrastructure Analysis

Profile  
Day Rd

City of Wilsonville  
29799 SW Town Center  
Loop East  
503-682-4960

April 5, 2011  
1" = 200'  
4175  
Asbuilt Number

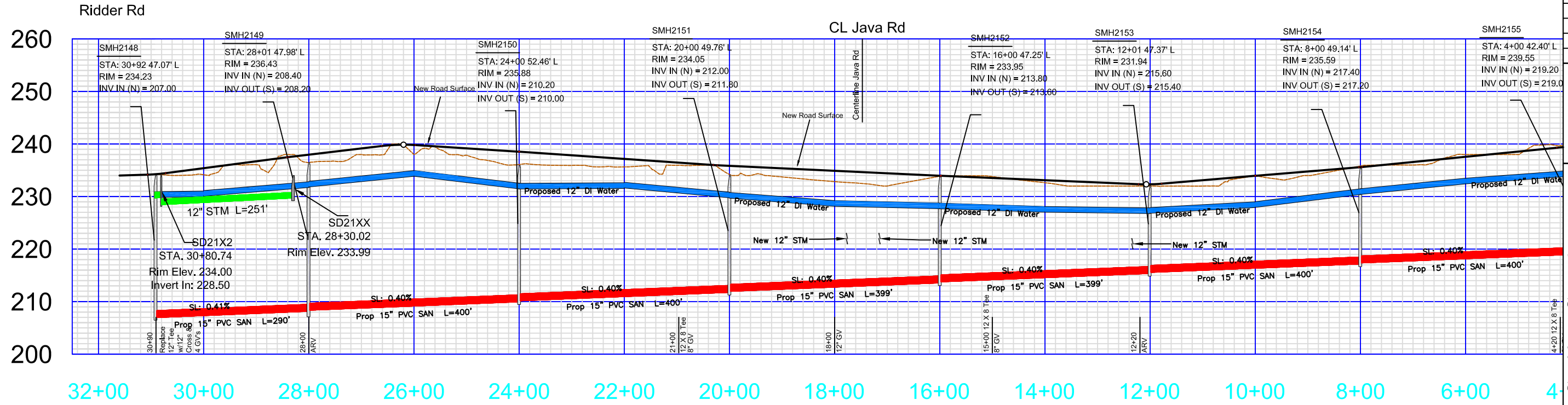
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**C8**

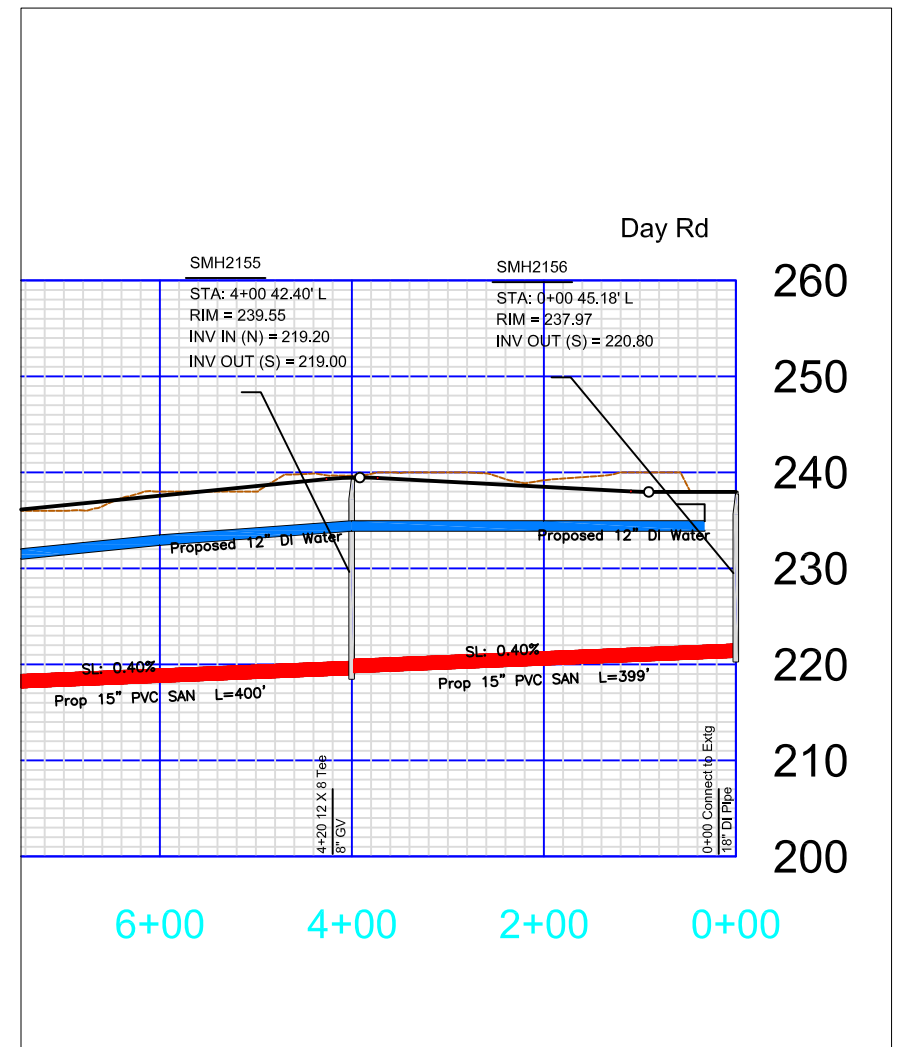
Sheet 8 of 12

# Kinsman Road Ext- Proposed

Revisions
Drawn by: SJ



Coffee Creek  
 Industrial Area  
 Infrastructure Analysis



Profile  
 Kinsman Rd Ext

City of Wilsonville  
 29799 SW Town Center  
 Loop East  
 503-682-4960

April 5, 2011  
 1" = 200'  
 4175  
 Asbuilt Number

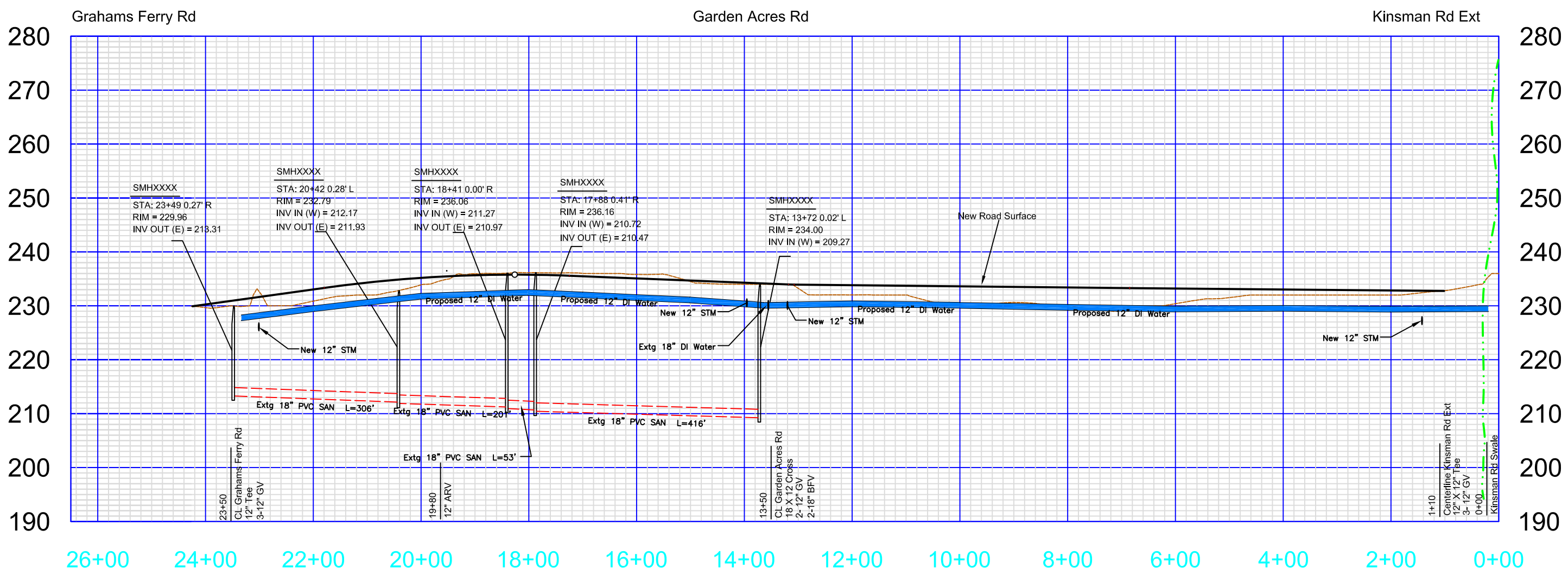
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**C9**  
 Sheet 9 of 12



Revisions
Drawn by: SJ

Coffee Creek Industrial Area Infrastructure Analysis

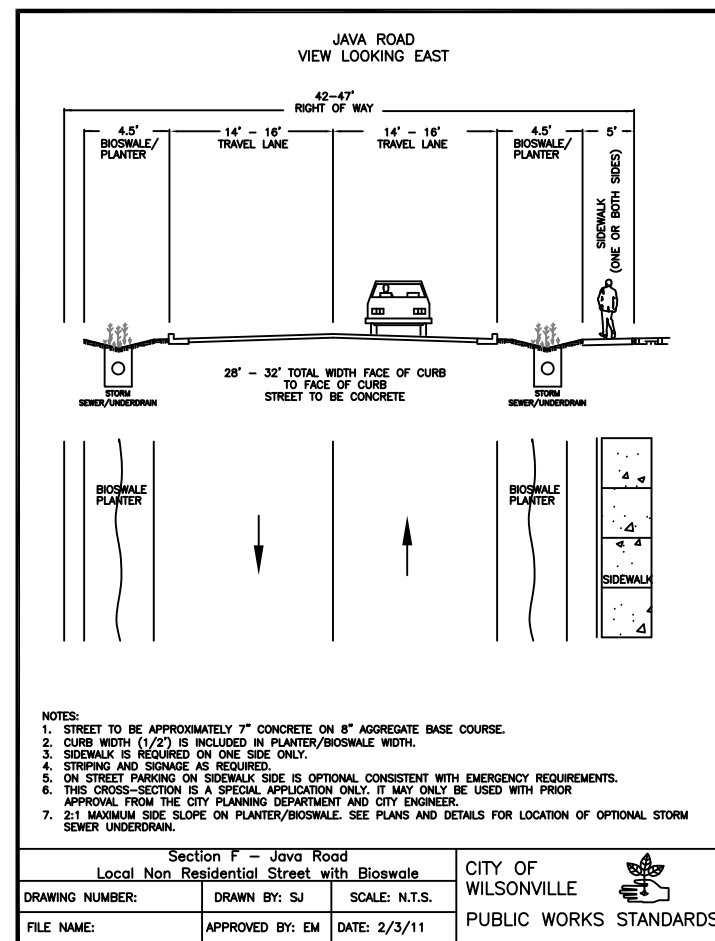
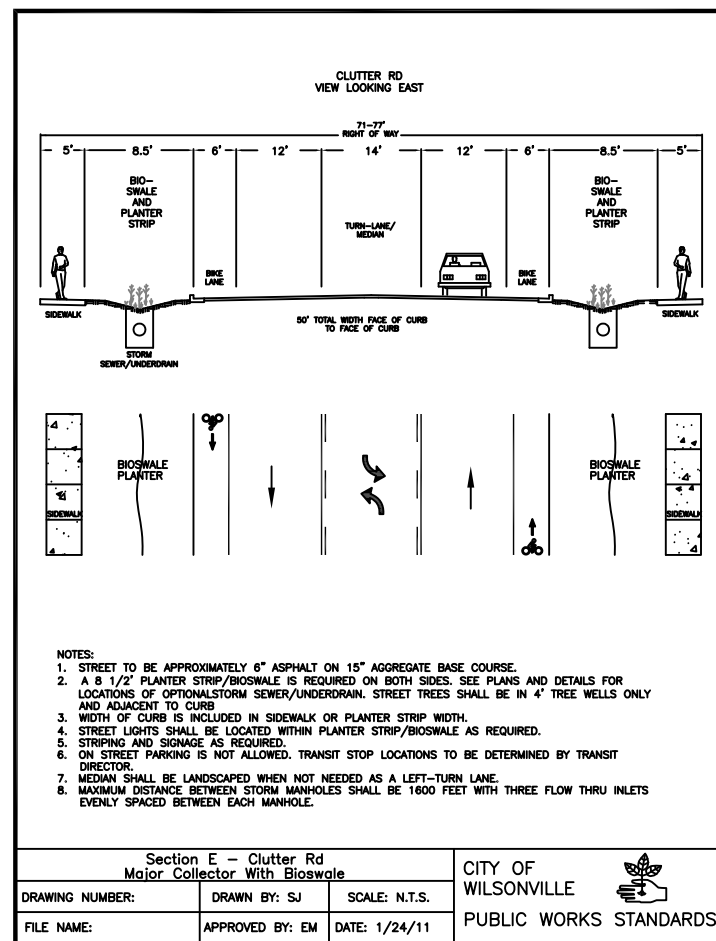
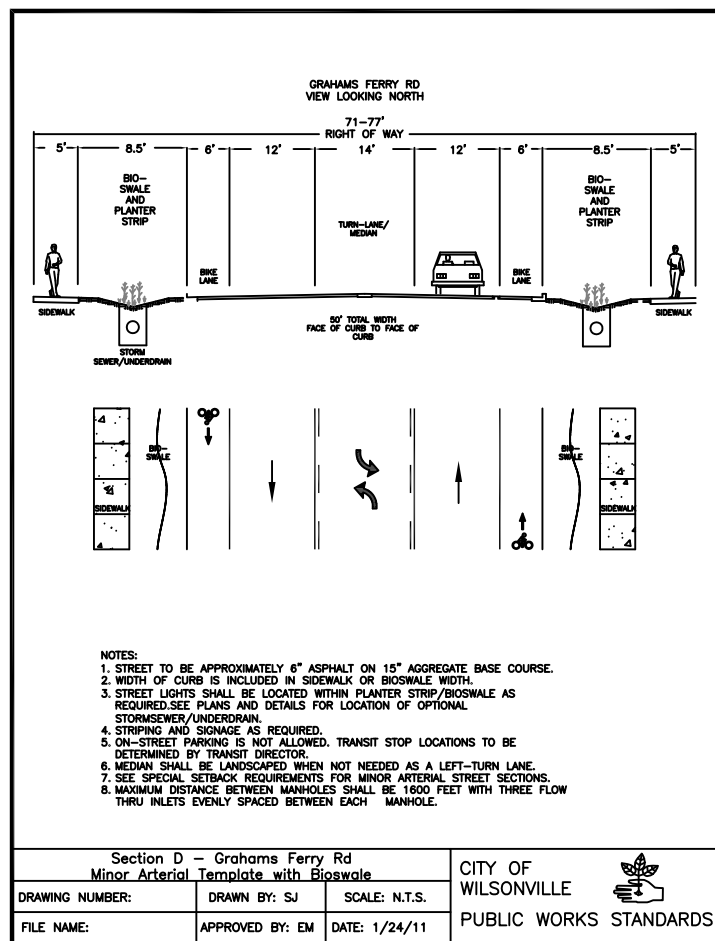
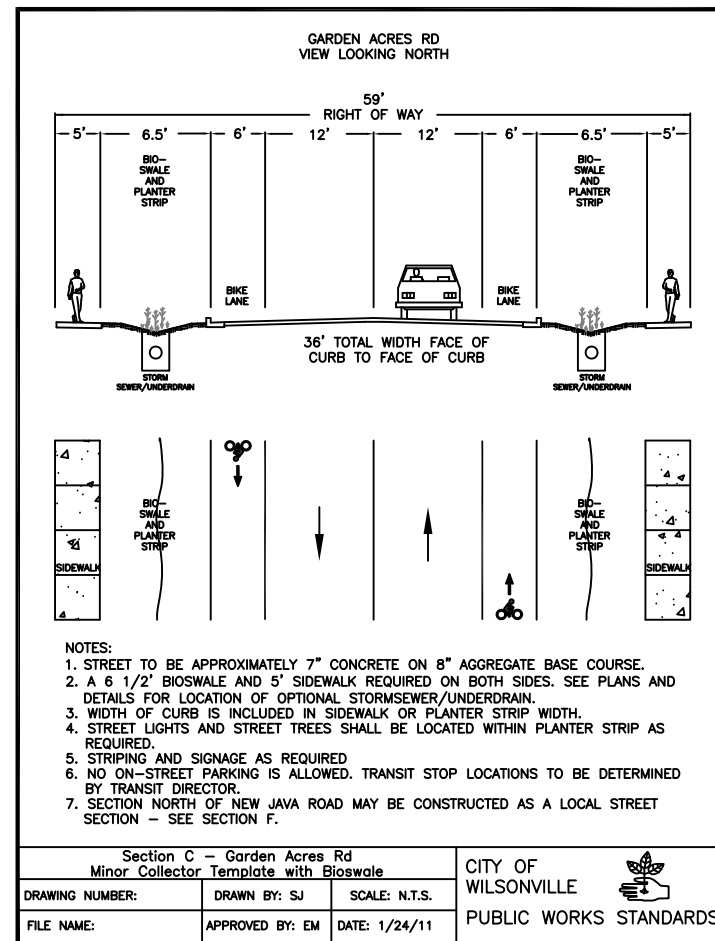
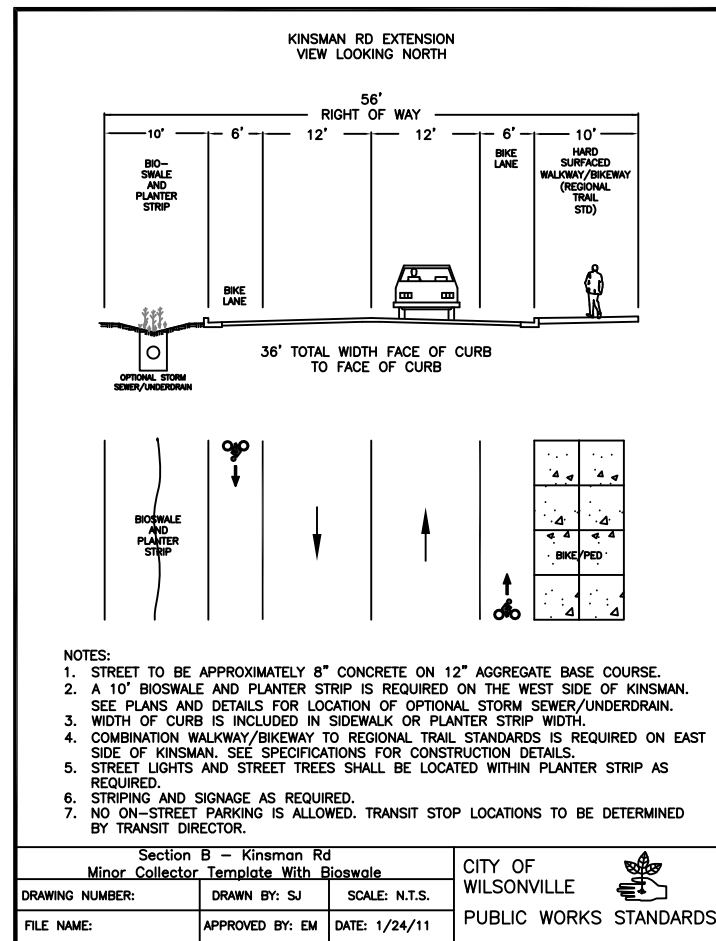
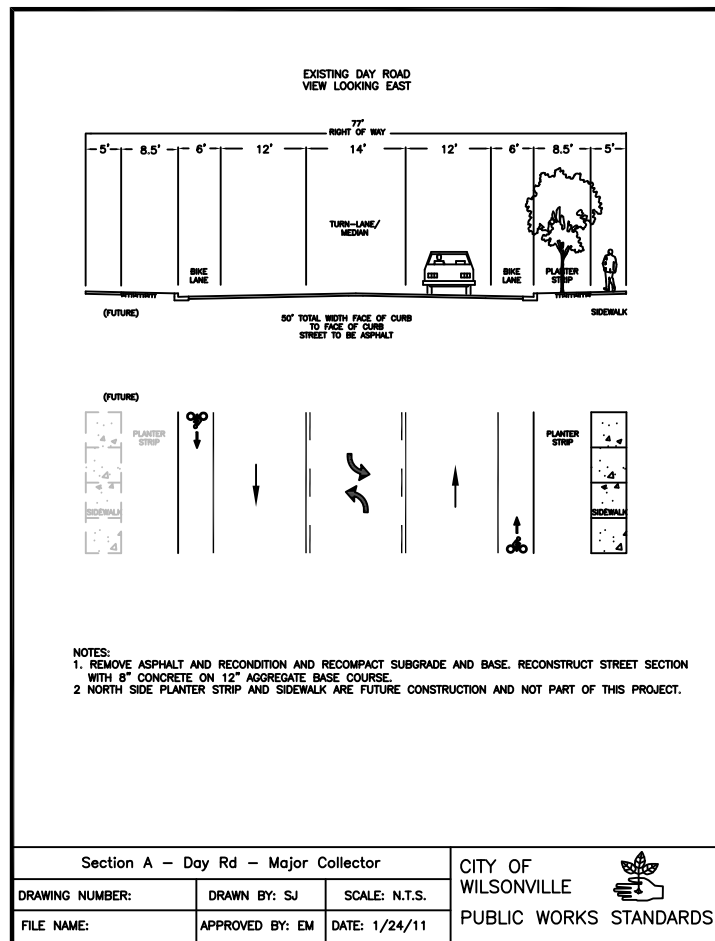
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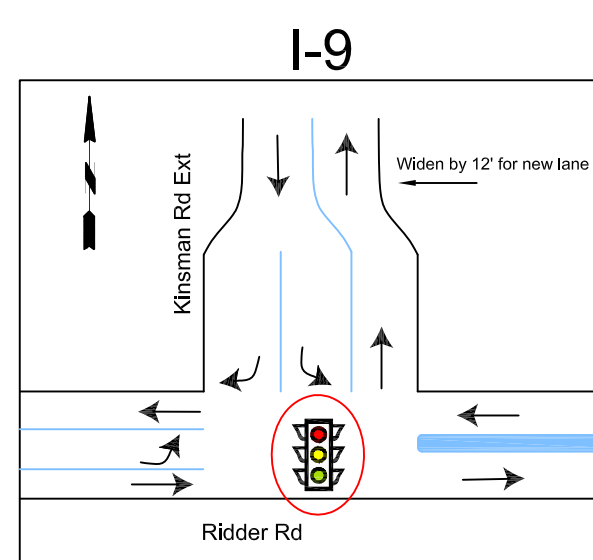
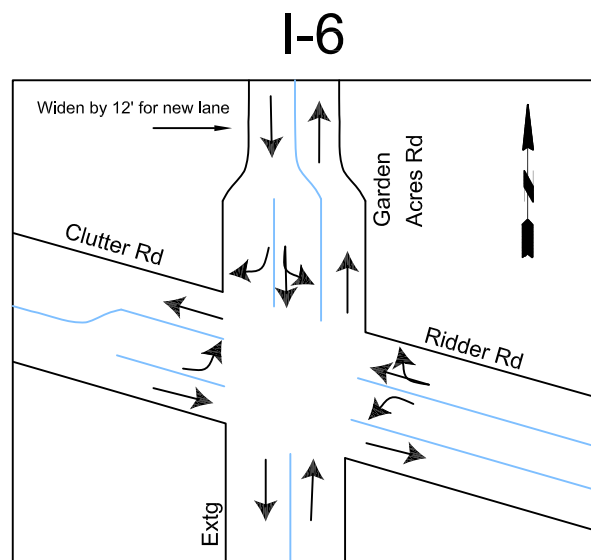
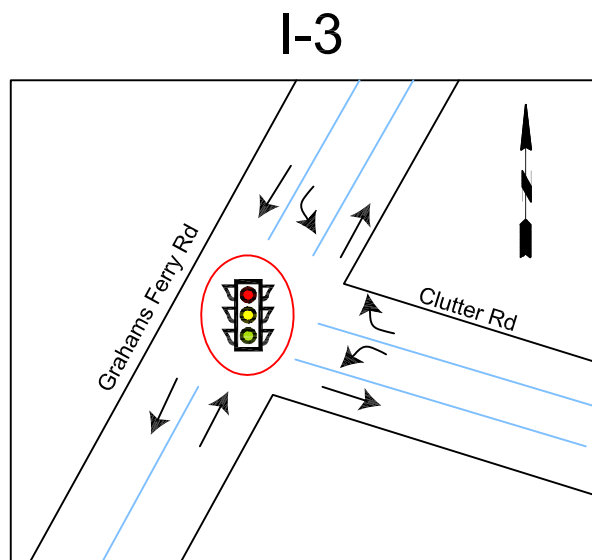
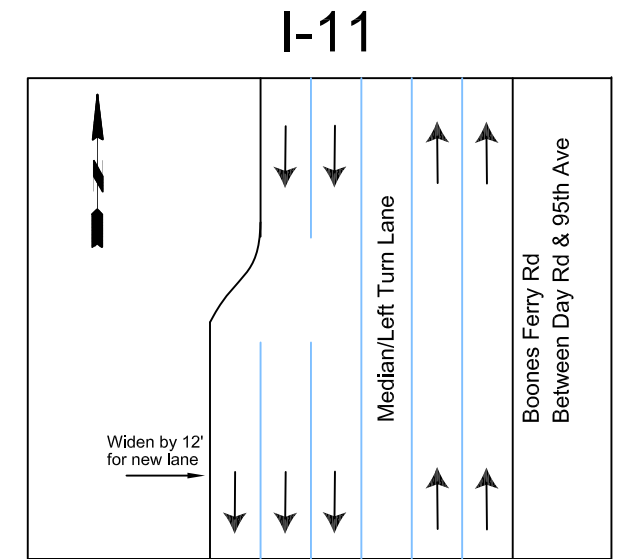
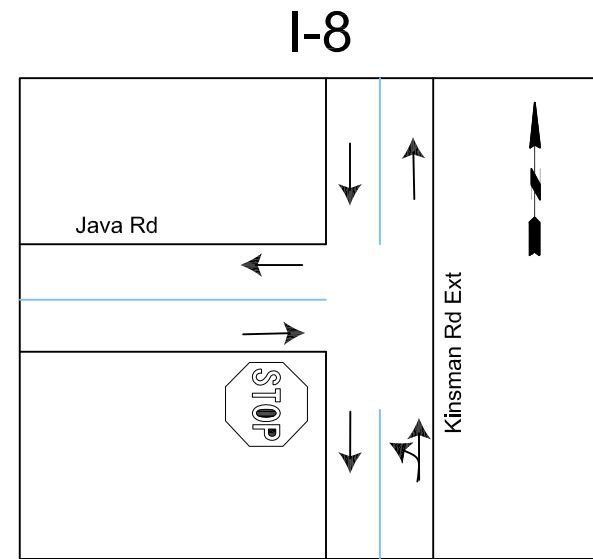
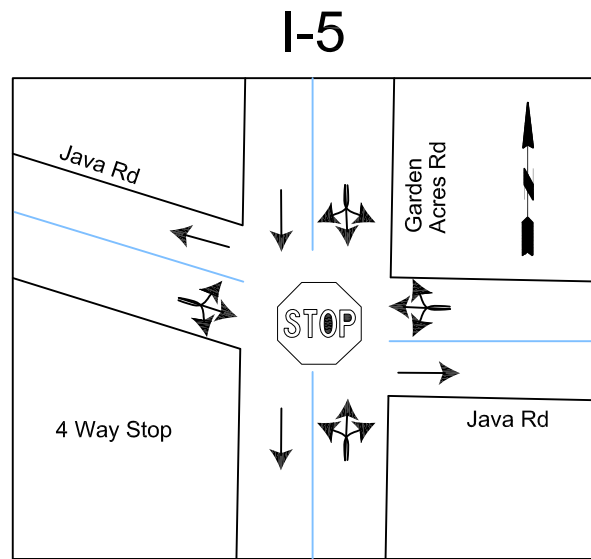
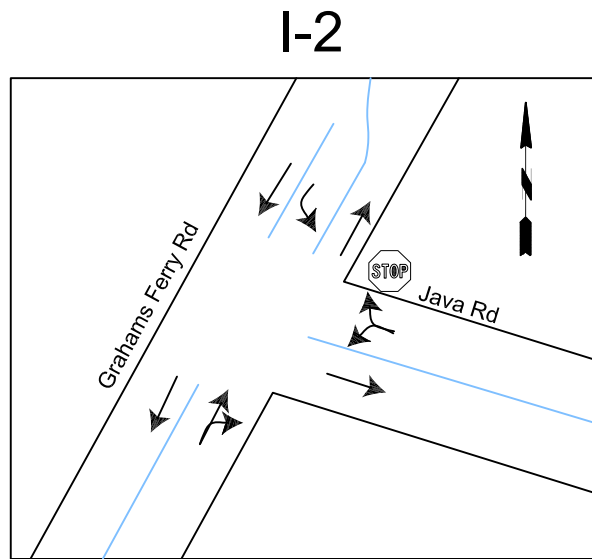
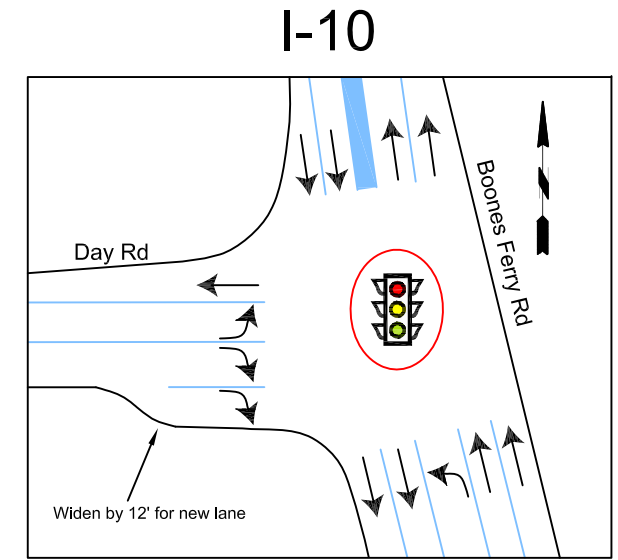
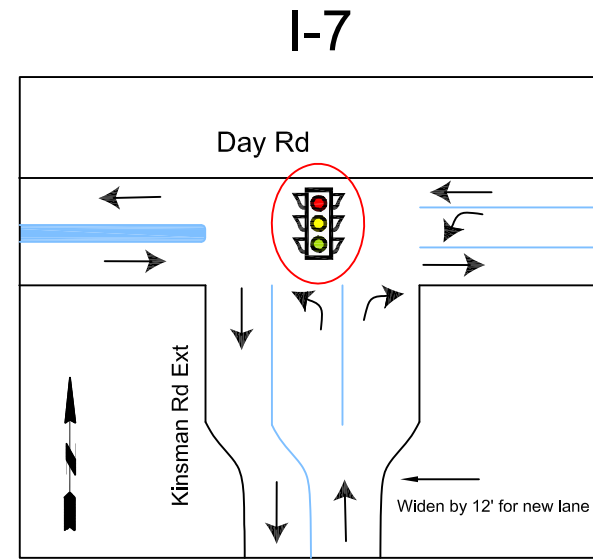
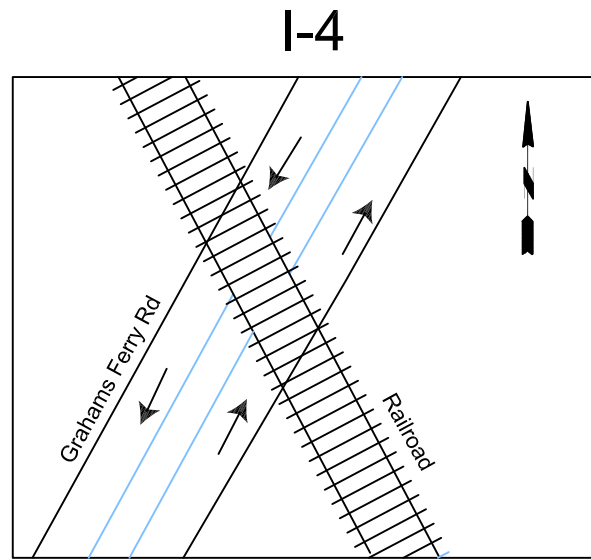
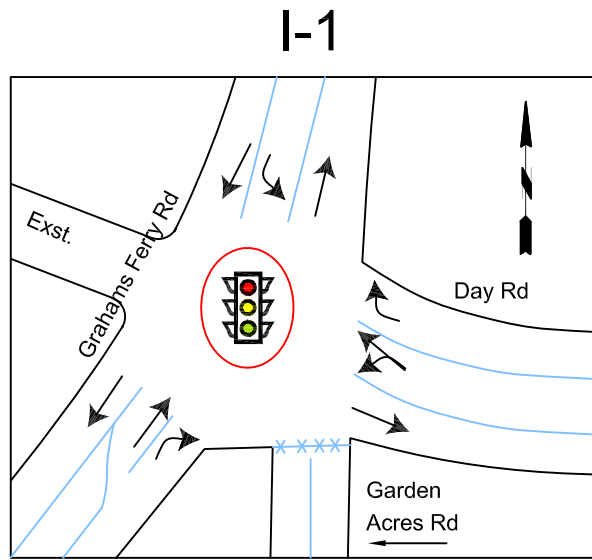


Profile Java Rd

City of Wilsonville  
 29799 SW Town Center  
 Loop East  
 503-682-4960

April 5, 2011  
 1" = 200'  
 4175  
 Asbuilt Number





Revisions

Drawn by SJ

**Coffee Creek  
Industrial Area  
Infrastructure Analysis**

**Preliminary  
Intersection Plan**

City of Wilsonville  
29799 SW Town Center  
Loop East  
503-682-4960

April 5, 2011  
N.T.S.  
Job Number: 4175  
Asbuilt Number:

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**C12**

Sheet 12 of 12

- 3. An FCS Group Memorandum, dated April 5, 2011, from Todd Chase, regarding Coffee Creek Funding and Marketing Plan, Task 7 findings.**



## DEVELOPMENT AND INFRASTRUCTURE COST ASSUMPTIONS

The Coffee Creek Master Plan envisions development of a new employment center in north Wilsonville for approximately 1,800 jobs. The master plan for Coffee Creek includes new design standards that support multi-level industrial-office buildings along Day Road and a pedestrian/bicycle network that creates a transit and pedestrian-oriented “Class A” employment center. Green street design standards with a passive-solar building orientation/street grid are also incorporated into the employment center. New development is expected to serve general industrial, warehouse, flex and research and development (R&D) functions. The pedestrian and bicycle facilities will be provided along all collector and arterial streets (with direct access to the Metro regional Tonquin Trail) for convenient and safe access to all modes of travel.

Current assumptions and findings from the preliminary engineering analysis indicate that there are no major environmental constraints in the Coffee Creek Master Plan area. The current estimate of development potential (based upon a current analysis by the city) indicates a total gross land area (private ownership) of 187 acres. New roadways are expected to require approximately 13 acres of land area, leaving 174 net buildable acres for future development.<sup>1</sup>

It is assumed that based on current zoning and market trends, the Coffee Creek Master Plan area will take between 20 and 30 years to achieve full build-out. For purposes of this study, it is assumed that the 20-year build-out is a “high forecast” and a 30-year build-out scenario is assumed to be a “low forecast” for the funding analysis.

The amount of potential development that could occur within the Coffee Creek Master Plan area over the 20 to 30 year absorption time period is expected to include a mix of general industrial/flex and R&D/tech buildings. This analysis assumes a mix of 2/3 general industrial/flex and 1/3 R&D/tech building types, and a floor-to-area (FAR) ratio of 0.30 for general industrial//flex buildings and 0.25 for R&D/tech buildings. These assumptions result in approximately 2.1 million square feet of industrial development floor area at build-out.

The total amount of permanent on-site employment within the Coffee Creek Master Plan area is expected to include approximately 1,800 direct jobs (including full and part-time employment) at build-out. This estimate assumes a 10% vacancy rate, and an average of 1,250 SF per job for general industrial/flex space and 750 SF per job for R&D/tech building types.

The total estimated cost of on-site public infrastructure needed to serve the Coffee Creek Master Plan area is \$22.4 million (2011 dollars). As indicated in **Table 1**, phase 1 improvements (years 1-4) are expected to be approximately \$8.1 million. Streets and intersections are the primary infrastructure cost items with \$6.2 million in phase 1 costs and \$10.7 million in phase 2 costs, or nearly 75% of all on-site infrastructure cost requirements. Off-site improvement requirements are expected to require about \$10.9 million in improvements, including \$4 million for a railroad underpass, \$3.96 million for water system, \$0.96 million for sewer upgrades, and \$2 million for roads and trails. A conceptual illustration depicting potential phasing of future Coffee Creek development is provided in **Figure 1**.

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<sup>1</sup> *In comparison, the 2007 Coffee Creek Master Plan assumed slightly higher gross/net acre assumptions with a larger master plan area that included public right-of-ways and Significant Resource Overlay Zone areas.*

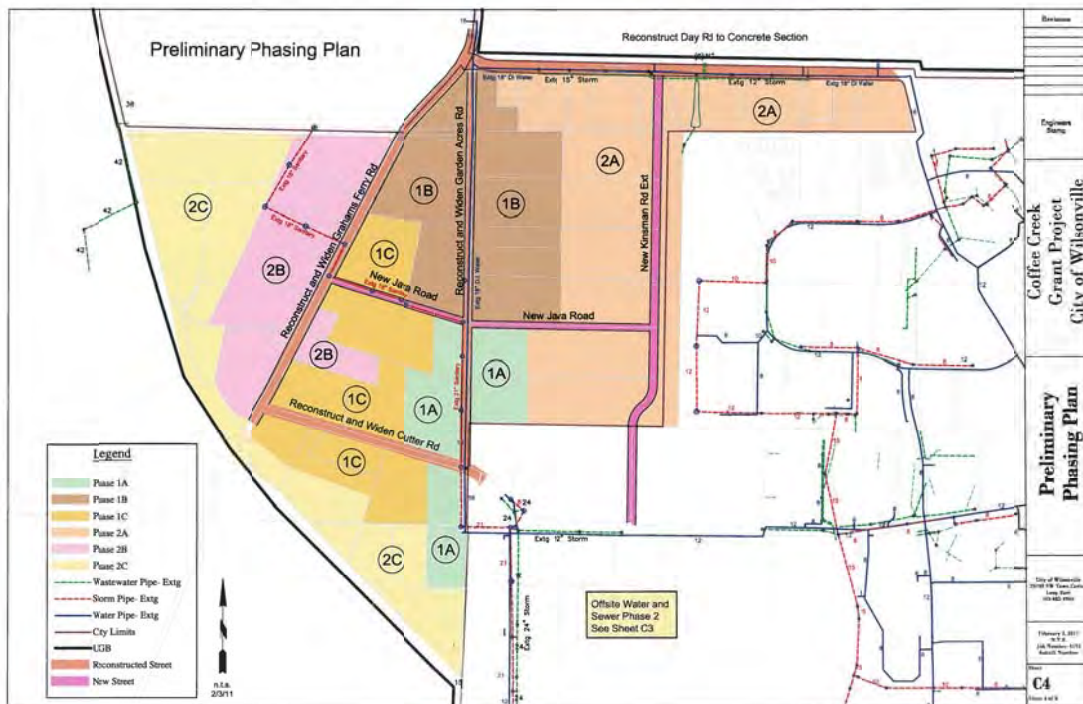
**Table 1. Coffee Creek Preliminary Infrastructure Capital Costs (2011 dollars)**

	Phase 1 (years 1-4)	Phase 2 (years 5-20)	Total
<b>On-Site Infrastructure</b>			
Streets	\$5,617,500	\$8,720,000	<b>\$14,337,500</b>
Intersections	\$600,000	\$2,025,000	<b>\$2,625,000</b>
Water	\$319,325	\$976,775	<b>\$1,296,100</b>
Sewer	\$707,500	\$395,000	<b>\$1,102,500</b>
Storm Sewer	\$622,700	\$1,381,000	<b>\$2,003,700</b>
Park/Trail/Other	\$375,000	\$995,500	<b>\$1,370,500</b>
<b>Subtotal</b>	<b>\$8,242,025</b>	<b>\$14,493,275</b>	<b>\$22,735,300</b>
<b>Off-Site Infrastructure*</b>			
Water		\$3,960,000	\$3,960,000
Sewer		\$960,000	\$960,000
Transportation			
Grahams Ferry RR underpass		\$4,000,000	\$4,000,000
Other Transportation		\$2,016,000	\$2,016,000
<b>Total Off-Site</b>		<b>\$10,936,000</b>	<b>\$10,936,000</b>
<b>Grand total</b>	<b>\$8,242,025</b>	<b>\$25,429,275</b>	<b>\$33,671,300</b>

\* Additional off-site construction costs include sewer (\$960K), water (\$3.96M) and transportation (\$2.01M) are not reflected in these cost estimates since they primarily address other needs.

Source: City of Wilsonville, Preliminary Engineering Summary, March 29, 2011.

**Figure1. Preliminary Phasing Plan**





## FUNDING ANALYSIS

The implementation of large-scale master planned developments requires improvements to virtually all public infrastructure facilities, in a series of near-term and long-term capital improvement projects. For a detailed list of the planned capital improvement projects for the Coffee Creek employment center please refer to the city of Wilsonville Preliminary Engineering Summary report.

The planned infrastructure improvements necessary to serve Coffee Creek are a significant financial expenditure for the community. Since some of the enhancements to Coffee Creek will provide a direct benefit to on and off-site businesses and workers and residents, such as the Kinsman Road connection, Grahams Ferry Road, and Day Road improvements; and local pedestrian/bicycle system improvements; a mix of local and city-wide funding techniques would be appropriate to help spread the cost of the improvements to those who benefit.

### Potential Funding Options

The primary purpose of this section is to consider ways the City of Wilsonville can work with existing and future property owners and private investors/developers/tenants to generate adequate revenues required to construct or fund necessary on-site infrastructure. Potential funding options that have been evaluated include:

- System Development Charges (SDC)
- Supplemental Street SDCs
- Urban Renewal Program, Tax Increment Financing
- Local Improvement Districts (LID)
- Zone of Benefit or Reimbursement District (ZBD)
- Economic Improvement District (EID)
- Utility Rates and Connection Charges
- General Obligation and/or Revenue Bonds

A brief summary of *local funding* techniques used in Oregon includes:

#### System Development Charges

ORS 223.297 – 223.314 provides “a uniform framework for the imposition of system development charges by governmental units” and establishes “that the charges may be used only for capital improvements.” An SDC can be formulated to include one or both of the following components: (1) a reimbursement fee, intended to recover an equitable share of the cost of facilities already constructed or under construction and (2) an improvement fee, intended to recover a fair share of future, planned, capital improvements needed to increase the capacity of the system. ORS 222.299 defines “capital improvements” as facilities or assets used for:

- Water supply, treatment and distribution;
- Waste water collection, transmission, treatment and disposal;



- Drainage and flood control;
- Transportation; or
- Parks and recreation.

SDCs may include an “improvement fee” for new facilities and a “reimbursement fee” associated with capital improvements already constructed. SDCs cannot be used for operation or routine maintenance.

Wilsonville already collects SDCs for the above-mentioned categories and may apply SDC funding to designated Coffee Creek capital improvements that enhance capacity as required to address future growth needs. Potentially applicable facilities include streets, transit facilities, pedestrian and bicycle facilities, storm drainage and flood control improvements.

Since Coffee Creek is located primarily within Washington County, the city may also explore the use of Washington County Transportation Development Tax (TDT) revenues for eligible roadway elements, such as improvements to Grahams Ferry Road, Day Road and Kinsman Road. Note, the city could work with Washington County to amend the long-range transportation project list of eligible TDT projects.

In order to enhance SDC revenues and allocate SDC funds, the city should consider revisiting and updating its SDC methodology reports for transportation, parks and storm water facilities. This would entail an update to the capital facilities program list, cost estimates, and calculation of improvement fee and reimbursement fee calculations. Key objectives of the SDC updates could focus on:

- **Full Cost Recovery** (*the use of the current Coffee Creek capital facilities plan, with consideration of a reimbursement fee, improvement fee, and planning/permitting component, annual escalations*).
- **Bike, pedestrian and transit facilities elements** (*relates to Full Cost Recovery for street and pedestrian, bicycle and transit facility improvements*).
- **Incentive-Based SDCs** (*SDC adjustment/reduction for future developments in the Coffee Creek that provide on-site travel demand management techniques which lower peak trip generation*).
- **Variable SDCs for higher density and “green” design** (*special SDC reductions can be provided for developments that meet certain policy objectives, such as density targets or “green design” standards*).

*Rather than creating/adopting an SDC overlay for Coffee Creek (which may result in higher fees that discourage redevelopment there), the city may desire to revisit its overall methodology for calculating SDCs.*

### **Supplemental Transportation System Development Charges**

Wilsonville may consider working with Washington County and the city of Tualatin to create an SDC overlay district for the combined Coffee Creek and Basalt Creek planning areas. Since transportation elements usually account for over  $\frac{3}{4}$  of the total infrastructure costs, the primary emphasis in an SDC overlay district would likely include streets, pedestrian, bicycle and transit

facilities. FCS GROUP has conducted a preliminary analysis of the revenue potential of a supplemental street SDC overlay for the Coffee Creek area in the next section.

### **Local Improvement District**

Cities in Oregon have the statutory authority to establish local improvement districts and levy special assessments on the benefited property to pay for improvements. These are payable in annual installments for up to 30 years. LIDs are generally used for capital improvement projects that benefit numerous large tenants and/or private property owners. The formation of LID districts could be considered as a potential primary source of funding downtown streetscape improvements because there will be direct benefits to multiple property owners.

The primary advantage of LIDs from the city's perspective is the ability to attain a consistent level of revenue generation early in the development process. Financial intermediaries, such as banks, now view LIDs as a more reliable funding source than some funding sources (such as SDCs) and therefore are more apt to provide loans based on future LID revenue streams. However, the financing terms for "raw land" LIDs have become far more stringent since the 2007 "financial crisis," and are now far less favorable than the financing terms given to municipal bond issues or state infrastructure loans.

### **Zone of Benefit or Reimbursement District**

Similar to LIDs, cities can negotiate public/private advance financing arrangements with developers, where a developer agrees to front capital improvements/investment within a designated zone of benefit district (ZBD). The developer is then partially reimbursed as new land use development approvals are granted within the ZBD over a period that usually extends 10-15 years. While ZBDs have been successfully utilized in Wilsonville in the past, there is no guarantee that future revenues will be as steady and reliable as with the LID or property tax assessments.

### **Economic Improvement District**

Cities may establish an Economic Improvement District (EID) or business improvement district (BID) to create additional revenue for targeted infrastructure improvements or enhanced operating/advertising services (e.g., public safety or marketing within downtown). EIDs require the formation of a special benefit district area, identification of improvements and services to be funded, along with an assessment mechanism and methodology report that is subject to approval by the majority of property owners within the district. In Oregon, most EIDs are limited to relatively small annual assessments and used to enhance maintenance and marketing activities. For analysis purposes, FCS GROUP evaluated the revenue generation potential from a local special EID property tax assessment within the Coffee Creek area in the next section.

### **Utility Fees and Connection Charges**

Utility rates and connection charges are a common way to raise local revenues to pay for required infrastructure facilities and operations but require approval and adoption by the City (utility district) and must meet state and local regulations. In light of the fact that the City of Wilsonville has relatively high water rates (in comparison to other cities in the greater Portland region), a rate overlay district that results in higher water or sewer rates for the Coffee Creek area may render the area less competitive and is not recommended at this time.

## **Urban Renewal District**

There may be opportunities to utilize funding from the creation of a new Coffee Creek Urban Renewal District (URD) for eligible economic development improvements. In many cases, URD funds are combined with other local funding sources (e.g., LIDs) to leverage non-local grants or loans. Based on discussions with city staff, the existing URD funding potential is limited by current URDs (which are approaching the maximum allowed land area levels). Hence, a new URD is not a likely near-term funding option. The establishment of a URD could be revisited in a few years. The city may consider either creating a new URD or expanding an existing URD.

### **Maximum Indebtedness Requirements**

After the passage of House Bill 3056 (passed by the Oregon Legislature in 2009) urban renewal agencies have new limits on the amounts of maximum indebtedness (MI) in an urban renewal plan adopted after January 1, 2010.

- If the total “frozen tax base” is \$50 million or less, the total MI may not exceed \$50 million.
- If the frozen base is more than \$50 million, but less than or equal to \$150 million, then MI may not exceed \$50 million, plus ½ of the difference between \$50 million and \$150 million.
- If the total frozen base is greater than \$150 million, the total MI may not exceed \$100 million, plus 35% of the amount over \$150 million.
- Increases in MI may not exceed an aggregate of 20% of the original MI of the UR Plan, but with an “indexing” of the original MI from July 1, 1999 or one year after the plan was initially approved, whichever is later. Indexing may only happen once.

### **Revenue Sharing Possibilities**

There are also new possibilities for revenue sharing with overlapping districts for plans adopted or substantially amended to increase MI after January 1, 2010.

- Revenue sharing among overlapping tax districts begins in the later of the 11<sup>th</sup> year after the initial plan was adopted, or when TIF collections equal or exceed 10% of the initial MI.
- For any year when TIF collections equal or exceed 10% of the initial MI, but are less than 12.5% of the initial MI, the UR agency receives the 10%, plus 25% of the tax increment between 10% and 12.5%. Overlapping tax districts receive 75% of the tax increment between 10% and 12.5%.
- For any year when TIF collections equal or exceed 12.5% of the initial MI, the UR agency receives the 12.5% tax increment, and any tax increment collections greater than 12.5% are distributed to overlapping taxing districts.

### **Concurrence Waivers**

Variations in the maximum indebtedness requirements and the revenues sharing provisions can occur if the municipality obtains the written concurrence of the overlapping tax districts that impose at least 75% of the taxes imposed under the permanent rate limits in the URD.

In light of these and other URD provisions, the city of Wilsonville may consider an expansion of an existing URD or the creation of a new district. Revenue generation potential from urban renewal tax increment collections within a district that coincides with Coffee Creek is further analyzed in the next section.

### **Issuing Bonds**

At present, the City is not in a financial position to pay for needed capital improvements with existing fund reserves or taxes. Absent existing available funding and low-cost loan programs (which may be available from the Oregon Special Public Works Fund or other source managed by the Business Oregon, Infrastructure Finance Authority), the City may rely on conventional municipal bond debt to finance the construction of its proposed capital program. There are some benefits to this form of financing. First, as with all debt, it spreads capital costs over the term of the bonds. Furthermore, bonds implement a level of equity by dissipating the burden among current and future customers. Finally, bonds allow flexibility that the aforementioned assisted programs do not through repayment options.

#### ***General Obligation Bonds***

General Obligation (G.O.) Bonds offer attractive conditions relative to revenue bonds. G.O. bonds are issued against the City's general fund and taxing authority. G.O. bonds offer slightly lower interest rates than revenue bonds, being backed by the City's tax base. From the investor's perspective, tax backed debt is more secure. These bonds also carry no additional coverage requirement, allowing the City to collect revenues necessary to meet annual debt service with no additional financial consequences. G.O. bonds can be politically unpalatable if the municipality's constituency doesn't support the project purpose.

General obligation bonds, while issued against the taxing authority of the City, may be repaid by other dedicated revenues. This arrangement takes advantage of the more favorable terms, while still requiring system users to repay the debt. The General Fund would ultimately remain responsible for debt repayment should rate revenues prove insufficient.

#### ***Revenue Bonds***

Revenue Bonds are, by definition, backed by the revenue of a utility or enterprise fund, or some other dedicated revenue source. Because the payment stream is less secured than tax backed bonds, revenue bonds carry higher interest rates than G.O. bonds. This differential, however, may be minimal.

Revenue bonds are perhaps the most common source of funding for construction of major public facility or utility projects. To issue revenue bonds, the City will be required to commit to certain security conditions related to repayment, specifically reserve and coverage requirements for annual rate revenues. These conditions are included in the bond resolution to be adopted by the City and essentially impose certain conservative financial practices on the City as a way of making the bonds more secure.

The reserve requirement commits the City to maintain a bond reserve, which could be used to meet payments if the utility is incapable of doing so. This reserve is often set at the least of (a) 10 percent of the issue price of all new and outstanding parity bonds, (b) maximum annual debt service on all new and outstanding parity bonds, and (c) 1.25 times average annual debt service on all new and outstanding parity bonds. The reserve

requirement is dictated by the terms of the bond resolution. Since the reserve can be invested and earn interest, the net cost of providing the reserve is relatively small. The City has the option of borrowing the reserve requirement as part of the total loan amount, or can fund it over a five-year period through rates and interest earnings.

Revenue bond coverage is a legal requirement binding a utility to demonstrate that annual revenues exceed expenses by a multiple of the debt service payment. This factor is usually at least 1.25, and is higher for agencies with unrated bonds or low bond ratings. Revenue bond coverage factors can require higher utility rates than otherwise necessary in order to meet the coverage target. Any accumulated assessment reserves or other available fund reserves may be used to pay off all or some of the outstanding principal.

### **Double Barreled Bonds or Hybrid Bonds**

Double barreled bonds or hybrid bonds include municipal bonds that are backed by two or more revenue sources. These bond instruments may be viewed as less risky than revenue bonds, since there are multiple revenue streams that are dedicated to bond payments.

### **Loans and Grants**

Federal and state grant programs, once readily available for financial assistance, were mostly eliminated or replaced by low-cost loan programs. Remaining grant programs are generally limited in application, lightly funded and heavily subscribed. Nonetheless, the economic benefit of grants and low-interest loans can make the effort of applying worthwhile.

Common special programs identified as potential funding sources are summarized below:

- **Bank and State Loans:** The city may utilize private bank loans or state loans to make strategic capital facility upgrades. Given the city of Wilsonville's limited operating revenues, bank loans would only be viable for smaller budget improvements that promise rapid return on the investment. State loan funds available from Business Oregon currently include the Special Public Works Fund, and the Oregon Bond Bank. Special Public Works funds are available on a competitive basis to public jurisdictions and can fund projects up to \$3.0 million in size, but require well-secured loan guarantees from the applicants. Oregon Bond Bank or Oregon Infrastructure Finance Authority loan funds may be available if the project is well secured and other funding alternatives are not available.
- **Grants and Low-Interest Financing:** Grants offer some potential for the capital improvement projects and initiatives that the city is considering. The city may be able to leverage non-local dollars using dedicated local funding. There are several regional, state and federal grant and loan programs that may be available for transportation, water, sewer, and storm water improvements. Please refer to Metro and Business Oregon contacts for current grant and loan funding opportunities.

## **EVALUATION OF FUNDING OPTIONS**

A preliminary evaluation of funding options was conducted to ascertain the relative benefit of implementing the potential funding and financing measures identified above. The funding sources to be considered must be adequate to address all or part of the estimated \$26.1 million in Coffee Creek infrastructure construction costs.

To help evaluate the relative benefits of potential funding options, preliminary evaluation criteria were identified and compared to one another in **Table 3**. Initial funding evaluation criteria included:

- **Legal Precedence** – Is this funding technique allowed under Oregon law? Has it been applied in Wilsonville recently?
- **Funding or Financing Potential** – Will the funding stream result in a stable and reliable source of revenues? Will the revenues be deemed credit worthy by potential lenders, and become a source of near term funding for the planned improvements?
- **Direct Cost Burden on Coffee Creek Development** – Will the funding technique be considered as an extraordinary development cost, and dissuade potential investment in Coffee Creek?
- **Equity** – Will the funding technique and its implementation process be deemed equitable by those who pay?

**Table 3. Preliminary Evaluation of Funding Options**

Funding Option	Evaluation Criteria					
	Legal Precedence in Oregon	Funding/ Financing Potential	Direct Cost Burden on Coffee Creek Development	Equity	Overall Score (sum of + s)	Recommended for Additional Consideration
System Development Charges	+++	++	+++	+++	11	✓
Local Improvement District	+++	+++	+	++	9	✓
Zone of Benefit/Reimbursement Dist.	++	+	+++	+++	9	✓
Urban Renewal District	+++	++	+++	++	10	✓
Economic Improvement Dist.	+	+	+++	++	7	
Road SDC Overlay Charge	+	++	+++	++	8	✓
Utility Fee Surcharge	+	+	+++	++	7	
GO Bonds	+++	+++	+++	+++	12	✓
Revenue Bonds	+++	+++	++	+++	11	✓
Loans	+++	+	++	+++	9	✓
Grants	+++	++	+++	++	10	✓

Notes:

+ least positive

++

+++ most positive

Next, FCS GROUP conducted a preliminary 30-year cash flow analysis of selected infrastructure development finance techniques. The preliminary funding analysis helps determine a range of low to high revenue generation potential from local funding sources that may be used as a match towards non-local (regional, state or federal) grant funding programs. The preliminary analysis included three development absorption forecasts ranging with low (20-year build-out) to medium (25-year build-out) to high (30-year build-out).

The preliminary fiscal revenue forecasts for the selected funding options are summarized in constant 2011 dollars in **Table 4**. The results indicate that the potential development assessed value that is created in Coffee Creek is expected to support or generate an additional \$6.1 to \$8.0 million in local general government tax revenues over the next 30 years.

Local system development charge (SDC) program revenues are expected to generate between \$5.7 and \$8.7 million in combined infrastructure funding, with between \$3.5 and \$5.3 million derived from local street SDC charges. It should be noted that local SDC funds are not usually dedicated to specific locations, such as the Coffee Creek employment area, and instead are used to fund eligible projects anywhere in the city that are identified in the locally-adopted capital improvement program.

**Table 4. Revenue Forecast for Preliminary Funding Options (constant 2011 dollars)**

	Low	High
<b>Property Tax Revenues (City General Government)</b>		
Years 1-10	\$720,427	\$1,046,626
Years 11-20	\$2,253,526	\$3,262,433
<b>Years 21-30</b>	<b>\$3,169,152</b>	<b>\$3,657,222</b>
<b>Subtotal</b>	<b>\$6,143,106</b>	<b>\$7,966,280</b>
<b>Development Impact Fees Base (SDCs)</b>		
Street SDC revenues	\$3,518,102	\$5,277,153
Parks SDC revenues	\$464,921	\$697,382
Water SDC revenues	\$486,439	\$729,659
Sewer SDC & hook-up revenues	\$318,778	\$678,002
Stormwater revenues	\$870,204	\$1,305,307
<b>Subtotal</b>	<b>\$5,658,445</b>	<b>\$8,687,503</b>
<b>Supplemental Revenue Options</b>		
EID - Levy (@ \$0.50 per \$1,000 assessed value)	\$1,414,289	\$1,834,027
Supplemental Street SDC	\$832,335	\$1,248,502
LID - \$2M (low) to \$4M (high) +/- bond/loan	\$2,418,998	\$4,837,996
URD - 15 year sunset	\$23,151,454	\$33,544,903
<b>Subtotal</b>	<b>\$27,817,076</b>	<b>\$41,465,428</b>
<b>Total Excluding City Property Tax Revenue</b>	<b>\$33,475,521</b>	<b>\$50,152,930</b>
<b>Grand total</b> (including City General Government property tax revenues for yrs 21-30)	<b>\$36,644,700</b>	<b>\$53,810,000</b>

\* assumes 1.5% annual real discount rate.

Source: derived from assumptions shown in Appendix A.

Supplemental revenue options including establishment of an economic improvement district (EID), street SDC overlay district, local improvement district, and an urban renewal district were also evaluated, and are summarized in **Table 4** with supporting details in the Appendix.

A locally-adopted EID (limited to the Coffee Creek area and based on a \$0.50 per \$1,000 in assessed valuation property tax levy), could generate an additional \$1.4 to \$1.8 million in

revenue over the next 30 years. Note, this relatively low level of funding is not likely to warrant implementation of this revenue source.

A local supplemental street SDC limited to the Coffee Creek area, with a 25% increase in the base SDC rate would be expected to generate between \$800,000 and \$1.2 million in revenue over the build-out time frame. Note, it is recommended that this option be further considered in context with the Basalt Creek planning area, and not limited to the Coffee Creek area.

### **Urban Renewal District Considerations**

Notwithstanding the political challenges, the creation of an urban renewal district could generate significant levels of tax increment financing (TIF) revenue as new development generates additional assessed valuation in the area. The preliminary analysis by city staff and FCS GROUP indicates that Coffee Creek would be a prime candidate for an urban renewal program, where significant under-utilized areas could be enhanced with new development and employment growth. TIF could enable the construction of new roads and water/sewer lines along with adequate public amenities such as parks and streetscapes to attract and sustain private development and job creation.

Currently, the average assessed valuation in the Coffee Creek area is approximately \$169,477 per acre, and the Coffee Creek area has relatively low levels of employment and business activity. Based on an analysis of several existing industrial areas and buildings in Wilsonville, the average assessed value for industrial campus/tech developments is \$3,230,000 per acre; and the average assessed value for general industrial/warehouse/flex developments is \$1,193,000 per acre. A blended average of these two development types yields a potential value of \$1,872,000 per acre for future development within Coffee Creek once it is built-out in accordance with the master plan.

Based on these assumptions, a Coffee Creek Urban Renewal District with a 15-year sunset would support approximately \$23 to \$33 million in tax increment revenues. A shorter 10-year sunset would support about \$13 to \$19 million in tax increment revenues that could be used for capital project construction. However, as noted previously, revenue sharing provisions may limit the amount of funding that may be used by the urban renewal agency.

The city would need to work closely with affected special districts (and the public) before attempting to create a new URD. A preliminary property tax revenue potential analysis by FCS GROUP indicates that the largest property tax districts include: Sherwood School District #88, Washington County, City of Wilsonville and Tualatin Valley Fire and Rescue (please refer to **Table 5**).

If a Coffee Creek URD area was created with a 10-15 year sunset provision, there would be a significant amount of tax revenues that accrue to special districts after that time. A preliminary analysis indicates that the level of potential aggregate property tax revenues that would accrue to the special districts listed in **Table 5** would range from \$36 million to \$45 million (cumulative revenues over years 15-30 stated in constant 2011 dollars). Hence, all affected special districts would experience an overall net gain in tax revenues after the URD sunsets.



**Table 5. Special Districts and Property Tax Rates within Coffee Creek Master Plan Area**

Special District Name	Tax Rate Per \$1000 AV	Percent of Total
Washington County	\$ 2.9840	18%
NW Regional ESD	\$ 0.1538	1%
Portland Community College	\$ 0.6325	4%
Sherwood School District #88	\$ 8.9223	53%
Tualatin Valley Fire & Rescue	\$ 1.5976	9%
City of Wilsonville	\$ 2.1718	13%
Port of Portland	\$ 0.0566	0%
Metro	\$ 0.3883	2%
<b>Total</b>	<b>\$16.9069</b>	<b>100%</b>

Source: Washington County Assessor, reflects tax district area 088.08 for fiscal year 2009/10.

## MARKETING STRATEGY

The recommended marketing strategy for the Coffee Creek employment center should highlight the vision for this emerging employment center using the conceptual rendering provided (see **Figure 2**). The marketing brochure the city creates should also attempt to describe the advantages of the Coffee Creek area with respect to key site selection metrics, such as:

- Transportation access (proximity and access to I-5);
- Regional, west coast, and international market access (population, labor force, GDP within 50 miles, 200 miles, 500 miles);
- Labor force (regional labor force characteristics within Portland-Beaverton-Vancouver PMSA);
- Local Employers (located in Wilsonville or nearby areas). List prominent business names and obtain testimonials from strategic clusters. The clusters identified in the Wilsonville EOA include: light manufacturing, high tech manufacturing and software, specialty contractors/construction, sustainable product manufacturing and distribution, creative services, health care, and secondary education;
- Infrastructure (high light available water, sewer and power capacity and high speed internet access);
- Local amenities (reference existing city commercial and retail services and local parks and transit options, including WES and SMART);
- Education and Workforce training (highlight new OIT campus plans, other colleges, and workforce investment programs); and
- Proactive “business friendly” practices (assist property owners with obtaining Oregon Industrial Site Certification, or include state or local business and tax incentive programs that new businesses may opt for, such as Oregon Strategic Investment Program).

## POLICY CONSIDERATIONS

The findings contained in this analysis indicate that the Coffee Creek employment area has the potential to become a major economic engine for Wilsonville, Washington County, the Metro Region, and the state of Oregon. The area can support over 1,800 direct jobs. With adjacent sewer, water, and street systems, the upfront development cost for providing infrastructure is a relatively modest \$8.1 million. The primary cost item includes street and intersection related improvements expected to cost about \$6.2 million.

Given the importance of transportation improvements, and current lack of local funding for street projects, Wilsonville should attempt to establish public/private partnerships by working with Washington County, the city of Tualatin and private developers/property owners to explore creation of a supplemental transportation SDCs (in conjunction with the Basalt Creek concept plan), at least one other primary funding method, such as a LID, ZBD and/or URD. The city should consider creating a new urban renewal district in 2-5 years, with an established sunset. The SDC overlay in combination with the URD and local LIDs could likely fund most if not all major on-site and some off-site infrastructure projects.

Long-term improvements, including the on- and off-site water and sewer capacity upgrades may require a review and update of the city's water or sewer utility rates, after plans for the adjacent Basalt Creek Planning Area are formulated. Also, major off-site rail/freight corridor investments with a new railroad truck underpass on Grahams Ferry Road should consider ODOT, Metro and federal funding opportunities to help leverage local funding. New pedestrian bridges and connections with the Tonquin Regional Trail may consider Metro funding for parks and open space improvements.

The continuation of "business friendly" development policies may be pursued to help "streamline" the development approval process for new developments within Coffee Creek (or other locations identified by the city). This could include: efforts to establish time lines for development approvals/annexation; seeking voter approval for annexing the Coffee Creek; and creating and adopting a long-term financial and phasing plan for the Coffee Creek area, with strategic funding options (such as the SDC, LID, URD, etc.).

These policy actions would be intended to enable near-term developments to proceed if they propose financial arrangements that are consistent with the financial and phasing plan (such as remonstrance agreements to participate in existing or future funding districts). The benefits of these policy actions would help facilitate near term private investment and job creation, and help alleviate some timeline uncertainty that property owners and developers would likely experience when seeking annexation into the city of Wilsonville.

Figure 2. Coffee Creek Concept Rendering (view looking southeast from corner of Day Road and Grahams Ferry Road)



# TECHNICAL APPENDIX

## A-1. Coffee Creek Employment Area Development Assumptions

Development Assumptions		Units
Gross Buildable Acres	187	acres
Less Public ROW & Easements	13	
Net Buildable Acres over 20 Years	174	
<b>Expected Development Type</b>		
General Industrial/Warehouse/Flex	67%	share of net acres
Industrial R&D/Tech	33%	share of net acres
<b>20-Year Development Forecast</b>		
General Industrial/Warehouse/Flex	115.9	acres
Industrial R&D/Tech	58.1	acres
<b>20-Year Development Forecast</b>		
General Industrial/Warehouse/Flex	0.30	FAR
Industrial R&D/Tech	0.25	FAR
<b>20-Year Development Forecast</b>		
General Industrial/Warehouse/Flex	1,514,372	Floor Area SF
Industrial R&D/Tech	632,883	Floor Area SF
<b>Total (SF)</b>	<b>2,147,255</b>	Floor Area SF

Average Annual Absorption	High (20 yrs)	Medium (25 yrs)
General Industrial/Warehouse/Flex	75,719	60,575
Industrial R&D/Tech	31,644	25,315
<b>Total (SF)</b>	<b>107,363</b>	<b>85,890</b>
<b>Avg. Annual Potential Acres Absorbed</b>	<b>8.7</b>	<b>7.0</b>

Employment Assumptions		
General Industrial/Warehouse/Flex	1,250	SF per job
Industrial R&D/Tech	750	SF per job
Vacancy Allowance	10%	percent
Average Building Size	100,000	Floor Area SF
Impervious SF (average % of site area)	80%	percent of land area

### Induced Property Assessed Valuation Assumptions

<b>Current AV in Coffee Creek Area</b>	\$ 38,084,831	AV as of 2010
<b>Existing AV Per Acre</b>	<b>\$ 203,662</b>	AV as of 2010
General Industrial/Warehouse/Flex		
Industrial R&D/Tech	\$ 1,192,829	Note 1
Campus Industrial/Tech (AV)	\$ 3,230,169	Note 1
Weighted Average	\$ 1,873,301	Note 1
<b>Potential Change in AV Per Acre</b>	<b>\$ 1,669,638</b>	Note 1
<b>Avg. Annual Change in AV per Year</b>	2.5%	



## A-2. Coffee Creek Employment Area Funding Assumptions

<b>SDC Assumptions</b>		
Sewer - for "Other Industrial Facilities"	\$ 4,153	per ERU
Sewer SDC Permit "commercial & Ind."	\$ 570	per ERU
Sewer Equivalent Residential Units (ERUs)	14,000	SF of floor area per ERU
Water SDC & Meter Fee - 2 inch line	\$ 36,306	one time fee
Parks SDC for Ind. Business Park	\$ 347	TGSF
Street SDC for blended rate (flex and ind. park)	\$ 3,484	TGSF
Street SDC for Flex	\$ 2,850	TGSF
Street SDC for Industrial Park	\$ 5,002	TGSF
Storm SDC for impervious drainage area	\$ 0.23	per SF of imperv. area
Supplemental Street SDC for Flex	\$ 871	TGSF (25% increase)
Supplemental Street SDC for Industrial Park	\$ 713	TGSF (25% increase)
School Construction Excise Tax	\$ 0.50	per floor area SF up to \$25k
Metro Excise Tax	\$ 0.0012	of valuation up to \$12k
<b>City Financing Long Term Debt Assumptions</b>		
Term (years)	15	
Rate (annual)	6.0%	
Coverage (SDC or URD district)	1.5	
Coverage (utility rate district)	1.0	
Reserves	15%	
Discount Rate	1.5%	

## A-3. Coffee Creek Employment Area Absorption Assumptions (by selected time increments)

	2013	2023	2033	2038	2043
Year:	1	10	20	25	30
<b>High Growth Forecast</b>					
General Industrial/Flex (SF)	75,719	75,719	75,719		
R&D Industrial/Tech (SF)	31,644	31,644	31,644		
Total SF	107,363	107,363	107,363		
Cumulative New SF (Jan.)		966,265	2,039,893		
Acres Developed	8.7	8.7	8.7		
Cumulative Acres (Jan.)		78.3	165.3		
<b>Medium Growth Forecast</b>					
General Industrial/Flex (SF)	60,575	60,575	60,575	60,575	
R&D Industrial/Tech (SF)	25,315	25,315	25,315	25,315	
Total SF	85,890	85,890	85,890	85,890	
Cumulative New SF (Jan.)		773,012	1,631,914	2,061,365	
Acres Developed	7.0	7.0	7.0	7.0	
Cumulative Acres (Jan.)		62.6	132.2	167.0	
<b>Low Growth Forecast</b>					
General Industrial/Flex (SF)	50,479	50,479	50,479	50,479	50,479
R&D Industrial/Tech (SF)	21,096	21,096	21,096	21,096	21,096
Total SF	71,575	71,575	71,575	71,575	71,575
Cumulative New SF (Jan.)		644,177	1,359,928	1,717,804	2,075,680
Acres Developed	5.8	5.8	5.8	5.8	5.8
Cumulative Acres (Jan.)		52.2	110.2	139.2	168.2

#### **A-4. Coffee Creek Employment Area, Street SDC Revenue Assumptions (by selected time increments)**

	2013	2023	2033	2038	2043
Year:	1	10	20	25	30
<b>High Growth Forecast</b>					
General Industrial/Flex	\$ 215,798	\$ 215,798	\$ 215,798		
R&D Industrial/Tech	\$ 158,284	\$ 158,284	\$ 158,284		
Total	\$ 374,082	\$ 374,082	\$ 374,082		
<b>Cumulative New SDCs</b>		<b>\$ 3,366,739</b>	<b>\$ 7,107,560</b>		
<b>Medium Growth Forecast</b>					
General Industrial/Flex	\$ 172,638	\$ 172,638	\$ 172,638	\$ 172,638	
R&D Industrial/Tech	\$ 126,627	\$ 126,627	\$ 126,627	\$ 126,627	
Total	\$ 299,266	\$ 299,266	\$ 299,266	\$ 299,266	
<b>Cumulative New SDCs</b>		<b>\$ 2,693,391</b>	<b>\$ 5,686,048</b>	<b>\$ 7,182,377</b>	
<b>Low Growth Forecast</b>					
General Industrial/Flex	\$ 143,865	\$ 143,865	\$ 143,865	\$ 143,865	\$ 143,865
R&D Industrial/Tech	\$ 105,523	\$ 105,523	\$ 105,523	\$ 105,523	\$ 105,523
Total	\$ 249,388	\$ 249,388	\$ 249,388	\$ 249,388	\$ 249,388
<b>Cumulative New SDCs</b>		<b>\$ 2,244,493</b>	<b>\$ 4,738,374</b>	<b>\$ 5,985,314</b>	<b>\$ 7,232,254</b>

### A-5. Coffee Creek Employment Area, Base Sewer SDC & Hook-up Revenue Assumptions (by selected time increments)

	2013	2023	2033	2038	2043
Year:	1	10	20	25	30
<b>High Growth Forecast</b>					
Floor Area Added	107,363	107,363	107,363		
Annual SDCs and Permit Fee Revenue	\$36,220	\$36,220	\$36,220		
<b>Cumulative New SDCs &amp; Permit Fee Rev.</b>		<b>\$325,976</b>	<b>\$688,172</b>		
<b>Medium Growth Forecast</b>					
Floor Area Added	85,890	85,890	85,890	85,890	
Annual SDCs and Permit Fee Revenue	\$28,976	\$28,976	\$28,976	\$28,976	
<b>Cumulative New SDCs &amp; Permit Fee Rev.</b>		<b>\$260,781</b>	<b>\$550,538</b>	<b>\$695,416</b>	
<b>Low Growth Forecast</b>					
Floor Area Added	50,479	50,479	50,479	50,479	50,479
Annual SDCs and Permit Fee Revenue	\$17,029	\$17,029	\$17,029	\$17,029	\$17,029
<b>Cumulative New SDCs &amp; Permit Fee Rev.</b>		<b>\$153,265</b>	<b>\$323,560</b>	<b>\$408,707</b>	<b>\$493,855</b>

### A-6. Coffee Creek Employment Area, Base Water SDC Revenue Assumptions (by selected time increments)

	2013	2023	2033	2038	2043
Year:	1	10	20	25	30
<b>High Growth Forecast</b>					
Buildings Added	1.1	1.1	1.1		
Annual SDCs and Permit Fee Revenue	\$38,979	\$38,979	\$38,979		
<b>Cumulative New SDCs &amp; Permit Fee Rev.</b>		<b>\$350,812</b>	<b>\$740,603</b>		
<b>Medium Growth Forecast</b>					
Buildings Added	0.9	0.9	0.9	0.9	
Annual SDCs and Permit Fee Revenue	\$31,183	\$31,183	\$31,183	\$31,183	
<b>Cumulative New SDCs &amp; Permit Fee Rev.</b>		<b>\$280,650</b>	<b>\$592,483</b>	<b>\$748,399</b>	
<b>Low Growth Forecast</b>					
Buildings Added	0.7	0.7	0.7	0.7	0.7
Annual SDCs and Permit Fee Revenue	\$ 25,986	\$25,986	\$25,986	\$25,986	\$25,986
<b>Cumulative New SDCs &amp; Permit Fee Rev.</b>		<b>\$233,875</b>	<b>\$493,736</b>	<b>\$623,666</b>	<b>\$753,596</b>



**A-7. Coffee Creek Employment Area, Base Parks SDC Revenue Assumptions (by selected time increments)**

	2013	2023	2033	2038	2043
Year:	1	10	20	25	30
<b>High Growth Forecast</b>					
General Industrial/Flex	\$26,274	\$26,274	\$26,274		
R&D Industrial/Tech	\$10,981	\$10,981	\$10,981		
Total	\$37,255	\$37,255	\$37,255		
<b>Cumulative New SDCs</b>		<b>\$335,294</b>	<b>\$707,843</b>		
<b>Medium Growth Forecast</b>					
General Industrial/Flex	\$21,019	\$21,019	\$21,019	\$21,019	
R&D Industrial/Tech	\$8,784	\$8,784	\$8,784	\$8,784	
Total	\$29,804	\$29,804	\$29,804	\$29,804	
<b>Cumulative New SDCs</b>		<b>\$268,235</b>	<b>\$566,274</b>	<b>\$715,294</b>	
<b>Low Growth Forecast</b>					
General Industrial/Flex	\$17,516	\$17,516	\$17,516	\$17,516	\$17,516
R&D Industrial/Tech	\$7,320	\$7,320	\$7,320	\$7,320	\$7,320
Total	\$24,837	\$24,837	\$24,837	\$24,837	\$24,837
<b>Cumulative New SDCs</b>		<b>\$223,529</b>	<b>\$471,895</b>	<b>\$596,078</b>	<b>\$720,261</b>

**A-8. Coffee Creek Employment Area, Base Storm Drainage SDC Revenue Assumptions (by selected time increments)**

	2013	2023	2033	2038	2043
Year:	1	10	20	25	30
<b>High Growth Forecast</b>					
Impervious Land Area Added (SF)	303,178	303,178	303,178		
Annual SDCs	\$69,731	\$69,731	\$69,731		
<b>Cumulative New SDCs &amp; Permit Fee Rev.</b>		<b>\$627,578</b>	<b>\$1,324,886</b>		
<b>Medium Growth Forecast</b>					
Impervious Land Area Added (SF)	242,542	242,542	242,542	242,542	
Annual SDCs	\$55,785	\$55,785	\$55,785	\$55,785	
<b>Cumulative New SDCs &amp; Permit Fee Rev.</b>		<b>\$502,062</b>	<b>\$1,059,909</b>	<b>\$1,338,832</b>	
<b>Low Growth Forecast</b>					
Impervious Land Area Added (SF)	202,118	202,118	202,118	202,118	202,118
Annual SDCs	\$46,487	\$46,487	\$46,487	\$46,487	\$46,487
<b>Cumulative New SDCs &amp; Permit Fee Rev.</b>		<b>\$418,385</b>	<b>\$883,257</b>	<b>\$1,115,694</b>	<b>\$1,348,130</b>

**A-9. Coffee Creek Employment Area, Supplemental Street SDC Revenue Assumptions (assumes \$846 average supplemental SDC per 1,000 sq.ft. of building floor area; by selected time increments)**

Coffee Creek Supplemental Street SDC Revenue Forecasts (assumes 25% increase over base SDC)					
	2013	2023	2033	2038	2043
Year:	1	10	20	25	30
<b>High Growth Forecast</b>					
General Industrial/Flex	\$ 65,956	\$ 65,956	\$ 65,956		
R&D Industrial/Tech	\$ 22,546	\$ 22,546	\$ 22,546		
Total	\$ 88,503	\$ 88,503	\$ 88,503		
<b>Cumulative New SDCs</b>		<b>\$ 796,524</b>	<b>\$ 1,681,551</b>		
<b>Medium Growth Forecast</b>					
General Industrial/Flex	\$ 52,765	\$ 52,765	\$ 52,765	\$ 52,765	
R&D Industrial/Tech	\$ 18,037	\$ 18,037	\$ 18,037	\$ 18,037	
Total	\$ 70,802	\$ 70,802	\$ 70,802	\$ 70,802	
<b>Cumulative New SDCs</b>		<b>\$ 637,219</b>	<b>\$ 1,345,241</b>	<b>\$ 1,699,252</b>	
<b>Low Growth Forecast</b>					
General Industrial/Flex	\$ 43,971	\$ 43,971	\$ 43,971	\$ 43,971	\$ 43,971
R&D Industrial/Tech	\$ 15,031	\$ 15,031	\$ 15,031	\$ 15,031	\$ 15,031
Total	\$ 59,002	\$ 59,002	\$ 59,002	\$ 59,002	\$ 59,002
<b>Cumulative New SDCs</b>		<b>\$ 531,016</b>	<b>\$ 1,121,034</b>	<b>\$ 1,416,043</b>	<b>\$ 1,711,052</b>

**A-10. Coffee Creek Employment Area, Local Improvement District Revenue Sensitivity Analysis (assumes 15-year LID, by selected time increments)**

	2013	2018	2023	2028
Year:	1	5	10	15
<b>Net Present Value of LID Issue</b>				
@\$2 million, annual assessment per SF	\$0.03	\$0.03	\$0.03	\$0.03
@\$4 million, annual assessment per SF	\$0.05	\$0.05	\$0.05	\$0.05
@\$6 million, annual assessment per SF	\$0.08	\$0.08	\$0.08	\$0.08
Annual Revenues @ \$2MLID	\$204,645	\$204,645	\$204,645	\$204,645
Cumulative Revenues @ \$2MLID		\$818,580	\$1,841,804	\$2,865,028
Annual Revenues @ \$4MLID	\$409,290	\$409,290	\$409,290	\$409,290
Cumulative Revenues @ \$4MLID		\$1,637,159	\$3,683,608	\$5,730,057
Annual Revenues @ \$6MLID	\$613,935	\$613,935	\$613,935	\$613,935
Cumulative Revenues @ \$6 M LID		\$2,455,739	\$5,525,412	\$8,595,085

## A-11. Coffee Creek Employment Area, Economic Improvement District Analysis (based on local levy of \$0.50 per \$1,000 AV)

	2013	2023	2033	2038	2043
Year:	1	10	20	25	30
<b>High Growth Forecast</b>					
Existing Assessed Valuation	\$38,084,831	\$47,562,735	\$60,884,322	\$68,885,022	\$77,937,080
New Development Assessed Valuation	\$14,525,854	\$145,258,538	\$290,517,075	\$290,517,075	\$290,517,075
<b>Total Assessed Valuation</b>	\$52,610,685	\$192,821,273	\$351,401,397	\$359,402,097	\$368,454,155
Annual Change in Assessed Value		\$15,685,920	\$16,010,837	\$1,680,122	\$1,900,904
Cumulative Change in Assessed Value		\$140,210,588	\$298,790,712	\$306,791,412	\$315,843,470
Annual Property Tax Revenue		\$70,105	\$149,395	\$153,396	\$157,922
Cumulative Property Tax Increment		\$279,642	\$1,336,144	\$2,090,924	\$2,866,732
<b>Net Present Value of Cash Flow to City</b>					
Years 1-20	\$1,226,661				
<b>Supportable Debt Calculation</b>					
Avg. Revenue First 10 Years	\$116,407				
Supportable Debt (1.5 coverage, 6%, 15yr)					
Debt Payment	\$77,605				
Supportable Debt	(\$753,715)				
	2013	2023	2033	2038	2043
Year:	1	10	20	25	30
<b>Medium Growth Forecast</b>					
Existing Assessed Valuation	\$38,084,831	\$47,562,735	\$60,884,322	\$68,885,022	\$77,937,080
New Development Assessed Valuation	\$11,620,683	\$116,206,830	\$232,413,660	\$290,517,075	\$290,517,075
<b>Total Assessed Valuation</b>	\$49,705,514	\$163,769,565	\$293,297,982	\$359,402,097	\$368,454,155
Annual Change in Assessed Value		\$12,780,750	\$13,105,666	\$13,300,805	\$1,900,904
Cumulative Change in Assessed Value		\$114,064,051	\$243,592,468	\$309,696,583	\$318,748,641
Annual Property Tax Revenue		\$57,032	\$121,796	\$154,848	\$159,374
Cumulative Property Tax Increment		\$227,349	\$1,087,752	\$1,762,640	\$2,545,710
<b>Net Present Value of Cash Flow to City</b>					
Years 1-20	\$1,209,549				
<b>Supportable Debt Calculation</b>					
Avg. Revenue First 10 Years	\$94,618				
Supportable Debt (1.5 coverage, 6%, 15yr)					
Debt Payment	\$63,079				
Supportable Debt	(\$612,636)				
	2013	2023	2033	2038	2043
Year:	1	10	20	25	30
<b>Low Growth Forecast</b>					
Existing Assessed Valuation	\$38,084,831	\$47,562,735	\$60,884,322	\$68,885,022	\$77,937,080
New Development Assessed Valuation	\$9,683,903	\$96,839,025	\$193,678,050	\$242,097,563	\$290,517,075
<b>Total Assessed Valuation</b>	\$47,768,734	\$144,401,760	\$254,562,372	\$310,982,585	\$368,454,155
Annual Change in Assessed Value		\$10,843,969	\$11,168,886	\$11,364,025	\$11,584,807
Cumulative Change in Assessed Value		\$96,633,027	\$206,793,639	\$263,213,851	\$320,685,421
Annual Property Tax Revenue		\$48,317	\$103,397	\$131,607	\$160,343
Cumulative Property Tax Increment		\$192,487	\$922,158	\$1,495,364	\$2,210,647
<b>Net Present Value of Cash Flow to City</b>					
Years 1-20	\$1,209,549				
<b>Supportable Debt Calculation</b>					
Avg. Revenue First 10 Years	\$80,092				
Supportable Debt (1.5 coverage, 6%, 15yr)					
Debt Payment	\$53,395				
Supportable Debt	(\$518,583)				

## A-12. Coffee Creek Employment Area, Potential Local General Government Property Tax Revenue Analysis (by selected time increments)

	2013	2023	2033	2038	2043
Year:	1	10	20	25	30
<b>High Growth Forecast</b>					
Existing Assessed Valuation	\$38,084,831	\$47,562,735	\$60,884,322	\$68,885,022	\$77,937,080
New Development Assessed Valuation	\$14,525,854	\$145,258,538	\$290,517,075	\$290,517,075	\$290,517,075
<b>Total Assessed Valuation</b>	\$52,610,685	\$192,821,273	\$351,401,397	\$359,402,097	\$368,454,155
Annual Change in Assessed Value		\$15,685,920	\$16,010,837	\$1,680,122	\$1,900,904
Cumulative Change in Assessed Value		\$140,210,588	\$298,790,712	\$306,791,412	\$315,843,470
Annual Property Tax Revenue		\$304,509	\$648,914	\$666,290	\$685,949
Cumulative Property Tax Increment		\$1,214,652	\$5,803,677	\$9,082,139	\$12,451,935
<b>Net Present Value of Cash Flow to City</b>					
Years 1-20	\$5,328,123				
<b>Supportable Debt Calculation</b>					
Avg. Revenue First 10 Years	\$505,625				
Supportable Debt (1.5 coverage, 6%, 15yr)					
Debt Payment	\$337,083				
Supportable Debt	(\$3,273,834)				
	2013	2023	2033	2038	2043
Year:	1	10	20	25	30
<b>Medium Growth Forecast</b>					
Existing Assessed Valuation	\$38,084,831	\$47,562,735	\$60,884,322	\$68,885,022	\$77,937,080
New Development Assessed Valuation	\$11,620,683	\$116,206,830	\$232,413,660	\$290,517,075	\$290,517,075
<b>Total Assessed Valuation</b>	\$49,705,514	\$163,769,565	\$293,297,982	\$359,402,097	\$368,454,155
Annual Change in Assessed Value		\$12,780,750	\$13,105,666	\$13,300,805	\$1,900,904
Cumulative Change in Assessed Value		\$114,064,051	\$243,592,468	\$309,696,583	\$318,748,641
Annual Property Tax Revenue		\$247,724	\$529,034	\$672,599	\$692,258
Cumulative Property Tax Increment		\$987,512	\$4,724,761	\$7,656,204	\$11,057,547
<b>Net Present Value of Cash Flow to City</b>					
Years 1-20	\$5,253,795				
<b>Supportable Debt Calculation</b>					
Avg. Revenue First 10 Years	\$410,983				
Supportable Debt (1.5 coverage, 6%, 15yr)					
Debt Payment	\$273,989				
Supportable Debt	(\$2,661,045)				
	2013	2023	2033	2038	2043
Year:	1	10	20	25	30
<b>Low Growth Forecast</b>					
Existing Assessed Valuation	\$38,084,831	\$47,562,735	\$60,884,322	\$68,885,022	\$77,937,080
New Development Assessed Valuation	\$9,683,903	\$96,839,025	\$193,678,050	\$242,097,563	\$290,517,075
<b>Total Assessed Valuation</b>	\$47,768,734	\$144,401,760	\$254,562,372	\$310,982,585	\$368,454,155
Annual Change in Assessed Value		\$10,843,969	\$11,168,886	\$11,364,025	\$11,584,807
Cumulative Change in Assessed Value		\$96,633,027	\$206,793,639	\$263,213,851	\$320,685,421
Annual Property Tax Revenue		\$209,868	\$449,114	\$571,648	\$696,465
Cumulative Property Tax Increment		\$836,085	\$4,005,484	\$6,495,265	\$9,602,167
<b>Net Present Value of Cash Flow to City</b>					
Years 1-20	\$5,253,795				
<b>Supportable Debt Calculation</b>					
Avg. Revenue First 10 Years	\$347,888				
Supportable Debt (1.5 coverage, 6%, 15yr)					
Debt Payment	\$231,926				
Supportable Debt	(\$2,252,519)				

## A-13. Coffee Creek Employment Area, Potential Urban Renewal District Revenue Analysis (by selected time increments)

Urban Renewal Dist. Value Per Acre:	\$ 29,705			
(constant 2011 \$)				
	2013	2023	2028	2033
Year:	1	10	15	20
<b>High Growth Forecast</b>				
Existing Assessed Valuation	\$38,084,831	\$47,562,735	\$53,812,869	\$60,884,322
New Development Assessed Valuation	\$14,525,854	\$145,258,538	\$217,887,806	\$290,517,075
<b>Total Assessed Valuation</b>	\$52,610,685	\$192,821,273	\$271,700,675	\$351,401,397
Annual Change in Assessed Value		\$15,685,920	\$15,838,363	\$16,010,837
Cumulative Change in Assessed Value		\$140,210,588	\$219,089,991	\$298,790,712
Annual Property Tax Revenue		\$2,494,543	\$3,897,918	\$5,315,905
Cumulative Property Tax Increment		\$9,950,435	\$25,224,408	\$47,543,760
<b>Net Present Value of Cash Flow to City</b>				
Years 1-20	\$43,648,018			
<b>Supportable Debt Calculation</b>				
Avg. Revenue First 10 Years	\$4,142,080			
Supportable Debt (1.5 coverage, 6%, 15yr)				
Debt Payment	\$2,761,386			
Supportable Debt	(\$26,819,273)			
Year:	1	10	15	20
<b>Medium Growth Forecast</b>				
Existing Assessed Valuation	\$38,084,831	\$47,562,735	\$53,812,869	\$60,884,322
New Development Assessed Valuation	\$11,620,683	\$116,206,830	\$174,310,245	\$232,413,660
<b>Total Assessed Valuation</b>	\$49,705,514	\$163,769,565	\$228,123,114	\$293,297,982
Annual Change in Assessed Value		\$12,780,750	\$12,933,192	\$13,105,666
Cumulative Change in Assessed Value		\$114,064,051	\$178,417,600	\$243,592,468
Annual Property Tax Revenue		\$2,029,359	\$3,174,299	\$4,333,851
Cumulative Property Tax Increment		\$8,089,701	\$20,520,886	\$38,705,273
<b>Net Present Value of Cash Flow to City</b>				
Years 1-20	\$43,039,124			
<b>Supportable Debt Calculation</b>				
Avg. Revenue First 10 Years	\$3,366,774			
Supportable Debt (1.5 coverage, 6%, 15yr)				
Debt Payment	\$2,244,516			
Supportable Debt	(\$21,799,297)			
Year:	1	10	15	20
<b>Low Growth Forecast</b>				
Existing Assessed Valuation	\$38,084,831	\$47,562,735	\$53,812,869	\$60,884,322
New Development Assessed Valuation	\$9,683,903	\$96,839,025	\$145,258,538	\$193,678,050
<b>Total Assessed Valuation</b>	\$47,768,734	\$144,401,760	\$199,071,407	\$254,562,372
Annual Change in Assessed Value		\$10,843,969	\$10,996,412	\$11,168,886
Cumulative Change in Assessed Value		\$96,633,027	\$151,302,673	\$206,793,639
Annual Property Tax Revenue		\$1,719,237	\$2,691,886	\$3,679,148
Cumulative Property Tax Increment		\$6,849,212	\$17,385,205	\$32,812,949
<b>Net Present Value of Cash Flow to City</b>				
Years 1-20	\$43,039,124			
<b>Supportable Debt Calculation</b>				
Avg. Revenue First 10 Years	\$2,849,903			
Supportable Debt (1.5 coverage, 6%, 15yr)				
Debt Payment	\$1,899,936			
Supportable Debt	(\$18,452,647)			

## A-14. Coffee Creek Employment Area, Summary of Potential Local Revenues, Low Forecast (by five-year time increments)

Wilsonville Coffee Creek Development Revenue Forecast							
Low Forecast (30-year absorption)							
(constant 2011\$)							
	1.0150	1.0773	1.1605	1.2502	1.3469	1.4509	1.5631
	2013	2018	2023	2028	2033	2038	2043
	1	5	10	15	20	25	30
<b>Cumulative Revenues</b>							
<b>Development Impact Fees</b>							
Street SDC revenues	\$0	\$997,552	\$2,244,493	\$3,491,433	\$4,738,374	\$5,985,314	\$7,232,254
Parks SDC revenues	\$0	\$99,346	\$223,529	\$347,712	\$471,895	\$596,078	\$720,261
Water SDC revenues	\$0	\$103,944	\$233,875	\$363,805	\$493,736	\$623,666	\$753,596
Sewer SDC & hook-up revenues	\$0	\$68,118	\$153,265	\$238,413	\$323,560	\$408,707	\$493,855
Stormwater revenues	\$0	\$185,949	\$418,385	\$650,821	\$883,257	\$1,115,694	\$1,348,130
<b>Subtotal</b>	\$0	\$1,454,910	\$3,273,547	\$5,092,184	\$6,910,822	\$8,729,459	\$10,548,096
<b>Wilsonville City Gov. Prop. Tax Revenues</b>	\$0	\$138,804	\$836,085	\$2,122,216	\$4,005,484	\$6,495,265	\$9,602,167
<b>Total (excluding franchise fees)</b>	<b>\$0</b>	<b>\$1,593,714</b>	<b>\$4,109,632</b>	<b>\$7,214,400</b>	<b>\$10,916,305</b>	<b>\$38,168,437</b>	<b>\$79,716,327</b>
<b>Supplemental Revenue Options</b>							
EID - Levy @ \$0.50 per \$1,000 AV)	\$0	\$31,956	\$192,487	\$488,585	\$922,158	\$1,495,364	\$2,210,647
Street SDC overlay district	\$0	\$236,007	\$531,016	\$826,025	\$1,121,034	\$1,416,043	\$1,711,052
LID - \$2M+/- bond scenario	\$0	\$818,580	\$1,841,804	\$2,865,028	\$0	\$0	\$0
URD - 10 year sunset	\$0	\$1,080,553	\$6,508,703	\$16,520,899	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$2,167,096</b>	<b>\$9,074,010</b>	<b>\$20,700,537</b>	<b>\$2,043,192</b>	<b>\$2,911,408</b>	<b>\$3,921,699</b>
<b>Net Present Value Analysis *</b>							
<b>Property Tax Revenues</b>							
Years 1-10	\$720,427						
Years 11-20	\$2,253,526						
Years 21-30	\$3,169,152						
<b>Subtotal</b>	<b>\$6,143,106</b>						
<b>Development Impact Fees Base (SDCs)</b>							
Street SDC revenues	\$3,518,102						
Parks SDC revenues	\$464,921						
Water SDC revenues	\$486,439						
Sewer SDC & hook-up revenues	\$318,778						
Stormwater revenues	\$870,204						
<b>Subtotal SDCs</b>	<b>\$5,658,445</b>						
<b>Supplemental Revenue Options</b>							
EID - Levy @ \$0.50 per \$1,000 AV)	\$1,414,289						
Street SDC overlay district	\$832,335						
LID - \$2M+/- bond scenario	\$2,418,998						
URD - 10 year sunset	\$13,214,266						
<b>Subtotal</b>	<b>\$17,879,887</b>						
<b>Grandtotal</b>	<b>\$28,961,011</b>						
* assumes 3.5% annual real discount rate.							

## A-15. Coffee Creek Employment Area, Summary of Potential Local Revenues, High Forecast (by five-year time increments)

Wilsonville Coffee Creek Development Revenue Forecast							
High Forecast (20-year absorption)							
(constant 2011\$)							
	1.0150	1.0773	1.1605	1.2502	1.3469	1.4509	1.5631
	2013	2018	2023	2028	2033	2038	2043
Cumulative Revenues	1	5	10	15	20	25	30
<b>Development Impact Fees</b>							
Street SDC revenues	\$0	\$1,496,328	\$3,366,739	\$5,237,150	\$7,107,560	\$0	\$0
Parks SDC revenues	\$0	\$149,020	\$335,294	\$521,568	\$707,843	\$0	\$0
Water SDC revenues	\$0	\$155,917	\$350,812	\$545,708	\$740,603	\$0	\$0
Sewer SDC & hook-up revenues	\$0	\$144,878	\$325,976	\$507,074	\$688,172	\$0	\$0
Stormwater revenues	\$0	\$278,923	\$627,578	\$976,232	\$1,324,886	\$0	\$0
<b>Subtotal</b>	\$0	\$2,225,066	\$5,006,399	\$7,787,732	\$10,569,065	\$0	\$0
<b>Wilsonville City Gov. Prop. Tax Revenues</b>	\$0	\$201,898	\$1,214,652	\$3,079,149	\$5,803,677	\$9,082,139	\$12,451,935
<b>Total (excluding franchise fees)</b>	<b>\$0</b>	<b>\$2,426,965</b>	<b>\$6,221,051</b>	<b>\$10,866,881</b>	<b>\$16,372,742</b>	<b>\$55,192,198</b>	<b>\$110,673,457</b>
<b>Supplemental Revenue Options</b>							
EID - Levy @ \$0.50 per \$1,000 AV)	\$0	\$46,482	\$279,642	\$708,893	\$1,336,144	\$2,090,924	\$2,866,732
Street SDC overlay district	\$0	\$354,011	\$796,524	\$1,239,038	\$1,681,551	\$0	\$0
LID - \$4M bond scenario	\$0	\$1,637,159	\$3,683,608	\$5,730,057	\$0	\$0	\$0
URD - 15 year sunset	\$0	\$1,571,727	\$9,455,749	\$23,970,376	\$45,180,120	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$3,609,379</b>	<b>\$14,215,523</b>	<b>\$31,648,364</b>	<b>\$48,197,816</b>	<b>\$2,090,924</b>	<b>\$2,866,732</b>
<b>Net Present Value Analysis *</b>							
<b>Property Tax Revenues</b>							
Years 1-10	\$1,046,626						
Years 11-20	\$3,262,433						
Years 21-30	\$3,657,222						
<b>Subtotal</b>	<b>\$7,966,280</b>						
<b>Development Impact Fees Base (SDCs)</b>							
Street SDC revenues	\$5,277,153						
Parks SDC revenues	\$697,382						
Water SDC revenues	\$729,659						
Sewer SDC & hook-up revenues	\$678,002						
Stormwater revenues	\$1,305,307						
<b>Subtotal SDCs</b>	<b>\$8,687,503</b>						
<b>Supplemental Revenue Options</b>							
EID - Levy @ \$0.50 per \$1,000 AV)	\$1,834,027						
Street SDC overlay district	\$1,248,502						
LID - \$4M+/- bond scenario	\$4,837,996						
URD - 15 year sunset	\$33,544,903						
<b>Subtotal</b>	<b>\$41,465,428</b>						
<b>Grandtotal</b>	<b>\$57,072,585</b>						

\* assumes 3.5% annual real discount rate.