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## LEVETON TAX INCREMENT PLAN – APRIL 2002



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# **LEVETON TAX INCREMENT PLAN**

**April 2002**

# LEVETON TAX INCREMENT PLAN

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*[Maps 1A – 7A amended by Resolution No. 397-02 adopted March 11, 2002.]*

*[Map 4A amended by Ordinance No. 1105-02 passed April 8, 2002.]*

## ADOPTION

<u>Resolution No.</u>	<u>Date</u>	<u>Purpose</u>
96-85	August 12, 1985	Adoption of Leveton Tax Increment Plan and Report by the Development Commission.

<u>Ordinance No.</u>	<u>Date</u>	<u>Purpose</u>
674-85	August 12, 1985	Incorporation of Leveton Tax Increment Plan into the Tualatin Development Code by reference.

## AMENDMENTS

<u>Resolution No.</u>	<u>Date</u>	<u>Purpose</u>
144-88	Jan. 11, 1988	Amended to show a new alignment for a collector street and related utilities in the quarry area of the Leveton Tax Increment District.
156-88	Nov. 1, 1988	Amended to allow limited acquisition and disposition of real property.
184-91	Sept. 9, 1991	Amended to conform to new statutory language and to add a final date for sale of bonds.
397-02	March 11, 2002	Amended to adopt minor amendments to the Plan and Report.

<u>Ordinance No.</u>	<u>Date</u>	<u>Purpose</u>
777-89	June 26, 1989	Amended to add 33.5 acres of property located to the east of Leveton parcel into district and to add additional project activities.
935-94	Dec. 12, 1994	Amended the Leveton Tax Increment Plan by adopting objectives and implementation guide lines for industrial master plans, governing industrial land subdivisions within the MP (Manufacturing Park) Planning District; and providing for future rezoning of a 7.20-acre parcel adjacent to Pacific Highway 99W from MP and MG (General Manufacturing) to CG

(General Commercial).

**AMENDMENTS (Cont.)**

<u>Ordinance No.</u>	<u>Date</u>	<u>Purpose</u>
998-98	March 23, 1998	Amended to establish a maximum indebtedness level of \$36,424,338.
1036-99	Nov. 22, 1999	Amended to add specific application requirements and review and approval criteria for Industrial Master Plan's (IMP) within the MP Planning District; reduced minimum lot size north of SW Leveton Drive from a 40-acre minimum to a 15-acre minimum pursuant to an approved IMP; changed 20 acres of a larger 58-acre parcel from Light Manufacturing (ML) to Manufacturing Park (MP).
390-01	Dec. 10, 2001	Amended the Future Amendment Process according to ORS 457.085, which was revised in 1997. This revision now defines the two actions that are considered a substantial amendment to an urban renewal plan. Additionally, the process includes minor amendments, council approved amendments and substantial amendments.
1105-02	April 8, 2002	Amended the Plan by adding SW Cummins Street, SW 128 <sup>th</sup> Avenue, and SW 130 <sup>th</sup> Avenue to the project list.

# LEVETON PLAN

## A. INTRODUCTION

### 1. DEFINITIONS

The following definitions will govern this Plan unless the context otherwise requires:

Blight or Blighted Areas means conditions or areas as defined in ORS 457.010.

Commission or Tualatin Development Commission means the City of Tualatin Development Commission, the Urban Renewal Agency of the City.

Development Code means the City of Tualatin Development Code, containing the Tualatin Community Plan and Planning District Standards.

District means the Leveton Tax Increment District.

"Industrial Master Plan" - A plan, approved by the Tualatin City Council, that guides development within the boundaries of an Industrial Master Plan Area defined by that plan and located within the Manufacturing Park Planning District.

"Industrial Master Plan Area" - The area within the boundaries of an Industrial Master Plan.

Leveton Parcel means Tax Lot 100, Map 2S1-22, Washington County.

Leveton Sector means Tax Lot 100, Map 2S1-22, Tax Lots 1200, 1300, 1301, 1400, 1600, 1700, 1800, 1900, Map 2S1-22A, Tax Lots 300, 400, 401, 402, 500, 602, 800, Map 2S1-22C, Washington County; SW 124th Avenue right-of-way from southern border of quarry sector to southern city limits; SW Herman Road right-of-way within the district; SW 108th Avenue right-of-way within district; SW Tualatin Road right-of-way within the district; and SW 108th Avenue right-of-way within the district.

Leveton Tax Increment District means the Urban Renewal Area, which is a blighted area, established by this Plan, as shown in Map 3, "Leveton Tax Increment District Boundary" and as described in Section J, "Map and Legal Description."

ORS means Oregon Revised Statutes.

Plan or Leveton Tax Increment Plan means the Urban Renewal Plan for the Leveton Tax Increment District and subsequent amendments to the plan as approved by the Tualatin Development Commission and adopted by the Tualatin City Council pursuant to ORS 457.085 and 457.095.



Project or Project Activity means any work or undertaking carried out under ORS 457.170 in an Urban Renewal Area.

Quarry Sector means Tax Lots 2100, 2200, 2201, 2202, 2203, 2300, 2400, 2500, 2501, 2600, Map 2S1-21A, Washington County.

Report or Tax Increment Report means the Urban Renewal Report accompanying the Plan pursuant to ORS 457.085.

Tualatin Central Urban Renewal Area means the area established in accordance with ORS 457 by the Tualatin Urban Renewal Plan, 1984, as amended.

*[Section A-1 amended by Ordinance No. 777-89, passed June 26, 1989; by Ordinance No. 935-94, passed December 12, 1994; and Ordinance No. 1036-99, passed November 22, 1999.]*

## 2. HISTORY OF ADOPTION AND AMENDMENT

In 1982, the City of Tualatin annexed a large area of previously unincorporated land to the west of the existing City limits. The purpose of the annexation was to better provide the level of infrastructure and services necessary to support appropriate industrial development.

The area annexed was characterized by underdevelopment and faced a variety of physical and economic obstacles to its future use. Sanitary sewer and water services were generally unavailable, the arterial roads serving the area were below standard, internal access roads were nonexistent, and several types of non-conforming and substandard land uses (notably, abandoned sand quarries) inhibited further development.

The area's assets, however, made further action desirable. On a regional scale, the location of the area is convenient to the Sunset and I-5 Corridors, and the nearby connection to I-205 provides access to Portland International Airport, and Clackamas and East Multnomah Counties. Within the area, the presence of a large (217 acre), relatively level site under single ownership presented a significant opportunity for the planned, campus-like industrial development which has been proven to be increasingly in demand. Finally, the area fronting upon Pacific Highway presented an opportunity to provide additional land for the general and light industrial development occurring in that corridor.

In view of these potentials, the City has taken several actions to transform the area into a productive industrial district. In 1983, the City established the Manufacturing Park (MP) Planning District for the 217-acre tract (the "Leveton Property"). This planning district was designed to promote and support modern, large-scale manufacturing, related uses, and research facilities, by providing for an aesthetically attractive, campus-like working environment.

In 1984, the City initiated and approved two Local Improvement Districts (LIDs) to provide major sewer and water trunk lines to serve the general area.

The City has also pursued transportation improvements, including implementation of a truck route system to divert commercial and industrial truck traffic from residential areas. Additionally, many years of effort to pursue the planning of a major connecting route between I-5 and the Sunset Corridor were rewarded when Washington County listed the "Western Bypass" as a proposed regional transportation project.

Nonetheless, in comparison to other sites and areas attracting the level of development for which this area has been planned, many obstacles remain. Arterial roads remain below City standards, and connections to SW Tualatin-Sherwood Road and to I-5 are still severely inadequate. While major sewer and water trunk lines have been brought to the general area, the lines do not serve the interior of the Leveton parcel or the adjacent parcels fronting on Highway 99W. The costs of extending these services are prohibitive to any one private developer or user. Additionally, the existing storm drainage system is inadequate for any significant industrial development. Finally, the presence of the abandoned sand quarries, and the possibility of further mining thereof are a source of significant concern to potential users of the Leveton parcel.

In view of these remaining blighting influences on the area, the Tualatin City Council on April 8, 1985, approved a study of the feasibility of establishing a tax increment district encompassing the Leveton parcel and the adjacent quarry properties. This Tax Increment Plan and its accompanying Report are the result of that study, and contain the City's policies and proposed activities within the Leveton Tax Increment District.

The Plan and Report have been developed in conformance with the requirements of Oregon Revised Statutes, Chapter 457. The District will be administered by the Tualatin Development Commission, the Urban Renewal Agency of the City, which was established in 1974 to administer the City's Central Urban Renewal Area. Funds for the Leveton Tax Increment District and for the Central Urban Renewal Area will be segregated as is required by state law.

The Plan and Report were adopted by Tualatin Development Commission Resolution Number 96-85 on August 12, 1985, and incorporated into the Tualatin Development Code by reference by City Ordinance Number 674-85, passed August 12, 1985.

In January 1988 the plan was amended to show a new alignment for a collector street and related utilities in the quarry area of the Leveton Tax Increment District. The amendment was not substantial in nature.

In November 1988 the plan was amended to allow limited acquisition and disposition of real property by means of purchase options. The amendment was not substantial in nature.

In June 1989 the plan was amended to add in 33.5 acres of land between the eastern boundary of the Leveton parcel and SW 108th Avenue, and to specify additional improvement projects. This action was found to be a substantial amendment.

On November 28, 1994, the Plan was amended by the addition of approval guidelines for Industrial Master Plans in the MP District, and the addition of language recommending a change in the planning district designation of a 7.20-acre parcel adjacent to Pacific Highway, SW 124th Avenue and SW Tualatin Road, from MP/MG to CG. This action was found to be a substantial amendment. The same action also resolved a minor conflict between the Plan and TDC concerning bicycle paths within the District, by deleting Leveton Plan language that was inconsistent with the City's Bikeway Plan (adopted in 1993).

On March 23, 1998, the Plan was amended in conjunction with Measure 50's requirement to implement legislation that requires that in order to be considered an existing plan, a maximum level of indebtedness must be included by substantial plan amendment. The good faith estimate of projects remaining to be completed in the district is \$36,424,338.

On November 8, 1999, the Plan was amended by the addition of approval criteria for Industrial Master Plans in the MP Planning District and the addition of language recommending a change in the planning district designation of an approximately 20-acre parcel bounded by SW Tualatin Road, SW 108<sup>th</sup> Avenue, and SW Leveton Drive from ML to MP. This action was found to be a substantial amendment to comply with the Tualatin Development Code Standards.

On December 10, 2001, the Plan was amended for the future amendment process and amending the boundary of the district in the vicinity of 124<sup>th</sup> Ave. The future amendment process was amended to include a three tiered amendment process, which now includes a Council approved process. The boundary of the district in the vicinity of 124<sup>th</sup> Ave. was amended to include 3.3 acres to the district. The original boundary did not include the full right-of-way width for 124<sup>th</sup> Ave.

On March 25, 2002 the Plan was amended to reflect conditions as they existed at the time. Additionally, the amendments included adding updated maps, updated infrastructure information, updated project activities, land use changes that occurred and changes to the future amendment process.

*[Section A-2 amended by Ordinance No. 777-89, passed June 26, 1989; by Ordinance No. 935-94, passed December 12, 1994; Ordinance 998-98, passed March 23, 1998; Ordinance No. 1036-99, passed November 22, 1999, and Resolution No. 397-02 adopted March 11, 2002.]*

### 3. CITIZEN INVOLVEMENT PROCESS

The goals, policies and projects in this Plan have been developed under the advisement of the Urban Renewal Advisory Committee (URAC). This citizens committee meets on a monthly basis to discuss and make recommendations to the Development Commission regarding urban renewal and tax increment issues. These meetings are open to the public and are advertised in the local media. The URAC meetings are intended to provide a public forum for discussion of issues related to the Central Tualatin Urban Renewal Area and the Leveton Tax Increment District.

Public input is solicited for all significant issues facing the Commission. In addition, plan amendments are approved by the Commission and adopted by the City Council at public meetings for which public notice is provided in conformance with state law.

*[Section A amended by Ordinance No. 777-89, passed June 26, 1989 and by Ordinance No. 1036-99 passed November 22, 1999.]*

## **B. GOALS AND OBJECTIVES**

### 1. GOALS AND OBJECTIVES OF THE LEVETON TAX INCREMENT PLAN

The purpose of the Leveton Tax Increment Plan is to implement goals and objectives of the Tualatin Community Plan which relate to development of this portion of the Western Industrial District. Specific goals and objectives for the Leveton District are listed below. They are divided into three areas: Land Use, Traffic and Transportation, and Public Utilities.

The overall goal of the Leveton Tax Increment Plan is to facilitate the full industrial development of the District by removing blighting influences and by providing public improvements.

#### **LAND USE**

##### **GOAL 1: INDUSTRIAL DEVELOPMENT**

*To stimulate industrial development in the District.*

##### **Objectives:**

- a. Assist in the financing and provision of public transportation and utility improvements identified in this Plan.
- b. Cooperate with industrial brokers, local and regional development agencies, and the State Department of Economic Development in marketing properties within the District.

- c. Acquire properties as necessary for reassembly and resale. Create new parcels which conform to the physical characteristics of the terrain and to the proposed public improvements.
- d. Facilitate additional development opportunities within the MP Planning Districts through changes in Planning District designations and the utilization of Industrial Master Plans in the MP Planning District as provided in the TDC.

GOAL 2: ENVIRONMENT

*To achieve industrial growth within the framework of high environmental standards.*

Objectives:

- a. Implement a land reclamation program in the quarry area.
- b. Preserve the stand of mature trees along SW Tualatin Road by designing appropriate street improvements. Protect other stands of trees identified on Report Map 2, "Natural Features," where feasible.
- c. Protect the Hedges Creek Wetlands from the adverse impacts of storm water runoff from development within the District, by constructing alternative drainage routes.
- d. Protect the groundwater in the quarry area from pollutants and nitrate infiltration by using clean fill when the site is regraded.

***TRAFFIC AND TRANSPORTATION***

GOAL 3: IMPROVED TRAFFIC AND TRANSPORTATION

*To improve traffic access to Interstate 5 and Pacific Highway 99W and within the project area.*

Objectives:

- a. Construct road and intersection improvements as necessary to provide adequate access to and within the District, including SW 124th Avenue from SW Tualatin-Sherwood Road to SW Tualatin Road.
- b. Provide bike paths as appropriate within the District.
- c. Provide shared driveways and limited access to arterial streets, as called for in the Tualatin Access Management Plan.

## **PUBLIC UTILITIES**

### **GOAL 4: PROVIDE PUBLIC UTILITIES**

To provide sewer, water, and storm drainage utility lines adjacent to and within the District which will enable the area to be developed fully and rapidly.

#### **Objectives:**

- a. Design and construct water, sanitary sewer, storm drain and other drainage improvements as necessary to serve anticipated development within the District.
- b. Participate in the cost of off-site improvements necessary to serve anticipated development within the District. Where appropriate, costs expended for work outside the District are to be recovered from benefited property owners outside the district.
- c. Construct storm drainage lines in all roads and to serve parking lots. Construct a north-south drainage line from the Leveton parcel to Hedges Creek, and participate in improvements to the Hedges Creek drainage channel.

*[Section B-1 amended by Ordinance No. 777-89, passed June 26, 1989; Ordinance 1036-99 passed November 22, 1999, and Resolution No. 397-02 adopted March 11, 2002.]*

## **2. RELATIONSHIP TO LOCAL OBJECTIVES**

The Leveton Tax Increment District exists to implement local objectives as they are expressed in the Tualatin Community Plan. (The Community Plan and Planning District Standards together comprise the Tualatin Development Code.) The Plan also responds to many of the objectives of the City's Economic Development Action Plan. The Plan serves to further local objectives as follows:

### **a. Land Use**

Goal 1 of the Plan is the stimulation of industrial development through public improvements. This furthers industrial Planning District objectives in the Community Plan (Chapter 7.030) which call for the following:

- 7.030 (1) Encouraging new industrial development.
- 7.030 (2) Making the Western Industrial District a major regional employment center.
- 7.030 (6) Fully developing the Western Industrial District, providing full transportation, water, and sewer services prior to, or as development occurs.

Goal 2 of the Plan is to achieve industrial growth within the framework of high environmental standards. This furthers industrial objectives as follows:

- 7.030 (12) Protection of residential, commercial and sensitive industrial uses from adverse environmental impacts of industrial uses.
- 7.030 (14) Protection of the Hedges Creek Wetlands from adverse impacts of adjacent development.
- 7.030 (17) Protection of wooded areas.

*[Section B.2.a. amended by Resolution No. 397-02 adopted March 11, 2002.]*

b. Traffic and Transportation

Goal 3 of the Plan is to improve traffic access to Interstate 5 and Pacific Highway 99W and within the District. Industrial Planning District objectives which relate to this goal are:

- 7.030 (6) Fully developing the Western Industrial District, providing full transportation, water, and sewer services prior to or as development occurs.
- 7.030 (9) Construction of a north-south major arterial street between SW Tualatin Road and SW Tualatin-Sherwood Road in the SW 124th Avenue alignment.
- 7.030 (10) Rebuilding the SW Tualatin Road/Pacific Highway intersection to allow for substantially greater traffic flows.

Transportation improvements proposed in the Plan have been developed in accordance with objectives of the Transportation Plan and Access Management Plan, which comprise Chapters 11 and 75 of the Tualatin Development Code.

c. Public Utilities

Goal 4 of the Plan is to provide sewer, water and storm drainage adjacent to and within the project area to enable the area to be developed fully and rapidly. Industrial objectives furthered by this goal are as follows:

- 7.030 (6) Fully developing the Western Industrial District, providing full transportation, water, and sewer services prior to, or as development occurs.

Utility objectives and proposed improvements have been developed in accordance with the Water Service and Sewer Service Plans which comprise Chapters 12 and 13 of the Community Plan. They are also in

accordance with the Tualatin Storm Drainage Master Plan and the Wetlands Protection District Drainage Plan.

### **C. DESCRIPTION OF PROJECT**

The Leveton Tax Increment District (LTID) is characterized by conditions of blight, notably the inadequacy of access and public utilities and the presence of deleterious land uses such as abandoned or marginally-used sand quarries. The LTID plan calls for project activities aimed at alleviating these causes of blight, and preventing future blighting influences.

The Plan thus consists of a program of providing necessary transportation and infrastructure improvements, and for removing the inhibiting influence of the quarries. (Proposed project activities are described in more detail in Section D below.)

Specifically, the Plan addresses the following factors which result in blight and underdevelopment of the two sectors comprising the District:

#### ***LEVETON SECTOR***

##### **1. Transportation Access**

Although the Leveton sector is located only two miles from Interstate 5 and interchanges with Interstate 205 and State Highway 217 are nearby, access to the freeways is underdeveloped. There is no major thoroughfare, which can quickly disperse traffic in all directions. All of the surrounding roads, which connect to SW Tualatin-Sherwood Road (the major arterial connections to I-5) are still developed to rural standards. (These include SW Tualatin Road, SW Herman Road and SW 108th Avenue.)

Access to Highway 217 by way of Pacific Highway is possible but impractical for large trucks. The intersection at SW Tualatin Road is narrow and unsignalized, and trucks must pass through a highly congested commercial strip to access Highway 217 through Tigard.

The most desirable freeway connection is to Interstate 5 by way of SW Tualatin-Sherwood Road, a major east-west arterial in Tualatin. Currently, the route to SW Tualatin-Sherwood Road from the Leveton sector is circuitous and cumbersome, along several roads which do not meet industrial width standards. Trucks leaving the Leveton sector would currently take SW Tualatin Road to SW Teton Avenue to reach SW Tualatin-Sherwood Road. Of these, only SW Teton is improved to industrial arterial standards. (See Map 4, "Proposed Road and Storm Drainage Improvements.")

##### **2. Exposure**

Visual exposure to a major thoroughfare is considered to be highly desirable for industrial parks. The exposure of the Leveton sector is far from ideal



because it has minimal frontage along Pacific Highway, and because it is not surrounded by homogeneous uses as typified by industrial sites in the Sunset Corridor or other desirable industrial park locations. The presence of the sand quarry adjacent to the western property line is detrimental to exposure of the site along Pacific Highway.

3. Incompatible Uses

The presence of a periodically mined quarry adjacent to the Leveton parcel poses a hazard to "high-tech" development. Dust and vibration from potential future mining are incompatible with high tech manufacturing, which utilizes sensitive, sophisticated equipment.

4. Lack of On-Site Utilities and Roads

Although water and sewer lines have recently been constructed adjacent to the Leveton sector, there are no on-site utilities; SW 108th Avenue, SW Tualatin Road, and SW Herman Road are unimproved; and there is only a rudimentary dirt road serving the residence. A fully developable industrial site requires on-site utilities and roads in place prior to development.

5. Cost of Improvements

Because of the low level of existing roads and services, the initial development of the Leveton parcel would bear an inordinately high burden of on-site and off-site improvement costs. With a large industrial site, off-site road improvements would be necessary, and on-site roads would have to be constructed such that they will serve the entire interior. Fully-looped water and extensive sewer lines would have to be provided. In addition, storm drainage facilities will be needed both on-site, and off-site in the Hedges Creek drainage basin. This need for substantial up-front improvements adds considerably to the cost of the land, and inhibits its development.

## **QUARRY SECTOR**

1. Topography

The quarry sector has severe topographical constraints. Due to past mining activities, many parcels now have a "split-level" configuration with an average drop of about 50 feet between the upper ledge and the lower bowl. For these parcels, only the upper or lower ground level may be usable for an individual development.

2. Parcel Configuration

The present configuration of most of the quarry sector parcels hinders both the current use and redevelopment of the land. As described above, lot lines do

not correspond to physical characteristics of the terrain. (See Report Map 2, "Natural Features.")

In addition, interior parcels have been laid out without the provision of public roads. This currently poses development problems for individual property owners who must provide access to their land on public rights-of-way.

Recent redevelopment plans for the quarry sector have not been successful. In one case, a metal manufacturing plant planned to locate in the quarry but backed away because of the cost of installing roads, water, and sewer.

A major hindrance to quarry sector development has been infrastructure costs that are too high for an individual user to bear. Redevelopment on a large scale would require reparcelization, which would be difficult since the area is under multiple ownership.

### 3. Lack of On-Site Utilities and Roads

Streets and utilities are grossly inadequate within the quarry sector. Several parcels are effectively "land-locked" because their only access to Pacific Highway is through a privately owned dirt road. The absence of internal streets is a serious situation for these parcels because this limits their development to lower value industrial uses, which do not require improved roads. Water and sewer lines are located adjacent to Pacific Highway and SW 124<sup>th</sup> Ave., but these have not been adequately extended to serve the interior of the quarry sector.

As a whole, the quarry sector is underutilized and minimally valuable for high level industrial manufacturing uses. The existing topography, parcel configuration, and lack of infrastructure will continue to hinder this area from reaching its maximum industrial development potential.

*[Section C.3 amended by Resolution No. 397-02 adopted March 11, 2002.]*

## **SUMMARY**

While the nature of limiting factors differs for the two sectors of the District, lack of adequate transportation facilities seriously impairs development of the entire District. The entire area would benefit substantially by the construction of SW 124th Avenue, a major north-south industrial collector which would provide direct access to Pacific Highway and SW Tualatin-Sherwood Road. The widening of existing roads and the provision of on-site roads and utilities would also make the area more competitive with other industrial sites in the region.

It is crucial that quarrying operations be discontinued and that reclamation of the mined land takes place. For the quarry itself, this would bring the site up to standard for more intensive, better income-producing industrial uses. For the Leveton parcel, an improvement in appearance and the placement of compatible industrial uses

along Pacific Highway would greatly improve its exposure and would eliminate undesirable vibrations, dust and noise.

In order to accomplish the rehabilitation of the quarry sector, to construct a major industrial arterial, and install sewers and roads, there is a need for public assistance in the District. Through a joint public-private redevelopment effort, the Leveton parcel can be brought into its highest and best use as a premier industrial park as envisioned in the Tualatin Community Plan, and the quarry can be restored to appropriate industrial use. The Plan thus calls for project activities within the following categories:

1. Transportation and Infrastructure

Transportation projects will include improvements to the arterial system serving the District (such as widening, construction of turn lanes, intersection improvements, signalization and signage) and construction of access roads to and within the Leveton parcel and the quarry area. Where appropriate, facilities in support of transit and alternative forms of transportation may be pursued.

Infrastructure projects will include extension of water and sanitary sewer lines from existing trunk lines to within the District, and in particular, within the Leveton sector. In addition, drainage facilities for both storm water and for industrial water dischargeable to storm drain systems will be developed.

2. Acquisition and Reclamation of Quarry Sector

Though current regulations of the Oregon Department of Geology and Mineral Industries require reclamation of land from which material has been mined, much of the quarrying of sand which occurred within the quarry area preceded such regulation or has otherwise been exempted. As a result, the area is characterized by abandoned quarry pits, unvegetated and unstable slopes, and undevelopable topography.

In addition, although the Tualatin Development Code does not consider quarrying to be a permitted use in any Planning District, the possibility exists that some quarrying activity might conceivably be allowed to continue or begin. The vibration and noise from such activities would present a severe problem for many of the manufacturing uses anticipated for the Leveton parcel.

The Plan thus calls for considering the acquisition and reclamation of properties most severely impacted by previous quarrying activity. Such properties would be reparcelized and sold for redevelopment into more appropriate industrial uses. Reclamation will take place with the guidance of the Oregon Department of Geology and Mineral Industries.

The Plan also calls for initiating revisions to the Planning District Objectives and Standards regarding the quarry sector. These are discussed in Section F, "Land Use."

*[Section C amended by Ordinance No. 777-89, passed June 26, 1989.]*

## **D. OUTLINE OF PROJECT ACTIVITIES**

The project activities anticipated under this Plan include public improvements, planning for land acquisition and land reclamation, and land disposition. Specific projects are outlined below as they are anticipated at the time of plan adoption, but are subject to change. Revisions in project specifications, such as alignments, right-of-way widths, capacities and locations shall be considered as being in conformance with the Plan, provided they conform to the goals and objectives of the Plan and do not constitute a change to its basic planning principles.

### **1. PUBLIC IMPROVEMENTS**

#### **a. Road Improvements**

As noted in Section C, "Description of Project," (and as described in detail in Section B.1(c) of the Report), roads and streets within the District are inadequate. The Plan calls for the acquisition of right-of-way for, and the design and construction of, the following road improvements, as shown on Map 4A "Proposed Road System Improvements 2002". (In some cases, the road improvements extend beyond the boundaries of the District. In these cases, the Commission shall initiate Agreements by which adjacent properties benefited by the road improvements will pay the district for any funds expended):

- SW Tualatin Road and SW Herman Road

Widen to 74 - 78 foot right-of-way, 50 foot paved width, which includes two travel lanes, continuous left turn lane, and bike lanes. Planter strips and sidewalks are also included within the right-of-way.

- SW 124th Avenue

Design and construct, to connect SW Tualatin-Sherwood Road to Pacific Highway 99W. Reconstruct the intersection of SW 124th Avenue/Pacific Highway/SW Tualatin Road. The roadway should include a right-of-way width of 98-102 feet, a paved width of 74 feet, which includes four travel lanes, a continuous center turn lane or landscaped median and bike lanes. Planter strips and sidewalks are also included within the right-of-way.

- SW 108th Avenue

Widen to 64-foot right-of-way, with two lanes and continuous left turn lane.

- Local Access Roads

SW Leveton Drive will be constructed as an east/west local access road which connects SW 124th Avenue and SW 108th Avenue. Right-of-way width will be 60 feet.

SW 118th Avenue will be designed and constructed as a north-south connector joining SW Leveton Drive to SW Herman Road. Right-of-way width will be 60 feet.

Leveton Drive will be extended to the west to a point where 130<sup>th</sup> Ave. turns north. 130<sup>th</sup> Avenue connects to the Leveton Drive extension and extends to the north to intersect with Pacific Highway 99W at a proposed signal. 125<sup>th</sup> Avenue will travel north from its connection with the Leveton Drive extension. 128<sup>th</sup> Avenue will travel south to the proposed Cummins Street. Cummins Street will extend from its connection with 128<sup>th</sup> Avenue to the west to its intersection with Cipole Road and future signal. All of these proposed roadways are classified as a Local Commercial/Industrial and include a right-of-way width of 60 feet, a paved width of 40 feet, which includes two travel lanes and a center turn lane. Additionally, planter strips and sidewalks are included within the right-of-way. (See Map 4A, "Proposed Road System Improvements 2002")

- Traffic Signals

Design and construct traffic signals at the following locations: 108<sup>th</sup> Avenue/Herman Road, 118<sup>th</sup> Avenue/Herman Road, 124<sup>th</sup> Avenue/Herman Road, 124<sup>th</sup> Avenue/Leveton Drive, 124<sup>th</sup> Avenue/Tualatin Road, 124<sup>th</sup> Avenue /Highway 99W, 124<sup>th</sup> Avenue/Tualatin Sherwood Road, 108<sup>th</sup> Avenue /Leveton Drive, 108<sup>th</sup> Avenue/Tualatin Road, and 130<sup>th</sup>/ Highway 99W.

b. Water Lines

The Plan calls for the acquisition of easements, if necessary, and the design and construction of the following improvements to the domestic water supply system, as shown on Map 5A "Proposed Water Improvements 2002":

- Installation of lines within the rights-of-way of SW Leveton Drive and

SW 118th Avenue.

- Installation of a line within the SW 108th Avenue right-of-way.
- Installation of a High Capacity line extending from Herman Rd. in the 108<sup>th</sup> Ave right-of-way to Leveton Drive where it turn west and terminates approximately mid-way between 124<sup>th</sup> Ave. and 108<sup>th</sup> Ave.

c. Sanitary Sewer Lines

The Plan calls for the acquisition of easements, if necessary, and the design and construction of the following improvements to the sanitary sewer system, as shown on Map 6A "Proposed Sewer Improvements".

- There are two options for new sewer capacity in the area as follows: (1) Installation of a sewer line extending from 130<sup>th</sup> Ave. east along the southern boundary to Hedges Creek then along Hedges Creek (See Map 6A). (2) Extend a sewer line north in 118<sup>th</sup> Ave and then west in Leveton Drive and then north along the west side of the Novellus property and connect to the main Clean Water Services trunk line (See Map 6A).

d. Storm Drainage Facilities

The Plan calls for the acquisition of easements, if necessary, and the design and construction of the following storm drainage facilities. (See Map 4B, "Proposed Storm Improvements 2002.") In the case of improvements, which extend beyond the boundaries of the District, the Commission shall initiate agreements by which adjacent benefited property owners will pay the District for any funds expended.

- Construction of a storm drain line along the east boundary of the Leveton parcel to SW Herman Road.
- Construction of improvements to Hedges Creek, in accordance with the City of Tualatin's Drainage Master Plan, and the Wetlands Protection District Drainage Plan.
- Construction of storm drainage improvements to serve the quarry sector.
- Construction of storm drains within road rights-of-way.
- Construction of storm water detention and treatment facilities, including a detention area at the southeast corner of the Leveton parcel.

*[Section D.1.amended by Resolution No. 397-02 adopted March 11, 2002 and by Ordinance 1105-02 passed April 8, 2002.]*

## 2. LAND ACQUISITION, RECLAMATION AND REDEVELOPMENT

The Plan calls for the consideration of the acquisition of the properties in the quarry sector, and for their reclamation and disposition for redevelopment in conformance with the objectives of the Plan. The Plan also calls for acquisition of rights-of-way including easements, for the road and utility projects described in the Plan. These project activities are described more fully in Section E, "Real Property Acquisition and Disposition."

*[Section D amended by Ordinance No. 777-89, passed June 26, 1989.]*

## E. COMPLETED PROJECT ACTIVITIES

### 1. PUBLIC IMPROVEMENTS

#### a. Road Improvements

The following improvements to the transportation system were made as shown on Map 4A:

- SW Leveton Drive – 108<sup>th</sup> Ave. to 124<sup>th</sup> Ave.
- SW Tualatin Road
- SW 108th Avenue
- SW 118th Avenue
- SW 124th Avenue – Hwy. 99W to Leveton Drive
- Reconstruction of intersection of SW 124th Avenue/Pacific Highway /SW Tualatin Road.

#### b. Water Improvements

The following improvements to the water system were made as shown on Map 5A:

- Installation of lines within the rights-of-way of SW Leveton Drive, SW Tualatin Road, 108<sup>th</sup> Avenue, 118th Avenue, 124<sup>th</sup> Avenue.
- Installation of a High Capacity line extending from Herman Rd. in the 108<sup>th</sup> Avenue right-of-way to Leveton Drive where it turns west and terminates approximately mid-way between 118<sup>th</sup> and 108<sup>th</sup> Avenue.

#### c. Sanitary Sewer Improvements

The following improvements to the sanitary sewer system were made as shown on Map 6A:

- Installation of lines within the rights-of-way of SW Leveton Drive, 108<sup>th</sup> Avenue, 118th Avenue, 124<sup>th</sup> Avenue.

#### d. Storm Drainage Improvements

The following improvements to the storm drainage system were made as

shown on Map 4B:

- Construction of a storm drain line along the east boundary of the Leveton parcel to SW Herman Road.
- Construction of storm drains within road rights-of-way for Leveton Drive, Tualatin Road, 108<sup>th</sup> Avenue, 118<sup>th</sup> Avenue, 124<sup>th</sup> Avenue.
- Construction of storm water detention and treatment facilities, including a detention area at the southeast corner of the Leveton parcel, and the Leveton Wetland Mitigation Project.

*[Section E amended by Resolution No. 397-02 adopted March 11, 2002.]*

## **F. REAL PROPERTY ACQUISITION AND DISPOSITION**

### **1. OPTIONS**

The Commission may obtain options on property in the District and transfer such property to developers for development in accordance with this Plan at a purchase price substantially equal to the purchase price provided in the option. Such action may be taken by the Commission without further amendment to this Plan. In connection with any such transaction, the Commission may temporarily take title to the property for purposes of requiring the developer to purchase, develop and use the property in accordance with the Plan pursuant to a Disposition and Development Agreement.

### **2. QUARRY SECTOR**

As is described in Section C of the Plan, Project Description, and Section B of the Report, the quarry sector is blighted by its severe topography, fragmented ownership patterns, platting, and lack of services and access. In response to these factors, the renewal of the area requires that the Commission consider the acquisition of the impacted properties and plan for their reclamation and redevelopment. When the Commission has approved an acquisition plan and schedule, such plan and schedule will be added to the Plan as a substantial amendment.

The Commission will further plan for the specific provision of access and services to the quarry area, and carry out the necessary improvements as required to support the redevelopment of the area. Disposition of the property will occur as is feasible, for the public improvements described in the Plan, and for appropriate industrial uses which are in conformance with the Tualatin Development Code, and this Plan. As is discussed in Section F, "Land Use," the Plan calls for a combination of map and text amendments to the Development Code to encourage a range of industrial uses more compatible with the adjacent MP, Manufacturing Park Planning District. These uses will be facilitated by improvement of the area, and the terms of disposition will further encourage such development.



3. ACQUISITION PROCEDURES

Real property shall be acquired in accordance with all applicable State statutes, and specific declarations of necessity for the property shall be adopted by resolution by the Commission, prior to actual acquisition. The Commission shall offer fair market value for the property, as determined by an independent appraisal process. Occupants of the properties will be entitled to relocation assistance, as discussed in Section G, "Relocation Assistance." Property acquired for development shall, except as permitted by Subsection E.1 hereof, be identified by an amendment to the Plan.

4. DISPOSITION

Property disposition for redevelopment shall be governed by Disposition and Development Agreements, and would be at a value determined by the Commission to be its fair reuse value, which represents the value, whether expressed in terms of rental or capital price, at which the Commission in its discretion determined such land should be made available in order that it may be developed, redeveloped or otherwise used for the purposes specified in this Plan. Conveyance shall be subject to an agreement by the purchaser or lessee to use the land for purposes designated in the Plan and to begin the development or redevelopment within a reasonable period of time, as determined by the Commission.

5. LESS THAN FEE SIMPLE TITLE

The Plan also calls for the acquisition of rights-of-way, including easements or other acquisition of less than fee simple title, for the public improvement projects described in Section D.1. Such rights-of-way and partial interests shall be conveyed to the City of Tualatin upon property completion. The City shall accept these improvements and the maintenance thereof.

*[Section F amended by Resolution No. 156-88, S1, adopted November 1, 1988 and Resolution No. 397-02 adopted March 11, 2002.]*

**G. LAND USE**

Land use within the Leveton Tax Increment District is governed by the Planning District Standards contained in the Development code. Within the District, land is currently designated as MP, Manufacturing Park, ML, Light Manufacturing, and MG, General Manufacturing. A change to CG, General Commercial, is recommended for a 7.20-acre parcel bounded by SW Pacific Highway 99W, SW 124th Avenue, and SW Tualatin Road (straight and realigned sections). A further change to MP, Manufacturing Park, is recommended for approximately 20 acres of a larger 58-acre parcel bounded by SW Tualatin Road, SW 108<sup>th</sup> Avenue, and SW Leveton Drive.

## Manufacturing Park Planning District (MP)

The Development Code describes the objectives of the MP Planning District as follows:

- (a) The purpose of this district is to provide an environment exclusively for and conducive to the development and protection of modern, large-scale specialized manufacturing and related uses and research facilities. Such permitted uses shall not cause objectionable noise, smoke, odor, dust, noxious gases, vibration, glare, heat, fire hazard or other wastes emanating from the property. The district is to provide for an aesthetically attractive working environment with park or campus-like grounds, attractive buildings, ample employee parking and other amenities appropriate to an employee oriented activity.
- (b) It also is to protect existing and future sites for such uses by maintaining large lot configurations including lots not less than 15 acres pursuant to an approved Industrial Master Plan and limiting uses to those that are of a nature so as to not conflict with other industrial uses or surrounding residential areas.
- (c) It also is intended to provide for a limited amount of commercial uses designed for the employees of the primary uses. The MP Planning District standards describe permitted uses, minimum lots sizes and other requirements. These are contained in Chapter 62 of the Tualatin Development Code.

## **Industrial Master Plan**

Chapter 37 of the Tualatin Development Code provides for certain aspects of site design to be determined by an Industrial Master Plan reviewed and approved by the Tualatin City Council. In order to create an integrated, campus-like setting rather than the impression of isolated, discrete industrial lots, an Industrial Master Plan allows the attachment of special requirements to individual developments within an Industrial Master Plan Area defined by that plan.

In general, an Industrial Master Plan should seek to achieve the following objectives:

- (a) Preserve a spacious, open park-like character along public street frontages, emphasizing views of front offices, main entry doors, and special landscape features.
- (b) Minimize views of automobile and truck circulation, parking and loading, and outdoor storage areas, from the public right-of-way.
- (c) Encourage the siting of buildings so as to create the impression of large-

scale developments and to avoid unusable empty spaces between buildings (e.g. narrow side yards, etc.). Where practicable, smaller buildings should be located very close together in order to create the impression of a single large facility surrounded by open space.

- (d) Encourage the sharing of access to internal and public roadways, utilities through easements and parking and circulation areas, especially in locations screened from view from the public right-of-way by buildings, landscaping and topography.
- (e) Emphasize and preserve a high-quality environment by requiring the use of quality materials and building techniques.

The following means shall be used in furtherance of the above objectives:

- (a) Setbacks for buildings and for parking and circulation areas may be determined for the Industrial Master Plan Area as a whole, or specified for each lot within it. Setbacks can be used to define the placement and massing of buildings, as well as the location of parking and circulation areas.
- (b) A limited set of building materials, colors, and landscape materials may be specified.
- (c) The location of building elements, such as front offices, main entry doors, and truck loading facilities, may be specified in order to determine the general orientations of buildings throughout the Industrial Master Plan Area.
- (d) Individual lot sizes shall be not less than 15 acres on the north side of SW Leveton Drive pursuant to an approved IMP.

#### General Manufacturing Planning District (MG)

The Development Code describes the objectives of the MG Planning District as follows:

- (a) Suitable for light industrial uses and also for a wide range of heavier manufacturing and processing activities. These uses are expected to be more unsightly and to have more adverse environmental effects than the uses allowed in the Light Manufacturing Planning District.
- (b) Railroad access and open storage will be allowed in this district, conforming to defined architectural, landscape and environmental design standards.
- (c) The heaviest industrial uses that are environmentally adverse or pose a

hazard to life and safety shall be prohibited. The MG Planning District standards describe permitted uses, minimum lot sizes and other requirements. These are contained in Chapter 61 of the Tualatin Development Code.

- (d) The purpose is also to allow the retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than 5% of the gross floor area of the building not to exceed 1,500 square feet.

#### Light Manufacturing Planning District (ML)

The Development Code describes the objectives of the ML Planning District as follows:

- (a) The purpose of this district is to provide areas of the City that are suitable for industrial uses that are compatible with adjacent commercial and residential uses. The district serves to buffer heavy industrial uses from commercial and residential areas. The district is suitable for warehousing, wholesaling, and light manufacturing processes that are not hazardous and that do not create undue amounts of noise, dust, odor, vibration or smoke.
- (b) The district is also suitable for retail sale of products manufactured, assembled, packaged or wholesaled on the site provided the retail sale area, including the showroom area, is no more than 5% of the gross floor area of the building not to exceed 1,500 square feet and, with appropriate restrictions, for retail sale of products not allowed for sale in General Commercial Planning Districts, and office commercial uses where any portion of a legally created lot is within 60 feet of a CO Planning District boundary.
- (c) Certain heavier manufacturing uses may be allowed as conditional uses.
- (d) Land extensive commercial uses such as automobile, truck and equipment sales and rentals are appropriate uses in this district, subject to approval of a conditional use permit.
- (e) Railroad access and open storage will be allowed in this district, conforming to defined architectural, landscape and environmental design standards.

#### General Commercial Planning District (CG)

The Development Code described the purpose of the CG Planning District as follows:

- (a) The purpose of this district is to provide areas of the city that are suitable for a full range of commercial uses, including those uses that are inappropriate for the neighborhood, office, or central commercial areas.
- (b) This district is particularly suitable for businesses needing direct automobile access to the freeway and the arterial streets leading to the freeway. Such uses are motels, drive-in restaurants, automobile service stations, and car washes. Other suitable automobile-related businesses are automobile upholstery shop or automobile tire shop. Automotive uses that use large amounts of land, such as automotive truck and machinery sales and rental, are not appropriate uses in this district.

### High Density Residential

The Development Code describes the purpose of the RH Planning District as follows:

- (a) To provide areas of the City suitable for townhouses, high density garden apartment and condominium developments.

### Proposed Plan Map and Text Amendments 1985

It is the intent of this Plan to initiate applications for Plan Map and Text Amendments to accomplish the following:

- Redesignate land within the quarry sector from MG, General Manufacturing to ML, Light Manufacturing. (See Map 7, "Land Use Plan.")
- Redesignate a 7.20-acre parcel of land bounded by SW Pacific Highway 99W, SW 124th Avenue and SW Tualatin Road from MP/MG to CG (General Commercial). (See Map 7, "Land Use Plan.")

The amendments proposed by the Plan will be initiated utilizing the application process called for in the Development Code, and will be the subject of duly noticed public hearings.

*[Section G amended by Ordinance No. 777-89, passed June 26, 1989; Ordinance No. 935-94, passed December 12, 1994; Ordinance No. 1036-99, passed November 22, 1999, and Resolution No. 397-02 adopted March 11, 2002.]*

## **H. RELOCATION**

The acquisition and redevelopment of real property within the Quarry Sector may result in the displacement of residents and businesses. The Commission, in April

1985, adopted Relocation Regulations which govern the eligibility requirements and benefits which would be available to displaced persons or businesses. These regulations conform to the requirements of ORS 281.045 - 281.105 and to applicable sections of the Federal Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970.

*[Section H amended by Ordinance No. 777-89, passed June 26, 1989, and by Resolution No. 397-02 adopted March 11, 2002.]*

## **I. METHODS OF FINANCING THE PLAN**

### **1. GENERAL DESCRIPTION OF THE PROPOSED FINANCING METHODS**

The Commission may borrow money and accept advances, loans, grants and any other form of financial assistance from the Federal Government, the State, City, County, or other public body, or from any sources, public or private, for the purposes of undertaking and carrying out this Plan, or may otherwise obtain financing as authorized by ORS Chapter 457.

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

### **2. SELF-LIQUIDATION OF COSTS OF PROJECT**

The Commission proposes to finance the Plan, and the projects undertaken with respect to the Plan, through tax increment financing as authorized by Article IX, Section 1c of the Oregon Constitution and ORS 457.420 through 457.460. This Plan authorizes the division of ad valorem taxes pursuant to ORS 457.420 through 457.460. Such financing is authorized by the statute when the plan contains the following provisions: the ad valorem taxes, if any, levied by a taxing district in which all or a portion of an urban renewal area is located, shall be divided by rates as provided in Section 1c, Article IX of the Oregon Constitution and ORS 457.440.

The maximum indebtedness pursuant to ORS 457.190 which may be incurred under this Plan is \$36,424,338. Nothing in this section is intended to inhibit the ability of the Commission to refinance or refund existing bonded indebtedness that may be issued under the Plan.

*[Section I-2 amended by Ordinance No. 777-89, passed June 26, 1989.]*

### **3. PRIOR INDEBTEDNESS**

Any indebtedness permitted by law and incurred by the Commission or the City in connection with preplanning for this Urban Renewal Plan shall be repaid

from tax increments from the District when and if such funds are available.

*[Section I amended by Resolution No. 397-02 adopted March 11, 2002.]*

## **J. FUTURE AMENDMENT PROCESS**

This plan may be reviewed and analyzed periodically and will continue to evolve during the course of the project implementation and ongoing planning. The Plan may be amended or changed as needed. All amendments or changes to the Plan will be made in writing and will be approved by the Commission, the Tualatin City Council, or both. The amendments or changes may be substantial amendments, Council approved amendments or minor amendments. Minor amendment to the Plan shall be approved by the Commission by resolution. Council approved amendments to the Plan shall be approved by the Tualatin City Council through a hearing process and adopted by ordinance. Substantial amendments to the Plan shall be approved by the Tualatin City Council by non-emergency ordinance pursuant to ORS 457.095 and 457.220 after public notice and hearing. Presentation of any amendment to the Commission or Council shall be accompanied by the recommendation of the Urban Renewal Advisory Committee

### Minor Amendments

1. Amending the plan for consistency with the Tualatin Community Plan and Development Code.
2. All amendments or changes in this Plan, which are not substantial or Council approved amendments as specified below, shall be considered minor amendments. Minor amendments shall include identification of property for acquisition pursuant to projects, activities or programs specified in this Plan for public use or for private redevelopment.

### Council Approved Amendments

1. Addition of less than 1% land area to the urban renewal area as authorized by statute.
2. Extending the date after which no bonded indebtedness shall be issued with respect to the Plan or any project undertaken or to be undertaken by the Plan.
3. Adding a new project, activity, or program which:
  - (a) Serves or performs a substantially different function from any project, activity, or program specified in this Plan; and
  - (b) Is estimated to cost (excluding administrative costs) in excess of \$500,000 adjusted annually from 1991 at a rate equal to inflation.

4. Making other changes in the Plan, which alter the major assumptions, purposes, and objectives underlying this Plan.

Substantial Amendment

1. Adding land to the urban renewal area (except such minor additions of land as may be authorized by statute as not constituting a substantial amendment).
2. Increasing the maximum amount of bonded indebtedness excluding bonded indebtedness issued to refinance or refund existing bonded indebtedness issued or to be issued under the Plan.

From time to time during the implementation of this Plan, the Tualatin City Council may officially approve amendments or modifications to the City's Comprehensive Plan and implementing ordinances. Furthermore, the Tualatin City Council may from time to time amend or approve new codes, regulations or ordinances, which affect the implementation of this Plan. When such amendments, modifications, or approvals have been officially enacted by the City Council, such amendments, modifications or approvals, which affect the provisions of this Plan shall be deemed minor amendments to the Plan and shall, by reference, become a part of this Plan.

*[Section J amended by Ordinance No. 777-89, passed June 26, 1989; and by Resolution 184-91 adopted September 9, 1991. Section I amended by Resolution No. 390-01, adopted December 10, 2001, and Resolution No. 397-02 adopted March 11, 2002.]*

**K. LEGAL DESCRIPTION FOR THE CITY OF TUALATIN LEVETON TAX INCREMENT DISTRICT**

A portion of Section 15, 21, 22, 27, and 28, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, said portion being more particularly described as follows:

Beginning at the intersection of the Easterly right-of-way line of SW Pacific Highway (Oregon State Highway 99W) and the Northerly right-of-way line of SW Tualatin Road (County Road No. 1063) which bears South 89°52' East, 471.9 feet and North 00°08' East, 30.00 feet from the Southwest corner of said Section 15;

Thence South 89°52' East along the Northerly right-of-way line of said SW Tualatin Road, parallel with and 30.00 feet North of the South line of said Section 15, and along the Southerly lines of those certain tracts of land described in deeds to, and recorded in the Washington County, Oregon deed records as follows:

Leland Ariss and Martha Louis Arris, Book 803, Page 293, Clay Dorsey and Honerhea Dorsey, Book 487, Page 380; Robert F. Livingston and Josephine Livingston, Document No. 82-13813; James Van Sickle and Joan Van Sickle, Book 1181, Pages 441, 440 and 439; Lombard F. Brown and Sherley G. Brown, also known as Shirley G. Brown, Document No. 83-8863; James P. Harmon and Christina M. Harmon, Document No. 80-6349; Douglas Slaughter and Irene Slaughter, Document No.80-



46947; Robert E. Livingston and Grace W. Livingston, Document No. 79-50737; Kenneth R. Dickson and Rosa Lee Dickson, Book 487, Page 380; Richard J. Hanegan and Debra Hanegan, Reel 913, Page 525; Victor J. Hanegan and Murnice M. Hanegan, Book 426, Page 500; State of Oregon, Department of Veterans Affairs, Document No. 89-2926; Charles L. Roberts and Florence Roberts, Book 465, Page 213; and Craig E. Fritz, Document No. 83-34389, 4,150.1 feet, more or less, to the Southwest corner of Winchester Estates as recorded in Book 48, Page 23, Records of Town Plats;

Thence North  $0^{\circ}08'30''$  West, along the West line of said Winchester Estates, 3.50 feet to the Southwest corner of Lot 19 in said subdivision;

Thence South  $89^{\circ}33'44''$  East, along the South line of Lots 19 and 18 in said Winchester Estates, 20.55 feet, more or less, to a point on the Northerly projection of the East right-of-way line of SW 108th Avenue (County Road No. 1278);

Thence South, along said East right-of-way line of SW 108th Avenue (County Road No. 1278), 1,650.50 feet to a point on the Easterly projection of the North line of a tract of land conveyed to James E. Harrison and Jean T. Harrison by deed recorded in Book 251, Page 665, Deed Records;

Thence North  $89^{\circ}28'$  West, along said Easterly projection and along the North line of said Harrison tract, 679.38 feet to the Northwest corner thereof;

Thence South, along the West line of said Harrison tract, 297.00 feet to the Southwest corner thereof;

Thence South  $89^{\circ}28'$  East, along the South line of said Harrison tract and the Easterly projection thereof, 679.38 feet to the East right-of-way line of SW 108th Avenue (County Road No. 1278);

Thence South, along said East right-of-way line, 327.2 feet, more or less, to the Northerly right-of-way line of the Southern Pacific Railroad, being also the Southerly right-of-way line of SW Herman Road (County Road No. 489);

Thence South  $67^{\circ}33'$  West, along said Southerly right-of-way line, 735.05 feet, more or less, to the East line of a tract of land conveyed to William Leveton by deed recorded in Book 1000, Page 713, Deed Records;

Thence South, along said East line, 123.5 feet, more or less, to the Southeast corner of said Leveton tract;

Thence, along the Southerly line thereof and the East-West centerline of the aforesaid Section 22, South  $89^{\circ}48'$  West, 1949.18 feet to the Northwest corner of that certain tract of land described in deed to Delmar A. Walgraeve, recorded as Document No. 82-8873, said deed records, said point also being the Northwest corner of Lot 2, Eddy Acres, a plat of record in Washington County, Oregon;

Thence, along the Westerly line of said Walgraeve tract, South, 690.82 feet to the Northerly right-of-way line of the Southern Pacific Railroad being also the Southerly right-of-way line of SW Herman Road (County Road No. 489);

Thence, along said Southerly right-of-way line, South  $67^{\circ}19'$  West, 1057.04 feet to the intersection with the Easterly line of that certain tract of land described in deed to Albina Fuel Company, an Oregon corporation, recorded in Book 1047, Page 65 said deed records;

Thence, along the Easterly line of said Albina Fuel Company tract, North 1095.90 feet to the Northeast corner thereof;

Thence, along the Northerly line thereof and the East-West centerline of said Section 22, South  $89^{\circ}48'$  West, 371.34 feet to the Northwest corner thereof;

Thence, along the Westerly line of said Albina Fuel Company tract, South 1049.44 feet to the Northwest corner of that certain tract of land described in deed to Charles P. Breidenbach and Carol A. Breidenbach, recorded in Book 1167, Page 8, said deed records;

Thence, along the Northerly line of said Breidenbach tract, North  $89^{\circ}48'$  East, 83.02 feet to the Northeast corner thereof;

Thence, along the Easterly line of said Breidenbach tract, South 165.72 feet to the Southerly right-of-way of the aforesaid SW Herman Road;

Thence, along said Southerly right-of-way, South  $67^{\circ}19'$  West, 549.23 feet;

Thence, parallel with and 226.00 feet Easterly of the West line of said Section 22, South  $00^{\circ}22'$  West, 91.39 feet;

Thence, perpendicular to said West Section line, North  $89^{\circ}38'$  West, 11.00 feet;

Thence, parallel with and 215.00 feet Easterly of the West line of said Section 22, South  $00^{\circ}22'$  West, 137.00 feet;

Thence, perpendicular to said West Section line, North  $89^{\circ}38'$  West, 1.00 feet to the Easterly line of that certain tract of land described in that dedication deed to City of Tualatin, recorded as Document No. 97-102857, said deed records;

Thence, along the Easterly line of said City of Tualatin tract and parallel with and 214.00 feet Easterly of the West line of said Section 22, South  $00^{\circ}22'$  West, 445.90 feet;

Thence, South  $44^{\circ}51'57''$  East, 57.70 feet;

Thence, South  $00^{\circ}04'08''$  West, 7.00 feet to the Northerly line of that certain tract of land described in that dedication deed to City of Tualatin, recorded as Document No.

84-27454, said deed records;

Thence, South  $17^{\circ}55'47''$  East, 48.89 feet to the South right-of-way line of SW Myslony Street (County Road No. 1137), a 33-foot-wide road;

Thence, South  $44^{\circ}18'34''$  West, 79.76 feet;

Thence, North  $89^{\circ}37'59''$  West, 30.00 feet to the East right-of-way line of SW 124th Avenue (County Road Number 489), a 40-foot-wide road;

Thence, along the East line of said SW 124th Avenue, South  $00^{\circ}22'$  West, 409.26 feet to an angle point of said right-of-way line;

Thence, along said right-of-way line, South  $89^{\circ}52'$  West, 185.00 feet to an angle point on said right-of-way line;

Thence, along said right-of-way line and parallel with and 20.00 feet East of the line common to the aforesaid Section 27 and 28, South  $00^{\circ}27'$  West, 1300.50 feet to a point on the South line of the Westerly tract of land described as Parcel 2 in that deed to Jessie E. Wager recorded in Book 455, Page 216, said deed records;

Thence, along the Southerly line thereof, South  $89^{\circ}51'$  West, 20.00 feet to a point on the East line of said Section 27;

Thence, along the South line of that certain tract of land described in that memorandum of agreement between Nettie Cole, Mary Cole, Walter E. Cole, Madge W. Cole, Frank G. Cole, Neva Cole, Clarence T. Cole and Bernie Adams Reid recorded as Document No. 79021082 said deed records, North  $89^{\circ}43'$  West, 20.00 feet;

Thence, parallel with and 20.00 feet West of the East line of said Section 28, along the West right-of-way line of said County Road No. 489, North  $00^{\circ}27'$  East 1340.50 feet to an angle point in said right-of-way line;

Thence, along said right-of-way line, North  $89^{\circ}52'$  East, 185.00 feet to an angle point in said right-of-way line;

Thence, parallel with and 145.00 feet Easterly of the West line of Section 22, along the West right-of-way line of said County Road No. 489, North  $00^{\circ}22'$  East, 370.00 feet;

Thence, perpendicular to said West Section line, North  $89^{\circ}38'$  West, 29.15 feet;

Thence, North  $00^{\circ}51'59''$  East, 17.47 feet to a point that is 116.00 feet Easterly, when measured at a right angle to, the West line of Section 22;

Thence, parallel with and 116.00 feet Easterly of the West line of Section 22, North  $00^{\circ}22'$  East, 480.54 feet;

Thence, leaving said parallel line, North  $00^{\circ}46'48''$  West, 154.05 feet;

Thence, North  $22^{\circ}24'12''$  West, 115.68 feet to the Southerly right-of-way line of the aforesaid SW Herman Road;

Thence, 74.62 feet Southwesterly along said right-of-way line, along a curve taper, the chord of which bears South  $66^{\circ}20'03''$  West, 74.60 feet, to the West line of Section 22;

Thence, along said West Line, North  $00^{\circ}22'$  East, 11.00 feet;

Thence, Southwesterly, along said right-of-way line, 219.24 feet, along a 2871.26 foot radius curve to the left, through a central angle of  $4^{\circ}22'30''$ , the long chord of which bears South  $63^{\circ}33'17''$  West, 219.19 feet;

Thence, North  $39^{\circ}00'51''$  West, 54.84 feet to the Northerly line of that certain tract of land described in that dedication deed to City of Tualatin, recorded as Document No. 85-26521, said deed records;

Thence, along the Northerly line of said City of Tualatin tract, 43.72 feet, along a 50.00 foot radius curve to the left, through a central angle of  $50^{\circ}06'06''$ , the long chord of which bears North  $36^{\circ}05'05''$  East, 42.34 feet;

Thence, North  $62^{\circ}51'38''$  East, 92.18 feet to the Easterly line of that certain tract of land described as the "Portland Chain Building" in deed to Jean Venture, LLC, an Oregon Limited Liability Company, recorded in Document No. 98-20945, said deed records;

Thence, leaving said line, South  $89^{\circ}40'34''$  East, 23.10 feet';

Thence, parallel with and 8.00 feet Northwesterly of the Southeasterly line of said tract, 105.83 feet, along a 2933.26 foot radius curve to the right, through a central angle of  $02^{\circ}04'02''$ , the long chord of which bears North  $65^{\circ}05'49''$  East, 105.83 feet;

Thence, continuing parallel, North  $67^{\circ}06'45''$  East, 93.65 feet;

Thence, leaving said parallel line, North  $35^{\circ}58'22''$  East, 60.36 feet;

Thence, parallel with and 17.00 feet Westerly of the East line of said tract, North  $00^{\circ}25'41''$  East, 408.00 feet to the North line of said tract;

Thence, along said North line, North  $82^{\circ}57'08''$  East, 4.03 feet to the Southwest corner of that certain tract of land described in that dedication deed to City of Tualatin, recorded as Document No. 2000-57179, said deed records;

Thence, along the West line of said City of Tualatin Tract, North  $00^{\circ}25'41''$  East, 205.06 feet to the Northwest corner of said tract;

Thence, along the North line of that certain tract of land described in that special warranty deed to Northwest Investment recorded as Document No. 90-59543 said deed records, South  $83^{\circ}19'38''$  West, 4.03 feet to the Southwest corner of that certain tract of land described in that dedication deed to City of Tualatin, recorded as Document No. 94-27889, said deed records;

Thence, along the West line of said City of Tualatin Tract, North  $00^{\circ}25'41''$  East, 262.02 feet to the Northwest corner of said tract, said point also being the Southwest corner of that certain tract of land described in that dedication deed to City of Tualatin, recorded as Document No. 97-104476, said deed records;

Thence, along the West line of said City of Tualatin Tract and its Northerly prolongation, North  $00^{\circ}25'41''$  East, 487.82 feet to the East-West centerline of Section 22;

Thence, along the East-West centerline of the aforesaid Section 22, South  $89^{\circ}48'$  West, 117.44 feet to the West  $\frac{1}{4}$  corner of said Section 22 and the East  $\frac{1}{4}$  of the aforesaid Section 21;

Thence, along the East-West centerline of said Section 21, and along the South line of that certain tract of land described in that assignment of contract to Claude Brinegar and Esthere M. Albertson recorded as Document No. 80-20047 in said deed records, South  $89^{\circ}37'$  West, 1679.80 feet to the Southeast corner of that certain tract of land described in deed to Vernon E. Anderson and Jacqueline M. Anderson recorded as Document No. 82-17104 said deed records;

Thence, along the Easterly line thereof, North  $00^{\circ}24'$  West, 512.66 feet;

Thence, continuing along said Easterly line, North  $89^{\circ}36'$  East, 69.84 feet;

Thence, continuing along said Easterly line, North  $00^{\circ}24'$  West, 72.70 feet;

Thence, continuing along said Easterly line, South  $89^{\circ}36'$  West, 69.84 feet;

Thence, continuing along said Easterly line, North  $00^{\circ}24'$  West, 580.02 feet to a point on the Southeasterly right-of-way line of the aforesaid SW Pacific Highway;

Thence, along said right-of-way line, parallel with and 50.00 feet from a centerline spiral to the left (total spiral length = 400 feet,  $S = 4^{\circ}00'$ ,  $a = 0.5$ ) 273 feet, more or less, to a point of curve to spiral (Engineer's Station 288 + 64.03 P.C.S.);

Thence, along the arc of a 2914.79 foot radius curve to the left, through a central angle of  $8^{\circ}18'00''$ , 422.24 feet (the long chord of which bears North  $59^{\circ}51'$  East, 421.87 feet) to a point of spiral to curve (Engineer's Station 284 + 49.03 P.S.C.);

Thence, parallel with and 50.00 feet from a 400 foot long centerline spiral ( $S = 4^{\circ}00'$ ,  $a = 0.5$ ), 403.49 feet, (the long chord of which bears North  $50^{\circ}21'37''$  East, 403.41 feet

to a point of tangency (Engineer's Station 280 + 49.03 P.S.);

Thence, along said right-of-way line, North 51°42' East, 590 feet, more or less, to a point on the West line of that certain tract of land described in deed to Lawrence J. Blum and Marion S. Blum recorded in Book 509, Page 113, said deed records, and an angle point in the aforesaid right-of-way line;

Thence, along the said West line South 00°24' West, 12.81 feet to an angle point in said right-of-way line;

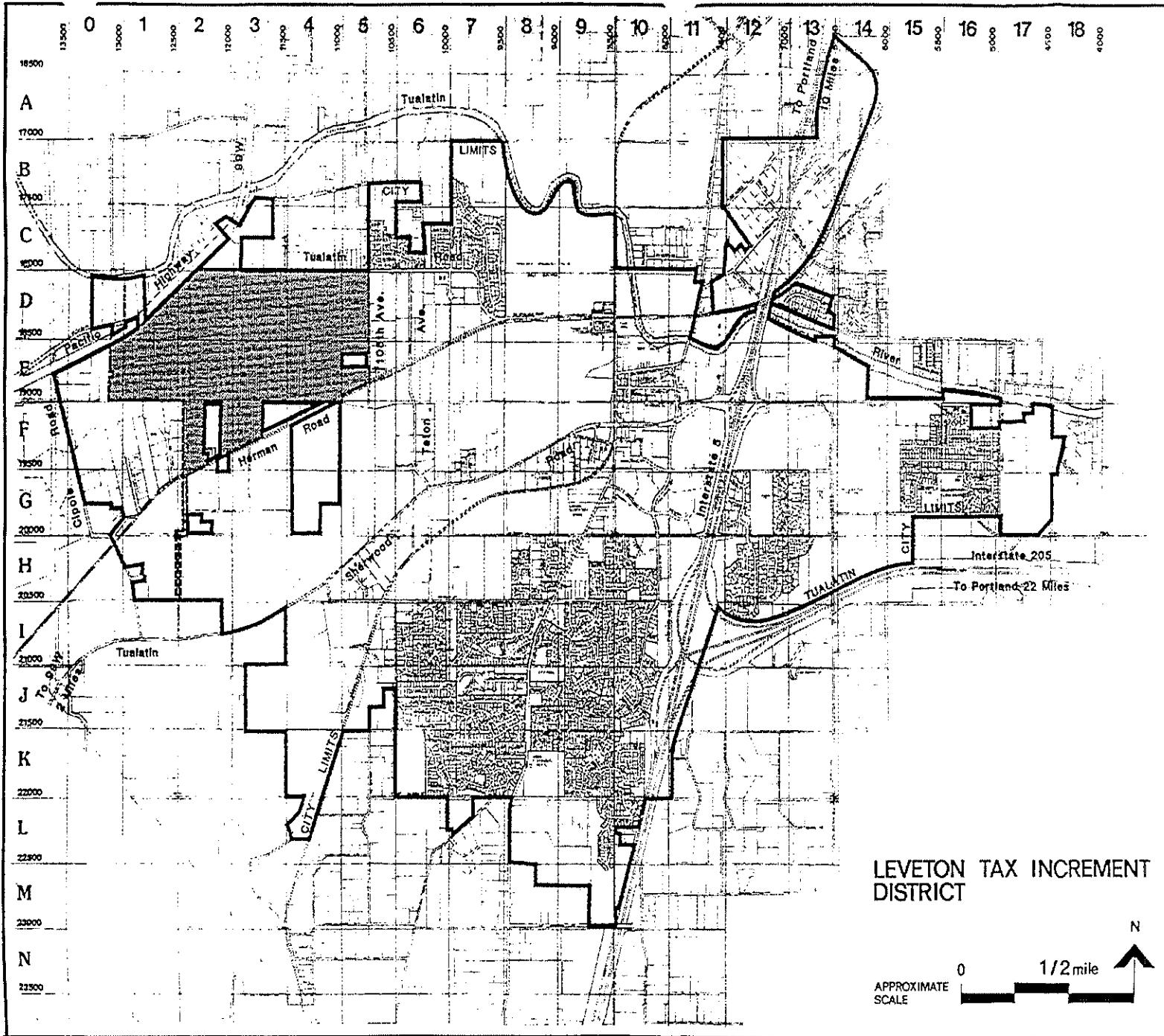
Thence, continuing along said right-of-way line, North 51°42' East, 458.6 feet to an angle point in said right-of-way line;

Thence, North 00°24' East, 12.81 feet to an angle point in said right-of-way line;

Thence, continuing along said right-of-way line, North 51°42' East, 515 feet, more or less, to the point of beginning.

Containing 380.3 acres.


*[Section K amended by Ordinance No. 777-89, passed June 26, 1989, Resolution No. 390-01, adopted December 10, 2001, and Resolution No. 397-02 adopted March 11, 2002.]*

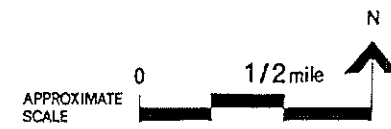


### MAP 1 VICINITY MAP

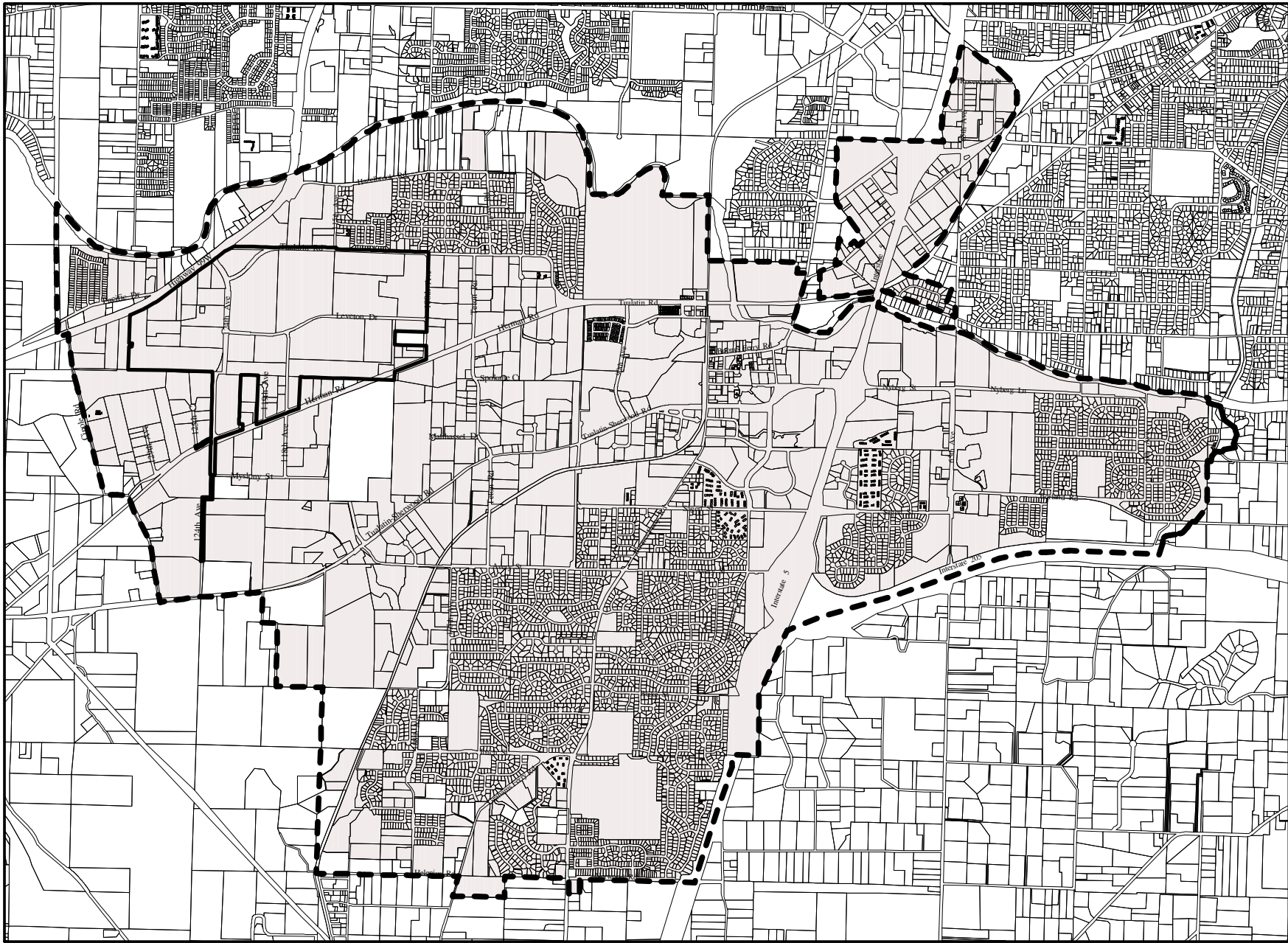
-  SITE
-  CITY LIMITS

**LEVETON TAX INCREMENT  
DISTRICT**

-  District Boundary




**TUALATIN  
DEVELOPMENT  
COMMISSION**  
1989






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**LEVETON TAX INCREMENT DISTRICT**

**Map 1A**  
Vicinity Map

-  Leveton District Boundary
-  Planning Area Boundary
-  City Limits

TUALATIN DEVELOPMENT COMMISSION  
2002



RF 1:36,000



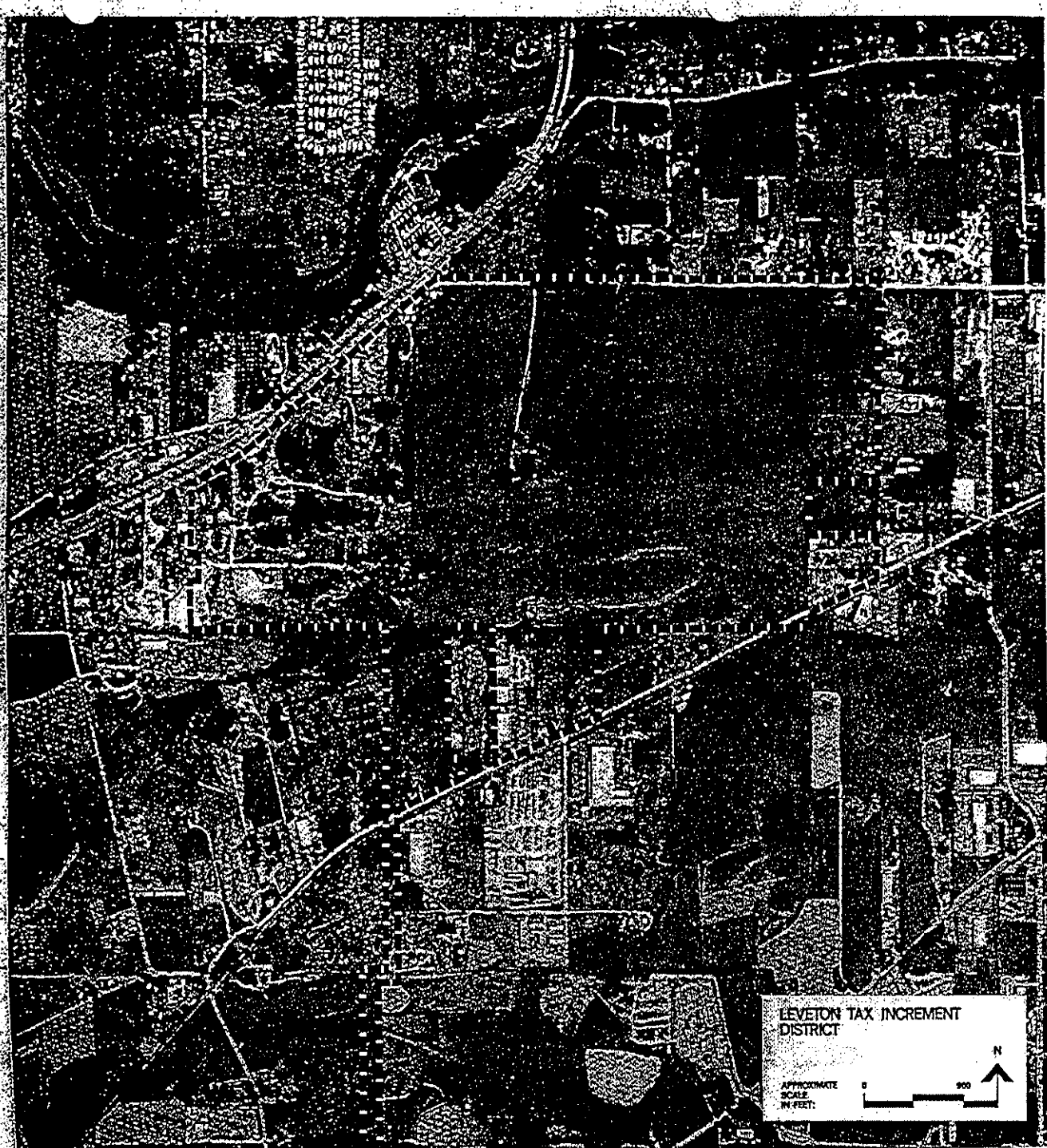
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MAP 2  
STUDY AREA

----- BOUNDARY

Plan 37

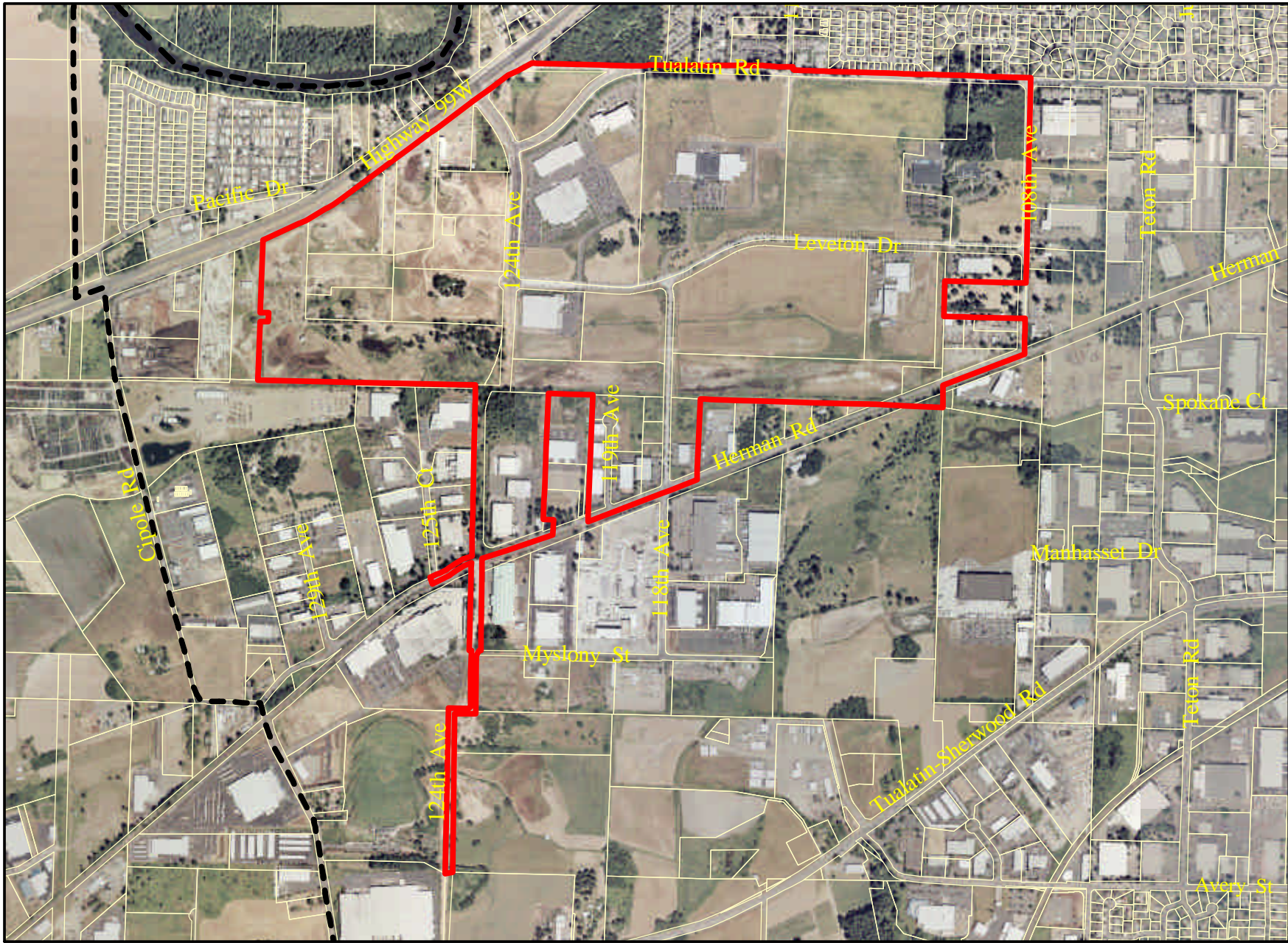


LEVETON TAX INCREMENT  
DISTRICT

APPROXIMATE  
SCALE  
IN FEET:



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COMMISSION 1989





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LEVETON TAX  
INCREMENT DISTRICT

## Map 2A Study Area

-  Leveton District Boundary
-  Planning Area Boundary

\* Air Photo from July and August of 2000

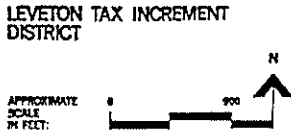
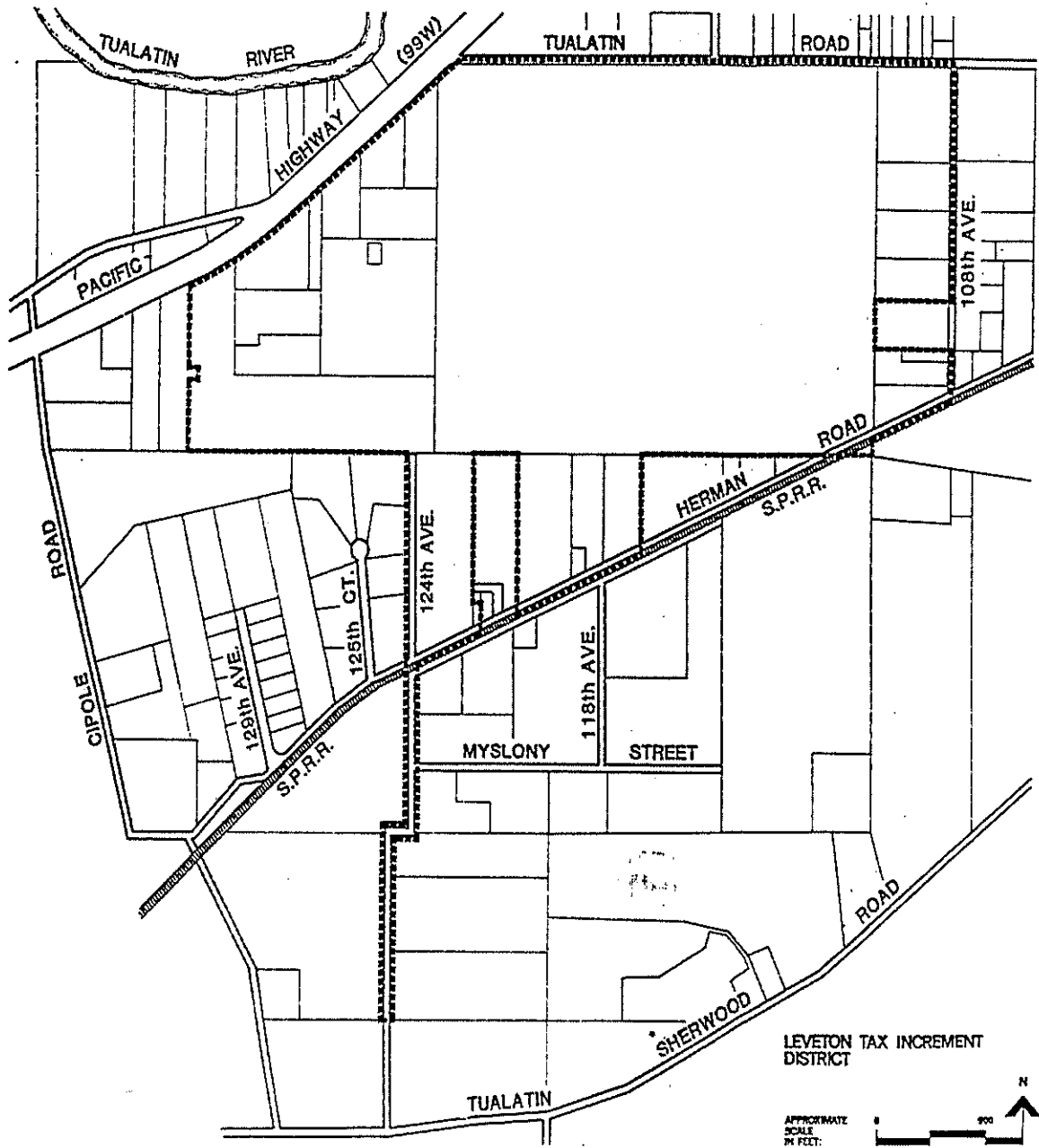
TUALATIN DEVELOPMENT  
COMMISSION  
2002



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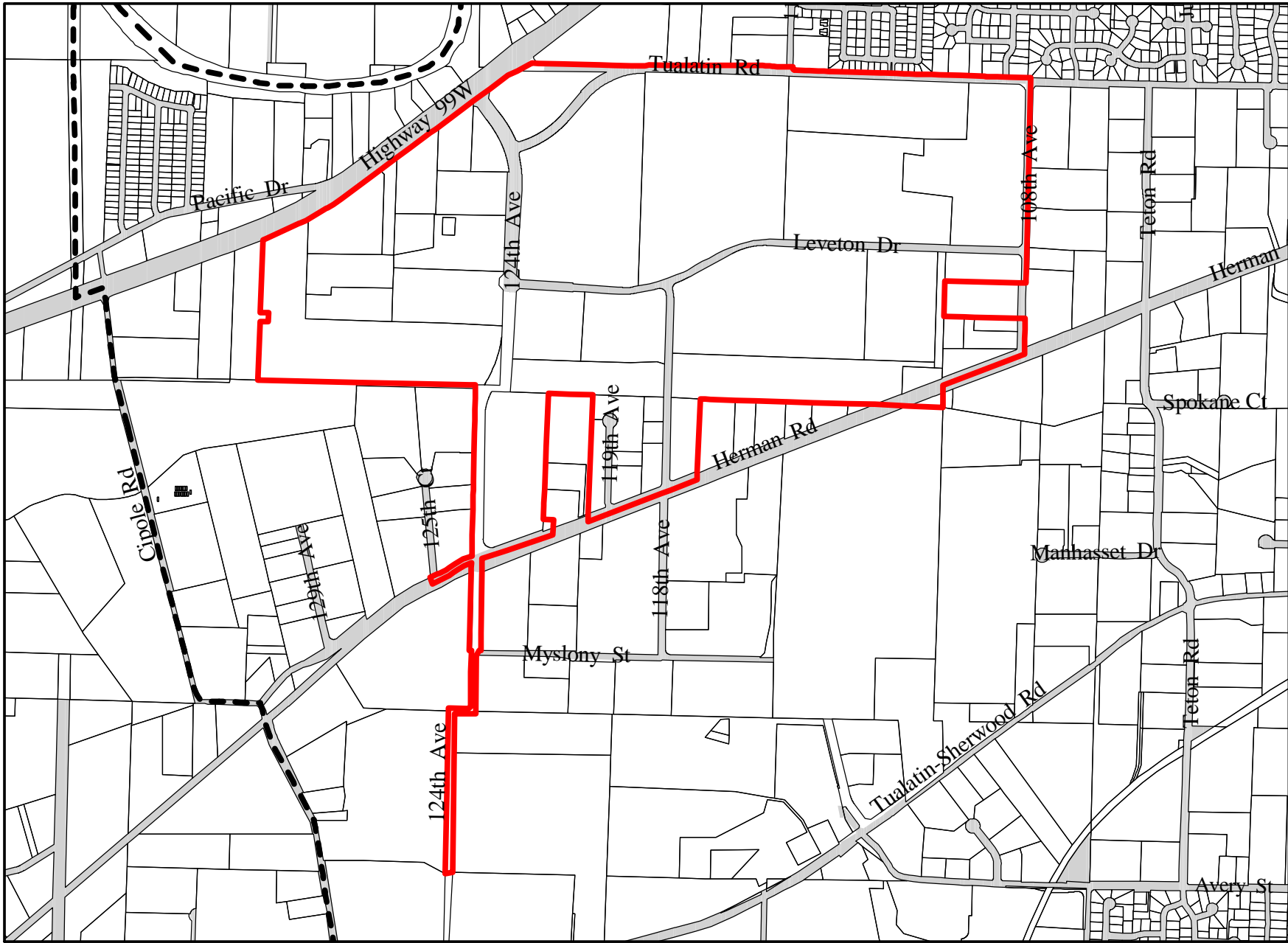


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MAP 3  
LEVETON TAX  
INCREMENT  
DISTRICT

--- BOUNDARY





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LEVETON TAX  
INCREMENT DISTRICT

**Map 3A**  
Leveton Tax  
Increment District

-  Leveton District Boundary
-  Planning Area Boundary

TUALATIN DEVELOPMENT  
COMMISSION  
2002

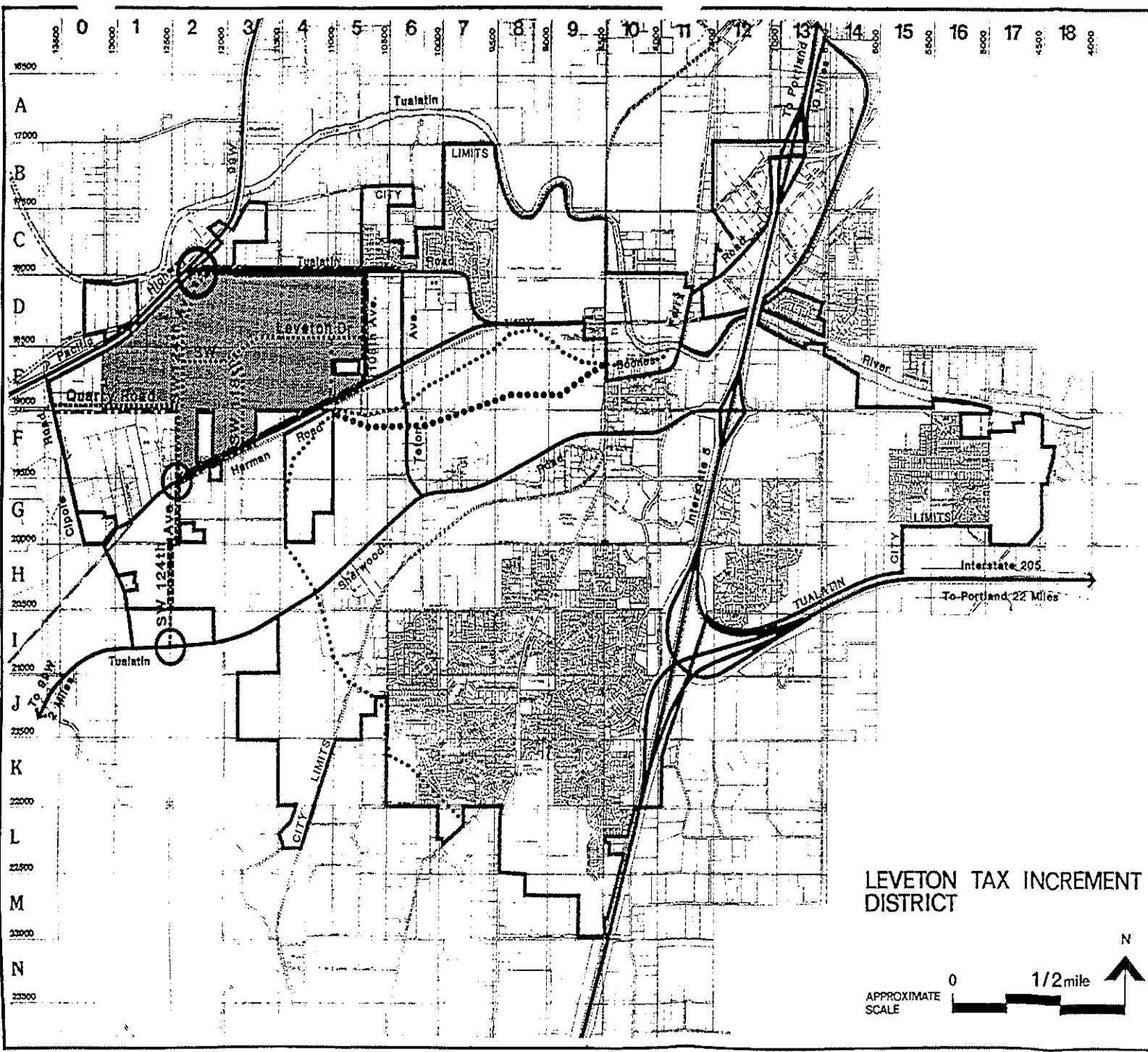


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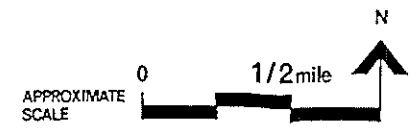
Plan - 45



**MAP 4  
PROPOSED  
ROAD AND  
STORM  
DRAINAGE  
IMPROVEMENTS**

- EXISTING ROAD
- EXISTING ROAD WITH IMPROVEMENTS
- ..... PROPOSED ROAD WITH STORM SEWERS (general location)
- PROPOSED DRAINAGE IMPROVEMENTS
- ..... HEDGES CREEK
- ..... IMPROVEMENTS
- PROPOSED INTERSECTION IMPROVEMENTS AND TRAFFIC SIGNAL
- District Boundary

**LEVETON TAX INCREMENT DISTRICT**





**TUALATIN  
DEVELOPMENT  
COMMISSION  
1989**

# TUALATIN

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LEVETON TAX  
INCREMENT DISTRICT

## Map 4A Proposed Road System Improvements

-  Leveton District Boundary
-  Planning Area Boundary
-  Proposed Intersection Improvements
-  Rail Lines
-  Existing Roads
-  Proposed Roads

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COMMISSION

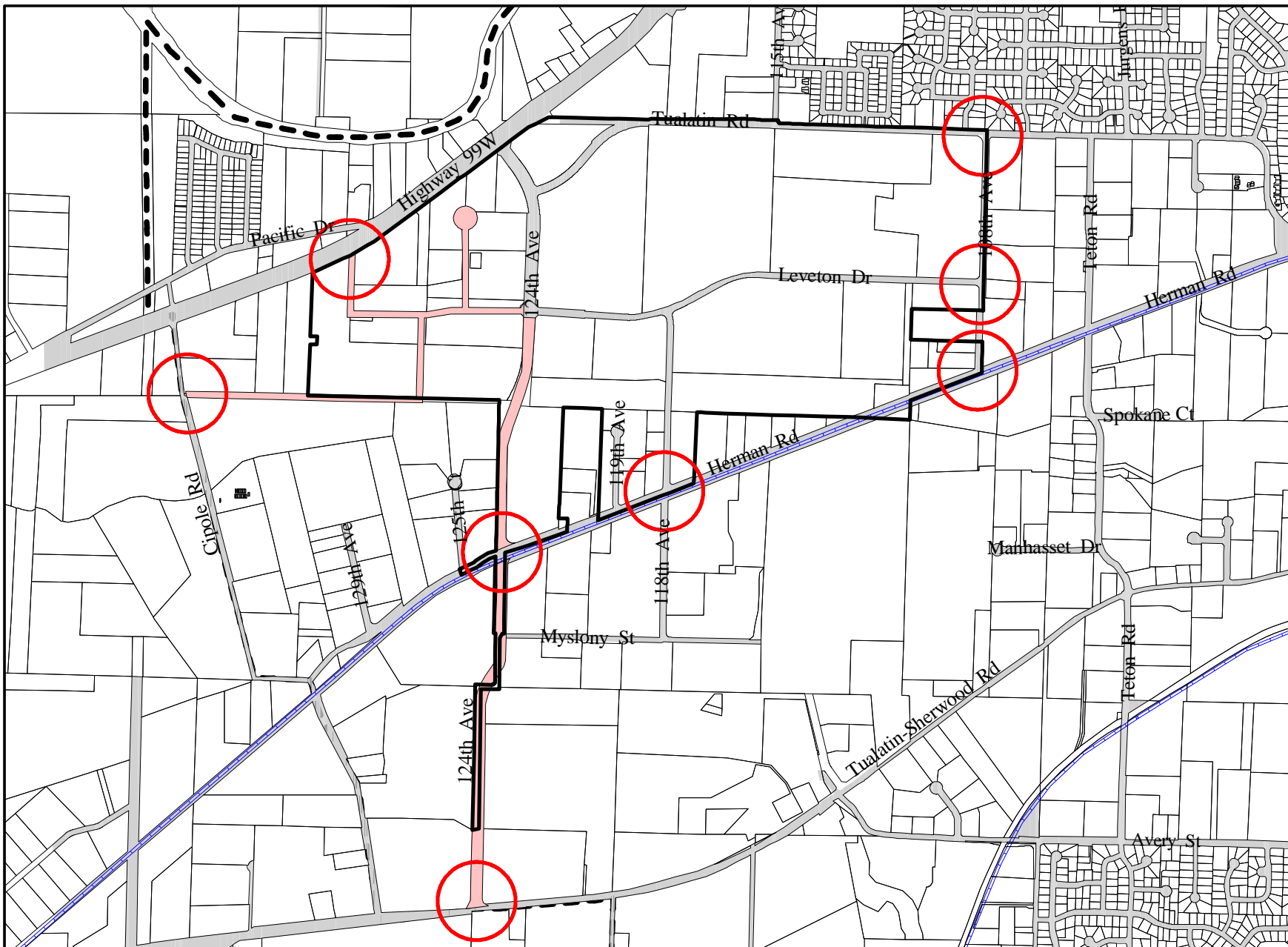
2002

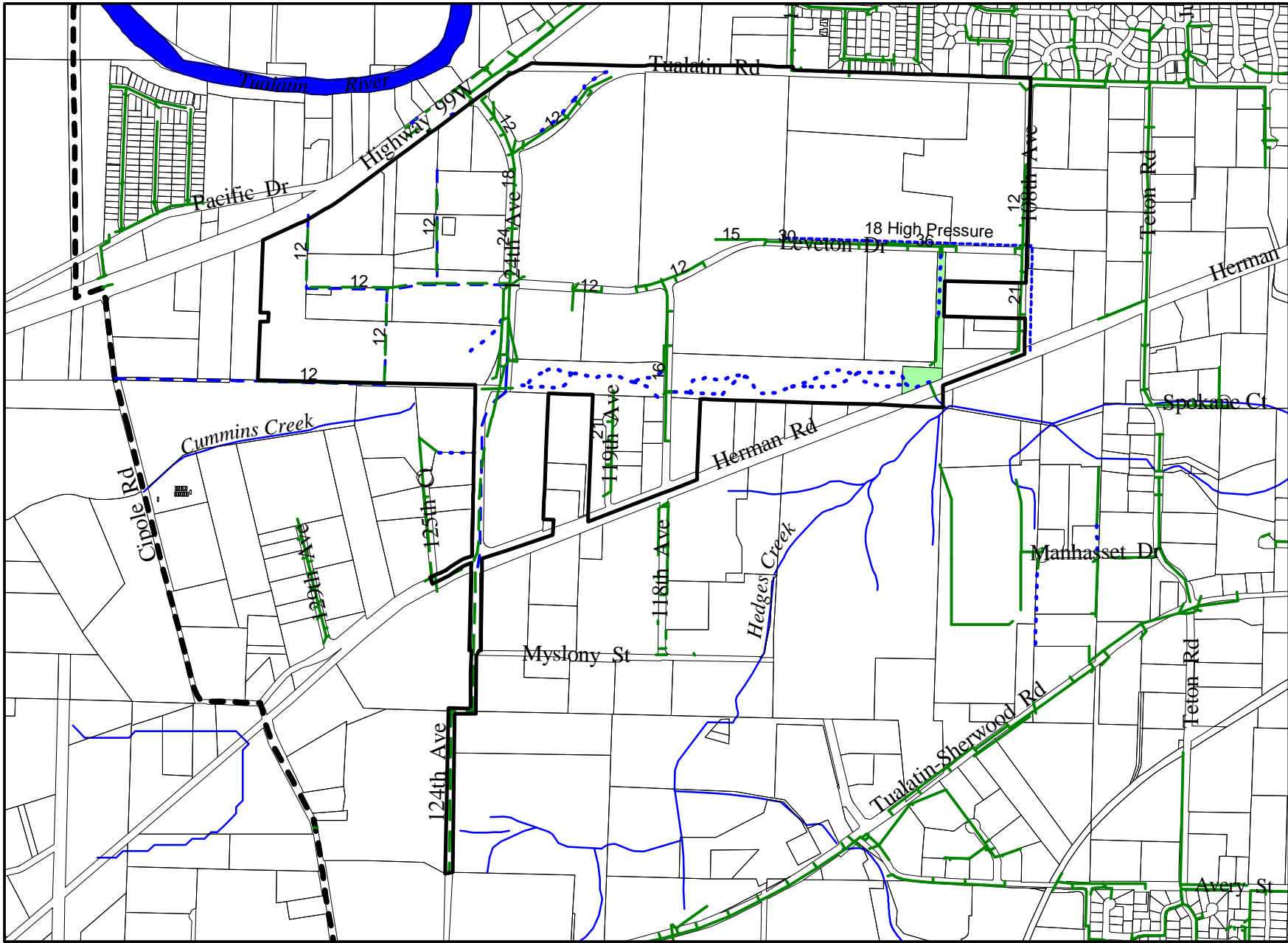


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LEVETON TAX INCREMENT DISTRICT

**Map 4B**  
Proposed Storm Improvements

- Existing Storm Lines
- Drainage Ditches
- Water Quality Facilities
- Leveton District Boundary
- Streams
- Planning Area Boundary

\*All dimensions shown are in inches.

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2002

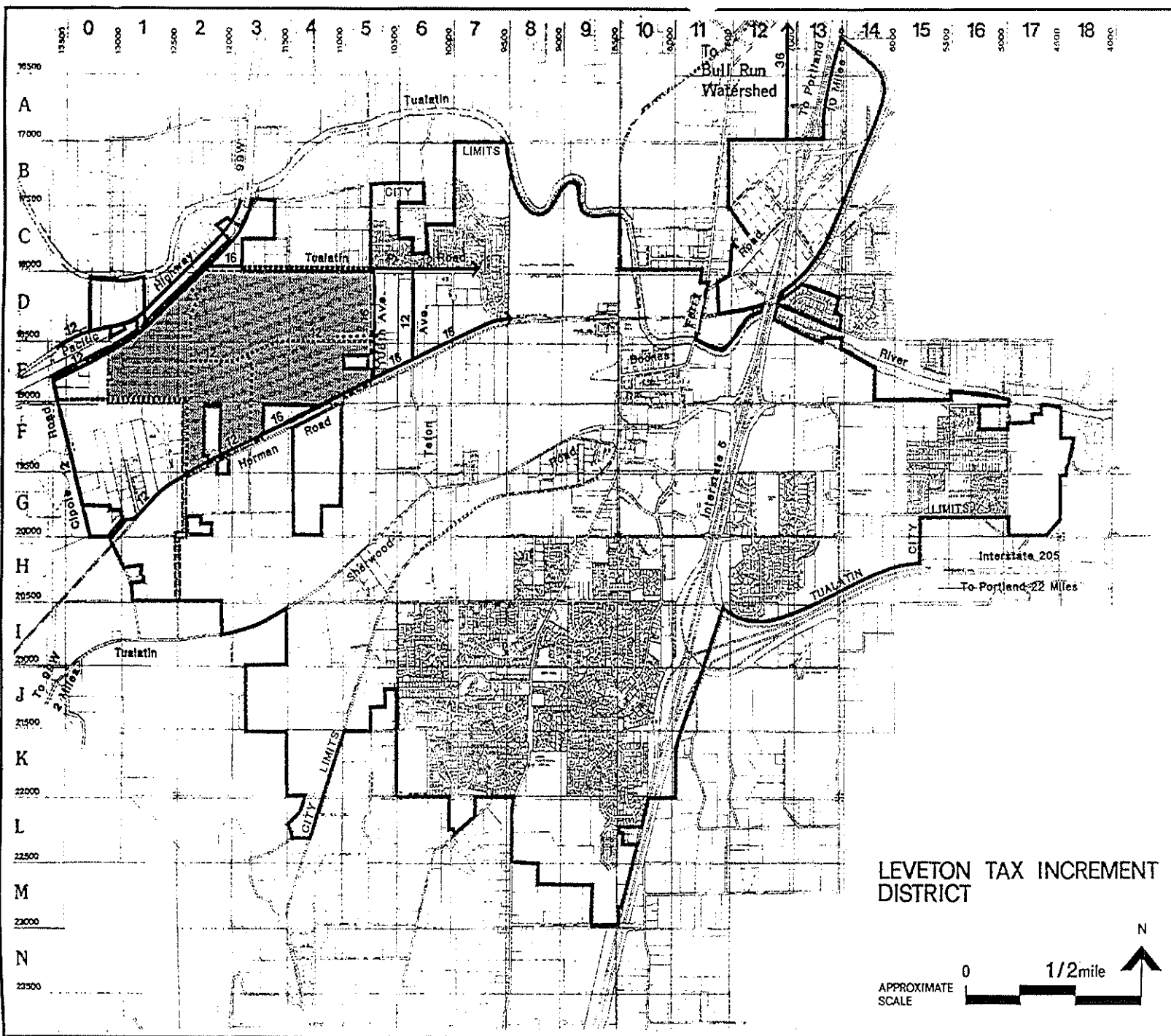


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Plan - 51



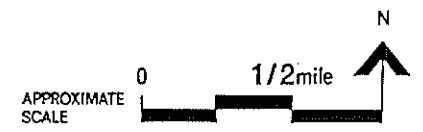
# MAP 5 PROPOSED WATER IMPROVEMENTS

- EXISTING DOMESTIC WATER
- - - - PROPOSED DOMESTIC WATER
- ..... PROPOSED HIGH CAPACITY WATER

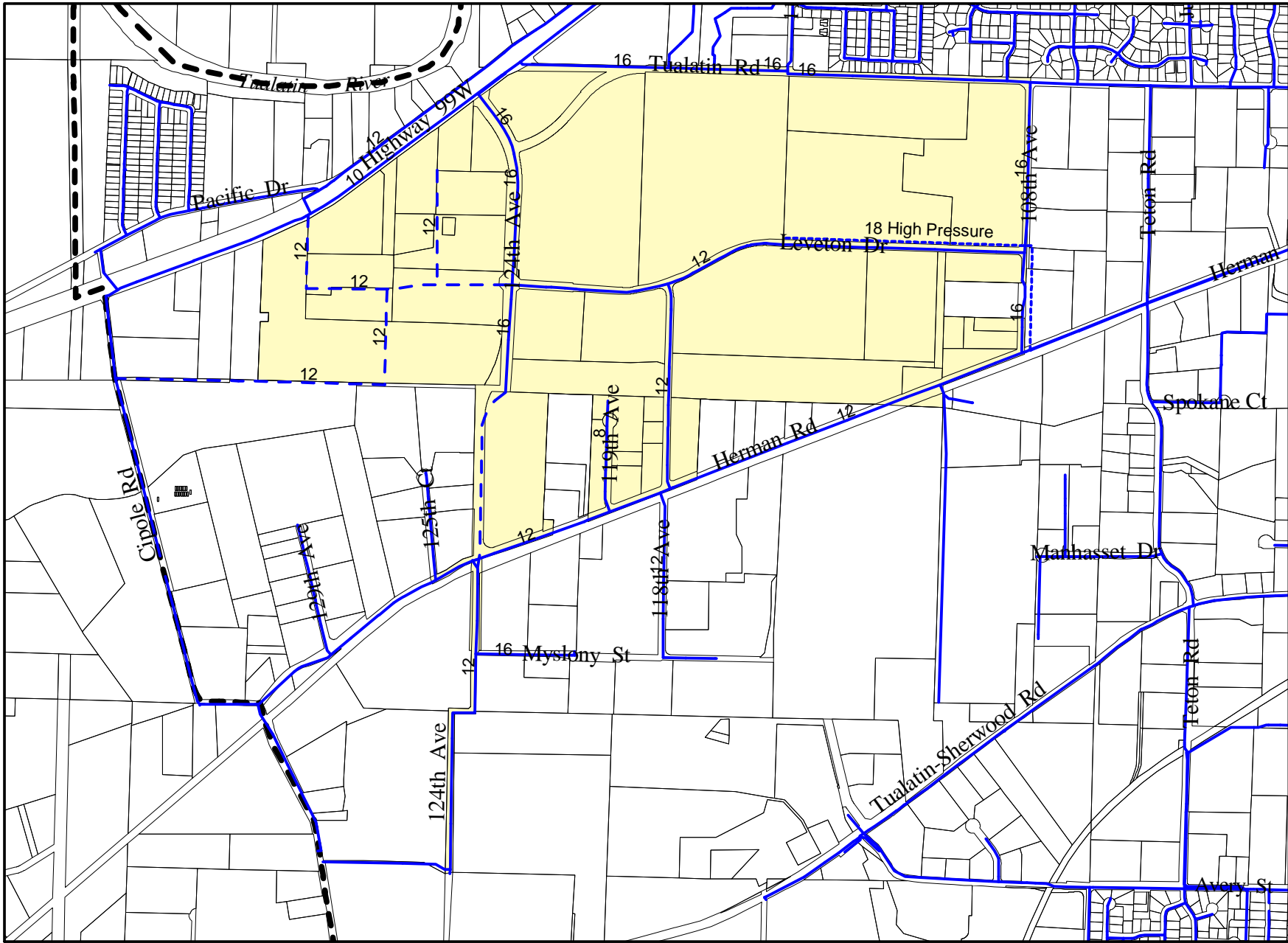
Note: all dimensions shown are in inches.

- - - - District Boundary

LEVETON TAX INCREMENT DISTRICT












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LEVETON TAX INCREMENT DISTRICT

**Map 5A**  
Proposed Water Improvements

-  Existing Water Lines
-  Lines Under Construction
-  Future Water Lines
-  Leveton District Boundary
-  Planning Area Boundary

\*All dimensions shown are in inches.

TUALATIN DEVELOPMENT COMMISSION  
2002

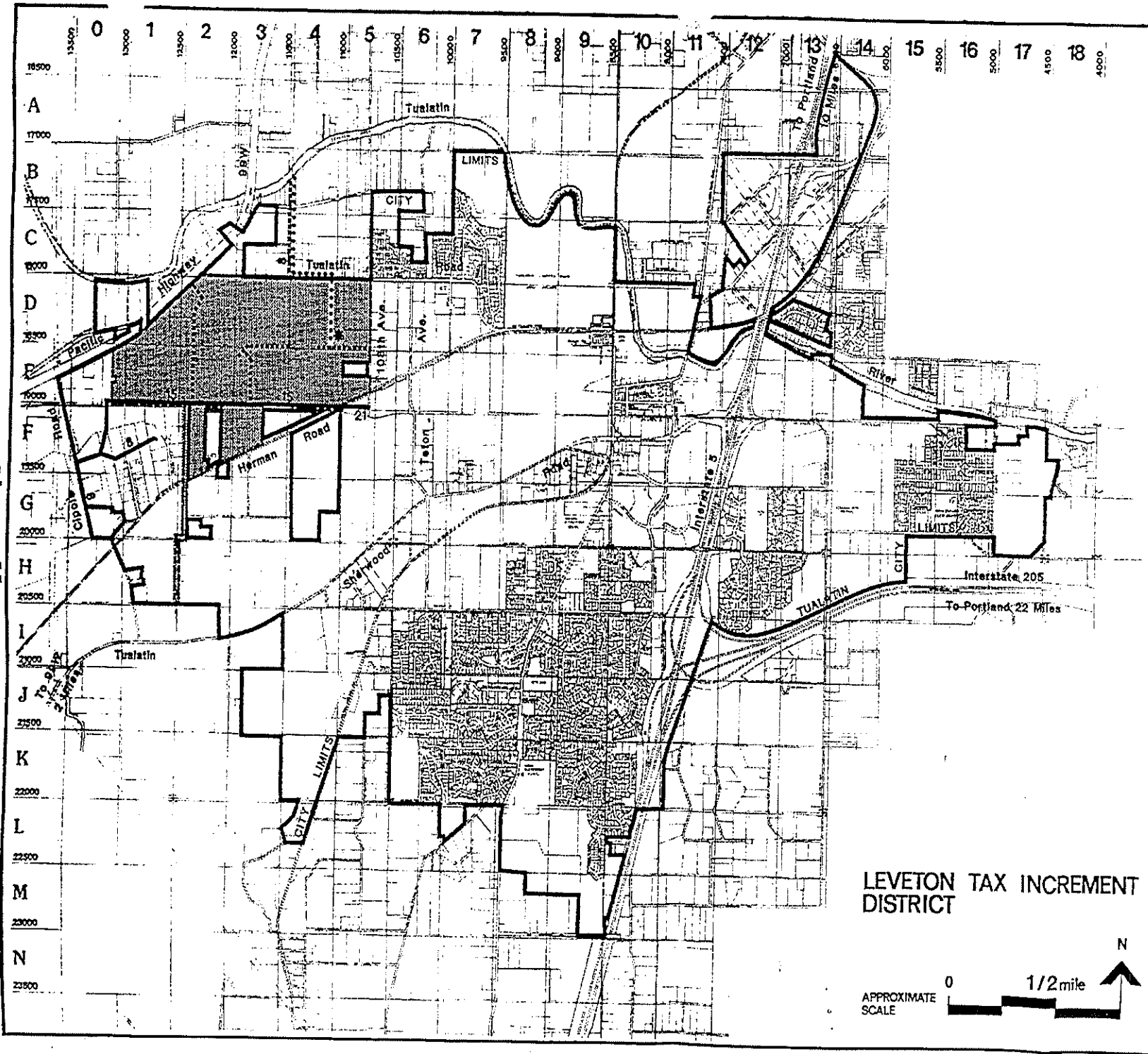


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Plan - 55



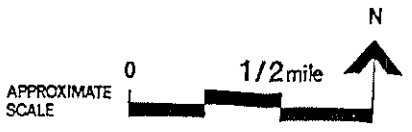
**MAP 6  
PROPOSED  
SEWER  
IMPROVEMENTS**

- EXISTING DOMESTIC SEWER
- - - - PROPOSED DOMESTIC SEWER
- ..... PROPOSED INDUSTRIAL SEWER
- \* PUMP STATION

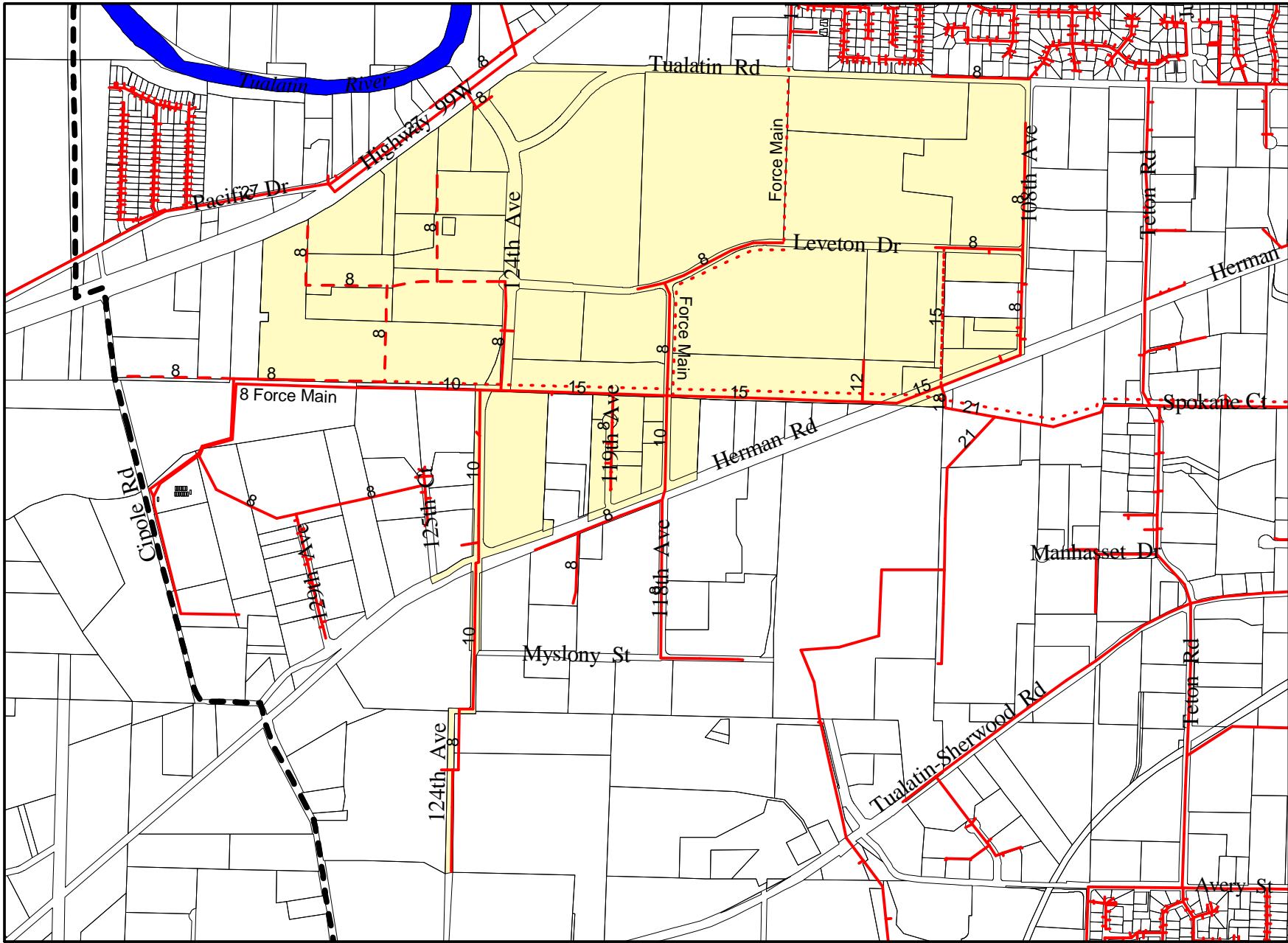
Note : all dimensions shown are in inches.

- - - - District Boundary

**LEVETON TAX INCREMENT DISTRICT**



**TUALATIN  
DEVELOPMENT  
COMMISSION  
1989**



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**LEVETON TAX INCREMENT DISTRICT**

**Map 6A  
Proposed Sewer Improvements**

- Existing Sewer Lines
- Lines Under Construction
- Future Sewer Lines
- Proposed Options
- Leveton District Boundary
- Planning Area Boundary

\*All dimensions shown are in inches.

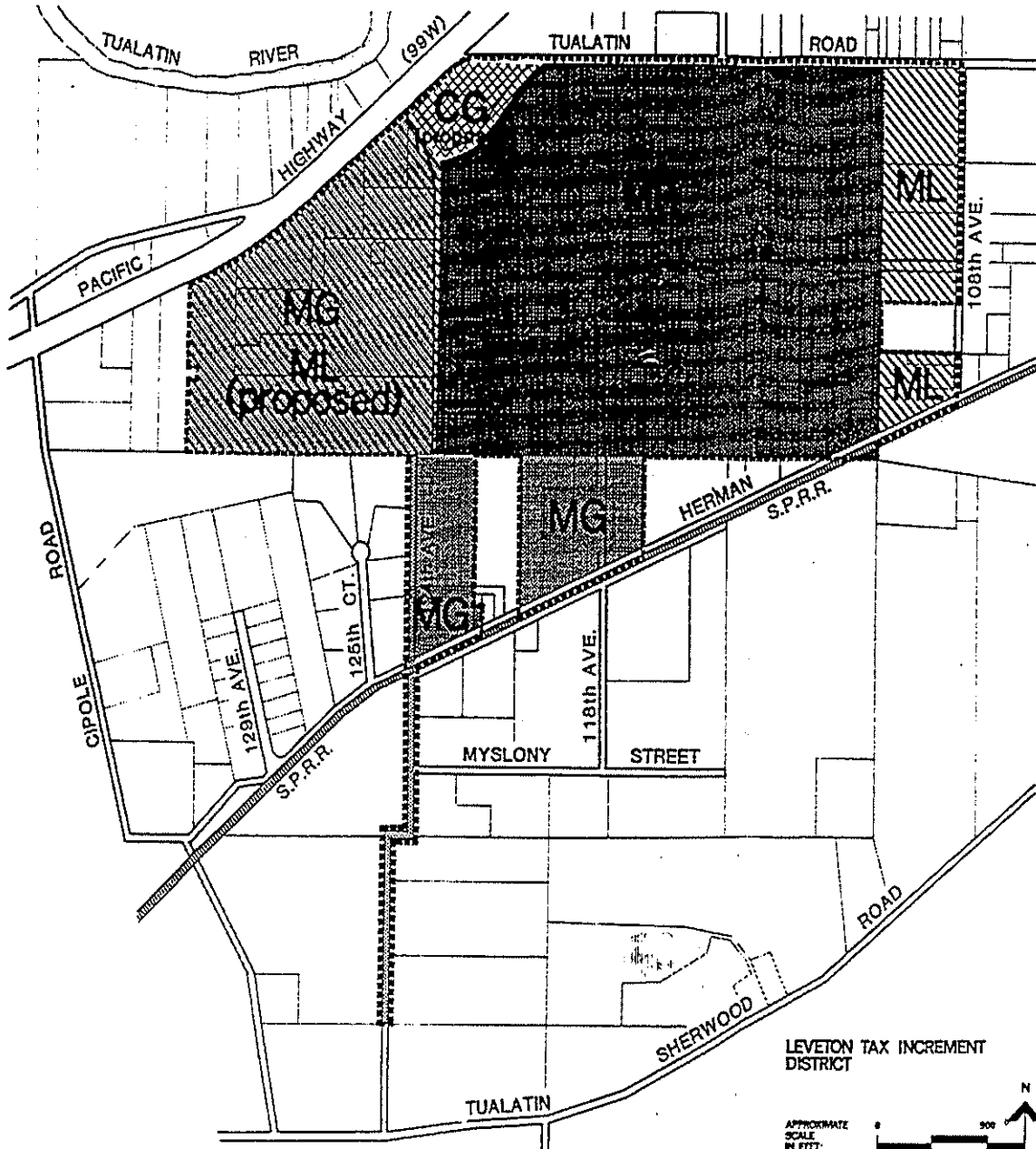
TUALATIN DEVELOPMENT COMMISSION 2002



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LEVETON TAX INCREMENT DISTRICT

APPROXIMATE SCALE IN FEET:



# MAP 7 LAND USE PLAN

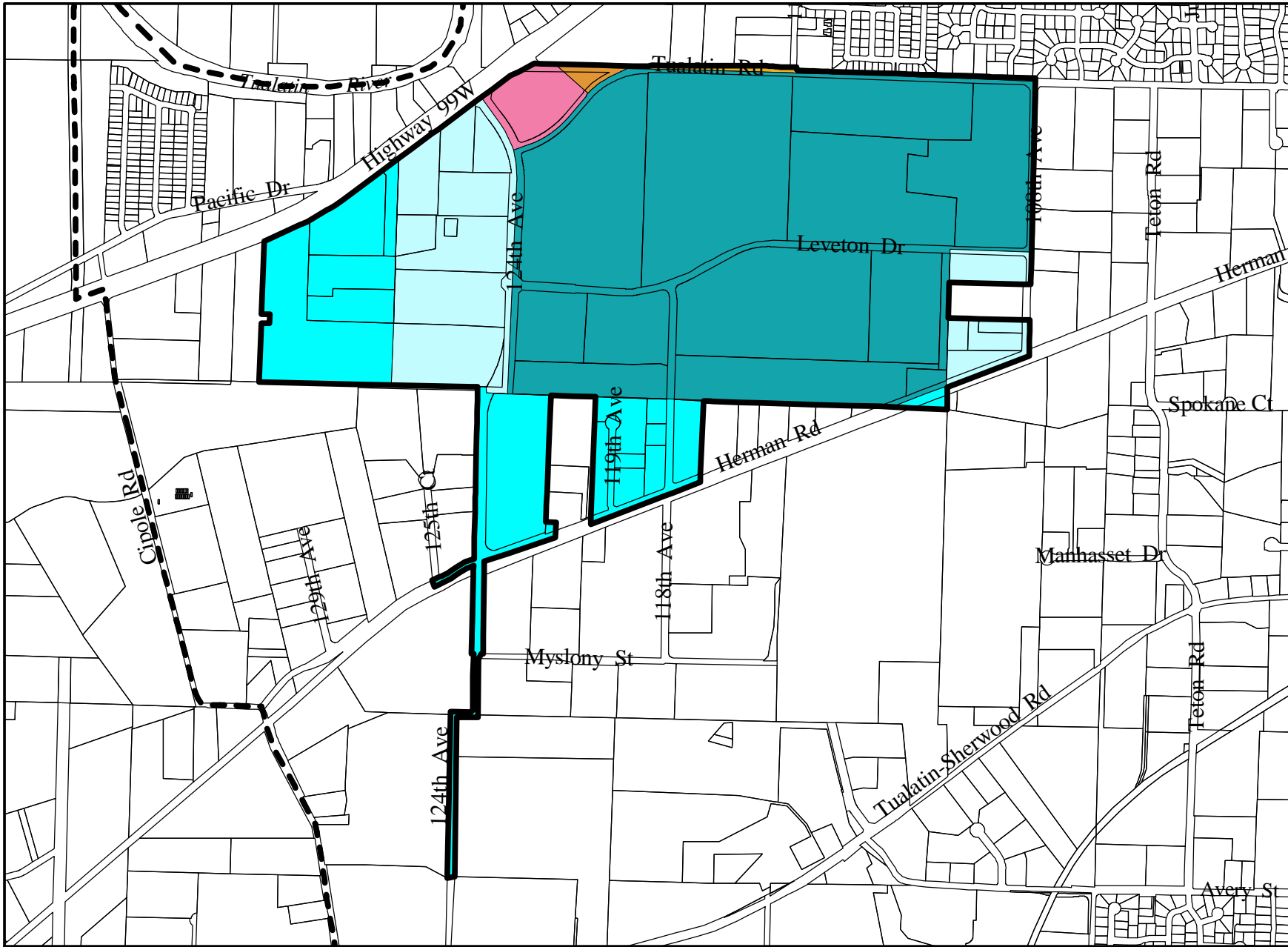
## MANUFACTURING:



## COMMERCIAL:



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**LEVETON TAX INCREMENT DISTRICT**

**Map 7A  
Land Use Plan**

-  Leveton District Boundary
-  General Commercial
-  Light Manufacturing
-  General Manufacturing
-  Manufacturing Park
-  High Density Residential

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2002



RF 1:14,000



This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". Engineering and Building Department Map as of August 2001.

# **LEVETON TAX INCREMENT REPORT**

**April 2002**



# LEVETON TAX INCREMENT REPORT

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# LEVETON TAX INCREMENT REPORT

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# LEVETON REPORT

## A. INTRODUCTION

Oregon Revised Statute (ORS) 457.095(3) requires that the Leveton Tax Increment Plan be accompanied by a Report. This document shall constitute the required report. Its purpose is to describe existing conditions, to explain reasons for forming a tax increment district, to present a detailed financial analysis, and to describe relocation plans.

The purpose of the report is to describe existing conditions in the Urban Renewal Area at the time the plan was established (1985) and to provide updated information for future planning. The report also contains projected fiscal impacts, detailed project cost and completion estimates, and a financial feasibility analysis.

The report was first written in 1985. There has not been a major update since the adoption. The 2002 Report update corresponds to the changes in the Plan. The report has intensive updates where necessary and less intensive updates to areas not affected by the 2002 Plan update.

*[Section A amended by Resolution 397-02 adopted March 11, 2002.]*

## B. EXISTING CONDITIONS

### 1. PHYSICAL CONDITIONS

#### a. Land Use 1985

The Leveton Tax Increment District is comprised of 377 acres of land in the western industrial area of Tualatin. The site is located between SW Tualatin Road, Pacific Highway (99W), SW 108th Avenue, and SW Herman Road. (Map 1 in the Plan, "Vicinity Map.")

The District consists of two different sectors, (Map 1, "Existing Land Use"). The eastern sector of the District includes the Leveton property, 217 acres currently in farm use. This is the only parcel with an MP (Manufacturing Park) Planning District designation in Tualatin. This sector also includes 34 acres of MG-designated land under multiple ownership along SW Herman Road, and 31 acres of ML-designated land under multiple ownership along SW 108th Avenue.

The western sector of the District is in an MG (General Manufacturing) District, and consists of 83 acres under multiple ownership. The most prominent use of land in this sector is an

inactive sand quarry. Other land uses in the quarry are industrial manufacturing, warehousing, and commercial/residential uses. Also included in the District boundary is the right-of-way strip for SW 124th Avenue, between the Leveton parcel the southern city boundary near SW Tualatin-Sherwood Road. This strip consists of 14 acres which passes through farm and industrial land which is under multiple ownership.

Land uses surrounding the District are a mixture of industrial, commercial, agricultural, residential and vacant land. Industrial development is located along SW Tualatin Road, SW Herman Road, and SW Tualatin-Sherwood Road. Industrial development is of a mixed character, with old and new business centers, warehousing and light manufacturing.

Rural single-family homes are intermixed with industrial uses along SW Herman Road, SW 108th Avenue, and on SW Tualatin Road. A strip of commercial uses, consisting mostly of mobile home sales and car repair businesses, is located on the west side of Highway 99W.

Existing land uses 1985 for the District are portrayed in Table 1.

#### Land Use 2002

There is a General Commercial (CG) planned property at the northeast corner of Pacific Highway 99W and 124<sup>th</sup> Ave. This designation occurred based on earlier plan provisions to change the planning district designation from MG/MP. In 2001 a corner of the CG was approved for the RH Planning District designation.

There are two planning districts within the “Quarry Sector”, MG (General Manufacturing) and ML (Light Manufacturing). The MG district is on the western side and the ML is on the eastern portion of the Quarry Sector. The Planning Districts were created based on earlier plan provisions for the change that occurred in 1999. (See Plan Map 7A)

Existing land uses 2002 for the District are portrayed in Table 2. (See Report Map 1A)

b. Natural Features 1985

The Leveton parcel is a rectangular site with moderately sloping topography, currently in agricultural use (Map 2, "Natural Features"). The northern portion of the site is at a higher elevation (170 - 190 feet) than the south (130 - 140 feet). The property is divided through the center by a bank of 10 - 12 percent slope which trends east to west, forming two effectively level plateaus. A row of mature fir trees runs along SW Tualatin Road on the north boundary of the property. There is also a cluster of trees located near the center of the property, and a row of trees bordering the southern property line.

Parcels near SW Herman Road are on level ground with trees around the existing residences. At the northern end of the industrial park is a square-shaped pond.

Parcels along SW 108th Avenue are generally rectangular in shape with moderately sloping topography. The northern parcels are at a higher elevation (170 -180 feet) than the southern parcels (130 - 140 feet). Tax lot 1800 of Washington County Tax Map 2S1 22A effectively divides the higher and lower plateaus with a band of 10 - 12 percent slope which trends east to west. Filbert orchards occupy the majority of tax lots 1800 and 1900. Some of lot 1900 is undeveloped and dominated by area of natural vegetation. Stands of mature fir trees are located throughout this section, including a row of trees that border with the Leveton parcel. Dormant agricultural lands and areas of thick underbrush are numerous in this section.

Mining for sand in the quarry sector started in the early 1960's and substantial sand mining operations have not occurred since 1981. However, land reclamation has not taken place, and the land remains heavily scarred by deep cuts and barren mounds of earth. Certain older portions of the pit are becoming vegetated with grasses, weeds, and small trees. Several large ponds have formed where cuts were made below the water table (Map 2, "Natural Features").

A ledge parallels Highway 99 on the western edge of the quarry sector. It varies from a width of approximately 30 feet on the southern end to approximately 500 feet on the northern end. The drop from ledge to bottom is approximately 55 feet. Most of the businesses in the quarry sector are located along this ledge next to Highway 99.

East of the ledge formation is a large depressed bowl where mining has occurred. The only access to the lower bowl is by way of a

steep dirt road from Highway 99 which runs southward into the site. Along the eastern edge of the quarry sector is a north-south trending ledge which separates it from the Leveton parcel.

South of the quarried area, the land is relatively flat and undisturbed, except for the remains of a motor-cross track. There are mature trees and grass in the relatively flat southeast corner of the area.

Soils in the western industrial area of the city are predominantly in the Woodburn-Aloha-Willamette Association. This group is composed of moderately well-drained silt loam over silty clay loam soils, which pose no special building limitations. When the quarry area has been graded and filled, soil tests should be made in filled areas for stability prior to building.

The Leveton parcel drains into the Hedges Creek drainage basin across the southeast corner of the property. At this point, the drainage crosses under SW Herman Road and the Southern Pacific Railroad tracks, and enters into Hedges Creek. Hedges Creek flows east from this point approximately 1.5 miles to the Tualatin River. The Hedges Creek Drainage Basin contains approximately 2,500 acres. Approximately 1,700 acres are upstream of the point where the southeast corner of the Leveton parcel drains into the Hedges Creek Basin. This drainage basin encompasses a large portion of the City of Tualatin.

In 1984, the City Council adopted the Wetlands Protection District Drainage Plan, which calls for improvements of Hedges Creek between the southeast corner of the Leveton parcel and the Tualatin River.

This improvement would involve deepening and widening the creek at certain locations to increase the hydraulic capability of the creek. Drainage in the quarry sector is mostly interior, toward the lower bowl, and to the south.

The Leveton Tax Increment District is not within a 100-year floodplain hazard area.

### Natural Features 2002

The former Leveton parcel has been parcelized over the years. There are currently 10 parcels that made up the former Leveton

parcel. The sites still have moderately sloping topography. The northern portion of the site is at a higher elevation (170 - 190 feet) than the south (130 - 140 feet). The land has been graded for various building sites over the years and has created a terraced effect. A row of mature fir trees runs along SW Tualatin Road on the north boundary of the property. There is also a cluster of trees located on the JAE property. Along the south portion of the former Leveton parcel is approximately a 24-acre wetland that was restored and additional mitigation efforts undertaken. (See Map 2A)

The Quarry Sector has seen many modifications overtime. Property owners have placed fill and have graded their sites to create pad locations for future development. The general topography slopes from the north to the south with terraced areas throughout.

c. Transportation 1985

The Leveton District has excellent development potential because of its proximity to Highway 99, SW Tualatin-Sherwood Road, Interstates 5 and 205, and the planned Western Bypass. Yet, an underdeveloped road system connecting to these vital arterials places the District in a secondary position to other industrial areas.

The roads which directly serve the Leveton District are Pacific Highway, SW Tualatin Road, SW 108th Avenue, and SW Herman Road.

Transportation 2002

The roads that directly serve the Leveton District are Pacific Highway, SW Tualatin Road, SW Herman Road, SW Leveton Drive, SW 108<sup>th</sup> Avenue, SW 118<sup>th</sup> Avenue, SW 119<sup>th</sup> Avenue, and SW 124<sup>th</sup> Avenue.

*Pacific Highway 1985:* Pacific Highway (99W) is a major arterial road with four lanes, which is one of the main roads used by Portland area residents to reach the Oregon coast. Through Tualatin, however, it is built only to rural standards with gravel shoulders and drainage ditches.

The forked intersection at SW Tualatin Road and Pacific Highway is narrow and is not angled properly for left-turn movements onto SW Tualatin Road. The median configuration additionally limits left-turn movements to quarry sector businesses because turnouts do not



match existing driveway locations. This forces southbound traffic on Pacific Highway to turn around at SW Cipole Road and back track to reach Quarry Sector businesses.

Direct access to Pacific Highway is limited by both the Tualatin Access Management Plan, and by the State of Oregon Department of Transportation (ODOT). City access management policies allow existing driveways onto arterials to remain, but new accesses will only be granted on an interim basis before the completion of the planned frontage road. Any redevelopment will be required to consolidate driveway accesses to a minimum amount.

Access to Pacific Highway is additionally encumbered by ODOT, which owns access rights to the highway. While existing driveways are allowed to remain, any grant of new access would have to be negotiated with ODOT. A major change in use of properties with existing driveways would also prompt ODOT involvement. In either case, property owners must gain permission from ODOT for access to Pacific Highway, and must purchase right-of-way in accordance with current assessed land values.

*Pacific Highway 2002:* The intersection at 124<sup>th</sup> Avenue and Pacific Highway has been constructed with a signal and turn lanes and the old Tualatin Road / Highway 99W intersection abandoned.

In 1999 the Quarry Sector Study recommended removing the frontage road from Cipole Rd. to 124<sup>th</sup> Avenue south of Pacific Highway. The City adopted a Transportation Plan Amendment implementing the recommendation.

*SW Tualatin Road 1985:* SW Tualatin Road is a residential street located between the downtown area and Pacific Highway. It is intended to serve as a major residential collector, but has not been widened to collector standards at this time. The potential use of SW Tualatin Road as a truck route to serve industrial uses is de-emphasized in order to protect residential uses on its north side and potential high technology industrial uses on its south side.

*SW Tualatin Road 2002:* SW Tualatin Road was improved in the year 2000 to the Major Collector standard through Washington County's Major Streets and Transportation Improvement Program 3.

*SW Herman Road 1985:* SW Herman Road is located between SW Tualatin Road and SW Cipole Road, and is one of the few east-west roads which bisects the western industrial area. It is

intended to serve as an industrial collector street throughout its length, but has not yet been widened to industrial collector standards.

*SW Herman Road 2002:* SW Herman Road has not been improved to the major collector standard.

*SW 108th Avenue 1985:* SW 108th Avenue is located on the eastern boundary of the Leveton Tax Increment District. It is a north-south collector street that connects SW Tualatin Road to SW Herman Road. It is intended to serve as an industrial collector street, but has not yet been widened to industrial collector standards.

*SW 108th Avenue 2002:* SW 108<sup>th</sup> Avenue was constructed in 1991 to the minor collector street standard.

*SW 118<sup>th</sup> Avenue 2002:* SW 118<sup>th</sup> Avenue was constructed in 1991 to the minor collector street standard.

*SW 124<sup>th</sup> Avenue 2002:* SW 124<sup>th</sup> Avenue was constructed from Pacific Highway to SW Tualatin Road in 1999. Additionally, the section from SW Tualatin Road to SW Leveton Drive was completed in 2000.

*SW Leveton Drive 2002:* SW Leveton Drive was constructed between 1991 - 2000 to the minor collector street standard.

d. Infrastructure 1985

In 1984, two Local Improvement Districts were formed to provide water and sewer to the western industrial district. Water lines were completed in spring of 1985, and sewer lines were completed by fall of 1985. These lines are adjacent to the Leveton District, but do not serve the area directly.

Infrastructure 2002

The Leveton Sector of the District is largely serviced by sewer, water and storm drainage. The Quarry Sector is lacking infrastructure as is 124<sup>th</sup> Avenue and Herman Road. Inadequate sewer, water, and storm drainage capacities continue to be an issue. The sewer, water and storm drainage plans illustrate how

the area will be serviced upon development (See Plan Maps 4B-6A).

*Water 1985:* The District is currently served by a 16-inch water line along SW Tualatin Road, a 16-inch water line along SW 108th Avenue, by a 10-inch line along Pacific Highway, and by a 12-inch line along SW Herman Road. Water lines which connect to this system are also located in SW Cipole Road. (See Plan Map 5 "Proposed Water Improvements.")

Water is provided through the Washington County Supply Line by way of the Tualatin-Portland water line. The City-owned Tualatin-Portland water line receives its water from the Bull Run watershed. It has an operating capacity of 14.2 MGD (million gallons per day) and its current use is 2.0 MGD. The City also has connections to the City of Lake Oswego and Tigard Water Districts which can be activated in case of emergency.

*Water 2002:* In addition to the water lines that were in place in 1989, the following water lines were added to the system: a 16-inch line in 124<sup>th</sup> Avenue; a 12-inch line in Leveton Drive; a 12-inch line in 118<sup>th</sup> Avenue; and an 18-inch high pressure line in Leveton Drive and 108<sup>th</sup> Avenue. (See Plan Map 5A "Proposed Water Improvements.")

The City's water maximum operating capacity is 10.8 MGD (million gallons per day) and its current average daily use for the year is 4.12 MGD. The City also has connections to the City of Lake Oswego and Tigard Water Districts, which can be activated in case of emergency.

*Sewer 1985:* At the time the District was established, the only sanitary sewer line serving the Leveton and Quarry Sectors was a 15-inch line adjacent to the southern Leveton parcel boundary. This is a gravity system connected by an 8-inch line to a pump station on SW Cipole Road. (See Plan Map 6, "Proposed Sewer Improvements.")

The source of sewage treatment is Unified Sewerage Agency of Washington County (USA), with the collection system owned and operated by the City. The main USA line to which the Leveton parcel would discharge is located approximately 3/4 of a mile north of SW Tualatin Road. This 42-inch line has a flow capacity of 14.5 MGD, and is currently operating at 2.0 MGD. At present there is no connection between this line and the Leveton site. Capacity at the

USA Durham treatment plan is 20 MGD, and the current use is 15 MGD.

*Sewer 2002:* The District is served by a 10 – 21-inch main trunk line that runs east-west in the southern portion of the District. Additionally, the area is serviced by 8-inch lines in 108<sup>th</sup> Avenue, 118<sup>th</sup> Avenue, 119<sup>th</sup> Avenue, 124<sup>th</sup> Avenue, and Leveton Drive. There is also a 10-inch line in 124<sup>th</sup> Avenue that extends north and south of Herman Road. There is a 15-inch line under construction that extends from Leveton Drive to the main east-west trunk line. (See Plan Map 6A, "Proposed Sewer Improvements.")

Capacity at the Clean Water Services Durham treatment plan is 80 MGD, and the current use is 22 MGD.

*Storm Drainage 1985:* At the time the District was established, there were no storm drainage facilities in existence. Storm drainage is addressed by two documents in Tualatin, the Storm Drainage Master Plan and the Wetlands Protection District Drainage Plan. The Storm Drainage Master Plan requires that drainage facilities be installed to accommodate development in the Tualatin drainage basin. As the District develops, on-site storm drainage will need to be provided.

The Wetlands Protection District is within a major drainage basin for Hedges Creek, and the Leveton parcel drains into this basin toward the southeast. The Wetlands Plan calls for improvements to the Hedges Creek drainage channel to convey anticipated flows from developed properties. Off-site improvements to Hedges Creek will be needed to provide for storm water drainage from the Leveton parcel.

*Storm Drainage 2002:* There are existing public storm lines in 108<sup>th</sup> Avenue, 118<sup>th</sup> Avenue, 119<sup>th</sup> Avenue, 124<sup>th</sup> Avenue, Pacific Highway 99W, Leveton Drive and SW Tualatin Road.

In 1995, the City Council adopted the Hedges Creek Sub-basin Plan, which calls for improvements of Hedges Creek between the southeast corner of the Leveton parcel and the Tualatin River. Areas of the District that drain to Hedges Creek are required to provide storm drainage detention. This improvement would involve deepening and widening the creek at certain locations to increase the hydraulic capability of the creek. Drainage in the quarry sector is mostly interior, toward the lower bowl, and to the south.

A storm drainage ditch was constructed that extends from Leveton Drive to Herman Road. Additionally a detention facility was constructed near Herman Road.

A significant wetlands mitigation project occurred within the Leveton Wetlands where the design also functions as a detention facility.

In 1991 new Water Quality Treatment requirements were adopted by the Unified Sewerage Agency, which is now called Clean Water Services. New development is required to provide water quality treatment prior to discharge.

*[Section B-1 amended by Ordinance No. 777-89, passed June 26, 1989.]*

## 2. SOCIAL CONDITIONS 1985

Social conditions are defined as housing and environmental surroundings which affect residents of the District. There are few residents living within the Leveton District. While social conditions are acceptable for residents of the Leveton parcel, SW 108th Avenue sector, and SW Herman Road sector, social conditions for people living in the quarry sector are below standard.

Living conditions in the quarry sector are considered to be substandard and unsuitable because homes are adjacent to heavy industrial and are unprotected from those uses. Residents are subject to heavy truck traffic, blowing dust, noise and vibration. Ponds formed by mining remain uncovered and unfenced, posing a potential danger to children, a breeding ground for vectors, and a possible groundwater pollution source.

Roads in the quarry area are unpaved and deeply rutted, and there are no sewer or water lines serving the area. In some cases, electricity and telephone lines have been provided in a makeshift manner with exterior wiring exposed to the elements. Residences located as such cannot meet fire or building code standards, nor do they conform to requirements of the Tualatin Development Code.

## SOCIAL CONDITIONS 2002

Within the Leveton Sector significant development has occurred and there are currently no residential units within the area.

Within the Quarry Sector conditions are similar to what they were in 1985 when this report was first created. There are still several residences within the area that have substandard living conditions.

### 3. ECONOMIC CONDITIONS

The economic viability of the District is affected by physical and social conditions, and by the character of existing development. This section describes the character of buildings and business activities, and the configuration of parcels in the District.

#### a. Buildings and Businesses 1985

In the area adjacent to SW Herman Road, there is one industrial business park with four businesses which are engaged in storage and distribution activities. These are located in three metal warehouse buildings of recent construction. It is estimated that 12 to 20 people are employed by these businesses.

In the area adjacent to SW 108th Avenue, there are two businesses; a portable toilet distribution facility and a metal fabricating business. These businesses utilize the parcels for extensive outside storage use, but they both support office and metal warehouse-type of buildings. It is estimated that 30 people are employed by these businesses.

Businesses in the quarry sector tend to be land extensive industrial-commercial and warehouse uses such as bark dust operations and equipment storage. These are low-level industrial uses which require minimal capital investment and which generate low taxable values. There is only one industrial manufacturing use. Of the eight non-residential structures in the quarry sector, five have metal exteriors and one is a plastic covered greenhouse. There are eleven businesses in all, three of which have no service building on site.

Since sewer and water services have not yet been extended within the District, septic tanks and well water are used by building occupants. It is estimated that there are fewer than 30 people employed in quarry sector businesses.

The physical disruption of the land comprising the quarry sector is a serious impediment to the establishment of productive economic activities. Although it is located in an MG (General Manufacturing) Planning District, the area is economically stagnant, containing few businesses and a number of non-conforming, possibly illegal residential uses. (See Section 1, "Physical Conditions.")

The quarry has been mined intermittently for over 20 years, since at least 1963, and the sand resource is nearing depletion. Substantial mining has not occurred in the area since 1981, and the last mining permit issued in 1983 has expired. There is no overall reclamation plan for the quarry pits since they were in existence prior to the 1972 Oregon Mined Lands Reclamation Act.

The Washington County Plan Resource Document (Volume I, 1982) recommends that this quarry site should be converted to manufacturing use before its deposits are exhausted. In addition, the sand quarries were identified by the City of Tualatin as a non-significant resource in the Industrial Area Planning Amendment of 1983 as follows:

"THE SAND QUARRIES HAVE BEEN DETERMINED TO NOT BE SIGNIFICANT, OUTSTANDING OR NEEDED. THERE ARE ALTERNATIVE SITES IN THE COUNTY FOR PRODUCING SAND, INCLUDING OUTSIDE OF THE METRO URBAN GROWTH BOUNDARY. THE SAND OPERATION PRESENTS A POTENTIAL NEGATIVE FACTOR IN ATTRACTING OTHER INDUSTRIAL USES TO THE AREA DUE TO NOISE, DUST, AND HEAVY TRUCK TRAFFIC. THEIR LOCATION IMMEDIATELY ADJACENT TO THE MANUFACTURING PARK PLANNING DISTRICT GREATLY COMPOUNDS THEIR POTENTIAL NEGATIVE AFFECT. IT APPEARS THAT THE QUARRY OPERATIONS WILL CONTINUE UNTIL LAND VALUES AND DEMAND ARE SUCH THAT ANOTHER MORE SUITABLE TYPE OF INDUSTRIAL USE WILL LOCATE ON THE PROPERTIES INVOLVED." (TUALATIN DEVELOPMENT CODE - TECHNICAL MEMORANDUM, PAGE TM.19, 1983.)

It is apparent that mining activities have been and continue to be a detrimental influence on the economic character of the District.

### Buildings and Businesses 2002

Business development within the Leveton Sector has been significant since the plan was adopted. There are numerous manufacturing and warehousing facilities located within the sector. Businesses such as Novellus Systems Inc., Fujimi America, JAE Oregon, Tofle USA, and Interlogix have all located within the sector.

Within the Quarry Sector, conditions have not changed significantly from when this report was first created.

b. Parcel Configuration 1985

Parcels adjacent to the Leveton parcel have generally been laid out in consideration of existing roads and topography, and are of a developable size. Exceptions to this are two sites of less than one-half acre along SW Herman Road, which do not meet the minimum lot size of 20,000 square feet in a General Manufacturing Planning District.

In the Quarry Sector, all but one of the parcels are of a developable size. However, the current parcel configuration is not suited to physical characteristics of the terrain, which has been greatly altered by sand mining. As shown in Map 2, "Natural Features," most of the parcels with frontage on Pacific Highway have been undercut and have a split-level configuration. The drop between the upper ledge and the lower bowl of the quarry is approximately 50 feet.

In addition, parcels in the interior of the quarry were platted without the provision of public roads, which are required in current subdivision practices. Any new lots formed through subdivision will be required to abut a public street to meet City Development Code standards.

Parcels along SW 108th Avenue are all larger than the minimum 20,000 square feet required in the ML Planning District. With the exception of Tax Lot 1200 of Washington County Tax Map 2S1 22A, all parcels are rectangular in shape. Tax Lot 1200 is triangular shaped, as SW Herman Road runs southwesterly to northeasterly along the southern property line.

Parcel Configuration 2002

Parcel configuration within the Leveton Sector has been modified significantly since the report was adopted. The Leveton Sector has been parcelized through the years to create parcels of a developable size in conformance with the Tualatin Development Code.

Parcel configuration within the Quarry Sector has not changed significantly since the report was adopted.

*[Section B-3 amended by Ordinance No. 777-89, passed June 26, 1989, and Resolution 397-02 adopted March 11, 2002.]*



<b>Table 1</b>			
<b>EXISTING LAND USE 1989</b>			
<b>LAND USE</b>	<b>NUMBER OF PARCELS</b>	<b>ACRES</b>	<b>PERCENT USE OF TOTAL</b>
Agricultural <sup>1, 2, 3</sup>	3	230.91	61.3%
Single Family Residential	9	58.95	15.6%
Industrial Commercial <sup>4</sup>	2	9.13	2.4%
Industrial Manufacturing	3	5.44	1.4%
Industrial Warehousing	3	18.58	4.9%
Mixed Single Family Res./ Industrial /Commercial	3	39.01	10.4%
Vacant	1	1.98	0.5%
Right-of-Way	N/a	12.71	3.4%
<b>TOTAL</b>	<b>24</b>	<b>376.71</b>	<b>100%</b>

Notes:

1. A commercial business occupies a small portion of the northwest corner of the Leveton parcel. The use is predominantly agricultural.
2. A single family residence occupies a portion of Tax Map 2S122A, Tax Lot 1900. The use is predominantly agricultural.
3. A single family residence occupies a portion of Tax Map 2S122A, Tax Lot 1800. The use is predominantly agricultural.
4. Industrial Commercial uses are land extensive commercial uses such as bark dust operations.

<b>Table 2</b>			
<b>EXISTING LAND USE 2002</b>			
<b>LAND USE</b>	<b>NUMBER OF PARCELS</b>	<b>ACRES</b>	<b>PERCENT USE OF TOTAL</b>
Single Family Residential	1	9.17	2.4%
Commercial	1	4.54	1.2%
Manufacturing	16	178.88	47.3%
Warehousing	2	7.58	2%
Single Family Res./Comm.	2	29.46	7.8%
Vacant	12	81.31	21.5%
Wetlands	6	32.42	8.6%
Water Quality	2	2.59	.7%
Right-of-Way	n/a	34.35	8.5%
<b>TOTAL</b>	<b>42</b>	<b>380.30*</b>	<b>100%</b>

*\*The total acreage figure for 2002 is slightly higher than what was shown for 1989. The acreage of the district changed with an addition in 2001.*

*[Table 1 amended by Ordinance No. 777-89, passed June 26, 1989.]*

### **C. FISCAL IMPACTS ON TAXING JURISDICTIONS**

This section, along with sections F., "Estimated Project Cost and Revenue Sources," G., "Anticipated Project Completion Dates," H., "Total Expenditure Estimates and Anticipated Year of Debt Retirement" and I. "Financial Feasibility Analysis," comprises the financial analysis of the Leveton Tax Increment Plan. For the purposes of financial analysis, assumptions must be made regarding the timing and value of development, which is anticipated to occur as a result of the Plan. These are only assumptions, and no certainty is implied. In addition, the improvement projects listed in the Plan will be undertaken only when such improvements are required to support significant development within the District.

Since the passage of Ballot Measure 50, the impacts of tax increment financing fall primarily on the taxing districts that levy taxes within the urban renewal area. In FY 1997/98, the taxing districts levies all the property tax revenues they were entitled to, and there was no impact of urban renewal, except on Measure 5 compression. Since FY 1997/98, the taxing districts forego tax revenues on the increases in Assessed Value (AV) within the District.

#### **Property Tax Impacts**

The Leveton Tax Increment District encompasses two tax codes, 23-07 and 88-07. Ten jurisdictions currently levy taxes within the District. They are:

- Washington County

- Portland Community College
- Port of Portland
- Tualatin Valley Fire & Rescue
- Clean Water Services
- City of Tualatin
- Metropolitan Service District
- School District #23
- Northwest Regional ESD
- School District #88

All non-school jurisdictions levy taxes in both tax code areas.

Table 3 shows the projected revenues foregone by taxing districts, based on their permanent rates and the projected increases in AV (See Section G. for a discussion of projected increases in AV.). Table 4 shows the revenues gained after the termination of tax increment financing. Within three years, the increases in revenue exceed the foregone revenues of the prior years in nominal dollars (not accounting for the time value of money).

### Impact on Local Services

Because the Plan calls for funding of major infrastructure improvements to serve the Leveton Tax Increment District, the impacts of development within the District upon local services and utilities are expected to be manageable.

The capital costs of utilities such as sewer, water and storm drainage will be funded through tax increment financing, and will not result in any appreciable increase in costs to the City of Tualatin, other than the overall property tax impacts discussed above. Costs associated with "system development fees" will be recovered by the normal imposition of those fees.

Road improvements within the District will also be funded through tax increment financing. Development of the District may accelerate City of Tualatin Transportation Plan improvement projects outside of the District.

*[Section C amended by Ordinance No. 777-89, passed June 26, 1989 and by Resolution 397-02 adopted March 11, 2002.]*

**Table 3****PROJECTED REVENUES FOREGONE BY TAXING DISTRICTS**

		AV in FY 97/98	Increased AV in FY ending					
Taxing District		1998	1999	2000	2001	2002	2003	2004
	Perm. Rate	7,200,287	7,200,287	12,975,253	20,929,875	20,929,875	18,195,092	181,440,775
Wash Co.	2.5425		18,307	32,990	53,214	53,214	46,261	461,313
TVF&R	1.5563		11,206	20,193	32,573	32,573	28,317	282,376
Port of Portland	0.0753		542	977	1,576	1,576	1,370	13,662
City of Tualatin	3.1552		22,718	40,940	66,038	66,038	57,409	572,482
Metro Service Dist.	0.3282		2,363	4,258	6,869	6,869	5,972	59,549
NW Regional ESD	0.1538		1,107	1,996	3,219	3,219	2,798	27,906
PCC	0.3600		2,592	4,671	7,535	7,535	6,550	65,319

**REVENUES FOREGONE BY TAXING DISTRICTS**

Taxing District		2005	2006	2007	2008	2009	Total
	Perm. Rate	184,761,394	169,167,576	236,182,649	232,323,858	225,871,807	
Wash Co.	2.5425	469,756	430,109	600,494	590,683	574,279	3,330,620
TVF&R	1.5563	287,544	263,275	367,571	361,566	351,524	2,038,719
Port of Portland	0.0753	13,913	12,738	17,785	17,494	17,008	98,641
City of Tualatin	3.1552	582,959	533,758	745,203	733,028	712,671	4,133,244
Metro Service Dist.	0.3282	60,639	55,521	77,515	76,249	74,131	429,935
NW Regional ESD	0.1538	28,416	26,018	36,325	35,731	34,739	201,475
PCC	0.3600	66,514	60,900	85,026	83,637	81,314	471,592

**Table 4**

<b>REVENUES GAINED AFTER TERMINATION OF TAX INCREMENT COLLECTION</b>					
		<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>Total</b>
	Perm. Rate	510,081,718	513,343,651	528,853,788	
Wash Co.	2.5425	1,296,883	1,305,176	1,344,611	3,946,670
TVF&R	1.5563	793,840	798,917	823,055	2,415,812
Port of Portland	0.0753	38,409	38,655	39,823	116,887
City of Tualatin	3.1552	1,609,410	1,619,702	1,668,639	4,897,751
Metro Service Dist	0.3282	167,409	168,479	173,570	509,458
NW Regional ESD	0.1538	78,451	78,952	81,338	238,741
PCC	0.3600	183,629	184,804	190,387	558,820

**D. REASONS FOR SELECTION OF THE TAX INCREMENT DISTRICT**

The District has been selected as a tax increment district because of the need to provide infrastructure and services to support industrial development, and because of the need to eliminate mining operations which are detrimental to other industrial uses. The selection of the District is also based on the need to prevent future blight and to provide land for industrial development.

The District is characterized by the following conditions of blight as defined by ORS 457.010, and as described in this Report:

- Inadequate Facilities
- Deleterious Use of Land
- Laying Out of Property in Disregard to Terrain
- Lack of Proper Utilization of Areas

These conditions are described in detail in Section B, and justify the creation of a tax increment district.

**1. LAND AREA AND ASSESSED VALUE QUALIFICATIONS 1985**

The Leveton Tax Increment District is the second urban renewal area in the City of Tualatin. This addition is in conformance with ORS 457.420-2.b, which states that the land area and assessed value of all urban renewal areas within a city (population less than 50,000) may not exceed 25% of the total land area and assessed value of the city.

Table 5 shows how these qualifications are met. The total amount of land within urban renewal areas in Tualatin is 701.81 acres, with a total acreage of 4,324.54 acres valued at \$471,528,647. Urban renewal areas therefore constitute 16.23% of the city land area and 15.9% of total assessed value.

**2. LAND AREA AND ASSESSED VALUE QUALIFICATIONS 2002**

Table 6 shows how the urban renewal district is in conformance with ORS 457.420-2.b. The total amount of land within urban renewal areas in Tualatin is 707.78 acres, with a total assessed value of \$258,424,652. The total amount of acres with Tualatin is 4951.95 and has a value of \$1,962,476,195. Urban renewal areas therefore constitute 14.29% of the city land area and 13.17% of total assessed value.

*[Section D amended by Ordinance No. 777-89, passed June 26, 1989 and Resolution 397-02 adopted March 11, 2002.]*

<b>Table 5</b>		
<b>ASSESSED VALUE AND ACREAGE QUALIFICATIONS 1989</b>		
<b>LAND AREA</b>	<b>ASSESSED VALUE</b>	<b>ACRES</b>
Leveton Existing	\$4,107,988	344.00
Leveton Additions	\$932,000	33.50
Leveton Sub Total	\$5,039,988	377.50
Tualatin Central, Existing	\$69,926,003	324.31
Total, Urban Renewal	\$74,965,991	701.81
Total, City of Tualatin	\$471,528,647	4,324.54
<b>Percent Urban Renewal</b>	<b>15.90%</b>	<b>16.23%</b>
<b>Maximum Allowed %</b>	<b>25.00%</b>	<b>25.00%</b>

<b>Table 6</b>		
<b>ASSESSED VALUE AND ACREAGE QUALIFICATIONS 2002</b>		
<b>LAND AREA</b>	<b>ASSESSED VALUE</b>	<b>ACRES</b>
Leveton Existing	\$109,409,339	344.00
Leveton Additions 1989	0	33.00
Leveton Addition 2001	0	3.30
Leveton Sub Total	\$109,409,339	380.30
Tualatin Central, Existing	\$149,015,313	327.48
Total, Urban Renewal	\$258,424,652	707.78
Total, City of Tualatin	\$1,962,476,195	4951.95
<b>Percent Urban Renewal</b>	<b>13.17%</b>	<b>14.29%</b>
<b>Maximum Allowed %</b>	<b>25.00%</b>	<b>25.00%</b>

**E. RELATIONSHIP BETWEEN PROJECTS AND CONDITIONS IN THE LEVETON TAX INCREMENT DISTRICT**

Projects described in Section D. (1) of the Plan are designed to correct blighted conditions within the District described in Sections B and D of the Report. The projects to be undertaken are directly related to the existing conditions in the tax increment district.

The Leveton property is an agricultural parcel which lacks infrastructure and transportation facilities and which is adversely affected by the presence of the sand quarry. The projects described in the Plan are designed to stimulate the full development of these properties as industrial uses through the provision of roads, water, sewer and storm drainage improvements.

The quarry sector contains an inactive sand mine with topographic, parcel configuration, road and infrastructure constraints which seriously limit industrial redevelopment. Projects proposed in the Plan are designed to reclaim the quarry for productive industrial uses which are compatible with manufacturing park uses. Projects include reclamation of land and the provision of roads, water, sewer and storm drainage improvements.

*[Section E amended by Resolution 397-02 adopted March 11, 2002.]*

**F. ESTIMATED PROJECT COST AND REVENUE SOURCES**

Table 7 shows the actual project costs and sources of project funds for FY 1988/89 through 1999/2000 in year of expenditure dollars.

Table 8 shows the projected annual project costs (capital outlays plus materials and services) for the Plan from FY 2000/01 through FY 2010/11 in year of expenditure dollars. The total is \$21,817,719.

Table 8 shows the projected revenue sources for the same period, which include the proceeds of one long-term tax exempt bond issue and three short-term “taxable bond” issues. Other revenue sources include interest income and miscellaneous income.

*[Section F amended by Ordinance No. 777-89, passed June 26, 1989 and Resolution 397-02 adopted March 11, 2002.]*

**Table 7**

**ACTUAL COSTS OF PROJECTS & SOURCES OF PROJECT FUNDS**

<b>REVENUES</b>	Jul-Jun 87/88	Jul-Jun 88/89	Jul-Jun 89/90	Jul-Jun 90/91	Jul-Jun 91/92	Jul-Jun 92/93	Jul-Jun 93/94
Beginning Balance	0	0	506,828	1,947,933	164,737	55,821	(4,619)
From Sinking Fund	0	0	0	0	0	0	0
Bond Sale	0	0	2,200,000	0	0	150,000	156,000
Land Sale Proceeds	0	0	0	0	0	0	166,894
Interest Income	0	25,064	79,888	72,479	6,921	777	3,662
Miscellaneous Income	0	0	1,000,000	0	0	43,750	0
<b>TOTAL REVENUES</b>	<b>0</b>	<b>25,064</b>	<b>3,786,716</b>	<b>2,020,412</b>	<b>171,658</b>	<b>250,348</b>	<b>321,937</b>
<b>REVENUES</b>	Jul-Jun 94/95	Jul-Jun 95/96	Jul-Jun 96/97	Jul-Jun 97/98	Jul-Jun 98/99	Jul-Jun 99/00	
Beginning Balance	73,984	29,349	3,415,700	2,775,584	3,070,752	1,230,854	
Bond Sale	0	300,000	922,688	850,000	7000,000	2,065,000	
Land Sale Proceeds	0	32,392	0	0	0	0	
Interest Income	2,606	1,097	5,497	61,704	137,952	7,765	
Miscellaneous Income	11	0	0	25,088	0	125,561	
<b>TOTAL REVENUES</b>	<b>76,601</b>	<b>362,838</b>	<b>4,343,885</b>	<b>3,712,376</b>	<b>3,908,704</b>	<b>3,429,180</b>	
<b>EXPENDITURES</b>	Jul-Jun 87/88	Jul-Jun 88/89	Jul-Jun 89/90	Jul-Jun 90/91	Jul-Jun 91/92	Jul-Jun 92/93	Jul-Jun 93/94
Material & Services							
Printing & Postage	0	0	0	0	0	0	17
Operating Materials	0	0	0	0	759	6,120	3,264
Consultant Services	0	0	0	11,997	2,873	12,266	24,760
Leveton Property Option	0	0	0	0	0	0	20,000
Reimb. to Gen Fund	0	0	0	19,580	22,805	2,103	2,185
Reimb. to Eng Fund	0	5,485	5,877	16,036	1,101	2,569	1,073
Reimb. to Sewer Fund	0	0	0	0	0	0	156,000
Bond Insurance Costs	0	0	70,447	0	0	0	47
Set up expense	0	0	0	50,000	70,000	27,470	0
<b>Total Mat. &amp; Services</b>	<b>0</b>	<b>5,485</b>	<b>76,324</b>	<b>97,613</b>	<b>97,538</b>	<b>50,528</b>	<b>207,346</b>
<b>EXPENDITURES</b>	Jul-Jun 94/95	Jul-Jun 95/96	Jul-Jun 96/97	Jul-Jun 97/98	Jul-Jun 98/99	Jul-Jun 99/00	
Material & Services							
Operating Materials	0	21	0	0	0	0	
Consultant Services	9,921	7,209	11,108	9,603	1,862	5,293	
Reimb. to Gen Fund	354	543	10,386	0	564	0	
Reimb. to Eng Fund	502	465	0	9,773	0	0	
Utilities – Leveton Projects	0	0	0	0	0	730	
Bond Insurance Costs	0	90	0	0	0	0	
Set up expense	10,000	5,000	0	0	0	0	
<b>Total Mat. &amp; Services</b>	<b>20,777</b>	<b>13,328</b>	<b>21,494</b>	<b>19,376</b>	<b>2,426</b>	<b>6,023</b>	



**Table 7 (Cont.)**

<b>CAPITAL OUTLAYS</b>	Jul-Jun 87/88	Jul-Jun 88/89	Jul-Jun 89/90	Jul-Jun 90/91	Jul-Jun 91/92	Jul-Jun 92/93	Jul-Jun 93/94
Water Tual-108 <sup>th</sup>	0	28	3,524	0	0	0	0
Sanitary Sewer	0	8,487	120,864	0	0	0	0
Leveton Dr Imp.	0	111,848	814,712	627,193	0	0	30,525
124 <sup>th</sup> Ave.	0	0	1,913	0	0	0	0
Tualatin Rd Imp.	0	15,864	121,785	0	0	0	0
Tual. Rd/Hwy 99 Signal	0	0	0	0	7,435	194,004	83
118 <sup>th</sup> Ave Imp.	0	144,130	151,974	537,455	0	0	0
108 <sup>th</sup> Ave. Imp.	0	0	305,771	474,409	0	0	0
Utility Conduits Vaults	0	8,096	96,420	0	0	0	0
Herman Rd Imp.	0	5,380	905	0	0	0	0
36" Storm Drain	0	10,843	34,590	86,786	6262	0	0
Wetland Mitigation	0	0	0	0	600	434	0
<b>Total Capital Outlays</b>	<b>0</b>	<b>304,676</b>	<b>1,652,458</b>	<b>1,726,843</b>	<b>14,297</b>	<b>194,438</b>	<b>30,608</b>
<b>TRANSFERS</b>	Jul-Jun 87/88	Jul-Jun 88/89	Jul-Jun 89/90	Jul-Jun 90/91	Jul-Jun 91/92	Jul-Jun 92/93	Jul-Jun 93/94
Tran LTID Bond Fund	0	208,075	100,000	0	0	0	0
Tran CURD Admin Fund	0	0	10,000	31,219	10,000	10,000	10,000
<b>Total Transfers</b>	<b>0</b>	<b>208,075</b>	<b>110,000</b>	<b>31,219</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>
<b>Total Expenditures</b>	<b>0</b>	<b>518,236</b>	<b>1,838,782</b>	<b>1,855,675</b>	<b>121,835</b>	<b>254,966</b>	<b>247,954</b>
<b>CAPITAL OUTLAYS</b>	Jul-Jun 94/95	Jul-Jun 95/96	Jul-Jun 96/97	Jul-Jun 97/98	Jul-Jun 98/99	Jul-Jun 99/00	
124 <sup>th</sup> Ave. Ext.	0	0	0	182,601	211,672	1,296,128	
124 <sup>th</sup> : 99W/Tual. Rd. Int.	0	7,378	0	0	0	0	
124 <sup>th</sup> Leveton/Myslony	0	0	0	0	0	388,171	
Wetland Mitigation	1,475	3,744	(3,193)	35,752	3,051	381,590	
<b>Total Capital Outlays</b>	<b>1,475</b>	<b>11,122</b>	<b>(3,193)</b>	<b>218,353</b>	<b>214,723</b>	<b>2,065,889</b>	
<b>TRANSFERS</b>	Jul-Jun 94/95	Jul-Jun 95/96	Jul-Jun 96/97	Jul-Jun 97/98	Jul-Jun 98/99	Jul-Jun 99/00	
Tran LTID Bond Fund	0	0	1,000,000	0	2,276,000	0	
Transfer to Admin Fund	0	0		100,000	175,000	185,000	
Tran CURD Admin Fund	25,000	200,000	200,000	0	0	0	
Trans Road Dev Fund	0	0	350,000	300,000	0	0	
<b>Total Transfers</b>	<b>25,000</b>	<b>200,000</b>	<b>1,550,000</b>	<b>400,000</b>	<b>2,451,000</b>	<b>185,000</b>	
<b>Total Expenditures</b>	<b>47,252</b>	<b>224,450</b>	<b>1,574,687</b>	<b>637,729</b>	<b>2,668,149</b>	<b>2,256,912</b>	

The Shilo Inn case issued in December 2001 by the Oregon Supreme Court may affect project revenues identified in Table 8. Once resolution is reached on the impacts of revenues for urban renewal, the financial information will be updated.

<b>Table 8</b>							
<b>PROJECTED COSTS OF PROJECTS &amp; SOURCES OF PROJECT FUNDS</b>							
<b>REVENUES</b>	Jul-Jun 00/01	Jul-Jun 01/02	Jul-Jun 02/03	Jul-Jun 03/04	Jul-Jun 04/05	Jul-Jun 05/06	Jul-Jun 06/07
Beginning Balance	1,172,269	1,058,837	6,276,892	785,244	287,761	2,466,161	2,926,065
Du Jour Bond Sale	1,500,000	0	0	0	3,100,000	5,000,000	3,000,000
Interest Income	38,000	31,765	188,307	23,557	8,633	73,985	87,182
Miscellaneous Income	91,400	20,000	157,000	9,713	9,396	7,500	0
Bond 1	0	6,116,000	0	0	0	0	0
<b>TOTAL REVENUES</b>	<b>2,801,669</b>	<b>7,226,602</b>	<b>6,622,199</b>	<b>818,515</b>	<b>3,405,790</b>	<b>7,547,646</b>	<b>5,993,246</b>
<b>REVENUES</b>	Jun-Jul 07/08	Jun-Jul 08/09	Jun-Jul 09/10	Jun-Jul 10/11			
Beginning Balance	4,457,634	8,361,637	4,976,469	3,983,266			
Du Jour Bond Sale	4,400,000	0	0	0			
Interest Income	133,729	250,849	149,294	119,498			
<b>TOTAL REVENUES</b>	<b>8,991,363</b>	<b>8,612,486</b>	<b>5,125,764</b>	<b>4,102,764</b>			
<b>EXPENDITURES</b>	Jul-Jun 00/01	Jul-Jun 01/02	Jul-Jun 02/03	Jul-Jun 03/04	Jul-Jun 04/05	Jul-Jun 05/06	Jul-Jun 06/07
Reimb. to Eng Fund	10,000	10,000	10,000	10,000	15,000	15,000	15,000
Consultant Services	20,000	0	0	0	0	0	0
Utilities	10,000	10,000	7,000	7,000	7,000	0	0
Bond Issuance Costs	0	183,480	0	0	15,500	25,000	15,000
<b>Total Mat. &amp; Services</b>	<b>40,000</b>	<b>203,480</b>	<b>17,000</b>	<b>17,000</b>	<b>22,000</b>	<b>40,000</b>	<b>30,000</b>
<b>EXPENDITURES</b>	Jun-Jul 07/08	Jun-Jul 08/09	Jun-Jul 09/10	Jun-Jul 10/11			
Reimb. to Eng Fund	20,000	20,000	20,000	20,000			
Utilities	0	0	0	0			
Bond Issuance Costs	22,000	0	0	0			
<b>Total Mat. &amp; Services</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>			

**Table 8 (Cont.)**

CAPITAL OUTLAY	Jul-Jun 00/01	Jul-Jun 01 / 02	Jul-Jun 02/03	Jul-Jun 03/04	Jul-Jun 04/05	Jul-Jun 05/06	Jul-Jun 06/07
Wetlands Mitigation	50,000	60,000	30,000	20,000	20,000	0	0
124 <sup>th</sup> Ave Phase 3	1,500,000	500,000	5,500,000	0	0	0	0
124 <sup>th</sup> Ave Phase 4	0	0	0	0	700,000	4,200,000	0
124 <sup>th</sup> /99W	0	0	100,000	300,000	0	0	0
Herman Road	0	0	0	0	0	0	0
Quarry Road	0	0	0	0	0	0	0
Sanitary Pump St. Gravity	0	0	0	0	0	200,000	1,300,000
<b>Sub Total Capital Outlay</b>	<b>1,550,000</b>	<b>560,000</b>	<b>5,630,000</b>	<b>320,000</b>	<b>720,000</b>	<b>4,400,000</b>	<b>1,300,000</b>
Trans CURD Admin Fund	0	186,230	189,955	193,754	197,629	201,581	205,613
Contingency	328,000	100,000	350,000	50,000	150,000	200,000	300,000
General Acct. Reserve	733,669	6,176,892	435,244	237,761	2,316,161	2,706,065	4,157,634
<b>Total Expenditures</b>	<b>2,801,669</b>	<b>7,226,602</b>	<b>6,622,199</b>	<b>818,515</b>	<b>3,405,790</b>	<b>7,547,646</b>	<b>5,993,246</b>
CAPITAL OUTLAY	Jul-Jun 07/08	Jul-Jun 08/09	Jul-Jun 09/10	Jul-Jun 10/11			
Herman Road	400,000	3,400,000	0	0			
Quarry Roads	0	0	600,000	3,703,592			
130 <sup>th</sup> /99W Signal				150,000			
108 <sup>th</sup> /Tualatin Signal			100,000				
108 <sup>th</sup> /Leveton Signal			200,000				
<b>Sub Total Capital Outlay</b>	<b>400,000</b>	<b>3,400,000</b>	<b>900,000</b>	<b>3,853,592</b>			
Trans CURD Admin Fund	209,725	216,017	222,497	229,172			
Contingency	200,000	500,000	200,000	0			
General Acct Reserve	8,161,637	4,476,469	3,783,266	0			
<b>Total Expenditures</b>	<b>8,991,363</b>	<b>8,612,486</b>	<b>5,125,764</b>	<b>4,102,764</b>			

**G. ANTICIPATED PROJECT COMPLETION DATES**

Table 8 also shows the projected completion dates of the projects, with all projects anticipated to be complete by FY 2010/2011.

*[Section G amended by Ordinance No. 777-89, passed June 26, 1989 and Resolution 397-02 adopted March 11, 2002.]*

**H. ESTIMATED USE OF TAX INCREMENT REVENUES AND THE ANTICIPATED YEAR OF DEBT RETIREMENT**

Table 9 shows the actual expenditures and revenues for the Leveton Tax Increment District Bond fund for the period of 1986/1987 through 1999/2000.

Table 10 shows the projected expenditures and revenues of the Leveton Tax Increment District Bond fund, which accounts for the receipt and expenditure of tax increment revenues. The projections cover the period from FY 2001/2002 through FY 2010/2011. The anticipated date of debt retirement is June 30, 2009.

The maximum indebtedness of the Plan is \$36,424, 338. Table 11 shows the projected issuance of debt from FY 2001/2002, together with principal payments on debt between FY 1996/1997 and FY 2000/2001, relative to the maximum indebtedness:

*[Section H amended by Ordinance No. 777-89, passed June 26, 1989 and Resolution 397-02 adopted March 11, 2002.]*

**Table 9**

**ACTUAL SOURCES & DISPOSITION OF DISTRICT FUNDS  
(BOND FUND)**

<b>REVENUES</b>	Jul-Jun 86/87	Jul-Jun 87/88	Jul-Jun 88/89	Jul-Jun 89/90	Jul-Jun 90/91	Jul-Jun 91/92	Jul-Jun 92/93
Beginning Balance	0	546	10,628	247,949	442,296	484,344	832,311
Taxes – Current Year	546	9,560	26,184	67,676	171,631	799,849	712,707
Taxes – Prior Years	0	30	542	1,750	3,290	7,269	33,038
Bond Sale	0	0	0	0	0	0	1,770,000
Interest Income	0	493	2,520	24,921	35,451	50,949	36,840
Trans from Projects Fund	0	0	208,075	100,000	0	0	0
<b>TOTAL REVENUES</b>	<b>546</b>	<b>10,629</b>	<b>247,949</b>	<b>442,296</b>	<b>652,668</b>	<b>1,342,411</b>	<b>3,384,896</b>
<b>REVENUES</b>	Jul-Jun 93/94	Jul-Jun 94/95	Jul-Jun 95/96	Jul-Jun 96/97	Jul-Jun 97/98	Jul-Jun 98/99	Jul-Jun 99/00
Beginning Balance	695,698	975,165	1,622,870	2,094,139	3,027,942	2,959,265	2,337,475
Taxes – Current Year	719,162	936,980	996,518	1,170,585	1,138,397	1,353,224	1,410,951
Taxes – Prior Years	33,564	25,770	35,666	18,187	41,507	25,628	30,581
Interest Income	30,547	59,896	115,649	268,869	160,152	185,324	213,033
Trans from Projects Fund	0	0	0	1,000,000	0	2,276,000	0
Miscellaneous Income	0	0	0	0	1	0	0
<b>TOTAL REVENUES</b>	<b>1,478,971</b>	<b>1,997,811</b>	<b>2,770,703</b>	<b>4,551,780</b>	<b>4,367,996</b>	<b>6,799,441</b>	<b>3,992,040</b>
<b>EXPENDITURES</b>	Jul-Jun 86/87	Jul-Jun 87/88	Jul-Jun 88/89	Jul-Jun 89/90	Jul-Jun 90/91	Jul-Jun 91/92	Jul-Jun 92/93
<b>MATERIAL &amp; SERVICES</b>							
Bond Insurance Costs	0	0	0	0	0	0	59,379
Bond Reg. & Expenses	0	0	0	0	0	1,514	885
<b>DEBT SERVICE</b>							
Bonds							
Series A Bonds Principal	0	0	0	0	0	0	2,200,000
Series A Bonds Interest	0	0	0	0	113,333	170,000	228,750
Loans							
Loan (SPWF) Principal	0	0	0	0	28,232	238,157	108,128
Loan (SPWF) Interest	0	0	0	0	26,758	100,428	92,056
<b>SPECIAL PAYMENTS</b>							
<b>Total Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>168,323</b>	<b>510,099</b>	<b>2,689,198</b>
<b>EXPENDITURES</b>	Jul-Jun 93/94	Jul-Jun 94/95	Jul-Jun 95/96	Jul-Jun 96/97	Jul-Jun 97/98	Jul-Jun 98/99	Jul-Jun 99/00
<b>MATERIAL &amp; SERVICES</b>							
Bond Insurance Costs	0	0	0	0	0	2,682	4,130
Bond Reg. & Expenses	1,376	690	837	19,712	3,509	0	884
<b>DEBT SERVICE</b>							
Bonds							
Series B Bond Principal	85,000	85,000	90,000	95,000	95,000	100,000	105,000
Series B Bond Interest	61,220	89,068	85,880	80,261	76,105	71,592	66,593
Loans							
Loan (SPWF) Principal	113,602	119,353	125,395	131,743	138,413	149,056	156,602
Loan (SPWF) Interest	86,582	80,830	74,789	68,441	61,771	51,128	43,582
U.S. Bank 96 Principal	0	0	0	0	0	3,200,000	0
U.S. Bank 96 Interest	0	0	0	0	183,333	187,207	0
Taxable Bonds							
Taxable Bonds Principal	156,000	0	300,000	1,000,000	850,000	700,000	2,065,000
Taxable Bonds Interest	26	0	69	87,581	602	301	516
<b>SPECIAL PAYMENTS</b>							
General Acct Reserve	0	0	1,851,910	0	0	0	0
<b>Total Expenses</b>	<b>503,806</b>	<b>374,941</b>	<b>2,528,880</b>	<b>1,482,738</b>	<b>1,408,733</b>	<b>4,461,966</b>	<b>2,442,307</b>

**TABLE 10****PROJECTED BOND FUND REVENUES**

Fiscal Year Ending June 30	01/02	02/03	03/04	04/05	05/06
<b>Beginning Fund Balance</b>	1,232,428	1,627,998	1,957,000	4,534,644	4,323,925
<b>Property Taxes</b>					
Taxes - Current Year	1,446,524	1,363,090	3,606,358	3,636,488	3,412,197
Taxes – Prior Year	78,158	77,770	73,284	193,890	195,510
Interest Earned	49,297	65,120	78,280	181,386	172,957
<b>GRAND TOTAL REVENUES</b>	<b>2,806,407</b>	<b>3,133,978</b>	<b>5,714,922</b>	<b>8,546,408</b>	<b>8,104,589</b>

**PROJECTED BOND FUND REVENUES**

Fiscal Year Ending June 30	06/07	07/08	08/09	09/10	10/11
<b>Beginning Fund Balance</b>	2,124,403	2,493,736	1,428,805	5,912,236	6,148,725
<b>Property Taxes</b>					
Taxes - Current Year	4,082,173	3,987,843	6,476,674	0	0
Taxes – Prior Year	183,451	219,472	214,400	0	0
Interest Earned	84,976	99,749	57,152	236,489	245,949
<b>GRAND TOTAL REVENUES</b>	<b>6,475,003</b>	<b>6,800,800</b>	<b>8,177,032</b>	<b>6,148,725</b>	<b>6,394,674</b>

**TABLE 10 (Cont.)****PROJECTED BOND FUND EXPENDITURES**

Fiscal Year Ending June 30	01/02	02/03	03/04	04/05	05/06
<b>MATERIAL &amp; SERVICES</b>					
Bond Regis & Related Exp	8,531	8,702	8,876	9,053	9,235
<b>Principal</b>					
93 Series B Bond	120,000	125,000	135,000	140,000	150,000
Taxable Bonds Principal	0	0	0	3,100,000	5,000,000
Loan SPWF Principal	168,643	177,180	186,150	140,490	0
Series 2002 Bond					
<b>Interest</b>					
Int 7/93 Series B Bond	57,643	51,043	44,168	36,270	28,080
Loan SPWF Interest	31,541	23,004	14,034	4,620	0
Taxable Bonds Interest	0	0	0	0	822
<b>Future Bond Debt Service</b>					
Bond1	792,050	792,050	792,050	792,050	792,050
Defease Bond 1	0	0	0	0	0
<b>Reserves</b>					
Bond Reserve	969,693	968,093	971,218	968,320	970,130
Tax Rate Stabilization Acct	376,227	379,352	321,380	178,080	179,305
General Account Reserve	282,078	609,555	3,242,046	3,177,525	974,968
<b>Sub Total Reserves</b>	282,078	609,555	3,242,046	3,177,525	974,968
<b>GRAND TOTAL</b>	<b>2,806,407</b>	<b>3,133,978</b>	<b>5,714,922</b>	<b>8,546,408</b>	<b>8,104,589</b>

**PROJECTED BOND FUND EXPENDITURES**

Fiscal Year Ending June 30	06/07	07/08	08/09	09/10	10/11
<b>MATERIAL &amp; SERVICES</b>					
Bond Regis & Related Exp	9,419	0	0	0	0
<b>Principal</b>					
93 Series B Bond	160,000	170,000	0	0	0
Taxable Bonds Principal	3,000,000	4,400,000	0	0	0
Loan SPWF Principal	0	0	0	0	0
Series 2002 Bond					
<b>Interest</b>					
Int 7/93 Series B Bond	19,305	9,945	0	0	0
Loan SPWF Interest	0	0	0	0	0
Taxable Bonds Interest	493	0	0	0	0
<b>Future Bond Debt Service</b>					
Bond1	792,050	792,050	792,050	0	0
Defease Bond 1	0	0	1,472,746	0	0
<b>Reserves</b>					
Bond Reserve	971,355	971,995	0	0	0
Tax Rate Stabilization Acct	179,945	0	0	0	0
General Account Reserve	1,342,436	456,810	5,912,236	6,148,725	6,394,674
<b>Sub Total Reserves</b>	1,342,436	456,810	5,912,236	6,148,725	6,394,674
<b>GRAND TOTAL</b>	<b>6,475,003</b>	<b>6,800,800</b>	<b>8,177,032</b>	<b>6,148,725</b>	<b>6,394,674</b>

<b>TABLE 11</b>	
<b>PROJECTED ISSUANCE OF DEBT FY 00/01</b>	
Series 93 Bonds	\$1,510,000
SPWF Loan	\$1,408,794
US Bank 96 Note	\$3,200,000
Series 2002 Bonds	\$8,890,639
Taxable Bonds	\$19,615,000
<b>Total</b>	<b>\$34,624,433</b>

**I. FINANCIAL FEASIBILITY ANALYSIS**

The information in Sections G. through I. show that projected tax increment revenues are sufficient to support the issuance of debt that in turn is sufficient to cover projected expenditures for capital outlays and materials and services. The projections of tax increment revenues are based on the anticipated development on properties within the District, which includes both expansion of existing industrial uses and projected development of vacant parcels. The effects of the rapid depreciation of the taxable value of high tech equipment have been estimated and taken into account. The projections are intended to be reasonable and to represent the “likely case” of development within the District.

*[Section I amended by Ordinance No. 777-89, passed June 26, 1989 and Resolution 397-02 adopted March 11, 2002.]*

**J. RELOCATION REPORT**

**1. RELOCATION ANALYSIS**

Specific properties which may be subject to acquisition have not been identified. Any person (or business) displaced by projects done under this Plan will be subject to the Commission's Relocation Regulations.

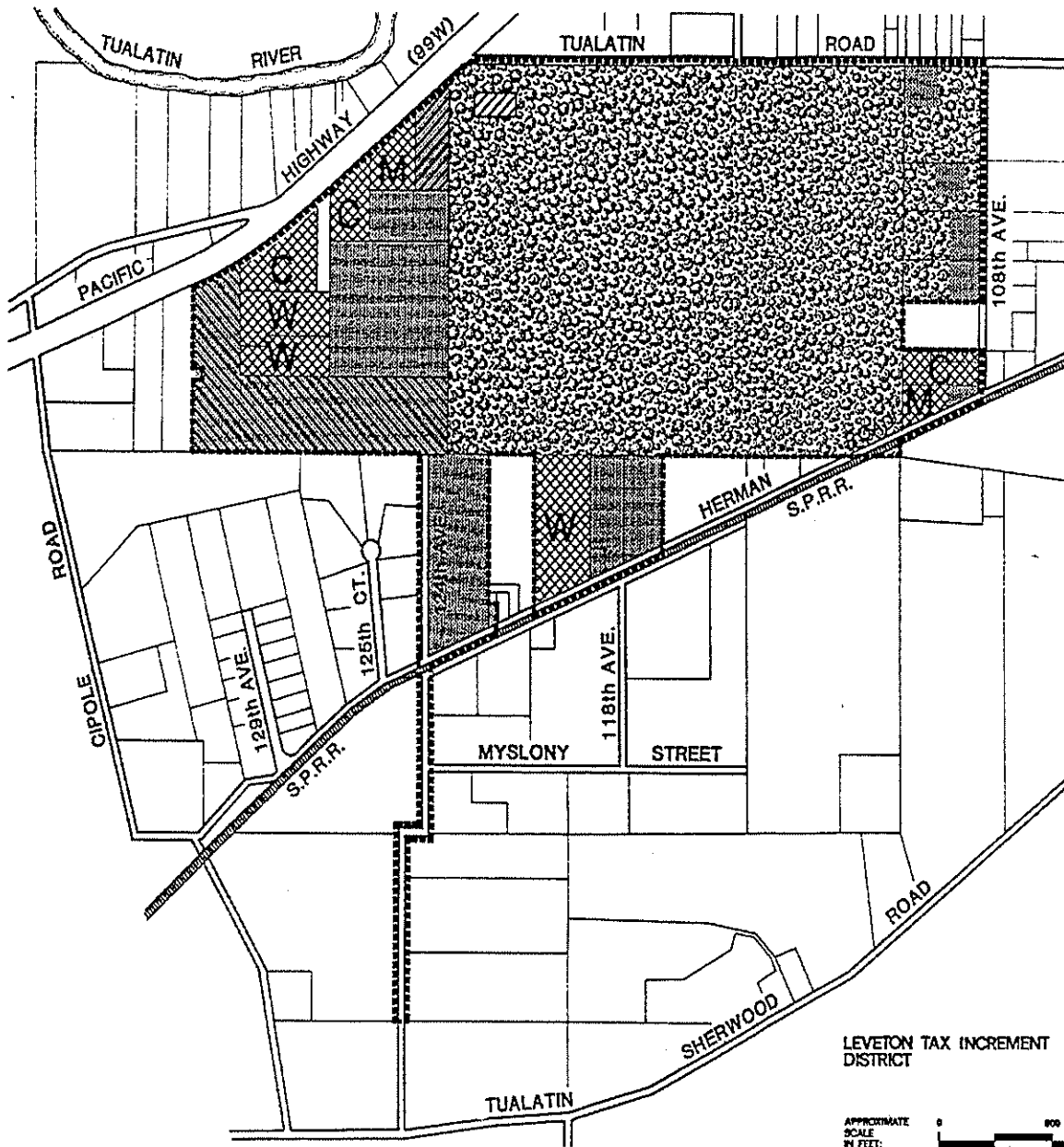
**2. RELOCATION METHODS**

The Plan calls for further study of acquisition and redevelopment of property which may result in the displacement of residents and businesses. The Tualatin Development Commission has adopted Relocation Regulations which govern the eligibility requirements and benefits available to displaced persons or businesses.



All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 281.045-281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060.

*[Section J amended by Resolution 397-02 adopted March 11, 2002.]*



LEVETON TAX INCREMENT DISTRICT

APPROXIMATE SCALE IN FEET:



### MAP 1 EXISTING LAND USE

 SINGLE FAMILY RESIDENTIAL

 MIXED SINGLE FAMILY RESIDENTIAL-COMMERCIAL

 COMMERCIAL

INDUSTRIAL:

 COMMERCIAL

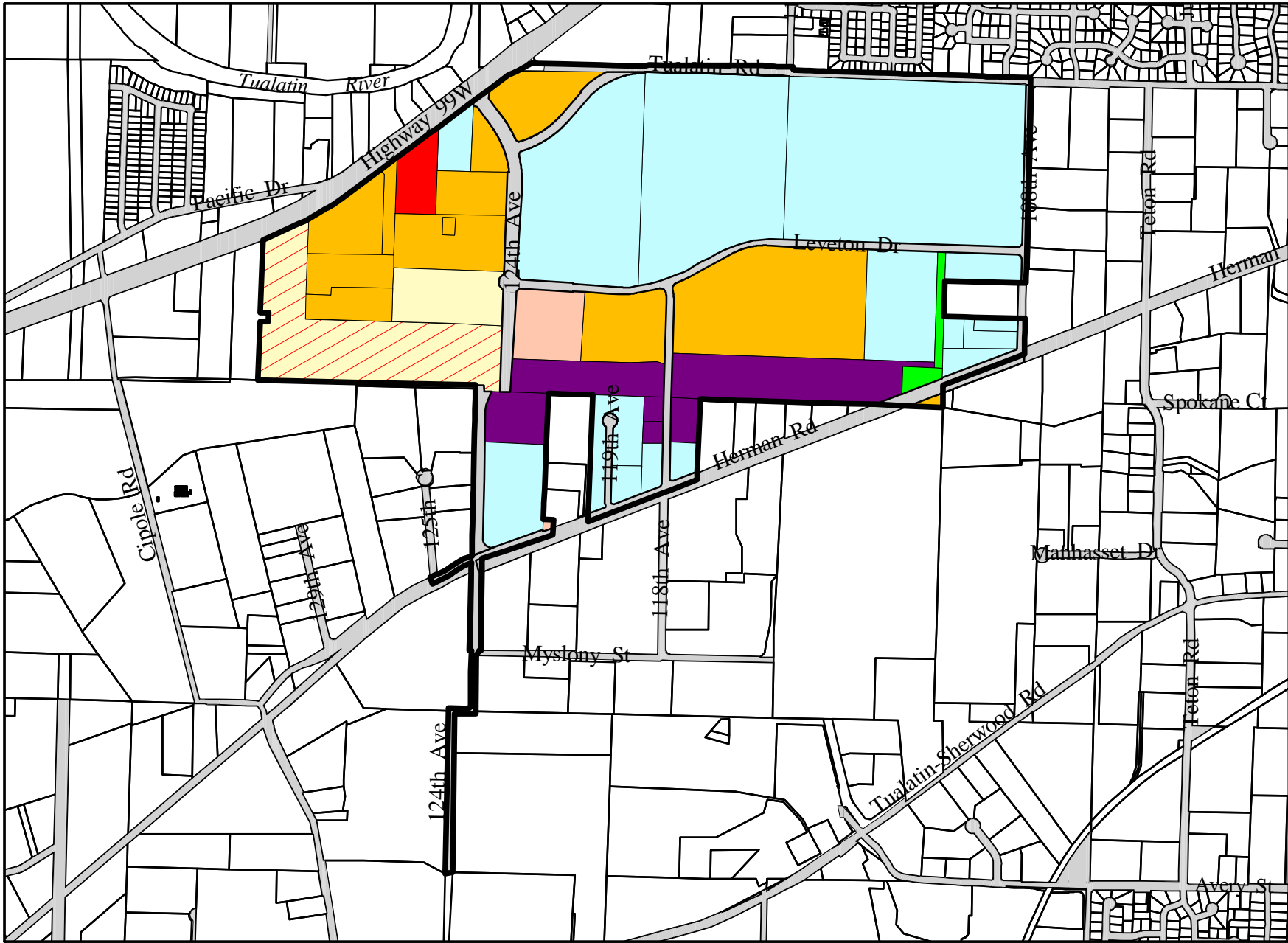
 MANUFACTURING

 WAREHOUSE

 AGRICULTURAL

 VACANT

 TUALATIN DEVELOPMENT COMMISSION 1989












**TUALATIN**

Geographic Information System

**LEVETON TAX INCREMENT DISTRICT**

**Map 1A**  
Existing Landuse

-  Leveton District Boundary
-  Manufacturing
-  Commercial
-  Single Family Residential
-  Single Family Residential/Commercial
-  Vacant
-  Water Quality
-  Warehouse
-  Wetlands

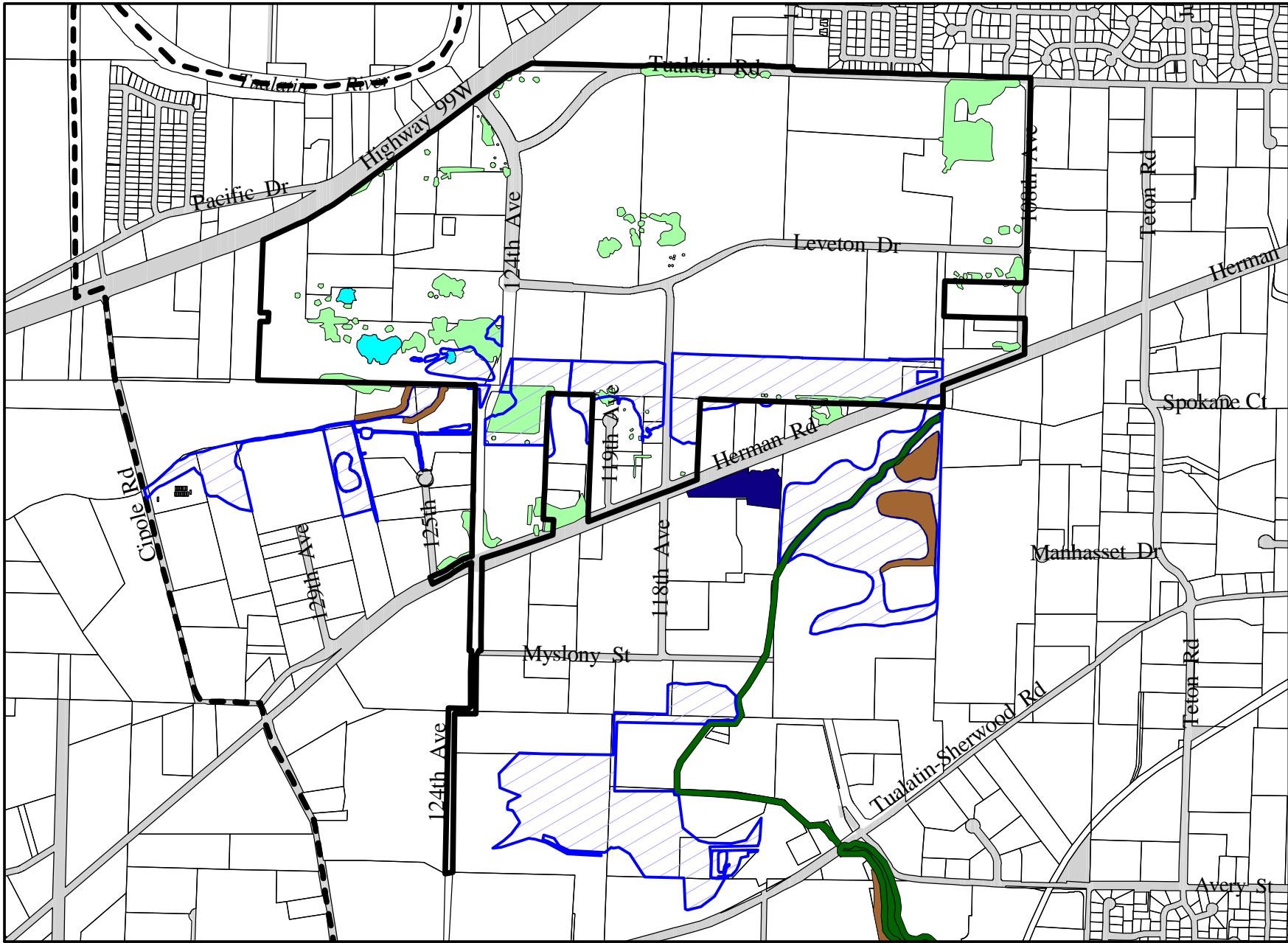
TUALATIN DEVELOPMENT COMMISSION  
2002



RF 1:14,000



This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". Engineering and Building Department Map as of August 2001.



**TUALATIN**

Geographic Information System

**LEVETON TAX INCREMENT DISTRICT**

**Map 2A  
Natural Features**

- Leveton District Boundary
- Planning Area Boundary
- Wetland Preservation District
- Wetland Conservation District
- Open Space Preservation District
- Greenways
- Ponds
- Trees and Tree Masses

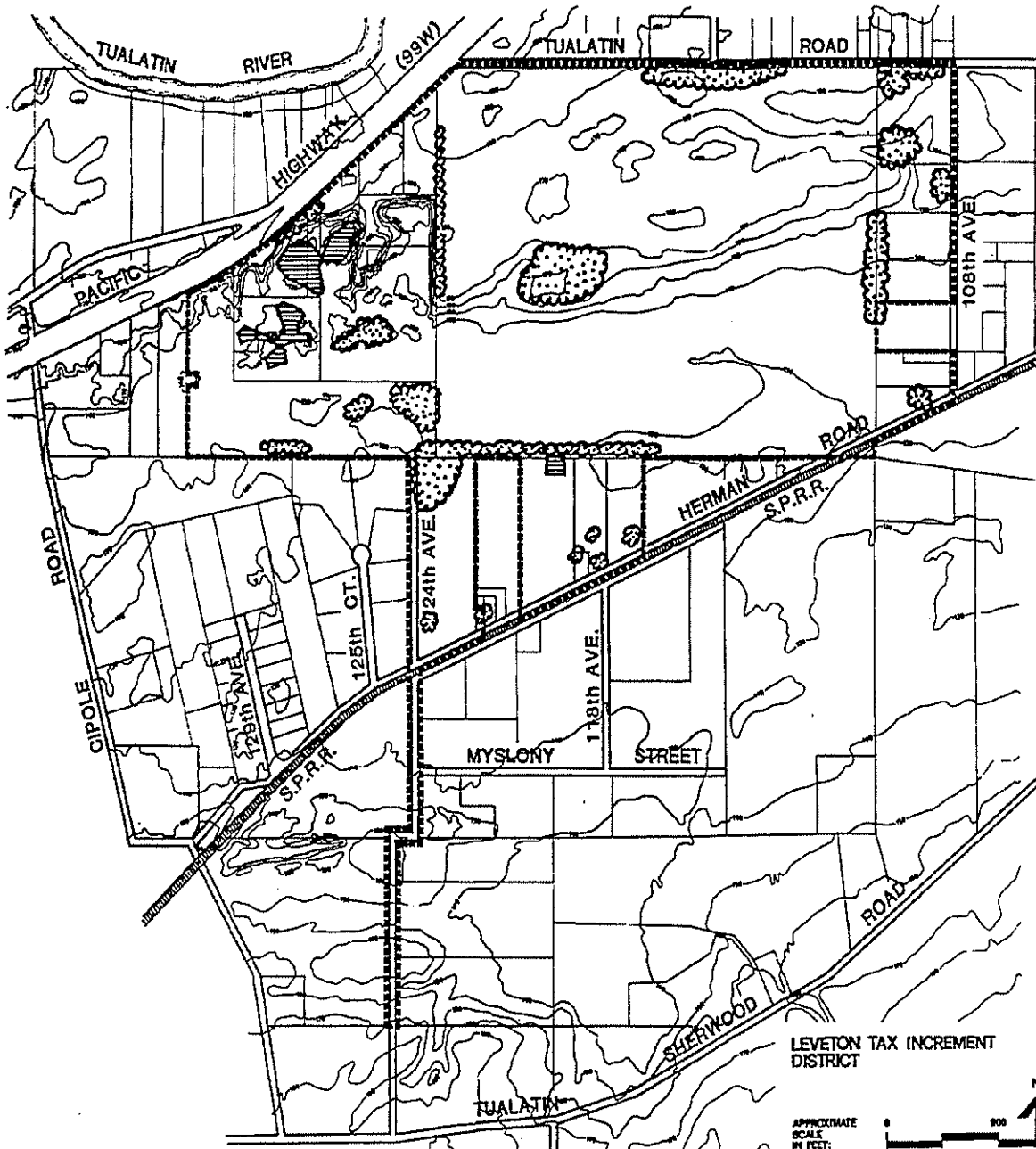
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APPROXIMATE  
SCALE  
IN FEET:



## MAP 2 NATURAL FEATURES



POND - Approximate Location



TREE MASSES -  
Approximate Location



CONTOUR LINES  
(Elevation)



TUALATIN  
DEVELOPMENT  
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