



Home of the Tualatin River National Wildlife Refuge

URBAN RENEWAL AGENCY MEETING PACKET

FOR

Tuesday, March 2, 2021

**Sherwood City Hall
22560 SW Pine Street
Sherwood, Oregon**

**URA Board of Directors Regular Meeting
5:30 pm**

(before the City Council Work Session)

Pursuant to House Bill 4212 (2020), this meeting will be conducted electronically and will be live streamed at <https://www.youtube.com/user/CityofSherwood>

**SHERWOOD URBAN RENEWAL AGENCY BOARD OF DIRECTORS
MEETING AGENDA**

**Tuesday, March 2, 2021
5:30 pm
City of Sherwood City Hall
22560 SW Pine Street
Sherwood, Oregon**

Pursuant to House Bill 4212 (2020), this meeting will be conducted electronically and
will be live streamed at <https://www.youtube.com/user/CityofSherwood>

URA BOARD MEETING

1. CALL TO ORDER

2. ROLL CALL

3. CONSENT AGENDA

A. Approval of October 6, 2020 URA Board Meeting Minutes

4. NEW BUSINESS

**A. URA Resolution 2021-001, directing staff to begin the formal public review process of
adoption of an Urban Renewal Plan (Bruce Coleman, Economic Development Manager)**

5. ADJOURN

**SHERWOOD URBAN RENEWAL AGENCY BOARD OF DIRECTORS
MEETING MINUTES**

Tuesday, October 6, 2020
(Following the 7:00 pm City Council Meeting)

**City of Sherwood City Hall
22560 SW Pine Street
Sherwood, Oregon 97140**

Pursuant to House Bill 4212 (2020), this meeting will be conducted electronically and will be live streamed at <https://www.youtube.com/user/CityofSherwood>

- 1. CALL TO ORDER:** Chair Mays called the meeting to order at 7:47 pm.
- 2. BOARD PRESENT:** Chair Mays, Vice Chair Tim Rosener, Board Members Sean Garland, Kim Young, Renee Brouse, Russell Griffin, and Doug Scott.
- 3. STAFF AND LEGAL COUNSEL PRESENT:** City Manager Joe Gall, City Attorney Josh Soper, Community Development Director Julia Hajduk, Public Works Director Craig Sheldon, Finance Director David Bodway, Community Services Director Kristen Switzer, Economic Development Manager Bruce Coleman, Police Chief Jeff Groth, IT Director Brad Crawford, and Agency Recorder Sylvia Murphy.
- 4. CONSENT AGENDA:**
 - A. Approval of April 2, 2019 URA Board Meeting Minutes**
 - B. Approval of June 16, 2020 URA Board Meeting Minutes**

MOTION: FROM KIM YOUNG TO APPROVE THE CONSENT AGENDA, SECONDED BY TIM ROSENER. MOTION PASSED 7:0, ALL MEMBERS VOTED IN FAVOR.

Chair Mays addressed the next agenda item.

- 5. NEW BUSINESS:**
 - A. URA Resolution 2020-003 Approving Amendment 16 to the Sherwood Urban Renewal Plan, dated August 29, 2000, to reduce the area boundary**

Community Development Director Julia Hajduk recapped that Council had held a work session several months ago where they discussed the URA (Urban Renewal Area) feasibility study. She stated that it was decided that in order to maximize the area for the new URA, a reduction of the existing URA was needed. She explained that city staff had worked with the consultants to evaluate the maximum area that could be removed from the existing URA while still retaining enough revenue to meet the city's debt obligations. She reported that the proposed resolution was the document that allowed for the reduction of the existing URA. Chair Mays thanked city staff for their work.

With no further comments or discussion, the following motion was stated.

MOTION: FROM TIM ROSENER TO APPROVE URA RESOLUTION 2020-003 APPROVING AMENDMENT 16 TO THE SHERWOOD URBAN RENEWAL PLAN, DATED AUGUST 29, 2000, TO REDUCE THE AREA BOUNDARY. SECONDED BY KIM YOUNG. MOTION PASSED 7:0, ALL MEMBERS VOTED IN FAVOR.

Chair Mays asked if a separate URA Board would be needed if a second URA district was created and if separate meetings for each district would be necessary. Community Development Director Hajduk replied that she believed that two separate agencies, boards, and meetings would be necessary if two separate districts were created. She suggested that the second URA Board have a different name to distinguish itself and its topics from the other URA Board. City Attorney Josh Soper replied that he believed Ms. Hajduk was correct and that two separate legal entities would need to be created. Discussion regarding potential new URA Board names occurred.

5. ADJOURN

Chair Mays adjourned the meeting at 7:56 pm.

Attest:

Sylvia Murphy, MMC, Agency Recorder

Keith Mays, Chair

TO: Sherwood Urban Renewal Agency Board of Directors

FROM: Bruce Coleman, Economic Development Manager

Through: Julia Hajduk, Community Development Director, Josh Soper, City Attorney, and Joseph Gall, ICMA-CM, City Manager

SUBJECT: **URA Resolution 2021-001, Directing Staff to Begin the Formal Public Review Process of Adoption of an Urban Renewal Plan**

Issue:

The City has undertaken an urban renewal feasibility analysis to assess the potential for and to identify issues regarding establishing a new urban renewal area. The City Council directed staff to prepare an urban renewal plan and report. Those documents are ready for the Sherwood Urban Renewal Agency review. The Urban Renewal Agency Board will ultimately need to take two actions if they decide to form the Sherwood 2021 Urban Renewal Area. First, they must formally concur through adoption of a resolution to the inclusion of a public building project in the Sherwood 2021 Urban Renewal Plan (Plan) and second, they must adopt a non-emergency ordinance adopting the Plan.

There are two other issues for discussion for the Board:

1. The consulting team has recommended some additional language in the Plan in Section III relating to establishing the Maximum Indebtedness (MI) for the Plan. The reason for the added language is that the proposed MI of the Plan may exceed the restrictions in ORS 457.190. Since it is impossible to know the exact figures to be used in the calculations required in ORS 457.190, the consulting team has recommended language that will provide the MI be established at the lesser of the calculations from ORS 457.190 and the figure of \$166,600,000. Legal counsel is presently reviewing this language.
2. At the final Advisory Committee meeting, TVF&R requested consideration of including a duration provision to the Plan. This request was made in response to the increase to 7% for the assessed value growth assumptions. TVF&R noted that the expected duration of 30 years is already a long time to forego tax revenue and that knowing a termination date is an important consideration for them.

Background:

The Sherwood City Council began exploring a new urban renewal area (URA) by completing an Urban Renewal Feasibility Study in 2020. After reviewing those findings, the City Council directed staff to prepare an urban renewal plan for the study areas. The City Council appointed an Advisory Committee to help provide input on the boundary, projects and financing of the potential new URA. The proposed Sherwood 2021 Urban Renewal Area (Area) includes the Tonquin Employment Area (TEA), rights of way to install public broadband, a few underdeveloped parcels that were previously included in the existing Sherwood URA, underdeveloped properties north of Roy Rogers Road, and properties along Highway 99W including

the location of a future grade-separated pedestrian crossing of Highway 99W from Sherwood High School to the YMCA.

The City convened an Advisory Committee comprised of representatives of the Sherwood Planning Commission, Sherwood City Council, Washington County, Tualatin Valley Fire and Rescue (TVF&R), Sherwood School District, Sherwood Chamber of Commerce, business owners and community members. The Advisory Committee provided input on the boundary, proposed projects and finances for the urban renewal area.

The Area, shown in Figure 1 of the attached Plan consists of approximately 584.6 total acres: 452.9 acres of land in tax lots and 131.7 acres of public rights-of-way. It is anticipated that the Sherwood 2021 Urban Renewal Plan (Plan) will take thirty years of tax increment collections to implement. The maximum amount of indebtedness that may be issued for the Plan is not to exceed \$166,600,000 (One Hundred Sixty-Six Million Six Hundred Thousand dollars). Detailed financial analysis is in the Report accompanying the Sherwood Urban Renewal Plan (Report).

Financial Impacts:

The adoption of a new urban renewal area will provide a projected \$184,412,388 of property tax revenues to use in the Area. The projected impacts on the property tax revenues of the City of Sherwood are shown on Table 15 of the attached Report. The total estimates for the City of Sherwood over the projected 30-year life of the Area are \$39,115,210. Although the City would forgo this \$39 million, they would be able to allocate \$184 million for improvements in this area of the city.

Process:

The following process will be followed for the review and consideration of the Sherwood 2021 Urban Renewal Plan. The process includes required concurrence for inclusion of a public building in the Plan from 3 of the 4 taxing districts most impacted by the Plan and approval of the Plan by Resolution by Washington County as there are unincorporated properties within the Plan Area.

Sherwood Urban Renewal Agency	March 2, 2021
Mail Taxing District Letters	March 3, 2021
Consult and Confer (45-day time period)	March 3 - April 19, 2021
Washington County BOC - Briefing	March 16, 2021
Washington County BOC - Consider Vote on Public Building	April 6, 2021
Sherwood School District Board - Briefing on Public Building	April 14, 2021
Sherwood Planning Commission	April 27, 2021
TVF&R Board - Briefing on Public Building	April 27, 2021
Washington County BOC - Consider Vote on Plan -Unincorporated Properties	May 4, 2021
Sherwood City Council Hearing	May 18, 2021
Sherwood City Council Vote on Ordinance	June 1, 2021

Recommendation:

Staff respectfully recommends adoption of URA Resolution 2021-000, Directing Staff to Begin the Formal Public Review Process of Adoption of an Urban Renewal Plan.

Exhibits:

- Exhibit 1 – Sherwood 2021 Urban Renewal Plan
- Exhibit 2 - Report Accompanying the Sherwood 2021 Urban Renewal Plan

Sherwood 2021 Urban Renewal Plan

This document remains draft until the Washington County vote on approval due to unincorporated properties



Sherwood 2021 Urban Renewal Plan

Adopted by the City of Sherwood

June 1, 2021

Ordinance No. 2021 -

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.

This Plan was also approved by Washington County by Resolution No. ____ on ____ as there are unincorporated properties in the Area.

DRAFT

LIST OF PARTICIPANTS

Mayor

Keith Mays

City Council

Tim Rosener, Council President

Rene Brouse

Sean Garland

Russell Griffin

Doug Scott

Kim Young

Planning Commission

Jean Simson, Chair

Justin Kai, Vice Chair

Daniel Bantz

Alexandra Brown

Taylor Giles

Mike Harsch

Rick Woidyla

City of Sherwood Staff

Joseph Gall, City Manager

Julia Hajduk, Community Development
Director

David Bodway, Finance Director

Bruce Coleman, Economic Development
Manager

Elaine Howard Consulting, LLC

Elaine Howard, Scott Vanden Bos

Tiberius Solutions, LLC

Nick Popenuk, Ali Danko, Rob Wyman

Advisory Committee

Cassandra Ulven, Public Affairs Chief, Tualatin
Valley Fire and Rescue (TVF&R)

Chris Deffebach, Department of Land Use and
Transportation, Washington County

John Southgate, Interim Economic
Development Director, Washington County

Corey Kearsley, Director, Sherwood Chamber
of Commerce

Rebecca Fairbanks, Business owner/Chamber
President

Tim Rosener, Sherwood City Council

Justin Kai, Sherwood Planning Commission

Phil Johanson, Sherwood School District,
Finance Director

This page intentionally left blank

DRAFT

TABLE OF CONTENTS

I.	DEFINITIONS.....	1
II.	INTRODUCTION.....	3
III.	MAXIMUM INDEBTEDNESS.....	7
IV.	PLAN GOALS.....	8
V.	URBAN RENEWAL PROJECT CATEGORIES.....	13
VI.	URBAN RENEWAL PROJECTS.....	13
VII.	AMENDMENTS TO PLAN	18
VIII.	PROPERTY ACQUISITION AND DISPOSITION.....	19
IX.	RELOCATION METHODS.....	20
X.	TAX INCREMENT FINANCING OF PLAN.....	21
XI.	VALIDITY.....	21
XII.	ANNUAL REPORT	22
XIII.	RELATIONSHIP TO LOCAL OBJECTIVES.....	24
XIV.	LEGAL DESCRIPTION.....	35

I. DEFINITIONS

"Agency" means the Sherwood Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan.

"Area" means the properties and rights-of-way located within the Sherwood 2021 Urban Renewal Boundary.

"Blight" is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

"Board of Commissioners" means the Washington County Board of Commissioners.

"City" means the City of Sherwood, Oregon.

"City Council" or "Council" means the Sherwood City Council.

"Comprehensive Plan" means the City of Sherwood comprehensive land use plan and its implementing ordinances, policies, and standards.

"County" means Washington County, Oregon.

"Fiscal year ending" means the year commencing on July 1 and closing on June 30 of the next year.

"Frozen base" means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

"Increment" means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

"Maximum indebtedness" means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

"ORS" means the Oregon Revised Statutes. Chapter 457 specifically relates to urban renewal.

"Planning Commission" means the Sherwood Planning Commission.

"Revenue sharing" means under-levying tax increment proceeds to effectively share a portion of the revenue with the other taxing districts who levy permanent rate taxes in the urban renewal area as defined in ORS 457.470.

"Tax increment financing (TIF)" is a method of funding urban renewal projects and programs through incurring debt that is repaid by the division of taxes accomplished through the adoption of an urban renewal plan.

"Tax increment finance revenues" means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

"UGB" means urban growth boundary.

"Urban renewal area (URA)" means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

"Urban renewal plan" or "Plan" means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

"Urban renewal project" or "Project" means any work or undertaking carried out under ORS 457 in an urban renewal area.

"Urban renewal report" or "Report" means the official report that accompanies the urban renewal plan pursuant to ORS 457.087.

DRAFT

II. INTRODUCTION

A. Plan Overview

The Sherwood City Council began exploring a new urban renewal area (URA) by completing an Urban Renewal Feasibility Study in 2020. After reviewing those findings, the City Council directed staff to prepare an urban renewal plan for the study areas. The City Council appointed an Advisory Committee to help provide input on the boundary, projects and financing of the potential new URA. The proposed URA includes the Tonquin Employment Area (TEA), rights of way to install public broadband, a few underdeveloped parcels that were previously included in the existing Sherwood URA, underdeveloped properties north of Roy Rogers Road, and properties along Highway 99W including the location of a future grade-separated crossing of Highway 99W from Sherwood High School to the YMCA. See Figure 1.

There are numerous planning efforts that have lead to the formation of a new urban renewal area in Sherwood. Much of that planning has been for the TEA. The TEA is located in southern Washington County within the Portland Metro Urban Growth Boundary (UGB), immediately east of Sherwood city limits along SW Oregon Street and SW Tonquin Road. Totalling 300 acres, approximately 170 acres have been annexed into the City and it is anticipated that the remainder of the area will be annexed as development occurs. The area now known as the TEA was previously designated for rural uses by Metro and Washington County. In 2002 and 2004, Metro expanded the urban growth boundary to include the TEA (which at that time was identified as "Area 48") and the Southwest Tualatin Concept Plan area, both of which were designated for industrial development. Metro regulations required each city to plan for how the study areas would transition from rural uses to urban uses. The City of Sherwood prepared an Existing Conditions Report in 2009 to describe the TEA and then evaluated multiple concept plans for the area. In 2010, the City Council approved a Preferred Concept Plan.

Some of the additional recent planning includes:

Industrial Site Readiness Assessment and Implementation Planning project, Washington County, Oregon

Tonquin Employment Area (TEA) Market Analysis, Business Recruitment and Implementation Strategy

Southwest Tualatin Concept Plan (SWCP)

Sherwood Economic Opportunities Analysis (EOA)

Planning efforts for other areas, outside of the TEA include the City's Comprehensive Plan and Transportation System Plan which identify infrastructure needs that the URA will help facilitate. In addition, the property located off of Oregon Street referred to as the Tannery site is a brownfield site which has a completed EPA funded site analysis and ABCA (Analysis of Brownfield Cleanup Alternatives).

Opportunity for public input was provided at the Sherwood Urban Renewal Agency meeting on March 2, 2021, an online Open House, the Sherwood Planning Commission meeting on April 27, 2021 and the Sherwood City Council public hearing on May 18, 2021. The City Council public hearing was noticed to all utility customers in the City of Sherwood via the utility bills.

The City also convened an Advisory Committee comprised of representatives of the Sherwood Planning Commission, Sherwood City Council, Washington County, Tualatin Valley Fire and Rescue (TVF&R), Sherwood School District, Sherwood Chamber of Commerce, business owners and community members. The Advisory Committee provided input on the boundary, proposed projects and finances for the urban renewal area.

The Sherwood 2021 Urban Renewal Plan Area (Area), shown in Figure 1, consists of approximately 584.6 total acres: 452.9 acres of land in tax lots and 131.7 acres of public rights-of-way. It is anticipated that the Sherwood 2021 Urban Renewal Plan (Plan) will take thirty years of tax increment collections to implement. The maximum amount of indebtedness that may be issued for the Plan is not to exceed \$166,600,000 (One Hundred Sixty-Six Million Six Hundred Thousand dollars). Detailed financial analysis is in the Report Accompanying the Sherwood Urban Renewal Plan (Report).

Detailed goals and objectives developed for the Plan are intended to guide tax increment finance (TIF) revenue investment in the Area over the life of the Plan. The project category descriptions and list of projects are similarly intended to aid future decision makers when considering how best to expend TIF revenue. The Plan is to be administered by the Sherwood Urban Renewal Agency (Agency). Substantial amendments to the Plan must be approved by City Council as outlined in Section VII. All amendments to the Plan are to be listed numerically on the inside of the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

The relationship between the sections of the Plan and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this Plan that primarily addresses the statutory reference. There may be other sections of the Plan that also address the statute.

Table 1 - Statutory References

Statutory Requirement	Plan Section
ORS 457.085(2)(a)	V, VI
ORS 457.085(2)(b)	V, VI
ORS 457.085(2)(c)	XIV
ORS 457.085(2)(d)	XIII
ORS 457.085(2)(e)	XIII
ORS 457.085(2)(f)	IX
ORS 457.085(2)(g)	VIII
ORS 457.085(2)(h)	III
ORS 457.085(2)(i)	VII
ORS 457.085(2)(j)	Not applicable

B. Urban Renewal Overview

Urban renewal allows for the use of tax increment financing, a funding source that is unique to urban renewal, to fund its projects. Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established - are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the maximum indebtedness amount set by the urban renewal plan.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in Oregon Revised Statutes (ORS) 457.010. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. This Area meets the definition of blight due to its transportation system infrastructure deficiencies, utility infrastructure deficiencies, and underdeveloped and undeveloped properties. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the Report.

The Report contains the information required by ORS 457.087, including:

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

III. MAXIMUM INDEBTEDNESS

Maximum indebtedness is the amount of indebtedness secured by a pledge of tax increment revenue that can be spent on projects, programs and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$166,600,000 (One Hundred Sixty-Six Million Six Hundred Thousand dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds.

ORS 457.190(4) contains limitations on the initial maximum indebtedness that may be issued or incurred under the Plan. Those limitations may limit the maximum indebtedness to an amount that is lower than the \$166,600,000. If so, the maximum indebtedness for this Plan will be the amount calculated using the statutory limitations in ORS 457.190(4). The change in the maximum indebtedness will be formalized through a minor amendment to the Plan.

This section being reviewed by legal counsel, expect review to be completed prior to March 2 meeting

IV. PLAN GOALS

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve each goal. The urban renewal projects identified in Sections V and VI of the Plan are the specific means of meeting the objectives. The goals and objectives will be pursued as economically as is feasible and at the discretion of the Agency. The goals and objectives are not listed in any order of importance or priority. A matrix of how the projects align with the goals and objectives is shown in Table 2.

Goal 1: PUBLIC INVOLVEMENT

Encourage meaningful involvement by citizens, interested parties, and affected agencies throughout the life of the Area to ensure that it reflects the community's values and priorities.

Objectives:

1. Convene an urban renewal advisory committee comprised of taxing districts and other stakeholders to provide guidance on the preparation of the urban renewal plan.
2. Invite public comment at all Agency meetings.
3. Complete the Urban Renewal Annual Report and send it to all impacted taxing districts as required by ORS 457.460.

Goal 2: ECONOMY

Create conditions that are attractive to the growth of existing business and attract new businesses to Sherwood to create new higher-wage jobs. Expand the tax base so that the Area will contribute its fair share to the costs of public services provided and protect and maintain Sherwood's quality of life.

Objectives:

1. Build water, sewer, stormwater and other infrastructure to accommodate growth in the Area.
2. Assist in the construction and improvement of transportation infrastructure to support existing development and allow for future development.
3. Facilitate re-development of the existing Public Works site and other improvements in Old Town to spur re-development.
4. Facilitate clean-up of the Tannery site for future redevelopment in the Area. Work proactively to contact and attract commercial and industrial developers to the Area to facilitate new job creation and a more diversified tax base.
5. Actively contact and market sites in the Area to encourage and assist existing business to expand and to attract new companies to locate in the Area.

6. Work closely with property owners to facilitate consolidation and development of sites to be ready for new employment development projects.

Goal 3: TRANSPORTATION INFRASTRUCTURE

Construct the transportation network that provides the basis for attracting new employment center development projects which will increase the tax base and help create new jobs and an improved housing/jobs balance in the Area. Provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes serving all neighborhoods and businesses. Develop complementary infrastructure for bicycles and pedestrian facilities to provide a diverse range of transportation choices for city residents.

Objectives:

1. Assist in the construction of new and improvement of existing transportation infrastructure to allow for future development and support existing development.
2. Provide pedestrian and bicycle connectivity improvements, increasing safety and access for pedestrians and bicyclists in the Area.
3. Provide adequate parking for the downtown core including but not limited to Festival Plaza parking.
4. Leverage the Agency's financial resources to the maximum extent possible with other public and private investments and other public and private funding sources.

Goal 4: UTILITY INFRASTRUCTURE

Provide public services and facilities to meet the present and future needs of the Area.

Objectives:

1. Build water, sewer, stormwater and other utility infrastructure to accommodate growth in the Area.
2. Install a city-wide broadband network in the Area.
3. Leverage the Agency's financial resources to the maximum extent possible with other public and private investments and other public and private funding sources.

Goal 5: DEVELOPER ASSISTANCE AND INCENTIVES

Facilitate development and redevelopment on sites in the Area, stimulating growth and providing new employment opportunities, additional mixed use and commercial growth and increased tax base in the Area.

Objectives:

1. Relocate the Public Works facility outside of the downtown core, freeing up valuable land for redevelopment.
2. Facilitate development of the existing Public Works site.
3. Facilitate development of the Tannery Site through clean-up and other assistance.
4. Provide developer assistance and incentives to facilitate development within the Area.

Table 2 – Relationship of Projects to Sherwood Urban Renewal Plan Goals

Project Category	Goals
Transportation	2,3
Water	2,4
Sewer	2,4
Stormwater	2,4
Communications and Public Utilities	2,4
Developer Incentives	2,5
Acquisition	2,5
Administration	1

Figure 1 – Sherwood Urban Renewal Plan Area Boundary

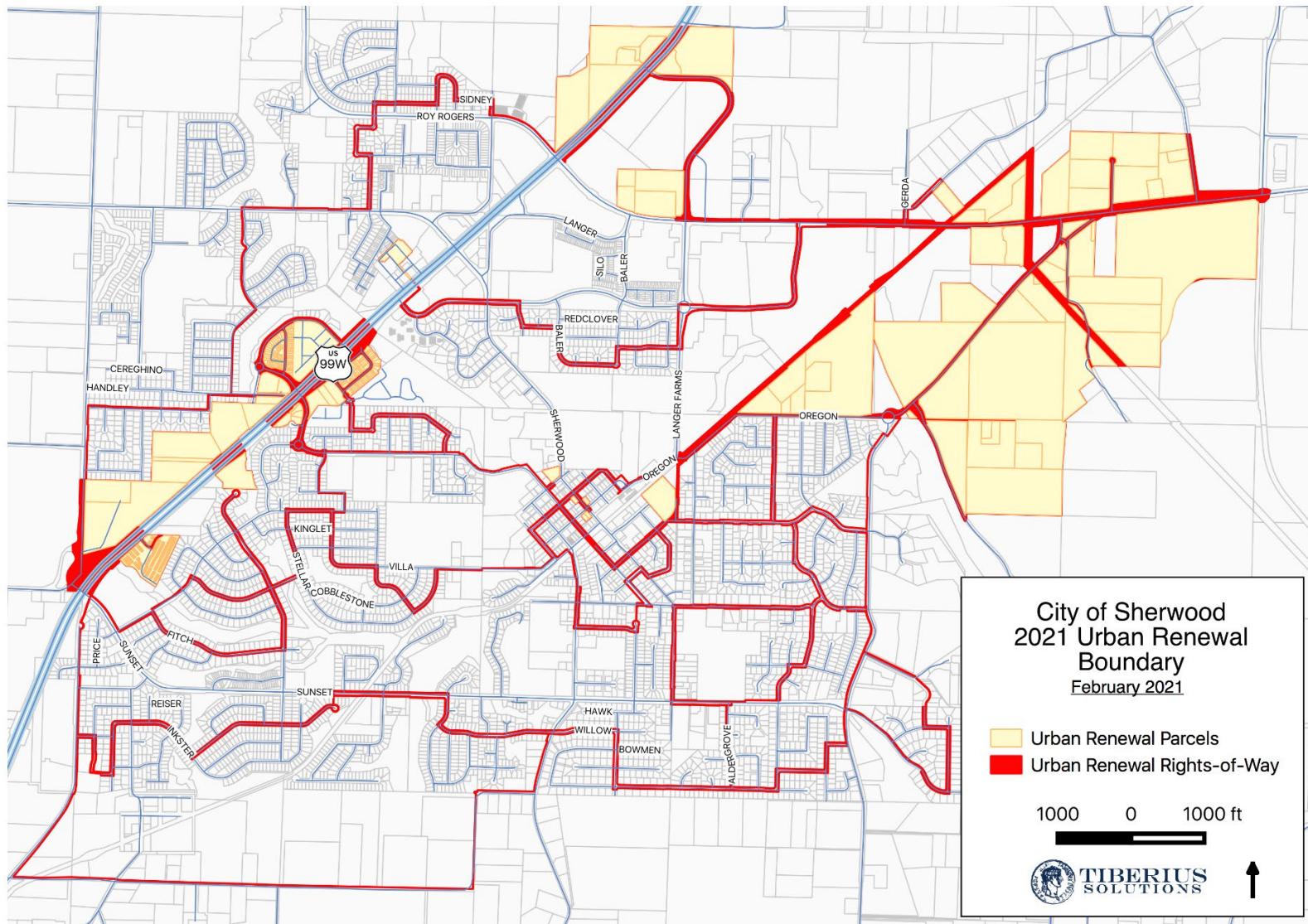
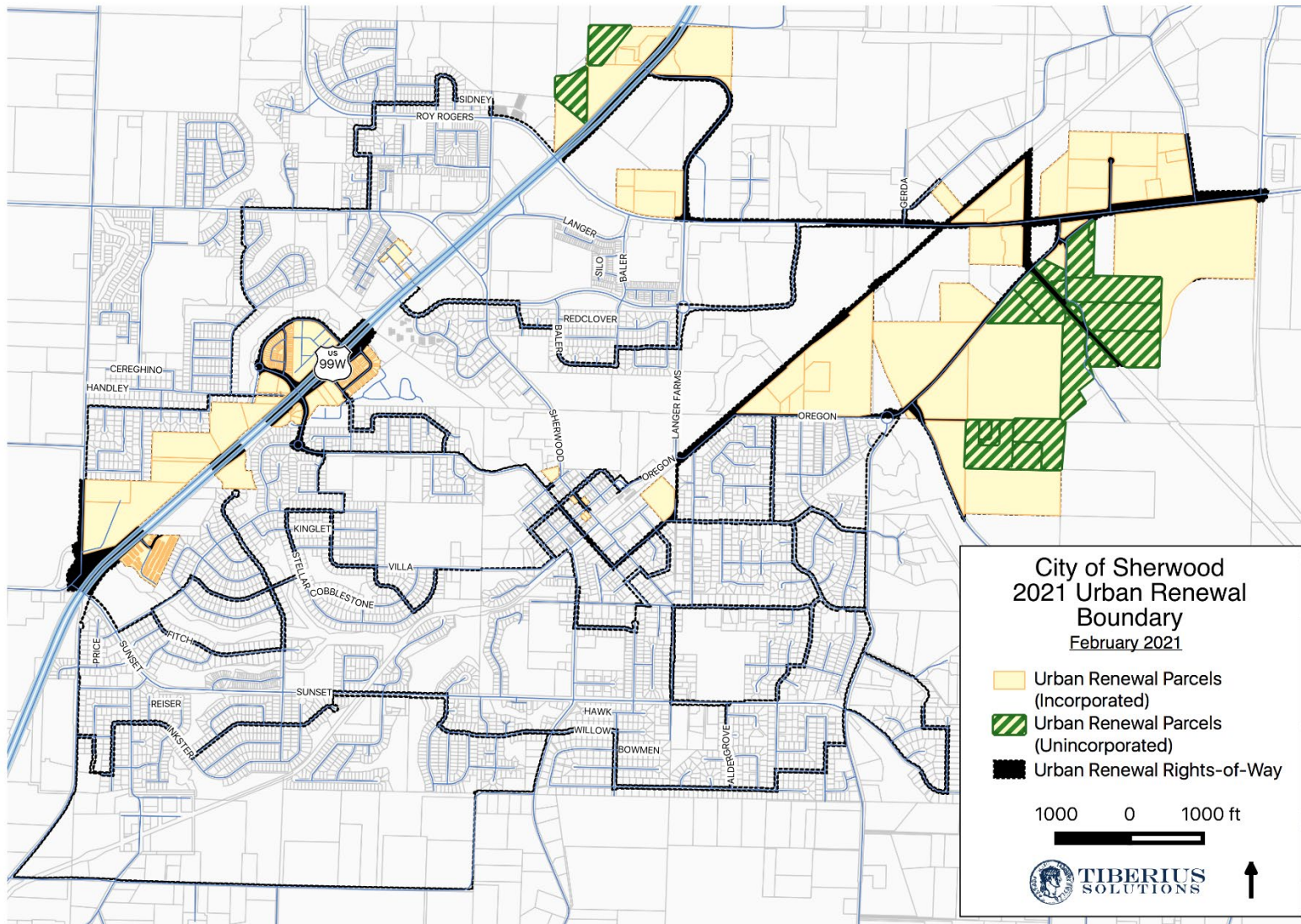


Figure 2– Sherwood Urban Renewal Plan Area Boundary Showing Unincorporated Properties



V. URBAN RENEWAL PROJECT CATEGORIES

The projects within the Area fall into the following categories:

- A. *Transportation***
- B. *Water***
- C. *Sewer***
- D. *Storm Drainage***
- E. *Communications and Public Utilities***
- F. *Developer Assistance and Incentives***
- G. *Acquisition/Disposition***
- H. *Administration***

VI. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below. They are not listed in any priority order. The Agency will determine the order of the projects and may add projects in the future through the amendment process defined in Section VII of this Plan. The projects identified for the Area are described below, including how they relate to the existing conditions in the Area. Much of the project descriptions and existing conditions come from the following documents:

Sherwood Transportation Systems Plan 2014, ODOT, DKS, Angelo Planning Group, 2014. This is identified as TSP. The TSP page numbering is by typical numbers, but all projects have a project number.

Sherwood Capital Improvement Plan, City of Sherwood, FY 2020/21 – 2025/26. This is identified as CIP. The CIP page numbering is by project type (transportation, pedestrian etc.)

Tonquin Employment Area (TEA) Market Analysis, Business recruitment Strategy and Implementation Plan, Johnson Economics, PHS, Mackenzie, 2015. The TEA page numbering is by typical numbers.

Instead of footnoting every project, it is noted if these projects come from the above plans and the page number where they can be found.

There are specifics listed in project descriptions, i.e. "12" water line, 3 lane street" that come from the above-mentioned plans. However, it is understood in adopting the Plan that these specifics may change over time and that the Agency is not restricted to the specifics outlined in this Plan. Changes to those specifics do not require an amendment to the Plan.

A. Transportation

1. 99W Pedestrian Bridge

Construct a 630 foot long, 12 foot wide pedestrian bridge across 99W, Elwert and Kruger. (CIP p P-49)

2. Festival Plaza Parking

Develop a public parking lot at Pine and First that can be used as a festival plaza during events and parking for local businesses the remainder of the time.

3. Oregon Street/Tonquin Road Intersection (Roundabout)

Install a roundabout at the Tonquin Road/Oregon Street intersection with dual westbound through lanes and a single eastbound through/right lane. Create a "Dumbbell Roundabout" with the Oregon/Murdock roundabout by disallowing the west circulating lane at Oregon/Tonquin and disallowing the east circulating lane at Oregon/Murdock. Add a second westbound approach lane to the Murdock Road Oregon Street roundabout for separated westbound left and westbound through lanes. Keep three lanes on the bridge structure. (TSP D3 p 36 and CIP T-4)

4. Oregon Street Improvements

Upgrade Oregon Street (from Murdock Road to the railroad crossing) to a three lane collector with sidewalks on south side and a shared-use path on the north side (part of the Ice Age Tonquin Trail). (TSP D8 p 36 and CIP p T-9)

5. Cedar Brook Way Extension

Construct a collector road from the existing terminus on Meinecke Road to Elwert Road, including bike lanes, sidewalks, and planter strips. (CIP p T-11, TSP project D11)

6. Cedar Brook Trail Crossing of 99W

This project includes constructing a grade separated crossing of Highway 99W for pedestrians and bicyclists, providing a direct connection for the Ice Age Tonquin Trail east and west of the highway. Items will include constructing a combination pedestrian/wildlife habitat undercrossing of Highway 99W. The new undercrossing will be located within the existing stream culvert crossing corridor of Highway 99W. (CIP p P-27)

7. Langer Farms Parkway Extension

Construct a collector road extension of Langer Farm Parkway from the intersection with Highway 99W then running west terminating in a cul-de-sac. Includes bike lanes, sidewalks, and planter strips. (CIP p T-12)

8. TEA Transportation (TEA p 38)

The TEA transportation projects are comprised of a list of projects identified in the TEA implementation plan and consist of a combination of new and improved local, collector and arterial streets to serve new development including:

Frontage improvements along Oregon Street
3-lane full street improvements along East/West Collector
3-lane full street improvements along Tonquin Court
Roundabout at East/West Collector/Oregon St intersection
5-lane half street improvements along SW Tualatin-Sherwood Road
5-lane half street improvements along SW 124th Avenue
3-lane full street improvements along SW Dahlke Lane

B. Water

TEA Water (TEA p 39)

Construct 12" water line from Oregon Street to 124th along the East/West collector
Construct 12" water line from East/West collector to southwest corner of plan area
Construct 12" water line within Tonquin Court
Upgrade Willamette River Water Treatment Plant (WRWTP) capacity to 15 MGD
Construct 12" water line from Dahlke Lane to 124th Avenue
Upgrade WRWTP capacity to 15 MGD
Construct 10" water line from Tonquin Court to the East/West collector
Upgrade Willamette River Water Treatment Plant (WRWTP) capacity to 20 MGD and expand Sherwood share

C. Sewer (TEA p 41)

TEA Sewer

Construct 15" sewer line from Oregon Street to end of East/West collector Road
Construct 10" sewer line within Tonquin Court

D. Stormwater (TEA p 45)

1. Oregon Street Regional Water Quality Facility

This project is identified in the City's Stormwater Master Plan. It constructs a regional stormwater treatment facility located north of Oregon Street and west of the Murdock Road roundabout, and which will serve the Tannery site acreage. The construction of this stormwater quality facility will increase the redevelopment potential of the Tannery site. (CIP p SD-7 and Storm Master Plan project #7A)

2. TEA Stormwater

Construct 18" storm line near Tonquin Court towards Tonquin Road
Construct 18" storm line south from Cipole Road

Construct 1.0-acre regional treatment facility in vicinity of Cipole and Tualatin Sherwood Road
Construct 18" storm line within East/West collector
Construct 1.0-acre regional treatment facility
Construct 0.75-acre treatment facility adjacent to wetlands in vicinity of Oregon and Tonquin road
Construct 2.25-acre regional treatment facility in vicinity of Oregon and East/West Collector

E. *Communications and Public Utilities*

1. Sherwood Broadband Installation

Sherwood Broadband is a community owned all-fiber network providing broadband service to businesses and residents of Sherwood. The network needs to be expanded to include the ability to provide broadband service in the Area.

2. Public Works Facility

The existing City of Sherwood Public Works Department is located at 15527 SW Willamette Street. This location is on developable property in the urban core of Sherwood. The intent is to move the facility to an industrially zoned parcel and redevelop the present property into a use more compatible with the surrounding uses and the uses in Old Town. In addition to the redevelopment potential, the existing property would come back onto the property tax rolls contributing to all of the different taxing districts.

Serves and Benefits: The development of the Public Works building will serve and benefit the Area as it provides for a more appropriate location of the Public Works facility, improving the functionality of the Public Works facility and allowing the opportunity for the redevelopment of the existing site into uses that will complement the surrounding area. In addition, redevelopment of the current property will return the property to the property tax rolls generating additional property taxes for all taxing districts.

Concurrence: Pursuant to ORS 457.089 inclusion of any public building project in an urban renewal plan requires concurrence of three of the four taxing districts that are estimated to forego the most property tax revenue as computed in the Report. The question of concurrence must be completed by the governing body of each of the four taxing districts. Concurrence for this project was received by _____, _____, and _____. (The taxing districts concurring this the project.)

F. *Developer Assistance and Incentives*

Facilitate development and redevelopment on sites in the Area, stimulating growth and providing new employment opportunities and additional mixed use and commercial growth in the Area. This will include the sites listed below and other sites in the Area which may be identified in the future without requiring an amendment to the Plan.

1. Tannery site clean-up

The City of Sherwood is preparing a plan to clean up the contaminated Frontier Leather Tannery site (Site) on SW Oregon Street. The city has developed seven alternatives for cleaning up the Site. Once cleaned up, the city anticipates future redevelopment of the site. The funding for this project would assist in the clean-up of the Site.

2. Former Public Works site development assistance

Provide development assistance for the future re-development of the existing Public Works site at 15527 SW Willamette Drive. This assistance could be development assistance, gap financing, or other types of assistance to make the project feasible.

G. Acquisition/Disposition

Acquisition/Disposition are allowed in the Plan. Prior to any property being acquired, it must be identified in the Plan in Section VIII.

H. Administration

Authorizes expenditures for the administrative costs associated with managing the URA including budgeting and annual reporting, planning and the implementation of projects in the Area.

VII. AMENDMENTS TO PLAN

The Plan may be amended as described in this section. Adding other properties to the Developer Incentives Program does not require an amendment to the Plan.

A. Substantial Amendments

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, the County, and adoption by the City Council by non-emergency ordinance after a hearing. If there are unincorporated parcels within the Area at the time a Substantial Amendment is considered, it must also be approved by Washington County through adoption of a resolution by the Board of County Commissioners.

Notice of such hearing shall be provided to individuals or households within the City of Sherwood, as required by ORS 457.120.

Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:¹

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

B. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the Agency by resolution. Minor amendments include approving a reduction of the maximum indebtedness of the Plan.

C. Amendments to the Sherwood Comprehensive Plan and/or Sherwood Municipal Code.

Amendments to the Sherwood Comprehensive Plan and/or Sherwood Municipal Code that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the Agency or City Council. If a Substantial Amendment is prepared, the Section of this Plan on Relationship to Local Objectives should be updated.

¹ Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the maximum indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law and by concurrence provisions in ORS 457.470.

VIII. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section VII. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g). If property acquisition includes a public building, how that public building serves and benefits the Area must be identified per ORS 457.085(2)(j).

A. *Property acquisition for public improvements*

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

B. *Property acquisition from willing sellers*

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

C. *Land disposition*

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

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

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

D. *Properties to be acquired*

This Plan must provide an indication of which real property may be acquired and the anticipated disposition of said real property whether by retention, resale, lease or other legal use, together with an estimated time schedule for such acquisition and disposition. This may be added at a date when the property is identified and may be added through a Minor Amendment.

IX. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The Agency will comply with all applicable state law in providing these potential benefits.

There are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area. All acquisitions will be reviewed for potential of relocation benefits.

X. TAX INCREMENT FINANCING OF PLAN

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

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

A. General description of the proposed financing methods

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

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

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

B. Tax increment financing

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

XI. VALIDITY

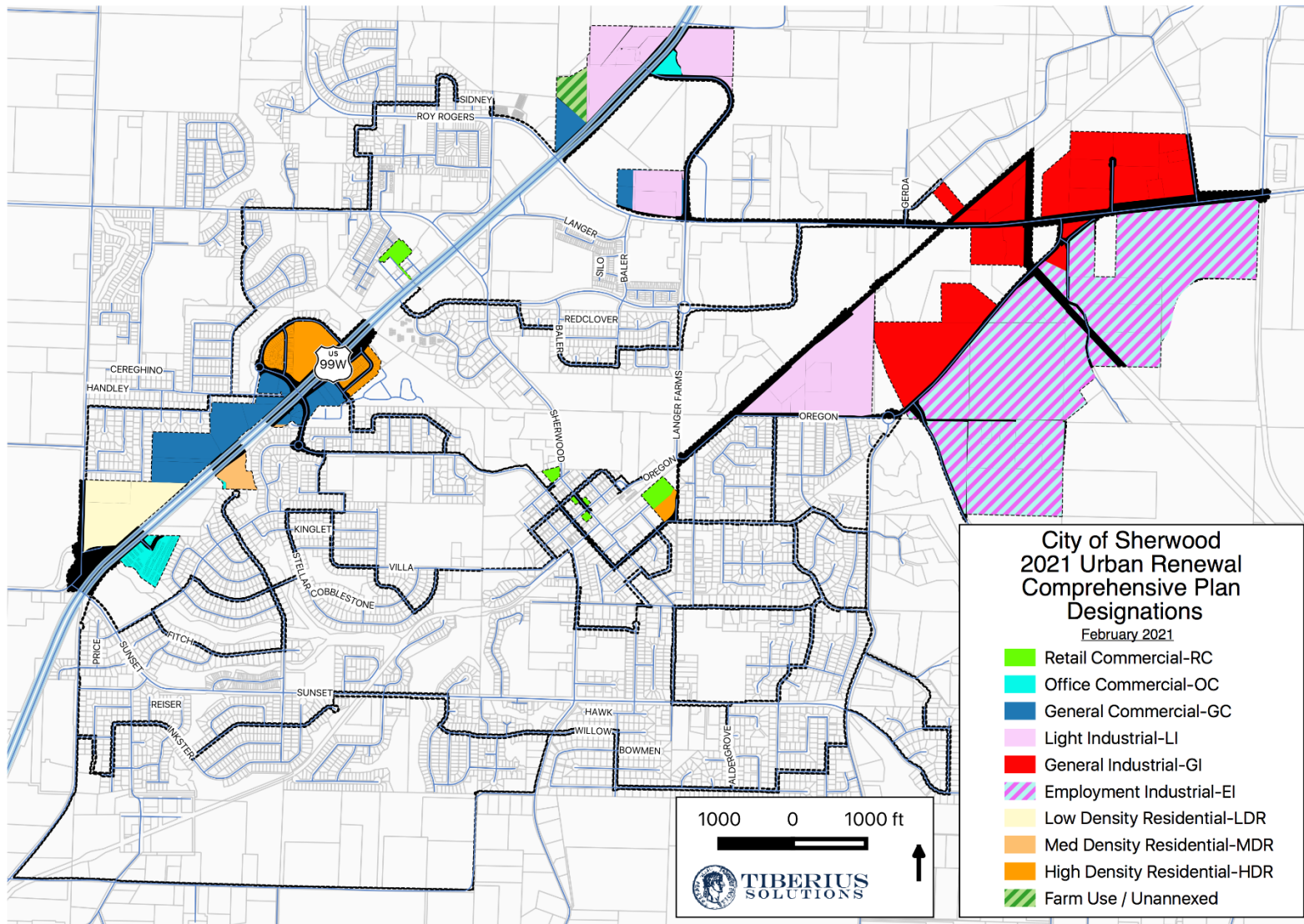
Should a court of competent jurisdiction find any work, clause, sentence, section or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such findings and shall remain in full force and effect for the duration of this Plan.

XII. ANNUAL REPORT

The Agency shall file an Annual Report in compliance with ORS 457.460.

DRAFT

Figure 3 – Comprehensive Plan Designations



XIII. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives including the comprehensive plan and economic development plan of a locality. This section provides that analysis. Relevant local planning and development objectives are contained within the *Sherwood Comprehensive Plan* (Comprehensive Plan), *Sherwood Transportation System Plan*, *Sherwood Economic Opportunities Analysis*, *City of Sherwood Economic Development Strategy* and *Sherwood Municipal Code* (Municipal Code). The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Plan relates to the applicable goals and policies. The analysis covers the most relevant sections of the documents but may not cover every section of the documents that relate to the Plan.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document and therefore cannot be changed.

Comprehensive Plan designations for all land in the Area are shown in Figure 3 All proposed land uses conform to Figure 3 Maximum densities and building requirements for all land in the Area are contained in the Sherwood Municipal Code. Some of the properties are presently outside the city limits but inside the Urban Growth Boundary. It is anticipated that these properties will be annexed prior to development and will comply with the required Comprehensive Plan and Municipal Code designations.

A. *Sherwood Comprehensive Plan*

Sherwood is undertaking a Comprehensive Plan update at this time. However, since that document is not adopted by City Council, this section refers to the existing Comprehensive Plan. As the Comprehensive Plan is updated in the future, this document will automatically incorporate those updates without the Plan having to be formally amended. This section of the Plan should be updated if there is a substantial amendment completed in the future.

1. Land Use

Plan Details

Residential Land Use Planning Designations

1. GENERAL OBJECTIVES:

- 1. Encourage the formation of balanced neighborhoods with a mix of residential, commercial, institutional and recreational uses appropriate to local resident needs.*
- 2. Seek to provide housing which meets local needs with regard to style, price, density, quality and energy efficiency.*
- 3. Specify the purpose and density requirements for residential land use classifications used in the Comprehensive Plan.*

POLICIES AND STRATEGIES

To meet the above objectives the following policies shall be established.

Policy 1. Residential areas will be developed in a manner which will insure that the integrity of the community is preserved and strengthened.

Policy 2. The City will insure that an adequate distribution of housing styles and tenures are available.

Policy 3. The City will insure the availability of affordable housing and locational choice for all income groups.

Economic Development Policies and Strategies

Vision: *The City of Sherwood will drive economic development and support businesses that provide jobs for our residents by building on our assets and developing the necessary infrastructure to retain existing businesses and support new businesses. Economic development also will be supported by maintaining our livability and character as a clean, healthy, and vibrant suburban community where one can work, play, live, shop and do business.*

Economic Development Policies and Strategies

Policy 1. The City will coordinate on-going economic development planning with involved public and private agencies at the state, regional, county and local level.

Policy 2. The City will encourage economic growth that is consistent with the management and use of its environmental resources.

Policy 3. The City will direct public expenditures toward the realization of community development goals by assuring the adequacy of community services and facilities for existing and future economic development.

Policy 4. The City will seek to improve regional access to the urban area as a means to encourage local economic development.

Policy 5. The City will seek to diversify and expand commercial and industrial development in order to provide nearby job opportunities, and expand the tax base.

Commercial Planning Designations

1. GENERAL OBJECTIVES

1) To provide for commercial activities which are suitable to regional, community and neighborhood demand.

2) To locate commercial activities with safe and convenient access by consumers.

3) To encourage the location of commercial uses in well-planned commercial centers.

4) To provide an adequate amount of serviceable commercial land that meets market demand.

POLICIES AND STRATEGIES

In order to address the above general objectives the following policies are established.

Policy 3. Highway 99W is an appropriate location for commercial development at the highway's intersections with City arterial and major collector roadways.

Industrial Planning Designations

1. GENERAL OBJECTIVES:

- a. To encourage the development of non-polluting industries in designated, well planned industrial areas.*
- b. To locate industrial development so as to assure its compatibility with the natural environment and adjoining uses.*
- c. To establish criteria for the location of designated classes of industrial uses.*
- d. To promote diversification of the City's economic base by promoting business retention and expansion, business recruitment and marketing.*
- e. To assure that public facilities are extended in a timely and economic fashion to areas having the greatest economic development potential.*

POLICIES AND STRATEGIES

In order to address the above general objectives, the following policies for industrial development are established.

Policy 1 Industrial uses will be located in areas where they will be compatible with adjoining uses, and where necessary services and natural amenities are favorable.

Policy 2 The City will encourage sound industrial development by all suitable means to provide employment and economic stability to the community.

Community Design

3. GENERAL OBJECTIVES

- a. To establish community design and aesthetics as a planning consideration in evaluating new development.*
- b. To develop and implement policy which will encourage appropriateness and compatibility of new development with the existing natural and man-made environment, existing community activity patterns, and community identity.*
- c. To develop and implement policy which will minimize or eliminate adverse visual effects caused or perpetuated by the design and location of new development including but not limited to effects from.*
 - 1) The scale, mass, height, area, and architectural design of buildings and structures.*
 - 2) Vehicular and pedestrian ways and parking areas.*
 - 3) Existing or proposed alteration of natural topographic features, vegetation and waterways.*

4) Other developments or structures including, utility lines, storage, or service areas and advertising features which may result in the interference with sun and light exposure, views, vistas, privacy and general aesthetic value of the neighborhood or area.

Finding: The Plan conforms with the Land Use Chapter of the Sherwood Comprehensive Plan as the projects will support the development of parcels in the Area and those parcels will be developed in accordance with the Land Use goals, policies and strategies through the normal City of Sherwood development review process. The Plan provides resources to assist in the implementation of the Economic Goals of the City through the provision of transportation and other utility infrastructure in the Area and the ability to provide developer incentives to facilitate development in the Area.

2. Transportation

Plan Details (Sherwood TSP)

Goal 1: Provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes serving all neighborhoods and businesses.

Goal 2: Develop a transportation system that is consistent with the City's adopted comprehensive land use plan and with the adopted plans of state, local, and regional jurisdictions.

Goal 3: Establish a clear and objective set of transportation design and development regulations that addresses all elements of the city transportation system and that promote access to and utilization of a multi-modal transportation system.

Goal 4: Develop complementary infrastructure for bicycles and pedestrian facilities to provide a diverse range of transportation choices for city residents.

Goal 7: Ensure that efficient and effective freight transportation infrastructure is developed and maintained to support local and regional economic expansion and diversification consistent with City economic plans and policies.

Goal 8: The Sherwood transportation network will be managed in a manner that ensures the plan is implemented in a timely fashion and is kept up to date with respect to local and regional priorities.

Policy 2 – The City of Sherwood shall pursue a diversified funding strategy to implement the transportation system plan including private, public and regional sources.

Policy 3 – The City of Sherwood shall use its adopted capital improvement plan to prioritize and schedule transportation projects based upon need as shown in the Transportation System Plan. Incorporate the transportation system priorities from the TSP into the city's capital improvement planning process.

Finding: The Plan conforms with the Transportation Chapter of the Sherwood Comprehensive Plan as the projects will provide a transportation network in the Tonquin Employment Area, improve pedestrian and bicycle routes across Highway 99 and provide other transportation infrastructure improvements in the Area. These improvements will not only improve access but

will catalyze development of sites in the Area providing increased tax base and employment opportunities.

3. Natural Resources and Hazards

Plan Details

1. Actually and potentially productive agricultural and forest land in the planning area should be preserved until the need for its conversion to urban uses can be demonstrated. The following factors should be considered in establishing the need for such conversion.

- a. A documented need for additional land for the proposed urban use.*
- b. Generally, lands with poorer soils should be converted first.*
- c. The proposed use is or can be made compatible with adjacent agricultural and forest lands and uses. Low density buffer zones should be used in transition areas.*

4. Limit land development in areas with known natural hazards, special topographic soil, or drainage characteristics according to the kind and degree of hazard or characteristic present.

- a. Restrict the nature and intensity of development in:*
 - 1) 100-year floodplains*
 - 2) Areas with slopes which have slide or erosion potential.*
 - 3) Areas with weak foundation soils.*
 - 4) Wetlands*

2. GENERAL OBJECTIVES

The planning objectives for the City of Sherwood's natural resources are to:

- b. Protect the Tonquin Scabland Geologic Area, especially the identified critical natural features in the TSGA.*

Finding: The Plan conforms with the Natural Resources and Hazards Chapter of the Sherwood Comprehensive Plan as many of the projects occur in the Tonquin Employment Area, an area that is currently undeveloped, but has been well studied and approved for development through adoption of TEA planning documents. New development will need to conform to the Sherwood Comprehensive Plan. The Comprehensive Plan map is dated and does not identify areas in the current TEA. While the TEA includes portions of the Tonquin Scabland geologic area, it is not identified in the comprehensive plan due to the date the plan and map was created. Further, future development within the TEA will be consistent with the prior planning which was reviewed for compliance with the comprehensive plan

4. Energy

Plan Details

Policy 4 The City will encourage energy efficiency in the design and use of sites, structures, transportation systems and utilities.

- Housing, shopping and employment will be located to reduce the amount of energy needed for transportation between them. Multi-use planned developments*

will be encouraged.

- *Reduce urban sprawl by increasing residential densities, eliminating strip commercial development and scattered industrial and commercial uses; and encourage the infill of passed over land.*

Finding: The Plan conforms with the Energy Chapter of the Sherwood Comprehensive Plan as the projects planned for the Tonquin Employment Area will provide more jobs in proximity to residential uses, the public works site will be developed into a more appropriate use for its prime location, and existing residents and businesses will be served by a more efficient transportation network.

5. Community Facilities and Services

Plan Details

To insure the provision of quality community services and facilities of a type, level and location which is adequate to support existing development and which encourages efficient and orderly growth at the least public cost.

3. Coordinate public facility and service plans with established growth management policy as a means to achieve orderly growth.

4. Coordinate public facility and service provision with future land use policy as a means to provide an appropriate mix of residential, industrial and commercial uses.

5. Develop and implement a five-year capital improvements and service plan for City services which prioritizes and schedules major new improvements and services and identifies funding sources.

8. It shall be the policy of the City to seek the provision of a wide range of public facilities and services concurrent with urban growth. The City will make an effort to seek funding mechanisms to achieve concurrency.

Finding: The Plan conforms with the Community Facilities and Services Chapter of the Sherwood Comprehensive Plan as the projects planned for the Tonquin Employment Area will provide more jobs in proximity to residential uses, the public works site will be developed into a more appropriate use for its prime location, and existing residents and businesses will be served by a more efficient transportation network. In addition, the majority of the projects to be completed in the Area are included in the Sherwood Capital Improvement Plan.

B. Sherwood Economic Opportunities Analysis²

Plan Details

Goal 1: Prioritize and promote economic development to increase the city tax base by providing and managing a supply of land to target growth industries and support Sherwood's desired economic growth.

Policy 1: Land Availability and Management: The City will plan for a 20-year supply of suitable commercial and industrial land on sites with a variety of characteristics (e.g., site sizes, locations, visibility, and other characteristics) and manage the supply of employment land to make the most efficient use of commercial and industrial land.

Goal 2: Plan and provide adequate infrastructure efficiently and timely to support employment growth.

Policy 2: Infrastructure Support: Provide adequate infrastructure to support employment growth, with a focus on the Tonquin Employment Area.

Goal 3: Support the growth of local businesses and attract new businesses that increase the City's tax base, provide stable, high wage jobs and capitalize on Sherwood's location and high-quality of life to create destinations and experiences for both residents and visitors of Sherwood.

Policy 3: Existing Business Retention, New Business Development, and Attraction of New Businesses: The City will support retention and expansion of existing businesses, growth and creation of entrepreneurial business, and attraction of new businesses that align with Sherwood's revised Community Vision. The types of businesses the City wants to attract most are non-polluting businesses with wages at or above the Washington County average, such as the industries identified in the Economic Opportunities Analysis.

Finding: The Plan conforms with the *Sherwood Economic Opportunities Analysis* as it provides a transportation network and utilities to undeveloped industrial properties within the Sherwood UGB, providing development opportunities for new businesses and expansion opportunities for existing businesses. The Plan also improves the transportation network inside the Area providing an enhanced transportation network for existing businesses. The Plan provides resources to provide developer incentives to facilitate development in the Area.

² *Sherwood Economic Opportunities Analysis*, ECONorthwest, December 2018.

C. City of Sherwood Economic Development Strategy³

Plan Details

Vision Statement

The City of Sherwood will drive economic development and support businesses that provide jobs for our residents by building on our assets and developing the necessary infrastructure to retain existing businesses and support new businesses. Economic development also will be supported by maintaining our livability and character as a clean, healthy, and vibrant suburban community where one can work, play, live, shop and do business.

Goals and Objectives

Goal: Support existing businesses and recruit additional businesses that provide local family-wage jobs. Replace any employment land rezoned for other uses with other employment land.

Goal: Support tourism as an economic engine.

Goal: Develop the infrastructure and services necessary to support economic development in Sherwood.

Goal: Develop a local workforce of residents whose skills are compatible with the needs of local businesses.

Finding: The Plan conforms with the *Sherwood Economic Development Strategy* as it provides a transportation network and utilities to undeveloped industrial properties within the Sherwood UGB providing development opportunities for new businesses and expansion opportunities for existing businesses. The Plan also improves the transportation network inside the Area providing an enhanced transportation network for existing businesses. The Plan provides resources to provide developer incentives to facilitate development in the Area.

³ *City of Sherwood Economic Development Strategy*, Cogan Owens Cogan, otak, 2006

D. Sherwood Municipal Code Title 16 Zoning and Community Development Code

The land uses in the Area will conform to the zoning designations in the Municipal Code, including the maximum densities and building requirements, and are incorporated by reference herein. The existing zoning is shown in Figure 3.

The development is expected to conform to the zoning requirements. As the Municipal Code is updated, this document will be automatically updated. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations.

The zoning categories at the time of the Sherwood 2021 Urban Renewal Plan preparation follow. They are in the order that they occur in Title 16 of the Municipal Code.

Existing Zoning Categories

Low Density Residential (LDR)

The LDR zoning district provides for single-family housing and other related uses with a density of 3.5 to 5 dwelling units per acre. Minor land partitions shall be exempt from the minimum density requirement.

High Density Residential (HDR)

The HDR zoning district provides for higher density multi-family housing and other related uses with density of 16.8 to 24 dwelling units per acre. Minor land partitions shall be exempt from the minimum density requirement.

Medium Density Residential (MDRL)

The MDRL zoning district provides for single-family and two-family housing, manufactured housing and other related uses with a density of 5.6 to 8 dwelling units per acre. Minor land partitions shall be exempt from the minimum density requirements.

Office Commercial/Old Town (OC) (OT)

The OC zoning district provides areas for business and professional offices and related uses in locations where they can be closely associated with residential areas and adequate major streets.

Old Town Overlay

The Old Town (OT) Overlay District is intended to establish objectives and define a set of development standards to guide physical development in the historic downtown of the City consistent with the Community Development Plan and this Code.

The OT zoning district is an overlay district generally applied to property identified on the Old Town Overlay District Map and applied to the Sherwood Plan and Zone Map in the Smockville Subdivision and surrounding residential and commercial properties, generally known as Old Town. The OT overlay zone recognizes the unique and significant characteristics of Old Town, and is intended to provide development flexibility with respect to uses, site size, setbacks,

heights, and site design elements, in order to preserve and enhance the area's commercial viability and historic character. The OT overlay zone is designated a historic district as per Chapters 16.166 and 16.168. Furthermore, the OT District is divided into two distinct areas, the "Smockville" and the "Old Cannery Area," which have specific criteria or standards related to architectural design, height, and off-street parking.

Retail Commercial (RC)

The RC zoning district provides areas for general retail and service uses that neither require larger parcels of land, nor produce excessive environmental impacts as per Division VIII.

General Commercial (GC)

The GC zoning district provides for commercial uses which require larger parcels of land, and/or uses which involve products or activities which require special attention to environmental impacts as per Division VIII.

Employment Industrial (EI)

The EI zoning district provides employment areas that are suitable for, and attractive to, key industries and industry clusters that have been identified by the State of Oregon and the City's economic development strategy as important to the state and local economy. The following are preferred industry sectors for areas zoned EI: Clean Technology; Technology and Advanced Manufacturing; and Outdoor Gear and Active Wear.

Land zoned EI shall provide for large and medium-sized parcels for industrial campuses and other industrial sites that can accommodate a variety of industrial companies and related businesses. Areas zoned EI are also intended to provide the opportunity for flex building space within small- and medium-sized industrial campuses and business parks to accommodate research and development companies, incubator/emerging technology businesses, related materials and equipment suppliers, and/or spin-off companies and other businesses that derive from, or are extensions of, larger campus users and developments. Retail and commercial uses are allowed only when directly supporting area employers and employees.

Light Industrial (LI)

The LI zoning district provides for the manufacturing, processing, assembling, packaging and treatment of products which have been previously prepared from raw materials. Industrial establishments shall not have objectionable external features and shall feature well-landscaped sites and attractive architectural design, as determined by the Commission.

General Industrial (GI)

The GI zoning district provides for the manufacturing, processing, assembling, packaging and treatment of products from previously prepared or raw materials, providing such activities can meet and maintain minimum environmental quality standards and are situated so as not to create significant adverse effects to residential and commercial areas of the City. The minimum contiguous area of any GI zoning district shall be fifty (50) acres.

Tonquin Employment Area (TEA) Commercial Nodes Use Restrictions

Within the Tonquin Employment Area (TEA), only commercial uses that directly support industrial uses located within the TEA are permitted as conditional uses. Commercial development, not to exceed a total of five contiguous acres in size, may be permitted. Commercial development may not be located within three hundred (300) feet of SW 124th Avenue or SW Oregon Street, and must be adjacent to the proposed east-west collector street.

Institutional and Public (IP)

The IP zoning district provides for major institutional and governmental activities such as schools, public parks, churches, government offices, utility structures, hospitals, correctional facilities and other similar public and quasi-public uses.

Unannexed/Inside Urban Growth Boundary

There are properties within the URA that are in unincorporated Washington County but also within the Urban Growth Boundary of the City of Sherwood. It is anticipated that these properties will be annexed prior to development occurring on them and that they will follow the requirements of the zone they are designated.

Finding: The Plan conforms with the Title 16 of the Sherwood Municipal Code as the projects will support the development of parcels in the Area and those parcels will be developed in accordance with the Municipal Code through the normal City of Sherwood development review process.

XIV. LEGAL DESCRIPTION

2021 Sherwood Urban Renewal Area
Sherwood, Oregon

DRAFT

Report Accompanying the Sherwood 2021 Urban Renewal Plan

This document remains draft until the Washington County vote on approval due to
unincorporated properties



LIST OF PARTICIPANTS

Mayor

Keith Mays

City Council

Tim Rosener, Council President

Rene Brouse

Sean Garland

Russell Griffin

Doug Scott

Kim Young

Planning Commission

Jean Simson, Chair

Justin Kai, Vice Chair

Daniel Bantz

Alexandra Brown

Taylor Giles

Mike Harsch

Rick Woidyla

City of Sherwood Staff

Joseph Gall, City Manager

Julia Hajduk, Community Development
Director

David Bodway, Finance Director

Bruce Coleman, Economic Development
Manager

Elaine Howard Consulting, LLC

Elaine Howard, Scott Vanden Bos

Tiberius Solutions, LLC

Nick Popenuk, Ali Danko, Rob Wyman

Advisory Committee

Cassandra Ulven, Public Affairs Chief,
Tualatin Valley Fire and Rescue (TVF&R)

Chris Deffebach, Department of Land Use
and Transportation, Washington County

John Southgate, Interim Economic
Development Director, Washington
County

Corey Kearsley, Director, Sherwood
Chamber of Commerce

Rebecca Fairbanks, Business
owner/Chamber President

Tim Rosener, Sherwood City Council

Justin Kai, Sherwood Planning
Commission

Phil Johanson, Sherwood School District,
Finance Director

Sherwood Urban Renewal Plan adopted by the City of Sherwood

Date

Ordinance No. 2021-

This Plan was also approved by Washington County by Resolution No. ____ on ____ as
there are unincorporated properties in the Area.

TABLE OF CONTENTS

I.	INTRODUCTION.....	1
II.	THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA.....	5
III.	THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS.....	12
IV.	FINANCIAL ANALYSIS OF THE PLAN	15
V.	THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED	20
VI.	THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT	25
VII.	REVENUE SHARING	29
VIII.	IMPACT OF THE TAX INCREMENT FINANCING.....	29
IX.	COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA.....	35
X.	EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES	36
XI.	REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN	51
XII.	RELOCATION REPORT	51

I. INTRODUCTION

The Report Accompanying the Sherwood Urban Renewal Plan (Report) contains background information and project details that pertain to the Sherwood Urban Renewal Plan (Plan). The Report is not a legal part of the Plan but is intended to provide public information and support the findings made by the Sherwood City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.087, including financial feasibility. The Report accompanying the Plan contains the information required by ORS 457.085, including:

- A description of the physical, social, and economic conditions in the area and expected impact of the plan, including fiscal impact in light of increased services; (ORS 457.087(1))
- Reasons for selection of the plan Area; (ORS 457.087(2))
- The relationship between each project to be undertaken and the existing conditions; (ORS 457.087(3))
- The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.087(4))
- The estimated completion date of each project; (ORS 457.087(5))
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired; (ORS 457.087(6))
- A financial analysis of the plan; (ORS 457.087(7))
- A fiscal impact statement that estimates the impact of tax increment financing (TIF) upon all entities levying taxes upon property in the urban renewal area; (ORS 457.0857(8))
- A relocation report. (ORS 457.087(9))

The relationship of the sections of the Report and the ORS 457.087 requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

Table 1 - Statutory References

Statutory Requirement	Report Section
ORS 457.087 (1)	X
ORS 457.087 (2)	XI
ORS 457.087 (3)	II
ORS 457.087 (4)	III
ORS 457.087 (5)	VI
ORS 457.087 (6)	IV,V
ORS 457.087 (7)	IV,V
ORS 457.087 (8)	VIII
ORS 457.087 (9)	XII

The Report provides guidance on how the Plan might be implemented. As the Sherwood Urban Renewal Agency (Agency) reviews revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other adjustments to the financials as determined by the Agency. The Agency may also make changes as allowed in the Amendments section of the Plan. These adjustments must stay within the confines of the overall maximum indebtedness of the Plan.

Figure 1 - Sherwood Urban Renewal Area Boundary

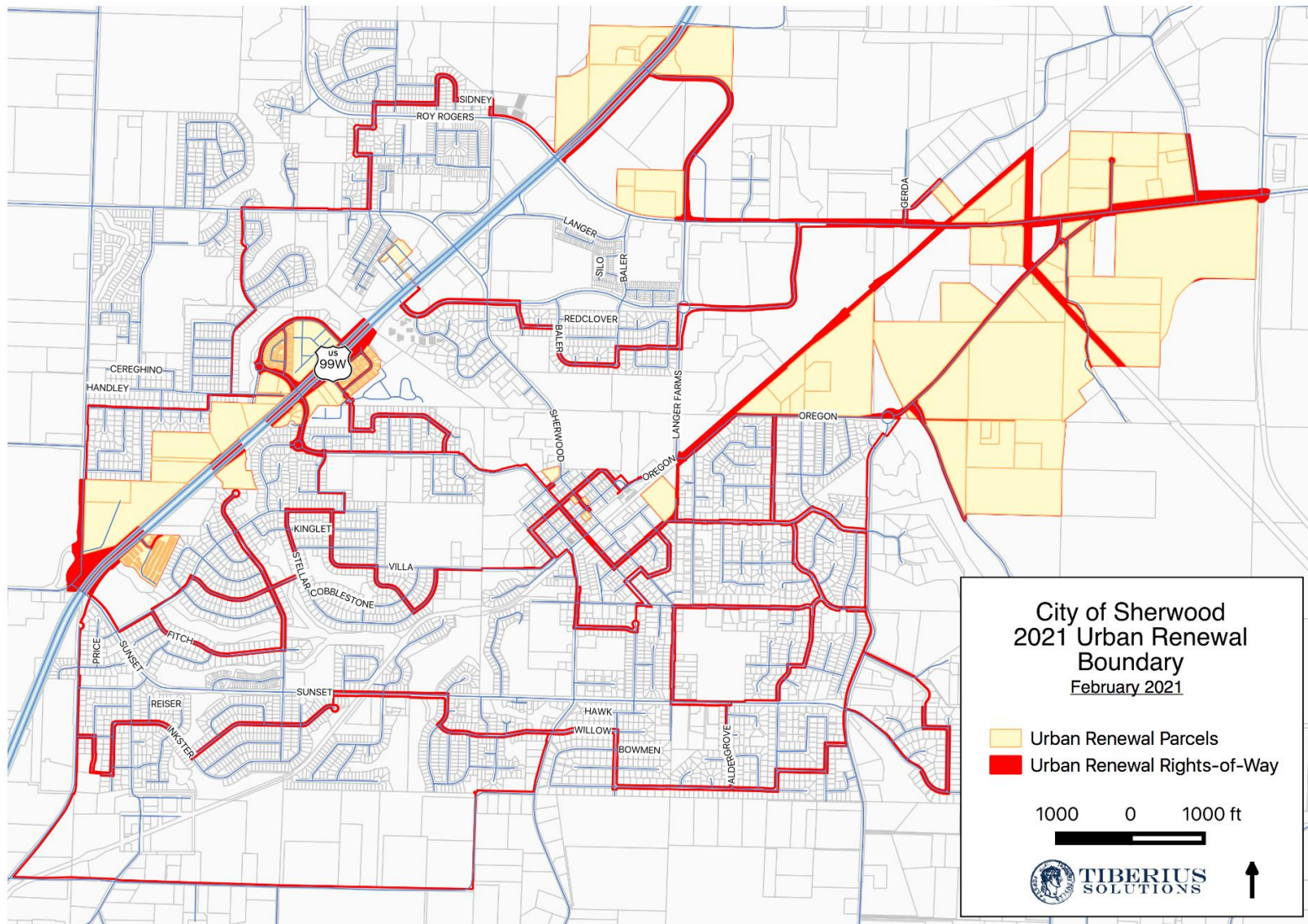
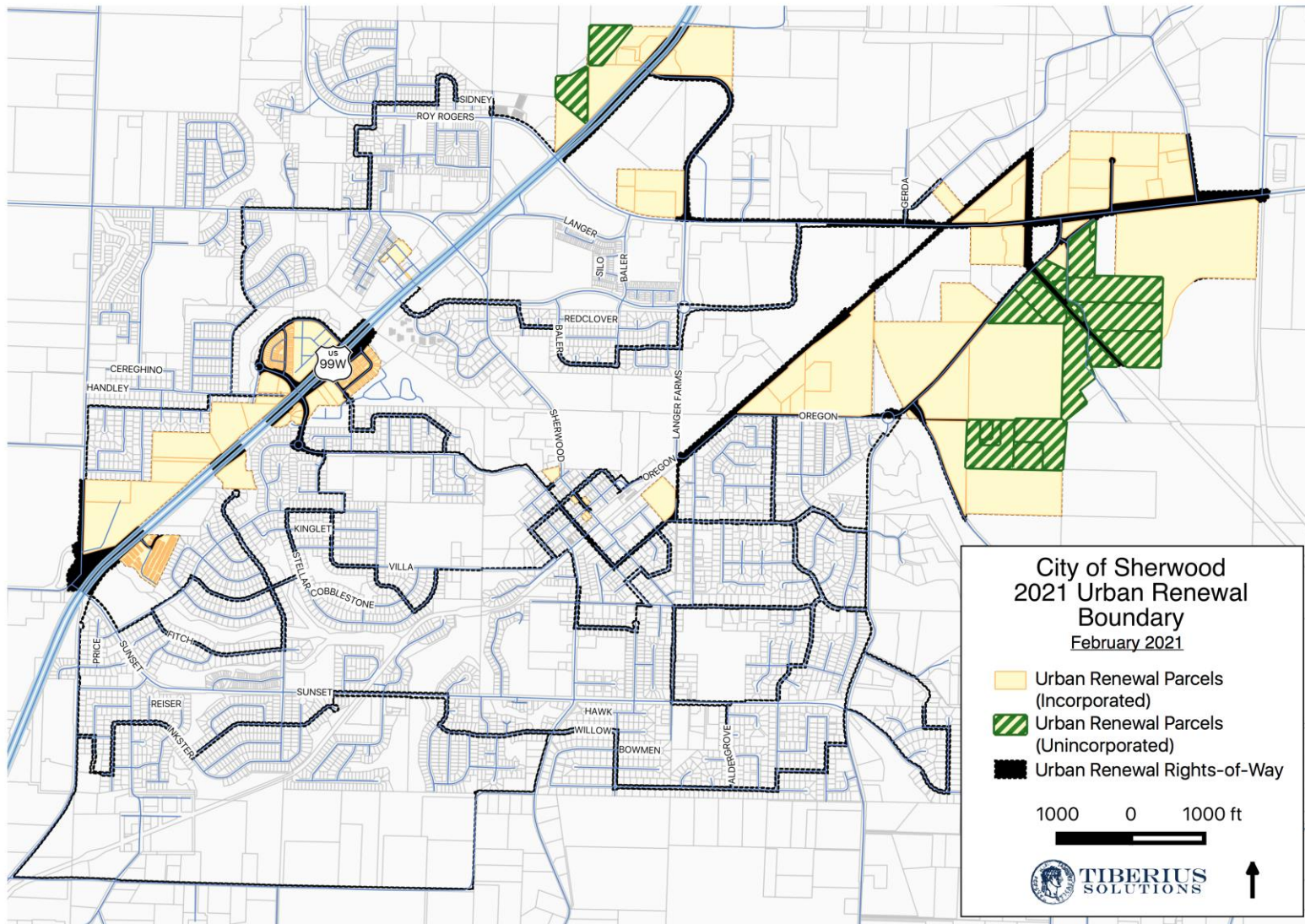


Figure 2 - Sherwood Urban Renewal Area Boundary Showing Unincorporated Properties



II. THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area. Much of the project descriptions and existing conditions come from the following documents:

Sherwood Transportation Systems Plan 2014, ODOT, DKS, Angelo Planning Group, 2014. This is identified as TSP. The TSP page numbering is by typical numbers, but all projects have a project number.

Sherwood Capital Improvement Plan, City of Sherwood, FY 2020/21 – 2025/26. This is identified as CIP. The CIP page numbering is by project type (transportation, pedestrian etc.)

Tonquin Employment Area (TEA) Market Analysis, Business recruitment Strategy and Implementation Plan, Johnson Economics, PHS, Mackenzie, 2015. The TEA page numbering is by typical numbers.

Instead of footnoting every project, it is noted if these projects come from the above plans and the page number where they can be found.

A. Transportation

1. 99W Pedestrian Bridge

Construct a 630 foot long, 12-foot-wide pedestrian bridge across 99W, Elwert and Kruger. (CIP p P-49)

Existing conditions: A grade separated crossing does not exist at this location. It is anticipated that there will be considerable pedestrian and bicycle traffic that crosses from the new high school to the YMCA as well as connecting existing and future developments on both sides of 99W. That crossing is now an at grade crossing. Safety can be greatly improved by installing a grade separated crossing.

2. Festival Plaza Parking

Develop a public parking lot at Pine and First that can be used as a festival plaza during events and parking for local businesses the remainder of the time.

Existing conditions: The lot at Pine and First is unpaved and there is a demand for parking to support existing businesses and for space for events during the many festivals the community hosts.

3. Oregon Street/Tonquin Road Intersection (Roundabout)

Install a roundabout at the Tonquin Road/Oregon Street intersection with dual westbound through lanes and a single eastbound through/right lane. Create a "Dumbbell Roundabout" with the Oregon/Murdock roundabout by disallowing the west circulating lane at Oregon/Tonquin and disallowing the east circulating lane at Oregon/Murdock. Add a second westbound approach lane to the Murdock Road

Oregon Street roundabout for separated westbound left and westbound through lanes. Keep three lanes on the bridge structure. (TSP D3 p 36 and CIP p T-4)

Existing conditions: This intersection is currently a three-legged intersection that is both dangerous and congested. Due to the proximity to the existing roundabout at Murdock and Oregon, the identified solution requires a “dumbbell” roundabout connecting the 2 intersections

4. Oregon Street Improvements

Upgrade Oregon Street (from Murdock Road to the railroad crossing) to a three-lane collector with sidewalks on south side and a shared-use path on the north side (part of the Ice Age Tonquin Trail). (TSP D8 p 36 and CIP p T-9)

Existing conditions: Oregon Street along most of its length between Langer Farms Parkway and Murdock Road lacks sidewalks on both sides of the road. It is presently a two-lane road.

5. Cedar Brook Way Extension

Construct a collector road from the existing terminus on Meinecke Road to Elwert Road, including bike lanes, sidewalks, and planter strips. (CIP p T-11, TSP project D11)

Existing conditions: This section of the transportation network does not presently exist.

6. Cedar Brook Trail Crossing of 99W

This project includes constructing a grade separated crossing of Highway 99W for pedestrians and bicyclists, providing a direct connection for the Ice Age Tonquin Trail east and west of the highway. Items will include constructing a combination pedestrian/wildlife habitat undercrossing of Highway 99W. The new undercrossing will be located within the existing stream culvert crossing corridor of Highway 99W. (CIP p P-27)

Existing conditions: There is not a grade separated crossing at this location.

7. Langer Farms Parkway Extension

Construct a collector road extension of Langer Farm Parkway from the intersection with Highway 99W then running west terminating in a cul-de-sac. Includes bike lanes, sidewalks, and planter strips. (CIP p T-12)

Existing conditions: This section of the transportation network does not presently exist.

8. TEA Transportation (TEA p 38)

The TEA transportation projects are comprised of a list of projects identified in the TEA implementation plan and consist of a combination of new and improved local, collector and arterial streets to serve new development including:

- Frontage improvements along Oregon Street

- 3-lane full street improvements along East/West Collector

- 3-lane full street improvements along Tonquin Court

- Roundabout at East/West Collector/Oregon St intersection

- 5-lane half street improvements along SW Tualatin-Sherwood Road

5-lane half street improvements along SW 124th Avenue
3-lane full street improvements along SW Dahlke Lane

Existing conditions: These sections of the transportation network either are incomplete or do not presently exist. Tualatin-Sherwood Road is a county arterial and is currently three lanes wide adjacent to the site. Widening is anticipated to a five-lane section in the near future. The City has assumed no driveway access will be allowed for development in the TEA except opposite the Cipole Road signalized intersection, as all development areas would have access to lower classification roadways. This creates the demand for internal transportation networks. The plan calls for an east-west collector between Oregon Street and 124th and a street connection from Oregon Street, currently referred to as Tonquin Court. These roads do not currently exist.

B. Water

2. TEA Water (TEA p 39)

Construct 12" water line from Oregon Street to 124th along the East/West collector (Water Master Plan p 35, 36)

Construct 12" water line from East/West collector to southwest corner of Plan area (Water Master Plan p 31, 32 ,37)

Construct 12" water line within Tonquin Court

Construct 12" water line from Dahlke Lane to 124th Avenue (Water Master Plan p 35, 36)

Construct 12" water line from Tonquin Court to the East/West collector

Upgrade Willamette River Water Treatment Plant (WRWTP) capacity to 20 MGD and expand Sherwood share

Existing conditions: These water lines do not presently exist. Municipal water service for the Tonquin Employment Area is expected to be provided by City of Sherwood. Existing service is provided to the western and northern boundaries of the TEA, and expansion to the area is described in the Water System Master Plan.

The TEA will be developed as part of the 380-foot Pressure Zone, which comprises most of the City's water service area. It is not clear that the expected storage deficit will be due to the TEA growth. As noted in the Master Plan, the expected deficiency is far enough out on the development timeline that the need for storage expansion should be considered as part of future planning analysis.

Water supply to the City is provided from the Willamette River Water Treatment Plant in Wilsonville. The City's wells are currently used for emergency redundancy only and can provide approximately 2.6 million gallons per day (MGD). The City currently owns a 5-MGD share in the plant, and the Master Plan recommends purchase of an additional 5-MGD share of future expansion of the WRWTP to accommodate full build-out. The Master Plan projects TEA development at saturation are to contribute 0.34-MGD demand to the system, so it is unlikely that development of the TEA will trigger the

need for additional supply capacity. However, this projection does not appear to include process water uses. Adding high-demand industrial users in the TEA could potentially exceed the currently available supply surplus of 1.1 MGD.

The distribution system in the TEA is proposed to be extended from existing 10" and 12" lines serving the eastern edge of the 380-foot Pressure Zone. This water main size is expected to be sufficient for most industrial uses; however, high-demand users could require higher peak flows and larger mains than are currently expected. (TEA p 23)

C. Sewer (TEA p 41)

TEA Sewer

Construct 15" sewer line from Oregon Street to 124th along the East/West collector Road
Construct 10" sewer line within Tonquin Court

Existing conditions: These sewer lines do not presently exist. Municipal sewer service for the Tonquin Employment Area is expected to be provided by City of Sherwood. The City has recently upgraded the Rock Creek Interceptor located northwest of the TEA, which is expected to handle flows from the northern portion of the TEA development.

Downstream of the City's pipe system, Clean Water Services has identified capacity issues for the Onion Flat Trunk west of the TEA. However, City staff has said that more recent modeling efforts indicate this line capacity is sufficient for planned build-out conditions.

Proposed sewer infrastructure through the TEA is expected to consist of 12" to 15" lines. A ridge generally runs northwest-southeast along the BPA right-of-way through the TEA, which divides the area into two sewer basins. Development north of the ridge is expected to drain to Tualatin-Sherwood Road and the Rock Creek Interceptor, while development to the south will drain to Oregon Street to the Onion Flat Trunk. (TEA p 23)

D. Stormwater

1. Oregon Street Regional Water Quality Facility

This project is identified in the City's Stormwater Master Plan. This project constructs a regional storm water treatment facility located north of Oregon Street and west of the Murdock Road roundabout, and which will serve the Tannery site acreage. The construction of this storm water quality facility will increase the redevelopment potential of the Tannery site. (CIP p SD-7, also Storm Master Plan project #7A)

Existing conditions: This facility does not presently exist. The new facility will treat approximately 110 acres that are presently without any stormwater treatment.

2. TEA Stormwater (TEA p 45)

Construct 18" storm line near Tonquin Court towards Tonquin Road

Construct 18" storm line south from Cipole Road

Construct 1.0-acre regional treatment facility in vicinity of Cipole and Tualatin Sherwood Road

Construct 18" storm line within East/West collector

Construct 1.0-acre regional treatment facility

Construct 0.75-acre treatment facility adjacent to wetlands in vicinity of Oregon and Tonquin road

Construct 2.25-acre regional treatment facility in vicinity of Oregon and East/West Collector

Existing conditions: These stormwater lines do not presently exist. Storm drainage within the TEA is expected to be managed through regional treatment facilities. Three facilities are proposed within the drainage basins across the TEA. Facilities will be designed according to CWS standards for water quality treatment and flow control. Low-impact development approaches are encouraged for new development to minimize the size of regional facilities. (TEA p 23)

The 2.25 acre regional treatment facility is identified in the City's Stormwater Master Plan. This project constructs a regional storm water treatment facility located north of Oregon Street and west of the Murdock Road roundabout, and which will serve the Tannery site acreage. The construction of this storm water quality facility will increase the redevelopment potential of the Tannery site. Project funding has not been identified, nor has a project design/construction schedule been established. (CIP p 143)

E. Communications and Public Utilities

1. Sherwood Broadband Installation

Sherwood Broadband is a community owned all-fiber network providing broadband service to businesses and residents of Sherwood. The network needs to be expanded to include the ability to provide broadband service in the Area.

Existing conditions: Private communications providers in the Area include CenturyLink, Verizon, and Comcast, while the City of Sherwood operates a fiber optic municipal broadband network that provides high-speed internet service throughout the City and could be expanded to serve both the TEA and the Southwest Corridor Plan (SWCP) area. (TEA p 23, 24)

We are verifying this information.

2. Public Works Facility

The existing City of Sherwood Public Works Department is located at 15527 SW Willamette Street. This location is on developable property in the urban core of Sherwood. The intent is to move the facility to an industrially zoned parcel and redevelop the present property into a use more compatible with the surrounding uses and the uses in Old Town. In addition to the redevelopment potential, the existing property would come back onto the property tax rolls contributing to all of the different taxing districts.

Existing conditions: The existing City of Sherwood Public Works Department is located at 15527 SW Willamette Street in Sherwood. This location is on developable property in the urban core of Sherwood that is zoned high density residential and retail commercial and surrounded by residential uses.

F. Developer Incentives

Facilitate development and redevelopment on sites in the Area, stimulating growth and providing new employment opportunities and additional mixed use and commercial growth in the Area. This will include the sites listed below and other sites in the Area which will be identified in the future without requiring an amendment to the Plan.

1. Tannery site clean-up

The City of Sherwood is preparing a plan to clean up the contaminated Frontier Leather Tannery site (Site) on SW Oregon Street. The city has developed seven alternatives for cleaning up the site. Once cleaned up, the city anticipates future redevelopment of the Site. The funding for this project would assist in the clean-up of the Site.

Existing conditions: The City of Sherwood was awarded a grant from the United States Environmental Protection Agency's (EPA) Brownfields Program to assess and prepare a plan to clean up two of the six lots associated with the contaminated Frontier Leather Tannery site. That assessment has been completed and the City now desires to move forward with that clean up. Urban renewal can be one funding tool for completion of the cleanup.

2. Former Public Works site development assistance

Provide development assistance for the future re-development of the existing Public Works site at 15527 SW Willamette Drive. This assistance could be development assistance, gap financing, or other types of assistance to make the project feasible.

Existing conditions: The existing City of Sherwood Public Works Department is located at 15527 SW Willamette Street in Sherwood. This location is on developable property in the urban core of Sherwood. The city intends to assist in the development of the property to a higher and better use.

G. Acquisition/Disposition

Acquisition/Disposition are allowed in the Plan. Prior to any property being acquired, it must be identified in the Plan in Section VIII.

Existing conditions: There is presently no urban renewal acquisition program for the Area.

H. Administration

Authorizes expenditures for the administrative costs associated with managing the URA including budgeting and annual reporting, planning and the implementation of projects in the Area.

Existing conditions: There is no administration funding as this urban renewal area has not been adopted.

III. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

The total cost estimates for projects as compared to the expected total cost of those projects are shown in Table 2 below. These are all estimates acknowledging that the urban renewal portions of these project activities must fit within the maximum indebtedness. Table 3 shows the costs of the projects in FYE 2020 constant dollars, the estimated year of expenditure dollars and the anticipated year of completion if the Area relies solely on tax increment funding to complete the URA portion of the project. If the City is able to jumpstart the Area by providing alternative funding sources which are repaid when tax increment revenues are available, the timing on projects can be moved up. These costs are shown in "year of expenditure" costs, which assumes inflation of 3.0% annually. Cost estimates for the TEA projects come from the *Tonquin Employment Area Market Analysis, Business Recruitment Strategy, and Implementation Plan*. This plan was prepared in June of 2015 by a consultant team of Johnson Economics, PHS and Mackenzie. Some of the methods for cost estimating are shown below.

A. Transportation

To estimate TEA transportation project costs, Mackenzie assigned each transportation improvement to the earliest phased project for which it is needed (to avoid double-counting costs for improvements in the area). Costs are included when off-site right-of-way is needed for a transportation improvement, even if development of a later phase would also have required the improvement. Lump sum costs are provided for items such as traffic signals, culverts, and roundabouts. (p 37 TEA)

B. Water

To estimate TEA water project costs, Mackenzie assigned each water improvement to the earliest phased project for which it is needed (to avoid double-counting costs for improvements in the area). In general, development phasing is assumed to progress outward from existing service boundaries and in conjunction with the transportation network. Costs assume standard construction techniques for the water system, based on linear foot estimates for the piping improvements. Lump sum costs are provided for large projects such as reservoirs. (p 38 TEA)

C. Sewer

To estimate TEA sewer project costs, Mackenzie assigned each sewer improvement to the earliest phased project for which it is needed. In general, development phasing is assumed to progress outward from existing service boundaries. Costs assume standard construction techniques for the sewer system, based on linear foot estimates for the piping improvements. Lump sum costs are provided for large projects such as pump stations. (p 41 TEA)

D. Storm Drainage

To estimate TEA storm drainage project costs, Mackenzie assigned each storm improvement to the earliest phased project for which it is needed (to avoid double-counting costs for improvements in the area). In general, development phasing is

assumed to progress outward from existing service boundaries and in conjunction with the transportation network. Costs assume standard construction techniques for the storm system, based on linear foot estimates for the piping improvements. Lump sum costs are provided for large projects such as treatment facilities. Treatment facilities have been sized based on current Clean Water Services water quality and detention requirements. (p 43 TEA)

The Plan assumes that the Agency/City will use other funds to assist in the completion of the projects within the Area. The Agency/City may pursue regional, county, state, and federal funding, private developer contributions and any other sources of funding that may assist in the implementation of the programs.

The Agency will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared. See additional narrative explanation on page 25 of this Report.

Table 2 - Estimated Cost of Each Project as Compared to Total Cost

Project Title	Total Estimated Cost	Constant FYE 2020 in UR Plan	Percentage of Total Cost by URA
Oregon/Tonquin Intersection (Roundabout)	\$3,478,000	(\$1,750,000)	50%
Oregon Street Improvements	\$7,767,000	(\$7,767,000)	100%
Oregon Street Regional WQ Facility	\$704,000	(\$704,000)	100%
Festival Plaza/Parking	\$400,000	(\$400,000)	100%
99W Ped Bridge	\$12,000,000	(\$8,000,000)	67%
Sherwood Broadband Installation	\$4,000,000	(\$4,000,000)	100%
Cedar Creek Trail Overcrossing 99W	\$7,433,000	(\$7,433,000)	100%
Cedar Brook Way Extension	\$9,892,000	(\$9,892,000)	100%
Tannery Site Clean-Up	\$3,200,000	(\$3,200,000)	100%
TEA Transportation	\$14,000,000	(\$14,000,000)	100%
TEA Water	\$5,715,000	(\$5,715,000)	100%
TEA Sewer	\$5,387,000	(\$5,387,000)	100%
TEA Stormwater	\$2,016,000	(\$2,016,000)	100%
Langer Farms Parkway Extension	\$4,121,567	(\$4,121,567)	100%
Public Works Facility	\$21,500,000	(\$10,750,000)	50%
Developer Incentives	\$417,372	(\$417,372)	100%
Financing Fees	\$584,000	(\$584,000)	100%
Administration	\$2,550,000	(\$2,550,000)	100%
Total Expenditures	\$105,164,939	(\$88,686,939)	84%

Source: City of Sherwood and Tiberius Solutions

Table 3 - Estimated Cost of Each Project in Constant FYE 2020 as Compared to Year of Expenditure Costs

Project Title	Constant FYE 2020	Year of Expenditure Project Cost
Oregon/Tonquin Intersection (Roundabout)	(\$1,750,000)	(\$2,028,775)
Oregon Street Improvements	(\$7,767,000)	(\$10,441,178)
Oregon Street Regional WQ Facility	(\$704,000)	(\$769,261)
Festival Plaza/Parking	(\$400,000)	(\$437,080)
99W Ped Bridge	(\$8,000,000)	(\$9,552,800)
Sherwood Broadband Installation	(\$4,000,000)	(\$4,370,800)
Cedar Creek Trail Overcrossing 99W	(\$7,433,000)	(\$10,915,361)
Cedar Brook Way Extension	(\$9,892,000)	(\$18,678,075)
Tannery Site Clean-Up	(\$3,200,000)	(\$5,060,320)
TEA Transportation	(\$14,000,000)	(\$31,344,320)
TEA Water	(\$5,715,000)	(\$12,795,200)
TEA Sewer	(\$5,387,000)	(\$12,060,847)
TEA Stormwater	(\$2,016,000)	(\$4,513,582)
Langer Farms Parkway Extension	(\$4,121,567)	(\$10,003,867)
Public Works Facility	(\$10,750,000)	(\$27,278,125)
Developer Incentives	(\$417,372)	(\$1,074,733)
Financing Fees	(\$584,000)	(\$736,000)
Administration	(\$2,550,000)	(\$4,418,869)
Total Expenditures	(\$88,686,939)	(\$166,479,193)

Source: City of Sherwood and Tiberius Solutions - Note the completion dates anticipate only funding through the TIF revenues. IF the City is able to jumpstart the Area by providing other financing to be repaid through future TIF revenues, these dates can be moved up.

IV. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2052 are calculated based on projections of the assessed value of development within the Area and the consolidated tax rate that will apply in the Area. The projections of assessed value include separate assumptions for the short-term (FYE 2021 to FYE 2026) and long-term (FYE 2027 and beyond).

The short-term projections include assumptions on specific new development (exception value). This exception value is based on eight new construction projects identified by City staff as likely to occur. These projects range in estimated assessed value from \$400,000 to \$35 million in constant FYE 2020 dollars, and include industrial, commercial, and multifamily residential properties. Table 4 shows the assumed exception value by year. Based on the exception value assumptions shown in Table 4, and assuming 3.0% appreciation for all existing property in the Area, we expect assessed value in the Area to experience a compound annual growth rate of 11.6% from FYE 2021 to FYE 2026.

Table 4. Exception Value by Year, 2020\$, FYE 2021 to FYE 2026

	RMV (2020\$)	AV (2020\$)	AV (YOE\$)
	\$0	\$0	\$0
	\$25,836,008	\$16,509,210	\$17,514,621
	\$17,138,333	\$11,003,811	\$12,023,864
	\$17,818,333	\$11,443,662	\$12,879,842
	\$16,213,333	\$10,360,320	\$12,010,719
	\$60,300,000	\$43,778,783	\$52,276,245
	\$137,306,008	\$ 93,095,786	\$106,705,291

Source: City of Sherwood and Tiberius Solutions

The long-term projections for FYE 2027 and beyond assume an annual growth rate of 7.0% for assessed value in the area (equal to 3% maximum annual appreciation for existing property plus 4% exception value from new development). Achieving this growth rate would require an annual increase in assessed value from new construction equal to an average of \$11.9 million per year. This amount of assessed value growth is higher than historical trends in the City and County but is less than what is anticipated in the near future based on anticipated construction projects. These projections of growth are the basis for the projections in Table 9, Table 10, Table 11, Table 12, Table 13, and Table 14.

These projections of growth were informed by conversations with City staff and City Council, based on the large amount of development potential within the Area. The City acknowledges that these projections are more aggressive than historical trends and are not guaranteed to come to fruition. If actual assessed value growth is less than forecast, then it would reduce the financial capacity of the URA to fund projects listed in the Plan.

Table 5 shows the incremental assessed value, tax rates, and tax increment revenues each year, adjusted for discounts, and delinquencies.

The first year of tax increment collections is anticipated to be fiscal year ending (FYE) 2023. Gross tax increment financing (TIF)¹ is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is "tax rate times assessed value used divided by one thousand." The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies, which will not be impacted by this Plan.

Figure 3 shows expected TIF revenues over time and the projected tax revenues after termination of the Area.

¹ TIF is also used to signify tax increment revenues

Table 5 - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues, page 1

FYE	Total	Frozen Base	Increment	Tax Rate	Gross TIF	Adjustments	Net TIF (Current Year)	Net TIF (Prior Year)	Net TIF (Total)
2023	\$236,678,423	\$194,753,980	\$41,924,443	\$11.7247	\$491,550	(\$24,578)	\$466,973	-	\$466,973
2024	\$256,658,617	\$194,753,980	\$61,904,637	\$11.4016	\$705,815	(\$35,291)	\$670,524	\$7,005	\$677,529
2025	\$276,369,095	\$194,753,980	\$81,615,115	\$11.2054	\$914,526	(\$45,726)	\$868,800	\$10,058	\$878,858
2026	\$336,936,412	\$194,753,980	\$142,182,432	\$10.5462	\$1,499,483	(\$74,974)	\$1,424,508	\$13,032	\$1,437,540
2027	\$356,075,432	\$194,753,980	\$161,321,452	\$10.7231	\$1,729,872	(\$86,494)	\$1,643,379	\$21,368	\$1,664,746
2028	\$376,420,792	\$194,753,980	\$181,666,812	\$10.8718	\$1,975,054	(\$98,753)	\$1,876,301	\$24,651	\$1,900,952
2029	\$398,052,928	\$194,753,980	\$203,298,948	\$10.9987	\$2,236,022	(\$111,801)	\$2,124,221	\$28,145	\$2,152,366
2030	\$421,057,793	\$194,753,980	\$226,303,813	\$11.1083	\$2,513,842	(\$125,692)	\$2,388,150	\$31,863	\$2,420,013
2031	\$445,527,235	\$194,753,980	\$250,773,255	\$11.2039	\$2,809,650	(\$140,482)	\$2,669,167	\$35,822	\$2,704,990
2032	\$471,559,399	\$194,753,980	\$276,805,419	\$11.2883	\$3,124,661	(\$156,233)	\$2,968,428	\$40,038	\$3,008,466
2033	\$499,259,170	\$194,753,980	\$304,505,190	\$11.3633	\$3,460,176	(\$173,009)	\$3,287,167	\$44,526	\$3,331,693
2034	\$528,738,645	\$194,753,980	\$333,984,665	\$11.4304	\$3,817,581	(\$190,879)	\$3,626,702	\$49,308	\$3,676,010
2035	\$560,117,624	\$194,753,980	\$365,363,644	\$11.4909	\$4,198,363	(\$209,918)	\$3,988,445	\$54,401	\$4,042,846
2036	\$593,524,149	\$194,753,980	\$398,770,169	\$11.5458	\$4,604,108	(\$230,205)	\$4,373,903	\$59,827	\$4,433,729
2037	\$629,095,079	\$194,753,980	\$434,341,099	\$11.5958	\$5,036,513	(\$251,826)	\$4,784,687	\$65,609	\$4,850,296
2038	\$666,976,704	\$194,753,980	\$472,222,724	\$11.6415	\$5,497,391	(\$274,870)	\$5,222,522	\$71,770	\$5,294,292
2039	\$707,325,389	\$194,753,980	\$512,571,409	\$11.6836	\$5,988,682	(\$299,434)	\$5,689,248	\$78,338	\$5,767,586
2040	\$750,308,292	\$194,753,980	\$555,554,312	\$11.7225	\$6,512,460	(\$325,623)	\$6,186,837	\$85,339	\$6,272,176

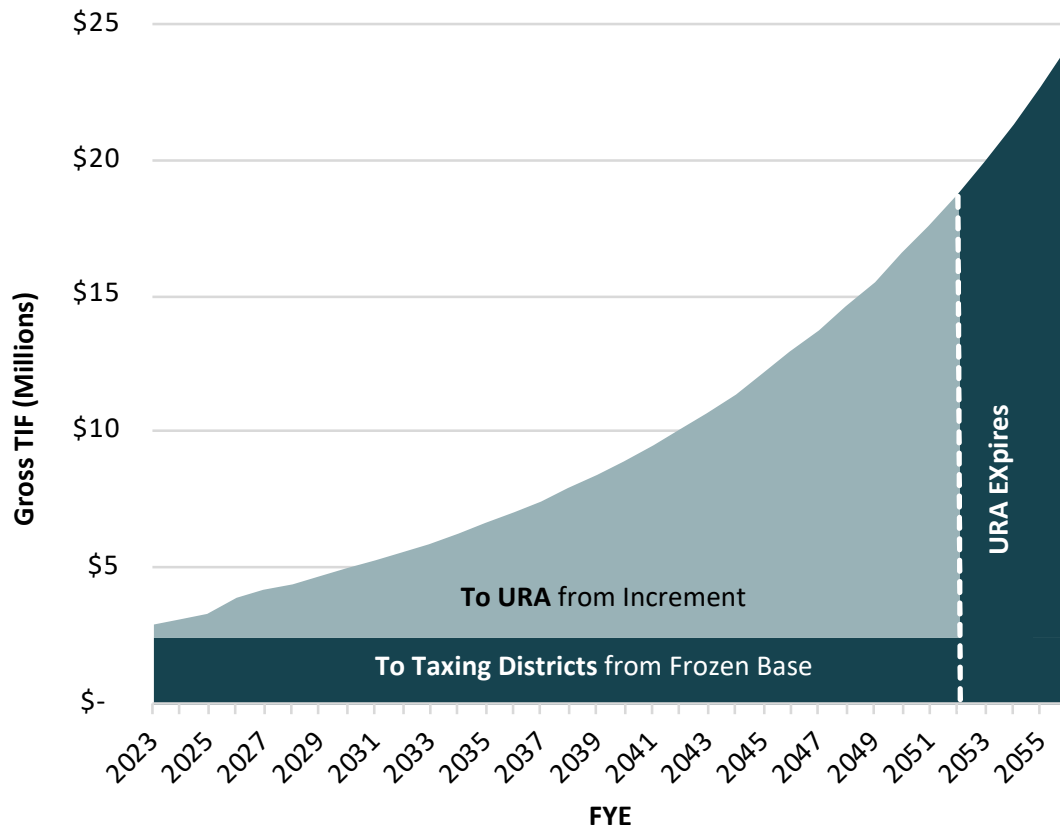
Source: Tiberius Solutions

Table 6 - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues, page 2

FYE	Total	Frozen Base	Increment	Tax Rate	Gross TIF	Adjustments	Net TIF (Current Year)	Net TIF (Prior Year)	Net TIF (Total)
2041	\$796,104,100	\$194,753,980	\$601,350,120	\$11.7584	\$7,070,942	(\$353,547)	\$6,717,394	\$92,803	\$6,810,197
2042	\$844,903,843	\$194,753,980	\$650,149,863	\$11.7919	\$7,666,497	(\$383,325)	\$7,283,172	\$100,761	\$7,383,933
2043	\$896,911,743	\$194,753,980	\$702,157,763	\$11.8231	\$8,301,660	(\$415,083)	\$7,886,577	\$109,248	\$7,995,825
2044	\$952,346,131	\$194,753,980	\$757,592,151	\$11.8522	\$8,979,142	(\$448,957)	\$8,530,185	\$118,299	\$8,648,484
2045	\$1,011,440,446	\$194,753,980	\$816,686,466	\$11.8795	\$9,701,841	(\$485,092)	\$9,216,749	\$127,953	\$9,344,701
2046	\$1,074,444,267	\$194,753,980	\$879,690,287	\$11.9052	\$10,472,855	(\$523,643)	\$9,949,212	\$138,251	\$10,087,463
2047	\$1,141,624,443	\$194,753,980	\$946,870,463	\$11.9293	\$11,295,498	(\$564,775)	\$10,730,723	\$149,238	\$10,879,961
2048	\$1,213,266,303	\$194,753,980	\$1,018,512,323	\$11.9521	\$12,173,315	(\$608,666)	\$11,564,649	\$160,961	\$11,725,610
2049	\$1,289,674,938	\$194,753,980	\$1,094,920,958	\$11.9736	\$13,110,094	(\$655,505)	\$12,454,590	\$173,470	\$12,628,059
2050	\$1,371,176,579	\$194,753,980	\$1,176,422,599	\$11.9939	\$14,109,890	(\$705,494)	\$13,404,395	\$186,819	\$13,591,214
2051	\$1,458,120,066	\$194,753,980	\$1,263,366,086	\$12.0132	\$15,177,036	(\$758,852)	\$14,418,184	\$201,066	\$14,619,250
2052	\$1,550,878,430	\$194,753,980	\$1,356,124,450	\$12.0315	\$16,316,167	(\$815,808)	\$15,500,359	\$216,273	\$15,716,631
TOTAL:					\$191,490,685	(\$9,574,534)	\$181,916,151	\$2,496,237	\$184,412,388

Source: Tiberius Solutions

Figure 3 - TIF Projections



Tiberius Solutions

Source:

V. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 7 shows a summary of the financial capacity of the URA, including how the total TIF revenue translates to the ability to fund urban renewal projects in constant 2020 dollars in five-year increments. Table 9, Table 10, and Table 11 show more detailed tables on the allocation of tax revenues to projects, programs, and administration over time.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the urban renewal area in FYE 2052, a 30-year urban renewal plan. The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If growth in assessed value is slower, it may take longer; if growth in assessed value is more robust than the projections, it may take a shorter time period. These assumptions show one scenario for financing and that this scenario is financially feasible.

The maximum indebtedness is \$166,600,000 (One Hundred Sixty-Six Million Six Hundred Thousand dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$166,600,000 is \$184,412,388 and is from permanent rate levies. The increase over the maximum indebtedness is due to the projected cost of the interest on borrowings.

The financial analysis projects capacity of funding for projects in five-year increments is shown below in Table 4.

Table 7 - TIF Capacity of the Area in FYE 2020 Constant Rounded Numbers

Total Net TIF	\$184,400,000
Maximum Indebtedness	\$166,600,000
Capacity (2020\$)	\$88,900,000
Years 1-5	\$17,300,000
Years 6-10	\$6,100,000
Years 11-15	\$13,800,000
Years 16-20	\$5,800,000
Years 21-25	\$18,300,000
Years 26-30	\$27,600,000

Source: Tiberius Solutions

This financial analysis shows borrowings as identified in Table 8. This is only one scenario for how the Agency may decide to implement this Plan, and this scenario is financially feasible. The Agency may decide to do borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings repaid at the termination of the District in FYE 2052. The amounts shown are the principal amounts of the borrowings. The total amounts, including interest, are shown in the second column of Table 9.

Table 8 - Estimated Borrowings and Amounts

Loan	A	B	C	D
Principal Amount	\$7,300,000	\$12,600,000	\$5,100,000	\$11,800,000
Interest Rate	3.0%	3.5%	5.0%	5.0%
Loan Term	25	20	20	20
Loan Year	2023	2026	2029	2033
Interest Payment Start	2023	2026	2029	2033
Principal Payment Start	2023	2026	2029	2033
Annual Payment	\$419,223	\$886,550	\$409,237	\$946,863

Source: Tiberius Solutions

Table 9 - Tax Increment Revenues and Allocations to Debt Service, page 1

	Total	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032
Resources											
TIF: Current Year	181,916,151	466,973	670,524	868,800	1,424,508	1,643,379	1,876,301	2,124,221	2,388,150	2,669,167	2,968,428
TIF: Prior Years	2,496,237	-	7,005	10,058	13,032	21,368	24,651	28,145	31,863	35,822	40,038
Total Resources	184,412,388	466,973	677,529	878,858	1,437,540	1,664,746	1,900,952	2,152,366	2,420,013	2,704,990	3,008,466
Expenditures											
Debt Service											
Scheduled Payments											
Loan A	(10,480,586)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)
Loan B	(17,730,991)	-	-	-	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)
Loan C	(8,184,744)	-	-	-	-	-	-	(409,237)	(409,237)	(409,237)	(409,237)
Loan D	(18,937,251)	-	-	-	-	-	-	-	-	-	-
Total Debt Service	(55,333,572)	(419,223)	(419,223)	(419,223)	(1,305,773)	(1,305,773)	(1,305,773)	(1,715,010)	(1,715,010)	(1,715,010)	(1,715,010)
Debt Service Coverage Ratio		1.11	1.62	2.10	1.10	1.27	1.46	1.26	1.41	1.58	1.75
Transfer to URA Projects Fund	(129,078,815)	(47,749)	(258,305)	(459,635)	(131,767)	(358,973)	(595,178)	(437,355)	(705,003)	(989,979)	(1,293,456)
Total Expenditures	(184,412,388)	(466,973)	(677,529)	(878,858)	(1,437,540)	(1,664,746)	(1,900,952)	(2,152,366)	(2,420,013)	(2,704,990)	(3,008,466)
Ending Balance		-	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 10 - Tax Increment Revenues and Allocations to Debt Service, page 2

	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043
Resources											
TIF: Current Year	3,287,167	3,626,702	3,988,445	4,373,903	4,784,687	5,222,522	5,689,248	6,186,837	6,717,394	7,283,172	7,886,577
TIF: Prior Years	44,526	49,308	54,401	59,827	65,609	71,770	78,338	85,339	92,803	100,761	109,248
Total Resources	3,331,693	3,676,010	4,042,846	4,433,729	4,850,296	5,294,292	5,767,586	6,272,176	6,810,197	7,383,933	7,995,825
Expenditures											
Debt Service											
Scheduled Payments											
Loan A	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)	(419,223)
Loan B	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)	(886,550)
Loan C	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)
Loan D	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)
Total Debt Service, Scheduled Only	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)
Total Debt Service	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)	(2,661,873)
Debt Service Coverage Ratio	1.25	1.38	1.52	1.67	1.82	1.99	2.17	2.36	2.56	2.77	3.00
Transfer to URA Projects Fund	(669,821)	(1,014,137)	(1,380,973)	(1,771,857)	(2,188,423)	(2,632,419)	(3,105,713)	(3,610,303)	(4,148,324)	(4,722,060)	(5,333,952)
Total Expenditures	(3,331,693)	(3,676,010)	(4,042,846)	(4,433,729)	(4,850,296)	(5,294,292)	(5,767,586)	(6,272,176)	(6,810,197)	(7,383,933)	(7,995,825)
Ending Balance	-	-	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 11 - Tax Increment Revenues and Allocations to Debt Service, page 3

	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051	FYE 2052
Resources									
TIF: Current Year	8,530,185	9,216,749	9,949,212	10,730,723	11,564,649	12,454,590	13,404,395	14,418,184	15,500,359
TIF: Prior Years	118,299	127,953	138,251	149,238	160,961	173,470	186,819	201,066	216,273
Total Resources	8,648,484	9,344,701	10,087,463	10,879,961	11,725,610	12,628,059	13,591,214	14,619,250	15,716,631
Expenditures									
Debt Service									
Scheduled Payments									
Loan A	(419,223)	(419,223)	(419,223)	(419,223)	-	-	-	-	-
Loan B	(886,550)	(886,550)	-	-	-	-	-	-	-
Loan C	(409,237)	(409,237)	(409,237)	(409,237)	(409,237)	-	-	-	-
Loan D	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,863)	(946,862)
Total Debt Service, Scheduled Only	(2,661,873)	(2,661,873)	(1,775,323)	(1,775,323)	(1,356,100)	(946,863)	(946,863)	(946,863)	(946,862)
Total Debt Service	(2,661,873)	(2,661,873)	(1,775,323)	(1,775,323)	(1,356,100)	(946,863)	(946,863)	(946,863)	(946,862)
Debt Service Coverage Ratio	3.25	3.51	5.68	6.13	8.65	13.34	14.35	15.44	16.60
Transfer to URA Projects Fund	(5,986,611)	(6,682,829)	(8,312,140)	(9,104,638)	(10,369,510)	(11,681,197)	(12,644,352)	(13,672,387)	(14,769,769)
Total Expenditures	(8,648,484)	(9,344,701)	(10,087,463)	(10,879,961)	(11,725,610)	(12,628,059)	(13,591,214)	(14,619,250)	(15,716,631)
Ending Balance	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the Agency. Annual expenditures for program administration are also shown. These are predicated on the fact that urban renewal activities will start off slowly in the beginning years and increase in the final years of the Area.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2052, a 30-year program.

The amount of money available for projects in 2020 constant dollars for Area is \$88,900,000. See Table 3 for the individual project analysis. This \$88,900,000 is calculated by taking the maximum indebtedness of \$166,600,000 and bringing it back to constant 2020 dollars. This is done as the Agency's cost estimates are typically in constant dollars, so understanding how that relates to the overall MI over 30 years is important to enable the Agency to make projections on the allocation of funds throughout the life of the Area.

Table 12, Table 13, and Table 14 show the \$89,900,000 of 2020 project dollars inflated over the life of the Area including administrative expenses. All costs shown in Table 12, Table 13, and Table 14 are in year-of-expenditure dollars, which are adjusted by 3.0% annually to account for inflation. The year of expenditure total cost is \$166,479,193.

The 3% inflation rate is the rate to use in the future if any amendment to increase maximum indebtedness is pursued in accordance with ORS 457.470.

The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. The following tables are prepared to show that the Area is financially feasible as required by ORS 457. It assumes completion of projects as funding becomes available. If the City is able to jumpstart the Area by providing alternative funding sources which are repaid when tax increment revenues are available, or if other outside funding sources are secured, including but not limited to, developer contributions, the timing on projects can be moved up.

Table 12 - Programs and Costs in Year of Expenditure Dollars, Page 1

	Total	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031
Resources										
Beginning Balance		-	1,531,728	1,702,024	42,853	2,868,535	3,137,310	3,640,497	5,605,019	2,744,458
Interest Earnings	600,377	-	7,659	8,510	214	14,343	15,687	18,202	28,025	13,722
Transfer from TIF Fund	129,078,815	47,749	258,305	459,635	131,767	358,973	595,178	437,355	705,003	989,979
Bond/Loan Proceeds	36,800,000	7,300,000	-	-	12,600,000	-	-	5,100,000	-	-
Total Resources	166,479,192	7,347,749	1,797,692	2,170,169	12,774,834	3,241,852	3,748,175	9,196,054	6,338,047	3,748,160
Expenditures (YOE \$)										
Oregon/Tonquin Intersection (Roundabout)	(2,028,775)	-	-	(2,028,775)	-	-	-	-	-	-
Oregon Street Improvements	(10,441,178)	-	-	-	-	-	-	(3,378,127)	(3,479,357)	(3,583,694)
Oregon Street Regional WQ Facility	(769,261)	(769,261)	-	-	-	-	-	-	-	-
Festival Plaza/Parking	(437,080)	(437,080)	-	-	-	-	-	-	-	-
99W Ped Bridge	(9,552,800)	-	-	-	(9,552,800)	-	-	-	-	-
Sherwood Broadband Installation	(4,370,800)	(4,370,800)	-	-	-	-	-	-	-	-
Cedar Creek Trail Overcrossing 99W	(10,915,361)	-	-	-	-	-	-	-	-	-
Cedar Brook Way Extension	(18,678,075)	-	-	-	-	-	-	-	-	-
Tannery Site Clean-Up	(5,060,320)	-	-	-	-	-	-	-	-	-
TEA Transportation	(31,344,320)	-	-	-	-	-	-	-	-	-
TEA Water	(12,795,200)	-	-	-	-	-	-	-	-	-
TEA Sewer	(12,060,847)	-	-	-	-	-	-	-	-	-
TEA Stormwater	(4,513,582)	-	-	-	-	-	-	-	-	-
Langer Farms Parkway Extension	(10,003,867)	-	-	-	-	-	-	-	-	-
Public Works Facility	(27,278,125)	-	-	-	-	-	-	-	-	-
Developer Incentives	(1,074,733)	-	-	-	-	-	-	-	-	-
Financing Fees	(736,000)	(146,000)	-	-	(252,000)	-	-	(102,000)	-	-
Administration	(4,418,869)	(92,880)	(95,668)	(98,541)	(101,499)	(104,542)	(107,678)	(110,908)	(114,232)	(117,657)
Total Expenditures	(166,479,193)	(5,816,021)	(95,668)	(2,127,316)	(9,906,299)	(104,542)	(107,678)	(3,591,035)	(3,593,589)	(3,701,351)
Ending Balance		1,531,728	1,702,024	42,853	2,868,535	3,137,310	3,640,497	5,605,019	2,744,458	46,809

Source: Tiberius Solutions

Table 13 - Programs and Costs in Year of Expenditure Dollars, Page 2

	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042
Resources											
Beginning Balance	46,809	1,219,313	2,419,047	3,316,708	2,089,035	1,167,416	3,221,188	5,725,009	8,710,300	12,210,635	7,060,842
Interest Earnings	234	6,097	12,095	16,584	10,445	5,837	16,106	28,625	43,551	61,053	35,304
Transfer from TIF Fund	1,293,456	669,821	1,014,137	1,380,973	1,771,857	2,188,423	2,632,419	3,105,713	3,610,303	4,148,324	4,722,060
Bond/Loan Proceeds	-	11,800,000	-	-	-	-	-	-	-	-	-
Total Resources	1,340,498	13,695,231	3,445,279	4,714,265	3,871,336	3,361,676	5,869,713	8,859,348	12,364,154	16,420,012	11,818,206
Expenditures (YOE \$)											
Oregon/Tonquin Intersection (Roundabout)	-	-	-	-	-	-	-	-	-	-	-
Oregon Street Improvements	-	-	-	-	-	-	-	-	-	-	-
Oregon Street Regional WQ Facility	-	-	-	-	-	-	-	-	-	-	-
Festival Plaza/Parking	-	-	-	-	-	-	-	-	-	-	-
99W Ped Bridge	-	-	-	-	-	-	-	-	-	-	-
Sherwood Broadband Installation	-	-	-	-	-	-	-	-	-	-	-
Cedar Creek Trail Overcrossing 99W	-	(10,915,361)	-	-	-	-	-	-	-	-	-
Cedar Brook Way Extension	-	-	-	-	-	-	-	-	-	(9,201,044)	(9,477,031)
Tannery Site Clean-Up	-	-	-	(2,492,800)	(2,567,520)	-	-	-	-	-	-
TEA Transportation	-	-	-	-	-	-	-	-	-	-	-
TEA Water	-	-	-	-	-	-	-	-	-	-	-
TEA Sewer	-	-	-	-	-	-	-	-	-	-	-
TEA Stormwater	-	-	-	-	-	-	-	-	-	-	-
Langer Farms Parkway Extension	-	-	-	-	-	-	-	-	-	-	-
Public Works Facility	-	-	-	-	-	-	-	-	-	-	-
Developer Incentives	-	-	-	-	-	-	-	-	-	-	-
Financing Fees	-	(236,000)	-	-	-	-	-	-	-	-	-
Administration	(121,185)	(124,823)	(128,571)	(132,430)	(136,400)	(140,488)	(144,704)	(149,048)	(153,519)	(158,126)	(162,869)
Total Expenditures	(121,185)	(11,276,184)	(128,571)	(2,625,230)	(2,703,920)	(140,488)	(144,704)	(149,048)	(153,519)	(9,359,170)	(9,639,900)
Ending Balance	1,219,313	2,419,047	3,316,708	2,089,035	1,167,416	3,221,188	5,725,009	8,710,300	12,210,635	7,060,842	2,178,306

Source: Tiberius Solutions

Table 14 - Programs and Costs in Year of Expenditure Dollars, Page 3

	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051	FYE 2052
Resources										
Beginning Balance	2,178,306	7,355,394	2,180,900	8,696,660	5,172,436	2,066,682	12,252,053	11,013,493	338,571	362,651
Interest Earnings	10,892	36,777	10,904	43,483	25,862	10,333	61,260	55,067	1,693	1,813
Transfer from TIF Fund	5,333,952	5,986,611	6,682,829	8,312,140	9,104,638	10,369,510	11,681,197	12,644,352	13,672,387	14,769,769
Bond/Loan Proceeds	-	-	-	-						
Total Resources	7,523,150	13,378,782	8,874,633	17,052,283	14,302,936	12,446,525	23,994,510	23,712,912	14,012,651	15,134,233
Expenditures (YOE \$)										
Oregon/Tonquin Intersection (Roundabout)	-	-	-	-	-	-	-	-	-	-
Oregon Street Improvements	-	-	-	-	-	-	-	-	-	-
Oregon Street Regional WQ Facility	-	-	-	-	-	-	-	-	-	-
Festival Plaza/Parking	-	-	-	-	-	-	-	-	-	-
99W Ped Bridge	-	-	-	-	-	-	-	-	-	-
Sherwood Broadband Installation	-	-	-	-	-	-	-	-	-	-
Cedar Creek Trail Overcrossing 99W	-	-	-	-	-	-	-	-	-	-
Cedar Brook Way Extension	-	-	-	-	-	-	-	-	-	-
Tannery Site Clean-Up	-	-	-	-	-	-	-	-	-	-
TEA Transportation	-	(5,691,840)	-	(6,038,480)	(6,219,640)	-	(6,598,200)	(6,796,160)	-	-
TEA Water	-	(2,323,490)	-	(2,464,994)	(2,538,946)	-	(2,693,480)	(2,774,290)	-	-
TEA Sewer	-	(2,190,139)	-	(2,323,521)	(2,393,229)	-	(2,538,893)	(2,615,065)	-	-
TEA Stormwater	-	(819,625)	-	(869,541)	(895,628)	-	(950,141)	(978,647)	-	-
Langer Farms Parkway Extension	-	-	-	-	-	-	-	(10,003,867)	-	-
Public Works Facility	-	-	-	-	-	-	-	-	(13,437,500)	(13,840,625)
Developer Incentives	-	-	-	-	-	-	-	-	-	(1,074,733)
Financing Fees	-	-	-	-	-	-	-	-	-	-
Administration	(167,756)	(172,788)	(177,973)	(183,311)	(188,811)	(194,472)	(200,303)	(206,312)	(212,500)	(218,875)
Total Expenditures	(167,756)	(11,197,882)	(177,973)	(11,879,847)	(12,236,254)	(194,472)	(12,981,017)	(23,374,341)	(13,650,000)	(15,134,233)
Ending Balance	7,355,394	2,180,900	8,696,660	5,172,436	2,066,682	12,252,053	11,013,493	338,571	362,651	-

Source: Tiberius Solutions

VII. REVENUE SHARING

Revenue sharing targets are not projected to be reached as the threshold set in ORS 457 (annual tax increment revenues in excess of 10 percent of the maximum indebtedness) is not met during the expected life of the Plan.

Revenue sharing means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (\$16,660,000). At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold, and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness (\$20,825,000). If this threshold is met, revenue for the district would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

If assessed value in the Area grows more quickly than projected, the revenue sharing triggers could be reached earlier.

VIII. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the Area.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2052 and are shown in Table 15 and Table 16.

The Sherwood School District and the Northwest Regional Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level.

Table 15 and Table 16 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 15 shows the general government levies, and Table 16 shows the education levies.

Table 15 - Projected Impact on Taxing District Permanent Rate Levies - General Government, page 1

FYE	Wash. County	City of Sherwood	Port of Portland	Tualatin Soil & Water District	Tualatin Valley Fire & Rescue	Enhanced Sheriff Patrol	Urban Road Maint.	Metro	Subtotal General Gov't
2023	(\$89,550)	(\$97,669)	(\$2,792)	(\$3,286)	(\$60,746)	(\$21)	(\$8)	(\$3,846)	(\$257,918)
2024	(\$133,570)	(\$126,683)	(\$4,164)	(\$4,901)	(\$90,607)	(\$32)	(\$13)	(\$5,737)	(\$365,708)
2025	(\$176,312)	(\$151,745)	(\$5,497)	(\$6,469)	(\$119,601)	(\$44)	(\$17)	(\$7,573)	(\$467,258)
2026	(\$306,314)	(\$174,323)	(\$9,550)	(\$11,239)	(\$207,788)	(\$56)	(\$22)	(\$13,158)	(\$722,450)
2027	(\$349,135)	(\$224,910)	(\$10,885)	(\$12,811)	(\$236,835)	(\$84)	(\$32)	(\$14,996)	(\$849,689)
2028	(\$393,205)	(\$279,342)	(\$12,259)	(\$14,428)	(\$266,730)	(\$115)	(\$44)	(\$16,888)	(\$983,012)
2029	(\$440,063)	(\$337,486)	(\$13,720)	(\$16,147)	(\$298,516)	(\$147)	(\$57)	(\$18,900)	(\$1,125,036)
2030	(\$489,894)	(\$399,599)	(\$15,274)	(\$17,976)	(\$332,319)	(\$182)	(\$70)	(\$21,039)	(\$1,276,353)
2031	(\$542,897)	(\$465,956)	(\$16,926)	(\$19,920)	(\$368,274)	(\$220)	(\$85)	(\$23,315)	(\$1,437,593)
2032	(\$599,286)	(\$536,851)	(\$18,684)	(\$21,989)	(\$406,525)	(\$260)	(\$100)	(\$25,735)	(\$1,609,431)
2033	(\$659,286)	(\$612,599)	(\$20,555)	(\$24,191)	(\$447,226)	(\$303)	(\$117)	(\$28,311)	(\$1,792,588)
2034	(\$723,141)	(\$693,536)	(\$22,546)	(\$26,534)	(\$490,542)	(\$348)	(\$134)	(\$31,053)	(\$1,987,834)
2035	(\$791,110)	(\$780,022)	(\$24,665)	(\$29,028)	(\$536,649)	(\$397)	(\$153)	(\$33,971)	(\$2,195,995)
2036	(\$863,471)	(\$872,441)	(\$26,921)	(\$31,683)	(\$585,735)	(\$450)	(\$174)	(\$37,077)	(\$2,417,952)
2037	(\$940,520)	(\$971,206)	(\$29,323)	(\$34,510)	(\$638,001)	(\$506)	(\$195)	(\$40,385)	(\$2,654,647)

FYE	Wash. County	City of Sherwood	Port of Portland	Tualatin Soil & Water District	Tualatin Valley Fire & Rescue	Enhanced Sheriff Patrol	Urban Road Maint.	Metro	Subtotal General Gov't
2038	(\$1,022,574)	(\$1,076,756)	(\$31,882)	(\$37,521)	(\$693,662)	(\$566)	(\$218)	(\$43,907)	(\$2,907,087)
2039	(\$1,109,972)	(\$1,189,563)	(\$34,606)	(\$40,728)	(\$752,949)	(\$630)	(\$243)	(\$47,659)	(\$3,176,351)
2040	(\$1,203,076)	(\$1,310,132)	(\$37,509)	(\$44,144)	(\$816,105)	(\$699)	(\$270)	(\$51,656)	(\$3,463,591)
2041	(\$1,302,272)	(\$1,439,001)	(\$40,602)	(\$47,784)	(\$883,395)	(\$773)	(\$298)	(\$55,915)	(\$3,770,038)
2042	(\$1,407,974)	(\$1,576,747)	(\$43,897)	(\$51,662)	(\$955,098)	(\$851)	(\$329)	(\$60,452)	(\$4,097,011)
2043	(\$1,520,626)	(\$1,723,987)	(\$47,410)	(\$55,796)	(\$1,031,515)	(\$936)	(\$361)	(\$65,288)	(\$4,445,917)
2044	(\$1,640,699)	(\$1,881,381)	(\$51,153)	(\$60,202)	(\$1,112,966)	(\$1,026)	(\$396)	(\$70,443)	(\$4,818,265)
2045	(\$1,768,699)	(\$2,049,636)	(\$55,144)	(\$64,898)	(\$1,199,795)	(\$1,122)	(\$433)	(\$75,938)	(\$5,215,666)
2046	(\$1,905,167)	(\$2,229,507)	(\$59,399)	(\$69,906)	(\$1,292,368)	(\$1,225)	(\$473)	(\$81,796)	(\$5,639,842)
2047	(\$2,050,681)	(\$2,421,803)	(\$63,936)	(\$75,245)	(\$1,391,078)	(\$1,336)	(\$515)	(\$88,043)	(\$6,092,636)
2048	(\$2,205,859)	(\$2,627,387)	(\$68,774)	(\$80,939)	(\$1,496,343)	(\$1,454)	(\$561)	(\$94,704)	(\$6,576,021)
2049	(\$2,371,362)	(\$2,847,186)	(\$73,934)	(\$87,012)	(\$1,608,611)	(\$1,580)	(\$610)	(\$101,809)	(\$7,092,104)
2050	(\$2,547,896)	(\$3,082,189)	(\$79,438)	(\$93,489)	(\$1,728,363)	(\$1,716)	(\$662)	(\$109,387)	(\$7,643,139)
2051	(\$2,736,217)	(\$3,333,454)	(\$85,309)	(\$100,399)	(\$1,856,110)	(\$1,860)	(\$718)	(\$117,471)	(\$8,231,539)
2052	(\$2,937,133)	(\$3,602,115)	(\$91,573)	(\$107,772)	(\$1,992,401)	(\$2,015)	(\$778)	(\$126,096)	(\$8,859,882)
TOTAL:	(\$35,227,961)	(\$39,115,210)	(\$1,098,328)	(\$1,292,611)	(\$23,896,854)	(\$20,955)	(\$8,086)	(\$1,512,550)	(\$102,172,553)

Source: Tiberius Solutions

Table 16 - Projected Impact on Taxing District Permanent Rate Levies – Education

FYE	NW Regional ESD	Portland Community College	Sherwood School District	Subtotal Education	Total Impacts Gen Gov't & Education
2023	(\$6,126)	(\$11,263)	(\$191,665)	(\$209,054)	(\$466,973)
2024	(\$9,137)	(\$16,800)	(\$285,883)	(\$311,821)	(\$677,529)
2025	(\$12,060)	(\$22,176)	(\$377,364)	(\$411,600)	(\$878,858)
2026	(\$20,953)	(\$38,528)	(\$655,610)	(\$715,091)	(\$1,437,540)
2027	(\$23,882)	(\$43,914)	(\$747,261)	(\$815,057)	(\$1,664,746)
2028	(\$26,897)	(\$49,457)	(\$841,586)	(\$917,940)	(\$1,900,952)
2029	(\$30,102)	(\$55,350)	(\$941,877)	(\$1,027,329)	(\$2,152,366)
2030	(\$33,511)	(\$61,618)	(\$1,048,531)	(\$1,143,660)	(\$2,420,013)
2031	(\$37,136)	(\$68,285)	(\$1,161,975)	(\$1,267,396)	(\$2,704,990)
2032	(\$40,994)	(\$75,377)	(\$1,282,664)	(\$1,399,035)	(\$3,008,466)
2033	(\$45,098)	(\$82,924)	(\$1,411,084)	(\$1,539,106)	(\$3,331,693)
2034	(\$49,466)	(\$90,955)	(\$1,547,754)	(\$1,688,176)	(\$3,676,010)
2035	(\$54,115)	(\$99,505)	(\$1,693,231)	(\$1,846,850)	(\$4,042,846)
2036	(\$59,065)	(\$108,606)	(\$1,848,107)	(\$2,015,778)	(\$4,433,729)
2037	(\$64,336)	(\$118,297)	(\$2,013,016)	(\$2,195,649)	(\$4,850,296)
2038	(\$69,948)	(\$128,618)	(\$2,188,639)	(\$2,387,205)	(\$5,294,292)
2039	(\$75,927)	(\$139,610)	(\$2,375,698)	(\$2,591,235)	(\$5,767,586)
2040	(\$82,295)	(\$151,321)	(\$2,574,969)	(\$2,808,585)	(\$6,272,176)
2041	(\$89,081)	(\$163,798)	(\$2,787,281)	(\$3,040,159)	(\$6,810,197)
2042	(\$96,311)	(\$177,093)	(\$3,013,518)	(\$3,286,922)	(\$7,383,933)
2043	(\$104,017)	(\$191,262)	(\$3,254,628)	(\$3,549,907)	(\$7,995,825)
2044	(\$112,231)	(\$206,364)	(\$3,511,623)	(\$3,830,218)	(\$8,648,484)
2045	(\$120,986)	(\$222,464)	(\$3,785,585)	(\$4,129,036)	(\$9,344,701)
2046	(\$130,321)	(\$239,629)	(\$4,077,671)	(\$4,447,622)	(\$10,087,463)
2047	(\$140,275)	(\$257,931)	(\$4,389,119)	(\$4,787,325)	(\$10,879,961)

FYE	NW Regional ESD	Portland Community College	Sherwood School District	Subtotal Education	Total Impacts Gen Gov't & Education
2048	(\$150,890)	(\$277,449)	(\$4,721,249)	(\$5,149,589)	(\$11,725,610)
2049	(\$162,211)	(\$298,266)	(\$5,075,478)	(\$5,535,956)	(\$12,628,059)
2050	(\$174,287)	(\$320,470)	(\$5,453,318)	(\$5,948,075)	(\$13,591,214)
2051	(\$187,169)	(\$344,157)	(\$5,856,385)	(\$6,387,711)	(\$14,619,250)
2052	(\$200,912)	(\$369,428)	(\$6,286,409)	(\$6,856,749)	(\$15,716,631)
TOTAL:	(\$2,409,740)	(\$4,430,914)	(\$75,399,180)	(\$82,239,835)	(\$184,412,388)

Source: Tiberius Solutions Please refer to the explanation of the schools funding in the preceding section.

Table 17 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2053.

The Frozen Base is the assessed value of the Area established by the county assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

Table 17 - Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Tax Rate	From Frozen Base	From Excess Value	Total
General Government				
Washington County	2.2484	\$437,885	\$3,271,639	\$3,709,524
City of Sherwood	3.2975	\$621,501	\$4,037,991	\$4,659,492
Port of Portland	0.0701	\$13,652	\$102,002	\$115,654
Tualatin Soil & Water District	0.0825	\$16,068	\$120,044	\$136,112
Tualatin Valley Fire & Rescue	1.5252	\$297,039	\$2,219,313	\$2,516,352
Enhanced Sheriff Patrol	0.6365	\$365	\$2,264	\$2,629
Urban Road Maintenance	0.2456	\$141	\$874	\$1,015
Metro	0.0966	\$18,796	\$140,457	\$159,253
Subtotal	8.2024	\$1,405,447	\$9,894,584	\$11,300,031
Education				
NW Regional ESD	0.1538	\$29,953	\$223,794	\$253,747
Portland Community College	0.2828	\$55,076	\$411,501	\$466,577
Sherwood School District	4.8123	\$937,215	\$7,002,360	\$7,939,575
Subtotal	5.2489	\$1,022,244	\$7,637,655	\$8,659,899
TOTAL:	13.4513	\$2,427,691	\$17,532,239	\$19,959,930

Source: Tiberius Solutions

IX. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base (assumed to be FYE 2021 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$194,753,980. The Washington County Assessor will certify the frozen base once the urban renewal plan is adopted.

The total assessed value of the existing Sherwood Urban Renewal Area is expected to be approximately \$240,000,000 once the 2020 amendment is calculated by the Assessor's office. The 2020 amendment reduced the assessed value of the existing area by \$185,000,000. The Assessor's office has not yet computed the new frozen base nor the new full value. The values used in this document reflect the consultant's estimates. The total assessed value of the City of Sherwood in FYE 2021 is \$2,216,239,431². It is anticipated that the existing URA will discontinue taking division of tax revenues after FYE 2023.

The percentage of total City assessed value in urban renewal areas is 12.46%, below the 25% threshold.

The Area contains 585 acres, including public rights-of-way, and the City of Sherwood contains 3,129 acres. The existing Sherwood Urban Renewal Area contains 174 acres. This puts 24.26 % of the City's acreage in an urban renewal area, which is below the 25% threshold. This will reduce when the existing urban renewal area is terminated in FYE 2023.

Table 18 - Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Acreage	Assessed Value
URA 1- After 2020 Amendment - Frozen Base	174	\$58,914,988
New URA -Frozen Base	585	\$194,753,980
Total URAs	759	\$253,668,968
City of Sherwood	3,129	\$2,216,239,431
Excess Value of URA 1		\$179,767,736
City of Sherwood minus value		\$2,036,471,695
% of City	24.26%	12.46%

Source: Compiled by Elaine Howard Consulting, LLC with data from Tiberius Solutions LLC, City of Sherwood and Washington County Department of Assessment and Taxation (FYE 2021)

² Washington County Assessor FY 2020/2021 SAL 4a Report.

X. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Sherwood Urban Renewal Area and documents the occurrence of "blighted areas," as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The Area measures 585 total acres in size, which is composed of 398 individual parcels encompassing 452.89 acres, and an additional 133.11 acres in public rights-of-way. An analysis of FYE 2019/2020 property classification data from the Washington County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Commercial uses account for the most prevalent land use within the Area (33.95%). This was followed by Residential uses (26.21%). Detailed land use designations in the Area can be seen in Table 19.

Table 19 - Land Use in the Area

Land Use	Parcels	Acreage	Percent of Acreage
Commercial	62	153.76	33.95%
Residential	303	118.68	26.21%
Exempt	12	97.65	21.56%
Forest	5	35.79	7.90%
Miscellaneous	14	35.26	7.78%
Multi-Family	1	7.42	1.64%
Farm	1	4.33	0.96%
TOTAL:	398	452.89	100.00%

Source: Compiled by Elaine Howard Consulting, LLC with data from the Tiberius Solutions using the Washington County Department of Assessment and Taxation database (FYE 2019-2020)

2. Comprehensive Plan Designations

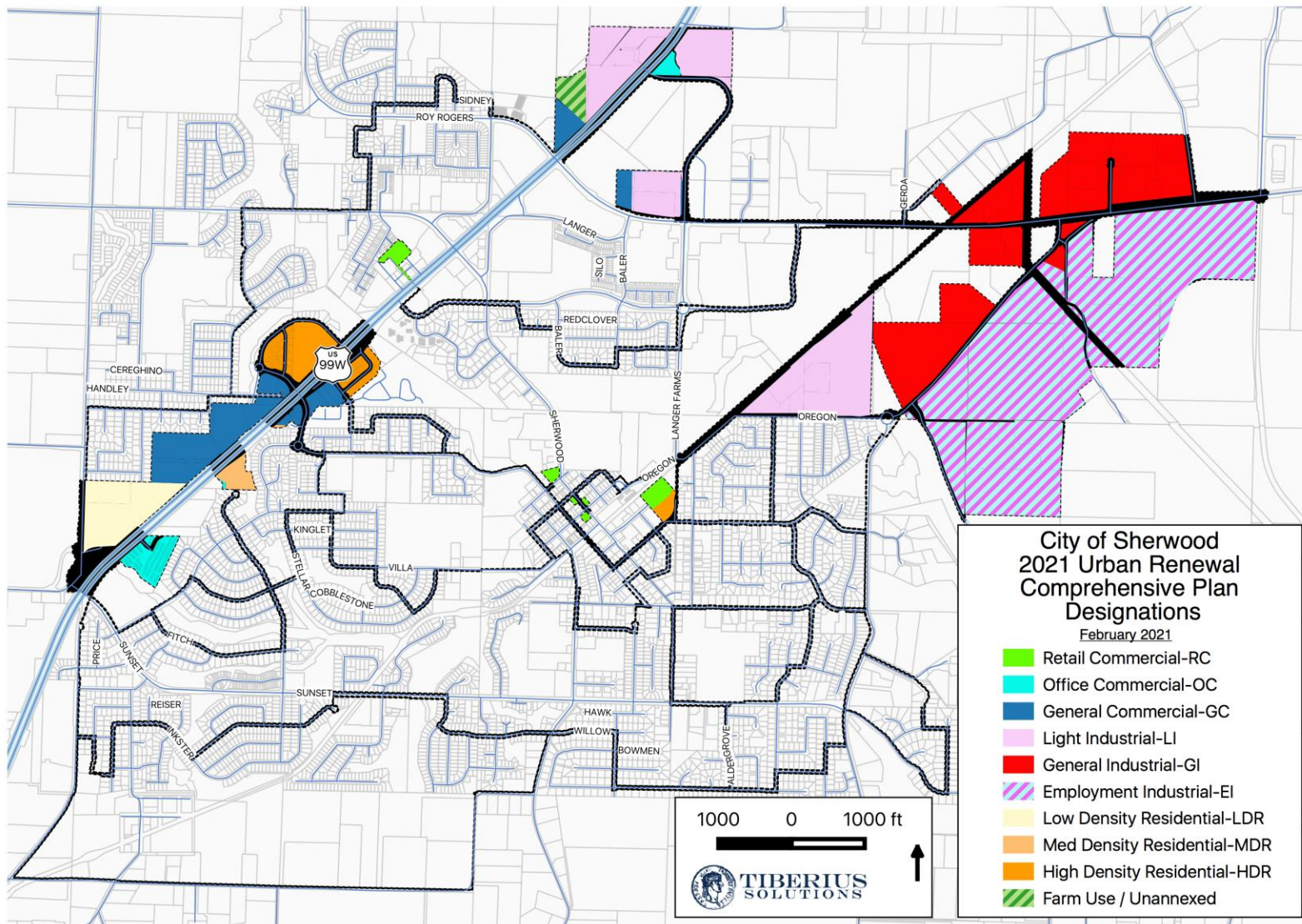
In Sherwood there is a one map system. The Comprehensive Plan designation for unannexed properties is identified on all but one parcel, which is still shown as Urban Growth Area – Concept Plan required. The most prevalent comprehensive plan designation by acreage in the Area is Employment Industrial (43.89%). The second most prevalent comprehensive plan designation in the Area is General Industrial (20.43%). Detailed comprehensive plan designations in the Area can be seen in Table 20 – Comprehensive Plan Designations in the Area.

Table 20 – Comprehensive Plan Designations in the Area

Comprehensive Plan Designation	Parcels	Acreage	Percent of Acreage
Employment Industrial-EI	19	198.78	43.89%
General Industrial-GI	21	92.53	20.43%
Light Industrial-LI	13	60.75	13.41%
General Commercial-GC	20	30.22	6.67%
Low Density Residential-LDR	2	19.22	4.24%
High Density Residential-HDR	72	11.30	2.50%
Light Industrial-LI (PUD)	2	9.42	2.08%
Urban Growth Area-Concept Plan Required	1	8.80	1.94%
Office Commercial-OC(PUD)	162	6.19	1.37%
Old Town Overlay	6	4.87	1.08%
High Density Residential-HDR (PUD)	75	3.80	0.84%
Medium Density Residential High-MDRH	1	3.50	0.77%
Retail Commercial-RC	2	1.86	0.41%
Office Commercial-OC	2	1.64	0.36%
TOTAL:	398	452.89	100%

Source: Compiled by Elaine Howard Consulting, LLC with data from the Tiberius Solutions using the Washington County Department of Assessment and Taxation database (FYE 2019-2020)

Figure 4 - Sherwood Urban Renewal Area Comprehensive Plan Designations



3. Zoning Designations

Sherwood has a one map system, so the comprehensive plan designations are also the zoning designations. Detailed zoning designations in the Area can be seen in For properties that are not yet annexed, the zoning designation will be shown as Unannexed Area-Inside UGB except for one parcel which is designated as Low Density Residential.

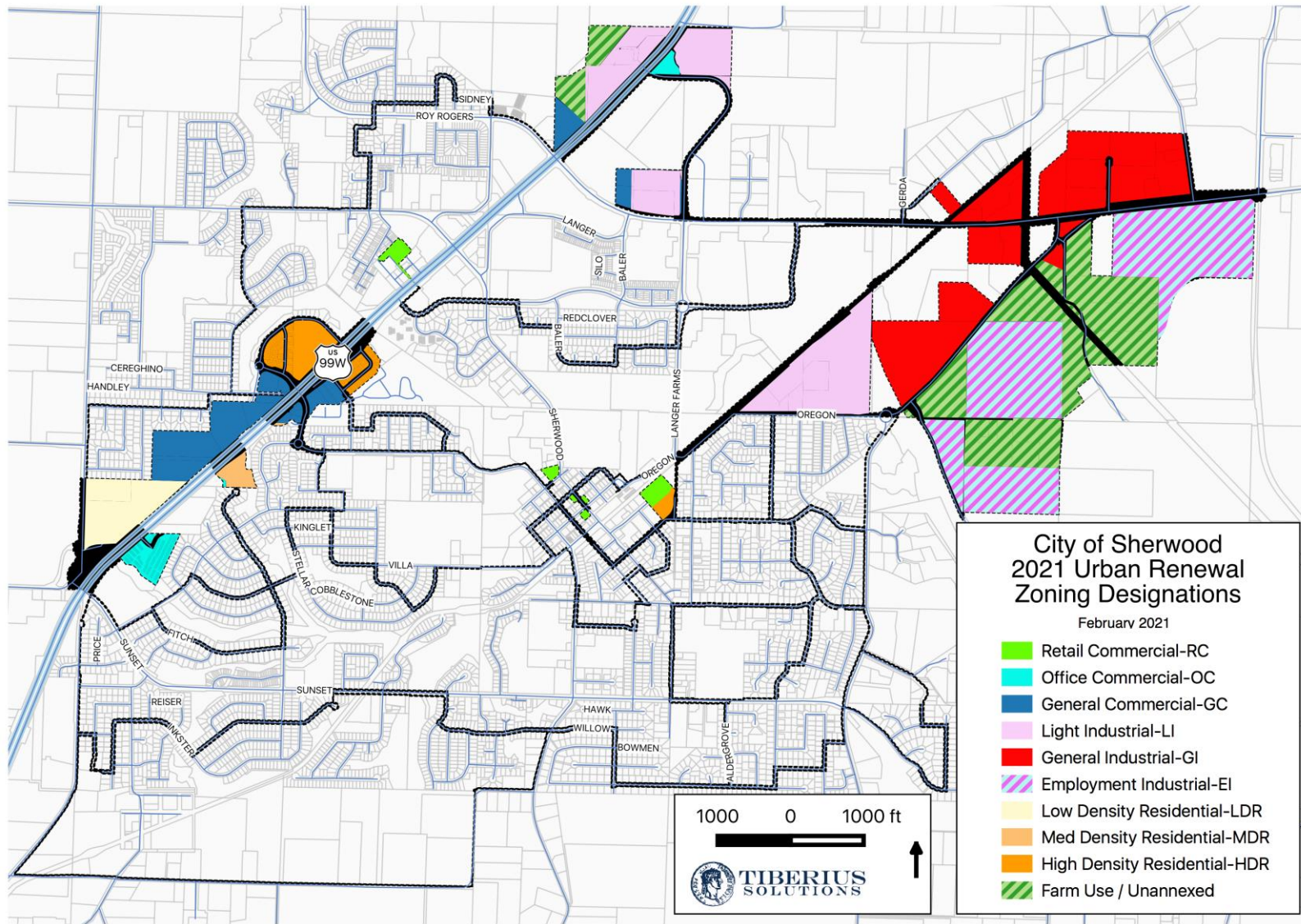
Table 21. For properties that are not yet annexed, the zoning designation will be shown as Unannexed Area-Inside UGB except for one parcel which is designated as Low Density Residential.

Table 21 - Zoning Designations in the Area

Zoning Designations	Parcels	Acreage	Percent of Acreage
Employment Industrial-EI	4	112.48	24.84%
General Industrial-GI	21	92.53	20.43%
Unannexed Area-Inside UGB	15	86.30	19.05%
Light Industrial-LI	13	60.75	13.41%
General Commercial-GC	20	30.22	6.67%
Low Density Residential-LDR	2	19.22	4.24%
High Density Residential-HDR	72	11.30	2.50%
Light Industrial-LI (PUD	2	9.42	2.08%
Urban Growth Area-Concept Plan Required	1	8.80	1.94%
Office Commercial-OC(PUD)	162	6.19	1.37%
Old Town Overlay	6	4.87	1.08%
High Density Residential-HDR (PUD)	75	3.80	0.84%
Medium Density Residential High-MDRH	1	3.50	0.77%
Retail Commercial-RC	2	1.86	0.41%
Office Commercial-OC	2	1.64	0.36%
TOTAL:	398	452.89	100.00%

Source: Compiled by Elaine Howard Consulting, LLC with data from the Tiberius Solutions using the Washington County Department of Assessment and Taxation database (FYE 2019-2020)

Figure 5 - Sherwood Urban Renewal Area Zoning Designations



B. Infrastructure

This section identifies the existing conditions in the Area to assist in **establishing blight in the ordinance adopting the urban renewal plan.** There are projects listed in several City of Sherwood's infrastructure master plans that relate to these existing conditions. **This does not mean that all of these projects are included in the urban renewal plan.** The specific projects that are included in the Plan are listed in Sections II and III of this Report. Much of the language on existing conditions comes from the *Tonquin Employment Area Implementation Plan* developed in 2015 or the *Sherwood Economic Opportunities Analysis* completed in 2019. Where language is taken directly from a document, it will be cited through a footnote.

1. Transportation

The City of Sherwood is bisected by two major transportation corridors that are not city-owned—Tualatin-Sherwood Road (Washington County) and Highway 99 (ODOT). Congestion on these main roads continues to increase, which creates more congestion on local roads within the City of Sherwood. Other than these transportation issues that will need to be addressed at a regional level, most roads that the City maintains are in good condition. The City's Transportation System Plan outlines system plans for Sherwood-owned and maintained roads only, not plans for the regional network, which includes Tualatin-Sherwood Road and Highway 99.

The *Tonquin Employment Area Implementation Plan* identifies the need for \$14.1 million in transportation improvements to serve the entire TEA. Transportation improvements include improvements on Oregon Street, a new east-west collector, the intersection of Oregon St. and the collector., Tonquin Court, SW 124th Ave, and SW Dahlke Lane. Of the \$14.1 million, about \$10 million is expected to be invested in the first 20 years of development of the Area."³ Table 22 contains a list of capital projects in the Area from the *City of Sherwood 2014 Transportation System Plan (TSP)* and the *Tonquin Employment Area Market Analysis, Business Recruitment Strategy and Implementation Plan (TEA)*.

³ Sherwood Economic Opportunities Analysis, ECONorthwest p 58.

Table 22 - Transportation Projects in the Area From TSP/TEA

Project Number	Project Title
TSP D3	Oregon Street Intersection Improvements at Murdock and Tonquin
TSP D8	Oregon Street Improvements Murdock to RR crossing
TSP D12	Extension of Langer Farms Parkway at 99W
TSP P4	Ice Age Tonquin Trail/Highway 99 Connection
TEA Phase I C	Frontage improvements along Oregon Street
	3-lane full street improvements along East-West Collector
	3-lane half street improvements along East-West Collector
	3-lane half street improvements along Tonquin Court
	ROW from adjacent parcels
	Roundabout at E/W Collector/Oregon St intersection
TEA Phase I E	5-lane half street improvements along SW Tualatin-Sherwood Road
	5-lane half street improvements along SW 124th Avenue
TEA Phase 2 A	Frontage improvements along Oregon Street
	3-lane half street improvements along Tonquin Court
TEA Phase 2 D	5-lane half street improvements along SW 124th Avenue
	3-lane half street improvements along East-West Collector
	3-lane half street improvements along SW Dahlke Lane
TEA Phase 3 B	3-lane half street improvements along Tonquin Court
	3-lane half street improvements along East-West Collector
	3-lane half street improvements along East-West Collector (b)
	5-lane half street improvements along SW 124th Avenue

Source: Sherwood Transportation Systems Plan (2018) Tonquin Employment Area Implementation Plan (2015)

Specific conditions of some of the roads as identified in the *Tonquin Employment Area Market Analysis Business Recruitment Strategy, and Implementation Plan* are shown below:

- **Tualatin-Sherwood Road**
Tualatin-Sherwood Road is a county arterial and is currently three lanes wide adjacent to the site. Widening is anticipated to a five-lane section in the near future. The City has assumed no driveway access will be allowed for development in the TEA except opposite the Cipole Road signalized intersection, as all development areas would have access to lower classification roadways. .
- **124th Avenue**
124th, a core road for this County Arterial, was constructed with 3 lanes south of Tualatin-Sherwood Road to Grahams Ferry Road with the expectation that development widen the road to 5 lanes over time. on. No driveway access will be allowed per agreement with the cities, however an east-west collector was identified as a need in the 2010 TEA Concept Plan and would serve as an east-west collector through the area, providing an alternate to Tualatin-Sherwood Road between 124th Avenue and Oregon Street in Sherwood. Based on recent review of the area.
- **Tonquin Road**
This two-lane County arterial does not have bike lanes or sidewalks, and is not currently planned for improvements as it is primarily outside the city limits. No access is proposed to Tonquin Road for the TEA as it is located at the bottom of a steep slope.
- **Oregon Street**
This roadway is classified as a three-lane arterial and is built to its planned width. Sidewalks do not exist for most of the south frontage and will need to be provided with development.
- **Local Street Connections**
City of Sherwood TSP identifies future extension of Cipole Road south of Tualatin-Sherwood Road into the TEA. Based on this update, it is assumed that an internal drive will be located here instead. A critical connection, currently identified as Tonquin Court would provide connection from Oregon Street into the western portion of the TEA where the grade from Tonquin Road makes a connection problematic.

2. Stormwater

"Sherwood updated its *Stormwater System Master Plan* in 2016. While Clean Water Services manages stormwater at a district-level, Sherwood manages its local stormwater program, including areas in the City limits and expansion areas such as Tonquin and Brookman. The existing stormwater system does not have any major deficiencies, but the Plan identifies a few deficiencies that the City plans to address as areas are built out. Potential future changes to hydromodification requirements for new development could affect permitting and costs for new development.

The *Tonquin Employment Area Implementation Plan* identifies the need for \$1.9 million in stormwater improvements to serve the entire TEA. Stormwater improvements include construction of stormwater lines and construction of two regional treatment facilities. Of this \$1.9 million, about \$1.5 million is expected to be invested in the first 20 years of development of the Area."⁴

Storm drainage within the TEA is expected to be managed through regional treatment facilities. Three facilities are proposed within the drainage basins across the TEA. Facilities will be designed according to CWS standards for water quality treatment and flow control. Low-impact development approaches are encouraged for new development to minimize the size of regional facilities. (Page 23 TEA)

3. Sanitary Sewer

"The *Sanitary System Master Plan*, updated in 2016, identifies current and future capacity and needs of the City's wastewater system. Sherwood's wastewater system is publicly owned, and Clean Water Services provides treatment services. The Plan identifies needed projects to maintain the existing system and future improvements necessary to accommodate growth. These expansions and improvements will meet the needs of developed areas in the City limits as well as the Tonquin Employment Area and the Brookman Annexation Area.

The *Tonquin Employment Area Implementation Plan* identifies the need for \$1.7 million in waste water improvements to serve the entire TEA. Waste water improvements are construction of sewer lines along key streets in the TEA. The entire amount is expected to be invested in the first 20 years of development of the Area."⁵

Municipal sewer service for the Tonquin Employment Area is expected to be provided by City of Sherwood. The City has recently upgraded the Rock Creek Interceptor located

⁴ *Sherwood Economic Opportunities Analysis*, ECONorthwest, p 59.

⁵ *Sherwood Economic Opportunities Analysis*, ECONorthwest, p 58,59.

northwest of the TEA, which is expected to handle flows from the northern portion of the TEA development.

Downstream of the City's pipe system, Clean Water Services has identified capacity issues for the Onion Flat Trunk west of the TEA. However, City staff has said that more recent modeling efforts indicate this line capacity is sufficient for planned build-out conditions.

Proposed sewer infrastructure through the TEA is expected to consist of 12" to 15" lines. A ridge generally runs northwest-southeast along the BPA right-of-way through the TEA, which divides the area into two sewer basins. Development north of the ridge is expected to drain to Tualatin-Sherwood Road and the Rock Creek Interceptor, while development to the south will drain to Oregon Street to the Onion Flat Trunk. (Page 23 TEA)

4. Water

Sherwood updated its *Water System Master Plan* in 2015, which evaluated water demand for the city limits and expansion areas within the UGB for a 20-year planning period. The City sources its main water supply from the Willamette River Water Treatment Plant in Wilsonville. The Plan identifies the need to expand the capacity of the exiting plant, build new pump stations, and expand or replace water mains to meet future demand.

The *Tonquin Employment Area Implementation Plan* identifies the need for \$5.4 million in water improvements to serve the entire TEA. Water improvements include the construction of water lines and upgrades to the Willamette River Water Treatment Plant capacity. Of this \$5.4 million, about \$3 million is expected to be invested in the first 20 years of development of the Area.

Overall, there are no limiting factors in the City's water system when considering the location of new businesses in the proposed target industries. The existing supply and planned improvements within the City limits and the expansion areas will meet future water needs for employment uses."⁶

Municipal water service for the Tonquin Employment Area is expected to be provided by City of Sherwood. Existing service is provided to the western and northern boundaries of the TEA, and expansion to the area is described in the Water System Master Plan.

The TEA will be developed as part of the 380-foot Pressure Zone, which comprises most of the City's water service area. This zone is served by two reservoirs with existing capacity of 6.0 MG. The City experiences a 0.61-MG deficit at full build-out of the plan service area. However, since the 380-foot zone covers such a large area of the city including significant growth areas, it is not clear that the expected storage deficit will be due to the TEA growth. As noted in the Master Plan, the expected deficiency is far enough out on the development

⁶ *Sherwood Economic Opportunities Analysis*, ECONorthwest, p58.

timeline that the need for storage expansion should be considered as part of future planning analysis.

Water supply to the City is provided from groundwater wells and the Willamette River Water Treatment Plant. The City's wells are currently used for emergency redundancy only and can provide approximately 2.6 million gallons per day (MGD). The City currently owns a 5-MGD share in the plant, and the Master Plan recommends purchase of an additional 5-MGD share of future expansion of the plant to accommodate full build-out. The master plan projects TEA development to contribute 0.34-MGD demand to the system, so it is unlikely that development of the TEA will trigger the need for additional supply capacity. However, this projection does not appear to include process water uses. Adding high-demand industrial users in the TEA could potentially exceed the currently available supply surplus of 1.1 MGD.

The distribution system in the TEA is proposed to be extended from existing 10" and 12" lines serving the eastern edge of the 380-foot Pressure Zone. This water main size is expected to be sufficient for most industrial uses; however, high-demand users could require higher peak flows and larger mains than are currently expected. (p 23 of TEA)

5. Energy and Communication Infrastructure

Energy utilities serving the study area include Portland General Electric (PGE) and Northwest Natural Gas. PGE staff has indicated that the area has sufficient capacity for the anticipated development; likewise, Northwest Natural is prepared to provide natural gas to serve the demand. Private communications providers in the area include CenturyLink, Verizon, and Comcast, while the City of Sherwood operates a fiber optic municipal broadband network that provides high-speed internet service throughout the City and could be expanded to serve the TEA area. (p 23, 24 of TEA)

6. Overall Existing Conditions

The area is largely undeveloped, with the exception of a few residences and businesses plus the City of Tualatin water reservoir and agricultural land near Tualatin-Sherwood Road. Multiple electrical transmission corridors cross the TEA in a northwest-southeast orientation, including a Portland General Electric (PGE) easement, a Bonneville Power Administration (BPA) easement, and a BPA right-of-way. Additionally, a Kinder Morgan petroleum pipeline passes through a portion of the site in a southeasterly direction from Oregon Street (roughly parallel to the BPA right-of-way). Slopes vary throughout the TEA from under seven percent to areas in excess of twenty-five percent. The study area contains both upland habitat and wetland habitat. The TEA is primarily comprised of parcels that are at least partially forested or else have been cut over fairly recently, are currently in agricultural production, or are relatively developed. There are multiple vegetation communities in the TEA, the most prominent of which are Upland Mixed Evergreen-Deciduous Forest, Upland Shrub Thicket, Wetland (Forested), Wetland (Scrub-Shrub), Wetland (Emergent), Wetland (Open Water), and Developed/Disturbed.

Several of the features noted above hamper the ability to create development areas amenable to certain industrial employment types. Slopes in excess of seven percent

increase the grading requirements (and associated cost) necessary to create the large, flat, rectilinear sites desired for large-format industrial buildings. The electrical transmission corridors, petroleum pipeline, and wetlands locations constrain several properties within the TEA, while the habitat areas could restrict development locations and add local, state, and federal permitting requirements that would extend the timeline before development could occur.”⁷

C. Social Conditions

The following social conditions were taken from the American Community Survey 2015-2019 Five Year Estimates. The most common age bracket in the Area is under 35-44 years at 18%.

Table 23 - Age in the Area

Age	Number	Percentage
Under 5 years	1,080	7%
5 to 9 years	1,351	8%
10 to 14 years	1,362	9%
15 to 17 years	867	5%
18 to 24 years	1,133	7%
25 to 34 years	1,402	9%
35 to 44 years	2,834	18%
45 to 54 years	2,271	14%
55 to 64 years	1,825	11%
65 to 74 years	1,215	8%
75 to 84 years	491	3%
85 years and over	172	1%
TOTAL:	16,003	100%

Source: American Community Survey 2015-2019 Five Year Estimates

⁷ *Tonquin Employment Area Market Analysis, Business Recruitment Strategy, and Implementation Plan*, Johnson Economics, PHS, Mackenzie, June 2015 p 17.

The analysis of race and origin are shown in the table below.

Table 24 – Hispanic or Latino Origin by Race in the Area

	Number	Percentage
Not Hispanic or Latino	14,836	93%
White alone	13,438	84%
Black or African American alone	51	0%
American Indian and Alaska Native alone	62	0%
Asian alone	640	4%
Native Hawaiian and Other Pacific Islander alone	101	1%
Some other race alone	29	0%
Two or more races	515	3%
Hispanic or Latino	1,167	7%
White alone	683	4%
Black or African American alone	-	0%
American Indian and Alaska Native alone	53	0%
Asian alone	-	0%
Native Hawaiian and Other Pacific Islander alone	-	0%
Some other race alone	372	2%
Two or more races	59	0%
TOTAL:	16,003	100%

Source: American Community Survey 2015-2019 Five Year Estimates

Only 17% of the residents reported an education that included less than high school or gaining a high school diploma. The remaining 83% had some type of advanced education. Sherwood has a larger share of residents with Bachelor, Graduate or Professional school degrees (46%) relative to Washington County (41%), the Portland region (40%) and Oregon (31%).⁸

Table 25 -Education in the Area

Education	Number	Percentage
Less than high school	258	3%
High school graduate (includes equivalency)	1,455	14%
Some college	2,391	23%
Associate's degree	1,117	11%
Bachelor's degree	3,209	31%
Master's degree	1,250	12%
Professional school degree	347	3%
Doctorate degree	183	2%
TOTAL:	10,210	100%

Source: American Community Survey 2015-2019 Five Year Estimates

⁸ Sherwood Economic Opportunities Analysis, ECONorthwest, p 40.

A standard income analysis was performed on the Area. The most prevalent income bracket in the Area was \$100,000 – 124,499. The numbers are in 2019 inflation adjusted dollars. Sherwood's median family income (\$97,196) was well above that of Washington County's (\$81,887) and the State's (\$65,479) median family income for the 2021-2016 period.⁹

Table 26 - Income in the Area

Income Range	Number	Percentage
Less than \$10,000	108	2%
\$10,000 to \$19,999	208	4%
\$20,000 to \$29,999	268	5%
\$30,000 to \$39,999	418	7%
\$40,000 to \$49,999	226	4%
\$50,000 to \$59,999	334	6%
\$60,000 to \$74,999	575	10%
\$75,000 to \$99,999	705	12%
\$100,000 to \$124,999	848	15%
\$125,000 to \$149,999	604	11%
\$150,000 to \$199,999	687	12%
\$200,000 or more	704	12%
TOTAL:	5,685	100%

Source: American Community Survey 2015-2019 Five Year Estimates

Additional data from the American Community Survey 2015-2019 Five Year Estimates shows that 80% of the responders drove alone to work and that 85% of those drove more than 10 minutes to work.

The following additional facts came from the Sherwood Economic Opportunities Analysis completed by ECONorthwest in 2019.

- About 13% of all people who work in Sherwood also live in Sherwood.
- About 8% of residents who live in Sherwood also work in Sherwood.
- Twenty-two percent of Sherwood residents commute to Portland.

⁹ Sherwood Economic Opportunities Analysis, ECONorthwest, p 39.

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Washington County Department of Assessment and Taxation for FYE 2020, including all real, personal, manufactured, and utility properties, is estimated to be \$194,753,980.

2. Building to Land Value Ratio

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Value Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 27 shows the improvement to land ratios (I:L) for properties within the Area. In the Area 60 parcels representing 65% of the non-exempt acreage have I:L ratios less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Only 232 of the 386 non-exempt parcels in the Area, totaling 31% of the acreage have I:L ratios of 2.0 or more in FYE 2019-2020. In summary, the area is underdeveloped and not contributing significantly to the tax base in Sherwood. There are 12 parcels listed as Exempt from taxation, so they have no assessed value. No improvement value means there are no taxable structures on the tax lot.

Table 27 - Improvement to Land Ratios in the Area

Improvement/Land Ratio	Tax Lots	Acres	% of Total Acres
Exempt	12	97.65	21.56%
No Improvement Value	40	126.09	27.84%
0.01-0.50	12	72.38	15.98%
0.51-1.00	8	30.92	6.83%
1.01-1.50	32	11.41	2.52%
1.51-2.00	62	3.44	0.76%
2.01-2.50	53	25.09	5.54%
2.51-3.00	3	6.84	1.51%
3.01-4.00	1	0.90	0.20%
> 4.00	175	78.16	17.26%
Total	398	452.89	100%

Source: Compiled by Elaine Howard Consulting, LLC with data from the Washington County Department of Assessment and Taxation (FYE 2019-2020)

E. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in Section VIII of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal funding are for transportation improvements, water, sewer and stormwater and other utility infrastructure improvements, facilitating redevelopment of properties, and plan administration. The use of tax increment allows the city to add an additional funding source to the City of Sherwood general fund or system development charges funds to allow these projects to be completed.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development will require city services. However, as the property is within the city limits or the urban growth boundary, the city has anticipated the need to provide services to the Area. As the development will be new construction or rehabilitation, it will be up to current building code which will aid in any fire protection needs.

The financial impacts from tax increment collections will be countered by future economic development, and, in the future, adding increases in assessed value to the tax base for all taxing jurisdictions, including the City.

XI. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for selecting the Area is to provide the ability to fund projects and programs necessary to cure blight within the Area. The outcome of implementing these projects is anticipated to be substantial increase to the economic growth in Sherwood by providing new industrial parcels for development and providing tools inside the Area to assist with economic development.

XII. RELOCATION REPORT

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The Agency will comply with all applicable state law in providing these potential benefits.



URA RESOLUTION 2021-001

DIRECTING STAFF TO BEGIN THE FORMAL PUBLIC REVIEW PROCESS OF ADOPTION OF AN URBAN RENEWAL PLAN

WHEREAS, the Urban Renewal Agency of the City of Sherwood ("Agency") as the duly designated Urban Renewal Agency for the City of Sherwood, Oregon ("City") is authorized to undertake urban renewal activities in the City of Sherwood pursuant to ORS Chapter 457; and

WHEREAS, the Sherwood City Council ("City Council") directed staff to prepare a Sherwood 2021 Urban Renewal Plan ("Plan") and Report for their consideration; and

WHEREAS, the City Council appointed an Advisory Committee comprised of key taxing districts and other stakeholders to review the components of the Plan; and

WHEREAS, the Advisory Committee met three times to review the boundary, projects and financial analysis of the Plan; and

WHEREAS, ORS 457 identifies specific steps for the approval and adoption of an urban renewal area; and

WHEREAS, the first formal step in ORS 457 is review by the Agency Board and its consideration of sending the Plan and Report out for the remaining formal review steps as designated in ORS 457.

NOW, THEREFORE, THE SHERWOOD URBAN RENEWAL AGENCY BOARD RESOLVES AS FOLLOWS:

Section 1. The Sherwood Urban Renewal Agency directs staff to commence the formal review process as outlined in the staff report for this resolution.

Section 2. This Resolution shall be effective upon its approval and adoption.

Duly passed by the Urban Renewal Agency Board this 2nd of March, 2021.

Keith Mays, Chair

Attest:

Sylvia Murphy, MMC, Agency Recorder