

City of Wilsonville

City Council Meeting

December 17, 2018



AGENDA

**WILSONVILLE CITY COUNCIL MEETING
DECEMBER 17, 2018
7:00 P.M.**

**CITY HALL
29799 SW TOWN CENTER LOOP EAST
WILSONVILLE, OREGON**

Mayor Tim Knapp

Council President Scott Starr
Councilor Susie Stevens

Councilor Kristin Akervall
Councilor Charlotte Lehan

CITY COUNCIL MISSION STATEMENT

To protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

Executive Session is held in the Willamette River Room, City Hall, 2nd Floor

- 5:00 P.M. EXECUTIVE SESSION** [20 min.]
- A. Pursuant to: ORS 192.660 (2)(e) Real Property Transactions
ORS 192.660(2)(h) Legal Counsel / Litigation
- 5:20 P.M. REVIEW OF AGENDA** [5 min.]
- 5:25 P.M. COUNCILORS' CONCERNS** [5 min.]
- 5:30 P.M. PRE-COUNCIL WORK SESSION**
- A. "Electric Bus Art" - Presentation by SMART, Wilsonville High School [30 min.] Page 5
and Arts & Technology School (Work)
 - B. Street Tree Replacement/Infill Program (Kerber/Sheehan) [15 min.] Page 23
 - C. Design Standards and Fees for Small Wireless Facilities [30 min.] Page 47
(Guile-Hinman/Stone/Neamtzu)
- 6:45 P.M. ADJOURN**
-

CITY COUNCIL MEETING

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, Monday, December 17, 2018 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10 a.m. on December 4, 2018. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered there with except where a time limit for filing has been fixed.

7:00 P.M. CALL TO ORDER

- A. Roll Call
- B. Pledge of Allegiance
- C. Motion to approve the following order of the agenda and to remove items from the consent agenda.

7:05 P.M. COMMUNICATIONS

- A. Comprehensive Annual Financial Report (Merina Company)

7:20 P.M. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on items *not* on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

7:25 P.M. MAYOR'S BUSINESS

- A. Outgoing City Councilor Presentation
Break for refreshments.

- B. Upcoming Meetings

Page 87

7:45 P.M. COUNCILOR COMMENTS

- A. Council President Starr
- B. Councilor Stevens
- C. Councilor Lehan
- D. Councilor Akervall

7:55 P.M. CONSENT AGENDA

- A. Minutes of the November 27, 2018 Special Council Meeting.

Page 88

8:00 P.M. PUBLIC HEARING

- B. **Resolution No. 2702** (*Legislative Hearing*)

A Resolution Of The City Of Wilsonville Adopting The 2018 Boones Ferry Park Master Plan. (McCarty)

Page 153

- C. **Resolution No. 2718** (*Legislative Hearing*)

A Resolution Of The City Of Wilsonville Approving The Continuation And Modification Of The Recycling Surcharge Rates For Keller Drop Box, Inc. (D/B/A Republic Services Of Clackamas And Washington Counties). (Guile-Hinman/Ottenad)

Page 394

- D. **Ordinance No. 830** (*Land Use Public Hearing*)

An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Exclusive Farm Use (EFU) Zone To The Village (V) Zone On Approximately 25.69 Acres In The North Central Portion Of Villebois From 110th Avenue To Calais East Subdivision, South Of Tooze Road To Berlin Avenue; The Land Is More Particularly Described As Tax Lots 7200, 7290, 7300, 7400, 7500, And 7600, Section 15AB, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. Polygon WLH LLC, Applicant. (Pauly)

Page 400

8:30 P.M. CITY MANAGER'S BUSINESS

12/12/2018 5:00 PM Last Updated

8:35 P.M. LEGAL BUSINESS

8:40 P.M. ADJOURN

INFORMATION ITEMS – No Council Action Necessary.

Page 505

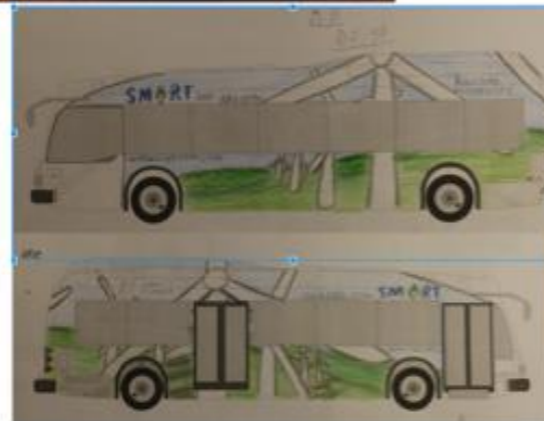
Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated.) Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required at least 48 hours prior to the meeting. The city will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting: Qualified sign language interpreters for persons with speech or hearing impairments. Qualified bilingual interpreters. To obtain services, please contact the City Recorder, (503) 570-1506 or cityrecorder@ci.wilsonville.or.us.

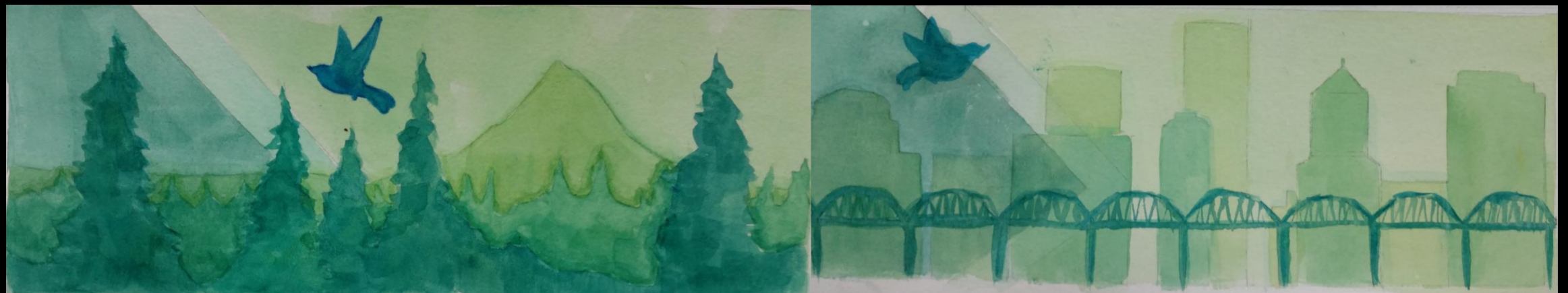
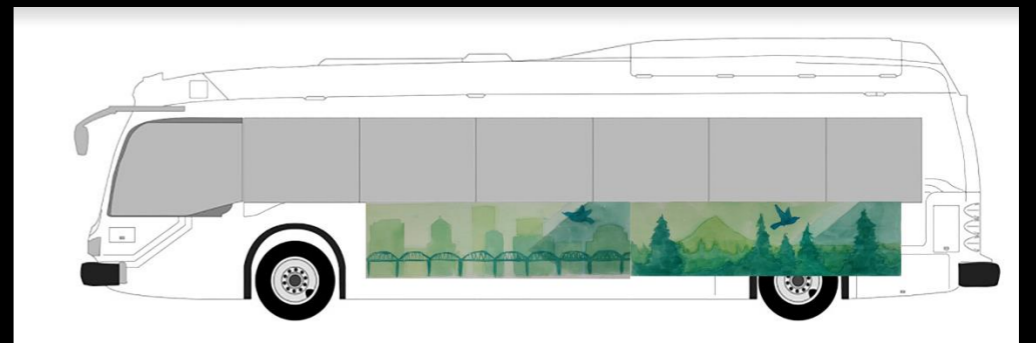


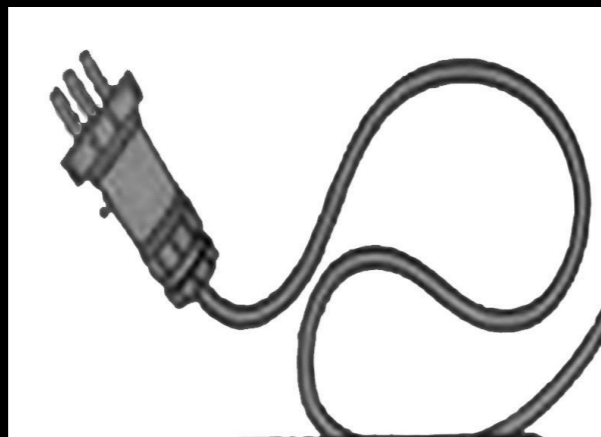
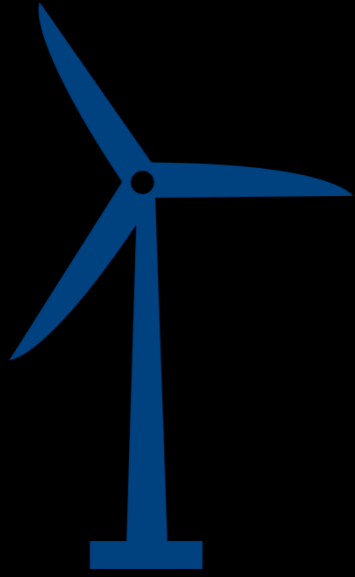
SMART Bus Wrap Design Team, 4.12.18

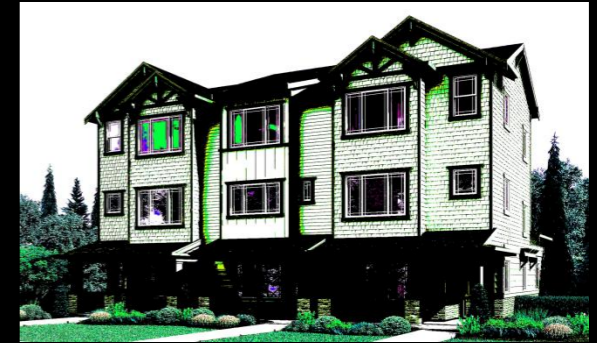
Our meeting ended with SMART staff consensus on a direction for the next stage of design. They basically want a continuous scene that wraps around the bus, with farmland, woods, Mr. Hood scene that slowly transitions into the town of Wilsonville. They liked the idea of the city, but this city is based on Portland, and they would like Wilsonville featured. They like the green scale Jasleen used with a hint of the arrows coming in. They liked the wind turbines and landscape idea and for us to somewhere show those, as well as solar panel array, as well as a graphic to show an electric plug. They want birds. They like these two ideas for the back of the bus, the tree, the wind turbine. They also like the idea to design the top of the bus. Basically, they want us to merge the images shown below.

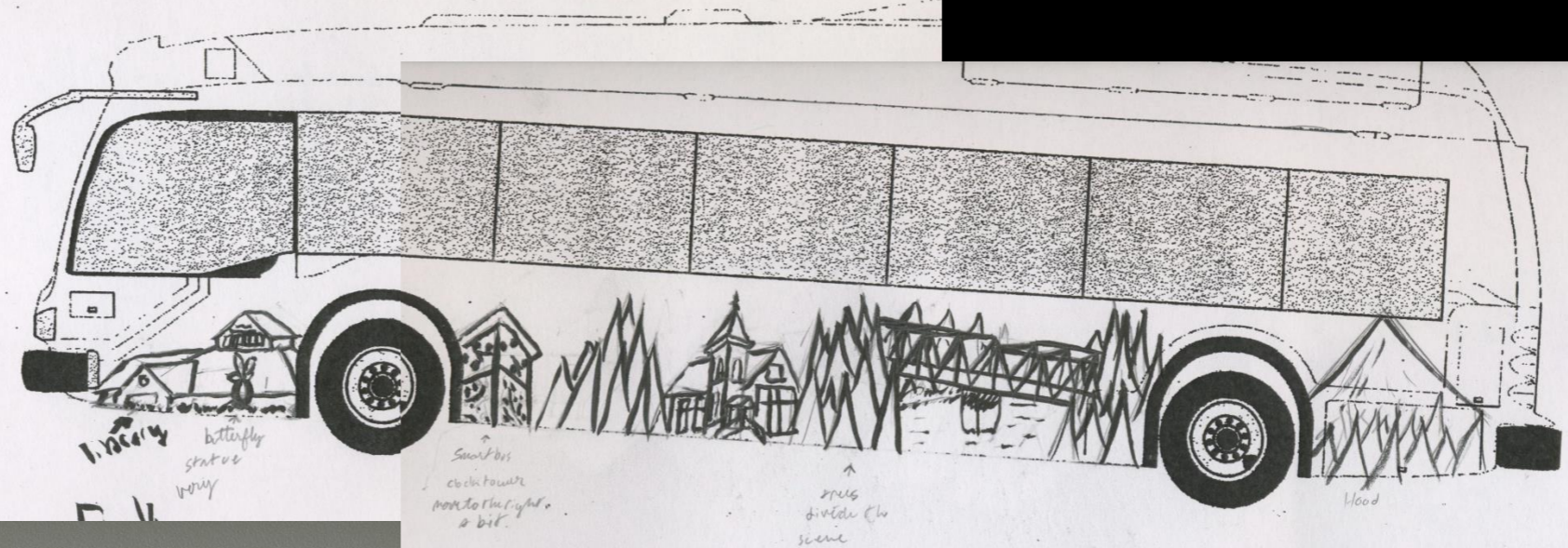
The SMART director called out Eleanor's surreal fish character and scene and Rube Goldberg concept, saying he liked that one particularly well, but the consensus with the rest of their staff won out and they sent us away with the task of combining these ideas:



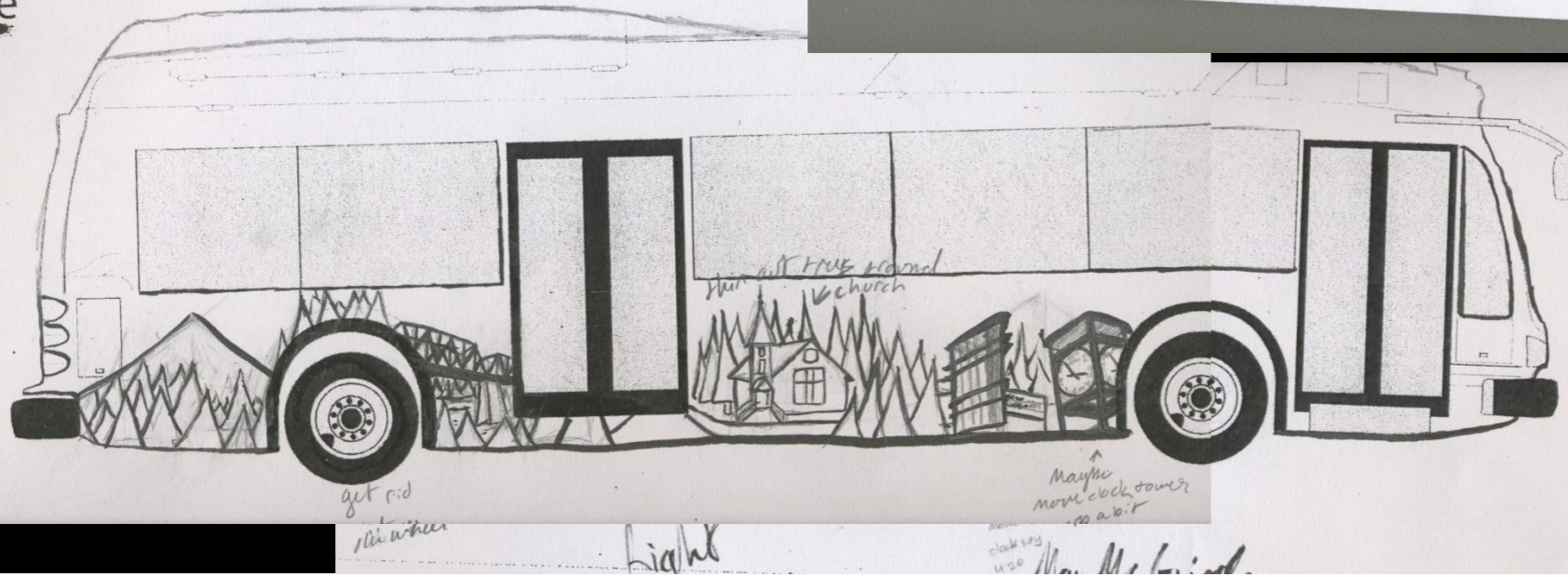


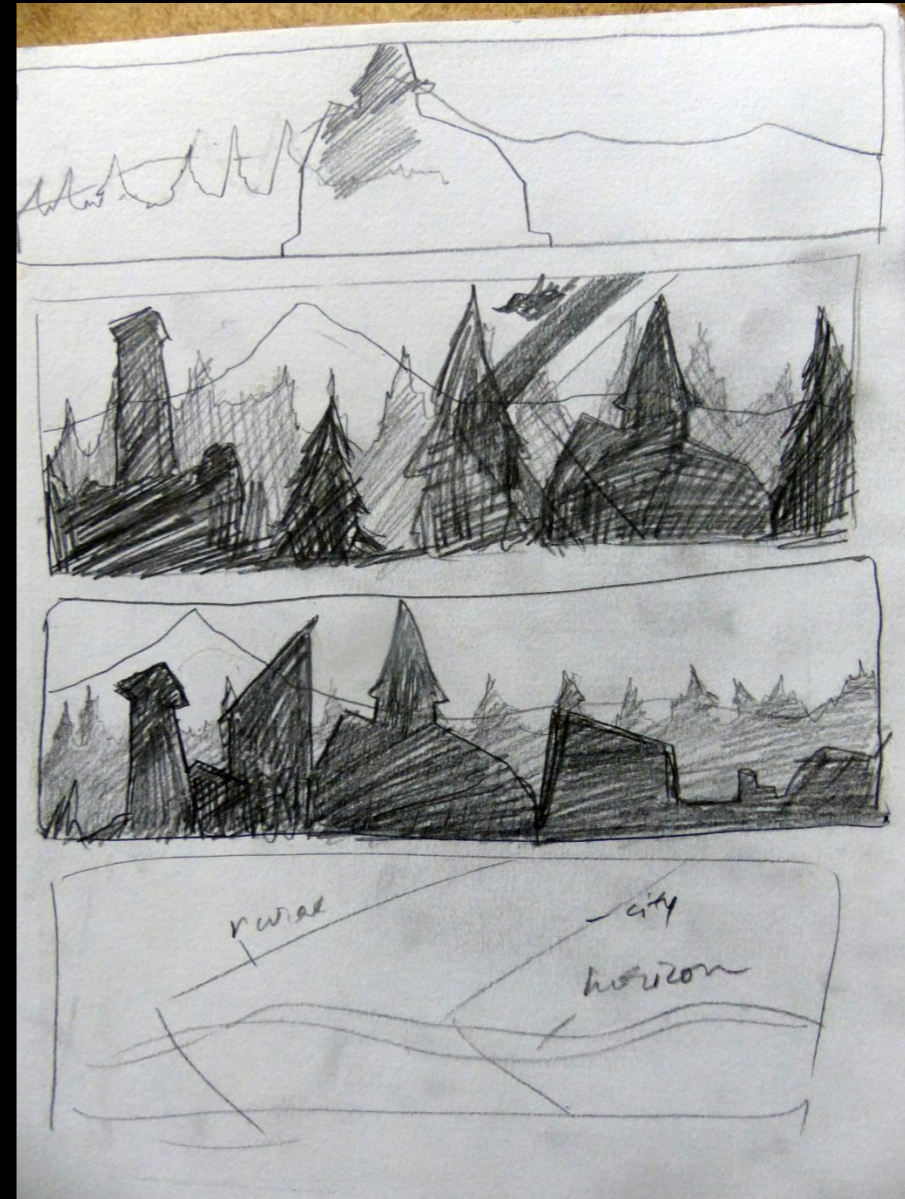


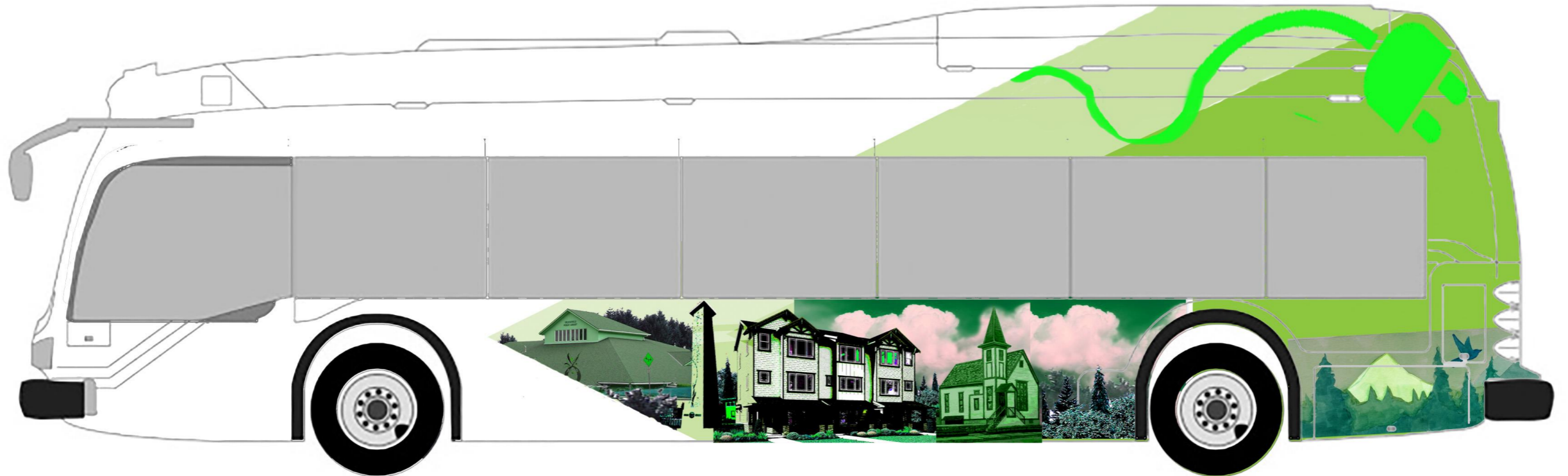




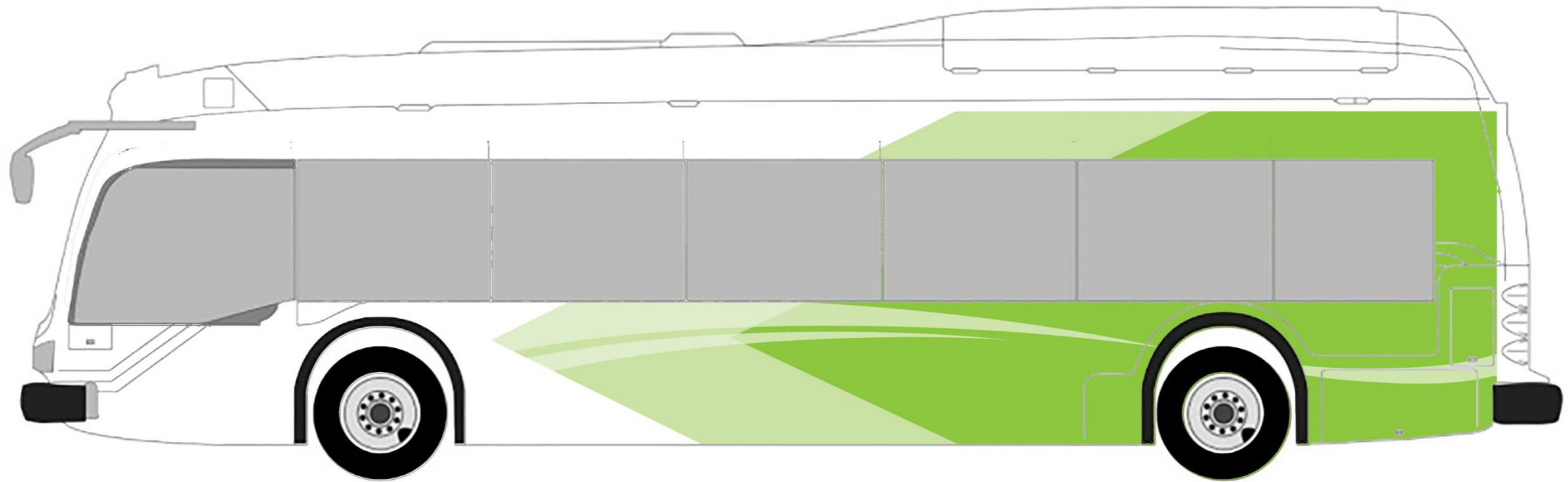
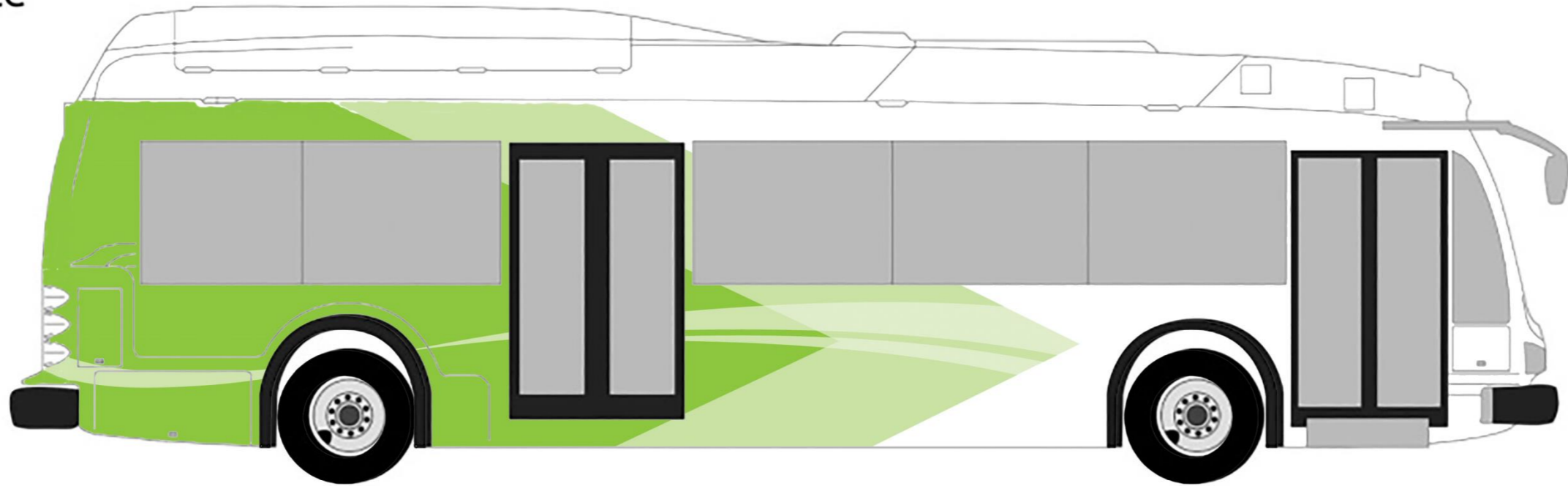
ate

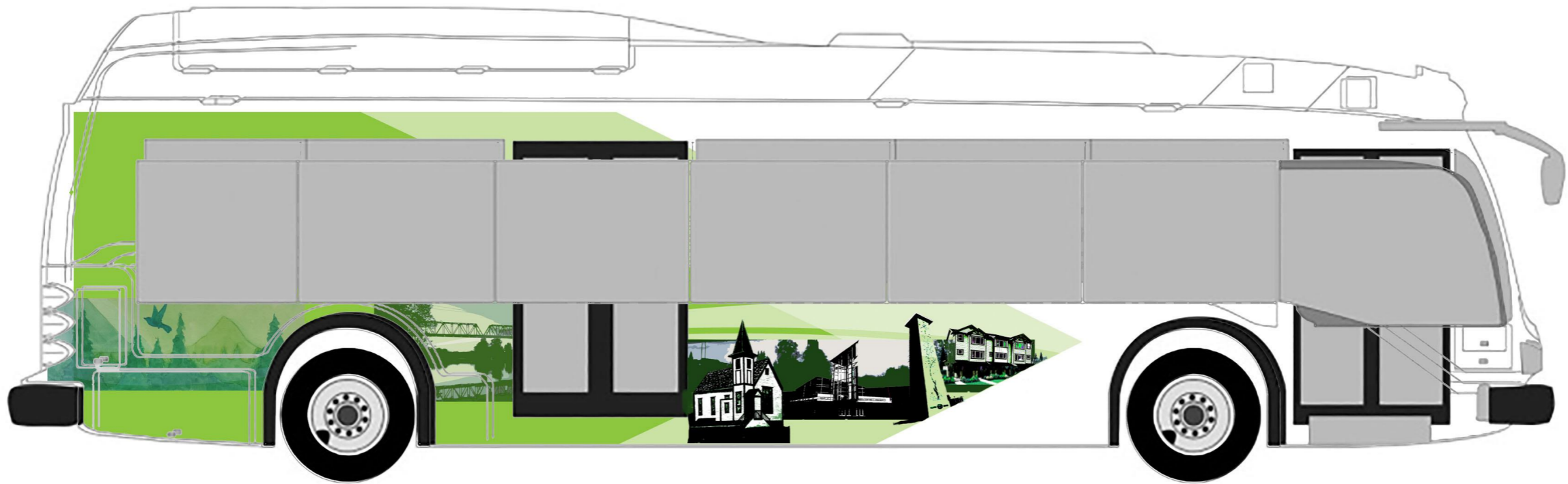
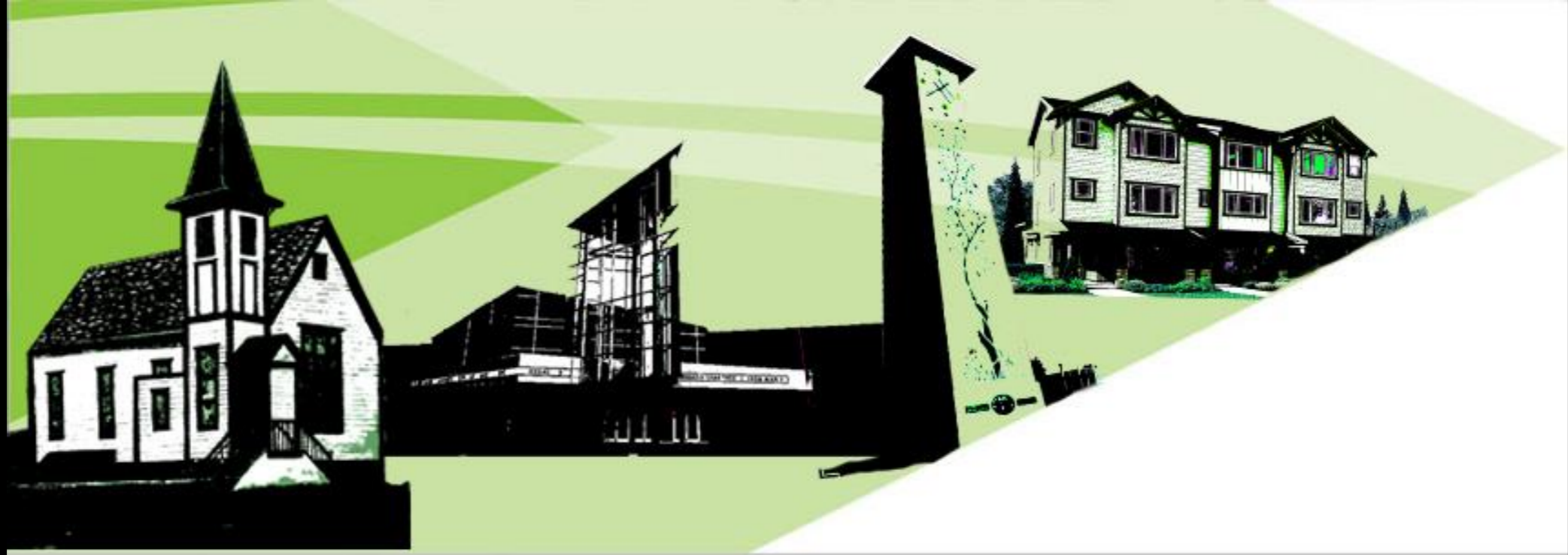


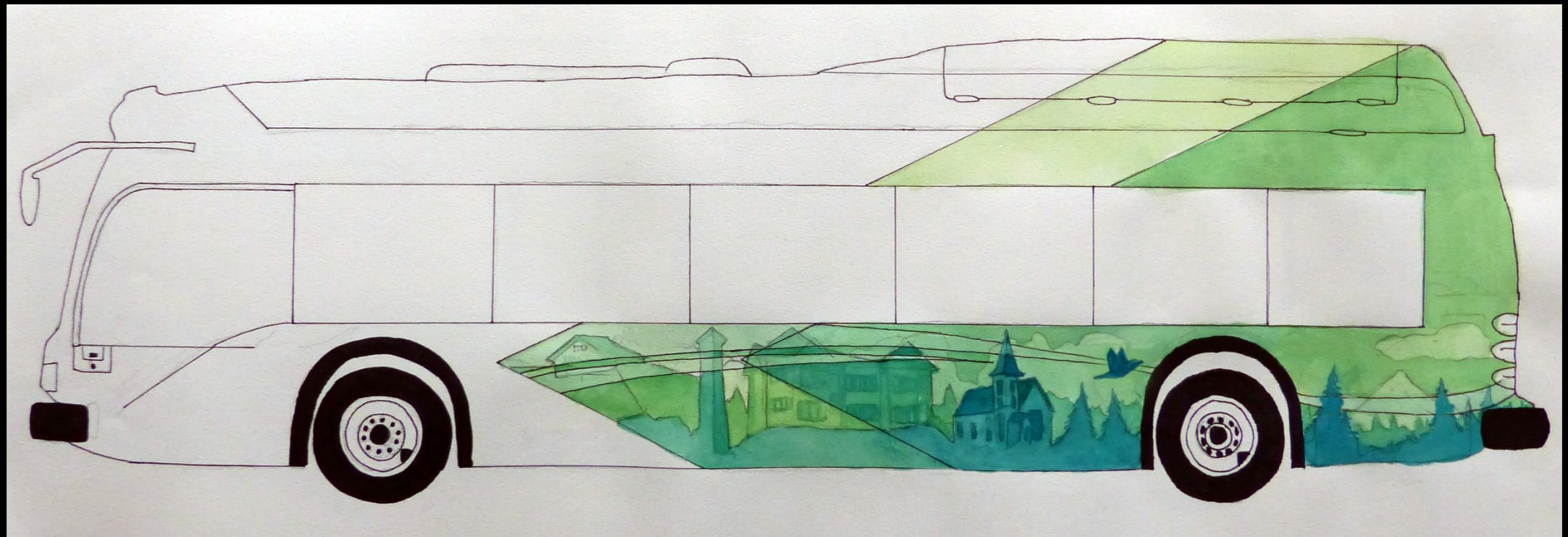
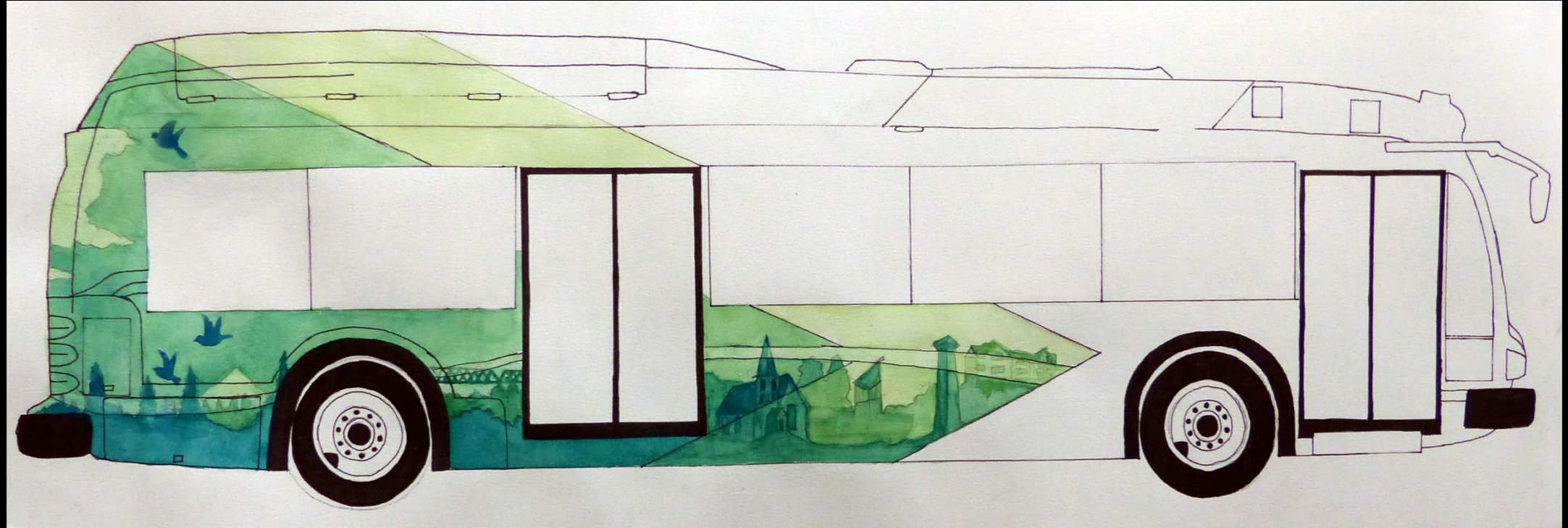


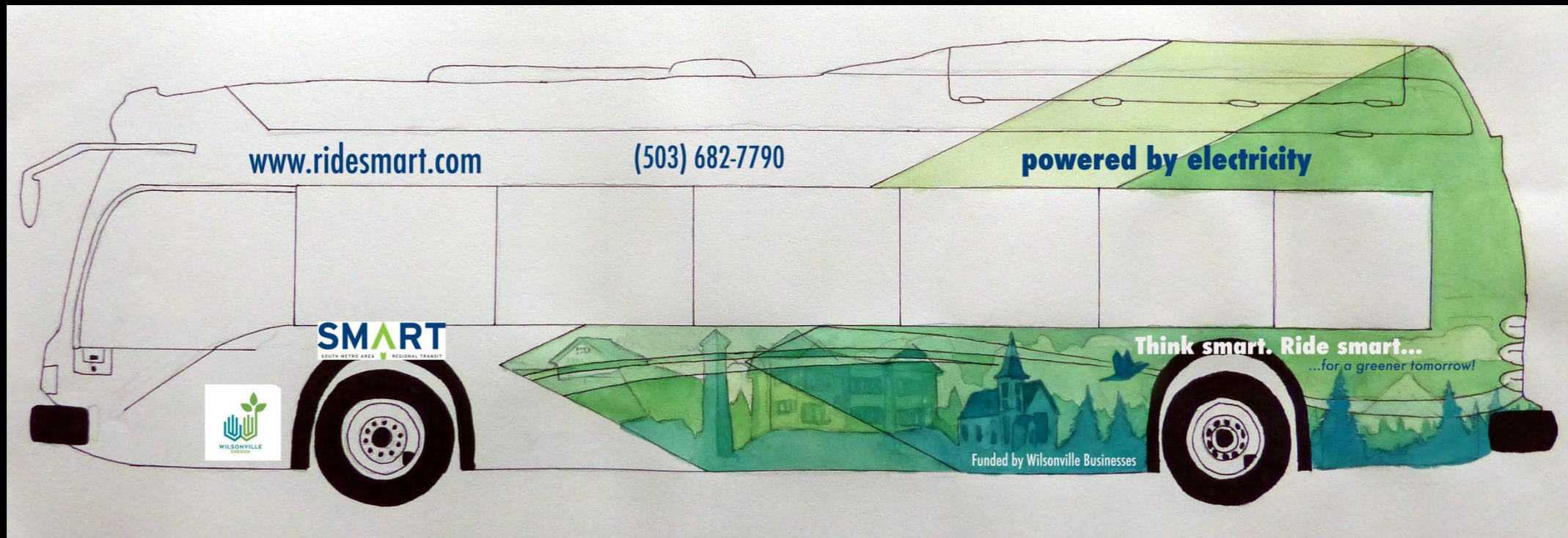
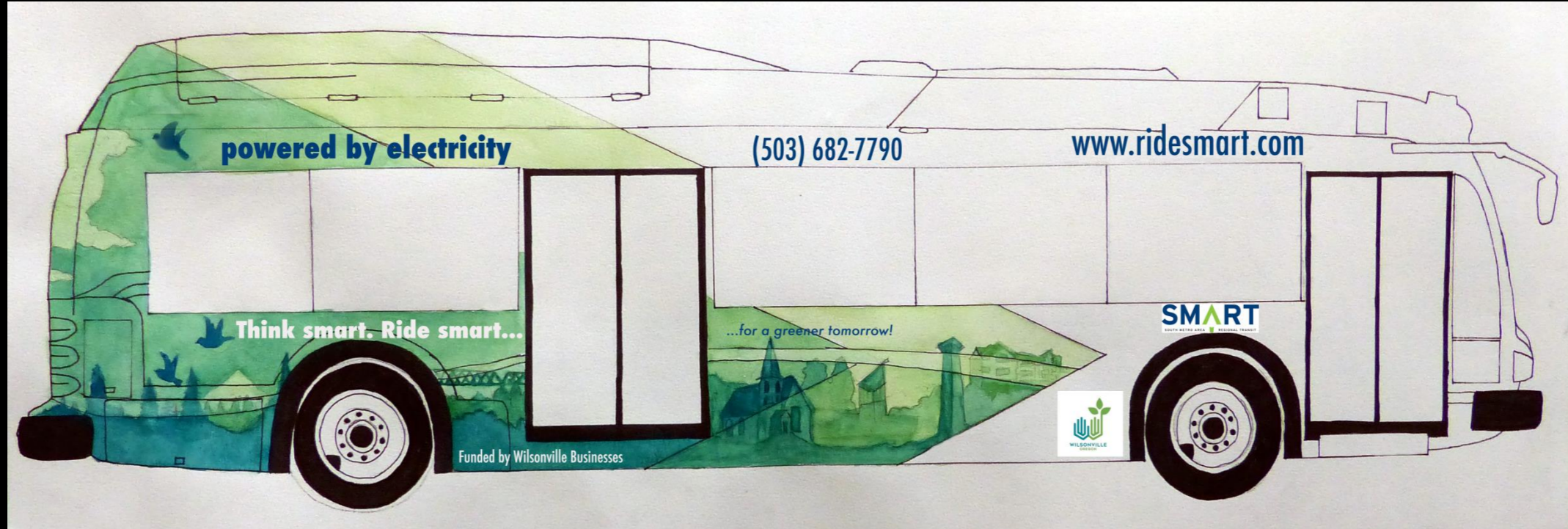


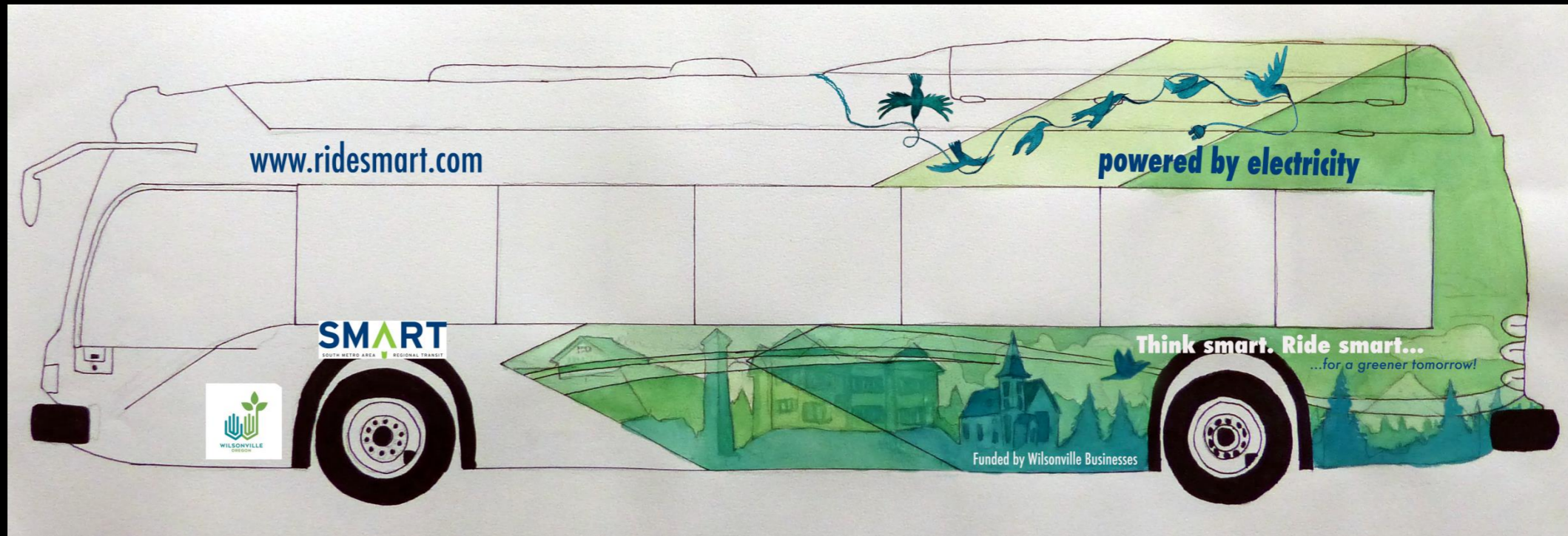
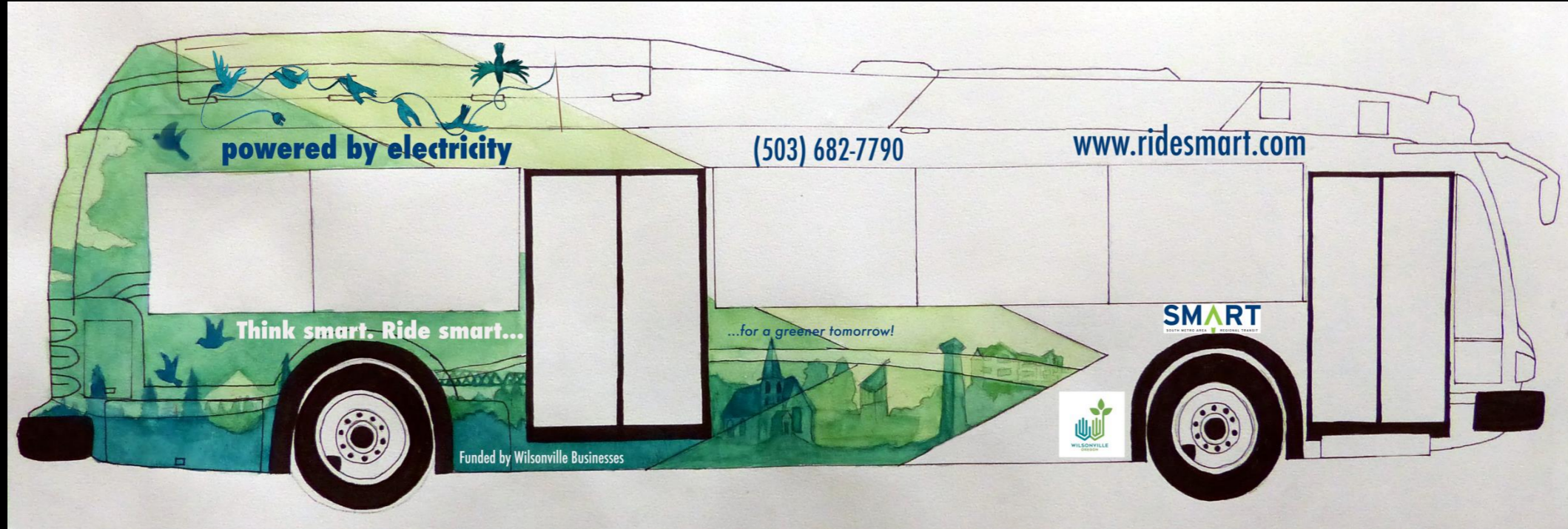
ate





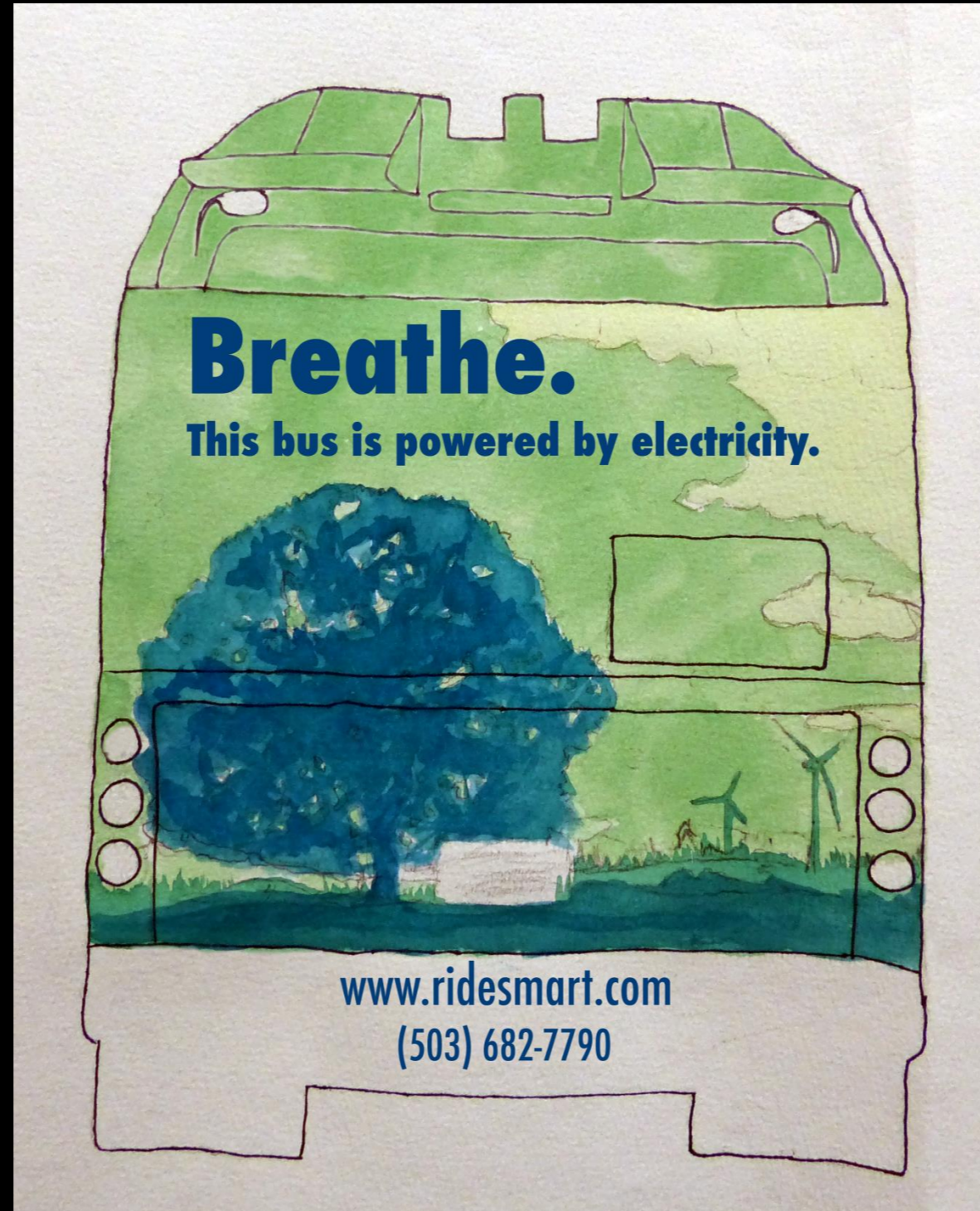


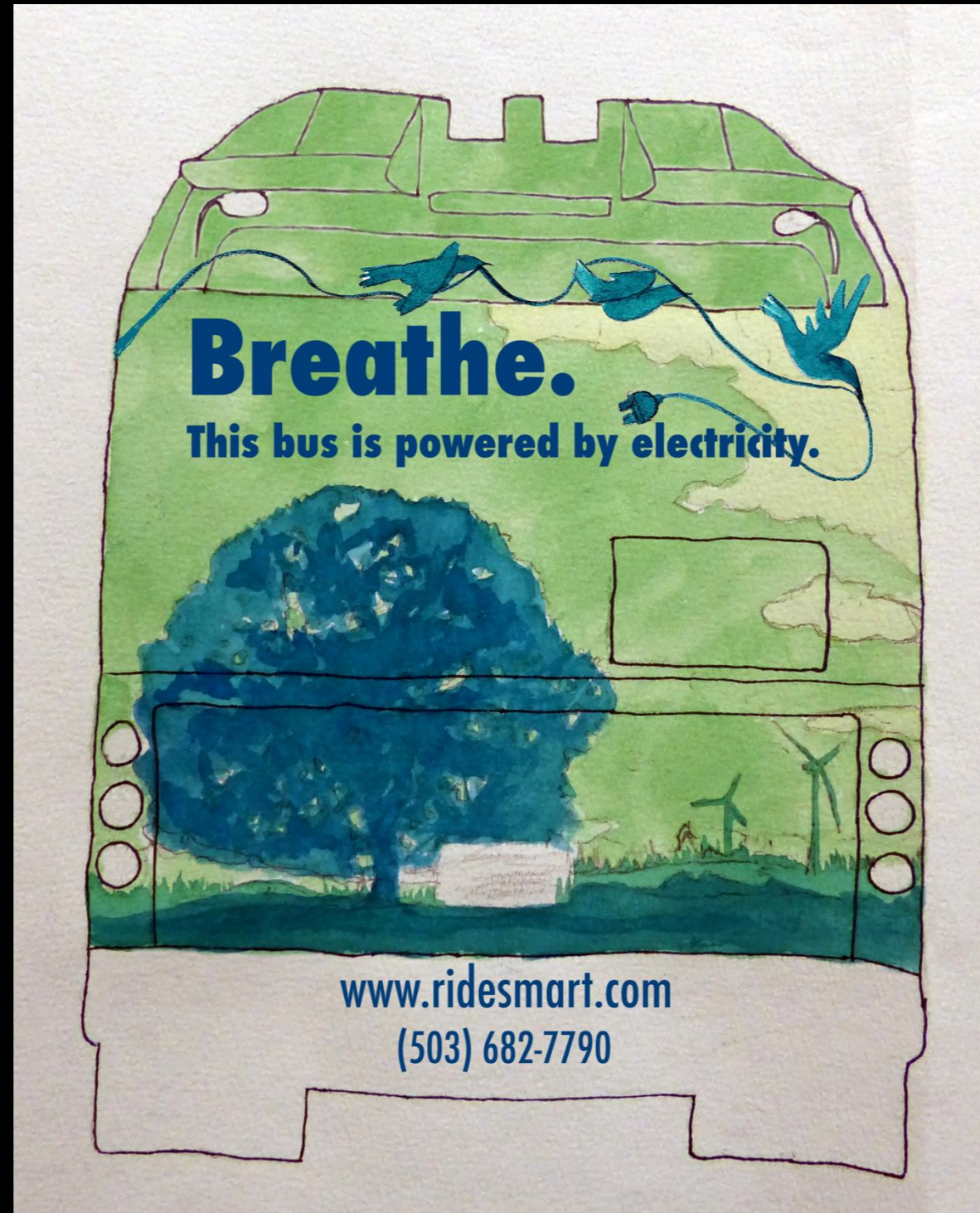


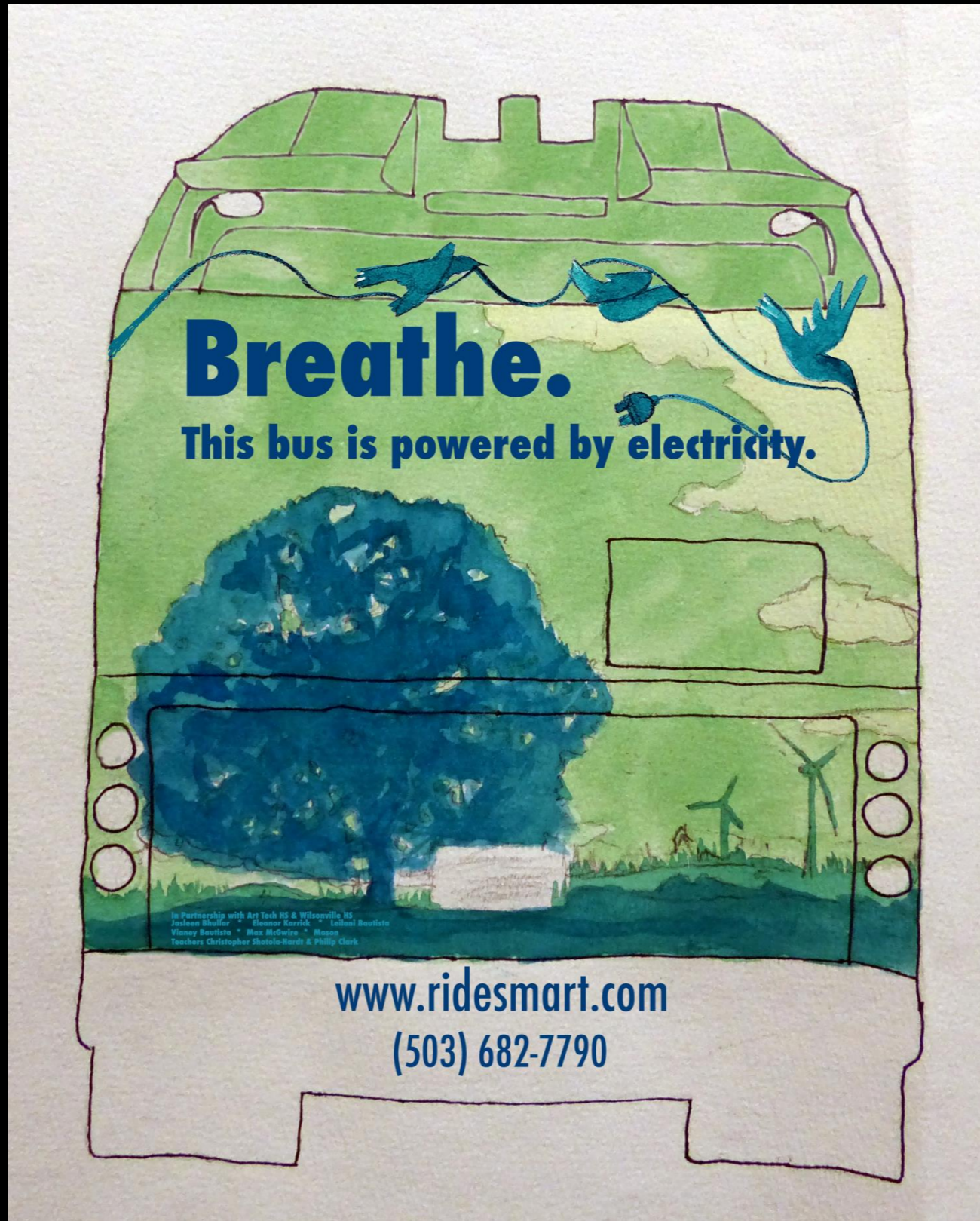














CITY COUNCIL MEETING STAFF REPORT

Meeting Date: December 17, 2018	Subject: Street Tree Replacement/In-fill Program Staff Member: Delora Kerber, Public Works Director and Andy Sheehan, Asset Management Coordinator Department: Public Works	
Action Required	Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: N/A		
Recommended Language for Motion: N/A		
Project / Issue Relates To: Council Administrative Directive		
<input checked="" type="checkbox"/> Council Goals/Priorities: Promote a Healthy Urban Forest	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

Review information related to the Street Tree Replacement/In-fill Program and discuss next steps.

Street Tree Replacement/In-fill Program Staff Report

Page 1 of 4

EXECUTIVE SUMMARY:

City Council identified an Administrative Objective to Promote a Healthy Urban Forest. One of the actions related to that goal is the development of a Street Tree Replacement/In-fill Program that provides a holistic view of the elements needed to support this goal. The following steps were taken in support of this goal:

- 1) Inventory the size, type, and location of street trees – A Wilsonville Street Tree Inventory Report was completed and presented to Council on January 18, 2018. This Report provided data about tree location and canopy cover that exists in the City. (Attachment A)
- 2) Create a preferred street tree list for future plantings- Public Works, Community Development and Parks staff collaborated on the development of a recommended street tree list, using information from tree lists from Wilsonville, City of Portland and Seattle Department of Transportation. Revisions to City Code Section 4.176 – Landscaping, Screening and Buffering to incorporate the new Recommended Street Tree List will be brought to Council at a future meeting.
- 3) Develop criteria to prioritize potential street tree in-fill locations – Using data from the Street Tree Inventory, and then identifying unsuitable surface areas and utility conflicts, an analysis (Attachment C) was performed to identify highest probability for suitable street tree planting in-fill sites. These locations were mapped and reviewed by Public Works, Planning, Natural Resource, and Parks staff to determine the appropriateness of locations based on zoning, future development and location relative to public right of way. At the end of the process, there were over 1,500 locations that had high potential for planting a new street tree. Staff has attached a map (Attachment D) showing potential planting locations in the Montebello neighborhood. Similar detail maps have been created for additional neighborhoods. Each of these locations will require individual inspection to make a final determination for their suitability as a planting area.

As part of this analysis the City was divided into 24 neighborhoods and other (non-neighborhood). A calculation was done to determine the amount of existing canopy cover (not including parks) in each area. Typical canopy coverage in a City is between 20 and 30 percent. Eleven of Wilsonville's neighborhoods easily fall within that range, while four neighborhoods fall below the threshold and nine neighborhoods are above the average. The attached map (Attachment E) shows neighborhoods along with the associated number of potential tree planting sites and percentage of existing canopy coverage.

- 4) Determine the program implementation process – To implement this program several steps are required:
 - ~ Ground truth potential street tree in-fill locations
 - ~ Contact adjacent property owner to get their buy-in for a new street tree
 - ~ Coordinate a tree planting event
 - ~ Send information to homeowners about appropriate tree care.

All of these tasks fit within the services provided by the Neighborhood Tree program of the Friends of Trees (FOT), a non-profit organization based in Portland, Oregon. FOT has been provided these services since 1989. For a set price per tree (\$250), FOT will:

- ~ Validate the suitability of the planting area
- ~ Work with the property owners on tree species (from preferred list)
- ~ Organize planting day event
- ~ Order and receive delivery of tree from nursery
- ~ Coordinate activities on the day of event
- ~ Check on the tree periodically during the summer
- ~ Issue a tree care survey to the property owner
- ~ Send postcards to residents with watering reminder.

5) Identify funding options – The estimated initial program cost is \$25,000, which would allow the City to plant approximately 100 trees (\$250/tree). Funding options include allocating funds in the FY19/20 budget and/or finding grant opportunities. This project is a good candidate for the Wilsonville-Metro Community Enhancement Grant. The grant applications for FY19/20 grants are due January 21, 2019 and the funds become available July 1, 2019. If the full amount of the Grant request is not authorized additional funds would need to be identified in the FY19/20 budget.

6) Next Steps –

- o Agree on project timing
- o Confirm preferred funding option
- o Apply for Community Enhancement Grant for the amount of \$25,000
- o Select top ten neighborhoods to implement the Program
- o Contract with Friends of Trees to implement the Neighborhood Street Tree program

EXPECTED RESULTS:

The Street Tree Replacement/In-Fill Program will improve the natural environment, provide habitat and food for wildlife and enhance neighborhood aesthetics.

TIMELINE:

Proposed start of the Program is July 1, 2019. Planting of the trees will take place between October 2019 and May 2020, which is the preferred season for establishing trees.

CURRENT YEAR BUDGET IMPACTS:

No budget impacts if the program is awarded a Wilsonville-Metro Community Enhancement Grant for \$25,000 and started July 1, 2019.

If the full grant request is not awarded the Program funds will be requested as part of the FY19/20 budget.

FINANCIAL REVIEW / COMMENT:

Reviewed by: CAR Date: 12/5/2018

LEGAL REVIEW / COMMENT:

Reviewed by: ARGH Date: 12/12/2018

Awarding of grants are excluded from competitive procurement, so if the Wilsonville-Metro Community Enhancement Grant is utilized, the City does not need to undertake a competitive procurement process to award a contract to Friends of Trees. If grant funds are not used, then the applicable competitive procurement process must be used.

COMMUNITY INVOLVEMENT PROCESS:

As the program moves forward, information about the program will be posted on the City's website. Additionally, articles will be published in the Boones Ferry Messenger.

The program will be promoted by the Friends of Trees including door hangers, flyers and on their website.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

Adding street trees will improve the natural environment, increase shade, and improve neighborhood aesthetics to the community.

According to City Code property owners are responsible for the care and maintenance of the street trees along their property.

ALTERNATIVES:

Council could decide not to proceed with the implementation of a Street Replacement/In-Fill Program.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

- A. Wilsonville Street Inventory Report
- B. Wilsonville Recommended Street Tree List
- C. Determining Potential Street Tree Location memo
- D. Potential Street Tree Planting Site Map - Montebello
- E. Potential Street Tree Planting Site Map – CoW Neighborhoods



Wilsonville Street Tree Inventory Report

Created by: Andrew Sheehan and Joshua Seekatz

Introduction

This report highlights the process and findings of the Street Tree Inventory conducted by the Public Works Department from July 2017 through April 2018. During the course of this project, data was collected for over 24,000 trees. The goal of this project was to create an inventory of street tree assets and to determine the current population density, health, and diversity of Wilsonville's urban forest.

What is a street tree?

Street trees can be found in the public right of way as well as on private property. They are an important public asset which is not only aesthetically pleasing but significantly contributes environmental, economic and social benefits. Trees are the only public asset that appreciates in value over time, providing benefits over the course of the trees lifetime. Having detailed information on these valuable resources allows a community to properly maintain and develop its tree inventory to ensure continued benefits in the future.

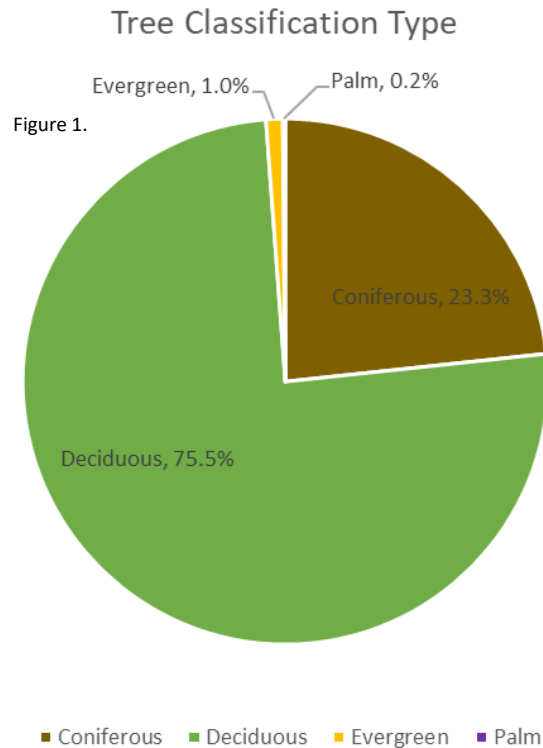
Data Collection and Tree Assessment Process

Starting in July (2017) the City's Public Works department began the process of performing a detailed data collection and assessment of the street trees in Wilsonville. For the purposes of this project, any tree within 20 feet from roadway curb was considered a street tree. The information collected included GPS locations, genus & species, height, trunk diameter (DBH), a health assessment, distance from curb edge, planter size, distance from utilities and sidewalk damage caused by root intrusion. This information was entered into the City's asset management program, Cartegraph, and will be utilized and maintained in order to monitor the status of street trees and make informed decisions regarding the urban forest.

Composition of the City’s Street Trees:

A total of 24,208 trees were assessed during the data collection process. This included 274 unique species encompassing 44 family groups. Wilsonville’s street tree population is dominantly deciduous (76%), 23% coniferous, ~1% evergreens and <1% palms.

A commonly adopted rule concerning what constitutes an ideal level of diversity in an urban forest environment is the 10-20-30 rule. This rule states that no more than 10% of a specific species, 20% of a genus and 30% of a family should constitute the composition of a tree population. The more closely related tree species are to one another, the more susceptible they can be to the same pests and diseases. Encouraging taxonomic diversity serves as an important strategy in protecting against outbreaks of disease or pest infestations having a devastating impact on the urban forest. Some cities, including Portland, have opted to follow an even more stringent version of this rule striving to adhere to a 5-10-20 rule.



Species:

Wilsonville’s tree population is fairly diverse at the species level with only one instance surpassing the recommended, “no more than 10% rule”. The most common species in the City are Red Maples (*Acer rubrum*), which comprise nearly 11% of all street trees.

Top Ten Street Tree Species

Table 1.

Common Name	Species	Number of Trees	Percentage of City
Red Maple	<i>Acer rubrum</i>	2627	10.82%
Norway Maple	<i>Acer platanoides</i>	2139	8.81%
Red Oak	<i>Quercus rubra</i>	1544	6.36%
Japanese Maple	<i>Acer palmatum</i>	1392	5.73%
Callery Pear	<i>Pyrus calleryana</i>	961	3.96%
Douglas Fir	<i>Pseudotsuga menziesii</i>	871	3.59%
Japanese Zelkova	<i>Zelkova serrata</i>	675	2.78%
Green Ash	<i>Fraxinus pennsylvanica</i>	538	2.22%
Western Red Cedar	<i>Thuja plicata</i>	538	2.22%
Hinoki Cypress	<i>Chamaecyparis obtusa</i>	477	1.96%
Total		11762	48.45%

Genus:

At the genus taxonomic level it is recommended that no genera surpass more than 20% of the overall tree population. The only occurrence of a tree group violating this rule is the Maple (Acer) genus, which composes approximately 30% of Wilsonville’s street tree population.

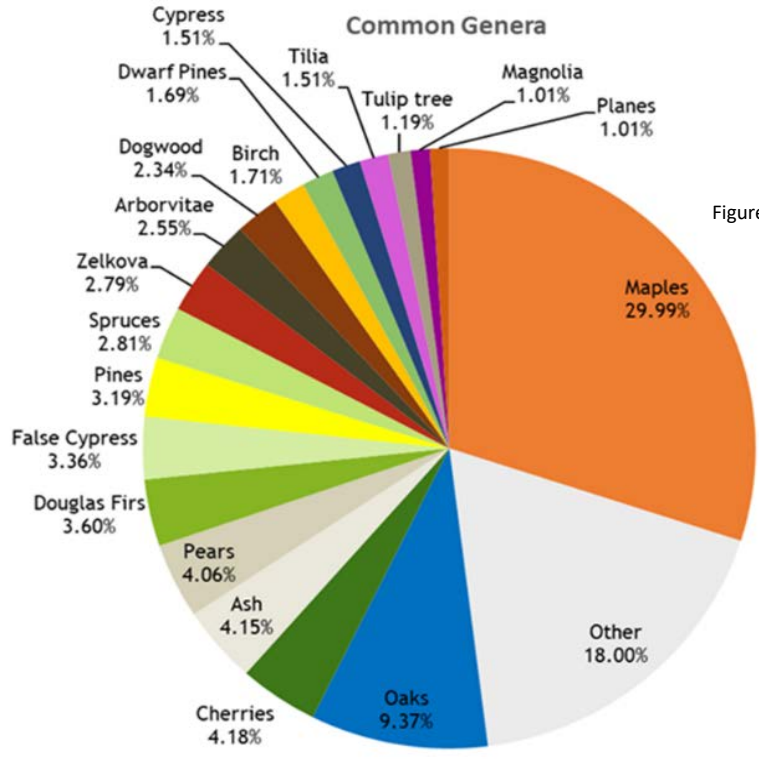


Figure 2.

Family:

For the family taxonomic rank the recommended maximum for an individual familial group is “no more than 30%”. The City’s tree diversity at this level is adequately varied with only the Soapberry (*Sapindaceae*) family surpassing the recommended amount by only a slight margin, comprising just over 30% of the street tree population.

Family	Latin	Number of Trees	Percent of City
Soapberry	Sapindaceae	7297	30.14%
Pine	Pinaceae	3275	13.53%
Beech	Fagaceae	2503	10.34%
Rose	Rosaceae	2424	10.01%
Cypress	Cupressaceae	2327	9.61%
Olive	Oleaceae	1120	4.63%
Birch	Betulaceae	779	3.22%
Elm	Ulmaceae	753	3.11%
Dogwood	Cornaceae	567	2.34%
Magnolia	Magnoliaceae	532	2.20%
Total		21577	89.13%

Street Tree Health:

Tree health was established through a visual inspection looking for obvious signs of physical damage to the trunk or limbs, discoloration or lack of foliage, signs of disease, parasites or fungal infections.

Conditions were categorized as:

Healthy: Vibrant with no signs of damage or disease.

Stressed: Foliage discoloration or minor damage.

In Decline: Shows significant damage or signs of disease but may still be recoverable with proper care.

Dead: Deceased.

Overall Health of Wilsonville's Street Trees

	Healthy	Stressed	In Decline	Dead
Percent of City	88.05%	8.92%	1.98%	1.05%

Health of Top Ten Tree Species

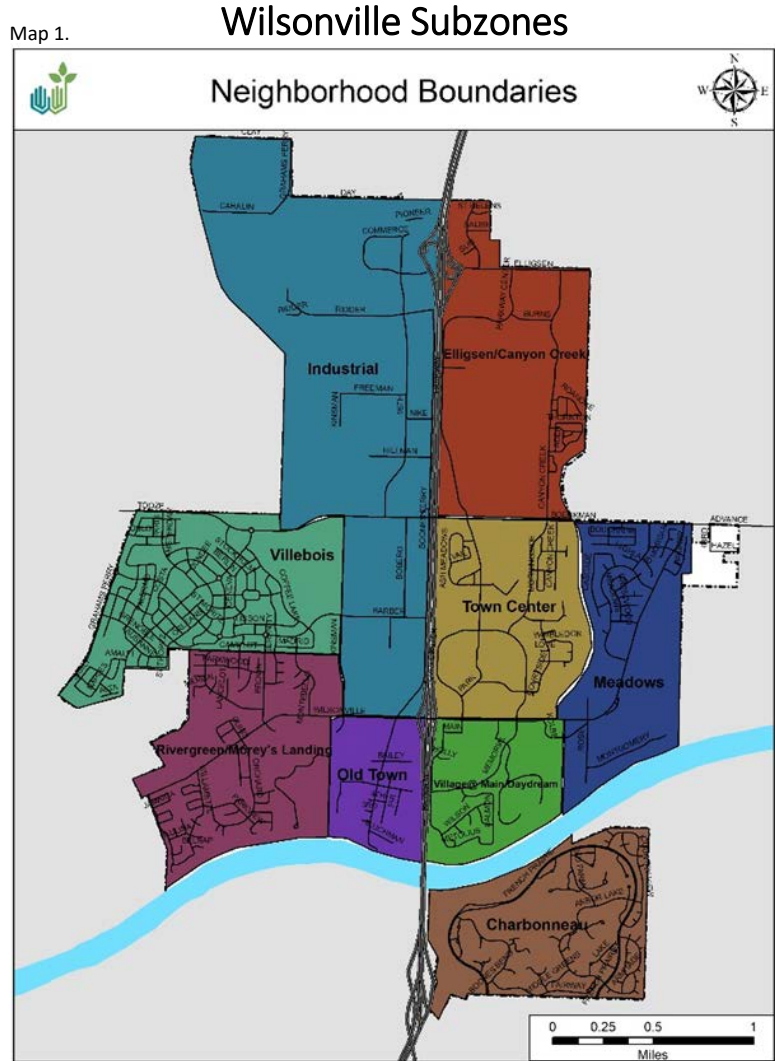
Table 4.

Common Name	Species	Healthy	Stressed	In Decline	Dead
Red Maple	Acer rubrum	86.34%	10.83%	1.84%	1.00%
Norway Maple	Acer platanoides	86.89%	10.86%	1.64%	0.61%
Red Oak	Quercus rubra	91.03%	8.19%	0.46%	0.33%
Japanese Maple	Acer palmatum	94.22%	4.33%	1.16%	0.29%
Callery Pear	Pyrus calleryana	92.57%	6.07%	1.36%	0.00%
Douglas Fir	Pseudotsuga menziesii	96.08%	2.57%	0.73%	0.61%
Japanese Zelkova	Zelkova serrata	84.62%	11.16%	2.41%	1.81%
Green Ash	Fraxinus pennsylvanica	79.55%	16.91%	3.35%	0.19%
Western Red Cedar	Thuja plicata	90.81%	5.44%	1.88%	1.88%

Neighborhood Tree Zones:

When analyzing the collected tree data Wilsonville was divided into nine neighborhood zones to represent specific portions of the City and to make the large dataset more manageable. The map to the right shows the nine neighborhood zones.

- Industrial
- Elligsen/Canyon Creek
- Villebois
- Town Center
- Meadows
- Rivergreen/Morey's Landing
- Old Town
- Village at Main/Day Dream
- Charbonneau

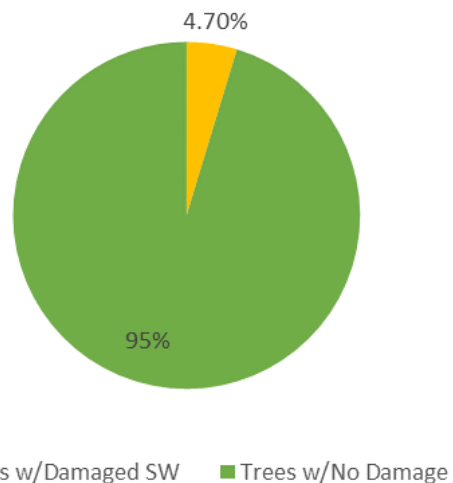


Sidewalk Damage:

As part of the street tree assessment data was collected for damage to sidewalks by tree root intrusion. Damage was considered to be any instance of cracks or lifts in the concrete. This type of damage was found at 1139 locations throughout the city. Trees that have caused sidewalk damage comprised a total of 4.7% of all street trees.

Street Tree Sidewalk Damage

Figure 3.



Utility Conflicts:

Potential conflicts with City maintained utilities assessed during this study using established Public Works standards (*RD-1240*) for utility distance to trees. The table to the left (*Table 5*) shows the various street tree utility conflicts.

Potential Street Tree Utility Conflicts

Table 5.

Utility Conflicts	Standard Dist. (ft.)	Totals
Stormdrains	15'	1275
Hydrants	10'	318
Manholes	10'	246
Lightposts	10'	1073
Water Meters	5'	692

Economic and Environmental Benefits:

Urban trees provide many benefits for the communities and ecosystems they serve. This goes well beyond the simple aesthetic or ornamental appeal and includes contributions such as, temperature regulation resulting in the conservation of energy and natural gas resources, rainfall interception reducing flooding and improving storm water management, the absorption of CO₂ and carbon sequestration. After completing the data collection aspect of the tree assessment project the data was entered into a program called iTrees, an urban forestry analysis tool developed by the U.S. Forest Service which uses computer models to quantify these benefits based on tree measurements and species.

Energy:

Conservation benefits for all trees included in the study came to 757.35 (Mwh), which at the average rate of \$.08/kwh* provides a benefit of \$60,588 per year. Natural gas conservation benefits provided by trees amounted to 24,406 (therms) at a rate of \$.76/therm* equals \$18,549. The total energy conservation savings provided by the street trees of Wilsonville amounts to \$79,137 per year. An average of \$3.17 per tree.

Storm Water Management:

Trees retain and absorb rain water and root structures help prevent erosion damage, which greatly contributes to flood prevention. The overall amount of rainwater intercepted by trees calculated at 17,754,166 gallons provides an estimated storm water management cost savings of \$491,790 per year for the City. An average of \$19.69 per tree.

CO2 Absorption:

Trees also absorb and process CO2 and in turn release oxygen as a product of their metabolism. CO2 is a major greenhouse gas, which contributes to global warming and exacerbates climate change. The annual amount of CO2 removed from the atmosphere in Wilsonville by street trees is approximately 4,889,577 (lbs.).

Table 6.

Annual Benefits Provided by Street Trees			
Resource	Benefit Measurement	\$	Average \$/Tree
Electricity (Mwh)	757	\$60,588	\$2.50
Natural Gas (Therms)	24406	\$18,549	\$0.77
Rainfall Interception (Gal.)	17754166	\$491,790	\$19.69
CO2 Benefits (lbs)	4889577	\$16,135	\$0.65
Total Annual \$ Benefits		\$587,062	\$23.60

**Utility rates based on average paid by City of Wilsonville across all building facilities.*

Determining Potential Street Tree Locations:

In order to establish a Street Tree Replacement/In-fill Program it was necessary to find locations with a high potential for tree planting suitability. The first step in this process was to define a distance from curb that encompassed the area where a tree would be considered to be a street tree, for this study a 10 foot distance was used. Within this established area it was then necessary to eliminate any locations that potentially would cause a conflict with existing trees or utilities. Using ArcGIS and the collected street tree data an area of 30 feet around existing trees was established as per Development Code, Section **4.176(.02) (C)**, "Where the landscaped area is less than 30 feet deep, one tree is required for every 30 linear feet". This buffer should effectively prevent canopies from becoming entwined as the trees mature. A similar process was used to eliminate locations where planting a tree could cause a conflict with an existing utility. The proximity buffer for these utilities was established based on the City of Wilsonville Public Works Standards (**RD-1240**). Anywhere within these designated buffer areas was considered to be an unsuitable location for planting a new street tree.

The next step in determining locations for planting new street trees involved a land cover analysis. This process utilizes multi-spectral aerial imagery (2016), including infrared, to define the composition of the surface area on the ground and highlight any gaps in the urban tree canopy. Using ArcGIS the imagery is classified into established categories based on the color composition using a custom bandwidth setting (4,3,2) that shows tree canopy in dark red, other vegetation in lighter shades of red/pink, urban areas in cyan blue/grey, water in dark blue/black, and soils varying from dark to light browns. This bandwidth makes it easier to differentiate between varying ground surface types. For this study four classification categories were used, with grass and soils being combined into one group, these categories were water, impervious (pavement/buildings), grass/soil and existing tree canopy. All unsuitable land surface types were removed, leaving only the areas defined as grass/soil to be

considered for potential tree planting sites. This data combined with the existing tree and utility location buffers established the locations with the highest probability for suitable street tree planting in fill.

These locations of potential high suitability for street tree in fill planting were then mapped using ArcGIS. A review of these planting locations was then done involving Public Works, Planning, Natural Resource, and Parks staff to determine their appropriateness and priority based on zoning and future development plans for the City of Wilsonville. Under these considerations the potential planting locations were further revised to include only those of highest practicality and priority. In addition, any areas located along private roads were removed from consideration. At the end of this process there were **1,563** locations that can be considered to have a high level of potential for the planting of new street trees. It is recommended that these locations be inspected by personnel to make a final determination prior to any tree planting decisions.

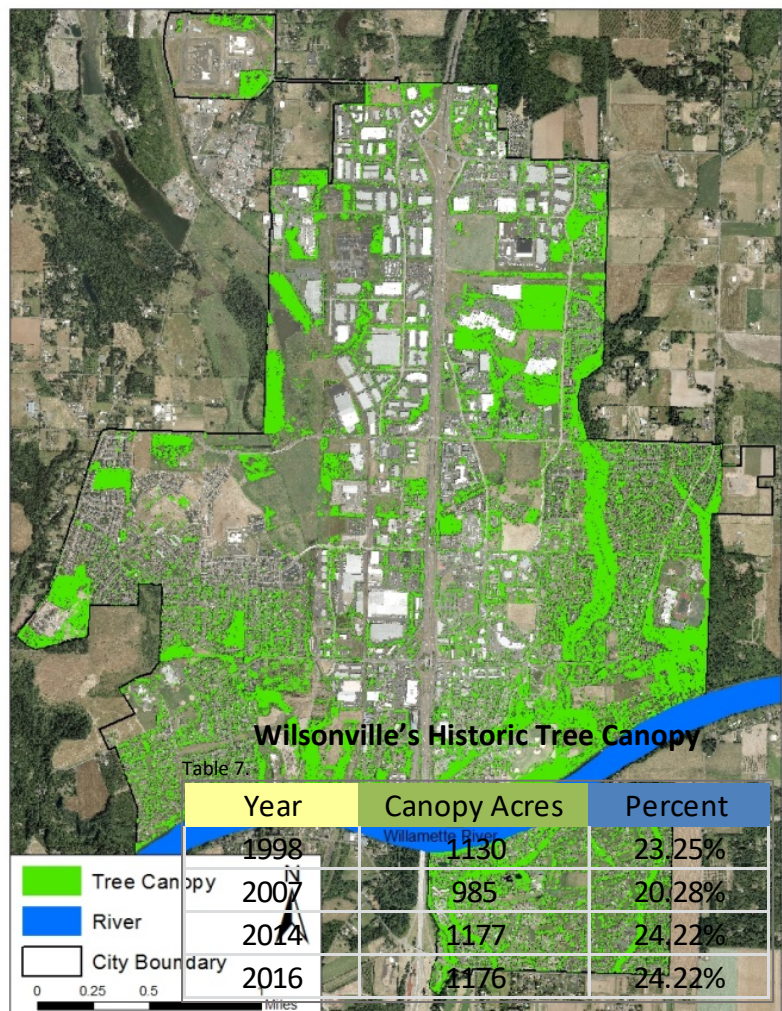
Urban Tree Canopy Coverage Assessment:

The goal of this assessment is to determine the status and coverage of the tree canopy in Wilsonville’s urban forest. The areas evaluated in this study are the overall City as well as individual neighborhoods. The assessment of canopy coverage by neighborhood will be a good determination of the density and overall health of that areas tree population. Fostering a healthy urban forest provides many returns, including improved air quality, increased property values, providing habitat for wildlife and aesthetic benefits. The canopy assessment includes all trees in the area and is not specific to street trees.

The canopy assessment was done using the program ArcGIS and established tree canopy coverage data (2016), which includes the overall area of existing tree canopy for the City of Wilsonville. The organization American Forests recommends tree canopy coverage of 40% for urban areas in the Pacific

Wilsonville Tree Canopy Coverage (2016)

Map 2.



Northwest. The total canopy coverage for Wilsonville is approximately 24%. This can be compared to previous assessments of Wilsonville's tree canopy coverage over the last 20 years, beginning in 1998 (see *Table 7*). As the data shows Wilsonville has maintained a consistent tree canopy of over 20%, with a drop in coverage in 2007 and then a growth of about 4% in the 7 years following that decline and very little fluctuation over the last several years. This can also be compared to other cities in the surrounding area as shown in *Table 8*, which shows tree canopy coverage for other municipalities assessed by Tualatin Riverkeepers in 2015. The City of Wilsonville falls into the mid-range of tree canopy coverage when compared to these other areas in the Portland Metro Area.

This same Urban Tree Canopy (UTC) assessment process was then repeated using boundaries for individual neighborhoods in Wilsonville (*Map 3*). The tree canopy coverages run from 21-80% of the total area for each neighborhood. This can be compared to the potential tree locations to get a general sense of a neighborhoods capacity for expanding the street tree population and where in level of priority they may fall for the tree in-fill program (*Table 9*).

Wilsonville's Neighborhoods

Portland Area Tree Canopy Coverages (2015)

Table 8.

City	Canopy
Durham	49.00%
Lake Oswego*	47.60%
Rivergrove	37.30%
West Linn*	33.70%
Portland*	27.70%
Beaverton*	25.60%
Tigard*	25.00%
Tualatin*	22.90%
Sherwood*	21.00%
Hillsboro	17.10%
Forest Grove*	16.00%
Gaston	15.50%
North Plains	15.30%
King City	15.00%
Cornelius	13.00%
Banks*	11.20%
*TREE CITY USA	

Table 9.

Neighborhood Name	Potential Tree Locations	Canopy Coverage
Arbor Crossing	19	25%
Ash Meadows	1	25%
Brenchley Estates	26	13%
Canyon Creek Estates	8	22%
Canyon Creek Meadows	15	42%
Cedar Pointe	0	72%
Charbonneau	221	32%
Copper Creek	1	13%
Courtside Estates	52	32%
Cross Creek	2	41%
Daydream River Estates	40	32%
Foxchase	35	31%
Hazelwood	28	26%
Landover	3	40%
Montebello	25	30%
Morey's Landing	77	27%
Old Town	36	30%
Park at Merryfield	93	26%
Renaissance at Canyon Creek	9	17%
River Estates	0	58%
Rivergreen	31	29%
Village at Main Street	0	22%
Villebois	12	16%
Wilsonville Meadows	53	29%
Other (Non-Neighborhood)	776	N/A
	1563	N/A

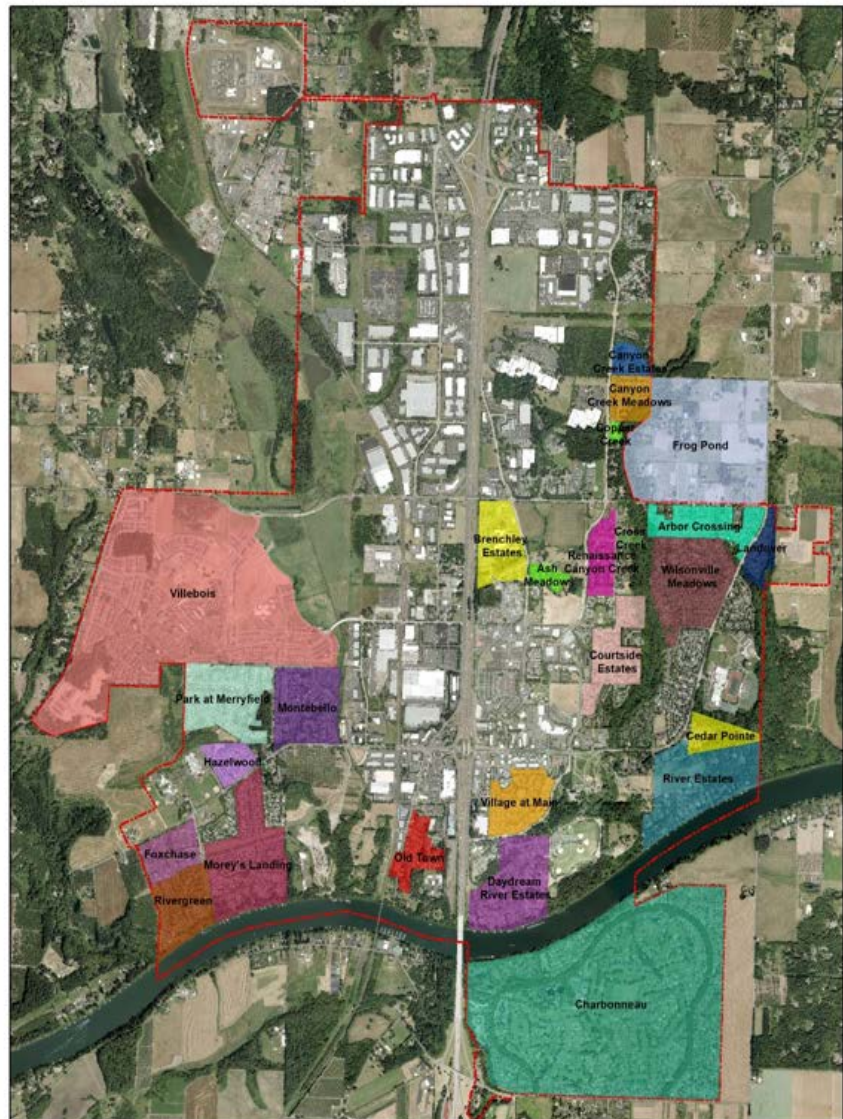
Conclusion:

The City of Wilsonville has a robust and healthy urban forest covering approximately 32% of the overall City’s area. This includes more than 24,000 street trees comprised of 274 unique species. The City’s tree population has an overall satisfactory level of variety and mostly follows the recommended “10-20-30” rule of diversity, with the notable exception of maples which comprise a significant portion of the City’s street trees and could be vulnerable to disease or pests. The health of the street tree population was found to be excellent with 88% of all trees considered healthy.

Wilsonville’s trees provide many benefits to the residents and the local environment. With the aid of detailed data and an updated inventory of Wilsonville’s street tree population, City staff, Council and the community now have the tools necessary to make informed decisions in managing and being good stewards of the urban forest to ensure the benefits this valuable asset provides to the community for generations to come.

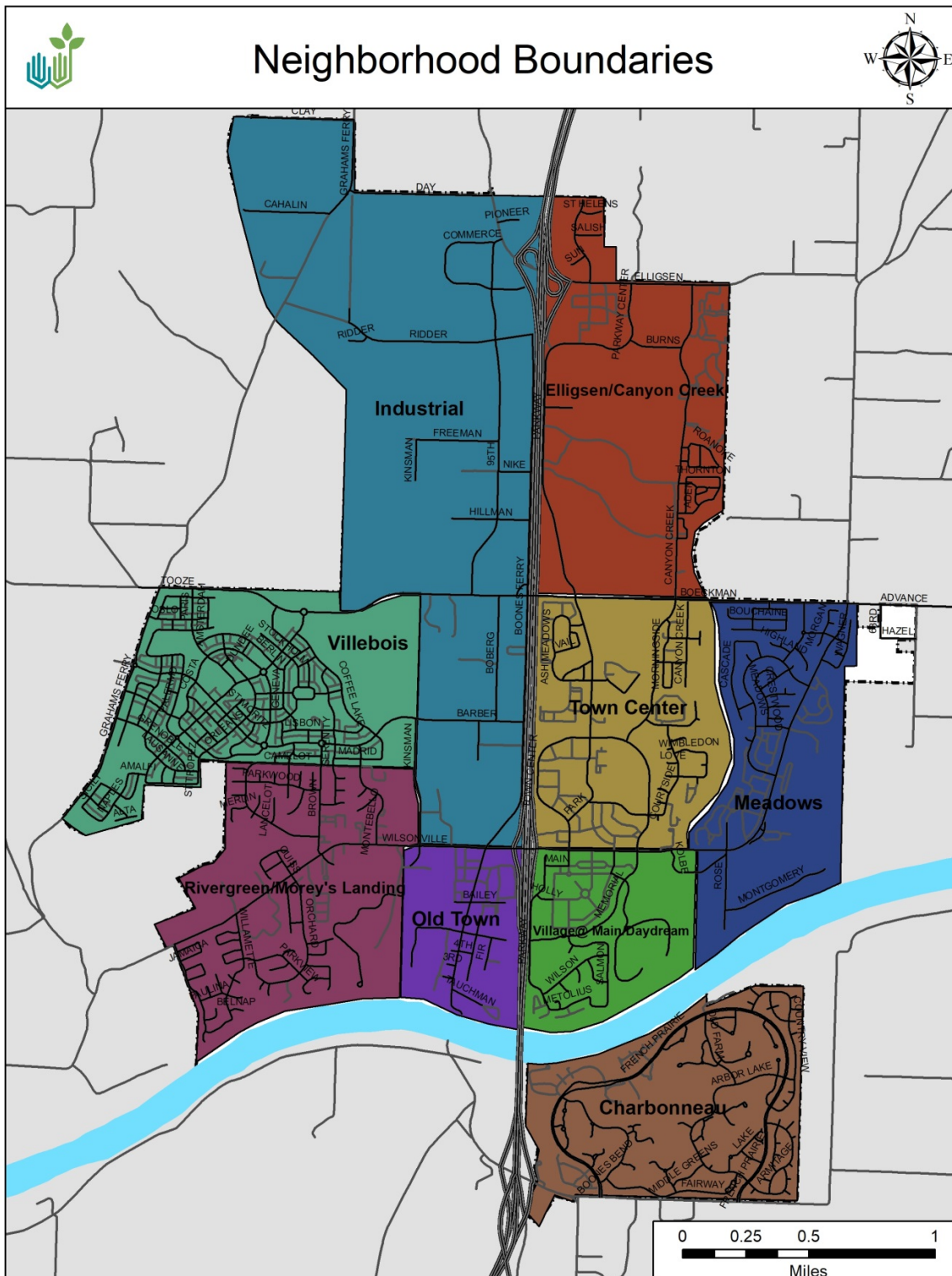
Map 3.

Wilsonville HOA Neighborhoods



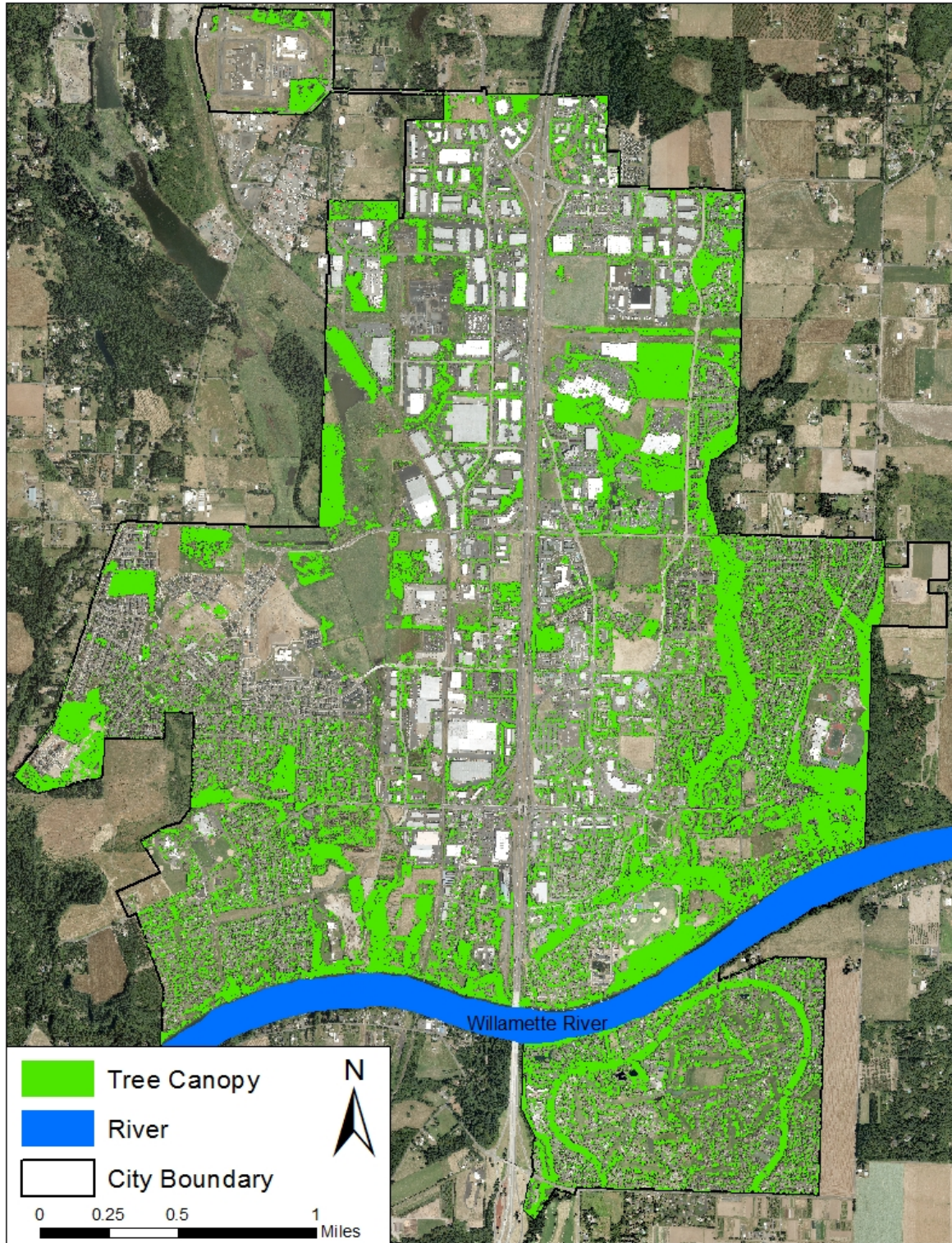
Appendix I:

Map 1: **Wilsonville Neighborhood Zones**



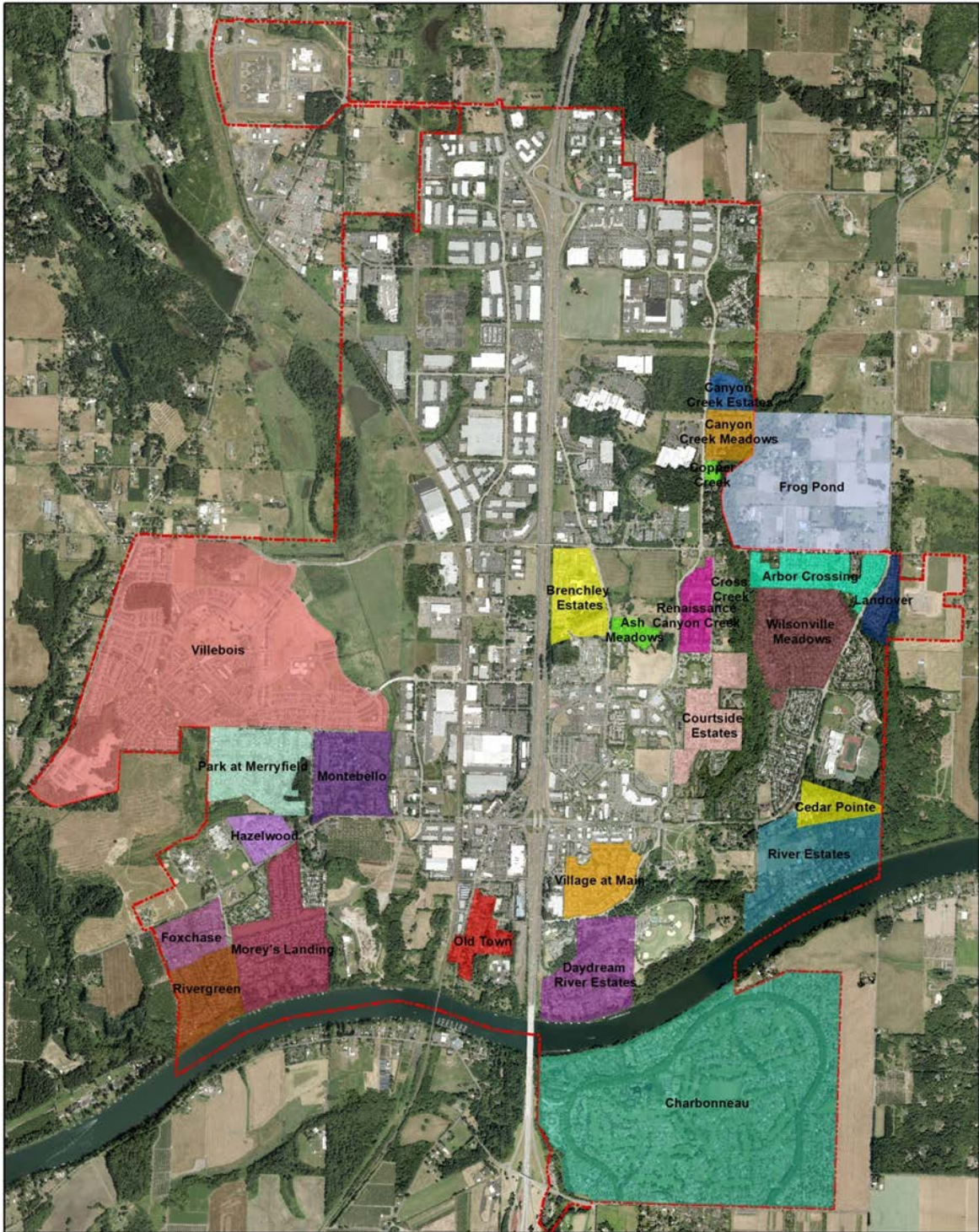
Map 2:

Wilsonville Tree Canopy Coverage (2016)





































Map 3:

Wilsonville HOA Neighborhoods



City of Wilsonville Recommended Tree List (August 2018)

Large Trees

Scientific & Common Name	Mature Height	Canopy Spread	Min Strip Width	Fall Color	Flower Color	Native?	Comments
<i>Acer campestre</i> 'Evelyn' Queen Elizabeth Hedge Maple	40'	30'	5'		N/A	N/A	Upright branching, oval.
<i>Acer campestre</i> Hedge Maple	50'	30'	5'		N/A	N/A	Dense and rounded.
<i>Acer nigrum</i> 'Green Column' Green Column Black Sugar Maple	50'	20'	6'		N/A	N/A	Upright, narrow.
<i>Acer platanoides</i> 'Crimson King' Crimson King Norway Maple	40'	35'	6'		N/A	N/A	Oval when young, rounded when developed.
<i>Acer platanoides</i> 'Emerald Queen' Emerald Queen Norway Maple	50'	40'	6'		N/A	N/A	Fast growing. Can be invasive. Do not plant near natural areas. Upright spreading branches, dense, oval.
<i>Acer pseudoplatanus</i> 'Atropurpureum' Spaethii Sycamore Maple	40'	30'	5'		N/A	N/A	Leaves green on top, purple underneath. Oval with upright spreading branches.
<i>Acer rubrum</i> 'Armstrong' Armstrong Red Maple	50'	15'	5'		N/A	N/A	Very upright, narrow and columnar.
<i>Acer rubrum</i> 'Autumn Flame' Autumn Flame Red Maple	35'	35'	6'		N/A	N/A	Dense, rounded, low canopy.
<i>Acer rubrum</i> 'Franksred' Red Sunset Maple	45'	35'	6'		N/A	N/A	Upright branching, oval.
<i>Acer rubrum</i> 'October Glory' October Glory Red Maple	40'	35'	6'		N/A	N/A	Broadly oval, rounded.
<i>Acer rubrum</i> 'Scarsen' Scarlet Sentinel Maple	40'	20'	5'		N/A	N/A	Upright, narrow.
<i>Acer saccharum</i> 'Green Mountain' Green Mountain Sugar Maple	50'	40'	6'		N/A	N/A	Broadly oval.
<i>Acer x freemanii</i> 'Jeffersred' Autumn Blaze Maple	50'	40'	6'		N/A	N/A	Fast growing. Cross between red and silver maple. Upright branching, broadly oval.
<i>Arbutus menziesii</i> Pacific Madrone	40'	35'	6'	N/A	N/A		Evergreen. Orange peeling bark with green bark underneath. Rounded, upright columnar.
<i>Betula nigra</i> River Birch	40'	35'	6'		N/A	N/A	Broadly pyramidal to rounded. Resistance to Bronze birch borer.
<i>Fagus grandifolia</i> American Beech	50'	40'	6'		N/A	N/A	Broadly oval.
<i>Fagus sylvatica</i> Green Beech	50'	40'	6'		N/A	N/A	Broadly pyramidal to broadly oval.
<i>Fraxinus pennsylvanica</i> 'Summit' Summit Green Ash	45'	25'	6'		N/A	N/A	Uniform branching, maintains a good central trunk. Upright branching, narrow oval shape.
<i>Ginkgo biloba</i> 'Autumn Gold' Autumn Gold Ginkgo	45'	35'	6'		N/A	N/A	Seedless. Plant male trees only! Broadly pyramidal.
<i>Ginkgo biloba</i> 'Magyar' Magyar Ginkgo	50'	25'	6'		N/A	N/A	Seedless. Plant male trees only! Narrowly pyramidal.
<i>Ginkgo biloba</i> 'Princeton Sentry' Princeton Sentry Ginkgo	40'	15'	6'		N/A	N/A	Seedless. Plant male trees only! Narrowly pyramidal.
<i>Gymnocladus dioicus</i> 'Espresso' Espresso Kentucky Coffee Tree	50'	35'	6'		N/A	N/A	Oval to vase, upright arching branches.
<i>Gymnocladus dioicus</i> Kentucky Coffee Tree	50'	35'	6'		N/A	N/A	Oval to vase with upright arching branches.
<i>Liquidambar styraciflua</i> 'Moraine' Moraine Sweetgum	40'	25'	8'		N/A	N/A	Pyramidal.
<i>Liriodendron tulipifera</i> 'Fastigiatum' Columnar Tulip Tree	50'	15'	6'			N/A	Fast growing tree. Tightly columnar.
<i>Liriodendron tulipifera</i> Tulip Tree	60'	30'	8'			N/A	Fast-growing tree. Oval.
<i>Platanus x acerifolia</i> 'Bloodgood' Bloodgood London Planetree	50'	40'	8'		N/A	N/A	Requires ample growing space. Broadly pyramidal.
<i>Platanus x acerifolia</i> 'Yarwood' Yarwood London Planetree	50'	40'	8'		N/A	N/A	High resistance to powdery mildew. Broadly pyramidal to rounded.
<i>Quercus coccinea</i> Scarlet Oak	50'	40'	6'		N/A	N/A	Upright spreading, broadly oval.
<i>Quercus ellipsodalis</i> Northern Pin Oak	55'	40'	8'		N/A	N/A	Broadly pyramidal to oval.
<i>Quercus garryana</i> Oregon White Oak	80'	40'	8'		N/A		Requires ample growing space. Oval or umbrella, upright and spreading.











Large Trees, continued

Scientific & Common Name	Mature Height	Canopy Spread	Min Strip Width	Fall Color	Flower Color	Native?	Comments
<i>Quercus palustris</i> 'Pacific Brilliance' Pacific Brilliance Pin Oak	50'	25'	6'		N/A	N/A	Upright, pyramidal.
<i>Quercus palustris</i> Pin Oak	55'	40'	8'		N/A	N/A	Pyramidal with slender horizontal branches.
<i>Quercus robur</i> English Oak	50'	40'	8'		N/A	N/A	Hardy and adaptable to most soil conditions. Broad, rounded.
<i>Quercus rubra</i> Red Oak	50'	45'	8'		N/A	N/A	Fast growing tree. Requires ample growing space. Oval to rounded.
<i>Tilia americana x euchlora</i> 'Redmond' Redmond Linden	35'	25'	8'		N/A	N/A	Susceptible to aphids. Densely pyramidal.
<i>Tilia cordata</i> 'Greenspire' Greenspire Littleleaf Linden	40'	30'	6'		N/A	N/A	Pyramidal, symmetrical.
<i>Tilia cordata x mongolica</i> 'Harvest Gold' Harvest Gold Linden	40'	30'	6'		N/A	N/A	Pyramidal.
<i>Ulmus</i> 'Frontier' Frontier Elm	40'	30'	6'		N/A	N/A	Tolerant of urban conditions. Resistance to Dutch elm disease. Vase to oval.
<i>Ulmus</i> 'Homestead' Homestead Elm	55'	35'	6'		N/A	N/A	Resistance to Dutch elm disease. Upright arching, narrow oval.
<i>Ulmus japonica x pumila</i> 'New Horizon' New Horizon Elm	55'	40'	6'		N/A	N/A	Resistance to Dutch elm disease. Upright oval, slightly arching.
<i>Ulmus japonica x wilsoniana</i> 'Morton' Accolade Elm	70'	60'	8'		N/A	N/A	Resistance to Elm leaf beetle and Dutch elm disease. Vase with arching limbs.
<i>Zelkova serrata</i> 'Green Vase' Green Vase Zelkova	45'	30'	6'		N/A	N/A	Vase with upright arching branches.
<i>Zelkova serrata</i> 'Musashino' Musashino Columnar Zelkova	45'	15'	5'		N/A	N/A	Very narrow upright vase.
<i>Zelkova serrata</i> 'Village Green' Village Green Zelkova	40'	40'	6'		N/A	N/A	Fast growing. Vase shaped, rounded.

Medium Trees

Scientific & Common Name	Mature Height	Canopy Spread	Min Strip Width	Fall Color	Flower Color	Native?	Comments
<i>Acer rubrum</i> 'Karpick' Karpick Red Maple	40'	20'	5'		N/A	N/A	Narrow, oval.
<i>Carpinus betulus</i> 'Fastigiata' European Hornbeam	35'	25'	5'		N/A	N/A	Dense and compact, narrow when young, becomes oval.
<i>Carpinus caroliniana</i> American Hornbeam	25'	20'	5'		N/A	N/A	Oval.
<i>Cercidiphyllum japonicum</i> Katsura Tree	40'	40'	6'		N/A	N/A	Upright and pyramidal when young, rounded with age.
<i>Cladrastis kentukea</i> Yellowwood	40'	40'	5'			N/A	Rounded.
<i>Cornus controversa</i> 'June Snow' Giant Dogwood	40'	30'	5'			N/A	Horizontally layered, spreading.
<i>Cornus</i> 'Eddie's White Wonder' Eddie's White Wonder Dogwood	30'	20'	5'			N/A	Upright, pyramidal with slightly pendulous branches.
<i>Cornus nuttalli</i> Pacific Dogwood	30'	20'	5'				Rounded, spreading with high canopy.
<i>Fagus sylvatica</i> 'Dawyck Purple' Dawyck Purple Beech	40'	12'	6'		N/A	N/A	Purple foliage. Columnar.
<i>Koelreuteria paniculata</i> Goldenrain Tree	30'	30'	5'			N/A	Slow growing. Blooms mid-summer. Lantern shaped seedpods. Rounded.
<i>Magnolia grandiflora</i> Southern Magnolia	35'	20'	5'	N/A		N/A	Evergreen. Pyramidal.
<i>Nyssa sylvatica</i> Black Tupelo	35'	20'	6'		N/A	N/A	Blue to black berries. Pyramidal when young, spreading and irregular with age.
<i>Oxydendrum arboreum</i> Sourwood	35'	15'	5'			N/A	Pyramidal to rounded.
<i>Pistacia chinensis</i> Chinese Pistache	30'	30'	5'		N/A	N/A	Rounded.
<i>Pyrus calleryana</i> 'Aristocrat' Aristocrat Pear	40'	28'	5'			N/A	Pyramidal, spreading branches.
<i>Pyrus calleryana</i> 'Cambridge' Cambridge Pear	40'	15'	5'			N/A	Upright, narrowly pyramidal.

Medium Trees, continued

Scientific & Common Name	Mature Height	Canopy Spread	Min Strip Width	Fall Color	Flower Color	Native?	Comments
<i>Pyrus calleryana</i> 'Capital' Capital Pear	35'	12'	5'			N/A	Columnar.
<i>Pyrus calleryana</i> 'Chanticleer' Chanticleer Pear	35'	15'	5'			N/A	Tight, pyramidal to columnar.
<i>Pyrus calleryana</i> 'Holmford' New Bradford Pear	35'	30'	6'			N/A	Broadly oval to rounded.
<i>Pyrus calleryana</i> 'Redspire' Redspire Pear	35'	25'	5'			N/A	Pyramidal, dense and symmetrical.
<i>Rhamnus purshiana</i> Cascares	30'	20'	5'		N/A		Poisonous berries. Attracts birds. Upright or spreading, low canopy.

Small Trees

Scientific & Common Name	Mature Height	Canopy Spread	Min Strip Width	Fall Color	Flower Color	Native?	Comments
<i>Acer griseum</i> 'Paperbark' Paperbark Maple	25'	20'	5'		N/A	N/A	Peeling bark. Upright spreading, rounded.
<i>Acer platanoides</i> 'Crimson Sentry' Crimson Sentry Norway Maple	25'	15'	4'		N/A	N/A	Upright, compact, dense, pyramidal to oval.
<i>Cercidiphyllum japonicum</i> 'Morioka Weeping' Morioka Weeping Katsura Tree	25'	20'	4'		N/A	N/A	Weeping.
<i>Cersis canadensis</i> 'Forest Pansy' Forest Pansy Redbud	20'	25'	4'			N/A	Purple heart shaped leaves. Upright spreading branches, rounded.
<i>Cersis canadensis</i> Eastern Redbud	25'	30'	5'			N/A	Multi-stem or low branching, somewhat flat-topped.
<i>Cornus alternifolia</i> Pagoda Dogwood	25'	25'	5'			N/A	Rounded, layered branches.
<i>Cornus kousa</i> 'Chinensis' Chinese Kousa Dogwood	20'	20'	4'			N/A	Widely vase shaped to rounded, layered branches.
<i>Prunus cerasifera</i> 'Thundercloud' Thundercloud Plum	30'	20'	5'	N/A		N/A	Upright spreading, dense, rounded.
<i>Prunus serrulata</i> 'Kwanzan' Kwanzan Cherry	30'	20'	5'			N/A	Stiffly vase shaped.
<i>Prunus x yedoensis</i> 'Akebono' Akebono Flowering Cherry	25'	25'	6'			N/A	Upright spreading.
<i>Stewartia pseudocamellia</i> Japanese Stewartia	30'	20'	5'			N/A	Pyramidal to oval.
<i>Styrax japonicus</i> Snowbell	15'	10'	4'			N/A	Easy to grow. Bell-shaped flowers bloom in late spring. Rounded.

City of Wilsonville Recommended Tree List Key



- Native to Oregon



- Yellow foliage in Fall



- Orange foliage in Fall



- Red foliage in Fall



- Brown foliage in Fall



- Yellow flowers in Spring/Summer



- White flowers in Spring/Summer



- Pink flowers in Spring/Summer

December 3, 2018



Determining Potential Street Tree Locations:

Created by: Andrew Sheehan

In order to establish a Street Tree Replacement/In-fill Program it was necessary to find locations with a high potential for tree planting suitability. The first step in this process was to define a distance from the curb that encompassed an area that is suitable for a street tree. For this study, a 10 ft. distance from curb was used. Within the established area it was necessary to eliminate any potential conflicts with existing trees or utilities. Using the tree location data collected during the Street Tree Inventory project, an area of 30 feet around existing trees was established as per Development Code, Section **4.176(.02) (C)**, *"Where the landscaped area is less than 30 feet deep, one tree is required for every 30 linear feet"*. This buffer will prevent canopies from becoming entwined as the trees mature. A similar process was used to eliminate locations where planting a tree could cause a conflict with an existing utility. The proximity buffer for these utilities was established based on the City of Wilsonville Public Works Standards (see **RD-1240**). Only City utilities were used to determine the potential conflict in this assessment, 3rd party utilities (cable/phone, gas, PGE, etc.) were not considered. Anywhere within these designated buffer areas was considered to be an unsuitable location for planting a new street tree.

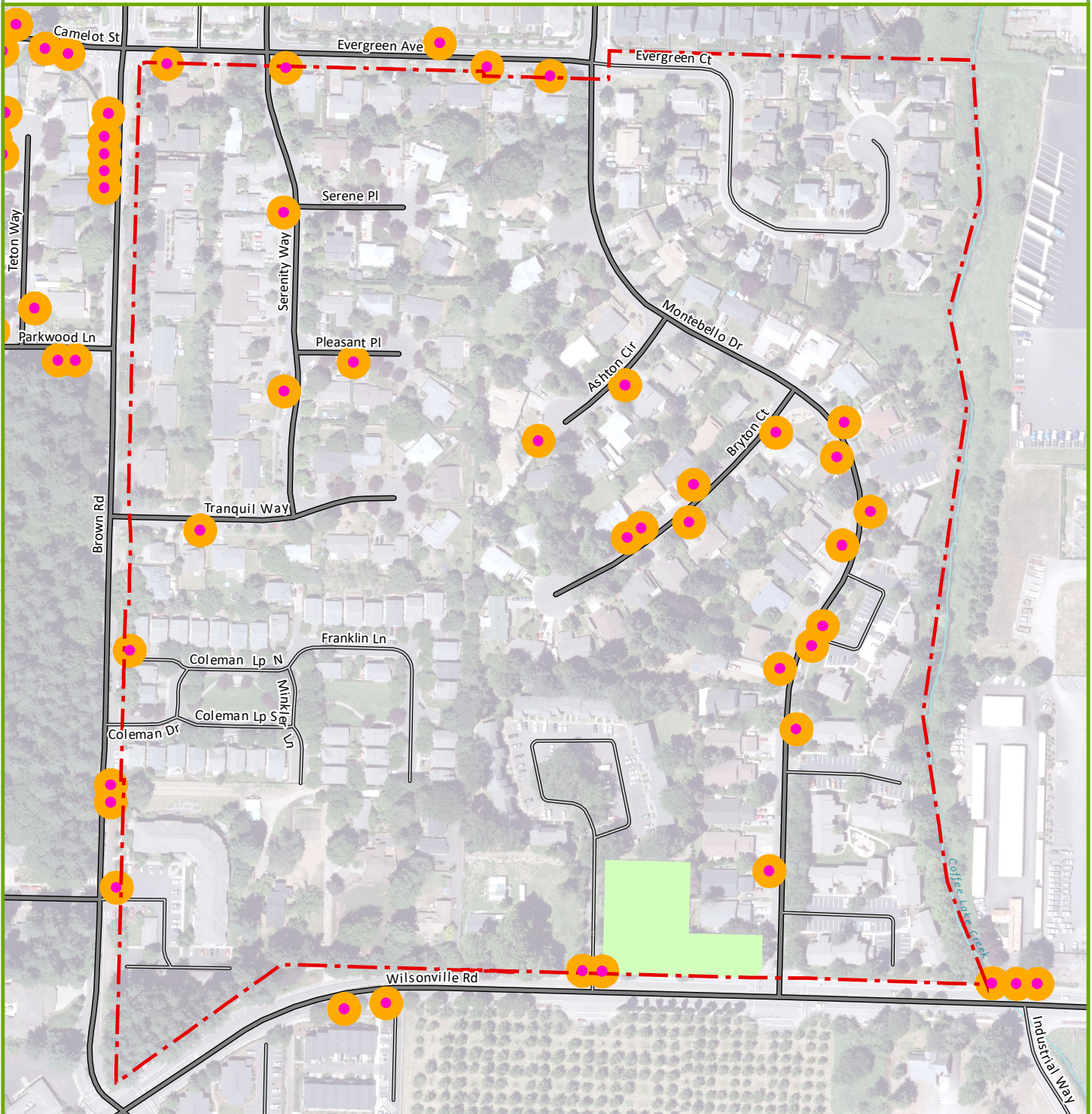
The next step in determining locations for new street trees was to answer the question, "Can we plant a tree here?". To further determine the potential of a planting site a land cover analysis was done. This process utilized multi-spectral aerial imagery and Lidar to determine the surface area on the ground and highlight any gaps in the urban tree canopy. The imagery is classified into categories using a custom color bandwidth. This bandwidth makes it easier to differentiate between varying surface types. Locations deemed unsuitable for tree planting included water and impervious surfaces, such as pavement or buildings. Open areas of low level vegetation and soil were considered to be suitable for tree locations. All unsuitable land surface types were removed from consideration leaving only the areas relevant as potential tree planting sites. This data combined with the existing tree and utility location buffer zones established the locations with the highest probability for suitable street tree planting in-fill.

These locations for street tree in-fill planting were then mapped and a reviewed by Public Works, Planning, Natural Resource and Parks staff to determine their appropriateness and priority based on zoning and future development plans for the City of Wilsonville. Under these considerations the potential planting locations were further revised to include only those of highest practicality and priority. In addition, any areas located along private roads or outside of public right of way were removed from consideration. At the end of this process there were **1,563** locations that can be considered to have a high level of potential for the planting of new street trees. It is recommended that these locations be inspected by staff to make a final determination prior to any final tree planting decisions.

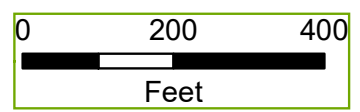


Potential Street Tree Planting Sites: Montebello

Attachment D

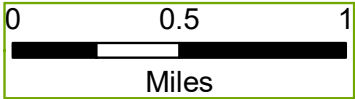
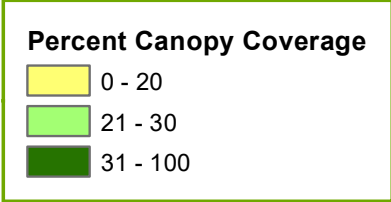
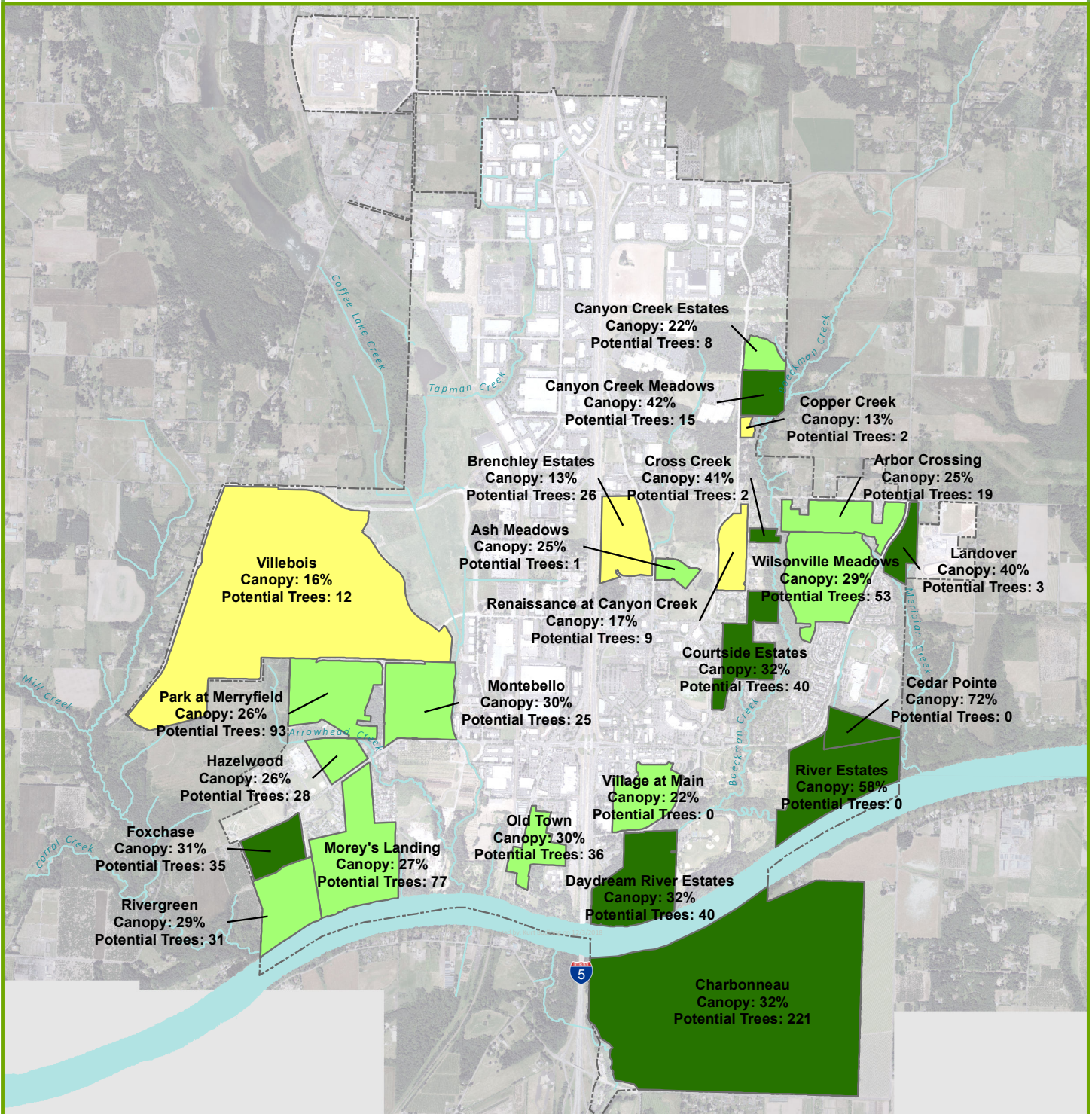


	Potential Tree Location		City Limits
	30ft Buffer		Parks
	Neighborhood Boundary		





Potential Tree Planting Sites: CoW Neighborhoods





**CITY COUNCIL WORK SESSION
STAFF REPORT**

<p>Meeting Date: December 17, 2018</p>	<p>Subject: Design Standards and Fees for Small Wireless Facilities</p> <p>Staff Member: Chris Neamtzu/Delora Kerber/ Amanda Guile-Hinman</p> <p>Department: Planning/Public Works/Legal</p>
	<p>Advisory Board/Commission Recommendation</p>
<p><input type="checkbox"/> Motion</p> <p><input type="checkbox"/> Public Hearing Date:</p> <p><input type="checkbox"/> Ordinance 1st Reading Date:</p> <p><input type="checkbox"/> Ordinance 2nd Reading Date:</p> <p><input type="checkbox"/> Resolution</p> <p><input checked="" type="checkbox"/> Information or Direction</p> <p><input type="checkbox"/> Information Only</p> <p><input type="checkbox"/> Council Direction</p> <p><input type="checkbox"/> Consent Agenda</p>	<p><input type="checkbox"/> Approval</p> <p><input type="checkbox"/> Denial</p> <p><input type="checkbox"/> None Forwarded</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>Comments: Consider proposed design standards, fees, and Development Code amendments regarding the installation of small wireless facilities in the public right-of-way, based on new Federal Communication Commission (“FCC”) rules governing small wireless facilities (5-G).</p>
<p>Staff Recommendation: N/A.</p>	
<p>Recommended Language for Motion: N/A</p>	
<p>Project / Issue Relates To:</p>	
<p><input type="checkbox"/> Council Goals/Priorities</p>	<p><input type="checkbox"/> Adopted Master Plan(s)</p>
<p><input checked="" type="checkbox"/> Not Applicable</p>	

ISSUE BEFORE COUNCIL:

Council is asked to consider design standards, Planning Application Review Fee, Technical Design Review Fee, right-of-way access fee, and revisions to Chapter 4 of the Wilsonville Code (“WC”) to address new rules promulgated by the Federal Communications Commission (“FCC”) governing small wireless facilities (“SWFs”) in the public right-of-way, which rules become effective January 14, 2019.

EXECUTIVE SUMMARY:

On September 26, 2018, the FCC adopted its Declaratory Ruling and Third Report and Order (“Declaratory Ruling”). The Declaratory Ruling interprets existing federal law and created new federal regulations regarding SWFs. The Declaratory Ruling requires state and local jurisdictions to conform to the FCC’s interpretations of federal statutes and newly adopted federal regulations governing SWFs, which become effective on January 14, 2019. Below is a summary of the key interpretations and new regulations contained in the Declaratory Ruling and staff’s recommendations for addressing the FCC’s interpretations of federal law and new regulations. The FCC’s ruling is being legally challenged in Federal Court but in the meantime, compliance is required.

I. The Declaratory Ruling

1. Interpretation of 47 USC § 253(a) and 47 USC § 332(c)(7) – “Materially Prohibit”

The FCC explains that the Telecommunications Act of 1996 “enacted sweeping new provisions intended to facilitate the deployment of telecommunications infrastructure.” Declaratory Ruling, ¶ 14. Under Section 253(a) of the Telecommunications Act, it provides:

“No State or local statute or regulation, or other State or local legal requirement, may prohibit or have the effect of prohibiting the ability of any entity to provide any interstate or intrastate telecommunications service.” 47 USC § 253(a).

Subsection 332(c)(7) of the Telecommunications Act explains local governments’ zoning authority regarding telecommunications facilities and the limitations to such zoning authority. Subsection 332(c)(7)(A) provides local governments with general zoning authority, stating:

“Except as provided in this paragraph, nothing in this chapter shall limit or affect the authority of a State or local government or instrumentality thereof over decisions regarding the placement, construction, and modification of personal wireless service facilities.” 47 USC § 332(c)(7)(A).

Although this provision seems to allow local jurisdictions broad authority over the placement of telecommunications facilities, the “[e]xcept as provided in this paragraph” conditional language indicates that circumstances exist that limit local jurisdictions’ zoning authority.

Subsection (B) is entitled “Limitations” and states, in part:

“(i) The regulation of the placement, construction, and modification of personal wireless service facilities by any State or local government or instrumentality thereof—

(I) shall not unreasonably discriminate among providers of functionally equivalent services; and

(II) shall not prohibit or have the effect of prohibiting the provision of personal wireless services.” 47 USC § 332(c)(7)(B)(i).

The FCC examined Section 253(a) and Subsection 332(c)(7)(B)(i)(II) and explained that “Congress determined that state or local requirements that prohibit or have the effective of prohibiting the provision of service are unlawful and thus preempted.” Declaratory Ruling, ¶ 34.

The FCC held that its interpretation of the effective prohibition standard is as follows:

“[A] state or local legal requirement constitutes an effective prohibition if it ‘materially limits or inhibits the ability of any competitor or potential competitor to compete in a fair and balanced legal and regulatory environment.’” Declaratory Ruling, ¶ 35.

The FCC is adopting the interpretations of the First, Second, and Tenth Circuit Courts of Appeals and rejecting other Circuits’ interpretations, such as the Ninth Circuit, which had held that an applicant had to show that its proposed facilities are the “least intrusive means” for filling a coverage gap in light of the aesthetic or other values that the local authority seeks to serve. The interpretation the FCC adopted is much more favorable to telecommunications providers and places the burden on the local jurisdiction to demonstrate their regulations and requirements do not “materially inhibit” a SWF applicant, as opposed to requiring a SWF applicant to demonstrate its facility constitutes the least intrusive means for providing coverage.

A. Material Prohibition – Fees

In addition to shifting the burden of proof as to reasonability to local jurisdictions, the FCC attempts to dictate how imposition of fees for applying for installation of SWFs and use of the public right-of-way (“ROW”) can be calculated. The FCC regulation reads:

“ROW access fees, and fees for the use of government property in the ROW, such as light poles, traffic lights, utility poles, and other similar property suitable for housing [SWFs], as well as application or review fees and similar fees imposed by a state or local government as part of their regulation of the deployment of [SWFs] inside and outside the ROW, violate Sections 253 or 332(c)(7) unless these conditions are met: (1) the fees are a reasonable approximation of the state or local government’s costs, (2) only objectively reasonable costs are factored into those fees, and (3) the fees are no higher than the fees charged to similarly-situated competitors in similar situations.” Declaratory Ruling, ¶ 50.

The FCC then dictates a “presumed reasonable” fees for application review and public right-of-way use:

“[W]e presume that the following fees would not be prohibited by Section 253 or Section 332(c)(7): (a) \$500 for non-recurring fees, including a single up-front application that includes up to five [SWFs], with an additional \$100 for each [SWF] beyond five, or \$1,000 for non-recurring fees for a new pole (i.e., not a collocation) intended to support one or more [SWFs]; and (b) \$270 per [SWF] per year for all recurring fees, including any possible ROW access fee or fee for attachment to municipally-owned structures in the ROW.” Declaratory Ruling, ¶ 79.

The FCC essentially provided a “safe harbor” for assessing fees for deployment of SWFs - \$100 application fee per collocated SWF and \$1,000 application fee for new SWF poles, as well as \$270 per SWF per year for use of the public right-of-way. The FCC does not, however, prohibit higher fees as long as any such fees can meet the three (3) requirements stated above that determine whether a fee does not materially prohibit the deployment of SWFs.

B. Material Prohibition – Design Standards

The FCC also addressed whether aesthetic requirements imposed by local jurisdictions may materially prohibit the deployment of SWFs in the public right-of-way. Importantly, the FCC concluded that aesthetic requirements are not considered preempted if the requirements are: “(1) reasonable, (2) no more burdensome than those applied to other types of infrastructure deployments, and (3) objective and published in advance.” Declaratory Ruling, ¶ 86..

2. New Federal Regulations – Shot Clocks

In addition to the FCC’s interpretation of existing federal law, in the Third Report and Order contained within the Declaratory Ruling, the FCC also created new federal regulations governing shot clocks for processing SWF applications.

The FCC promulgated rules found in 47 Code of Federal Regulations (“CFR”) §§ 1.6001 through 1.6003 to impose new shot clocks for SWFs in the public right-of-way, tolling periods, and remedies for failure to meet the shot clocks.

The FCC now requires review of an application to collocate a SWF on an existing structure to occur within 60 days and review of an application for a SWF on a new structure to be completed within 90 days. *See* 47 CFR § 1.6003(c)(1)(i) and (iii).

Other than when the tolling rules may apply for incompleteness of an application, if a local jurisdiction fails to meet the periods for review provided in the new rules, that failure is now presumptive evidence that the local jurisdiction did not act within a reasonable period of time to review the SWF application. *See* 47 CFR § 1.6003(a).

II. Staff Recommendations

In response to the FCC's Declaratory Ruling and accompanying new federal regulations, staff recommend the Council adopt design standards, new fee structures specifically for SWFs, and revise WC 4.800 through 4.814 as outlined below.

1. Design Standards

Staff undertook a review of design standards currently provided in WC 4.800 through 4.814 governing wireless communications facilities to determine whether any additional design standards are needed. Although WC 4.800 through 4.814 already provide a breadth of requirements relating to undergrounding, camouflage, and the like, the City has not adopted specific design standards based specifically for SWFs that comprehensively addresses the FCC's Declaratory Ruling.

Staff consulted other cities' design standards, worked with its consultant, Jonathan Kramer of the Telecom Law Firm, and recommend the Council adopt additional design standards to specifically address the FCC's Declaratory Ruling. A working draft of the proposed design standards is provided in **Attachment A** to this Staff Report.

2. New Fee Structure for SWFs

Staff also reviewed appropriate application fees and public right-of-way use or lease fees for SWFs. As the Council may recall, the City staff performed a comprehensive review of its land use development and planning review fee schedule in consultation with FCS Group in early 2017, and the Council passed Resolution No. 2620 adopting a new fee schedule as a result. That process involved the review of the estimated actual cost for the City to review a myriad of land use development and planning processes. In particular, a Class I Administrative Review (staff's proposed review process for SWFs) was calculated to have an estimated Planning Division cost of \$337 and so the fee was set at \$335. *See* Exhibit A to Resolution No. 2620. Since the review of SWFs will necessarily require other departments, such as Engineering, Public Works, and Information Services, to also review the structural components of the application and whether the design is consistent with the Public Works Standards, staff also propose to include cost recovery for review time by other departments for each SWF deployment.

Below is a summary of the proposed required deposit of fees by applicants and right-of-way access fees for use of the public right-of-way. Importantly, staff recommend that the application review fees are considered deposits where a "true-up" occurs at the completion of the application review process to ensure that the City recovers its actual costs for reviewing an application and to ensure that the City is not over-charging applicants.

A. Application Fees

For an application for a SWF in the public right-of-way, staff recommend a Planning Department application review fee of \$335 per application, allowing up to five (5) collocation deployments in one application. In addition to the Planning Application Review Fee, since structural analysis and

review of design standards will be required with the deployment of SWFs, staff recommend an additional Technical Design Review Fee for other departments to review the application. Since each SWF will likely be on different structures, each structure will need to be evaluated independently. Having analyzed the review process, the Engineering, Public Works, and Information Services Departments will likely undertake to evaluate structures and design standards, and relying on the lowest fee charged by qualified Engineering staff (the Engineering Technicians), staff estimate that approximate 3 hours will be necessary to review each structure and propose charging at the Engineering Technician rate of \$100/hour, with an additional fee of \$300 per deployment.

Based on a preliminary general calculation methodology, subject to modification based on actual cost, Staff calculates that an applicant be required to deposit a combined Planning application review fee and an Engineering review fee based on the number of SWF. Below is a chart explaining the breakdown of the proposed deposits required for application fees for SWF in the public right-of-way.

Number of Deployments in One Application	Planning Application Review Fee	Technical Design Review Fee	Total Application Fee
1	\$335	\$300	\$485
2	\$335	\$600	\$635
3	\$335	\$900	\$785
4	\$335	\$1,200	\$935
5	\$335	\$1,500	\$1,085

After City staff complete the application review and design, staff will review the City’s actual cost associated with the review, including the use of any outside consultants, experts, and contractors the City needs to utilize as part of the review. The City will then either invoice the applicant or refund the applicant the difference between the City’s actual costs incurred compared to the deposit of the review fees.

B. Right-of-Way Access Fees

As part of the application process for SWFs in the right-of-way, applicants must enter into a lease agreement with the City for its use of the public right-of-way. The Declaratory Ruling allows the City to recover from providers the City’s actual costs associated with maintaining the public right-of-way, similar to recovering its actual costs from the application review.

Since each location of the SWFs is unique and may have different maintenance requirements, staff recommends that the City specify the particular right-of-way access fee in each lease agreement so that the City is collecting its actual cost associated with each SWF. This approach ensures that the City recovers its actual cost without over- or under-charging the provider.

3. Revisions to WC 4.800 through 4.814

In order to implement the FCC's Declaratory Ruling and accompanying new federal regulations, some minor revisions to WC 4.800 through 4.814 are necessary. A draft of the proposed changes are attached hereto as **Attachment B**.

EXPECTED RESULTS:

The City will be in compliance with the FCC's Declaratory Ruling and the new federal regulations.

TIMELINE:

Adoption of design standards, application fees, and public right-of-way use fees for SWFs is scheduled for January 7, 2019 as the first reading of an ordinance adopting revisions to WC 4.800 through 4.814. The second reading of the ordinance is scheduled for January 24, 2019.

CURRENT YEAR BUDGET IMPACTS:

The budget impacts are not known at this time. Staff anticipates that the application fees should cover the actual City costs for reviewing the applications, but further refinement of the application fees and the right-of-way use fees may be necessary.

FINANCIAL REVIEW / COMMENT:

Reviewed by: CAR Date: 12/5/2018

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 12/13/2018

While the FCC regulations are facing legal challenge, cities have no choice but to comply in the short-term. As Council is aware, we were given very little time to do so and therefore this will be a work in progress requiring close coordination between Planning, Legal, Public Works and Engineering staff.

COMMUNITY INVOLVEMENT PROCESS:

The City Council will conduct a public hearing on the revisions to the City Code affording all interested parties an opportunity to participate.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The proposed fees and City regulations are required for compliance with the new FCC regulations and the Declaratory Ruling while also remaining dedicated to its adopted aesthetic policies and recovering all or most of its costs in implementing the new rules.

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

- A. Attachment A: Proposed Design Standards
- B. Attachment B: Draft of Revised WC 4.800 through 4.814



City of Wilsonville
Small Cell Infrastructure
Design Standards

Community Development Department
29799 SW Town Center Loop East
Wilsonville, OR 97070

January 2019


Table of Contents

1	Background and Purpose	3
2	Design Elements	4
3	Deployment Examples	8

DRAFT

1 Background and Purpose

On September 26, 2018, the Federal Communications Commission (“FCC”) passed regulations regarding the installation of small wireless facilities. As a result, the City of Wilsonville (“City”) has been contacted by numerous providers and infrastructure companies with requests to locate small wireless technologies in the City’s public right-of-ways (“ROW”). The installation of these small wireless facilities will provide cellular and data coverage within the City to supplement the provider’s wireless network. New small wireless facilities will improve the provider’s ability to meet current and future wireless needs and advance smart cities initiatives and economic development objectives.



The purpose of this document is to establish design guidelines for installing small cell equipment and poles in the City of Wilsonville’s public right-of-way.

As a utility “underground city” Wilsonville requires the undergrounding of utility lines and further requires any utility equipment that must be located above ground must be located so as to minimize adverse impacts on the site and neighboring properties. The City desires to balance the deployment of the new technology with the need to maintain the high aesthetic standards and unobtrusive quality design of the community that complements and blends into the urban form. These guidelines provide aesthetic requirements that all small wireless facilities in the public ROW must meet prior to installation within the City of Wilsonville. Small wireless facilities not installed in the ROW, or other telecommunications infrastructure that do not meet the FCC definition of “small wireless facilities”, as stated in 47 CFR § 1.6002(1), are not bound to the requirements of these design standards; although these standards may inform those installations.

The City requires network providers and their vendors to consider the aesthetics of the existing streetlights and neighborhoods adjacent to proposed small wireless facility locations prior to submitting its application to the City. New small wireless facilities must match existing streetlight aesthetics when installed in an Overlay Zone or Residential Zone with unique streetlight assemblies. Unique assemblies may include mast arms, decorative poles, pole bases, architectural luminaires, mounting heights, material type, finishes and pole colors that deviate from these design standards. The City must provide written approval all small wireless facility installations; unique assemblies. Any small wireless facility design that deviates from these design standards must receive individual written approval from the City’s Planning Director.

Three different types of small wireless facility installations are permitted within the City’s ROW. These include: 1) new freestanding installations; 2) replacement or retrofit of existing poles to combination small wireless facility and streetlight; 3) small wireless facility attachments to existing wooden utility poles and lines. Unless otherwise specifically indicated, where City approval is required, such approval shall be within the sole discretion of the City.

2 Design Elements

To aid in minimizing visual impacts to the community, small cell equipment must be placed as follows:

General Requirements

1. Small wireless facility equipment must be installed in the least obtrusive way possible with regard to appearance, size, and location.
2. All equipment located in the City's ROW shall be located such that it meets the American with Disabilities Act requirements and does not obstruct pedestrian or vehicular travel. The equipment cannot interfere with the operation of signal lights, signage, street lights, street furniture, fire hydrants, stormwater facilities (including planters), stormwater/sanitary/water mains or service laterals, water meters, or business district maintenance or conflict with the healthy growth of street trees or other City required trees.
3. Equipment must be located within the pole and/or undergrounded, except in the case of use of an existing wooden pole where the equipment is in a strand-mounted enclosure. For an equipment cabinet within a pole, the width of the equipment cabinet at the base of the pole shall not exceed a diameter of 16" and the height of the equipment cabinet at the base of the pole shall not exceed 7.5'. All other equipment that will not fit within the base of the pole must be undergrounded. The combined size of all equipment cannot exceed 28 cubic feet. If an equipment cabinet within a pole is utilized, there must be a smooth aesthetically pleasing transition between the top of the cabinet and the rest of the pole, as depicted in the "appropriate deployment" examples below. All transitions shall have no more than a 1.5 inch flat horizontal surface.
4. All cables, wires and other connectors must be routed through conduits located within the pole, except in the case of a wooden pole, which is described below.
 - a. Underground Utility Infrastructure:
 - i. All structures and their components must maintain the following minimum separation distance:
 - 1) 5 linear feet from water lines and meters;
 - 2) 10 linear feet from fire hydrants;
 - 3) 5 linear feet from storm and sanitary sewer lines;
 - 4) 1 linear foot from telecommunications equipment;

- 5) 1 linear foot from cable television equipment; and
 - 6) 10 linear feet from all other utility infrastructure.
- ii. Any structures that deviate from these distances, must receive individual approval from the City.
 - iii. No structure or its components are allowed to be located in a public pipeline easement.
5. The antenna shall be contained in a cantenna. The cantenna must be mounted directly on top of the pole. A tapered transition between the upper pole and cantenna is required. The cantenna should be a maximum of 14” diameter and should not exceed 48” in height.
 6. The City reserves the right to attach any signs (such as no parking signs) to any poles utilized as small wireless facilities within the public ROW that the City deems appropriate, in its sole discretion.
 7. Small wireless facilities shall not be placed on decorative streetlights (including but not limited to Westbrooke, Town and Country, Acorn). Small wireless facilities may only be installed on shoe box lights style and cobra style streetlights. Type. Any other applications must be approved, in writing, by the City.
 8. Small wireless facilities shall not be located in stormwater treatment facilities.
 9. Flashing lights shall not be installed. Where required by law, any stickers placed on the structure shall be limited to fur by six inches. Other than those stickers required by law or by City standards, no stickers shall be placed on the structures.
 10. Small wireless facilities shall not damage street trees. If pruning is required, the City must be notified of the requested pruning and if the pruning is allowed, it must be conducted consistent with ISA Arboricultural standards and under the supervision of a license arborist and at the telecommunication company’s expense.
 11. Fans shall not be installed to the maximum extent possible.
 12. The City encourages small wireless facilities to be installed in the following locational order, from most preferred to least preferred. The applicant must demonstrate the necessity to install in the residential zones before being permitted.
 - a. Industrial zones, except residential areas within the industrial zones.
 - b. Arterials and collectors
 - c. Public Facility zones
 - d. Commercial zones, except residential areas within the commercial zones.
 - e. Residential zones

13. The applicant must provide documentation from a licensed Professional Engineer specializing in Radio Frequency Engineering, that an installation will not interfere with City public safety radio systems, traffic signal, emergency signal control devices, radio read water meters, Supervisory Control And Data Acquisition (SCADA systems), smart lights or any other unforeseen interferences. Interference with previously permitted private systems is also not allowed unless otherwise negotiated with the private provider.
14. No small cell installations will be permitted within 50' of a signalized intersection. No small cell installations will be permitted within 50' of a fire or police station.
15. All structures and components must be designed for a minimum 155 mph wind velocity, in accordance with AASHTO's Standard Specifications for Structural Supports for Highways Signs, Luminaires and Traffic Signals.
16. Small wireless facilities must include signage that accurately identifies the equipment owner/operator, the owner/operator's site name or identification number and a toll free number to the owner operator's network operations center. This sticker may not exceed 4 x 6 inches in size.
17. Small wireless facilities must include signage required by law unless expressly approved by the City. Radio Frequency (RF) notification signs shall be placed where appropriate, and not at pedestrian eye level, unless required by the FCC or other regulatory agencies.
18. City workers and contractors must have the ability and right to easily shut off radio signals and power while working on poles. The applicant must assure that a clear, simple and accessible disconnect is provided. If the disconnect is not easy and accessible the provider will be required to immediately respond to the scene and disconnect. An emergency response contact name and number must be provided.
19. Any new pole installations must not impede any other functional capacity of capability of the adjacent right way or private property (i.e. poles must be located so not impeded storm water flow or treatment, impair the ability of an owner to effectively and efficiently maintain their property).

[Wood Pole Requirements](#)

1. In the case of wooden poles, all external conduits, conduit attachments, cables, wires and other connectors must be concealed from public view in a strand-mounted shroud.
2. Equipment attachments to wood poles must be bolted to the pole or installed using stainless steel banding straps.
3. Applicants can only attach to existing wooden poles. Applicants will not be permitted to install new wooden poles within the City.

Freestanding Pole Requirements

1. Installation of freestanding small wireless facilities shall not be within sight lines at corners and driveways in the City's public right-of-way.
2. All small wireless facility equipment excluding the antenna shall be housed internal to an equipment cabinet at the base of the pole or undergrounded. Provider equipment must not be strapped to the outside of the pole.
3. Freestanding poles shall not be located along the frontage of any building that is deemed a historic building under a federal, state, or local law or designation.

Freestanding Poles in Residential Areas:

1. Freestanding poles shall be located on corners or along property lines between lots and at least five feet (5') from any driveways, curb cuts or other access points.
2. Freestanding poles shall be located at least 250' from any other freestanding poles.
3. Freestanding poles shall have the same aesthetic appearance, i.e. color, material, pole design, as the nearest pole located within the prospective area, excluding wood poles, unless otherwise approved, in writing, by the City.

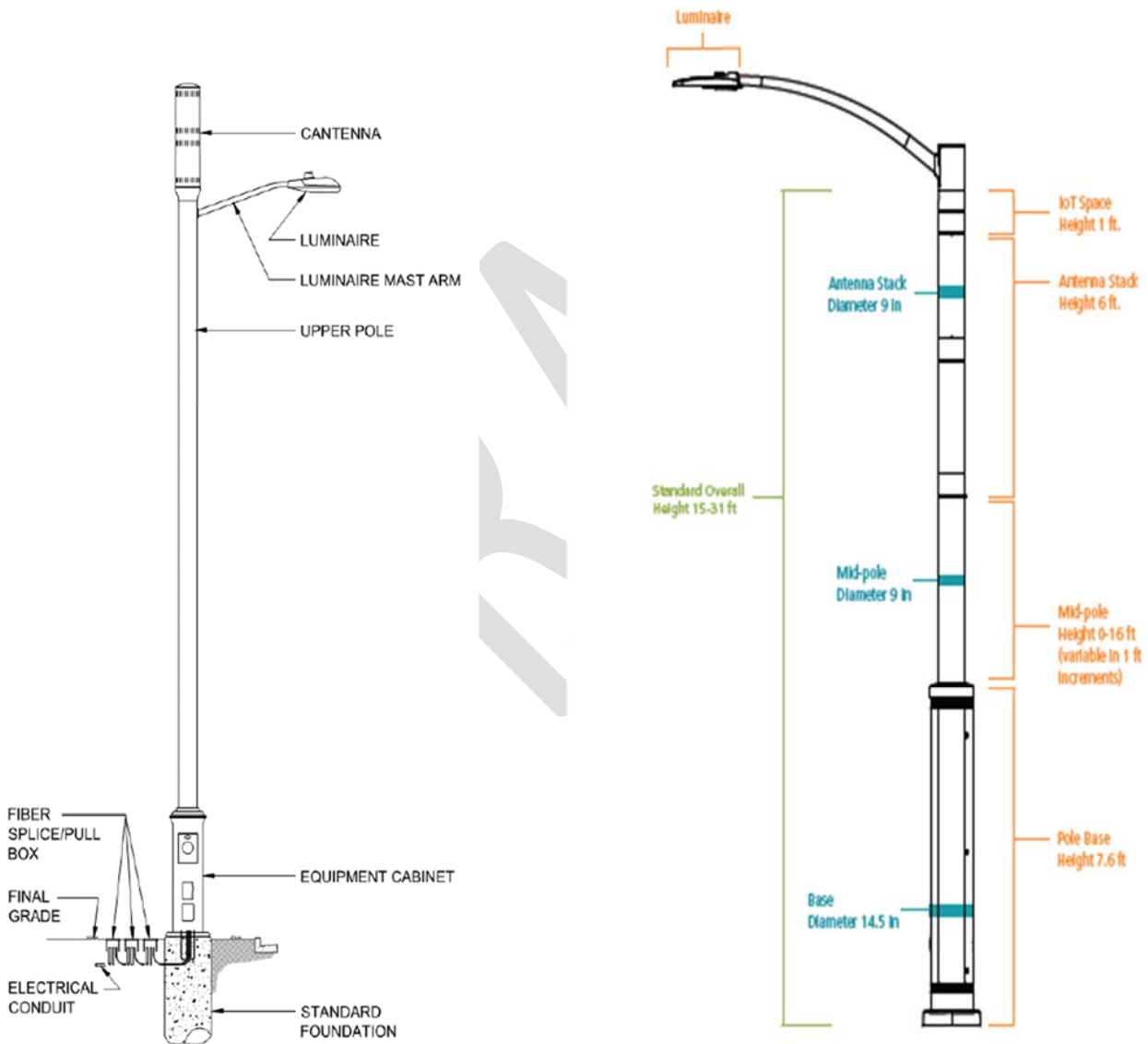
Freestanding Poles in Commercial Areas:

1. Freestanding poles shall not be located in front of storefront windows, primary walkways, primary entrances or exits, or in such a way that would impede deliveries to the business.
2. Freestanding poles may be in alignment with existing trees.

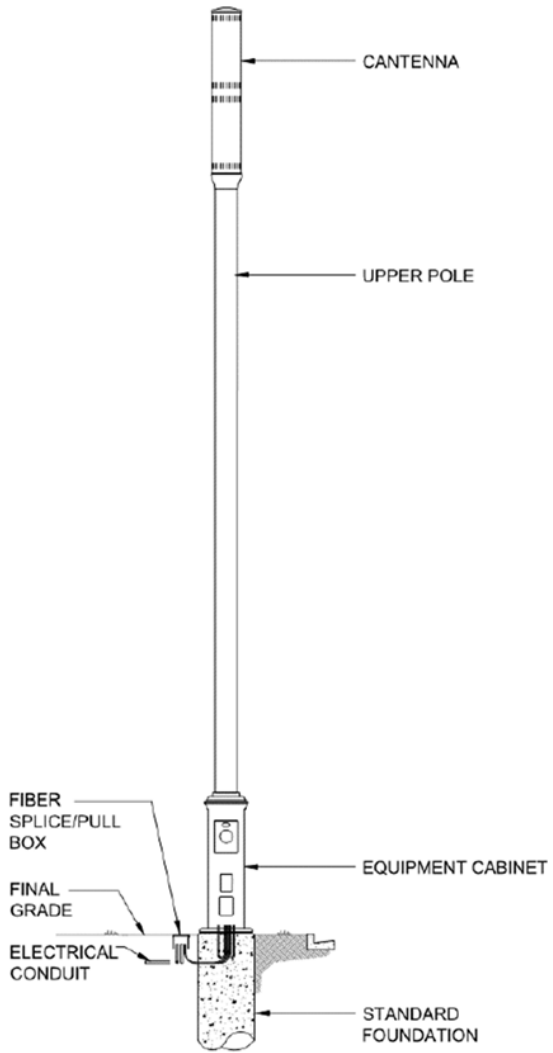
3 Deployment Examples

Appropriate Deployments

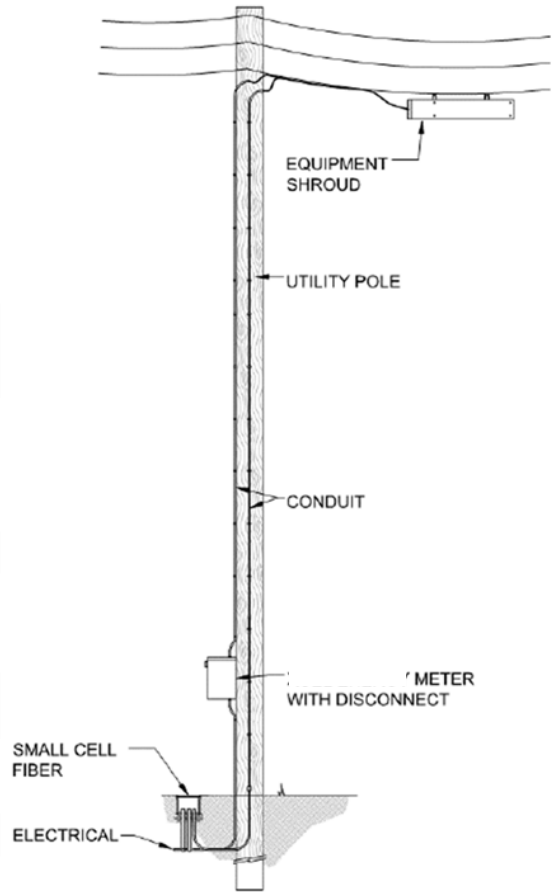
Cobra Head Light Pole



Freestanding Pole



Wood Pole



Locations

Residential Zone



Streetscape

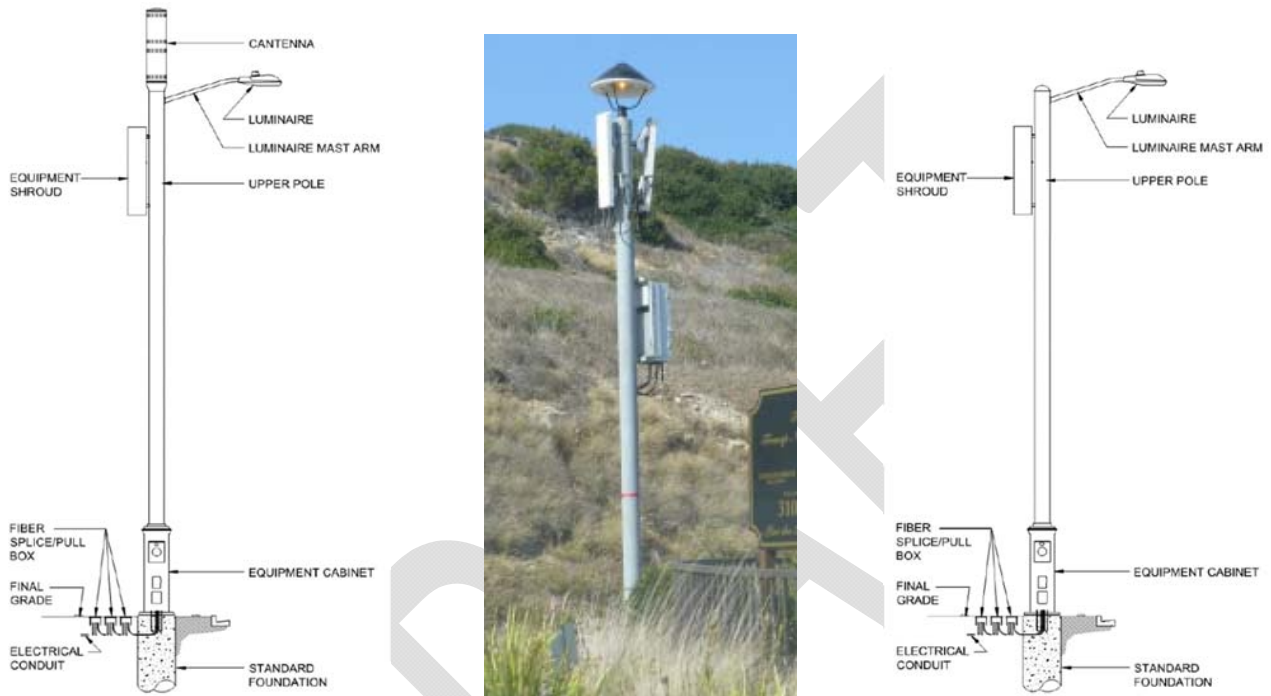


Commercial Zone



Inappropriate Deployments

Visible Equipment Shroud

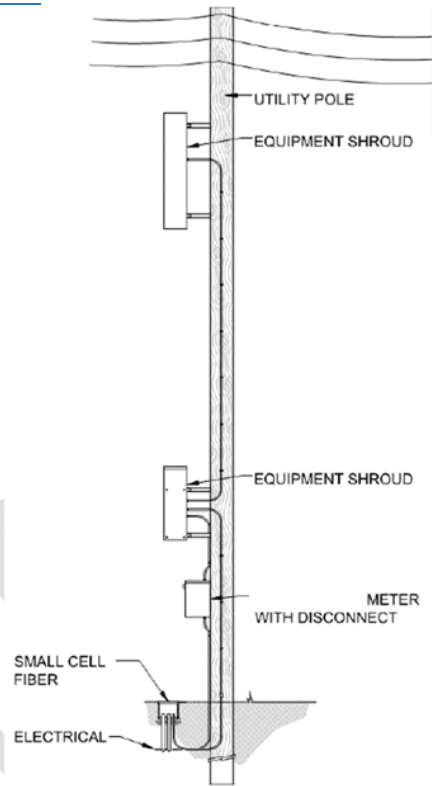




Ground Mounted Equipment



Wood Pole



DRAFT

**WILSONVILLE CODE
PLANNING AND LAND DEVELOPMENT**

**CHAPTER 4 – SECTIONS 4.800 – 4.804
WIRELESS COMMUNICATIONS FACILITIES**

INDEX

SECTION	TITLE	PAGE No.
4.800	WIRELESS COMMUNICATIONS FACILITIES — PERMITTED, CONDITIONALLY PERMITTED, AND PROHIBITED USES.....	J – 1
4.801	APPLICATION REQUIREMENTS.....	J – 2
4.802	CO-LOCATION.....	J – 6
4.803	DEVELOPMENT REVIEW STANDARDS.....	J – 7
4.804	REVIEW PROCESS AND APPROVAL STANDARDS.....	J – 11
4.805	EXEMPTIONS.....	J – 12
4.806	DAMAGE, DESTRUCTION, OR INTERFERENCE TO OTHER UTILITIES.....	J – 12
4.807	MAINTENANCE.....	J – 13
4.808	PERMIT TRACKING.....	J – 13
4.809	INSPECTIONS.....	J – 13
4.810	PREEXISTING WCF.....	J – 14
4.811	ANCILLARY FACILITIES.....	J – 14
4.812	ABANDONED FACILITIES; DISCONTINUATION OF USE.....	J – 14
4.813	MANDATORY AND AUTOMATIC PERMIT CONDITIONS.....	J – 15
4.814	MANDATORY AND AUTOMATIC PERMIT CONDITIONS OF APPROVAL FOR SECTION 6409(A).....	J – 16

WIRELESS COMMUNICATIONS FACILITIES

Section 4.800. Wireless Communications Facilities – Permitted, Conditionally Permitted, And Prohibited Uses.

Purpose:

Wireless Communications Facilities (“WCF”) play an important role in meeting the communication needs of Wilsonville citizens. This Section aims to balance the proliferation of and need for WCF with the importance of keeping Wilsonville a livable and attractive City, consistent with City regulations for undergrounding utilities to the greatest extent possible.

In accordance with the guidelines and intent of Federal law and the Telecommunications Act of 1996, these regulations are intended to: 1) protect and promote the public health, safety, and welfare of Wilsonville citizens; 2) preserve neighborhood character and overall City-wide aesthetic quality; 3) encourage siting of WCF in locations and by means that minimize visible impact through careful site selection, design, configuration, screening, and camouflaging techniques.

As used herein, reference to Wireless Communications Facilities is broadly construed to mean any facility, along with all of its ancillary equipment, used to transmit and/or receive electromagnetic waves, radio or television signals including, but not limited to, antennas, dish antennas, microwave antennas, small cells, distributed antenna systems (“DAS”), 5G, small cell sites/DAS , and any other types of equipment for transmission or receipt of signals, including telecommunication towers, poles, and similar supporting structures, equipment cabinets or buildings, parking and storage areas, and all other accessory development.

Reference to Small Wireless Facilities (SWF) herein is construed to mean telecommunications facilities and associated equipment that meet the definition of small wireless facilities as stated in 47 C.F.R. § 1.6002(l).

This Section does not apply to (i) amateur radio stations defined by the Federal Communication Commission and regulated pursuant to 47 C.F.R. Part 97; or (ii) WCF owned by, or operated solely for, the City of Wilsonville.

If any provision of this Code directly conflicts with State or Federal law, where State or Federal law preempts local law, then that provision of this Code shall be deemed unenforceable, to the extent of the conflict, but the balance of the Code shall remain in full force and effect.

Nothing contained in this Section shall be construed in any way to waive or limit the City’s proprietary rights over its real and personal property, including without limitation any proprietary interest in the right-of-way. Thus, if it is determined the City has authority to exert greater rights or impose additional conditions or limitations beyond those set forth in this Section, the City reserves the absolute right to do so, as it determines appropriate or necessary.

(.01) Permitted Uses.

- A. Towers, poles, and structures for WCF and ancillary facilities thereto are permitted, ~~subject to submission of a complete City-developed and approved application, payment of all fees, and approval through the Class II Administrative~~

~~Review process listed in Section 4.030.B of the Wilsonville Code,~~ in all of the following locations:

1. Any property owned by the City of Wilsonville, including public right-of-way;
 2. Any property owned by the West Linn - Wilsonville School District;
 3. Any property owned by the Tualatin Valley Fire District;
 4. Any property within an electric utility substation.
- B. Co-locating WCF is encouraged on all existing, legally established, towers, poles, and structures in all zones and may be required on City property.
- C. Satellite communications antennas not exceeding one (1) meter in diameter shall be permitted in any zone without requiring Administrative Review. ~~All others are subject to Class II review.~~
- D. Camouflaged WCF antennas attached to existing light, power, or telephone poles are permitted in all zones, subject to the development standards of Section 4.803, ~~and subject to City approval through the Class II Administrative Review process listed in Section 4.030 of the Wilsonville Code.~~
- F. The City of Wilsonville is an underground utility City (Undergrounding District) where mandatory aesthetic design standards do not unreasonably preclude WCF by requiring undergrounding of all equipment to the maximum extent possible. Therefore, no new vertical elements will be allowed on City property if there are existing facilities available to reasonably accommodate the WCF, and all equipment other than the antennas shall be placed underground to the maximum extent possible. The following shall be used to determine maximum extent possible:
1. Equipment functional underground
 2. Location available to underground nearby antenna;
 3. Conflicts with other underground uses as determined by the City
- (.02) Conditional Uses. Except as ~~provided above~~ indicated as permitted in (.01) above, WCF ~~shall be~~ can be allowed- conditionally permitted in all zones, ~~upon approval of a conditional use permit,~~ pursuant to Section 4.184 of the Wilsonville Code, ~~subject to the following limitations:~~
- ~~A. In any commercial Master Planning Area, WCF attached to existing permitted structures shall be permitted as conditional uses if WCF design review and screening criteria, as described in Wilsonville Code Sections 4.176 and 4.400, are met. All other WCF are prohibited.~~
- (.03) Prohibited Uses. WCF are prohibited on all lands designated as Significant Resource Overlay Zone lands.

Section 4.801. Application Requirements.

Cable providers that occupy any portion of the City's right-of-way are required to enter into a Franchise Agreement with the City. Other utilities, including Competitive Local Exchange Competitor carriers are subject to the terms of the City's Privilege Tax Ordinance No. 616. In order to be permitted, an applicant must complete: 1) a Site Development Permit Application; 2) a Public Works Permit; 3) a Building Permit; and 4) enter into a Lease Agreement with the City for use of the public Right-of-Way. In preparing the Application, the applicant should review all provisions of this Code Section, particularly the portion attached to the Development Review Standards. The WCF Application process shall include all of the following:

- (.01) Speculation. No Application for a WCF shall be approved from an applicant that constructs WCF and leases tower space to service providers that is not itself a wireless service provider, unless the applicant submits a binding written commitment or executed lease from a service provider to utilize or lease space on the WCF.
- (.02) Geographical Survey. The applicant shall identify the geographic service area for the proposed WCF, including a map showing all of the applicant's existing sites in the local service network associated with the gap that the proposed WCF is proposed to close. The applicant shall describe how this service area fits into and is necessary for the service provider's service network. Prior to the issuance of any building permits, applicants for WCF shall provide a copy of the corresponding FCC Construction Permit or license for the facility being built or relocated, if required. The applicant shall include a vicinity map clearly depicting where, within a one-half (1/2) mile radius, any portion of the proposed WCF could be visible, and a graphic simulation showing the appearance of the proposed WCF and all accessory and ancillary structures from two separate points within the impacted vicinity, accompanied by an assessment of potential mitigation and screening measures. Such points are to be mutually agreed upon by the Planning Director or the Planning Director's designee and the applicant. This Section (.02) is not applicable to applications submitted subject to the provisions of 47 U.S.C. 1455(a).
- (.03) Visual Impact, Technological Design Options, and Alternative Site Analysis. The applicant shall provide a visual impact analysis showing the maximum silhouette, viewshed analysis, color and finish palette, and proposed screening for all components of the facility. The analysis shall include photo simulations and other information as necessary to determine visual impact of the facility as seen from multiple directions. The applicant shall include a map showing where the photos were taken. The applicant shall include an analysis of alternative sites and technological design options for the WCF within and outside of the City that are capable of meeting the same service objectives as the preferred site with an equivalent or lesser visual impact. If a new tower or pole is proposed as a part of the proposed WCF, the applicant must demonstrate the need for a new tower and pole and why existing locations or design alternatives, such as the use of microcell technology, cannot be used to meet the identified service objectives. Documentation and depiction of all steps that will be taken to screen or camouflage the WCF to minimize the visual impact of the proposed facility must be submitted.

- (.04) Number of WCF. The Application shall include a detailed narrative of all of the equipment and components to be included with the WCF, including, but not limited to, antennas and arrays; equipment cabinets; back-up generators; air conditioning units; poles; towers; lighting; fencing; wiring, housing; and screening. The applicant must provide the number of proposed WCF at each location and include renderings of what the WCF will look like when screened. The Application must contain a list of all equipment and cable systems to be installed, including the maximum and minimum dimensions of all proposed equipment. Wilsonville is an Undergrounding District, meaning that the City will require any utility that can be fully or partially located underground to the maximum extent possible to help preserve the aesthetic appearance of the right-of-way and community and to prevent aboveground safety hazards. Therefore, all components of the WCF must be undergrounded to the extent reasonably feasible. Those components of the WCF that must be above ground must be identified by type of facility, dimension of facility, with proposed screening to reduce to the maximum extent possible the visual impact of aboveground facilities and equipment. A written narrative of why any portion of the WCF must be above ground is required. ~~Cost savings is not a valid reason for placing facilities and equipment above ground except where the applicant conclusively shows that this requirement would result in an effective or actual prohibition of the telecommunications service.~~
- (.05) Safety Hazards. Any and all known or expected safety hazards for any of the WCF facilities must be identified and the applicant who must demonstrate how all such hazards will be addressed and minimized to comply with all applicable safety codes.
- (.06) Landscaping. The Application shall provide a landscape plan, drawn to scale, that is consistent with the need for screening at the site, showing all proposed landscaping, screening and proposed irrigation (if applicable), with a discussion of how proposed landscaping, at maturity, will screen the site. Existing vegetation that is proposed to be removed must be clearly indicated and provisions for mitigation included.
- (.07) Height. The Application shall provide an engineer's diagram, drawn to scale, showing the height of the WCF and all of its above-ground components. Applicants must provide sufficient evidence that establishes that the proposed WCF is designed to the minimum height required to meet the carrier's coverage objectives. If a tower or pole height will exceed the base height restrictions of the applicable zone, this narrative shall include a discussion of the physical constraints (topographical features, etc.) making the additional height necessary. The narrative shall include consideration of design alternatives, including the use of multiple sites or designs that would avoid the need for the new WCF or over zone height WCF. ~~Except for SWF in the public right-of-way, t~~The maximum height allowed in the right-of-way is fifty (50) feet. SWF in the public right-of-way may be mounted on structures 50 feet in height or less, including antennas, mounted on structures no more than 10% taller than other adjacent structures, or do not extend existing structures on which the SWF is located to a height of more than 50 feet or by more than 10%, whichever is greater. or 10% higher than nearby structures.

- (.08) Construction. The Application shall describe the anticipated construction techniques and time frame for installation of the WCF.
- (.09) Maintenance. The Application shall describe the anticipated maintenance and monitoring program for the WCF, including antennas, back-up equipment, poles, paint, and landscaping.
- (.10) Noise/Acoustical Information. The Application shall provide manufacturer's specifications for all noise-generating equipment, such as air conditioning units and back-up generators, and a depiction of the equipment location in relation to adjoining properties. The applicant shall provide a noise study prepared and sealed by a qualified Oregon-license Professional Engineer that demonstrates that the WCF will comply with intent and goals of Section 6.204 et seq. of this Code.
- (.11) Parking. The Application shall provide a site plan showing the designated parking areas for maintenance vehicles and equipment, if any. No parking of maintenance vehicles and equipment parking shall be permitted in any red curb zone, handicap parking zone, or loading zone.
- (.12) Co-Location. In the case of new multi-user towers, poles, or similar support structures, the applicant shall submit engineering feasibility data and a letter stating the applicant's willingness to allow other carriers to co-locate on the proposed WCF.
- (.13) Lease. The site plan shall show the lease area of the proposed WCF.
- (.14) FCC License and Radio Frequency Safety Compliance. The Application shall provide a copy of the applicant's FCC license and/or construction permit, if an FCC license and/or construction permit is required for the proposed facility. The applicant shall provide documentation showing that the party responsible for radio frequency transmissions is in planned or actual compliance with all FCC RF emissions safety standards and guidelines at 47 C.F.R. § 1.1307 et seq. and FCC Office of Engineering Technology Bulletin 65.
- (.15) Lighting and Marking. The Application shall describe any proposed lighting and marking of the WCF, including any required by the FAA.
- (.16) Co-Location Feasibility. A feasibility study for the co-location of any WCF as an alternative to new structures must be presented and certified by an Oregon-licensed Professional Engineer. Co-location will be required when determined to be feasible. The feasibility study shall include:
- A. An inventory, including the location, ownership, height, and design of existing WCF within one-half (1/2) mile of the proposed location of a new WCF. The planning director may share such information with other applicants seeking permits for WCF, but shall not, by sharing such information, in any way represent or warrant that such sites are available or suitable.
 - B. Documentation of the efforts that have been made to co-locate on existing or previously approved towers, poles, or structures. The applicant shall make a good faith effort to contact the owner(s) of all existing or approved towers, poles, or

structures and shall provide a list of all owners contacted in the area, including the date, form, and content of such contact.

- C. Documentation as to why co-location on existing or proposed towers, poles, or commercial structures within one thousand (1,000) feet of the proposed site is not practical or feasible. Co-location shall not be precluded simply because a reasonable fee for shared use is charged or because of reasonable costs necessary to adapt the existing and proposed uses to a shared tower. The Planning Director and/or Development Review Board may consider expert testimony to determine whether the fee and costs are reasonable when balanced against the market and the important aesthetic considerations of the community.

(.17) Engineering Report for New Location.

- A. An Application for a new WCF, whether co-located or new, shall include, as applicable, a report from an Oregon licensed Professional Engineer documenting the following:
1. A description of the proposed WCF height and design, including technical, engineering, and other pertinent factors governing selection of the proposed design. A cross-section of the proposed WCF structure shall be included. The engineer shall document whether the structure is at its maximum structural capacity and, if not, the additional weight the structure could support.
 2. Documentation that the proposed WCF will have sufficient structural integrity for the proposed uses at the proposed location, in conformance with the minimum safety requirements of the State Structural Specialty Code and EIA/TIA 222 (Structural Standards for Communication and Small Wind Turbine Support Structures), latest edition at the time of the application.
- B. A description of mitigation methods which will be employed to avoid ice hazards, including increased setbacks, and/or de-icing equipment, if required by any safety law, regulation, or code.
- C. Evidence that the proposed WCF will comply with all applicable requirements of the Federal Aviation Administration, the Aeronautics Section of the Oregon Department of Transportation, and the Federal Communications Commission.

- (.18) Maintenance. The applicant shall provide a description of anticipated maintenance needs, including frequency of service, personnel needs, equipment needs and potential safety impacts of such maintenance.

- (.19) Recordation Requirements. If a new WCF is approved, the owner shall be required, as a condition of approval, to:

- A. Record the conditions of approval specified by the City with the Deeds Records Office in the Office of the County Recorder of the county in which the WCF is located;
- B. Respond in a timely, comprehensive manner to a request for information from a potential shared use applicant;

- C. Negotiate in good faith for shared use by others; and
 - D. Such conditions shall run with the land and be binding on subsequent purchasers of the WCF.
- (.20) The Planning Director may request any other information deemed necessary to fully evaluate and review the information provided in the application.

Section 4.802. Co-Location.

In order to encourage shared use of towers, poles, or other facilities for the attachment of WCF, no conditional use permit shall be required for the addition of equipment, provided that:

- (.01) There is no change to the type of tower or pole.
- (.02) All co-located WCF shall be designed in such a way as to be visually compatible with the structures on which they are placed.
- (.03) All co-located WCF must comply with the conditions and concealment elements of the original tower, pole, or other facility upon which it is co-locating.
- (.04) Shall not disturb, or will mitigate any disturbed, existing landscaping elements.
- (.05) Does not entail excavation or deployment outside site of current facility where co-location is proposed.
- (.06) All co-located WCF, and additions to existing towers, poles, or other structures, shall meet all requirements of the State of Oregon Structural Specialty Code and EIA/TIA 222 (Structural Standards for Communication and Small Wind Turbine Support Structures), latest edition at the time of the application. A building permit shall be required for such alterations or additions. Documentation shall be provided by an Oregon-licensed Professional Engineer verifying that changes or additions to the tower structure will not adversely affect the structural integrity of the tower.
- (.07) Additional Application Requirements for Co-Location:
 - A. A copy of the site plan approved for the original tower, pole, or other base station facility to which the co-location is proposed.
 - B. A site survey delineating development on-the-ground is consistent with the approved site plan.

Section 4.803. Development Review Standards.

All WCF shall comply with the following Development Review standards, unless grandfathered under State or Federal law:

- (.01) Visual Impact.
 - A. Maximum Number of High Visibility Facilities Per Lot or Parcel. No more than one high visibility WCF is allowed on any one lot or parcel of five acres or less. The Development Review Board may approve exceeding the maximum number of high visibility WCF per lot or parcel if one of the following findings is made

through a Class III review process: (1) co-location of additional high visibility WCF is consistent with neighborhood character, (2) the provider has shown that denial of an application for additional high visibility WCF would prohibit or have the effect of prohibiting service because the WCF would fill a significant gap in coverage and no alternative locations are available and technologically feasible, or (3) the provider has shown that denial of an application for additional high visibility WCF would unreasonably discriminate among providers of functionally equivalent services. In such cases, the Development Review Board shall be the review authority for all related applications.

- B. Height. The tower or pole height of a freestanding WCF in R, PDR and RA-H zones shall not exceed fifty (50) feet, except the following:
1. ~~that the~~ RA-H zoned property occupied by the City Wastewater Treatment Plant and the PDR zoned property occupied by the Elligsen Road Water Reservoir shall be exempted from the height limitations of the subject zones, and subsection 4.803(.01)A, above, shall apply.
 2. Small Wireless Facilities in the public right-of-way. SWF in the public right-of-way may be mounted on structures 50 feet in height or less, including antennas, mounted on structures no more than 10% taller than other adjacent structures, or do not extend existing structures on which the SWF is located to a height of more than 50 feet or by more than 10%, whichever is greater. The height limit for these facilities is the greater of 50 feet or 10% higher than surrounding structures.
- C. WCF Adjacent to Residentially Designated Property. In order to ensure public safety, all WCF located adjacent to any property designated as residential in Wilsonville shall be set back from all residential property lines by a distance at least equal to the maximum height of the facility including any antennas or other appurtenances attached thereto. The setback shall be measured from that part of the WCF that is closest to the neighboring residentially designated property.
- D. Historical Buildings and Structures. No WCF shall be allowed on any building or structure, or in any district, that is listed on any Federal, State, or local historical register unless it is determined by the Development Review Board that the facility will have no adverse effect on the appearance of the building, structure, or district. No change in architecture and no high visibility facilities are permitted on any such building, any such site, or in any such district.
- E. Tower or Pole Heights. Towers or poles may exceed the height limits otherwise provided for in the Development Code with compelling justification only. Costs and cost efficiency are not compelling justifications.
- F. Accessory Building Size. Within the public right-of-way, no above-ground accessory buildings shall be permitted. Outside of the public right-of-way, all accessory buildings and structures permitted to contain equipment accessory to a WCF shall not exceed twelve (12) feet in height unless a greater height is necessary and required by a condition of approval to maximize architectural

integration. Each accessory building or structure is limited to two hundred (200) square feet, unless approved through a Conditional Use Permit.

- G. Utility Vaults and Equipment Pedestals. Within the public right-of-way, utility vaults and equipment pedestals associated with WCF must be underground to the maximum extent possible.
- H. Visual Impact. All WCF shall be designed to minimize the visual impact to the maximum extent possible by means of placement, screening, landscaping, and camouflage. All WCF shall also be designed to be compatible with existing architectural elements, building materials, and other site characteristics. All WCF shall be sited in such a manner as to cause the least detriment to the viewshed from other properties. The use of radomes and/or other camouflage techniques acceptable to the City to conceal antennas, associated equipment and wiring, and antenna supports is required.
- I. Color Schemes. For the sake of visual impact, no wooden poles are allowed except Small Wireless Facilities on existing poles with high voltage power lines that would require thermal hydraulic cooling if undergrounded. Color schemes must be approved by the City to best camouflage with the surrounding landscape.
- J. Antennas. Façade-mounted antennas shall be architecturally integrated into the building design and otherwise made as unobtrusive as possible. As appropriate, antennas shall be located entirely within an existing or newly created architectural feature so as to be completely screened from view. Façade-mounted antennas shall not extend more than two (2) feet out from the building face. Roof-mounted antennas shall be constructed at the minimum height possible to serve the operator's service area and shall be set back as far from the building edge as possible or otherwise screened to minimize visibility from the public right-of-way and adjacent properties.
- K. Noise. Noise from any equipment supporting the WCF shall meet the requirements of City Code Section 6.204 – Noise.
- L. Signage. No signs, striping, graphics, or other attention-getting devices are permitted on any WCF except for warning and safety signage with a surface area of no more than three (3) square feet. Except as required by law, all signs are prohibited on WCF except for one non-illuminated sign, not to exceed two (2) square feet, which shall be provided at the main entrance to the WCF, stating the owner's name, the wireless operator(s) if different from the owner, and address and a contact name and phone number for emergency purposes. WCF may be placed entirely behind existing street or building signs as one method of camouflage.
- M. Traffic Obstruction. Maintenance vehicles servicing facilities located in the public right-of-way shall not park on the traveled way or in a manner that obstructs traffic. No maintenance vehicle parking shall be permitted in red curb zones, handicap zones, or loading zones.
- N. Parking. No net loss in minimum required parking spaces shall occur as a result of the installation of any WCF.

- O. Sidewalks and Pathways. Cabinets and other equipment shall not impair pedestrian use of sidewalks or other pedestrian paths or bikeways on public or private land and shall be screened from view. Cabinets shall be undergrounded, to the maximum extent possible.
- P. Lighting. WCF shall not include any beacon lights or strobe lights, unless required by the Federal Aviation Administration (FAA) or other applicable authority. If beacon lights or strobe lights are required, the Development Review Board shall review the available alternatives and approve the design with the least visual impact. All other site lighting for security and maintenance purposes shall be shielded and directed downward, and shall comply with the City's outdoor lighting standards in City Code Section 4.199, unless otherwise required under Federal law.
- Q. Paint and Finish.
Towers, poles, antennas, and associated equipment shall either maintain a galvanized steel finish or be painted a non-reflective, neutral color, as approved by the Planning Director or Development Review Board, to minimize visibility. Attached communication facilities shall be painted so as to be identical to or compatible with the existing structure. Towers more than two hundred (200) feet in height shall be painted in accordance with the Oregon State Aeronautics Division and Federal Aviation Administration rules. Applicants shall attempt to seek a waiver of OSAD and FAA marking requirements. When a waiver is granted, towers shall be painted and/or camouflaged in accordance with subsection (.01), above. All ancillary facilities shall be colored or surfaced so as to blend the facilities with the surrounding natural and built environment.
- R. Use of Concealments. Concealments are customized structures engineered to cover cell towers, antennas, DAS equipment and beautify them and make them either less visible or more pleasing to have in the landscape. Applicant shall present a proposal for concealment intended to meet the foregoing goal.
- S. Public Works Standards. Additional applicable construction and design standards are as set forth in the City's 2015 Public Works Standards.
- T. Compliance With All Laws. Every WCF shall comply with all local, state, and federal laws, codes, and regulations including without limitation to the Americans with Disabilities Act, 42 U.S.C. § 12101 et seq.

(.02) Site Size.

The site on which a transmission tower/pole is located shall be of a sufficient shape and size to provide all required setbacks as specified in this Code Section. Towers or poles only as permitted herein may be located on sites containing other principal uses in the same buildable area as long as all of the other general requirements of this Code Section are met.

(.03) Separation and Setbacks.

- A. WCF shall be set back from any other property line by a distance at least equal to the maximum height of the facility including any antennas or other appurtenances

attached thereto unless this requirement is specifically waived by the Planning Director or the Development Review Board for purposes of mitigating visual impacts or improving compatibility with other uses on the property.

- B. A guyed tower located on sites containing other principal uses must maintain a minimum distance between the tower and other principal uses of the greater of 100% breakpoint or twenty-five (25) feet, unless this requirement is specifically waived by the Planning Director or Development Review Board for purposes of mitigating visual impacts or improving compatibility with other uses on the property.
 - C. WCF mounted on rooftops or City-approved alternative tower structures shall be exempt from these minimum separation requirements. However, WCF and related equipment may be required to be set back from the edge of the roof line in order to minimize their visual impact on surrounding properties and must be screened.
 - D. WCF towers and poles are prohibited in the required front yard, back yard, or side yard setback of any lot in any zone, and no portion of any antenna array shall extend beyond the property lines. For guyed towers or poles, all guy anchors shall be located outside of the setback from all abutting properties.
- (.04) Security Fencing. WCF or towers shall be enclosed by decay-resistant security fencing not less than six (6) feet in height and shall be equipped with an appropriate anti-climbing device. Fencing shall be compatible with other nearby fencing. Such requirements may be waived for attached WCF.
- (.05) Landscaping. Landscaping shall be placed around the outside perimeter of the security fencing and shall consist of fast growing vegetation that can be expected to reach a minimum height of six (6) feet and form a continuous hedge within two (2) years of planting. Drought tolerant landscaping materials shall be required and otherwise meet the landscaping standards of City Code Section 4.176. Trees and shrubs in the vicinity of guy wires shall be of a kind that would not exceed twenty (20) feet in height and would not affect the stability of the guys should they be uprooted. Landscaping shall be compatible with other nearby landscaping.
- (.06) Conflict with Right-of-Way. No WCF shall be located within a planned or existing public right-of-way, unless it is specifically designed for the purpose in a way that will not impede pedestrian, bicycle, or vehicular traffic and the installation of any sidewalk or path that is a planned future improvement.
- (.07) Change to Approved WCF. Any change to or expansion of a WCF that will in any way change the physical appearance of the WCF will require a new application.

Section 4.804. Review Process and Approval Standards.

- (.01) Class I Process: The following WCF are allowed with the approval of a WCF Site Plan to be reviewed by the Planning Director pursuant to a Class I process under City Code Section 4.030 (.01) A:

A. Small Wireless Facilities in the public right-of-way

B. Replacement of existing antennas on approved tower at same height

(.02) Class II Process. The following WCF are allowed with the approval of a WCF Site Plan to be reviewed by the Planning Director pursuant to a Class II process under City Code Section 4.030(.01)B:

A. WCF proposed in the following locations excepted as noted in (.01) above:

1. Any property owned by the City of Wilsonville, including public right-of-way;
2. Any school property owned by any public school district;
3. Any fire station property owned by any fire district;
4. Any property within an electric utility substation.

B. WCF attached to existing light, power, or telephone poles in all zones, subject to the development standards of Section 4.803.

C. WCF Co-locations meeting the criteria outlined in Wilsonville Code 4.802.

D. Satellite dishes larger than one (1) meter.

(.0203) Conditional Use Permit Requirements. Applications for WCF in all other locations and situations, including moderate or high visibility facilities that exceed the height limit of the applicable zone, shall also require a Conditional Use Permit to be reviewed by the Development Review Board. In addition to the approval standards in City Code Section 4.030, the applicant shall demonstrate that the WCF Site Plan approval standards in this Section are met.

(.0304) Approval Criteria. The Development Review Board shall approve the use and WCF Site Plan for any of the WCF listed in subsections (.01) and (.0102) of this Section upon a determination that the following criteria are met:

A. The height of the proposed WCF does not exceed the height limit of the underlying zoning district, or does not increase the height of an existing facility.

B. The location is the least visible of other possible locations and technological design options that achieve approximately the same signal coverage objectives.

C. The location, size, design, and operating characteristics of the proposed WCF will be compatible with adjacent uses, residences, buildings, and structures, with consideration given to:

1. Scale, bulk, coverage, and density;
2. The suitability of the site for the type and intensity of the proposed WCF; and
3. Any other relevant impact of the proposed use in the setting where it is proposed.

D. All required public facilities have adequate capacity, as determined by the City, to serve the proposed WCF; and

E. The proposed WCF complies with all of the general regulations contained in this Section 4.800 – 4.812.

(.0405) Conditions of Approval. The City may impose any other reasonable condition(s) deemed necessary to achieve compliance with the approval standards, including designation of an alternate location. If compliance with all of the applicable criteria cannot be achieved through the imposition of reasonable conditions, the Application shall be denied.

Section 4.805. Exemptions.

The following shall be considered exempt structures or activities under this Code Chapter:

- (.01) Antennas (including direct-to-home satellite dishes, TV antennas, and wireless cable antennas) used by viewers to receive video programming signals from direct broadcast facilities, broadband radio service providers, and TV broadcast stations regardless of zone capacity.
- (.0302) Cell on Wheels (COW), which are permitted as temporary uses in nonresidential zones for a period not to exceed sixty (60) days, except that such time period may be extended by the City during a period of emergency as declared by the City, County, or State.
- (.0403) Replacement antennas or equipment, provided the replacement antennas and/or equipment have the same function, size, and design to the replaced antenna and/or equipment and do not exceed the overall size of the original approved antenna and/or equipment.

Section 4.806. Damage, Destruction, or Interference to Other Utilities.

In the installation of any WCF within the right-of-way, care must be taken to install in such a way that does not damage, interfere with, or disturb any of the several other utilities that may already be located in the area. Any damage done to such other utilities must be immediately reported to both the City and the owner of the damaged utility, and must be promptly repaired by the permittee or the utility owner, with the permittee being responsible for all costs of repair, including any extra charges that may be assessed for emergency repairs. Failure to notify the City and the damaged utility provider will result in revocation of the WCF. When approving the location for a WCF, the location of other utilities, or the need for the location of other utilities, within the right-of-way must be considered before approval to locate the WCF will be given in order to ensure those other services to the public are not disrupted.

Section 4.807. Maintenance.

The following maintenance requirements apply to WCF, as applicable:

- (.01) All landscaping shall be maintained at all times and shall be promptly replaced if not successful.

- (.02) If a flag pole is used for camouflaging a facility, flags must be flown and must be properly maintained at all times. If a United State Flag is flown, it shall be illuminated as required by the United States Flag Code.
- (.03) All WCF sites shall be kept clean, neat, and free of litter.
- (.04) A WCF shall be kept clean and painted in good condition at all times. Rusting, dirt, or peeling facilities are prohibited.
- (.05) All equipment cabinets shall display a legible operator's contact number for reporting maintenance problems.
- (.06) Any graffiti on a WCF must be promptly removed at Owner's expense.

Section 4.808. Permit Tracking.

The permittee of each permit issued to it by the City shall retain full and complete copies of all permits and other regulatory permits issued in connection with this facility. In the event that the City cannot locate any such full and complete permits or other regulatory approvals in its official records, and the permittee fails or refuses to retain or produce full and complete permits or other regulatory approvals in the permittee's files, any ambiguities or uncertainties that would be resolved through an examination of the missing documents will be resolved against the permittee.

Section 4.809. Inspections.

- (.01) The City or its agents shall have authority to enter onto the property upon which a WCF is located to inspect the facility for the purpose of determining whether it complies with the Building Code and all other construction standards provided by the City and Federal and State law.
- (.02) As a condition of approval and prior to final inspection of the WCF, the applicant shall submit evidence, such as photos, to the satisfaction of the City, sufficient to prove that the WCF is in substantial conformance with photo simulations provided with the application. Nonconformance shall require modification to compliance within thirty (30) days or the WCF, or nonconforming components, must be removed.
- (.03) The City reserves the right to conduct such inspections at any time, upon reasonable notice to the WCF owner. In the event such inspection results in a determination that violation of applicable construction and maintenance standards set forth by the City has occurred, remedy of the violation may include cost recovery for all costs incurred in conforming and processing the violation.

Section 4.810. Preexisting WCF.

WCF that lawfully existed prior to the adoption of this Chapter shall be allowed to continue their use as they presently exist. This Code does not make lawful any WCF that are not fully approved on the date the ordinance codified in this Code is adopted and those pending WCF will be required to meet the requirements of this Code. Routine maintenance shall be permitted on such lawful preexisting WCF. Lawfully existing WCF may be replaced as long as the

replacement is in the exact location of the WCF being replaced and is of a construction type identical in height, width, weight, lighting, and painting. Any changes or modifications to a replacement WCF shall not be considered routine maintenance, shall be treated as new construction, and shall comply with the requirements of this Chapter.

Section 4.811. Ancillary Facilities.

Unenclosed storage of materials is prohibited. Other building facilities, including offices, vehicle storage areas, or other similar uses not necessary for transmission or relay functions, are prohibited unless a separate land use application for such is submitted and approved.

Section 4.812. Abandoned Facilities; Discontinuation of Use.

The following requirements apply to the abandonment and/or discontinuation of use for all WCF:

- (.01) All WCF located on a utility pole shall be promptly removed at the operator's expense at any time a utility is scheduled to be placed underground or otherwise moved.
- (.02) All operators who intend to abandon or discontinue the use of any WCF shall notify the City of such intentions no less than sixty (60) days prior to the final day of use.
- (.03) WCF shall be considered abandoned ninety (90) days following the final day of use or operation.
- (.04) All abandoned WCF, including ancillary equipment, shall be physically removed by the facility owner no more than ninety (90) days following the final day of use or of determination that the facility has been abandoned, whichever occurs first.
- (.05) The City reserves the right to remove any WCF that are abandoned for more than ninety (90) days, at the expense of the facility owner.
- (.06) Any abandoned site shall be restored to its natural or former condition. Grading and landscaping in good condition may remain.

Section 4.813. Mandatory and Automatic Permit Conditions.

All WCF permits, whether issued by the City or approved by operation of law, shall be subject to the standard conditions of approval provided in this Section. The City may add, remove or modify any conditions of approval as necessary or appropriate to protect and promote the public health, safety and welfare.

- (.01) Permit Duration. The permit will automatically expire ten (10) years from the issuance date.
- (.02) Compliance with All Applicable Laws. Permittee shall at all times maintain compliance with all applicable federal, state and local laws, regulations, ordinance or other rules.

- (.03) Inspections; Emergencies. The City or its designee may enter onto the facility area to inspect the facility upon reasonable notice to the permittee. The permittee shall cooperate with all inspections. The City reserves the right to enter or direct its designee the facility and support, repair, disable or remove any elements of the facility in emergencies or when the facility threatens imminent harm to persons or property.
- (.04) Contact Information for Responsible Parties. Permittee shall at all times maintain accurate contact information for all parties responsible for the facility, which shall include a phone number, street mailing address and email address for at least one natural person. All such contact information for responsible parties shall be provided to the Planning Director within one (1) business day of permittee's receipt of the Planning Director's written request.
- (.05) Indemnities. The permittee and, if applicable, the non-government owner of the private property upon which the tower/and or base station is installed shall defend, indemnify and hold harmless the City, its agents, officers, officials and employees (i) from any and all damages, liabilities, injuries, losses, costs and expenses and from any and all claims, demands, law suits, writs of mandamus and other actions or proceedings brought against the City or its agents, officers, officials or employees to challenge, attack, seek to modify, set aside, void or annul the City's approval of the permit, and (ii) from any and all damages, liabilities, injuries, losses, costs and expenses and any and all claims, demands, law suits or causes of action and other actions or proceedings of any kind or form, whether for personal injury, death or property damage, arising out of or in connection with the activities or performance of the permittee or, if applicable, the private property owner or any of each one's agents, employees, licensees, contractors, subcontractors or independent contractors. The permittee shall be responsible for costs of determining the source of the interference, all costs associated with eliminating the interference, and all costs arising from third party claims against the City attributable to the interference. In the event the City becomes aware of any such actions or claims the City shall promptly notify the permittee and the private property owner and shall reasonably cooperate in the defense. It is expressly agreed that the City shall have the right to approve, which approval shall not be unreasonably withheld, the legal counsel providing the City's defense, and the property owner and/or permittee (as applicable) shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense.
- (.06) Adverse Impacts on Adjacent Properties. Permittee shall undertake all reasonable efforts to avoid undue adverse impacts to adjacent properties and/or uses that may arise from the construction, operation, maintenance, modification and removal of the facility.
- (.07) General Maintenance. Permittee must comply with Section 4.806 at all times.

(.08) For Small Wireless Facilities in the Right-of-way:

A. Height must not exceed the greater of 50 feet or 10% higher than surrounding structures;

B. Undergrounding to the maximum extent feasible

C. No uncontained antennas, wiring, or equipment

Section 4.814. Mandatory and Automatic Permit Conditions of Approval for Section 6409(a).

Any Section 6409(a) Co-Location/Modification Permit approved or deemed-granted by the operation of federal law shall be automatically subject to the conditions of approval described in this Section.

- (.01) Permit Duration. The City's grant or grant by operation of law of a Section 6409(a) Co-Location/Modification Permit constitutes a federally-mandated modification to the underlying permit or approval for the subject tower or base station. The City's grant or grant by operation of law of a Section 6409(a) Co-Location/Modification Permit will not extend the permit term for any conditional use permit, land use permit or other underlying regulatory approval and its term shall be coterminous with the underlying permit or other regulatory approval for the subject tower or base station.
- (.02) Accelerated Permit Terms Due to Invalidation. In the event that any court of competent jurisdiction invalidates any portion of Section 6409(a) or any FCC rule that interprets Section 6409(a) such that federal law would not mandate approval for any Section 6409(a) Co-Location/Modification Permit(s), such permit(s) shall automatically expire one (1) year from the effective date of the judicial order, unless the decision would not authorize accelerated termination of previously approved Section 6409(a) Co-Location/Modification Permits. A permittee shall not be required to remove its improvements approved under the invalidated Section 6409(a) Co-Location/Modification Permit when it has submitted an application for either a Conditional Wireless Facilities Permit or an Administrative Wireless Facilities Permit for those improvements before the one (1) year period ends. The Planning Director may extend the expiration date on the accelerated permit upon a written request from the permittee that shows good cause for an extension.
- (.03) No Waiver of Standing. The City's grant or grant by operation of law of a Section 6409(a) Co-Location/Modification Permit does not waive, and shall not be construed to waive, any standing by the City to challenge Section 6409(a), any FCC rules that interpret Section 6409(a) or any Section 6409(a) Co-Location/Modification Permit.
- (.04) Compliance with All Applicable Laws. Permittee shall at all times maintain compliance with all applicable federal, state and local laws, regulations, ordinance or other rules.
- (.05) Inspections; Emergencies. The City or its designee may enter onto the facility area to inspect the facility upon reasonable notice to the permittee. The permittee shall cooperate with all inspections. The City reserves the right to enter or direct its designee the facility and support, repair, disable or remove any elements of the

facility in emergencies or when the facility threatens imminent harm to persons or property.

- (.06) Contact Information for Responsible Parties. Permittee shall at all times maintain accurate contact information for all parties responsible for the facility, which shall include a phone number, street mailing address and email address for at least one natural person. All such contact information for responsible parties shall be provided to the Planning Director upon permittee's receipt of the Planning Director's written request.
- (.07) Indemnities. The permittee and, if applicable, the non-government owner of the private property upon which the tower/and or base station is installed shall defend, indemnify and hold harmless the City, its agents, officers, officials and employees (i) from any and all damages, liabilities, injuries, losses, costs and expenses and from any and all claims, demands, law suits, writs of mandamus and other actions or proceedings brought against the City or its agents, officers, officials or employees to challenge, attack, seek to modify, set aside, void or annul the City's approval of the permit, and (ii) from any and all damages, liabilities, injuries, losses, costs and expenses and any and all claims, demands, law suits or causes of action and other actions or proceedings of any kind or form, whether for personal injury, death or property damage, arising out of or in connection with the activities or performance of the permittee or, if applicable, the private property owner or any of each one's agents, employees, licensees, contractors, subcontractors or independent contractors. The permittee shall be responsible for costs of determining the source of the interference, all costs associated with eliminating the interference, and all costs arising from third party claims against the City attributable to the interference. In the event the City becomes aware of any such actions or claims the City shall promptly notify the permittee and the private property owner and shall reasonably cooperate in the defense. It is expressly agreed that the City shall have the right to approve, which approval shall not be unreasonably withheld, the legal counsel providing the City's defense, and the property owner and/or permittee (as applicable) shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense.
- (.08) Adverse Impacts on Adjacent Properties. Permittee shall undertake all reasonable efforts to avoid undue adverse impacts to adjacent properties and/or uses that may arise from the construction, operation, maintenance, modification and removal of the facility.
- (.09) General Maintenance. Permittee must comply with Section 4.806 at all times.

I:\code rev\wireless\ord 797 amnd wc 4.800 et seq wireless comm facil (ccfnl).docx

CITY COUNCIL ROLLING SCHEDULE

Board and Commission Meetings 2018

Items known as of 12/12/18

December

DATE	DAY	TIME	EVENT	LOCATION
12/24	Monday	6:30 p.m.	DRB Panel B - Cancelled	Council Chambers

January

DATE	DAY	TIME	EVENT	LOCATION
1/7	Monday	7:00 p.m.	City Council Meeting	Council Chambers
1/9	Wednesday	1:00 p.m.	Wilsonville Community Seniors, Inc. Advisory Board	Community Center
1/9	Wednesday	6:00 p.m.	Planning Commission	Council Chambers
1/10	Thursday	4:30 p.m.	Parks & Recreation Advisory Board	Parks & Rec. Admin. Bldg.
1/14	Monday	6:30 p.m.	DRB Panel A	Council Chambers
1/23	Wednesday	6:30 p.m.	Library Board	Library
1/24	Thursday	7:00 p.m.	City Council Meeting	Council Chambers
1/28	Monday	6:30 p.m.	DRB Panel B	Council Chambers

February

DATE	DAY	TIME	EVENT	LOCATION
2/4	Monday	7:00 p.m.	City Council Meeting	Council Chambers
2/11	Monday	6:30 p.m.	DRB Panel A	Council Chambers
2/13	Wednesday	6:00 p.m.	Planning Commission	Council Chambers
2/21	Thursday	7:00 p.m.	City Council Meeting	Council Chambers
2/25	Monday	6:30 p.m.	DRB Panel B	Council Chambers

Community Events:

- 12/25** City offices closed in observance of Christmas Day
- 1/1** City offices closed in observance of New Years Day
- 1/21** City offices closed in observance of Martin Luther King Jr. Day
- 2/18** City offices closed in observance of Presidents' Day

All dates and times are tentative; check the City's online calendar for schedule changes at www.ci.wilsonville.or.us.

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

A special meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Tuesday, November 27, 2018.

The following City Council members were present:

- Mayor Knapp
- Council President Starr – Departed at 9:05 p.m.
- Councilor Stevens
- Councilor Lehan
- Councilor Akervall

Staff present included:

- Bryan Cosgrove, City Manager
- Jeanna Troha, Assistant City Manager
- Barbara Jacobson, City Attorney
- Kimberly Veliz, City Recorder
- Mark Ottenad, Public/Government Affairs Director
- Andy Stone, IT Manager

- Mayor Knapp: 00:29:20 Good evening everyone. Welcome to Wilsonville City Council were holding, as I'm sure you know, a, a public hearing with regard to the questions of the airport expansion proposal. I need to call to order formally, I guess a City Council for a, exceptional meeting, off schedule for November 27th at 7:05 p.m. and request a roll call please from the Recorder.
- City Recorder: 00:29:52 Councilor Stevens.
- Councilor Stevens: 00:29:54 Here.
- City Recorder: 00:29:54 Council President Starr.
- Councilor Starr: 00:29:56 Here.
- City Recorder: 00:29:56 Councilor Akervall.
- Councilor Akervall: 00:29:57 Here.
- City Recorder: 00:29:57 Councilor Lehan.
- Councilor Lehan: 00:29:58 Here.
- City Recorder: 00:29:58 Mayor Knapp.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

- Mayor Knapp: 00:29:59 Here.
- Mayor Knapp: 00:30:00 Thank you. Will the audience please rise and join us in a pledge of allegiance?
- All: 00:30:10 I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all.
- Mayor Knapp: 00:30:33 So I want to start by thanking you all for coming out tonight, and, and, indicating your interest in this topic. If you have not filled out a speaker, speaker card in the lobby, but wish to speak, please go ahead and do so. I'm going to be working from those list of registered speakers, at that have signed up ahead of time and can continue to sign up through the hearing if you would like to do so. They're in the lobby. We as a Council have decided to hold this hearing because we are aware of a wide variety of perspectives and interest in this topic. And we are aware of a few other opportunities for the public to express their viewpoint. We expect to hear both pro and con viewpoints and we look forward to hearing a thoughtful testimony and indications of a reasoning behind people's positions where we can. We've received a variety of emails already on this topic and some written letters which will become part of the public record. Also, we intend to make the record of this hearing available to state legislators, decision makers' agency people, and we will post it publicly on our city website for anyone that is interested to look at that record. Once we get through a fairly large volume of, of information that will have to post. I am recommending to Council that we leave the public record open until Monday.
- Mayor Knapp: 00:32:13 I think that we should leave a little bit of time Monday morning for people to get in if they wish to bring and drop off. So I'm going to suggest 10:00 a.m. on Monday, December 3rd and I would entertain a motion on that. If it pleases the Council.
- Councilor Lehan: 00:32:29 Your honor, I move that we leave the record open until 10:00 a.m. on Monday so that people who have not had an opportunity to submit testimony might from then or as was suggested, if people hear comments this evening that they want to respond to the, they'll have an opportunity to do that also.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

- Mayor Knapp: 00:32:40 Alright. is there a second?
- Councilor Akervall: 00:32:53 I'll second.
- Mayor Knapp: 00:32:54 Moved and seconded a as has been noted that we leave public record open until Monday, December 3rd, 10 a.m. here at City Hall. All in favor, please say Aye.
- Council: 00:33:03 Aye.
- Mayor Knapp: 00:33:04 Passes 5-0. I want to set a couple of ground rules as we move into this, we intend to have a respectful hearing that everyone has a chance to speak. I am, I'm hoping that we can do this in an organized fashion. I will start by calling up groups of three. We have three speakers, microphones, three seating positions, and I will also then read off the subsequent three people will ask three people to come up at a time and give your testimony. And then, I'll, we'll ask for the next batch that have been pre notified of three people to come up. We're not trying to, identify all the pros and cons, but I think that we made try to have three speakers at a time that are of similar opinions and, and, we'll see how that works.
- Mayor Knapp: 00:33:57 We may have to do some cut and fit on that. I do ask that we have a respectful hearing and that we not engage in disruptive behavior. I am asking that we not have applause, that we not have boos, that we not have outburst or any disorderly conduct. I know that emotions run high sometimes in these situations. If we get to a situation where that's happening, I'm going to stop the hearing and not proceed until my staff can assure me that the public is orderly and ready to proceed in a, in a respectful fashion. So when I call your name, we'll ask you to come forward to the microphones, which I'll do in a minute. This is a formal public record that we need to have people's identity known as they speak. So we're asking for your, for you to start by stating your name and address and we'll have that as part of the record also.
- Mayor Knapp: 00:35:07 The other question I guess is a written materials, written materials will be part of the public record and if people have written materials to submit tonight, they need to go to the City Recorder and, they will be made part of the record, those written materials as we've just voted can be submitted,

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

between now and Monday at 10:00 a.m. here at City Hall. I think that is most of what I want to do. I guess I would encourage people to not repeat that has just been given. You can make reference to a certain prior speaker and say I agree with so and so testimony and that will speed things along. You may certainly say what you like, but it would make it a little less time consuming if you're able to do that also. Am I missing anything Mr. Cosgrove?

City Manager: 00:35:56 Just the one thing Mr. Mayor, if folks aren't comfortable giving their name and address for the record, they can simply state that they submitted their name and address to the City Recorder and that would be sufficient.

Mayor Knapp: 00:36:05 That that's true. Though, that record is also a public record and available for inspection by.

City Manager: Give your name, but your address as submitted to the City Recorder, sorry.

Mayor Knapp: All right. I think that that is kind of the ground rules and I think that we are therefore probably ready to go. I'm going to give deference to elected officials from other places, sort of the, opportunity to speak first. And Yes sir.

City Manager: There was one other thing that's really critical is that we have a timing mechanism. So I believe you're allocating three minutes per person?

Mayor Knapp: We've decided to use three minutes, you have a little traffic signal there on the, on the dais that has a green light and then a yellow light as we are nearing the end and a red light when we want you to be done and we ask that you respect that so that everybody else could get a chance to offer their viewpoint also. So...

City Manager: 00:36:58 Thank you.

Mayor Knapp: Okay, sounds good. Council, anything else that you want to say or note before we jump in? All right. Okay. For the first panel, I am going to ask for Kris Sallee, Mayor elect of the City of Aurora; Courtney Neron, a state elected State Representative elective House District 26 and Ben West, City Council elect Wilsonville. The second group I will have

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

up will be a. and I'm already getting mixed up here. Mr. Humberston, Ken Humberston, Clackamas County Commission, and Brian Hodson, Mayor of the City of Canby. And I'm going to stop there because I'm getting out of my threes. Good evening.

Kris Sallee: 00:37:49

Good evening. Thank you for being here this evening and just will read my testimony to you tonight as recently elected mayor of Aurora. I'm here today is your neighbor to listen and to learn of the concerns the City of Wilsonville and its citizens have regarding the Aurora airports expansion plans. Until I'm officially an office and a full council decision is voted on after further input from Aurora citizens. It's really not appropriate for me to provide the City's official position on the expansion plans at this time, whether for or against on this matter. However, I can say that during my campaign, the airport expansion was a major subject of discussion with many of our citizens and in general, I can share with you today there was an overwhelming concern of the impacts is expansion would have on Aurora with regards to our infrastructure, our traffic, and our overall quality of life. I look forward to working in a continued involvement with the City of Wilsonville and in other mutual concerns. Thank you for your time today.

Mayor Knapp:

Thank you very much.

Courtney Neron: 00:38:54

Hi, I'm Courtney Neron, representative elect for House District 26. I too am here to listen and support this process. I'm excited that we have an inclusive process because I do believe that, we need everyone who is a part of the impact zone to be a part of the conversation. We want to do this right. And so I have met with people various viewpoints and I'm excited to know that there are studies being done because I do think that we need to make sure that we're ironing out any inconsistencies and information. I support this process that does listen to all the points, so I will be taking notes tonight. And, and very interested in hearing what people have to say. So thanks everyone for being here and I look forward to this process.

Mayor Knapp: 00:39:50

Thank you. And I need to remind people we need to start when you say, when we start saying, my name is and my address is, or my address is as on record.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

Courtney Neron: My address is on record. Thank you.

Mayor Knapp: Mr. West.

Ben West: My name's Ben West, city councilor elect for the, for Wilsonville. My address is 29143 SW San Remo. A proud resident of Villebois. I just talked to thousands of residents in Wilsonville. And I think that one thing that was relevant is that we need to have more communication and more input. And as you knock the doors and you listen to people and mothers, fathers, business owners, retirees, all kinds of different people throughout the lifespan. One thing that's apparent is that there is misinformation and I think that's apparent is there's a lot of no knowledge about the topic either.

Ben West: 00:40:46 And so as we begin to discuss this, I hope that we can be confident as a community about the decision about moving forward or not moving forward in supporting the Aurora Airport. And as I bring new eyes to the topic in this situation, it's my goal to be able to learn as much as possible and to figure out a way that we can be as collaborative as possible. We have great neighbors next to us Canby, Aurora, Marion County. And I hope that we can have a tone that allows us to participate in having a voice at the table that isn't contentious and one that's collaborative. And so my goal here is to figure out a way that the benefit that the airport could potentially bring is something that will be of benefit to Wilsonville overall and something to citizens are happy with.

Mayor Knapp: Thank you very much one and all.

Councilor Starr: Mayor, could I add just one thing really quick?

Mayor Knapp: Yes.

Councilor Starr: 00:41:34 I want to thank you ladies especially, Ben, thanks for coming too. But I want to thank you ladies especially for coming and I just want to say, I mean I'm speaking as one councilor but this isn't in my county. It isn't in my city and I hope that you will take the testimony here and keep it under advice, but I also want to make sure that I'm saying, you know, this is in your jurisdiction, not, not mine, but hopefully you'll listen to a lot of what's said here and appreciate it and take it to heart.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

Mayor Knapp: Thank you very much. And I guess I should've noted at the outset, Wilsonville does not have any decision pending in front of it that will bear on whether this happens or not. We are trying to be a venue to provide information to those that are in the decision making positions on this question, but that's not the City of Wilsonville. And we recognize that it's not in our jurisdiction other than potentially some of the overflow impacts. And we will be a functioning appropriately and not trying to make a decision within our city. Thank you. So Mr. Hodson, Mr. Humberston place I'm going to do twos here are a couple of times try to get onto my, my plan. A subsequent group will be Julie Fitzgerald and Katie Fannell, Farnell.

Mayor Knapp: 00:42:58 I'm not sure which one that is. Farrell, Farrell? Thank you. Good evening.

Brian Hodson: Good evening. My name is Brian Hodson. I live at 1748 12th Avenue in Canby, Oregon. Good evening Mayor Knapp and Councilors. Thank you for taking the time to hear comments and testimony regarding this important issue for this part of the region. As I said, my name is Brian Hodson and I am the mayor of the city of Canby. I'm here this evening representing the City of Canby, who is strongly in favor of this runway extension. Our city is home to companies like Wilson Construction, American Steel, Pioneer Pump, and others that use this airport to run supplies and personnel to job sites, bring clients and team members into the area to conduct business, all of which bring family wage, paying jobs to the area. For the City of Canby, the airport has played and must continue to play a key role in our city's economic development because we have attracted interest from businesses, businesses within the Portland Metro area and outside of Oregon.

Brian Hodson: 00:44:09 We are often asked about the airport. We are asked about the growth of the area with new homes, other new jobs, and whether or not the extension will happen, as that also plays into their company's plans. We are still considered by many a rural city, which is fine. I like it that way. One of our goals is to not pass Wilsonville in size or population and without the I-5 freeway, I suspect we will not. We do though want to provide the necessary services and amenities to make Canby a great and livable city. To do that means keeping the

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

businesses we have and bringing in new ones. Both the City of Wilsonville and the City of Canby taut having the Aurora State Airport near our municipalities as an economic asset on our websites. The extension of the runway will be another tool for us; Wilsonville, Canby, Aurora, Donald, Hubbard, Gervais, and even Woodburn to use as we grow. As I have stated, the City of Canby is behind the extension. And I hope this, and I appreciate this Council's willingness to have this meeting and have the dialogue and I know that the benefits that this will have will help the entire South Metro area be on board. Thank you.

Mayor Knapp: 00:45:21

Thank you, Mr. Humberston.

Ken Humberston

Thank you, Mr. Mayor. Ken Humberston, Vice Chair, Clackamas County Commission. My address is 14287 S. Firethorne Court, Oregon City. I'm here today on behalf of the Clackamas County Commission to make a statement that they have authorized me to make. I'm not authorized to speak to the merits or demerits of the issue of the expansion or Aurora Airport, but we do recognize that any expansion will have an impact on the surrounding communities. Accordingly, our position is that every aspect of the state's land use laws, process, procedures in hearings should be followed entirely and throughout this entire process so that all parties have an opportunity to have their voices heard. That is the position that I've been authorized to share with this, with your, with the public and, with your board. Thank you, Mr. Chairman.

Mayor Knapp:

Thank you. I appreciate that. And will ask for a Katie Farrell?

Katie Farrell:

Farrell.

Mayor Knapp:

Farrell. Thank you. And Julie Fitzgerald, next. If you would? if you two are done. Thank you.

Katie Farrell: 00:46:37

I'll get started then.

Mayor Knapp:

Yes, good evening.

Katie Farrell:

My name is Katie Farrell. Thank you for the opportunity to delight me to speak with you tonight. I'm here to express my

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

concerns about the proposed expansion of the Aurora Airport. This airport expansion would have a substantial impact on most people already living and working in Wilsonville and the surrounding communities. I am a Wilsonville resident who commutes to my dental practice in Hubbard. In the 11 years I've been making this daily trip, I have seen traffic increase in my commute time slow. As other commuters have noticed, southbound I-5 leading to the Boone Bridge and Highway 551 has become overwhelmed with traffic, especially during commute times. This is not only a problem in Wilsonville, but in the entire Portland metropolitan area. I know the City of Wilsonville is aware of these traffic problems and interesting them on several levels. Widening Wilsonville Road at the I-5 Interchange and most recently adding the third stacking lane on the southbound onramp.

Katie Farrell: 00:47:42

Unfortunately, the situation in Wilsonville cannot improve much as long as the congestion on I-5 around the bridge continues to worsen. Expansion on the Aurora Airport will aggravate these regional traffic problems by increasing the number of vehicles on an already congested road. Without a doubt, it will affect and many of the lives of residents and employees in this area. I'm, I'm really happy to hear that there are going to be impact studies done and I'm hoping they're going to be available for all of us to, to be educated by. I guess one thing that continues to go through my mind is who is going to benefit from the airport expansion. I expect that the average resident will find little benefit from it and more I expect that a very select group of wealthy individuals with jets and that may not even live in this community will benefit from it. I just want to thank you again for holding this hearing and I hope to hear more about the expansion in the future.

Mayor Knapp: 00:49:00

Thank you. Before Ms. Fitzgerald goes forward. I understand that a, another elected official, Ms. Julie Parrish from a state rep., state rep. from House District 37 is here. And if she is, maybe she could come forward to the vacant mic here and we would be pleased to hear from you. Thank you.

Julie Parrish: 00:49:24

Oh, thank you. Well, I'm, I did not know that you would move us to the front line. So I do, I do have a written copy.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

I will leave with whoever's taking written testimony. For the record, Julie Parrish House District 37 representing West Linn and Tualatin, but also down to rural Wilsonville addresses in this Stafford, lower Stafford part of the area and what was going to become Frog Pond. Mayor Knapp, Wilsonville Councilors, as you seek input from community members about the runway expansion at the Aurora Airport, I'd like to weigh in as the State Representative from District 37. Which at the south end of my district includes rural unincorporated Wilsonville. Many residents in this part of my district work in and around Wilsonville. Their children attend Wilsonville schools and they shop and recreate in the community and indeed a few of my constituents earn their living working at companies connected to the Aurora Airport.

Julie Parrish: 00:50:11

To that end, I'd like to urge the Wilsonville City Council to support the runway expansion at the airport at a time when the federal government has pulled back on federal infrastructure spending in Oregon, The Aurora Airport runway expansion project provides a unique opportunity to bring back home a share of our federal tax dollars. For this project, it's an estimated \$37 million by accepting these funds, Oregon will leverage those dollars into short term construction jobs and long-term aviation jobs. The construction work paid at union scale prevailing wages will provide a needed boost to the commercial infrastructure contractors and the businesses that support them with goods and services. The long-term aviation jobs at companies with a through the fence relationship with the state of Oregon are high wage jobs, a family wage, jobs with benefits. These positions would be a boom for the 80 to 100 families who would benefit from new jobs created at the airport.

Julie Parrish: 00:51:02

For years, there's been a perception that an expansion of the runway by a thousand feet will result in large planes trafficking the airport. We also heard those arguments though at the time when the tower was going to be constructed and installed. Yet that perception hasn't become a reality. Anyone with a deep knowledge of the economy, the economic activity in the types of aviation businesses situated at the airport could walk your Council through the logistics of why the expansion won't yield the type of air, that type of air business in Aurora. I don't believe we'll have

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

747 type jetliners landing in our backyard. If you haven't been out to take a tour of the airport or you haven't had a chance to speak with the business community connected to the airport, it's enlightening and I'd advise you to do so. The size and scope of any of the growth at the airport due to the finished runway construction is negligible at best in terms of air traffic or in the volume of cars commuting to work.

Julie Parrish: 00:51:53

Lastly, I'd share that the economic activity generated by the Aurora Airport is of significant value to the state and to the surrounding communities from the lodging taxes collected by this city, from contractor staying in our hotels to taxes generated for the North Marion School District and the Aurora Fire District to the income taxes that help Oregon's general fund make ends meet. The airport and businesses are positive influence and a stable income provider for our government to our local businesses and citizens alike. I urge the Council to move to a position for support for the expansion and use your voice to encourage our lawmakers to accept federal transportation grant dollars. Thank you.

Mayor Knapp: 00:52:31

Thank you very much. And I'm sorry Ms. Fitzgerald to, to delay, but I'm not going to delay you long. I just want to alert. The next panel will be Tom Potter, Ben Williams and Tony Holt. Ms. Fitzgerald.

Julie Fitzgerald: 00:52:46

Thank you. I'm Julie Fitzgerald and I served as a City Councilor in Wilsonville from 2012 to 2016. So thank you for holding this hearing and I'm also interested to learn as much as I can about this. I've heard a lot of people talking about the airport as many of us have and so like probably all of us in this room, I really believe in good government. And with regard to this project, I do have three areas of concern regarding this proposed expansion of the Aurora Airport that I think should be addressed before a project of this scale can proceed. The first one is the municipal government, governance of the Aurora Airport. And that I think is a necessary thing to take before the scale of expansion and development can occur. It, this will require annexation into a city. I believe before any further, urbanization should take place. The region has multiple examples of not an annexing before development happens and then trying to catch up after the fact.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

Julie Fitzgerald: 00:53:49 With urban level service needs outside of cities. This has never worked out well. It is ultimately an expensive path to follow for either the city or a future city to try to correct deficiencies for sewer, water, storm water, roads, fire and other services without the help of system development charges commonly paid by every other municipal developer. And then a second concern that I think I heard my predecessor on the table here, Katie Farrell, describing is similar to this one and that is the assessments that, that I think are some of them are planned to take place, which I think is a great idea. I think it's a good idea to conduct a full environmental impact study and an alternatives analysis before proceeding and that would help mitigate any recommended issues that are identified. We would find out exactly what the, the benefits and problems are and decide how to take care of them.

Julie Fitzgerald: 00:54:46 It's this is a rigorous, methodical process that will help to anticipate, avoid and mitigate adverse impacts to the human and natural environment in this area. And then the third one which was also touched on by Katie Farrell, was to fix I-5 at the Boone Bridge the south metro area's regional transportation system is at capacity and urban development south of the Boone Bridge would only make this worse at this time. The congestion study by ODOT and Wilsonville was completed earlier this year and now the seismic retrofit of the Boone Bridge and the addition of the I-5 southbound auxiliary lane or in the states project queue. Elected officials can and should be in Salem at every opportunity to advocate for advancing this regionally vital project to a higher priority. Further urbanization south of the Boone Bridge should not occur ahead of this fix. So those are three critical items that I think should be addressed and implemented before any proposed expansion at this scale is goes forward. Thank you.

Mayor Knapp: 00:55:51 Thank you very much. So our next panel will be Mr. Potter, Mr. Williams, Mr. Holt. Following which I will ask for Leann Bennett, Bruce Bennett and Tony Helbling, Helbling.

Ben Williams: Good evening Mayor Knapp and City Councilors. My name is Ben Williams, 23013 Yearly Lane in Aurora. I'm president of the Friends of French Prairie. I've already submitted written testimony which, so, I will just summarize a few

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

points that I wanted to make in written testimony to you tonight.

Ben Williams: 00:56:25 Specifically concerning master plans and the now infamous IGA intergovernmental agreement. In advance of and during the hearings in the last legislative session for House Bill 4092 to expand the Aurora airport. Suddenly the proponents of airport expansion, we're referencing the fact that the 1979 master plan recommended a 6,000-foot runway context is everything. And what was left out was a few of the other facts from the 1979 master plan the 6,000-foot runway was predicated on projected total operations of 205,000 by 1995, which would never have reached, in fact, total operations of the Aurora Airport have never exceeded \$95,000 per year, not just in 1995, but all the way to 2017. Also not mentioned was the 1979 master plan clearly called for coordination between Marion and Clackamas county's regarding land use planning, quote unquote zoning changes and master plan updates.

Ben Williams: 00:57:31 Of Note, there's another master plan that was never mentioned and that's the 2000 master plan which also recommended continued coordination between both counties, but perhaps acknowledging the shortfall in total operations recommended the runway remain at 5,000 feet. That's striking because the first presentation of the 2012 master plan by the Department of Aviation to the Aviation Board in 2011 included no build recommendation as the preferred alternative. That is no lengthening of the runway. Those who are familiar with the IGA know that it is between the Department of Aviation, Marion County and the City of Aurora. It was signed in April of 2008 and does directly contravene the coordination intended by the two previous master plans. It was needed by the Department of Aviation in order to apply for Connect Oregon, Three Funds to connect to construct the air traffic control tower and was approved by the Marion County Commissioners who made clear that if they let them participate them meaning you, City of Wilsonville and Clackamas County, they would be getting involved with you and having to cede control. That's on the audio tape of that meeting if you care to hear it, as you all know, goal one in the state land use law defines public involvement of which there has been a sure fit from start to finish.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

Ben Williams: 00:58:57 As of the 2017 as of 2017, the master plan still had not been approved. That's, and I'm referencing the master plan from the 2009 to 2012 master plan process. Was there a public hearing regarding major revisions of that master plan? No, there was no public notice either, so I would certainly encourage you to and I thank you for this hearing and for being open about collecting all the data on and I would certainly consider it, encourage you to consider the context here in terms of the master plans and how it relates to goal one under which all of this work is supposed to be done. Thank you.

Mayor Knapp: Thank you very much.

Tony Holt: 00:59:39 Good evening Mayor Knapp and Council. My name is Tony Holt. My address is 7552 SW Honor Loop in Charbonneau and that is a new development in Charbonneau. I happen to be president of the homeowner's association. I represent something like 2,500 people and I've represented those people at PAAM Airport meetings for some 11 years now. I'm here tonight because I've watched some and I emphasize some, some key members of the airport community consistently manipulating the public process, falsifying the record of the public meetings and generally ignoring the concerns of communities around the airport. And here's to proof in two instances. Mr. Williams has talked about the meeting on the 31st of March, 2011. It was an Aviation Board meeting. Mayor Knapp was there, I was there and Mr. Ottenad was there and Mr. Williams and others. During that master plan process, during that meeting, ODA presented the preferred alternative as no extension, no extension of the runway.

Tony Holt: 01:00:48 ODA said the Planning Advisory Committee to the master plan of which I was a member, was conflicted on the issue and the extension was quote infeasible. But here's the first deceit. The minutes do reference an ODA preferred alternative presentation. Yet, there was no mention, no mention whatever that it recommended to no runway extension. But guess what? The Oregonian was there. They reported the Aurora State Airport runway would remain 5,000-feet long for two more decades under a proposal released last week and there Woodburn Independent was there. At last Thursday morning Aviation Board meeting

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

planners revealed the recommended alternative didn't include the expected, the expected runway extension. At the next board meeting, the next day Aviation Board meeting, ignoring all prior public testimony, petitions, whatever from any of the meetings over the 18 months or more of the, of the, of the master plan. The Aviation Board said that in the 21 days since the no extension presentation being made, they'd received 33 comments in favor and extension and only 5, only 5 against.

Tony Holt: 01:02:06

Therefore the preferred alternative would now include a runway extension. This was a flagrant misuse of the data in their possession and was deliberate manipulation. The cumulative numbers we counted the process time with 126 responses in favor extension and an overwhelming 406 opposed. Again, the say nothing about the sudden reversal. They say quote, the board discussed more deceit surrounding communities have had enough of these deceptions and, and Charbonneau certainly has to lack of transparency and hide the ball. We must get municipal government in this facility as has been said, time to, to maybe return ODA to ODOT where it was when we started. This application should be shelled. I lodge these documents that are referred for the record. Thank you.

Mayor Knapp:

Thank you, Sir.

Tom Potter: 01:03:03

Tom Potter Aurora resident address on file. Good evening, Mayor Knapp and Council. We've been told repeatedly by various expansion proponents through social media, through meetings at City Council and web posts that this expansion is all about safety. In 40 years there have been no incidents caused by inadequate runway length. We have had a growing corporate jet presence over the last 20 plus years and there are zero reported issues with jets landing or taking off. Safety is always relative to the risks inherent in any particular activity. When you introduce additional risk factors, the need for safety increases obviously. Risk factors such as larger jets in this instance. We know that there's a Bombardier Global Express that exceeds the weight rating of runway and is rated as an ARC C3 aircraft, which would suggest that is too large for UAO, yet it has been granted a waiver to come and go as it pleases and the responsibility to

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

get in and out safely is up to the crew. As we have been told by the ODA.

Tom Potter: 01:03:52 This falls into the constraint operation category. Constrained operations are the measure by which this grant application for the expansion was deemed necessary, not safety. Please review the final paragraph on page two, of the supplemental appropriation document where it reads this project is to expand capacity of the airport and to accommodate users that have aircraft that are experiencing constrained operations and to continue quote capacity projects are not necessarily high ranking projects such as safety improvements or runway pavement rehabilitation which will affect the ability to receive AIP discretionary funding, which is why we're seeking full and fair consideration for this project to move forward under the supplemental discretionary funding, end quote. Constrained operations in this case are a self-perpetuating problem once you have aircraft using the facilities that are too large to begin with and allowing those counts and decision making seems rather absurd.

Tom Potter: 01:04:45 Add this to the fact that some of these constrained operation numbers were generated by reaching out to flight crews that do not already operate here and asking if they would use UAO if the runway had an additional thousand-feet. Please refer to the first two sentences on page two, paragraph one quote, by expanding the runway and additional 1,000-feet, the airport will better accommodate the existing corporate and charter operators as well as attract new users that have expressed interest in the airport facilities, but have had to locate and/or operate elsewhere in the Portland metropolitan area due the constraints caused by inadequate runway length. There been multiple discussions with potential jet aircraft operators indicating that an additional thousand-feet of runway length was satisfied. There's specific aircraft requirements and the requirements to satisfy other existing unmet demands at the Aurora State Airport speculative scenarios such as this should not qualify as constrained operations for the purposes of this grant application. For this reason, many others, this grant application to the FDA should be withdrawn. Thank you.

Mayor Knapp: Thank you very much. So, Ms. Bennett, Mr. Bennett and Tony Helbling please. Following these three speakers. I will

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

ask for Camille Hammonds, Ken Ivy and Judge Bill Riggs.
Thank you. Good evening.

Leann Bennett: 01:06:05 I'm Leann Bennett. I live in 16480 SW Paramount Road, Sherwood. And I'm also a Wilsonville property owner and pay taxes here and also own property at the Aurora Airport. I got my private license when I was 16 years old over 40 years ago through the high school that I went to on a work experience program and that led to a college degree in aviation and many, many experiences that I had throughout aviation. And as a pilot and as a student pilot back 40 years ago with the Aurora Airport, I can tell you that that having a longer runway is definitely needed when you're learning how to fly. And most of the other airports that you fly into have much longer runways. So I attribute this to being similar to a road that we all travel on in our cars. The width of the road is, is important.

Leann Bennett: 01:06:59 So, if we have a little bit wider road than a narrow road when something jumps out at us, that gives us that extra bit of safety. And I think it's important that we all consider that. And anyone who has never been in a small airplane would like to have the opportunity to fly out of Aurora. I encourage you to do so. The second thing is the traffic has been brought up many times on the Boone Bridge, the Baldock Freeway, it's been failed for many years and that has really nothing to do with the airport expansion. The airport expansion is strictly a runway expansion. It is not a development expansion. So it is the land for the runway expansion will be protected from development. And I think that's key when people talk about urban expansion. This is not an urban expansion. This is a rural farm expansion. So, with, with the runway. And I think that's important. So, and I pass it over to my husband.

Mayor Knapp: Thank you.

Bruce Bennett: 01:07:53 Bruce Bennett, my address is on file. We bought property, my family bought property at the Aurora Airport in 1968 before Charbonneau was there before Wilsonville was all on the other side of the freeway. And it, it's, it has been lengthened once. It's right now, it's the third or fourth busiest airport in the state is the 31st in length. Just that, I mean, there's a lot of studies. I can give you a lot of, safety specifics

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

on why you need more runway, but the fact that, that there's 30 in this state alone, longer than it should make it clear. The, a, what's not clear, if you're not a pilot, when you walk out the runway, you'll see airplanes take off and land and they only use half the runway and of course you'll think, well, they didn't need that extra runway actually. They do.

Bruce Bennett: 01:08:47

Learning to fly, I've taught hundreds of pilots to fly off the Aurora Airport. And 90 percent of what I teach them is emergencies. I can teach you how to fly, it's simple. I could do it in five hours taking off and landing, climbing and descending, but we will spend 50 to 60 hours because you have to be ready for everything that can possibly go wrong. And what can go wrong on a landing? You could hit the wrong spot on the runway. You get a tailwind, you get water, ice. And then on a twin you're required to tag, have a takeoff distance plus a landing distance. Doesn't make sense until you think about it. If the, twin were accelerating and right at the moment of lift liftoff, something went wrong, he has to stop and it takes the entire landing distance. And then I'm, I'm a rated with the FAA. We fly a charter operation.

Bruce Bennett: 01:09:37

It's a legal requirement for me to have that plus 40 percent on landing and I can't land on the end of the runway. I land a thousand-feet down the runway. That's a requirement. So a lot of this stuff is, is just not obvious at a, at a glance, it's very technical. That's the nature of aviation. And, and it's very, extremely regulated on a charter flight. Every flight I have to log, every minute I log, I do a weight and balance to the 10th of an inch where the center of gravity is in the airplane, that weight of the airplane to the pound. I calculated the takeoff, the landing rates. And I keep all that documented. We get flight physicals every six months. I get a flight test by the FAA every six months. There's nothing casual or, or a, a simple about it. But, a, it is all for safety. There's huge other reasons. Economics, I put it in my letter. I won't run on and go into the next guy's time, but I thank you very much for hearing us out. I really appreciate and respect your interest in this.

Mayor Knapp:

Thank you, sir.

Tony Helbling: 01:10:56

Mayor Knapp and Councilors, my name is Tony Helbling. I've worked with Wilson Construction. My addresses on file

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

Wilson's flight department has been based at Aurora for nearly 20 years and there are three reasons we'd like you to support the runway extension. The first, is obviously safety, second is the economic impact to Wilsonville and third is for disaster relief. Wilson builds power lines all over the United States to include Alaska and Hawaii. We use our three airplanes, like buses, moving linemen, mechanic's truck drivers, environmentalist, safety inspectors, project managers, basically the rank and file of our company all over for work on projects for safety inspections, meeting with customers, et cetera. Sometimes we fly only critical parts out to a crew to get the power back on after a storm. Safety is absolutely the most important priority in our company, whether working on high voltage lines, stacking boxes in an office, fixing a bulldozer, or flying in bad weather.

Tony Helbling: 01:11:47

We want everyone to go home safe at night. To that end, we've raised our safety culture to a new level as a direct result of the example set by aviation, focusing on human factors and ensuring our work is inside well-defined procedures and wide safety margins. This is why the extension is so important to us. Having a runway long enough to take off while still having enough length to stop in the event of aborted takeoff allows us to operate inside a wider safety margin. On return the same longer runway gives us a bigger margin to get a landing stopped in case of a contaminated runway with rain, snow or ice. Safety is our priority. Every year we averaged just over 600 employees all over the country. 20 of those are based at Aurora. These and about 80 in our Canby office and 30 in our Woodburn shop, put well over \$1,000,000 directly into the Wilsonville economy through personal and corporate purchasing.

Tony Helbling: 01:12:41

The cities of Wilsonville, Canby and Woodburn are trying to attract companies that provide family wage, paying jobs. Many of the companies you hope to attract operate corporate aircraft. When those companies see the extended runway, they will bring those jobs, talk to your county and state economic development staff. They will confirm a direct correlation between airport infrastructure and the desirability to move a company. Wilson Construction responds to disaster related blackouts all over the country. From Aurora our airplanes move us directly to the area of need. Aurora Airport is home to numerous other companies

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

that also respond to large disasters and small emergencies. In that light we need to look hard at improving the airport to be ready for a national or a local event. The governor's office sees this value and as applied to a local, as applied to a local disaster and is looking at upgrading the airport from a tier three to a tier two.

- Tony Helbling: 01:13:36 This would raise the level of effort to restore Aurora after a disaster. So I strongly encourage you to consider the benefits of safety, safety because it's our lives in those airplanes. I strongly encourage you to consider the direct economic impact to your Wilsonville constituents. I strongly encourage you to think about how we can all be ready to help our neighbors near and far when they need us. I strongly encourage you to support the extension of the Aurora Airport runway. I welcome your questions.
- Mayor Knapp: Well, thank you. I don't think we're going to do questions now. We've got a lot of people waiting to speak, but appreciate your input.
- Mayor Knapp: 01:14:12 I'll ask for Camille Hammonds, Ken Ivy and Judge Bill Riggs. Following this group of speakers, I will ask for Mr. Brad Tonkin, Mr. Tod Coombs and Mr. John Stewart.
- Mayor Knapp: 01:14:31 Good evening.
- Camille Hammonds: 01:14:36 Good evening, Camille Hammonds, 24890 NE Prairie View Drive, Aurora. Mayor Knapp and members of the Wilsonville City Council. My name is Camille Hammonds and I live in unincorporated Clackamas County. My home is directly north of the runway at the airport. I opposed this runway extension and urge you to direct the Oregon Department of Aviation to withdraw this unwise federal funding application immediately. Thank you. Wilsonville City Council for holding the only public hearing on the issue of the \$37,000,000 grant request to the FAA to expand the Aurora Airport, including extending the runway to accommodate larger corporate jets. The Oregon legislature should not approve the Oregon Department of Aviation request for this grant. This request is fiscally unwise and unwanted by local residents and a waste of taxpayer money. I oppose the expansion of the Aurora Airport runway for many reasons. But most important is the utter disregard the

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

proposal shows for me and for my neighbor's, tax paying citizens of rural Clackamas County who will suffer from the increasing noise and pollution caused by the large corporate jets landing evermore frequently at this rural airport.

Camille Hammonds: 01:16:14

I work hard like everyone else in this room and most days I rise by 4:30 a.m. I'm in bed no later than 9:00 p.m. Imagine what it is like to have big, loud jets flying low over your house and waking up throughout the night. And this is something that we have had to put up with since the tower came in a couple of years ago. It's not unusual to have during the summer months when the windows are open, to be woken up three times being buzzed by a loud jet, jet and sometimes even having the lights flood the bedroom. When the airport proponents pushed for the funding and construction of the tower five years ago, saying that it would provide safety and noise reduction, they misled us. They've misled us to believe that having a tower would reduce aircraft overflights and resulting noise impacting our community. In fact, air traffic has dramatically increased and in particularly at night. Noise and pollution, or worse, hurting our quality of life for those who live around the airport north of the airport and ruining our sleep. The noise abatement program at the Aurora Airport has been a total failure. The procedures we were promised. Thank you.

Mayor Knapp: 01:17:40

You can wrap up ,if you can. Yeah.

Camille Hammonds:

Thank you for listening.

Mayor Knapp:

Thank you.

Ken Ivy: 01:17:45

Mayor Knapp, Councilors. Thank you for this meeting. My name is Ken Ivy. My addresses on record and I am the chair of the Aurora Butteville Barlow Community Planning Organization and that's people who have property and live west of Barlow and south of the river and unincorporated Clackamas County. And we are opposed to the extension and to the grant. Several things have been said about the master plan and W.H. Pacific and they planned that they gave the pin was countermanded and they put in an extension in a plan. So that's been set already, with regard to the new jobs and is in the application for the grant. They say that there are several planes in Portland area that will be coming to Aurora

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

that is not a gain in jobs. Those jobs exist in Oregon. Those wages are paid in Oregon. What it's going to do is those people who were in Portland and Hillsboro and Tualatin and, and perhaps or Troutdale pardon me, and perhaps a Salem will now be commuting to Aurora.

Ken Ivy: 01:18:52

And the fact that there was a comment made that this does not have an impact on commute and Boone Bridge. And at the same time they're saying it's 800 people. It will impact an infrastructure, there on the freeway and frankly on the, farm to market roads that are already maxed out on traffic. So there is a great, there will be, would be a great impact on the transportation infrastructure. Also it said that this is free money. It's still taxpayer money, but it's free money, but it's not free to everybody. Any money who lives within five miles of the airport will be impacted because they talk about larger jets, which is counter intuitive if you're trying to make safety an issue, you bring in larger jets are going to have a greater impact on safety, they're going to need a longer run, you know, so it just does not seem to make a lot of sense. And, and I will make one comment about the Oregon Department of Aviation, which as stewards is supposed to steward our land. It's our airport, it's our runway and they are an industry advocate. They're making decisions based on what is best for the aviation community and not what's necessarily best for Oregonians and I'll stop with that.

Mayor Knapp: 01:20:07

Thank you. Judge, good evening.

Bill Riggs:

Good evening. My name is Judge. Bill Riggs, I live at 8164 SW Edgewater west and in Wilsonville I'm a retired justice on the Oregon Supreme Court and I've been in Oregon judge now for over 40 years. And as a judge I tend to focus on things that are more interesting to me, such as a judicial process. And one of the things that I'm very concerned about in this situation is the, is the failure so far of the state to follow the goal one of the land use planning, laws and it's critical that, that they do so as far as I know, and I may be wrong about this, but as far as I know, you are the only one so far that have had to kind of public input hearings that I think are absolutely required not only of the cities but of the farming communities and various others, including by the way the aviators who also deserve to have their considerations heard in a public process.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

- Bill Riggs: 01:21:25 Now, whether this ever ends up being a problem for the courts, I don't know. I hope not, but it could. I have provided written testimony and it's been distributed to you, I believe, or if it hasn't yet, it will be. And so I'm not going to go through all the things that I say in there, but let me just say this as far as I'm concerned and I think the thing that stands out more than anything else for me at least, and I hope for others, is that really the state has put the cart before the horse. They've gone out trying to seek or approve the process for seeking \$37,000,000 before going through the necessary mandated a citizen involvement that goal one requires. And they've, they've kind of skipped over that. Whether they've listened to a, special interest groups or not. I can't say I have not never part of that process.
- Bill Riggs: 01:22:23 But the average citizen has not had an opportunity to say how they think like they had tonight here. That needs to be done before there's any \$37,000,000 asked for or certainly not spent. And I would think that the, that the Council perhaps at the very least should ask the Governor to withdraw or see to it that that request is, is withdrawn at least until there has been a meaningful participation by the citizens and the aviators, in the, in the process which is envisioned by the, by the goal one. Thank you very much for your time and your attention.
- Mayor Knapp: 01:23:06 Thank you.
- Mayor Knapp: 01:23:09 Next speakers, I'll request a John Stewart, Tod Coombs and Brad Tonkin following which we will ask for. Paul Ranta, Mike Iverson and Wayne Richards.
- Mayor Knapp: 01:23:27 Good evening.
- John Stewart: 01:23:31 Good evening, Mayor Knapp and distinguished Councilors. My name is John Stewart, 12 Brays Island Drive, Henderson, Nevada. Obviously I'm not only an out of townner in an out of stater. I'm a retired airline captain from American Airlines and like a lot of pilots just because I had a birthday I wasn't ready to quit flying. So, I fly corporate jets part time for several business owners out of Las Vegas. And, our travels frequently bring us to Oregon and Washington and, that includes Aurora State Airport. When we're here, we stay in Wilsonville hotels, we eat and Wilsonville restaurants, we

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

rent cars, buy fuel, sometimes visit the movie theater or a bowling alley. Basically we support the Wilsonville business community. I'm here to support the expansion, obviously, of the a runway. All pilots know that longer runways are safer runways. That's all I have.

Mayor Knapp:

Thank you.

Brad Tonkin:

01:24:50

Oh, go ahead.

Tod Coombs:

A good evening. My name is Tod Coombs. Address is on file and on record. I'd just like to read my letter, which all of you have already received. A, I'm the chief pilot for John W Dixon. We're based at the Aurora Airport and on our hangers and the two corporate aircraft that we use for business. We're currently planning on expanding our capabilities and business needs at the airport in the aviation field. It is ingrained in every pilot from the first training, flight safety, safety, safety. It's large, its our lifeblood. Aviation and operational safety is our way of life. It cannot and is not to be taken lightly at any time. Every decision we make as pilots is based on this premise, the operations we conduct for our jet aircraft is currently limited due to the existing 5,000-foot runway length, are unable to load the aircraft before fuel for trips due to the current runway length, the extension request of 1000 feet.

Tod Coombs:

01:25:57

We'll increase the operational safety of our aircraft and its performance capabilities. The extra 1000 feet that we are needing to extend the runway will increase both landing and takeoff safety. It is imperative we get the runway extension for added safety margins. Runway extension will also improve on the safety of all general aircraft operations conducted in and out of the airport. As a note for your reference, the thousand-foot runway extension will be added to the south end of the existing runway and that 1000 feet is within the already existing fence line already. Just as a visual reference for people. This can be viewed on the, approved or a master plan already. The airport employs well over a thousand people, many of them, Wilsonville residents, citizens to live, shop and conduct business in Wilsonville. Many of the business based at our airport spend millions annually and the local Wilsonville economy and surrounding communities.

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

Tod Coombs: 01:26:58 Any improvements made for the runway were at the airport, will increase business and spending in Wilsonville economy. This is a positive win, win situation for the City of Wilsonville and airport. Lastly, by adding the runway extension that will enable emergency response personnel to use the airport as a base of operations in any unplanned, manmade or natural disaster in the local area. You have all seen many natural disasters on the news recently and in past years. In all cases, airports play a critically decisive role in the emergency response and in saving lives. Emergency supplies and first responders would be brought in by air and lives would be saved by air from the Aurora Airport. The Aurora Airport is a very safe or report and an economic engine in the local community. Let us all work together to improve on all of these important issues. Thank you.

Mayor Knapp: 01:27:54 Okay, Mr. Tonkin.

Brad Tonkin: Good evening, Mayor and a City Council. I was asked to write a letter as well and a number of the talking points in the letter are similar to what you've heard tonight, so I want to just skip to the middle of the letter or I said. However, as one who's conducted business in the City of Wilsonville and has enjoyed a wonderful rep, relationship with both the people of the city as well, it's as it's governing body. I'm a bit puzzled as to why the office of the Mayor or City Council would oppose such a positive move favoring the city, the citizens of this wonderful city. I thought to look online to learn about similar projects and how other municipalities have reacted to projects of this nature to see if Wilsonville is unique and its opposition of such an endeavor. What I found was both interesting and quite frankly made the argument in favor of the runway extension far better than I could following are some of the quotes from articles that I found online.

Brad Tonkin: 01:28:51 First one mayor says, bigger, better airport, crucial to local economy. This is from an article written in 2015 and Albuquerque Journal. The article continues to say the mayor has often mentioned the airport is being a key component to the city's effort to increase economic development. Second mayor to focus on airport roads. This from the Greensburg Daily News in Indiana on January 4, 2014, Greensburg. Mayor Gary Herbert said he would push hard this year to

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

make progress on economic development initiatives, especially the \$9.9-million-dollar construction of the veteran's highway and the \$16,000,000 expansion of the Greensburg municipal airport. He went on to say that his goals for 2014 relate to primarily helping existing businesses, attracting new businesses, expanding the tax base, and bringing new jobs to the community. The airport expansion, which would include expanding the runway to 5,400 feet up from 3,600 feet today, would give local businesses better options for shipping their products and receiving raw materials.

Brad Tonkin: 01:29:56

Finally and just last month, Santa Cruz Sentinel in California, the headline read mayors message planning pays off for airport. The article went on to say the following. The mayor said, I've been fortunate to be a resident of a community and a city where I've also had the opportunity to serve and hold public offices for more than 30 years. During that time, I've had the honor of actually living near one of the most valued manmade resources within the Watsonville, Santa Cruz County, California central coast. That resource is Watsonville municipal airport, the only airport within Santa Cruz County, and it went on to say that the improvements translate into real economic outputs ranging from airport services and concessions to businesses development and associated employment opportunities coming to the area. I believe the point is clear. A nearby safe, useful and well operated airport is critical to the health and wellbeing of the economy for any city. I was pleased to learn that the neighboring cities of Woodburn and Canby are in full support of this improvement as well. Thank you.

Mayor Knapp: 01:31:02

Thank you very much. I will ask speakers, Paul Ranta, Mike Iverson and Wayne Richards to come forward and asked the following three to be ready. Pat Hickman, Larry Eischen. And Michelle Labrie Ripple please. Good evening.

Wayne Richards: 01:31:29

Oh.

Wayne Richards: 01:31:30

Thank you Mr. Mayor and Council. I am Wayne Richards. My address is on file, but I live in Charbonneau. I'll be brief. I have four points in opposition to the runway extension at Aurora Airport. I think that a Wilsonville will be impacted far more than any other community that I can think of by the

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

extension of the runway. We have over four point five hours of daily congestion on the Boones Bridge and it Ms. Farrell stated that beautifully a couple of extras on that as we average 129,000 vehicles per day past this area. And that was a year ago. It's gone up since then and because we have less than four percent, four percent less traffic than the river crossing between Vancouver and Portland. Imagine that you've ever tried to get to Vancouver from, from a Portland. All the bobbing and weaving it goes on to get to the Aurora exit and get to the Canby exit.

Wayne Richards: 01:32:23

Over the last four years has caused 148 accidents on that road. If you're going to have workers out there building this airport, they got to get there. I there aren't any hotels out there. There aren't any. There isn't any place to put them up. People have to come in to work there. Number two health and wellness to health and wellbeing are an important part of our livability. I'm not going to go into the health issues regarding exhausts and regular aviation fuel, but it still contains lead in many cases and it's already poisoning our environment in Charbonneau. Spraying toxic waste, on our seniors and our pets and our gardens. Those were the lung and breathing issues. It's no secret that even low levels of lead affect children's health and airports are still the major source of lead pollution in America. Jet Fuel exhaust can be even more toxic. Sulfur in jet fuel exhaust is a major killer and this was stated by a Dr. Maurice of the US Federal Aviation Administration's chief scientific and technical advisor for the environment.

Wayne Richards: 01:33:14

Infrastructure for the airport isn't adequate, I think they have four cesspools for that entire community out there. Who's going to provide that since they're not part of Wilsonville, they're not part of Aurora, they're kind of in this unincorporated, unincorporated little zone out there. Who's, who's bringing those, those things in sewer and water into that airport. And then, what about water and other necessities? And then finally, I think the worst thing about the airport extension is that in order to extend the runway a thousand feet fine, that I guess that's airport land, but you got to have a taxi way and the taxiway is going to infringe on EFU and rural reserve land. And the second that you put one inch of EFU exclusive farm use land and rural reserve land out there, the vultures are going to sweep in. And we'd been

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

down to a state legislature many times trying to stop encroachment in those specific areas. We fought that battle against moneyed interests, attempting to, to change the zoning on EFU. And the only benefit to expanding the airport is to a collection of small business people. That's the only benefit that I can see. Finally, I've always tried to never mind. Thank you for your time.

Mayor Knapp:

Thank you. Good evening.

Mike Iverson:

01:34:33

Mayor Knapp, Council. Thanks for the opportunity. Good evening. My name is Mike Iverson. My son Ryan and I own Aurora farms, 200 acres of fresh market vegetable farm south of the river on both sides of the Aurora Airport. We employ 25 people minimum and have been operating for nearly 40 years there neighboring farms or seed producers, wholesale nurseries, filbert producers as well as other fresh and processed vegetable growers. This area has arguably some of the best suited soil types of water supplies and microclimates for the for mentioned, the for mentioned cropping systems and importantly we farmers still managed to maintain good relations with are non –farm, non-farming neighbors and remained and still remain the highest best use of these lands. Allowed me to just simply outline a few, some of which have been mentioned, but a few of my concerns regarding this somewhat mysterious airport expansion plan.

Mike Iverson:

01:35:35

First, we're all aware of the newer grid lock extensions on a situation is on the roads around the airport. Ehlen, Arndt and Airport roads are always busy. Seven to seven, especially during rush hours. Kyle Road also runs east and west and will be closed to through traffic with a thousand-foot runway. Extension disclosure directly affects my farm that requires multiple daily trips back and forth between operations. Those necessitating, necessitating that we traveled three times farther to the north around the airport because Ehlen Road is impossible of note, there are more vehicles using Kyle than there are planes using the runway and the road's already paid for, including, including the \$3,000,000 left turn, turn lanes on 551 Kyle Road. That improvement will be jumped just another waste of taxpayer money. It seems to forcing farm operations and equipment,

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

so that's the ours onto already overburdened runways is simply unwise and certainly unsafe.

Mike Iverson: 01:36:32

My additional concerns or the lack of airport area governance which has been mentioned, the now famous sewer and water questions and the potentially serious environmental problems with the non-addressed airport wider runoff to the area, creeks and rivers which already are occurring. Together with a dubious and inflated future employment claims within this new proposed airport come confines, and of course I highly questionable quote, constrained operations excuse declares a cargo jet capable runway, a necessity. The entire proposition smells foul. The Marion County Commissioners, two of whom took significant airport promoter con, contributions just recently should be ashamed of their lack of concern, transparency, and leadership to allow this albatross of an airport plan to hang around in the necks, all of all of us here in the North Willamette Valley. The bondage, Oregon's land use system is being gamed and public process neglected on several fronts. And I thank you very much for listening.

Mayor Knapp:

Thank you, sir.

Paul Ranta: 01:37:32

Paul Ranta Fir View neighborhood. We're part of the area that was dis-included from the intergovernmental agreement. I'm still not sure why we're because we're clearly still in the same geographic area that aircraft are traveling through on a regular basis. Most of my points have been ticked off here over about the last 15 minutes. The thing that I would like to address though is as someone who comes from an aviation family who is also not against development and you know, believes in the growth of business in this state is the fact that this is, with the exception of a short meeting with some very good people from Oregon Solutions, the only input our entire area has had into this process. Nobody's talking to me or taking my input when I've got aircraft flying over at 3:00 a.m. and I've lived. I was in the military. I've lived under approaches. I've listened to jets all day long. Great. That's just part of the job. This is slightly different and it's increasing all the time. The tower's not doing the job. The ODA is not doing. The job calls to the ODA are met with deaf ears. There's a process. Everybody else in this state has to go through the process. There's very specific efforts to do

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

with what's going on at Aurora. You'll notice very few of the proponents actually live in the affected area.

Paul Ranta: 01:39:06 Almost everyone else who is here to speak either has a business interest and a profit interest. We would urge the state of Oregon and its leadership, most of us think this is probably going to be a done deal that this money is going to go through and they're going to pass this thing than follow the constraints that already exist on how it's going to be spent, how the expansion will take place, and if we are going to add to this thing, let's make sure that it's exclusively for the use of airport and all of that other land, which as the rules around written specific for Aurora can be used for any other purpose that is considered to be airport business. That could be airport condos, that could be a deconsolidation air freight. And the last thing I would say in all of this is if you think of this in the context of I'm adding a third passing lane, but we're not going to use it unless it's an emergency. I'm pretty sure we're going to be using it on a regular basis. And thank you for setting up this forum.

Mayor Knapp: Thank you very much.

Mayor Knapp: 01:40:21 So I request a Pat Hickman Larry Eischen and Michelle Ripple, please. And I will give an alert following these speakers for a John Maletis, Mike Wright and David Waggoner. Good evening.

Michelle Labrie Ripple: 01:40:44 Good evening. My name is Michelle Labrie Ripple. My address is on file. As a former Wilsonville City Council member, I know that one of the city's most important policies is to create an excellent business climate.

Michelle Labrie Ripple: 01:40:54 Wilsonville is a great place to live, work and enjoy excellent quality of life. Our city is almost 30,000 jobs with the payroll, have more than 1.1 billion dollars because Wilsonville has done the hard work of planning and providing the necessary infrastructure and support services necessary to support these jobs. Wilsonville is learned to manage growth and keep municipal governance strong so that city infrastructure keeps pace to support these 30,000 daytime jobs that we have almost or 30,000. If the runway expansion at the Aurora Airport was just about a longer safer runway, that would be fine. But projections say that the

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

extension of the Aurora Airport will create as many as 4,000 new jobs. At face value that sounds great, but to realize that kind of job growth, a lot needs to be done first.

Michelle Labrie Ripple: 01:41:47

This many jobs at the Aurora Airport are unsupportable with the existing infrastructure. There's not adequate water, sewer, storm water, surface road infrastructure. None of that exists down there to support that kind of significant employment growth. Anyone who has to commute across the Boone Bridge is painfully aware of the road infrastructure limitations, preparing for sustainable growth takes years. In Wilsonville's case, we've worked for almost 20 years to prepare the Coffee Creek regionally significant industrial area and the Basalt Creek employment lands for thousands of new jobs. This has cost millions of dollars in planning and constructing the infrastructure systems necessary to host this kind of job growth besides being unwise to expand the Aurora Airport. It's unfair for the lands adjacent to the airport to be considered for development before Coffee Creek Canby's Pioneer Industrial Park or Woodburn UGB lands. These communities have done the work and most importantly funded the infrastructure necessary to pave the way for smart job growth. Clearly those seeking to expand the Aurora Airport and industrialize the farmlands around the airport, haven't done the work and invested in the infrastructure necessary to earn this opportunity. As a business owner, engineer, and former City Councilor who successfully helped build our cities job base. I urge Governor Brown to withdraw this runway extension grant application and instead encouraged the current planning careful planning annexation into a city and the municipal governance necessary at the Aurora Airport to create sustainable jobs. Thank you.

Mayor Knapp: 01:43:19

Thank you. Sir.

Larry Eischen:

Hello. I'm Larry Eischen. I live on Edgewater place in Charbonneau. If you know the geography out there that's right in the glide path. So that tells you where I'm coming from. A, first of all, and I would say this not in front of you, but Wilsonville has a terrific City Council, have had, has had for years. And when it comes time for you to stand up and be counted on this, I hope you will represent us against the expansion of the airport. My problems are like everybody

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

else's traffic is sickening. We don't want to increase it. I'm concerned about noise, larger airplanes, faster airplanes, heavier airplanes will make it worse. And the people who know about acoustics say to me that an airplane, a jet airplane taking off, we'll measure about 135 decibels.

Larry Eischen: 01:44:31

They also tell us that at 120 at only 125 decibels pain begins. My other issue or problem is a question is which city is going to control and pay for all this. As I understand it, the governance is kind of up for grabs at the Wilsonville site. And I think this application is not ready for prime time. There's been no environmental study. There's no justification yet for this extension of the runway. There's no plan for the land acquisition that must be, that will be required in terms of the action required on this proposal. I don't know where it stands at the moment, but if it's already submitted, the Governor should pull it or if it's not submitted, don't. And I've been involved with some of these, testimonies on air force airport creep issues in the past. And when you dig into it later, you find out that there's some legislator down in Salem that is kind of behind it, you kind, kind of wonder why. Yeah, they don't even live close to the Aurora Airport. Where is Scappoose anyway? Thank you very much.

Mayor Knapp:

Thank you. Mr. Hickman.

Patrick Hickman: 01:45:58

Good evening. I'm Patrick Hickman, Charbonneau resident and I come to you tonight to voice my opposition any planned expansion in any way aircraft and a flight and aviation or in my family, so I have a little knowledge of, of, of aircraft activities and I'm also on the other side with noise and we haven't addressed much. It's touched a couple of times tonight about noise. But in depth I've tasked myself over the last six months, I've provided all the Councilors here with a document that logs every flight that has been an overflight or affected the Charbonneau and Wilsonville area within the flight path, in or out of Aurora. These are documented flights you can go to flight aware.com. You can verify any of them at any time. Their history, they're historically stored. I've logged this out and made it available to anybody that would like it.

Patrick Hickman 01:47:11

They can see me after the event here tonight and I can give you a get your email address. I can send you a copy. What it

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

does show is all the jet activity that now happens. Where I'm going to go from here is why I logged this. The airport already cannot manage the voluntary noise abatement program that's in place and has been in place for a number of years. No one abides by, very, very few. Let's say abide by, there's some local people and I've seen that do tend to take measures to minimize it, but it only applies voluntarily to small, small private airplanes, jets and turbine engine planes are exempt from any, even the voluntary program. All the flights are controlled by Portland International or Trey Comm., which is their group up there that handles the flights of these larger planes, jets and so forth, in and out of Aurora.

Patrick Hickman: 01:48:09

And so the, the noise abatement issue and the noise impact on the Charbonneau and surrounding community is only going to increase if it expands. It's already a problem now as I've gotten my logged, but it only increase and to lengthen the runway means heavier and larger jets just guarantees it will happen. Guaranteed. That means more noise. Aurora tower can't control it. They have no jurisdiction over it comes out of Portland. So this is the flight corridor, so Portland just looks at it since we got to move plane A, plane B to point B, back and forth. And with that there's, there's, nothing's going to change unless there's a mandatory a noise abatement program implemented by the FAA, which is opposed to doing anything like that because they want to get planes from point A to point B.

Patrick Hickman: 01:49:03

Okay, efficiently. So that's the end of my. Thank you.

Mayor Knapp: 01:49:08

Thank you very much. I will request a speaker's Mr. John Maletis, Mr. Mike Wright and Mr. David Waggoner and give a heads up too. let's see, Richard Angell may pronounce that wrong. I'm sorry if I did a Richard Martins and Bob Harland.

Mayor Knapp: 01:49:33

Good evening.

David Waggoner: 01:49:37

Good evening, Mr. Mayor, Council is truly a pleasure that you were taking the time to understand the impact of the Aurora Airport to local community. My Name is David Waggoner.

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

David Waggoner: 01:49:48 Address on file and I run one of the flight schools at the Aurora State Airport, which means that I fly the smaller aircraft on and off of that airport. Now all of the statements we've heard about safety and the safety enhancements at the airport are absolutely accurate with this 1000-foot extension. For my business, it is absolutely irrelevant, absolutely irrelevant. What is relevant to me is the impact at the Aurora State Airport will have on the local community after the Cascadia event. Now, FEMA is currently conducting a survey in Oregon and the Pacific northwest to determine the best methods of getting emergency supplies and personnel into, into the state and into the population that needs it. Once the Cascadia fault, let's go. What they are doing is they're survey, surveying airports to determine if they are a feasible opportunity to move supplies in and out. They have completed the survey already on the Redmond Airport and has had determined that that airport is acceptable to fly the large cargo planes in that they will need to be able to support the community with the supplies.

Speaker 25: 01:50:58 Now the Aurora State Airport, even if it's extension goes through, will not support the larger aircraft needed to bring in supplies. So what FEMA is setting up is an organization through the, Oregon, the office of emergency management and the civil air patrol where they will partner with smaller aircraft like I have and we will go to the supply, supply airports like Redmond and bring the supplies here. Now we don't need that at 6,000 feet in order to function. And the air, the Aurora Airport will undoubtedly be damaged during the Cascadia event. However, it is not sitting in a liquefaction zone. So there will be large sections of that runway that are usable for smaller aircraft like ours. So the volunteer pilots and the volunteer aircraft will be bringing into this area, which by the way, it's designed to serve to serve these corners of Yamhill, Washington, Marion and Clackamas counties. We'll be bringing the supplies in that we need to support the population so that 1000, that extra 1000 feet simply gives us 1000 feet more of safe runway that we can use to bring these supplies in to support the population. And I definitely suggest that that be taken into consideration by the council. Mr. Mayor Council, thank you for your time.

Mayor Knapp: Thank you.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

John Maletis: 01:52:26 Hi, good evening. My name is John Maletis. My address is on file. I live in Portland. I'm, I'm the captain of November 59 Golf X-Ray, which is the Global Express aircraft that's based at Aurora. A tonight, actually, I want to address the issue of noise. We are one of the largest aircraft that operate out of the Aurora State Airport. But we're actually not one of the loudest. In fact, in terms of turban aircraft, we are one of the quietest, do you have to understand about turbine aircraft and turban engines, is that majority of the noise is actually produced by the RPM, the turban blades and the fan blades. The type of engine that's used on the global express is a, a Rolls Royce engine ended actually rotates at about 50 percent, the speed of a smaller jet, such as a Learjet and it's actually quieter than many turbo props and even most piston airplanes as well.

John Maletis: 01:53:19 There's published studies that have been done. I could provide those to the Council. I didn't have an opportunity to submit yet beforehand, but I'm also want to say for the record that, you know, we as an operator and as a pilot and I take noise seriously and that it's true when there is a, what's called IMC instrument meteorological conditions, inclement weather. We are mandated by the FAA and by Portland Trey Comm. to adhere to a certain flight route when the weather is nice, what's called VFR, visual flight rules. We try to avoid Charbonneau as much as possible by turning early. We also try to, if using runway one seven, we tried to cut self of Charbonneau and make a short approach, as safety permits. So we do want to take, I do take noise very seriously and we try to mitigate it as much as possible and, like to thank you for the opportunity to speak tonight and, to address this situation.

Mayor Knapp: Thank you very much. Sir.

Mike Wright: 01:54:17 My name is Mike Wright, address 17570 SW 106th in Tualatin. I've submitted this letter. I'd like to read a real quick and if there's, sometime at the end, I'll, I'll make some of the, I'll comment on some of the notations I made this evening. And a little background, I am a fourth generation aviator. My great grandfather designed portions of the F86 and F100, had a grandfather served in World War II and maintained course aircraft. You may be familiar with that. And another grandfather was B17 engineer, just shortly after World War

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

II. My father is still in Alaska flying. So it's a true to my blood to, represent aviation tonight. Mayor and City Councilors, I've been working at the airport since October 2005. After a 10-year career at the Evergreen Aviation Museum, I began with my own business, restoring vintage aircraft.

Mike Wright: 01:55:13

But as 2007 approach, there was a downturn in this industry. I became employed with a company whose primary purpose was to sell brand new aircraft built by Sakata and Piper. Over the course of six years, we grew that company to 10 employees servicing 36 aircraft for their yearly inspections plus repairs. In 2013. I left employment and revamp my company to focus on corporate jet aircraft, that operator to Aurora. Our Clientele has now become a fleet of 10 aircraft. We have grown to six employees, proudly offer healthcare and above standard wages. A majority of our work is performing the inspections mandated by the aircraft manufacturer, but it also includes interior reconditioning, tire changes, polishing the exterior cleaning in between flights and we restock the airplanes with snacks and refreshments. Wilsonville is a vital community to support us, Aurora and Canby are as well. Our local purchasing expenditures are close to \$18,000 a year. We have six people working for us and we're spending \$18,000 a year here locally. Two thirds of which are here in Wilsonville. I have personally eaten in every single restaurant in Wilsonville, which may answer for a little bit of the indigestion. I have this evening.

Mike Wright: 01:56:24

To list all the restaurants. We would simply take a copy of the phone book. We utilize dozens of retail stores in Wilsonville, including Fred Meyer, store and gas Ace Hardware, Wilsonville Lock, Napa Auto Parts, Safeway, Costco, OfficeMax, Pier One Imports, O'Reilly Auto Parts, Camping World. Yeah, will you do go to Camping World, but we don't buy parts for the aircraft there. It's merely the toilet paper, a Walgreens, a Wilsonville Jeep and Ram, Rite Aid, Wells Fargo, of America and Bank of America Subaru, Fry's Electronics, Post Office, Wilsonville Liquor. Yes, Wilsonville Liquor, Target and Dollar Tree. To name the most common. I would like to ask for support in improving the Aurora Airport by way of extending the runway. Remember, this is not an airport expansion. It's an extension

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

of the runway. Three more sentences. Our success is dependent on the owner's having chosen to base their aircraft and Aurora. Our expansion is based on the aircraft owners deciding to be there. I'll end with that. Thank you.

Mayor Knapp: 01:57:29 Thank you very much. As for Mr. Richard Angell, Richard Martens and Bob Harland, if we could please and then I will ask, the following speakers to be ready. Robert Wiesenthal, Jan, Shea, and Jerry King. Good evening.

Richard Martens: 01:57:45 Good evening. I'll proceed. Excuse me. My name is Richard Martens.

Richard Martens: 01:57:55 I live at 3400 SW Del Monte Drive in Wilsonville. First of all, thank you for holding a tonight's hearing. I'll limit my brief comments to what I feel is the overarching issue, which is the need to establish an appropriate governance structure at this busy and growing airport. I would first like to offer that it is important that we all recognize that from its humble World War II beginnings the Aurora Airport has emerged to be an important element of the economic infrastructure of our area. As such, it will continue to grow and use regardless of the outcome of the current debate over the runway extension, but the current level of activity and expected growth only serves to underscore the need, even urgency to establish an appropriate governing structure. If you'll indulge me for just a moment, I'll offer a few data points, by way of background.

Richard Martens: 01:58:52 There are some 97 public use airports in Oregon. 28 of the airports, including Aurora, are operated by the State Aviation Department. Aurora is the outlier among the 28 as the third busiest airport in the state. The next largest airport operated by the state is Bandon, which has less than 10 percent of the activity as a Aurora. The FAA and the state categorize airports from one to five based on their position and activity. Category one includes all airports with scheduled commercial service. Category two is urban general aviation airports. Aurora is one of the 11 category two airports in Oregon and is the only one operated by the State Aviation Department. The other 10 categories two airports and all category one airports are governed by city, county or port authority. It would seem that virtually every other area of the state that has an airport that even remotely

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

approaches the magnitude of operations as Aurora has recognized the need to establish appropriate local government oversight apart from the administrative staff at the Department of Aviation. Since, Aurora sits at the nexus of two counties and midway between two cities, it seems inappropriate for any one of them to assume control of the airport.

- Richard Martens: 02:00:26 While it may require legislative action, I think we should advocate for the establishment of a port authority with appropriate representation from all the stakeholders and I would just add that had such a governing authority been in place, it might well have been able to generate the kind of support necessary for this airport extension. And we wouldn't have to be here tonight.
- Speaker 18: 02:00:53 Thank you.
- Richard Angell: 02:00:58 Never been called that before. My name is Richard Angell.
- Mayor Knapp: Angell, I'm sorry. I just could not read that.
- Richard Angell: Mayor Knapp and Commissioners, I'm very, very grateful for the opportunity to speak before you. And I'm a, I shouldn't say that I'm a pilot, have gliders that radio controlled, that was a joke, and I'm also very grateful that, the pilots here pay so much attention and prioritize safety. I wish to speak about two features of the Air Aurora Airport expansion and development project, and specifically the grant proposal process. First, the array of governmental institutions and agencies that are involved in this process because of their formidable complexity present an almost insurmountable barrier to citizen input, input. The second issue is the factually opaque process in this grant process, which makes citizen input and deliberation difficult or any effective window dressing at best corrupt at worst. This is an aviation industry insiders job, a commercial development project now with national as well as local and state inside or interests at stake.
- Richard Angell: 02:02:21 They have resources to purchase expert legal and political representation which allows them to enjoy disproportionate influence over the administrative decisions. Bear with me here to look at the institutional complexity, which is not

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

novel to aviation. I know from healthcare services briefly, we would list all of the entities from the federal to the local level, from the FAA to the regional FAA office, to the state offices, the Department of Aviation and so on, down to the Aurora Airport and the various levels of government, representational government. Every entity has certain functions from a systems point of view, there's a mission with goals. Some of them are explicit. Everyone has executive functions. Every one of them has boundaries. Every one of them have communication, quality qualities and networks, and then there are the unique attributes of the leadership of each of these organizations. If you make a matrix of all these different aspects, there are dozens of domains to be learned about. It's an enormous amount of learning that is really beyond the scope of anybody. Well, not anybody I hope, but it's an enormously challenging. It's, it's a. it's a major challenge to individual citizens and it's also a huge challenge to legislators. We not only have this issue to deal with, but many others in a very limited amount of time.

Mayor Knapp:

Do you have a closing comment?

Richard Angell:

02:04:01

In closing comment, I'd like to endorse the comments of Tony Holt and Judge Riggs regarding the other issue which document the have a, application process which has really been characterized by a lack of transparency, a lack of other really meaningful input opportunities for citizens. Thank you.

Mayor Knapp:

Thank you very much. Mr. Harland.

Bob Harland:

02:04:27

Yeah, my name is Bob Harland. I'm the chair of the Charbonneau Country Club Civic Affairs Committee, a group that advances the interests of over 20 to 2,500 Wilsonville residents live in Charbonneau. First, I want to add my thanks to those many of many others here who have appreciated the fact that you're actually holding this hearing. Given the magnitude of this project, there should have been many more opportunities for public input. The ODA should be embarrassed. But let me make three points. First, over the last decade, local residents have repeatedly and routinely been surprised by development interests at the Aurora State Airport. And here we are again the only public hearing about

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

an issue that has significant quality of life implications for the local communities. That's just not right. Second, the last time is as Tony Holt said the last time runway extension was discussed publicly. It was almost seven years ago; a runway extension was not approved.

Bob Harland: 02:05:23

Then it was only mentioned as a possibility for the future, not as a certainty. Third, a handful of aviation developers who regularly use what we'll call end runs around good public process, around land use laws and around their neighbors by running to the legislature with what they call a special case. No, there is a group and many of its members are here tonight called PAAM Positive Aurora Airport Management. Maybe you've heard of it. The PAAM stands for this. I said Positive Aurora Airport Management. It was formed with the explicit intent of building rapport and effective communication between the airport and local communities. I've been attending monthly meetings of PAAM for the last two years. Rarely if ever, are these types of airport development matters discussed at PAAM. I have to wonder; are they being discussed in some other kind of a forum that doesn't allow for public input? Perhaps if PAAM were true, were truer to its charter, we would not be here tonight. The rest of my comments have already been mentioned more eloquently than I can. The open public process, a new master plan, a inter-government, an intergovernmental agreement that involves local governments and citizens in a very meaningful way, a complete environmental impact study. And finally the issue of a governance annexation was mentioned. I kind of like Richard suggestion about a special district too. Thank you.

Mayor Knapp: 02:06:53

Thank you very much. Request Jerry King, Jan Shea and Robert Wiesenthal or Wiesenthal. And give a heads up, just have two for the next panel. Jeff Fast and Brett Vaughters

Mayor Knapp: 02:07:15

Hope you know who you are? Good evening.

Jan Shea: 02:07:25

Good evening. My name is Jan Shea.

Mayor Knapp:

Shea, thank you.

Jan Shea: 02:07:29

Thank you for holding this Mayor Knapp and City Council. We appreciate this one opportunity

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

Jan Shea: 02:07:42 It's unfortunate that you had to conduct this hearing in order to give us the people who actually live here a chance to be heard because most of the other involved parties would rather just not be bothered with the concerns of citizens. This is not a case of NIMBY, not in my backyard because we already have this airport in our backyards. We just don't want it to get any bigger and destroy our quality of life. Our concerns include significant past, current and future impacts on both humans and the environment in our community. I am here to explain why a National Environmental Policy Act known as NEPA full environmental impact study and alternatives analysis must be implemented before anything like the recently proposed \$37,000,000 Aurora Airport expansion can occur using Federal Aviation Administration, Supplemental Grant Funds. In fact, it should have been done years ago before the tower went in and before the airport expansion.

Jan Shea: 02:08:51 Proponents tried last year to pass the disgraceful legislation that was an end run around our land use system, our laws that value and protect farmland and the beauty of Oregon. NEPA requires federal agencies to conduct an environmental review for airport development projects that result in changes to an airport layout plan and yet airport proponents have not done so, and environmental impact statement enables federal agencies to analyze and document potentially significant environmental impacts from the proposed projects and develop measures that will mitigate those effects. These statements are required and reviewed by the Environmental Protection Agency for projects of this magnitude. There is no way that this, that the proposed expansion of the Aurora Airport should proceed without a full environmental impact statement being conducted. The initial phase would identify reasonable alternatives in addition to the airports preferred alternative. The impact study would also study the impacts on the airport operations, if a runway extension is not built, the public would have several opportunities during that process to provide input and make comments on the project. A full environmental impact study for Aurora airport would look at 14 categories of potential environmental impacts, which include aircraft noise and compatible land use. We need those studies done is the point I'm trying make and they haven't been done and one end run around this process after another has been

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

attempted by proponents of this expansion. We need citizen input and we need environmental impact studies.

Mayor Knapp:

Thank you.

Jerry King: 02:10:48

You want me to go? Okay. I'm Jerry King and a citizen of Aurora, 20836 Yukon Street NE. Like to thank Mayor Knapp and the City Council for providing this opportunity. It is rare that we get an opportunity to really speak these things. My two issues I'm going to try and cover tonight is a report, a airport safety reports and then make a comment or two on earlier testimony. So looking at the safety of the airport, which is one of the spear points, of the proponent, I did work and went out and look for facts and found the National Transportation Safety Board lists of incident. And I looked back for 40 years from 1978 to 2018, it shows 27 total incidents and only one fatality. And the, the fatality unfortunately was a lost airplane and a presumed a fatality of the pilot. But other than that, none of the acts incident site, the Aurora Airport runway to be inadequate in length and contributing to the cause of any incident that's important to note.

Jerry King: 02:12:05

Rather, all incidents except one are due to pilot error or mechanical issues with the plane. Since all maintenance issues are subject to pilot responsibility, those issues might be included under pilot errors as well. This singular, the singular incident cited concern to missing plane and pilot never recovered and assumed a fatality. The Aurora Airport has the lowest incident rate of, of incident airports in the metropolitan area when compared to other Oregon airports with paid 5,000 foot runways plus or minus 800 feet. It's about average and incident rates. In other words, the good pilots at the airport are doing a good job with a 5,000-foot runway. They're safe when the Aurora Airport is restricted to aircraft certified for runway length, it appears to be quite safe with an adequate runway. On the other hand, if larger aircraft and given ODA waivers to use the airport, these aircraft run the risk of exceeding the safety measures of the runway and could lead to accidents.

Jerry King: 02:13:07

It would seem prudent to stay within the aircraft, a, restrictions for the current runway length to remain safe for the pilots, aircraft, and surrounding communities. In earlier

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

testimony, we talked about the sound abatement plan. There's been a miserable failure. Pat Hickman papers that you guys got copies of is quite expansive, but it does point out exactly what's going on. We have a deep concern, our future concerns. If a runway extension is approved and constructed, the increased air traffic of larger, heavier jets, they're louder and take longer to get the altitude will cause even more noise. Our data strongly points to poor management of the current sound abatement of flight plans for all aircraft from this airport. There's no reason to believe that this situation would be improved with a longer runway. In fact, it would get worse for everyone in the sound impact area. Final statement. Based on these findings, I would urge this board to convey the importance of a comprehensive environmental impact study of the Aurora Airport, air traffic and airport management of the sound abatement plan to the Emergency Board and the Governor before a decision is made to retroactively approve the FAA grant for the Aurora Airport runway extension. It is the proper and prudent step forward. Thank you.

Mayor Knapp: 02:14:27 Thank you. Mr. Wiesenthal, Wiesenthal, how?

Robert Wiesenthal: Wiesenthal

Mayor Knapp: Wiesenthal.

Robert Wiesenthal: Yes, my name is Robert Wiesenthal. I'm a recovering lawyer who is lived at 7480 SW Bunker Part Court for the past 10 years. I want to address the issue of traffic. I realized that this has already been discussed and I certainly endorse the statements of Ms. Farrell and former Councilor Fitzgerald. To put it in a, in the form of a parody of a motto of Las Vegas. What happens on I-5 does not stay on. I thought anyone who has tried to go through the intersection of Wilsonville road and Boones Ferry Road at 5:00 on Friday knows that there is a clear impact of any increase in traffic on interstate five. People who would have 10 years ago when I first got here, who would have come down Interstate-5 heading south and gotten on at Ellignsen Road now come down Boones Ferry Road.

Robert Wiesenthal: 02:15:40 This creates an immense amount of congestion at that particular intersection. So much so that is dangerous. Now,

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

I commend the City Council for recently, seeing to, excuse me, seeing to it that signs were put up restricting right turn on red. During the hours of four to six. That has been a help. Increase traffic though is not a help and it is not a help on Wilsonville Road. It is not a help on Boones Ferry Road. It is not a help on Airport Road. It just is. It is not a help on Ellingsen Road. It is not a help throughout the community. And I'm sure that this also applies to communities like, like Canby and Aurora and perhaps even as far south as Woodburn. The second thing I would say about traffic study or about traffic conditions is that we have not seen a study which really shows all of the factors that affect traffic in this area. We don't know, for example, where the revenue will come from that will cause the city of Wilsonville increased traffic concerns, traffic management problems, and other issues like that. The City must deal with those issues. Is that revenue going to come from the airport expansion? I doubt it. In summary, I suggest that it is not appropriate for the City Council, for the City of Wilsonville to support the Aurora Airport expansion. Thank you very much.

Mayor Knapp: 02:17:21

Thank you, sir. I'm going to ask for the next two speakers and then I think we'll take a five-minute break so people can stretch and, and, then we'll come back. We still have a considerable number of speaker cards from people that would like to speak and we will hear their input. So I will ask for Jeff Fast and Brett Vaughn, I'm probably pronouncing this wrong, Vaughters?

Brett Vaughters:

Vaughters.

Mayor Knapp:

Vaughters. Please let's, let's hear this testimony before we, take a break. Sir.

Brett Vaughters: 02:17:55

My name's Brett Vaughters and I live at 10820 SW Stockholm Drive, Wilsonville. And, I have worked for the Aviation Department of Wilson Construction based out of the Aurora State Airport since August of 2010 during this time, my many out of state coworkers and I stayed in Wilsonville hotels. We ate meals in Wilsonville restaurants. We spent most of our leisure time taking advantage of the many things to do in Wilsonville. The airport continues through our company and many other companies based at the airport to bring in out of state money to the Wilsonville

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

economy. As a result of my time here, my wife and I purchased our home in the Villebois community at Wilsonville 15 months ago because of its close location to the Aurora State Airport. I have worked out of airports in 49 different states. And I can tell you firsthand the Aurora State airport is well managed.

Brett Vaughters: 02:18:57

It's safe and a valuable asset to every neighboring community, not only as an economic driver for the local economies but as a potential staging area for disaster response. During my career as a trained first responder for emergency power restoration, I quickly learned the critical importance of the local airports and their role bringing in outside help and aid. It was the local airports that provided staging areas for trucks and materials for out of state contractors utilizing electrical power restoration operations. I personally participated in the distribution of emergency relief supplies like water, food, clothes, and medical supplies that were flown in to the airport in disasters like Hurricane Katrina, Rita, Andrew, George, and many others. I can tell you it was the communities closest to the airports that benefited the most from those staging areas. Please do not pass on this opportunity to support and improve the capability of the Aurora State Airport.

Brett Vaughters: 02:20:01

The FAA grant application would bring in federal funding for the vast majority of the cost of this extension. I am concerned that misleading information in opposition of the extension will cost the people who call Wilsonville their home an enormous benefit to our community. The truth is the truth and how our government makes decisions has never been more important than now, and the truth is the airport extension is good for Wilsonville. It is extremely important to myself, my family, my work that you support, the proposed runway extension and ensure this airport remains fully capable and safe for all aircraft operations. I would like to say with my remaining time. There's no lead in jet fuel. I would also like to state that the majority of the people who approach the airport for the use of the airport from the south and from the east and from the west, do not cross the bridge and most people coming down from the north to the airport are opposite the flow of traffic during peak hours. So it is not the impact that people would suggest on our roadway. Thank you for your time.

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

Mayor Knapp:

Thank you very much. Mr. Fast.

Jeff Fast:

02:21:10

Yes. Hello Mayor good to see you again, Council members. Jeff Fast, address as stated and on record. And I'm reading a written testimony in favor of the Aurora State Airport expansion by Gail Wilson. Wilsonville City Council as a business with four locations in close proximity to the state airport, Wilsonville Canby, Aurora and Woodburn. We are truly fortunate to have more than 1.5 million dollars in annual sales from companies that use or are headquartered at the airport. We work hard to earn their business. Many other businesses throughout the city of Wilsonville also benefit economically from these same companies and others located at or utilizing the airport for business needs. The City of Wilsonville website claims to support local businesses, yet opposition by the City Council to the runway expansion does not support us. The business taxes we pay to the City of Wilsonville keeps the SMART bus system going at no cost to the riders.

Jeff Fast:

02:22:12

The annual real estate and personal property taxes we pay helps keep the City of Wilsonville government library, public safety, urban renewal, school district's operating. We deserve to be heard and to be valued not only for what we pay directly to our local government, but because we employ people who count on us and our continued success. It is disappointing to me that much, much, so much opposition is coming from the City Council. On January 22nd of this year, I sent a letter to every Council member expressing my support on the runway extension after reading in the Wilsonville Spokesman that City Council opposed it. In this letter I asked if there were any more information available at the paper missed that would help me understand why I was being opposed. I did not receive one reply. The Wilsonville business community should have been considered when weighing the pros and cons of opposing this runway expansion and that'll think we were. The fact that the Aurora State Airport isn't in the City of Wilsonville or Clackamas County should be considered as the big picture of important Wilsonville city issues that need attention.

Jeff Fast:

02:23:16

I don't believe there should be any of this high level opposition to the matter of the city has as much larger issue of traffic congestion within the city limits. On a personal

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

note, I had been a resident of Charbonneau for the last 14 and a half years. Everyone who lives there move there after the airport was in place. By purchasing a home there each and every one of us accepted the fact that the airport was operating, that planes were taking off and landing and that they were flying over Charbonneau. We have a choice to accept or to purchase a home, a somewhere not near the airport. We chose to purchase our home there and we knew it would hear. We would hear planes. We also knew we would hear the landscape and golf course maintenance equipment, which is loud and last far longer than a jet taking off. That noise has not bothered to see either. Funny. Yeah. Anyway, finally, I feel much better knowing that the policies and your airport and have access to a safer, more efficient runway. There is no logical argument that anyone can raise that. Opposes safety. I'll stop there.

- Mayor Knapp: 02:24:18 All right. Thank you very much. And we want to hear testimony from those, remaining that have submitted cards. If there is anyone that has not filled out a, a speaker's card, please do so in the lobby. We will take a, a break. Try to be back as soon as we can after 9:05 p.m.
- Mayor Knapp: If anyone would like to come downstairs we have chairs available at this point in the hearing room and we will follow pretty much the same format as we have been. I've lost a couple of folks that could not stay and may lose a little bit of my organization here. But if I could ask for Marshall Fant, Sherry Allmaras, I probably butchered that, Suzanne Brown please. And I will follow up then for the subsequent group with Greg Hughes, Paul James Bazley and Kurt Wilson. So we lost one there. Is Josh Lewis here? All right. We could take you now then. Who did, who did we lose?
- Audience: Paul Bazley.
- Mayor Knapp: Paul Bazley, okay. Did we not have the other two?
- City Manager: They might be coming from upstairs. Might want to call someone else.
- Mayor Knapp: I'm sorry, your name is?
- Suzanne Brown: Suzanne Brown. Y

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

Mayor Knapp: You're Suzanne Brown. Okay, and so we have Marshall Fant and Sherry Allmaras? No?

Mayor Knapp: 02:38:52 And Josh Lewis is, is here. Why don't you come on up and we'll start with you two. And Ms. Brown, please go ahead.

Suzanne Brown: 02:39:04 Hi, my name is Suzanne Brown. And my address is on the record. As I sat and listened, I have decided that I've learned at least two things according to the statistics that have been cited tonight by other people. The airport is actually quite safe as it currently exists, but safety on the roads is a problem. So it appears that the greatest danger to our pilots and passengers is getting to the airport on the roads and having to avoid any crashes that are there. I really think that former councilwoman Fitzgerald and Katie Farrell and Ben Wilson, made excellent points that I don't want to repeat any of that. But I think the Judge had it right when he said that we're getting the cart before the horse and I think we're doing that in the issue of infrastructure. Infrastructure needs to be figured out, designed and handled before we do this.

Suzanne Brown: 02:39:55 Certainly I think the land use issues as the Judge already said eloquently. We got the cart before the horse and when it comes to governance, I think also we should have that organized and worked out and part of the city before we move forward. So without repeating anything else, I'm simply going to say I agree with a lot of the other comments that were already made and I really think we need to put a halt to this until we get some of these other things in place and then come back and reconsider if the expansion is then needed at a later date. Thank you.

Mayor Knapp: 02:40:30 Thank you very much. Mr. Lewis.

Josh Lewis: Thank you Council members. Thank you. My name is Josh Lewis. I live at 7724 SW Roanoke here in Wilsonville. This is our third meeting together. I know you won't recognize me, but I do you Mayor. We've met in Salem twice already on this issue. In the City, through those meetings have made their stance loud and clear on the runway expansion. So if you'll follow me for a minute. I got a couple of comments. I'm like I said I'm a Wilsonville homeowner, resident voter, taxpaying citizen that has been following our town's involvement in the Aurora State Airport. I've ignored some

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

of the most recent comments from the Wilsonville officials as like politics in play, but now you've chosen to take steps to be all in regards to an airport that doesn't reside in our county, our town, our jurisdiction for that matter. Any money of our taxes that goes to it. So I've listened to this in general during these meetings, blast development, yet we develop ourselves. You talk about gloom traffic scenarios, yet we have Villebois and now Frog pond with many houses and many vehicles. You speak about farmland clauses, but yet in the summer the Farm Bureau gave an opinion that was pro, they really, they kind of stalemated on the expansion.

Josh Lewis: 02:41:50

Your trying to stimulate airport that excels Wilsonville Company's growth. You're attempting to halt increased safety measures that you have no knowledge of. It's like seatbelts are great, but let's not have airbags in our car. We got to keep going on safety measures. There's zero experience in aviation on the team, but yet you guys want control to the cockpit, so some are saying it's about the Charbonneau residents. Residents get the airport was built 34 years prior to Charbonneau. I've been employed. I am employed at the earth's Aurora State Airport and I use that income to pay my taxes buy my groceries from Wilsonville stores, pay two fulltime gymnast in Wilsonville, which is, if you don't know, that's a lot of money in gymnastics, eat at local Wilsonville restaurants, attend Wilsonville functions and on and on, and those airport dollars for spent here in my town of Wilsonville, supporting Wilsonville business. Many of my employers and my employees are Wilsonville, Wilsonville residents also. So I'm perplexed why we're trying to limit or take away the food off the table of myself and my coworkers. We need you to protect the citizens from waste and help this town grow. We get that. Some of the ways. We have lobbyists that are lobbying for Aurora and, Donald, Canby and all those residents. What about us? We need you to focus on us, not them. So I'll. So in closing, I'll just put that, um, we want you to allow those that are actually impacted by the airport to work within the guidelines of the state and the federal government to work on the grant and extend the runway. Thank you.

Mayor Knapp: 02:43:39

Thank you. I'll, request. Mr. Hughes, and someone said Paul Bazeley or Bazeley has gone. And then Kurt Wilson, maybe. Good evening.

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

Greg Hughes: 02:43:54 Good evening. My name is Greg Hughes. I'm a director employee at Vans Aircraft, which is a company at the Aurora State Airport. My address is 24198 S Skyline Drive, just outside of Canby and rural, Clackamas County. And I work at the Aurora State Airport. Mayor Knapp and a distinguished Councilors. Thanks for taking the time to listen to everybody tonight, including a us Vans Aircraft. There's a letter on file from Mitch Locke who is the president of Vans Aircraft, which I'll make comments on it, summarize from if, if that's okay. First of all, Vans Aircraft asks for the Council to, to lend its support to the expansion of the runway of the Aurora State Airport. We realize that, this is a difficult thing to do. One of the key traits of strong government is vision and having the ability to listen to all sides and at the same time weigh the odds and look far into the future and understand the impacts of the decisions that you make today.

Greg Hughes: 02:44:59 This such a project is this, over time will have benefits to the city, to the broader region, to the people who live and work in the area. The City of Wilsonville, given its proximity to this airport is a key beneficiary of the airport and the business revenues and the critical infrastructure that it provides to the area in this change of a thousand extra feet on the runway will enhance and improve that relationship over time. The extension of the Aurora State Airport runway. As, and I won't go into all the details because I'm not going to repeat as you've asked for us to do, but will provide added safety and emergency use utility in the event of natural disaster or public need. Whether it's a Cascadia type event, major fire or other type of infrastructure. Need this airport is unique in its size and location and ability to provide infrastructure services to the broader region.

Greg Hughes: 02:45:51 Enabling, extending the runway from 5,000 to 6,000 feet would enable a variety of different types of emergency recovery type of aircraft to be able to potentially operate to the runway, which long-term is something that we need to think about. You can't plan for that after the fact that something that has to be done ahead of time. There's been a number of comments about noise abatement and noise issues at the Aurora State Airport. This extension to the runway would be 1,000 extra feet on the south end of the airport. The primary and noise issues are on the north end of the airport when aircraft are departing is when the noise is typically

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

made. A descending airplane is under low power and is making a lot of noise. One of the airplane departs and takes off to the north. The sooner it can climb as an airplane climbs and gets higher above the ground, the amount of noise drops off precipitously. A jet aircraft we just taking off and climbing at 2,000 plus feet per minute, if it has a thousand extra feet to take off, the potential is there for the noise at the greater altitude to be less and provides a greater margin for an airport and aircraft that's departing the runway to make a turn to the left or right in short our employee owned business supports this change and we encourage you to do the same. Thank you.

Mayor Knapp:

Thank you. Mr. Wilson.

Kurt Wilson: 02:47:07

Councilors. I'm a corporate operator at the Aurora Airport and I'm fully in support of the extension of the runway. There's been a couple of, comments tonight and talking about how safe the Aurora Airport is and I do agree with that as a pilot for over close to 30 years now. One thing we don't get to practice is running off the runway taking aircraft accidents. Fortunately, as a corporate operator, I'm allowed to go to school a couple times a year where we actually get to practices, scenarios and simulators. So 99 point nine percent of the time we get to operate the aircraft in the safe and efficient manner is that point one percent that we're addressing. When the accident happens, it's going to be too late. Hopefully there's a good outcome to it.

Kurt Wilson: 02:47:58

The airport extension allows us an extra thousand feet to make decisions and act in an appropriate manner. When we talk about a 5,000-foot runway that's existing, there has been comments that hasn't been addressed too much tonight, but Bruce Bennett brought it up. We're only allowed to use the first, we're not allowed to use the first thousand feet of runway. Aiming Point is 1,000 feet from the threshold, so we have 4,000 feet to work with. That's okay on most days, but there are days we have implement whether if conditions, blustery winds, cross winds that make that an imperative that we get it right the first time. The extra thousand feet allows us a little literally seconds more to make adjustments to anything or make a go around or missed approach. As far as noise abatement, again, I've been a pilot and I live in the

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

Clackamas County area. My entire life I've been involved in several airports.

Kurt Wilson: 02:48:58 We have a, there's not a pilot in the community that does not actively try to, practice noise abatement. There are times that we just can't and we are very empathetic to the surrounding neighbors. We consider ourselves neighbors to Charbonneau and the people of Aurora and there's not a pilot out there at this airport that actively goes out of their way to aggravate anybody. We get upset when Portland sends us over Charbonneau. We actually questioned the tower and in past we haven't been able to do that because we didn't have a tower. So our business supports not only businesses here in Wilsonville, we also support businesses in Aurora and Canby. And we would ask for your support in considering the extension to the Aurora Airport. Thank you.

Mayor Knapp: Thank you very much. And is Rebecca Bazeley gone also? You're here. Okay. So please come forward. And Mr. Springall please. Good evening.

Rebecca Bazeley: 02:50:17 Good evening. I was about to say good morning. That would have been awkward and embarrassing. My name's Rebecca Bazeley. My address is on file. I'm a Wilsonville resident. I've been here for over 10 years now and I'm a taxpayer raising children here in town. I had to have just a few notes. Mostly I just want to reiterate the support for the Aurora Airport extension for the runway mostly in the interest of safety. As a few people who've just recently noted about the noise abatement, many of them brought up overnight flights, 3:00 a.m. Flights that as far as I'm aware, the towers still does close at 8:00 p.m. Well, that's not a tower function or their failure. Many of those flights are life flights when they practice night vision flying. That's an extremely important aspect of safety in our surrounding areas. I know that doesn't ease the pain, but hopefully it adds a little bit of needed context for why that may be happening.

Rebecca Bazeley: 02:51:20 I heard many times that Aurora has not had any major accidents in 40 years where the airport length was a factor and I agree with that and I'm very happy that we have that amazing safety record. However, I would caution that now that you know, you are very aware of having heard from many pilots. I'm also a pilot, a how important that extra

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

thousand feet can be for a safety margin. It would be massively irresponsible to say no to \$37,000,000 in federal funds that we do not have to match when we know better, we do better. You are now aware. The, traffic issues I can completely empathize with as I commute and live in Wilsonville. Villebois specifically, and I am intimately aware of just how backed up our roads can be. Last night, the Development Review Board of Wilsonville just approved Polygons requests to change their latest development from 46 homes to 89.

Rebecca Bazeley: 02:52:31

I don't see the traffic, issues as a completely valid point when it comes to the Aurora Airport because we seem to be saying yes and green lighting more and more development all over Wilsonville without respect to the traffic issues. I really believe that if that was our main goal, then we wouldn't be surrounded with car dealerships that crop up newly and the Fred Meyer Development and so on and so forth. All of which I use and I'm happy to use. So traffic is an unfortunate thing. We all have to bear for the foreseeable future. And I would just add my support to Brett's comments from Wilson Construction, regarding the commuting traffic going the other way for things. Thanks.

Mayor Knapp: 02:53:22

Thank you very much. Before Mr. Springall starts. I will ask Nicole Galloway Mancilla and Jake Jacobs and John Budiao. Mr. Springall.

Simon Springall:

Hi, my name is Simon Springall. I'm a resident Wilsonville at 7577 SW Vlahos Drive. And I'm also, I also sit on the Planning Commission which also serves to the city's a board for citizen involvement. So we don't really do a lot of explicit events for activities for citizen's involvement. We try to roll it into everything we do and I'm, the Planning Commission works very hard to make sure that we hear all the impacted parties on all issues as, as does this, this Wilsonville City Council. And this is why the big issue for me, involving the Aurora Airport is this, this IGA, the intergovernmental get an intergovernmental agreement between Marion, Aurora or City of Aurora , Aurora Airport from 2010. It has this, what's been described as a gerrymandered map supposed to, supposed to consider a thousand feet impact area around the airport, but explicitly is drawn to exclude Clackamas County entirely. And of course, Wilsonville.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

- Simon Springall: 02:54:51 I don't, I don't want to say anything about the merits of the airport on or not, whether it's safety, whether economy. The issue is that we need to make sure all voices and localities and impacted municipalities are considered. And I know I'm partly because of this map. Wilsonville is not involved in deciding whether or not this thing will go ahead. This is, this is going to the state level, but I think, I think Kate Brown, I think, I think the state agencies should recognize that we're not, we're not upholding our own statewide land use goals here. We're not, we're not accounting for all interests. We're not, we're not following the, the, their own goals for Oregon and we've done very well and I think Wilsonville does an exemplary job follow-up, including people and including the impacted, businesses, residents. And unfortunately this, this airport, I'm agreement and everything is derived from. It. Does not do that and I think that's one of the core issues here. That's all I have to say. Thank you.
- Mayor Knapp: 02:56:04 Thank you very much. So I'll ask for Nicole Galloway Mancilla, Jake Jacobs and John Budiao to come forward please.
- Mayor Knapp: 02:56:16 And ask additional people to be ready.
- Mayor Knapp: 02:56:20 Let me see here just a minute. I have four people from Centrex construction. Is that right? There's four people from Centrex up next. So maybe I'll ask the four of you to come forward. Maybe you'll want to appoint a spokesperson or if you all want to speak, you can do that to Jimmy's Severson, Ed Gilman Gilner Gillmor, can't tell, Tom Severson and Jon Wenrich. Good evening.
- Nicole Galloway Mancilla: 02:56:58 Good evening. My name is Nicole Galloway Mancilla. I'm a resident of Wilsonville and I live at 31197 SW Metolius Court and I work at Wilson Construction Company as you may have heard of early or our company has operations on the airport and the runway extension is both important to me and many others at my company. Extending the runway will improve safety, giving pilots more room to react in case of emergency or poor weather conditions. Our company operates aircraft in and out of Aurora State Airport and we cared deeply about the safety of our friends and coworkers. A 6,000-foot runway is a critical safety improvement. I know you've heard this tonight, but I truly do believe that it's

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

important to consider this. The airport is an economic engine for the City of Wilsonville for us that work at Aurora or associated with operations there. The airport is a key factor in the success of our companies. These companies provide us with family wage paying jobs. We bring our pay checks home to Wilsonville, where we live, shop, play and pay taxes, improving the runway has an added benefit, preparing for natural disasters as we've had in the past, like floods and windstorms. It will also help prepare for future potential disasters like earthquakes. The airport will be needed to help save lives at support surrounding communities recover from a disaster. I live in Wilsonville and I support the extension of the Aurora airplane runway. Thank you.

Mayor Knapp:

Thank you.

Jake Jacobs: 02:58:27

My name is Jake Jacobs. I'm executive director of Oregon Aviation Industries. We're a group that represents 100 aviation related companies around the state and work closely with our 97 public use airports as economic engines and transportation vehicles systems and we are in favor of the extension of the Aurora Airport by a thousand feet to the south for safety reasons and for economic development. I first moved to this area to, to the Stafford area in 1965. That was before 205. I remember in Wilsonville we used to have 4th of July parades downtown. We'd close two blocks off and little shelter would come down main and we'd have a great old time and then shopping centers went in and housing developers went in and traffic increased. The Aurora Airport has not caused much of a traffic congestion problem and now I look at this from two sides because in addition to living in the Stanford area, I lived in Aurora on Main Street downtown under the traffic pattern for 1995 to 2005.

Jake Jacobs: 02:59:36

I'm also an expert rated private pilot. While we lived there, we experienced some noise. We've formed a noise committee. The PAAM Group did. We spent a year and a half on that and then the State Department of Aviation formed a committee. We called it a Decibel, was the name of it, and Decibel had a, the state spent \$85,000 bringing in a consultant. We put noise monitors around town. We monitored the noise and we determined where the profiles were. It turned out that living in downtown Aurora and looking at the results from that study, that the noise wasn't

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

so much the jets, it was more the smaller aircraft, the jets, the modern jets today are very quiet compared to the old ones. They come in quicker, they leave quicker, and the small aircraft that are constantly flying over your head or the ones that really made the difference. So I would look at both sides of it as resident who experienced the noise, but somebody who's in favor of safety for aviation and economic development for this community and the surrounding area. So I would encourage you to consider this economic development approach of allowing the extension of the runway in improving the safety and making a better community with that asset. Thank you.

- Mayor Knapp: 03:01:00 Thank you very much. So with the folks from Centrex, please come on up. Mr. Budiao didn't show up as he no longer available?
- Unknown: Inaudible.
- Mayor Knapp: 03:01:22 Okay.
- Mayor Knapp: 03:01:27 And before we get started on this, you could pull another chair up to share if you had a fourth person that you wanted.
- Unknown: He left.
- Mayor Knapp: Okay. All right. So you're down to three, and I will ask, Lauren Dixon and Daniel Mancilla to be ready to speak.
- Jimmy Severson: 03:01:46 Good evening. Okay, I'm Jimmy Severson. Thank you first for holding this forum. Mr. Mayor and council, I know it's getting late. A lot of points have already been talked about, so I could do an extremely abbreviated version here, but I think I can touch on some things that perhaps haven't been expanded on. I get to wear three hats. So I live in Wilsonville and have lived in Wilsonville for the majority of my life. Live in the Villebois community. My address is on record. Got that. Proud to call Wilsonville my home. I'm also proud to call the Aurora Airport my home airport. I learned to fly at the airport, about 20 years ago. I'm also, I am the president of Centrex Construction. We operate and own aircraft for over 20 years out of the Aurora Airport for business. We employ about 25 full time employees that live locally, some of which live in the area and Wilsonville itself.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

Jimmy Severson: 03:02:40 Our local projects, many of which are at the Aurora Airport imply a employee over 100 subs and vendors, well projects are going, those are living wage jobs that those folks are just right across the river. They come into Wilsonville and me for the state of before they spend their money at the restaurants. Here are the lodging and the activities for fun. Our company, my company as a resident of Wilsonville, I depend on the airport, to keep our company vital and to provide those jobs. It's very important to me and my family as a Wilsonville resident. Second hat or a third hat rather that I get to wear is I'm a pilot. My previous career was an airline captain. I think in hearing some of the arguments of the air, the airport is a safe airport already. I would agree the safety track records at the airport does show that, um, but the argument to extend that and I'm in favor of the runway extension, adds to that safety margin and I would encourage everybody here to listen to the pilots.

Jimmy Severson: 03:03:39 We are the experts in this, you know, we're the ones strapped to the chair so to speak. An extra thousand feet does make a difference and make a difference for the flights that we do, the flights that I captain for my company with my employees on board, and it should be listened to. And in closing, I just want to, again, thank you for this forum for listening, for staying so late. I believe, the Aurora State Airport is a huge economic benefit to Wilsonville. I'm your support of the proposed runway extension, I think will ensure that this airport remains safe for all operations and that it continues to be a very special benefit to the city. So thank you.

Mayor Knapp: Thank you.

Tom Severson: 03:04:15 Tom Severson and my address is on record. Mayor, Councilors thank you for holding this tonight. I really appreciate just being able to speak to you guys and hold an open forum and hear all sides to this. I won't add too much, so much has been said already tonight, but I'm echoing some of what Jimmy just said with regard to some of the comments made by the opposition, opposition tonight regarding safe aircraft operations. I request this Council hold in the highest regard, the testimony of the pilots in this room, and those that have provided written testimony. These individuals have spent decades honing their skills and knowledge and the art of safe flying and are absolutely the

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

authority in this room tonight. And aviation safety, one must not assume reading some NTSB articles or tracking some flights online passes for expertise, nor allows for meaningful testimony as it relates to the safety of pilots, passengers, and communities adjacent to the Aurora Airport. I appreciate you guys told him this hearing tonight.

Mayor Knapp:

Thank you very much.

Ed Gilmore: 03:05:18

My name is Ed Gilmore. I'm, I live in Butteville. My physical address is on record. My family is purchased our property in 1970. For those of you should, everyone should be familiar with where Butteville is, we are under the flight line, unlike not unlike Charbonneau any aircraft that takes off to the north needs to head south it flies over my house. Airport was there when we bought the place. Has most residents of the area I would suspect with the possible exception of the generational farmers airport was there when they bought their house. I am in support of the runway extension. Everything I've got written here pretty much has been said tonight, but I'll hit it real quick. The airport brings business and recreational travelers to the area most, if not all of which spend money locally, whether it be Canby, Woodburn or Wilsonville in restaurants, hotels, and shops. And the airports have supports many careers. You've probably heard already tonight. There's a lot of people depend on that for their livelihoods. And one of mine is one of those careers. So in closing, I, I support the extension and thank you for your time.

Mayor Knapp: 03:06:47

Thank you very much. And so, John Wenrich is not available anymore, is that right? Tonight? Okay.

Mayor Knapp: 03:06:56

Could we have a Lauren Dixon and Daniel Mancilla, please? Neither one must be getting late. I'll ask for Doris Wehler and Mark Boyd please.

Doris Wehler: 03:07:29

Fix this chair for a short person.

Mark Boyd: 03:07:39

My name is Mark Boyd. My address is on file. Thank you guys for your patience tonight. I'm a pilot a of 10 years. My lifelong dream was to fly, so about 10 years ago I decided to do that. Aurora is my home airport and I'm also a former Planning Commissioner and a School Board Director for

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

Oregon City School District, many years ago. So I understand there's process and I do understand that, the long nights of hearings. So I appreciate what you guys do. Thank you for listening. I'll be very brief. My main issue is safety. I'm a pilot that also flies my grandchildren and my plane and so I'm extremely sensitive to safety. And as you've heard tonight, an extra thousand feet means everything, especially when the weather's tough and when maybe you didn't approach that airport the exact proper way and there's a margin of error that has to take place.

Mark Boyd: 03:08:42

So extending just a thousand feet of runway is really important. It keeps the accidents from happening. I've heard a lot of misinformation tonight and it doesn't matter how much information there is, it's simply misinformation. So I would urge you to consider that this is only a thousand feet. It's not like we're adding two runways, right, or another runway in parallel and the tax away is only extended to the length of the runway. So there was other misinformation about some taxiway being extended beyond that, which is not correct. So, again, I just urge you to consider that the fact that the safety is the number one thing that pilots concern, are concerned about, and that's my number one issue. So that's all I have. Thank you.

Mayor Knapp:

Thank you. Ms. Wehler.

Doris Wehler: 03:09:31

My name is Doris Wehler. I live at 10668 SW Edgewood Court, Maurice Landing neighborhood. Mayor and Councilors, I found it curious that this public meeting was advertised as an Aurora State Airport expansion. I found that to be very misleading. It is not an expansion of the airport. It is the extension of a runway. It's not about being afraid developers are going to develop south of the river, it's about safety and speaking of safety, I find it curious that this same City Council heavily supports a bridge across Willamette River for pedestrians and bicyclists and also for emergency crossings. So you're in favor of the safety issue for the bridge and I find it inconsistent that you're not in favor of the safety issue for the airport. Thank you.

Mayor Knapp: 03:10:40

Thank you. And I'm down to three cards. Mr. Ted Millar and Michelle Millar and Kevin Ferrasci O'Malley.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

- Leann Bennett: 03:11:01 Michelle was not able to make it tonight, so she asked me to speak in her stead.
- Mayor Knapp: 03:11:05 Okay. You actually are speaking for her, not repeating your prior testimony?
- Leann Bennett: Correct, I'm not repeating my prior testimony.
- Mayor Knapp: All right. So when we get to it, we'll need to have you identify yourself and her also. Are you wanting to lead off?
- Leann Bennett: 03:11:18 I guess I'll lead off here and, and do you need any, do you need my name is me? My name is Leann Bennett and my address is on file. So, Michelle is the vice president of Westwood Property Management and she owns a resident in Charbonneau and she managed this property in Wilsonville, Clackamas County and the Aurora Airport. Then again, she talked about all the business they bring to the Wilsonville area and all the businesses that they use. They also, their customers purchase over 250 room nights a year and local motels. And of course they eat it all the great restaurants. She covered a lot of things in her letter that we've already discussed. So there's a couple things I'd like to talk about and that would be that the. We've talked about the governing structure not being in place. There is a governing structure for Aurora it is in Marion County and it is also managed by the Oregon Department of Aviation.
- Leann Bennett: 03:12:12 So those, that, that governing structure is already in place. Traffic have been mentioned many times. There's ,1200 people that work at Aurora that is less than one percent of the traffic that goes the opposite direction as we've also mentioned. And the aviation funding, the \$37,000,000 is coming from aviation, fuel taxes. So there's not coming from the population in general. There's also been mentioned that there's a lack of a public involvement in this process in 2012, the master plan had extensive input, from the state and they invited Wilsonville, Aurora, Charbonneau. They ran ads in the newspaper and many people had the opportunity to testify at that time. So they have addressed those things. I think lastly, it's important that people realize this is a non-urban site. This is in a rural area that does have well and septic's and a fire suppression system that's been operating on its own for decades and decades. The City of Aurora is

CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES

actually approached the airport to purchase water from them. So we don't need to become an urban area in order to have this happen. Again, this is strictly a runway extension. Thank you.

Mayor Knapp:

Thank you.

Ted Millar: 03:13:29

My name is Ted Millar. I own a home in Charbonneau and I've been an active part of Wilsonville and the surrounding area since 1958. Maybe a long time before some of you even moved here. I first started my construction company in Clackamas County and then eventually I moved to the little a citizens bank down here in Wilsonville where I was there for several years. If you remember when the Gathers bus run through our building and made a big hole in it. We're an important part of the community. We've owned buildings around here for years. I was part of the Associated General Contractors when, we built a new headquarter building at the North, interchange and it was put there because there was a study run at that time that Wilsonville was the exact center of the construction industry population. As you know, when Wilsonville is trying to attract any major employers to the area, there's three reasons they come here.

Ted Millar: 03:14:38

It's because it's close to the biggest metropolitan area in Oregon. It's on a major interstate freeway and it has a business airport that can support the corporate aircraft that need to use it. I'll skip over a lot of the other things, but one of the things, that you need to know is that the funding for all of these improvements does not come out of the general fund or your taxes. It comes out of the fuel taxes that are paid for by the airplane users. And so it's a win, win for the city. It's a win, win for everybody involved.

Ted Millar: 03:15:13

The airport is really about three things, safety jobs and emergency preparedness. That benefit the City of Wilsonville were, as you've heard, we're extremely safety conscious. If our Wilsonville business owners and their families need to land on a dark, stormy, icy night, the extra runway is going to be immeasurable. And jobs, we over 1,200 living wage jobs according to the recent study run by the state. The airport provides 2.3 billion dollars of economic impact. The Wilsonville and Clackamas County area, we eat in the restaurants, we stay in the motels, we support the

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

business community and emergency preparedness. If the bridge was to go down, all of those helicopters that are based at Aurora would be immeasurable. We already have emergency preparedness in place with Life Flights headquarters being there. Wilson Construction, as you know, they've talked several times. I'm liking the fires down in California that just had, we dispatched nine helicopters immediately for those fires and Wilson dispatched over 50 people and crews to disconnect power lines before the fire and reconnect them after the fire. I'd just like to close by saying Mayor Knapp and Councilors instead of fighting this airport improvement which will cost you nothing. I'd like to invite you personally to come to the airport and lets, let us explain to you what the airport is really about and what a real benefit we are to our City of Wilsonville.

Mayor Knapp: 03:16:55 Thank you very much. Mr. O'Malley.

Kevin Ferrasci O'Malley: Good evening, Mr. Mayor, Councilors, thank you for this opportunity to address the Council. when, when we look at this subject, you will see, the, the signage and some of the actual buttons that are around. And it's not a, a simple attempt that at graphics it really boils down. We, as the business community believe that when I asked, do you feel it's important that we keep jobs here in Wilsonville? Do you care about our local businesses staying in business here in Wilsonville? We think the answer is yes and somehow there's this disconnect relative to the airport. What's happening right now is a very logical next step that a grant request is made before the mandated FAA process would ever happen. There's not a single concern raised by any citizen here that cannot be addressed in that process, so the business community looks and keep asking the question saying, why is the city anti-airport?

Kevin Ferrasci O'Malley: 03:17:54 We understand that you wanted to have a forum and we respect what's going on here, but to continue to be obstructionists when it comes to a grant, requests sends only one signal to the business community that you are anti-airport, which hopefully if you look at the number of letters that you've received from large, medium, small businesses of all types is a huge economic plus. So a recognized safety improvement that cannot be on the table to go through a logical land use process that will happen, sends only one

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

signal to the business community, and that's not a positive signal to the I would submit to you for the City of Wilsonville. We believe that the next step will say a lot.

Kevin Ferrasci O'Malley: 03:18:40 Your PR release said the Wilsonville city seeks to provide a forum in which public officials, stakeholders impacted parties and member of the general public and present their views. We applaud you for doing that this evening. You ought to say the City Council seeks to compile a record of public testimony that may be presented for consideration to state legislators. If the next step is that entire packet is submitted, no issues. If there's cover letters and synopsis and editing that occurs, the business community would say somebody is taking it into their own hands and if we would ask that not happen, but if it happens, we would believe that that needed to be up on the website a week beforehand. So the business community has an opportunity to respond. A year ago when the letter of the joint letter with the county occurred that happened through a city manager report and not on the agenda that sent unintentionally, I'm sure a bad signal to the business community that this was not an open process for the, for the business community. You had that process tonight. Let the facts lie where they are present that in your case is there again, we thank you for having the opportunity to present on it and we don't get a chance to say it please have a happy holiday.

Mayor Knapp: 03:19:56 Thank you very much. I have no other speaker cards, but I want to ask one last time if there's anyone else that has not spoken, who wishes to complete a speaker card and has something to say.

Kevin Ferrasci O'Malley: 03:20:06 Placemats if anybody needs them for coloring.

Mayor Knapp: 03:20:10 Seeing none. Council, is there any further action or business that you want to have tonight? Seeing no's. Mr. Cosgrove, Ms. Jacobson anything we need to consider?

City Manager: No.

Mayor Knapp: All right. I'm going to then declare us adjourned at 9:55 p.m. and thank you, one and all that took your time to come and speak your views.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

DRAFT

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

Respectfully submitted,

Kimberly Veliz, City Recorder

ATTEST:

Tim Knapp, Mayor

DRAFT



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: December 17, 2018		Subject: Resolution No. 2702 Boones Ferry Park Master Plan	
		Staff Member: Mike McCarty, Parks & Recreation Director	
		Department: Parks & Recreation	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: December 17, 2018 <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: The Planning Commission and Parks & Recreation Advisory Board are recommending adoption of the proposed Boones Ferry Park Master Plan.	
Staff Recommendation: Staff recommends that City Council adopt Resolution No. 2702.			
Recommended Language for Motion: I move to approve Resolution No. 2702.			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

Council will consider adoption of the Boones Ferry Park Master Plan.

EXECUTIVE SUMMARY:

In an effort to expedite the completion of the Boones Ferry Park Master Plan (originally scheduled for fiscal year 2019/20) and to save money, City Council amended the original contract with GreenPlay, LLC, adding \$44,000 to the agreement regarding the Parks and Recreation Comprehensive Master Plan at the August 21, 2017 Council meeting. Staff estimates that by combining the two Park and Recreation Master Plans, the City saved approximately \$40,000.

Recent acquisition of adjacent land has expanded the size of the Boones Ferry Park from approximately 12 acres to 15 acres. The purpose of this master plan is to provide an overall vision for the expanded site within the context of the entire citywide system of parks and the newly updated Parks and Recreation Comprehensive Master Plan.

A quarter-mile of river front is the park's most unique feature, though it is mostly inaccessible and unusable at the present time. Improving visual and physical access to the river was an important consideration in the development of this plan. The master plan for the park increases river access by providing new pathways to the water's edge that will meet accessibility requirements, and by opening up views of the river from key locations. Riverfront amenities include a floating dock and a boathouse where visitors can rent non-motorized watercraft or relax on a deck overlooking the river below. The master plan also brings new activities to the park and upgrades existing ones while retaining the classic ambiance and character of the park, and protecting the natural areas of the site. New amenities include a fun play space that weaves in and out of the wooded grove and offers views of the river, as well as a dog park, bike skills course, picnic shelters, and an event plaza next to the Tauchman House. The proposed plan complements the City's 2015 Facilities Master Plan which calls for restoring the Tauchman House into an events venue. To accommodate the increase in traffic to this Community Park, parking will be expanded from approximately 35 spaces available today to approximately 90 at completion. Additional restrooms will be added to the west and east sides of the park. Park pathways will connect to the French Prairie Bridge and Boones Ferry to Memorial Park trail, allowing this park to serve as a trailhead for cyclists and others using the trail system.

Because the park is intended to serve the larger community as well as the local neighborhood, the plan is a result of an extensive public process involving members of the general public, City Council, Planning Commission, Parks and Recreation Advisory Board, and City staff. Intended as a vision for the future of Boones Ferry Park, this plan will be used to develop a strategy for funding and implementing the ideas generated through the public process. A phased implementation process will be used as a guide for establishing budgets, tasks, and timelines for the next steps that will lead to realizing the vision for Boones Ferry Park.

The Parks and Recreation Advisory Board approved the proposed plan and the Planning Commission passed a resolution (LP18-0008) recommending that the City Council adopt the Master Plan for Boones Ferry Park.

EXPECTED RESULTS:

City Council approval of the Boones Ferry Park Master Plan by Resolution No. 2702.

TIMELINE:

City Council Work Session: Monday, June 4, 2018
Public Meeting: Tuesday, June 5, 2018
Planning Commission Work Session: Wednesday, July 11, 2018
Parks & Recreation Advisory Board Meeting: Thursday, July 26, 2018
Planning Commission Public Hearing: Wednesday, August 8, 2018
City Council Public Hearing: Monday, August 20, 2018
Planning Commission Public Hearing (continued): Wednesday, October 10, 2018
City Council Public Hearing (continued): Monday, November 5, 2018
Planning Commission Public Hearing (continued): Wednesday, November 14, 2018
City Council Work Session: Monday, November 19, 2018
City Council Public Hearing (continued): Monday, December 17, 2018

CURRENT YEAR BUDGET IMPACTS:

The total cost of the contract with GreenPlay, LLC for the Boones Ferry Park Master Plan is \$44,000.

FINANCIAL REVIEW / COMMENT:

Reviewed by: CAR Date: 12/6/2018

LEGAL REVIEW / COMMENT:

Reviewed by: ARGH Date: 12/12/2018

COMMUNITY INVOLVEMENT PROCESS:

The community has provided vital information at three hands-on public workshops held at Boones Ferry Park on Sep. 5, 2017, at City Hall on Oct. 26, 2017, and at Boones Ferry Park on June 5, 2018. An online survey was open Dec. 1, 2017 – Jan. 15, 2018, where the public could voice their opinions on the three conceptual plans. A total of 211 comments were received in the online survey. Public input has also been received via email.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The park design and amenities will bring more visitors to the park. Additional parking has been added to minimize impact to park neighbors. Benefits include greater access to the river, an additional dog park, a new playground and adult fitness zone, and improvements to the Tauchman House.

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

- A. Attachment A: Resolution No. 2702
 - 1. Exhibit 1: Planning Commission Official Record (LP18-0008)
 - 2. Exhibit 2: Boones Ferry Park Master Plan

- B. Attachment B: Conclusionary Findings
- C. Attachment C: Public Outreach
- D. Attachment D: Public Comment

RESOLUTION NO. 2702

A RESOLUTION OF THE CITY OF WILSONVILLE ADOPTING THE 2018 BOONES FERRY PARK MASTER PLAN.

WHEREAS, the 2018 Boones Ferry Park Master Plan is a sub-element of the 2018 Parks and Recreation Comprehensive Master Plan; and

WHEREAS, the 2018 Parks and Recreation Comprehensive Master Plan recommends completing a Master Plan for Boones Ferry Park; and

WHEREAS, completing the Master Plan for Boones Ferry Park is a 2017-18 Council Goal; and

WHEREAS, a Master Plan is needed to account for significant population growth, resulting in the increased need to provide access and opportunities for passive and active experiences and natural areas while providing health benefits to users through physical activity and social interaction; and

WHEREAS, the proposed Master Plan establishes a framework for Boones Ferry Park that can be constructed efficiently and sustainably, improves the environment health of its natural resources, and can be effectively maintained over the long term; and

WHEREAS, benefits to the community include rehabilitation of existing infrastructure, added amenities to the site to meet existing and perceived demand for passive and active recreational services, improved access to the Willamette River, and protected natural resources; and

WHEREAS, following the timely mailing and publication of required notice, the Planning Commission conducted a public hearing on August 8, 2018, which was continued to October 10, 2018, and then continued to November 14, 2018, wherein the Planning Commission received public testimony, staff reports, public input, exhibits, and thereafter deliberated and voted to approve Resolution No. LP18-0008 recommending to the City Council the approval of the proposed Boones Ferry Park Master Plan for the City of Wilsonville; and

WHEREAS, a copy of the record of the aforementioned Planning Commission action and recommendation is included within **Exhibit 1**, attached hereto and incorporated by reference herein; and

WHEREAS, the City Council has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of its proceeding; and

WHEREAS, the City Council has duly considered the subject, including the Planning Commission recommendations and all the exhibits and testimony introduced and offered by all interested parties.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The City Council incorporates herein the above recitals and adopts the proposed 2018 Boones Ferry Park Master Plan.
2. A copy of the Boones Ferry Park Master Plan, dated December 2018, is attached hereto and incorporated herein as Exhibit 2; and
3. This resolution becomes effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 17th day of December, 2018, and filed with the Wilsonville City Recorder this date.

TIM KNAPP, MAYOR

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

- Mayor Knapp
- Council President Starr
- Councilor Stevens
- Councilor Lehan
- Councilor Akervall

Attachments:

1. Exhibit 1: Planning Commission Official Record (LP18-0008)
2. Exhibit 2: Boones Ferry Park Master Plan

**PLANNING COMMISSION
RESOLUTION NO. LP18-0008**

**A WILSONVILLE PLANNING COMMISSION RESOLUTION
RECOMMENDING THE WILSONVILLE CITY COUNCIL ADOPT THE 2018
BOONES FERRY PARK MASTER PLAN.**

WHEREAS, the Planning Commission of the City of Wilsonville (“City”) has the authority to review and make recommendations to the City Council regarding plans for regulation of the future growth, development, and beautification of the City with respect to City parks pursuant to Section 2.322 of the Wilsonville Code (“WC”) and

WHEREAS, the 2018 Boones Ferry Park Master Plan is a support document to the Parks and Recreation Comprehensive Master Plan, and

WHEREAS, the Parks and Recreation Director submitted a proposed Resolution to the Planning Commission, along with a Staff Report, in accordance with the public hearing and notice procedures that are set forth in WC 4.012; and

WHEREAS, the Planning Commission conducted a work session on July 11th, 2018, and after providing the required public notice, held a public hearing opened on August 8th, 2018, continued to October 10th, 2018 and continued to November 14th, 2018 to review the proposed Boones Ferry Park Master Plan and to gather additional testimony and evidence regarding this plan; and

WHEREAS, the Planning Commission has afforded all interested parties an opportunity to be heard regarding this subject and has entered all available evidence and testimony into the public record of its proceedings; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties; and

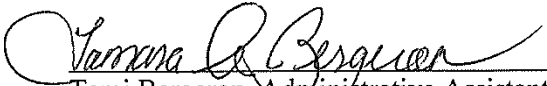
NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt the Staff Report and its attachments (attached hereto as Exhibit A), as presented at the November 14th, 2018 public hearing, including the findings and recommendations contained therein, and further recommends the Wilsonville City Council approve and adopt the Boones Ferry Park Master Plan as hereby approved by the Planning Commission; and

BE IT FURTHER RESOLVED that this Resolution shall be effective upon adoption.

ADOPTED by the Wilsonville Planning Commission at a regular meeting thereof this 14th day of November, 2018, and filed with the Wilsonville City Recorder at this date.


Wilsonville Planning Commission

ATTEST:


Tami Bergeron, Administrative Assistant III

SUMMARY OF VOTES:

Chair Jerry Greenfield	<u>Aye</u>
Vice-Chair Eric Postma	<u>Aye</u>
Commissioner Peter Hurley	<u>Aye</u>
Commissioner Ron Heberlein	<u>Aye</u>
Commissioner Kamran Mesbah	<u>Aye</u>
Commissioner Phyllis Millan	<u>Aye</u>
Commissioner Simon Springall	<u>Aye</u>

Attachments:

Exhibit A – Staff Report

Exhibit 1



PLANNING COMMISSION
WEDNESDAY, NOVEMBER 14, 2018

II. LEGISLATIVE HEARING

- A. Boones Ferry Park Master Plan (McCarty) (90 minutes)
(Continued from October 10, 2018)

**PLANNING COMMISSION
RESOLUTION NO. LP18-0008**

**A WILSONVILLE PLANNING COMMISSION RESOLUTION
RECOMMENDING THE WILSONVILLE CITY COUNCIL ADOPT THE 2018
BOONES FERRY PARK MASTER PLAN.**

WHEREAS, the Planning Commission of the City of Wilsonville (“City”) has the authority to review and make recommendations to the City Council regarding plans for regulation of the future growth, development, and beautification of the City with respect to City parks pursuant to Section 2.322 of the Wilsonville Code (“WC”) and

WHEREAS, the 2018 Boones Ferry Park Master Plan is a support document to the Parks and Recreation Comprehensive Master Plan, and

WHEREAS, the Parks and Recreation Director submitted a proposed Resolution to the Planning Commission, along with a Staff Report, in accordance with the public hearing and notice procedures that are set forth in WC 4.012; and

WHEREAS, the Planning Commission conducted a work session on July 11th, 2018, and after providing the required public notice, held a public hearing opened on August 8th, 2018, continued to October 10th, 2018 and continued to November 14th, 2018 to review the proposed Boones Ferry Park Master Plan and to gather additional testimony and evidence regarding this plan; and

WHEREAS, the Planning Commission has afforded all interested parties an opportunity to be heard regarding this subject and has entered all available evidence and testimony into the public record of its proceedings; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties; and

NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt the Staff Report and its attachments (attached hereto as Exhibit A), as presented at the November 14th, 2018 public hearing, including the findings and recommendations contained therein, and further recommends the Wilsonville City Council approve and adopt the Boones Ferry Park Master Plan as hereby approved by the Planning Commission; and

BE IT FURTHER RESOLVED that this Resolution shall be effective upon adoption.

ADOPTED by the Wilsonville Planning Commission at a regular meeting thereof this 14th day of November, 2018, and filed with the Wilsonville City Recorder at this date.

Wilsonville Planning Commission

ATTEST:

Tami Bergeron, Administrative Assistant III

SUMMARY OF VOTES:

Chair Jerry Greenfield	_____
Vice-Chair Eric Postma	_____
Commissioner Peter Hurley	_____
Commissioner Ron Heberlein	_____
Commissioner Kamran Mesbah	_____
Commissioner Phyllis Millan	_____
Commissioner Simon Springall	_____

Attachments:

Exhibit A – Staff Report



**PLANNING COMMISSION MEETING
 STAFF REPORT**

Meeting Date: November 14 th , 2018		Subject: Resolution LP18-0008, Boones Ferry Park Master Plan	
		Staff Member: Mike McCarty, Parks & Recreation Director	
		Department: Parks & Recreation	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: November 14 th , 2018 <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comments: A Public Hearing regarding the Boones Ferry Park Master Plan was opened at the August 8 th , 2018 Planning Commission Meeting and continued to October 10 th , 2018, then again continued to tonight's (November 14 th) Public Hearing.	
Staff Recommendation: Staff respectfully recommends that the Planning Commission conduct the public hearing on the proposed Boones Ferry Park Master Plan and recommend adoption of Resolution LP18-0008.			
Recommended Language for Motion: Move to approve the Boones Ferry Park Master Plan by adopting Resolution LP18-0008.			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities		<input checked="" type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COMMISSION: The Commission to continue the Public Hearing regarding the proposed Boone Ferry Park Master Plan and recommend adoption of Resolution LP18-0008.

EXECUTIVE SUMMARY:

The City of Wilsonville entered into a contract with GreenPlay, LLC on August 21st, 2017 to help complete a Master Plan for Boones Ferry Park. Recent acquisition of adjacent land has expanded the size of the park from approximately 12 acres to approximately 15 acres. The purpose of this master plan is to provide an overall vision for the expanded site within the context of the entire citywide system of parks and the newly updated Parks and Recreation Comprehensive Master Plan.

A quarter-mile of river front is the park's most unique feature, though it is mostly inaccessible and unusable at the present time. Improving visual and physical access to the river was an important consideration in the development of this plan. The master plan for the park increases river access by providing new pathways to the water's edge that will meet accessibility requirements, and by opening up views of the river from key locations. Riverfront amenities include a floating dock and a boathouse where visitors can rent non-motorized watercraft or relax on a deck overlooking the river below. The master plan also brings new activities to the park and upgrades existing ones while retaining the classic ambiance and character of the park, and protecting the natural areas of the site. New amenities include a fun play space that weaves in and out of the wooded grove and offers views of the river, as well as a dog park, bike skills course, picnic shelters, and an event plaza next to the Tauchman House. The proposed plan complements the City's 2015 Facilities Master Plan which calls for restoring the Tauchman House into an events venue. To accommodate the increase in traffic to this Community Park, parking will be expanded from approximately 35 spaces available today to approximately 90 at completion. Additional restrooms will be added to the west and east sides of the park. Park pathways will connect to the French Prairie Bridge and Boones Ferry to Memorial Park trail, allowing this park to serve as a trailhead for cyclists and others using the trail system.

Because the park is intended to serve the larger community as well as the local neighborhood, the plan is a result of an extensive public process involving members of the general public, City Council, Planning Commission, Parks and Recreation Advisory Board, and City staff. Intended as a vision for the future of Boones Ferry Park, this plan will be used to develop a strategy for funding and implementing the ideas generated through the public process. A phased implementation process will be used as a guide for establishing budgets, tasks, and timelines for the next steps that will lead to realizing the vision for Boones Ferry Park.

EXPECTED RESULTS:

Approval of the Boones Ferry Park Master Plan as submitted by staff. Adopt Resolution LP18-0008.

TIMELINE:

City Council Work Session: Monday, June 4th, 2018
Planning Commission Work Session: Wednesday, July 11th, 2018
Parks & Recreation Advisory Board Meeting: Thursday, July 26th, 2018
Planning Commission Public Hearing: Wednesday, August 8th, 2018
City Council Public Hearing: Monday, August 20th, 2018
Planning Commission Public Hearing (continued): Wednesday, October 10th, 2018
City Council Public Hearing (continued): Monday, November 5th, 2018

Planning Commission Public Hearing (continued): Wednesday, November 14th, 2018
City Council Work Session: Monday, November 19th, 2018
City Council Public Hearing (continued): Monday, December 17th, 2018

CURRENT YEAR BUDGET IMPACTS:

The total cost of the contract for the Boones Ferry Park Master Plan is \$44,000.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The community has provided vital information at three hands-on public workshops held at City Hall and on-site at Boones Ferry Park, as well as via an online survey, open Dec. 1, 2017 – Jan. 15, 2018, where the public could voice its opinions on the three conceptual plans. A total of 211 comments were received in the online survey. Public input has also been received via email.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

The park design and amenities will bring more visitors to the park. Additional parking has been added to minimize impact to park neighbors. Benefits include greater access to the river, an additional dog park, a new playground and adult fitness zone, and improvements to the Tauchman House.

ALTERNATIVES:

CITY MANAGER COMMENT:

ATTACHMENTS:

- Attachment A: Conclusionary Findings
- Attachment B: Boones Ferry Park Master Plan
- Attachment C: Public Outreach
- Attachment D: Public Comment

The Boones Ferry Park Master Plan compliments the applicable City of Wilsonville Comprehensive Master Plan Goals.

Citizen Involvement

GOAL 1.1 *To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies.*

Policy 1.1.1 *The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.*

Implementation Measure 1.1.1.a *Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Code changes. Whenever practical to do so, City staff will provide information for public review while it is still in "draft" form, thereby allowing for community involvement before decisions have been made.*

Response: Design Concepts consultants and City staff have conducted a 13-month public outreach effort including three community-wide meetings, public and neighborhood engagement, and 211 comments from online surveys. Three conceptual plans were presented to the community with the most appropriate and most popular amenities from each plan finding their way to the final plan. **These criteria are satisfied.**

Public Facilities and Services

GOAL 3.1: *To assure that good quality public facilities and services are available with adequate capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services.*

Policy 3.1.1 *The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living.*

Response: The Plan proposes to provide high quality parks and recreation facilities to meet the growing needs and demands of the community. The Plan proposes increased access to the Willamette River and implementation of activity spaces for community members. The planned facilities will greatly enhance the recreational aspects of urban living. **The Plan supports this goal and policy.**

Implementation Measure 3.1.1.a *The City will continue to prepare and implement master plans for facilities/services, as sub-elements of the City's Comprehensive Plan. Facilities/services will be designed and constructed to help implement the City's Comprehensive Plan.*

Response: The implementation of the Boones Ferry Park Master Plan completes Goal 1.1.n (Implement the Master Plan for Boones Ferry Park) of the City's 2018 Parks and Recreation Comprehensive Master Plan. **This criterion is satisfied.**

Policy 3.1.2 *The City of Wilsonville shall provide, or coordinate the provision of, facilities and services concurrent with need (created by new development, redevelopment, or upgrades of aging infrastructure).*

Response: The Plan addresses the needs of the growing community and increased demand for Parks and Recreation amenities. **This criterion is satisfied.**

Parks/Recreation/Open Space

Parks and recreational facilities in and around Wilsonville are provided for by the City, County, State and local school districts. The City's close proximity to Portland provides local residents with numerous recreational and entertainment opportunities provided throughout the metropolitan area, all within a 30 to 40 minute drive. Even the ocean beaches, Mt. Hood and other Cascade Mountains and several campgrounds, rivers and lakes are close at hand, within a couple of hours drive, thus providing an abundance of recreational activities.

Within the City, recreational planning is coordinated with the West Linn-Wilsonville School District. The District provides traditional physical education programs as part of their regular school curriculum plus competitive sports programs in the upper grade levels. Other youth sports programming is provided by the City and a variety of non-profit organizations. The School District's community education program also provides recreational programs for both youth and adult activities and coordinates the use of District facilities. (It should be noted that as of 9/06, this last statement is no longer true).

As the City continues to grow, additional facilities and services will need to be developed.

The following Park and Recreation policies are further supported by policies in the Land Use and Development Section of the Comprehensive Plan regarding the natural environment, natural resources, and general open space.

The 1971 General Plan and the 1988 Comprehensive Plan sought to:

- 1. Preserve the natural integrity of the Willamette River. Provide for frequent contact with the river. Encourage development of an adequate park and recreation system which would contribute to the physical, mental and moral health of the community.*
- 2. Encourage the school/park concept as a basic feature of the park element of the Plan*
- 3. Develop parks and open spaces where the land and surrounding development make it least suited for intensive development.*
- 4. Develop an extensive system of trails along stream courses and power line easements.*

5. ***Encourage early acquisition of recreation sites to protect them from development and to reduce the public cost of acquiring the land.***
6. ***Encourage commercial recreation carefully sited within, or adjacent to, other uses.***

These standards recognize the importance of an adequate park and recreation system to the physical, mental and moral health of the community. They also represent a common-sense approach to parks planning and are, therefore, reaffirmed by this Plan. The Park and Recreation system envisioned is a combination of passive and active recreational areas including specified park lands, schools, and linear open spaces in both public and private ownership. It is a basic premise of this Plan that the availability of conveniently located open recreational spaces is more important than the form of ownership.

In planning for such a system, it is helpful to classify the individual components (neighborhood parks, community parks, Greenway, etc.) which will or could comprise the park system. In addition, the establishment of a reasonable acquisition and development program requires a listing of priorities and a guide to desirable service levels. To maximize effectiveness, however, the actual development of such a system requires relating the provision of facilities and services to the particular needs and recreational desires of the residents to be served.

In recognition of Statewide Planning Goals and to provide a frame work for development of park and recreation facilities, the following policy and implementation measures have been established:

Policy 3.1.11 The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.

Response: The Plan calls for conservation of open space with the northern area of the park to see minimal development. On page 18 of the Plan, it states: “the area north of SW Tauchman Street, between the neighborhood and wastewater treatment plant will be kept natural...” **This criterion is satisfied.**

Implementation Measure 3.1.11.b Provide an adequate diversity and quantity of passive and active recreational opportunities that are conveniently located for the people of Wilsonville.

Response: The Plan provides for a wide range of active (non-motorized boating, half-court basketball and playground structure) and passive (trails, picnic areas, forested areas and river overlooks) recreation opportunities for residents, employees and visitors. **This criterion is satisfied.**

Implementation Measure 3.1.11.c Protect the Willamette River Greenway from incompatible uses or developments.

Response: Working with the Oregon State Willamette River Water Trail, Oregon State Marine Board and Department of Environmental Quality the Plan addresses the importance of stewardship of the portion of the river that runs through Wilsonville and the connected opportunities with other communities through the water trail initiatives. **This criterion is satisfied.**

Implementation Measure 3.1. II.d Continue the acquisition, improvement, and maintenance of open space.

Response: The Plan improves and makes more open space accessible for the community by removing invasive species in the northern section of the park while improving access to the river on the south edge of the park. **This criterion is satisfied.**

Implementation Measure 3.1. II.h Protect residents from bearing the cost for an elaborate park system, excessive landscape maintenance, and excessive public facility costs.

Response: The design of the park balances cost-effective, low maintenance amenities (examples: paved and soft surface trails) with high-value amenities (examples: elevated river overlooks and non-motorized boat access). **This criterion is generally supported by the Plan.**

Implementation Measure 3.1. II.j Identify areas of natural and scenic importance and where appropriate, extend public access to, and knowledge of such areas, to encourage public involvement in their preservation.

Response: The Plan considers natural and scenic opportunities at the park site. Public input was strongly in support of the preservation of natural areas as well as greater access to the Willamette River. **This criterion is satisfied.**

Implementation Measure 3.1. II.k Protect the river-connected wildlife habitat.

Response: The Plan provides for the protection of river-connected wildlife habitat in its design. **This criterion is satisfied.**

Implementation Measure 3.1.11.1 Encourage the interconnection and integration of open spaces within the City and carefully manage development of the Willamette River Greenway.

Response: The Plan works in conjunction with the Parks and Recreation Comprehensive Master Plan and the Bicycle & Pedestrian Connectivity Plan to manage the connections of open space with trail development. The plan specifically adds a developed connection to the Willamette River Greenway for water trail access. **This criterion is satisfied.**

Implementation Measure 3.1.11.m Provide for legal public access to the river only through and within the City parks, right-of-ways, easements, or other public property.

Response: The Plan proposes public access to the river via the above referenced legal means. **This criterion is satisfied.**

Safe and convenient access to park and recreation facilities is an important factor in a successful park system. The pedestrian/bicycle/equestrian paths are essentially an element of the City's transportation system and policies regarding their development are included in the Transportation Systems Plan. Pathways do, however, also serve a recreational function and are, therefore, referenced in this element. This is particularly true with respect to coordination/alignment of proposed pathways with park and recreational facilities, including schools.

Response: The park plan makes connections to the Memorial Park to Boones Ferry Park trail and the Tonquin Regional Trail, as well as allocating a landing space for the French Prairie Bike and Pedestrian Bridge which will connect to the Willamette Valley Scenic Bikeway. **This criterion is met.**

Implementation Measure 4.1.5.j Ensure that open space conforms to the characteristics of the land, type of land use, adjacent land uses and City needs.

Response: As part of the design development of Boones Ferry Park, elements such as compatibility and use were studied and addressed. The design takes into account the most appropriate types of park uses to address the community's needs. Concerns of the neighboring properties were received during public meetings, as well as through the online survey and were taken into consideration, minimizing development, while adding greater access to the river. **This criterion is met.**

Implementation Measure 4.1.5.m Protect the river-connected wildlife habitat and encourage the integration and inter-connection of the Willamette River Greenway to open space areas of the City. Continue to regulate development within the Greenway boundaries. Provide for public access to the river only through and within the City parks or other properties intended for public access.

Response: The Plan continues the long-standing practice of protecting the river-connected wildlife habitat, and green corridors from the Willamette River to the rest of the City. Development will follow the provisions spelled out in the Development Code while embracing public access to the Willamette River at multiple locations within the park. **This criterion is satisfied.**

Implementation Measure 4.1.5.y Protect the Willamette River Greenway from incompatible uses or development activities, using the standards of the Greenway section of the Development Code.

Response: The development of the park will follow Willamette River Greenway rules and does not include incompatible uses or developments. **This criterion is satisfied.**



BOONES FERRY PARK MASTER PLAN

December, 2018



Planning Commission Meeting - November 14, 2018
Boones Ferry Park Master Plan





ACKNOWLEDGEMENTS

This document was commissioned by the City of Wilsonville, Oregon, and was completed between May 2017 and December 2018. The recommendations contained in this report are the result of a collaborative engagement including City Staff, public meeting participants, Wilsonville residents and a consultant planning team led by GreenPlay LLC and Design Concepts CLA, Inc. The individuals listed below contributed substantially by sharing their time, skills, knowledge, and thoughtful participation.

Mayor and City Council

Mayor Tim Knapp
Scott Starr, Council President
Kristin Akervall, Councilor
Charlotte Lehan, Councilor
Susie Stevens, Councilor

Parks and Recreation Staff

Mike McCarty, Director
Tod Blankenship, Parks Supervisor
Brian Stevenson, Program Manager
Erica Behler, Recreation Coordinator
Ahsamon Ante-Marandi, Administrative Assistant II

Administration

Bryan Cosgrove, City Manager
Jeanna Troha, Assistant City Manager

Consultant Team

Robby Layton, Design Concepts
Dave Peterson, Design Concepts
Yu-Chun Chiu, Design Concepts
Tom Diehl, Green Play
Art Thatcher, Green Play

Parks and Recreation Advisory Board

Steve Benson, Chair
Ken Rice, Vice Chair
Jim Barnes
Diana Cutaia
David Davis
Denise Downs
Kate Johnson

Cover Photo:

By Opus131 - From my Dad's photo albums, now owned by me. He's many years gone., CC BY-SA 3.0, <https://en.wikipedia.org/w/index.php?curid=46849682>

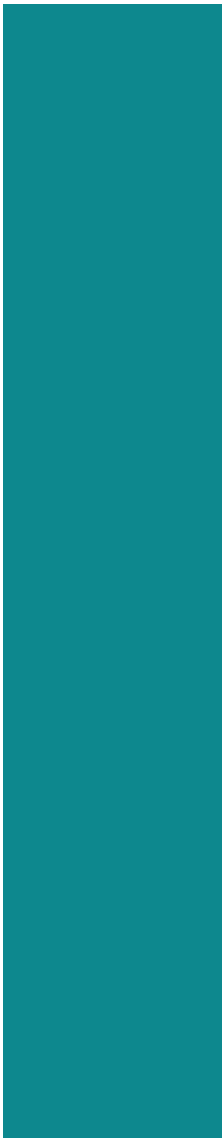




Exhibit 1

TABLE OF CONTENTS

Part 1: Background and Context

Summary..... p. 1
 The Boones Ferry Park Site..... p. 2
 Site Analysis – Opportunities and Constraints..... p. 4
 Site Analysis Map..... p. 5

Part 2: Process

Master Planning Process..... p. 7
 Workshop #1 p. 8
 Workshop #2..... p. 11
 Workshop #3 and Final Reviews..... p. 15

Part 3: Final Plan

Proposed Plan..... p. 17

Part 4: Conceptual Plan Cost Estimate

Conceptual Plan Cost Estimatep. 21

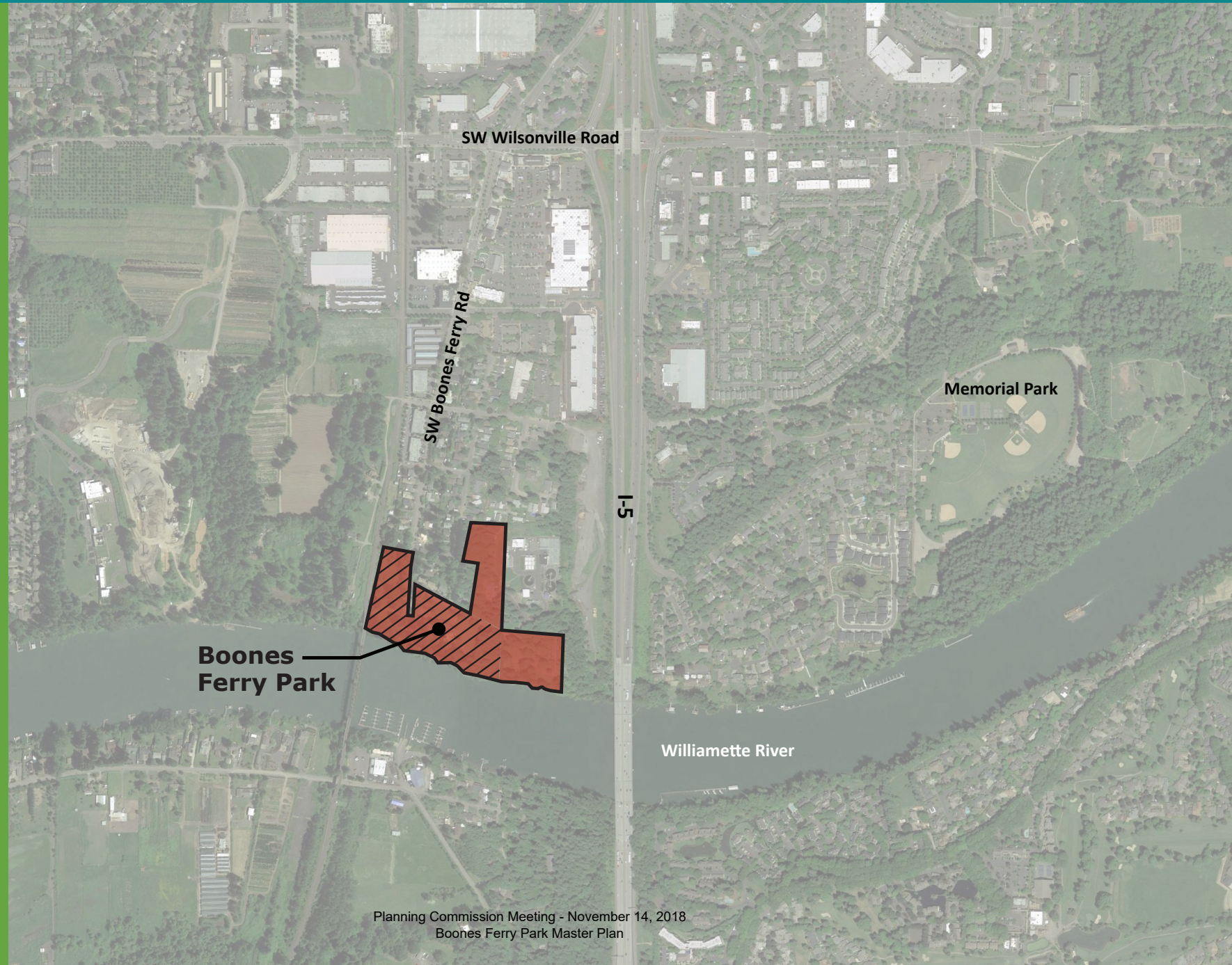
Part 5: Next Steps

Next Steps p. 27

Appendix A - Online Survey Results.....

p. 29

BACKGROUND AND CONTEXT



Boones Ferry Park

SW Wilsonville Road



SW Boones Ferry Rd

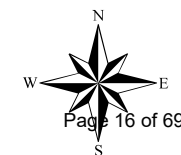
I-5

Memorial Park

Willamette River

Legend

-  Existing Boones Ferry Park
-  Master Planned Area



ATTACHMENT B

Exhibit 1

Summary

Boones Ferry Park is located at the intersection of SW Boones Ferry Road and SW Tauchman Street, where Boones Ferry Road meets the northern shore of the Willamette River. The river flows from west to east through town and was historically the site of a ferry and sternwheeler landing, with the ferry operator's home located on the north side of the river. Recent acquisition of adjacent land has expanded the size of the park from approximately 12 acres to approximately 15 acres. The purpose of this master plan is to provide an overall vision for the expanded site within the context of the entire citywide system of parks and the newly updated Parks and Recreation Comprehensive Master Plan.

Boones Ferry Park is categorized as a Community Park within Wilsonville's park system. According to the Parks and Recreation Comprehensive Master Plan, Community Parks are larger than Neighborhood Parks and accommodate larger numbers of people, and may have specialized features. The Tauchman House and the sternwheeler and ferry landing site are among the special features found at Boones Ferry Park. A quarter-mile of river front is the park's most unique feature, though it is mostly inaccessible and unusable at the present time. The river is almost invisible from the developed part of the existing park, and access to the water is limited to a single paved but steep path down to the old ferry landing site. Improving visual and physical access to the river was an important consideration in the development of this plan.

The master plan for the park, shown on page 17, increases river access by providing new pathways to the water's edge that will meet accessibility requirements, and by opening up views of the river from key locations. It also brings new activities to the park and upgrades existing ones while retaining the classic ambiance and character found there, and protecting the natural areas of the site.

Because the park is intended to serve the larger community as well as the local neighborhood, the plan presented here is the result of an extensive public process involving members of the general public, City Council, Parks and Recreation Advisory Board, and the Planning Commission, as well as Wilsonville Parks and Recreation staff. Intended as a vision for the future of Boones Ferry Park that can be used to develop a strategy for funding and implementing the ideas generated through the public process, the plan is not a final blueprint for construction. A phased implementation process has been outlined that will lead to the final form of the park. It is to be used as a guide for establishing budgets, tasks, and timelines for the next steps that will lead to realizing the vision for Boones Ferry Park.

BOONES FERRY PARK MASTER PLAN



Boones Ferry docked on north shore in 1909.
Source: <http://frenchprairiebridgeproject.org/about/history/>

ATTACHMENT B

The Boones Ferry Park Site

This location was an important stop on what was a busy thoroughfare around the turn of the century. With the development of highways and freeways, like Interstate 5 in the 1950's, it changed from a stop along the road to the end of the road—a quiet and somewhat forgotten place left to be rediscovered by local residents, dogwalkers, and those seeking access to the river for fishing, paddling, or a break from the normal routine of life.

The park today has several distinct areas with their own special character. South of Tauchman Street, which borders a portion of the park's northern side, an open expanse of lawn slopes gently down to a wall of trees that occupy the steep bank next to the Willamette River. A natural wooded area divides the old and new sections of the park and pulls the wildness of the river bank up and through the park and into the adjacent neighborhood to the north. The bank separates the park and the town from the river. Rare glimpses through this veil of vegetation entice visitors to explore a steep pathway to the ferry landing on the river's shore. This is one of the few places for Wilsonville to gain access to its river.



Scenes from within Boones Ferry Park today



BOONES FERRY PARK MASTER PLAN



ATTACHMENT B

After exploring the ferry landing, visitors may walk back up to the bank to explore the Tauchman House and the site of the former ferry keepers residence. The house is now a venue for small gatherings, meetings and other events. The yard around the house is shaded by large mature trees, making for a pleasant space where events in the house can overflow into the outdoors.

An existing playground, ornamental garden, and small gazebo also occupy space around the Tauchman House, along with a parking lot, basketball court, and restroom building. To the east of these features, beyond the lawn, is a grove of trees that runs northward from the river bank, across Tauchman Street, and past the Wastewater Treatment Plant. This once formed the eastern edge of the park. The southern edge runs along the top of the river bank, offering views of the river and the far shore. An extension of the Boones Ferry to Memorial Park Trail that runs under the freeway and connects via local streets to Memorial Park is planned through this area and the adjacent wooded area between it and the existing park.



BOONES FERRY PARK MASTER PLAN

ATTACHMENT B

Site Analysis – Opportunities and Constraints

Boones Ferry Park lies between the north shore of the Willamette River and an established neighborhood within the oldest part of Wilsonville. As one of Wilsonville's oldest Community Parks, it offers both opportunities and challenges moving forward into the future.

Opportunities

- The park's greatest asset is its frontage along the river, one of the few places in Wilsonville where public access to the river is possible. The existing paved approach to the ferry landing is utilized by non-motorized watercraft, fishing enthusiasts, and others desiring to engage with the river. The location of the main parts of the park at the top of a high bank offers the potential for dramatic views of the river.
- The history of the park is important to the region and to Wilsonville. The ferry site is reported to be along an ancient Native American trail that crossed the river here. According to a description published on the McMenamins web site, Native Americans helped carry customers across the river in their canoes in the early days of the ferry's operation.¹
- As an existing park, people are familiar with it and accustomed to using it. Also, the basic park framework is in place, including a restroom building with water, sewer, and other basic utilities.
- The park is an important hub connecting multiple trail systems, including the Ice Age Tonquin Trail to the north (which is a plan for 20+ miles of trails connecting the cities of Sherwood, Tualatin, and Wilsonville) and the Boeckman Creek Trail to the east through Memorial Park.
- Also, the French Prairie Bridge provides trail connections to Charbonneau and to Champoeg State Park, which is the start of the Willamette Valley Scenic Bikeway. Boones Ferry Park is also at the southern end of the planned 5th Street to Kinsman Road Extension.
- The park is connected to Memorial Park and the eastern half of Wilsonville via a multi-use trail. Plans for extending and improving the trail are underway to make it a more effective link in Wilsonville's trail system.

- The site's visual character is appealing, with ample vegetation, open lawn, and glimpses of the river. The Tauchman House provides an anchor and identity for the site, and in conjunction with its setting, offers a pleasant facility for small events.
- The expansion of the park with new acreage offers opportunities to address the recreational needs of an evolving community, while increasing the amount of open space available within an established segment of the city's geography.
- The wooded parts of the park offer a natural counterpart to the developed parts of the park.
- The close proximity of the Wastewater Treatment Plant affords the potential for gray (reclaimed) water to be utilized for irrigation purposes.

Constraints

- The railroad track and I-5 freeway create barriers and are potential sources of noise pollution to the park.
- The existing Wastewater Treatment Plant could be considered an undesirable use adjacent to the park.
- The present access road down to the ferry landing is steep and difficult to navigate for many users. It does not meet current standards for accessible routes under the Americans with Disabilities Act.
- The thick vegetation at the top of the river bank almost completely obscures views from the park to the river.
- The challenging topography and powerful river currents may limit and/or require alternative options. Additional studies will be necessary.

1. <https://www.mcmenamins.com/system/uploads/assets/History/Pubs/Wilsonville/WilsonvilleHistoryFlyer.pdf>

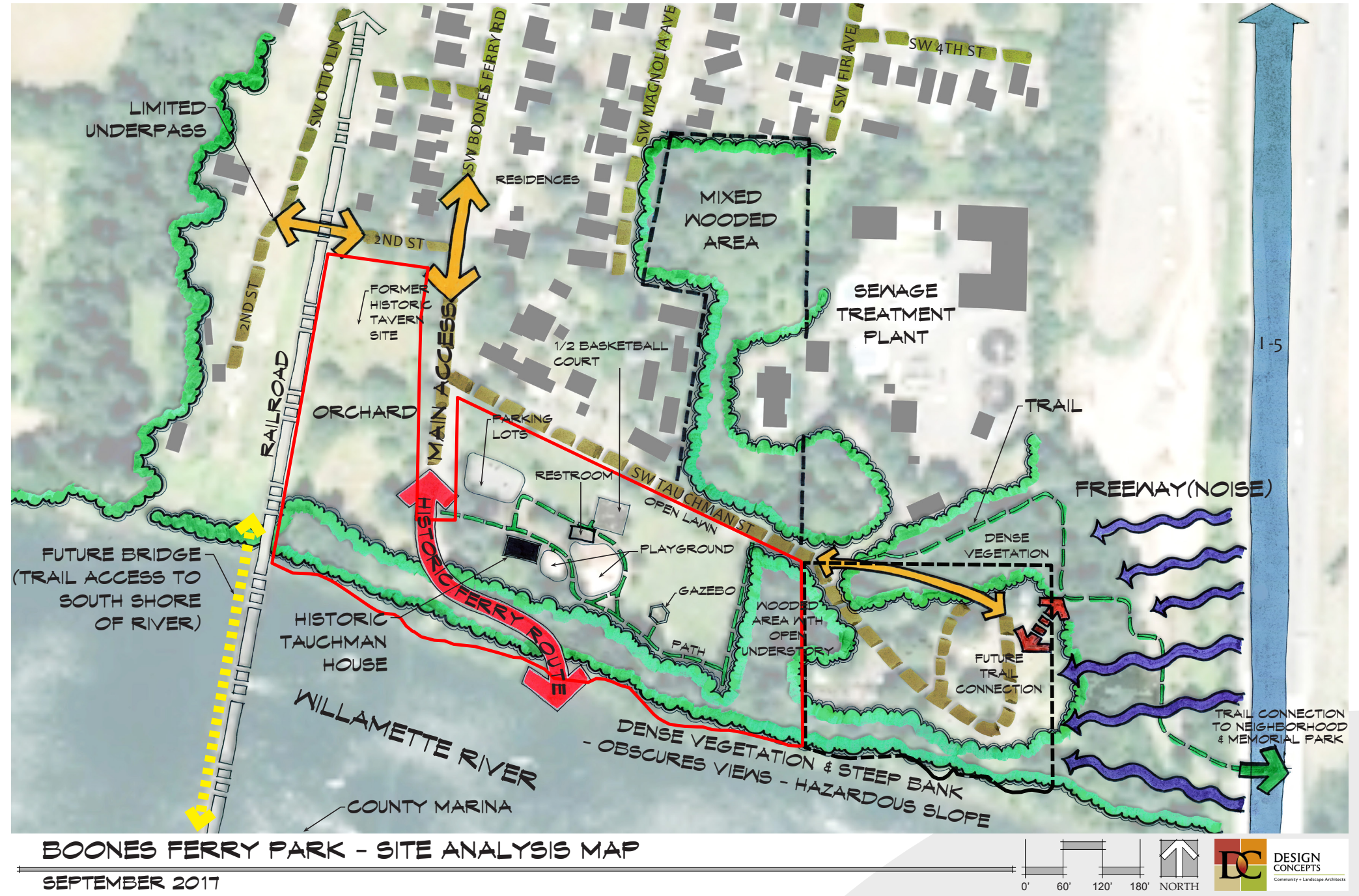
ATTACHMENT B



Site Analysis Map

Boones Ferry Park amenities include:

- Pedestrian Path
- Tauchman House
- River Access (limited)
- Playground
- Picnic Tables
- Gazebo
- Picnic Areas
- 1/2 Basketball Court
- Asphalt parking with approximately 22 spaces
- Benches
- Restrooms



PROCESS



ATTACHMENT B



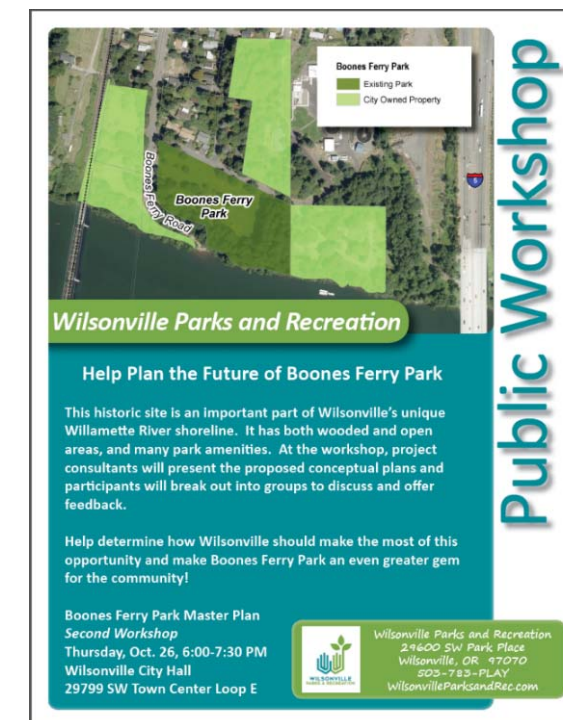
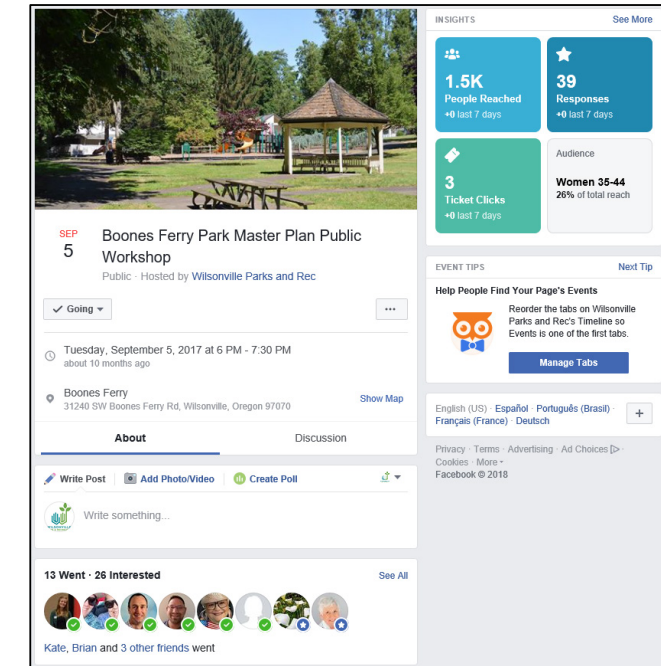
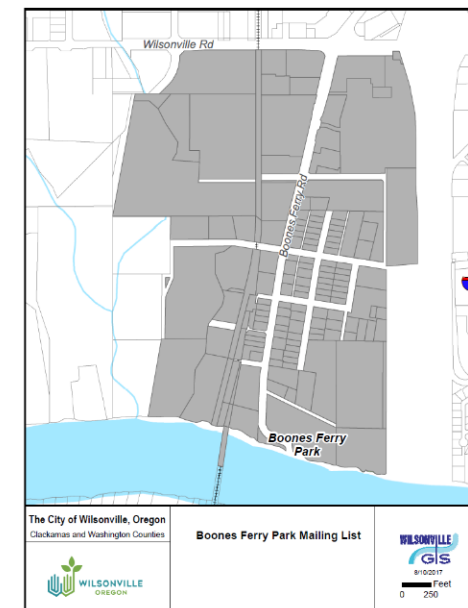
Master Planning Process

The Boones Ferry Park Master Plan was prepared in conjunction with the 2018 update of Wilsonville’s Parks and Recreation Comprehensive Master Plan. This allowed the plan for the park to be informed by, and in turn, inform the citywide comprehensive plan. Because Boones Ferry Park is classified as a Community Park, it is intended to serve the entire City of Wilsonville. Coordinating the Boones Ferry Park Master Plan with the Parks and Recreation Comprehensive Master Plan not only addresses issues at the park, but also positions the park within the context of the citywide park system and the needs of all Wilsonville citizens.

The planning process was designed to engage citizens through hands-on participation and interaction with their neighbors and fellow residents. Residents were notified and invited to participate through a variety of avenues, including mailed postcards, posting on the City’s and Parks and Recreation’s websites, emails to interested parties, and publications in the Boones Ferry Messenger. Flyers were also posted in City Hall, the Community Center, Library, and Parks and Recreation Administration Building. Additional articles promoting awareness of the process were included in the Wilsonville Spokesman, and Facebook events were created for each workshop and shared on the Parks and Recreation Facebook page.

Key steps in the planning process included:

1. Kickoff meeting with Parks and Recreation staff to review project goals and process.
2. First community workshop to generate ideas, identify priorities and preferences, and establish general goals (September, 2017).
3. Second public workshop to evaluate three concept plans for likes, dislikes, and preferences, and refine ideas for park character (October, 2017).
4. Online posting of concept plans for further public review and comment (October, 2017 to January, 2018).
5. Presentation of conceptual plans to Wilsonville Citizens Academy (February, 2018).
6. Presentation of single draft master plan to City Council work session (June, 2018).
7. Third public workshop to review and comment on the draft master plan (June, 2018).
8. Presentation to Planning Commission Work Session (July, 2018).
9. Presentation to Parks and Recreation Advisory Board (July, 2018)
10. Planning Commission public hearing (November, 2018).
11. City Council public hearing (December, 2018).
12. Final report submitted (December, 2018).



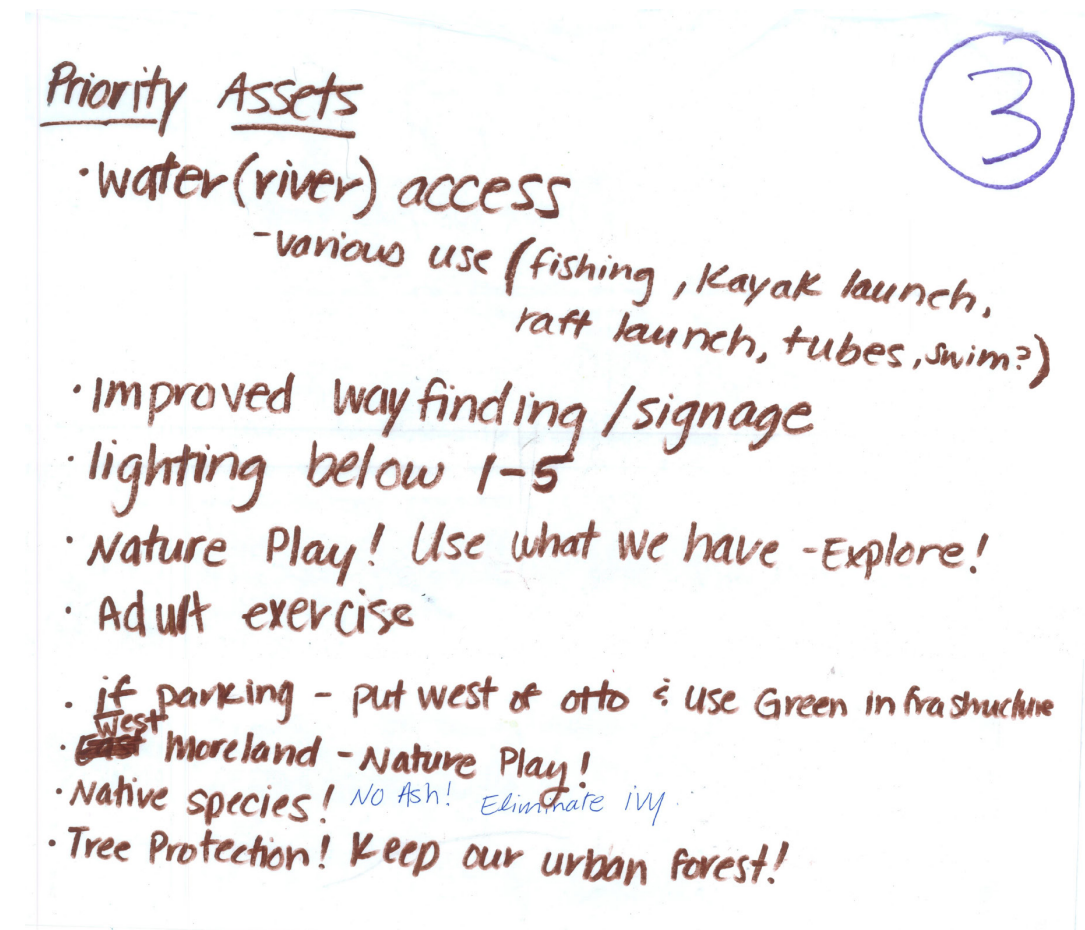
ATTACHMENT B

Workshop #1

The first workshop was conducted at the park, using the Tauchman House as a base of operations. Tables were set up both inside the house and outside on the lawn. Following a brief orientation on the project background and the site, as well as a discussion of the French Prairie Bridge Project, participants were broken into working groups and each group was given materials with which to develop their own plan for the park. Groups were instructed that they could add or delete anything they wanted in the park, but their final plan was to represent the wishes of that group. After working for some time, the groups presented their plans to the larger audience. There were four groups of approximately five persons each, and one individual who asked to and was allowed to prepare a plan by himself.

Following the workshop, the plans were analyzed by the consulting team to determine which features were included and where, and to look for emergent patterns and preferences for what each part of the site should be like. Table 1 shows the frequency of occurrence for all identified features on all of the plans. Two items appeared on all five plans: *Natural River Access*, and *Keep North Area Natural*. Of the items that appeared on all but one group plan, only one item, *Community Garden*, did not end up on the final master plan.

A dot-voting exercise was also conducted at the workshop to allow participants to vote for images that suggest things they would like to see at Boones Ferry Park. The most popular items were Developed River Access and Water Equipment. Next in popularity were Dog Park and Nature Play. All of these items appear to varying degrees in the final master plan.



Workshop Discussion Note - Group 3

ATTACHMENT B

Keywords and Discussion Points

Group 1

- Keep the trees
- Include dog park at the existing orchard
- Upgrade existing amenities
- Cover the playground for rainy days
- Improve river access where it currently is located
- Add a river trail
- Put amenities near the freeway that are not noise sensitive like a bike pump track and parkour course

Group 2

- Keep the orchard
- Add a community garden
- Historic reference at ferry crossing
- Disperse the parking around the park so it's not one big parking lot
- Keep the park's natural elements and preserve what's there already

Group 3

- Increase the river access all along the park but especially to the east
- Preserve existing park features
- Add nature play
- Add wayfinding and signage
- Increase security lighting
- Add public art (mural) at freeway underpass for example
- Include fitness stations along trail
- Add river trail

Group 4

- Keep the small neighborhood feel of the park
- Love the wooded area. Keep it native and natural
- Orchard could become dog park and community garden
- Add river access at the old trailer park
- Update existing amenities

Group 5

- Mostly concerned about a dog park for his dog
- Minimal changes to the rest of the park
- Really liked the idea of an arboretum with labeled trees



ATTACHMENT B



Workshop #1

Boones Ferry Park Workshop Features Analysis

	Group Plan Number				
	1	2	3	4	5
Features on all Group Plans					
Natural River Access					
Keep North Area Natural					
Minimal Development at North Area					
Features on all but one Group Plans					
Basketball					
Fishing					
Shelter					
Picnic					
Community Garden					
Developed River Access					
Restroom					
River Trail					
Bike					
Wildlife					
Keep Wooded Area					
Features on 2 of 4 Group Plans					
Play Equipment					
Dog Park					
Water Equipment					
Keep Existing Parking					
New Parking					
Benches/Seating					
Primary Trail					
Secondary Trail					
Butterfly & Bee Habitat					
Nature Play					
Bridge					
Arboretum					
Site Lighting					
Bicycle Pump Track					
Features on only one Group Plan					
Keep Sledding Hill					
Rain Garden					
Garbage Cans					
Adult Fitness					
Outdoor Learning					
Orchard					
Mini Amphitheater					
Floating Dock w/ Swimming					
Historic Ferry Crossing					
Drinking Water					
Signage Post					
Horseshoes					
Public Mural Art					
Permanent Art					
Song Circle					
Total features shown:	21	22	26	18	
Feature on only Individual Plan					
Open Gass/Multi-use Play area					
Total features shown:					15

Note: Plan #5 was generated by a single participant thus is not a group plan

Table 1

Outdoor Play & Learning



Services



Active Exercise



Event Space



ATTACHMENT B



Workshop #2

Due to the time of the year, the second workshop took place at City Hall. The participants were once again divided into groups (three total). Each group was given three concept plans that the consultants had prepared based on analysis of the results from Workshop# 1. Each concept focused on a theme, including 1) *Engage the River*, 2) *Historical Focus*, and 3) *Activated Park*. The groups were instructed to discuss the concepts and fill out a form indicating the group’s consensus on what they liked about each plan and what they disliked about it. They were also asked to list any features that they felt should definitely be on the final plan and any that should not.

Results are shown in Table 2. The only items on all three plans that were indicated as “liked” by all three groups were *Natural River Access* and *Docks*. Both of these items are included on the final plan. Two items were indicated by all groups as “disliked”: *Parking near NW Corner* and *Amphitheater*. Neither of these are included on the final plan.

For features to definitely include or exclude on the final plan, *Tree Preservation* was listed by all three groups to include, and *Natural River Access* and *Dog Park* were mentioned by two groups to include. These features are all included on the final master plan. There were no specific items listed for definite exclusion by two or more groups.

Online Review

The three concept plans and the evaluation form were posted on the City’s web site from December 1st, 2017 to January 15th, 2018 to allow for additional input from citizens. The survey results were compiled and are shown in Appendix A.

Boones Ferry Park Workshop Features Analysis

	Group Plan Number		
	A	B	C
Concept 1 - Engage the River			
Natural River Access			
Docks			
Community Garden			
Butterfly & Bee Habitat			
Tree preservation			
Parking near NW corner			
Amphitheater			
Parking far from homes			
Dog park location			
Nature play in preserve wooded area			
Trail through wooded area connect to Magnolia Ave			
Preserve North wooded area			
Preserve orchard			
Arboretum			
Art display			
Water rental			
Bike pump track			
Water play creek			
Small covered play area for use in winter			
New and exist restrooms			
Water rental			
Concept 2 - Historical Focus			
Parking near NW corner			
Water play creek / Nature play			
Dog park location			
Bike pump track			
Restroom removal in existing location			
Tree preservation			
Basketball			
Additional shelter			
Open lawn			
Preserve orchard			
Butterfly & Bee Habitat			
Limited river access			
Arboretum			
No trail through wooded area			
Concept 3 - Activated Park			
Bike pump track area			
Natural River Access			
Dog Park			
Arboretum			
Community garden			
Butterfly & Bee Habitat			
Expansion of Tauchman House			
Trail through wooded area connect to Magnolia Ave			
Parking near NW corner			
Water play creek			
Preserve orchard			
Open lawn			
Not enough restroom			
Large outdoor fitness			
Additional shelter			
Current play area			
Features on final Plan			
Tree preservation			
Natural River Access			
Dog park			
Butterfly & Bee Habitat			
Bike pump track			
Docks			
Water rental			
Water play creek			
Trail through wooded area connect to Magnolia Ave			
Small covered play area for use in winter			
Seating			
Parking distance from homes			
Natural Play			
Open lawn			
More adult fitness			
Street parking			
More garbage			
Benches near river overlook			

Table 2

ATTACHMENT B

Concept Plan #1 - Engage the River

- Activate river edge through overlooks, water access
 - 5 overlooks provide views to river
 - 2 docks provide direct river access
 - Water equipment rental area
- Preserve existing services near the Tauchman House
- Extend event/program spaces from Tauchman House
- Improve street parking and cross walking at SW Tauchman St
- Extend play area into wooded area and integrate variety of spaces for families
- Create recreational destinations and river overlook along the riverside



ATTACHMENT B

Concept Plan #2 - Historical Focus

- Enhance the historical character of the Tauchman House
 - Emphasize view to the house at park entry
 - Event lawn and arboretum
- Relocate existing services near the Tauchman House
- Large open lawn for multi-propose activities
- Restrict street parking and drop-off area along main access
- Develop east side and wooded area with diverse activities (bike pump track, basketball and nature play)
- Preserve north wooded area



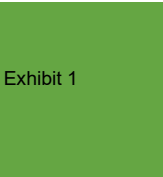
ATTACHMENT B

Concept Plan #3 - Activated Park

- Activated west side with diverse activities (bike pump track and dog park)
- Integrate variety of spaces for families through centralized activity area
- Extend the Tauchman House with new indoor event space and new restrooms
- Restrict street parking and drop-off area along main access and SW Tauchman St
- Minimal elements in the preserved wooded area to north
- Develop river edge and create pedestrian/bikes network along riverside



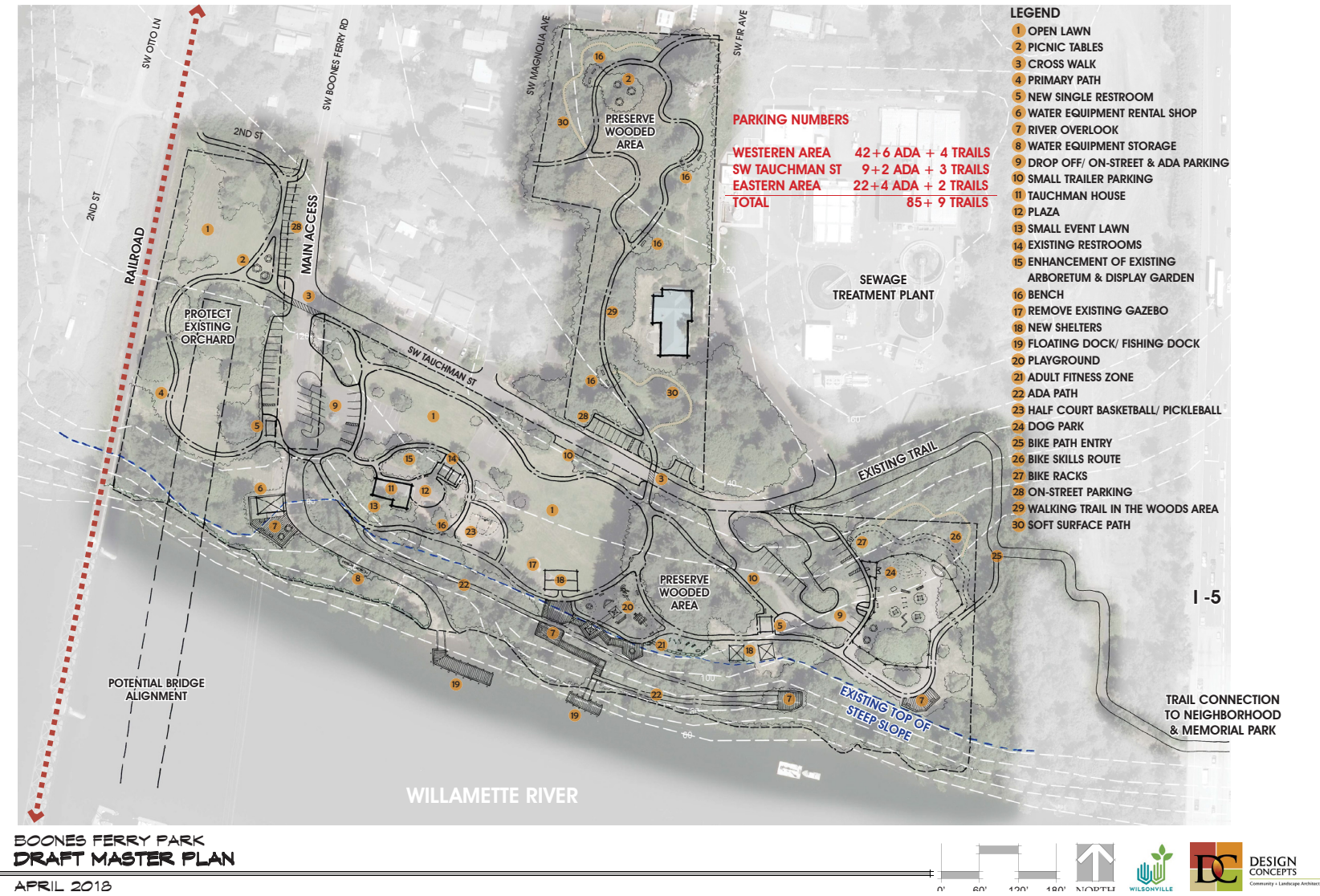
ATTACHMENT B



Workshop #3 and Final Reviews

Following the second workshop, a final draft plan was developed. Parks and Recreation staff provided review and guidance throughout the planning process, but their input was especially critical in finessing the final plan. This involved making sure that proposed features were located to address programming, operations, and maintenance needs. Once staff was satisfied with the draft plan, it was presented to City Council in a work session, and to the public in a third workshop, and to Planning Commission and Parks and Recreation Advisory Boards for their input. Feedback from all three events was positive, with a high level of enthusiasm and support for the enhanced access and engagement of the river.

At the third workshop, there were positive comments from two of the four groups on the location of the dog park, and all groups mentioned that they liked the additional trails, including the ones through the wooded areas. Negative comments on the final plan revolved around hours of operation, trash removal, increased traffic and other activity in the park, addressing possible homeless issues, and other potential impacts to the adjacent neighborhood. There was also concern over the impact that the French Prairie Bridge would have on the park. These are primarily operational and/or policy issues that can be addressed by staff. However, some adjustments to the plan were made to help, including the location of an on-site dumpster, and reconfiguration of the entrance at the end of Boones Ferry Road to reinforce the intended connection between Boones Ferry Road and the French Prairie Bridge.

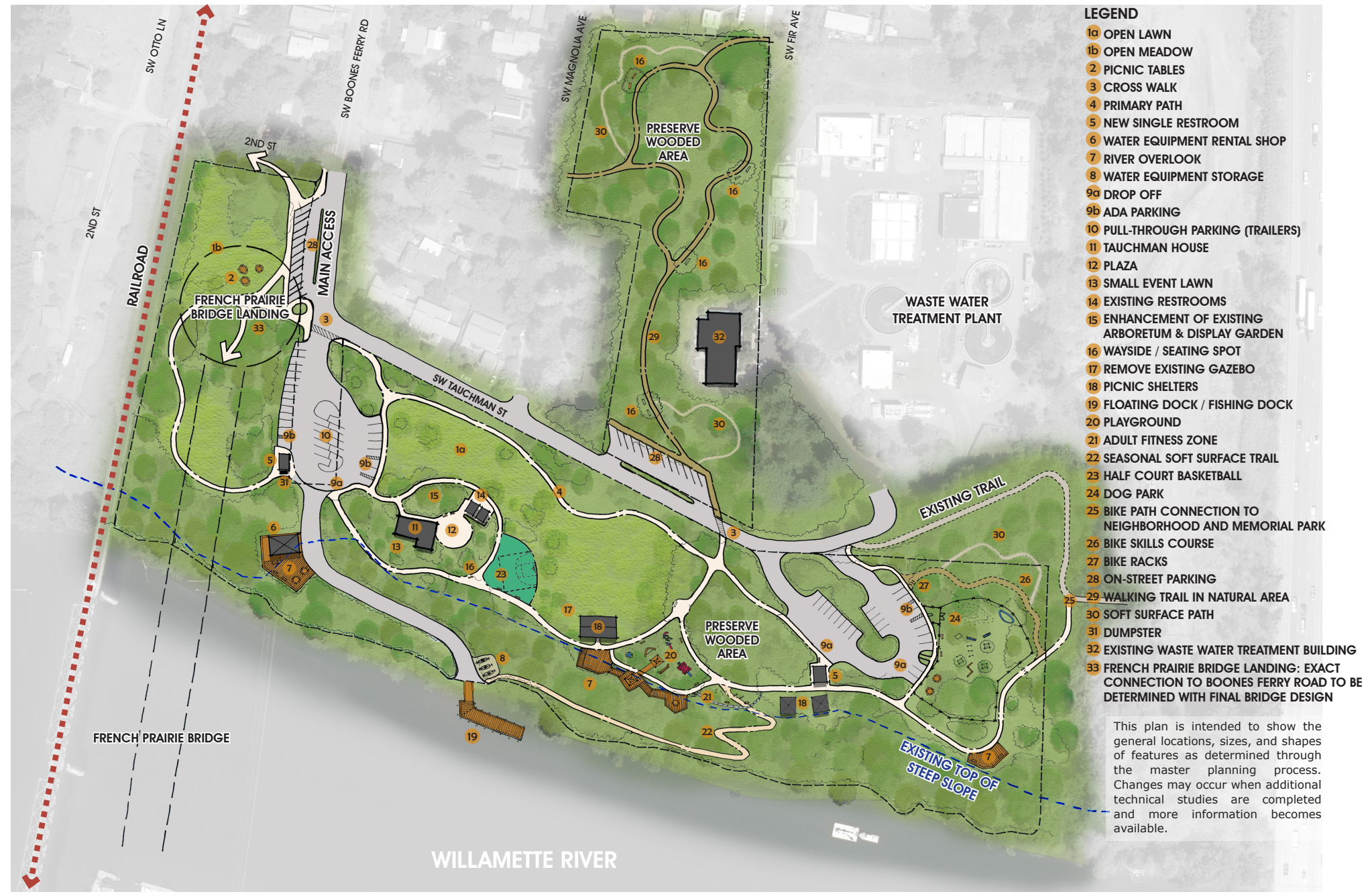


FINAL PLAN



ATTACHMENT B

Proposed Plan



BOONES FERRY PARK MASTER PLAN



ATTACHMENT B

Exhibit 1

Proposed Plan

Throughout the public process, the desire for a greater connection to the river was a common theme. The proposed plan takes this to heart, and combines it with a desire to retain aspects that make Boones Ferry Park special today, including its quiet greenness, relaxed atmosphere, and connection to the historic past. The new plan proposes to pull the existing parking lot back from the “front lawn” of the park, push the basketball court and playground back towards the river, and open up the expansiveness of the lawn. Park pathways will connect to the French Prairie Bridge. To make all of the park’s features accessible in compliance with requirements of the Americans with Disabilities Act, the alignments of paths and locations of some features shown on the plan may be altered to respond to topography, vegetation, and other conditions.

The route down to the ferry landing will remain intact, with a new boathouse at the brow of the bank, where non-motorized watercraft will be rented and visitors may relax on a deck overlooking the river below. The ferry landing itself will now have a dock, engineered to withstand the challenging current and variable water levels.

Back up on top of the bank, the playground has been pulled away to allow space for a small plaza that can serve for weddings and other small events. The plaza also connects to the existing restroom building, which will get a facelift to fit it into its surroundings. The grounds between the Tauchman House and the bank will remain as they are today – a shady respite for events, picnics, etc. The proposed plan complements the City’s 2015 Facilities Master Plan which calls for restoring the Tauchman House into an events venue. This would include finishing the upstairs area and adding a bride prep room and a lounge. In addition, renovating the basement area could provide the facility with a groom prep area, as well.

The area between the park and the river is envisioned as an esplanade with various attractions and activities. From west to east, these include the newly relocated basketball court and a group picnic shelter. Just beyond the picnic shelter is a fun new playspace that weaves in and out of the wooded grove and offer views up and down the river. Playing here will give kids of all ages the chance to play among the trunks of trees in the grove. The theme of the playground will evoke the history of travelling on the river.

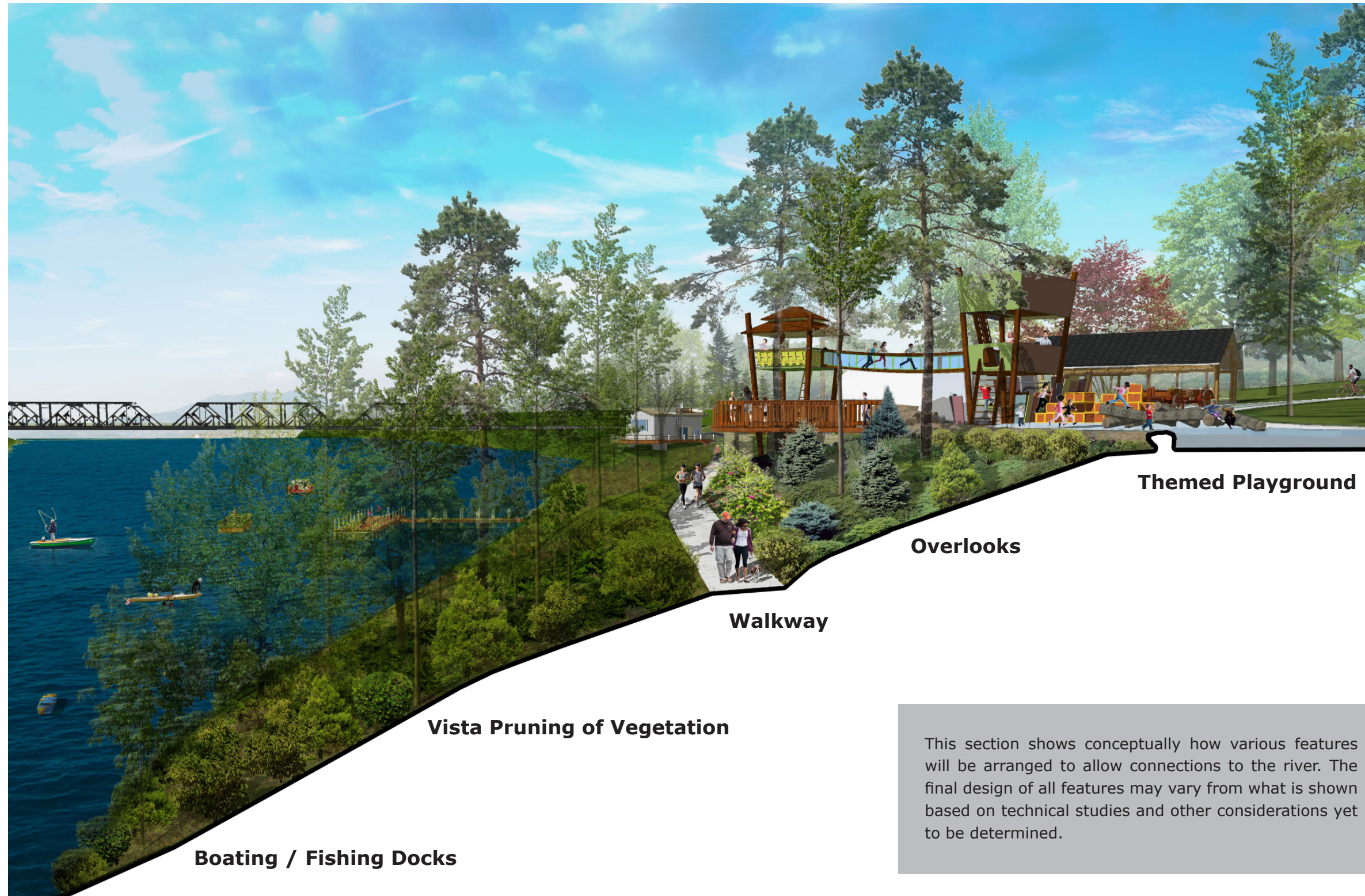
From the picnic and play area, visitors will be able to make the descent down to the dock via a seasonal soft-surface trail. Back up on top, the existing wooded area will be preserved and protected. In the new section, away from the neighborhoods and in the shadow of the I-5 freeway bridge, will be a dog park, bike skills course, and opportunities to view the river from waysides along the trail that connects Boones Ferry Park to Memorial Park. Parking is provided in this area, which allows it to serve as a trailhead for cyclists and others using the trail system.

The area north of SW Tauchman Street, between the neighborhood and the Wastewater Treatment Plant will be kept natural, with a looping path for strolling and connections to Southwest Fir Avenue and Southwest Magnolia. Benches and simple waysides with interpretive signs to highlight natural and historic aspects of the park will make this a peaceful, wooded area.

While the intent is to keep the character of Boones Ferry Park, in its new version, the park will likely draw more visitors than it sees today. To accommodate this, parking will be expanded from approximately 35 spaces available today, to approximately 90 at completion. Additional restrooms will also be provided on the west (between the boathouse and parking lot) and east (between the new parking lot and shelters) ends of the park. These added amenities will allow the park to serve as a trailhead for the expanded regional trail system. The main route for the trail through Boones Ferry Park has been nudged up along the north side of the existing park adjacent to SW Tauchman Street once it emerges from the wooded area. This will provide a smooth through-route for regional cyclists and hikers, but they may also choose to take a more leisurely route to explore the park along the esplanade at the top of the bank along the south part of the park.

Due to the challenging topography and powerful river currents, ideas presented in this plan are conceptual in nature. Feasibility of specific elements will be determined after completion of geotechnical and hydrotechnical studies.

ATTACHMENT B



Boating / Fishing Docks

Vista Pruning of Vegetation

Walkway

Overlooks

Themed Playground

This section shows conceptually how various features will be arranged to allow connections to the river. The final design of all features may vary from what is shown based on technical studies and other considerations yet to be determined.

Conceptual Section through River Bank

CONCEPTUAL PLAN COST ESTIMATE



Planning Commission Meeting - November 14, 2018
Boones Ferry Park Master Plan

ATTACHMENT B



CONCEPTUAL PLAN COST ESTIMATE

The master plan for Boones Ferry Park presented in this document is just one of many steps leading towards the implementation of a vision for the park. It should be thought of as a road map to guide the park’s progress rather than a blueprint for its construction. There are lots of decision points along the way, where choices will be based on new information as it becomes available. For example, studies of the underlying geology of the site and the hydrology of the river will need to be commissioned before detailed designs for docks, piers, walkways, and other river access features can be prepared. A land survey of the site will be needed to allow for the final configuration of parking lots, paths, and other features. This includes obtaining a detailed mapping of existing trees, contours, and other elements.

With all of these variables remaining, it is not practical at this time to determine an exact cost for building the park as shown in the master plan. But it is possible—and useful—to generate an order-of-magnitude cost range for the completed park. The tables provided here show an itemized breakdown of cost allowances for features shown on the plan, and associated work anticipated to implement the vision shown in the master plan in a phased sequence as indicated on the adjacent map. The actual items to be included within each phase may change as the project proceeds, based on the availability of funds and other considerations. The bottom-line number is not intended to be used as a budget for the park, but instead as a way to arrive at a range within which the final cost is likely to fall. Based on this somewhere between eight and thirteen million dollars should be estimated at this point. The large spread is due to several items with wide variability, particularly unknowns associated with the river hydrology and what it will take to engineer structures and access routes to allow for people to access the river. Other expensive items that could vary widely in cost are the restrooms and river equipment building. Architectural and engineering studies will be needed to determine the utilities, structural materials, and other requirements for these. Cost estimates for the various items can be firmed up as more information becomes available and detailed designs are developed.



PHASING PLAN

Summary of All Phases

Phase 1	\$2,775,630
Phase 2	\$2,330,625
Phase 3	\$4,272,895
Phase 4	\$325,875
Phase 5	\$1,001,880
Total of All Phases	\$10,706,905

PHASE 1 - RIVERFRONT

Item	Unit Price	Unit	Quantity	Item total
Site Preparation				
Construction Fencing & Erosion Control	\$7,500	Allowance	1	\$7,500
Vehicle Tracking Control	\$5,000	Allowance	1	\$5,000
Remove Existing Paving	\$35,000	Allowance	1	\$35,000
Clear and Grub	\$5,000	Allowance	1	\$5,000
Grading				
Site Grading	\$15,000	Allowance	1	\$15,000
Site Construction				
Seasonal Soft Trails	\$75,000	Allowance	1	\$75,000
Site Walls (Retaining/free-standing)	\$100,000	Allowance	1	\$100,000
Boardwalks/decks on Land	\$250,000	Allowance	1	\$250,000
Boardwalks/decks/docks in River	\$500,000	Allowance	1	\$500,000
Structures				
Water Equipment Shop/Building	\$250,000	Lump Sum	1	\$250,000
New Restroom at West Parking Lot	\$350,000	Lump Sum	1	\$350,000
Furnishings and Equipment				
Miscellaneous Furnishings: Benches/ Tables/ Trash Receptacles/ Signs/ Drinking Fountains/ Bike Racks, etc.	\$10,000	Allowance	1	\$10,000
Lights/bollards	\$5,000	Allowance	1	\$5,000
Fences/Railings, etc. @ Top of Bank	\$10,000	Allowance	1	\$10,000
Sub Total				\$1,617,500
Bonding, Mobilization, etc. @ 10%				\$161,750
Contingency @ 20%				\$355,850
Construction Subtotal				\$2,135,100
Bid Continency @ 10%				\$213,510
Estimated Construction Bid				\$2,348,610
Consulting Fees/Soft Costs (Based on Construction Subtotal)				\$427,020
Total Phase 1 Estimate				\$2,775,630

ATTACHMENT B

Exhibit 1

PHASE 2 - EAST SIDE				
Item	Unit Price	Unit	Quantity	Item total
Site Preparation				
Construction Fencing & Erosion Control	\$7,500	Allowance	1	\$7,500
Vehicle Tracking Control	\$5,000	Allowance	1	\$5,000
Remove Existing Paving	\$35,000	Allowance	1	\$35,000
Clear and Grub	\$5,000	Allowance	1	\$5,000
Grading & Utilities				
Site Grading	\$30,000	Allowance	1	\$30,000
Convert Irrigation System to Reclaimed Water	\$100,000	Allowance	1	\$100,000
Site Construction				
New Asphalt	\$150,000	Allowance	1	\$150,000
Traffic Control Striping/Signage	\$15,000	Lump Sum	1	\$15,000
New Curb & Gutter	\$40,000	Allowance	1	\$40,000
New Concrete Walks	\$125,000	Allowance	1	\$125,000
Dog Park	\$200,000	Each	1	\$200,000
Bike Skills Route	\$50,000	Each	1	\$50,000
Site Walls (Retaining/free-standing)	\$20,000	Allowance	1	\$20,000
Boardwalks/decks on Land	\$20,000	Allowance	1	\$20,000
Structures				
New Restroom at East Side of Park	\$350,000	Lump Sum	1	\$350,000
New Shelters	\$50,000	Each	2	\$100,000
Furnishings and Equipment				
Miscellaneous Furnishings: Benches/ Tables/ Trash Receptacles/ Signs/ Drinking Fountains/ Bike Racks, etc.	\$50,000	Allowance	1	\$50,000
Lights/bollards	\$10,000	Allowance	1	\$10,000
Fences/Railings, etc. @ Top of Bluff	\$25,000	Allowance	1	\$25,000
Landscaping				
Shrub/perennial beds	\$15,000	Allowance	1	\$15,000
Lawns	\$50,000	Allowance	1	\$50,000
Trees	\$10,000	Allowance	1	\$10,000
Sub Total				\$1,412,500
Bonding, Mobilization, etc. @ 10%				\$141,250
Contingency @ 20%				\$310,750
Construction Subtotal				\$1,864,500
Bid Continency @ 10%				\$186,450
Estimated Construction Bid				\$2,050,950
Consulting Fees/Soft Costs (Based on Construction Subtotal)				\$279,675
Total Project Estimate				\$2,330,625

ATTACHMENT B

Exhibit 1

PHASE 3 - EXISTING PARK - MAIN SECTION					
Item	Unit Price	Unit	Quantity	Item total	
Site Preparation					
Construction Fencing & Erosion Control	\$7,500	Allowance	1	\$7,500	
Vehicle Tracking Control	\$5,000	Allowance	1	\$5,000	
Remove Existing Paving	\$35,000	Allowance	1	\$35,000	
Clear and Grub	\$5,000	Allowance	1	\$5,000	
Remove Existing Basketball Court	\$5,000	Each	1	\$5,000	
Remove Existing Gazebo	\$1,000	Each	1	\$1,000	
Grading					
Site Grading	\$30,000	Allowance	1	\$30,000	
Site Construction					
New Asphalt	\$200,000	Allowance	1	\$200,000	
Traffic Control Striping/Signage	\$15,000	Lump Sum	1	\$15,000	
New Curb & Gutter	\$40,000	Allowance	1	\$40,000	
New Concrete Walks	\$125,000	Allowance	1	\$125,000	
Plaza/Specialty Paving	\$50,000	Allowance	1	\$50,000	
Half-Court Basketball	\$40,000	Each	1	\$40,000	
Site Walls (Retaining/free-standing)	\$10,000	Allowance	1	\$10,000	
Boardwalks/decks on Land	\$50,000	Allowance	1	\$50,000	
Structures					
Remodel Existing Restroom Building	\$75,000	Lump Sum	1	\$75,000	
Group Picnic Pavilion	\$100,000	Lump Sum	1	\$100,000	
Tauchman House (Main Floor and Upstairs Restoration)	\$461,133	Lump Sum	1	\$461,133	
Tauchman House (Basement Restoration)	\$250,000	Allowance	1	\$250,000	
New Shelters	\$75,000	Each	1	\$75,000	
Furnishings and Equipment					
Miscellaneous Furnishings: Benches/ Tables/ Trash Receptacles/ Signs/ Drinking Fountains/ Bike Racks, etc. Lights/bollards	\$50,000	Allowance	1	\$50,000	
Fences/Railings, etc. @ Top of Bluff	\$25,000	Allowance	1	\$25,000	
Playground/(Including surfacing and related features)	\$750,000	Lump Sum	1	\$750,000	
Fitness Zone	\$100,000	Lump Sum	1	\$100,000	
Landscaping					
Shrub/perennial beds	\$15,000	Allowance	1	\$15,000	
Lawns	\$50,000	Allowance	1	\$50,000	
Trees	\$10,000	Allowance	1	\$10,000	
Sub Total				\$2,589,633	
Bonding, Mobilization, etc. @ 10%				\$258,963	
Contingency @ 20%				\$569,719	
Construction Subtotal				\$3,418,316	
Bid Continency @ 10%				\$341,832	
Estimated Construction Bid				\$3,760,148	
Consulting Fees/Soft Costs (Based on Construction Subtotal)				\$512,747	
Total Phase 3 Estimate				\$4,272,895	

ATTACHMENT B

Exhibit 1

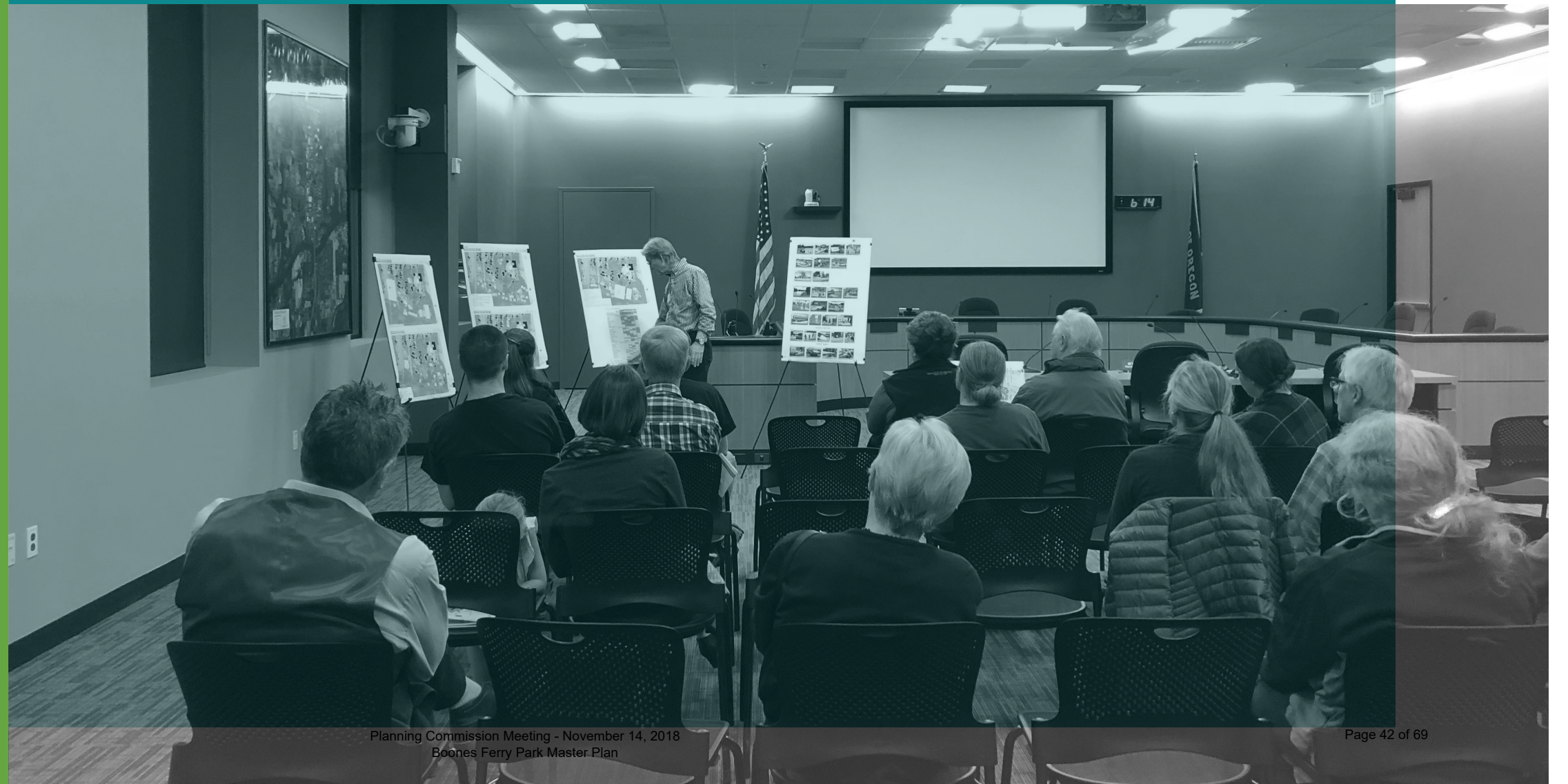
PHASE 4 - NORTH EXTENSION				
Item	Unit Price	Unit	Quantity	Item total
Site Preparation				
Construction Fencing & Erosion Control	\$7,500	Allowance	1	\$7,500
Vehicle Tracking Control	\$5,000	Allowance	1	\$5,000
Clear and Grub	\$5,000	Allowance	1	\$5,000
Grading				
Site Grading	\$5,000	Allowance	1	\$5,000
Site Construction				
New Asphalt	\$75,000	Allowance	1	\$75,000
Traffic Control Striping/Signage	\$5,000	Lump Sum	1	\$5,000
New Curb & Gutter	\$10,000	Allowance	1	\$10,000
New Concrete Walks	\$50,000	Allowance	1	\$50,000
New Soft Trails	\$10,000	Allowance	1	\$10,000
Furnishings and Equipment				
Miscellaneous Furnishings: Benches/ Tables/ Trash Receptacles/ Signs/ Drinking Fountains/ Bike Racks, etc.	\$5,000	Allowance	1	\$5,000
Lights/bollards	\$5,000	Allowance	1	\$5,000
Landscaping				
Shrub/perennial beds	\$5,000	Allowance	1	\$5,000
Trees	\$10,000	Allowance	1	\$10,000
Sub Total				\$197,500
Bonding, Mobilization, etc. @ 10%				\$19,750
Contingency @ 20%				\$43,450
Construction Subtotal				\$260,700
Bid Continency @ 10%				\$26,070
Estimated Construction Bid				\$286,770
Consulting Fees/Soft Costs (Based on Construction Subtotal)				\$39,105
Total Phase 4 Estimate				\$325,875

ATTACHMENT B

Exhibit 1

PHASE 5 - WEST SIDE				
Item	Unit Price	Unit	Quantity	Item total
Site Preparation				
Construction Fencing & Erosion Control	\$7,500	Allowance	1	\$7,500
Vehicle Tracking Control	\$5,000	Allowance	1	\$5,000
Clear and Grub	\$10,000	Allowance	1	\$10,000
Grading				
Site Grading	\$10,000	Allowance	1	\$10,000
Site Construction				
New Asphalt	\$75,000	Allowance	1	\$75,000
Traffic Control Striping/Signage	\$5,000	Lump Sum	1	\$5,000
New Curb & Gutter	\$10,000	Allowance	1	\$10,000
New Concrete Walks	\$75,000	Allowance	1	\$75,000
Plaza/Specialty Paving	\$10,000	Allowance	1	\$10,000
Structures				
Dumpster Enclosure	\$20,000	Lump Sum	1	\$20,000
New Restroom at West Parking Lot	\$350,000	Lump Sum	1	\$350,000
Furnishings and Equipment				
Miscellaneous Furnishings: Benches/ Tables/ Trash Receptacles/ Signs/ Drinking Fountains/ Bike Racks, etc.	\$5,000	Allowance	1	\$5,000
Lights/bollards	\$5,000	Allowance	1	\$5,000
Fences/Railings, etc. @ Top of Bluff	\$10,000	Allowance	1	\$10,000
Landscaping				
Shrub/perennial beds	\$10,000	Allowance	1	\$10,000
Trees	\$25,000	Allowance	1	\$25,000
Sub Total				\$632,500
Bonding, Mobilization, etc. @ 10%				\$63,250
Contingency @ 20%				\$139,150
Construction Subtotal				\$834,900
Bid Continency @ 10%				\$83,490
Estimated Construction Bid				\$918,390
Consulting Fees/Soft Costs (Based on Construction Subtotal)				\$83,490
Total Phase 5 Estimate				\$1,001,880

NEXT STEPS

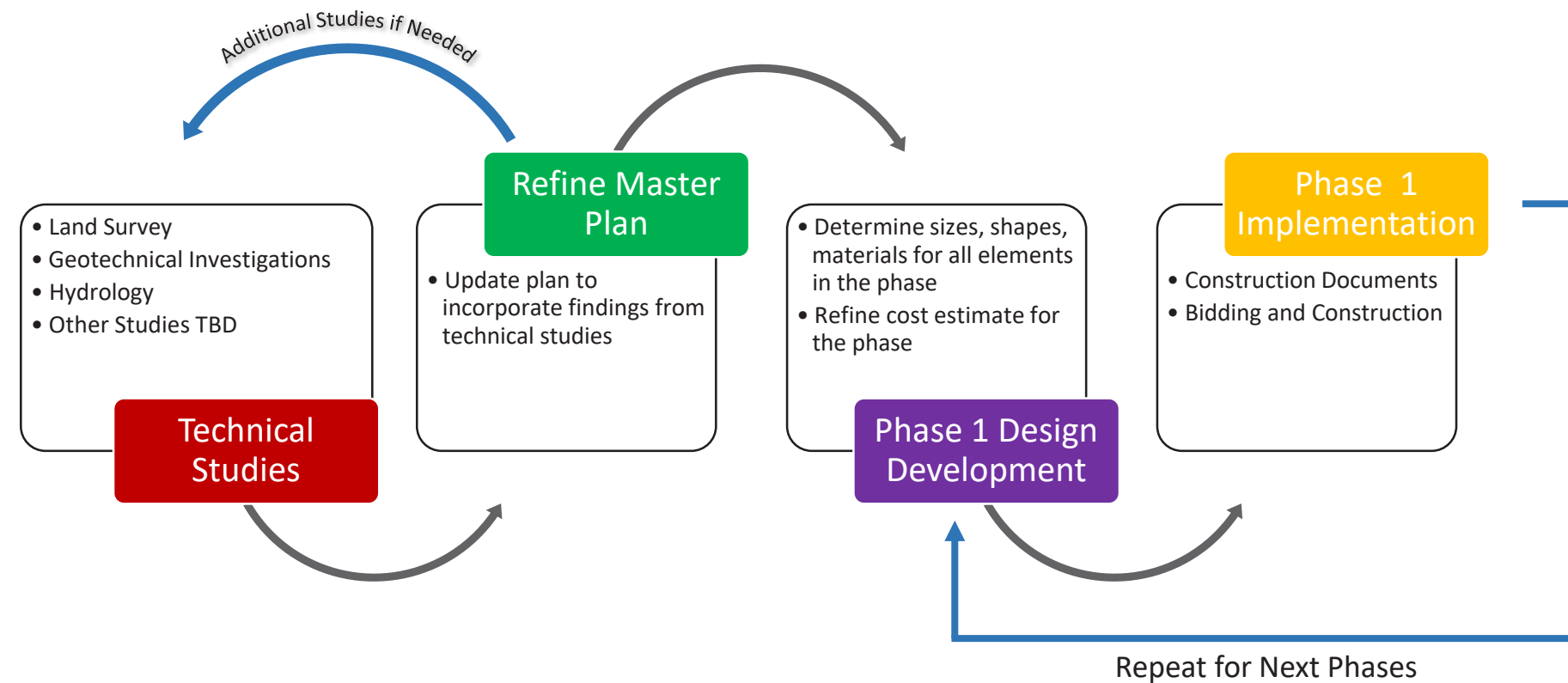


NEXT STEPS

The plan presented here is a result of a public process to create a vision for Boones Ferry Park. The next step is to conduct technical studies that will allow for refinement of the plan and development of detailed designs. These include:

- A land survey of the site that will provide accurate topography and the locations of existing utilities, trees, and other features.
- A geotechnical study to determine structural needs for buildings, pathways, roads, and parking.
- A hydrologic study of the river to determine the feasibility and alternatives for providing docks, piers, or other river access features.

The overall master plan can be refined if needed to reflect the findings from these studies. Once that is completed, funding sources and options will be explored to implement the plan. It is anticipated that the plan will be implemented in phases as outlined in the previous section. Priority will be given to completing items identified by the public as most important, although in some cases opportunities may arise to complete other features sooner as part of some other project or because special-purpose funds are available for those features.



APPENDIX A - ONLINE SURVEY RESULTS



Planning Commission Meeting - November 14, 2018
Boones Ferry Park Master Plan

ATTACHMENT B



APPENDIX A - ONLINE SURVEY RESULTS

Boones Ferry Park Master Plan Survey - Concept 1: Engage the River

Q1 What do you like about Concept 1: Engage the River?

Answered: 39 Skipped: 2

#	RESPONSES	DATE
1	Really think highlighting the river as a beautiful feature of our community / this park is critical for this development.	1/16/2018 10:46 AM
2	Northwest parking lot can be used as a turnaround for the end of Boones Ferry. Lookout points	1/15/2018 7:04 PM
3	The interaction with the river is the most appealing part of the plan; the length of the park runs along the Willamette, so it would give the park a unique quality if it had several diverse ways of viewing the river, which is so central to Wilsonville. My favorite aspect is the river overlook and docks - and besides the river, the outdoor classroom and nature play looks like a great idea for our schools.	1/10/2018 8:48 AM
4	I like the developed river access and water equipment rentals. The drop-off area is a good idea.	1/9/2018 10:03 PM
5	Wilsonville has limited access to the river with only one public dock. "Engage the River" not only gives us beautiful views but a way to actually be 'on' the river! I love this concept.	1/8/2018 4:48 PM
6	Lots of river access. Nature play area close to Magnolia Ave, feels more like a community playground for the neighborhood.	1/4/2018 5:06 PM
7	Dog parks	1/4/2018 9:47 AM
8	This is my least favorite concept. I prefer 3 then 2 and lastly 1.	1/3/2018 11:50 AM
9	Public parking and the river overlook	1/2/2018 6:43 PM
10	It has a dog park. It has a dock.	1/2/2018 6:28 PM
11	Love the play area ideas, activating water edge, and recreational destinations.	1/2/2018 2:02 PM
12	I do not like this.	1/2/2018 1:34 PM
13	Like river part.	12/31/2017 4:12 PM
14	Create recreational destinations and river overlook along the riverside	12/31/2017 2:05 PM
15	Like ideas but not placement	12/30/2017 12:01 PM
16	Ensuring there will be a basketball court. The natures play areas. Good walking paths, but would be better if a loop could be made. River overlooks. Picnic areas. Good idea not to move bathrooms.	12/29/2017 5:03 PM
17	Community garden placement. That your not trying to cram so much into the available spaces. That your diverse activities i.e. dog park are located away from the long time Boone's ferry st residents which you don't give a crap about. Dog park location if you have to have one.	12/28/2017 12:54 PM
18	The focus on the river - multiple overlooks, floating docks & river rentals. I also like the community garden being at the main entry & where the dog park is located in this plan. This plan is by far my favorite of the 3.	12/28/2017 9:23 AM
19	Seems to be the most natural enhancement of the current park area without radically altering the overall ambiance and preserving its historic character while adding amenities for community access, family activities, and events. We like the location of the community garden on the northwestern part next to the rails and the dog park in the northeastern part as a compatible landscape extension next to the treatment plant and away from those core uses.	12/26/2017 11:12 PM
20	The river is a unique asset. It would be a waste not to maximize public access and visibility. Dog parks are a good idea as higher density has not seemed to diminish peoples desire for pets.	12/24/2017 9:11 AM
21	trails throughout including the north area	12/23/2017 6:00 PM
22	I like this plan the best.	12/21/2017 3:51 PM
23	Seems workable and functional.	12/19/2017 8:14 PM

Boones Ferry Park Master Plan Survey - Concept 1: Engage the River

24	Best of the three. Preserves most of the trees, better than the other two plans, as far as I can tell. Doesn't waste money by moving existing features senselessly.	12/12/2017 6:37 PM
25	I like this concept the best because it offers the most access to the very underutilized river	12/11/2017 9:57 AM
26	I am a 'water person' and want to have as much access to the river as possible.	12/8/2017 5:24 PM
27	I like the simplicity of it. This is my vote.	12/7/2017 10:16 PM
28	The floating docks are nice.	12/7/2017 2:24 PM
29	A safe place to ride a bike.	12/6/2017 9:06 PM
30	Love,love love the inclusion of the river in so many ways with so many options regardless of your abilities! It really seems to include so many options for usage by all age groups and families.	12/6/2017 10:52 AM
31	I like the floating docks and the river overlook, as well as the nature play.	12/5/2017 8:46 AM
32	great to have river access	12/5/2017 7:50 AM
33	This is the best option, it sounds like a place one can spend the entire day with family and friends!	12/2/2017 9:50 PM
34	Location of community garden Like that you are protecting the existing orchard and not putting a lot of activities in the western most plot of park. If activities must be added to the western most plot of park, they should be quiet activities so that they do not negatively impact the neighbors who live adjacent to this open space. Butterfly garden and a community garden in the western most part of the park is far preferable to the neighborhood than a bike pump track or dog park. Like that there is no bike pump track. That amenity seems highly special interest. Noting the character of the mostly boys who use the skate park at Memorial park, this type of amenity brings unsupervised teenage boys who smoke, are profane and leave garbage all over the place.	12/2/2017 12:15 PM
35	All fun River activities so close to home! Love this concept with more dock access and river rentals. Maybe add a water feature too do young families?	12/2/2017 10:06 AM
36	The simple fact of having river access is a must. There also needs to be more and better parking for sure.	12/2/2017 8:28 AM
37	LOVE the Community Garden and the Nature Play / Outdoor Classroom area, the preserved wooded area, and the bee and butterfly garden. Also like the idea of a mini-amphitheater near the house. This is my favorite of the three concepts.	12/2/2017 12:04 AM
38	Trail connection from the path that goes underneath the i5 bridge all the way to the community garden across Boones Ferry RD.	12/1/2017 5:07 PM
39	I love engaging the river. We are along the river with such little access. I also like that variety of enhancements in this plan. There seems to be something for everyone incorporated.	12/1/2017 4:34 PM

ATTACHMENT B



Boones Ferry Park Master Plan Survey - Concept 1: Engage the River

Q2 What do you dislike about Concept 1: Engage the River?

Answered: 33 Skipped: 8

#	RESPONSES	DATE
1	no walk path connecting to Fir St. drop-off point Overall underdeveloped	1/15/2018 7:04 PM
2	Nothing I particularly dislike about this one.	1/10/2018 8:48 AM
3	No dog park in this concept. I feel like dog parks are a well used asset in our community.	1/9/2018 10:03 PM
4	No water feature. Less walking trails.	1/4/2018 5:06 PM
5	No bike pump track	1/4/2018 9:47 AM
6	-It doesn't include a bike pump track, which I think would be a beneficial addition to the City's parks system. -The community garden, I think it's current location near Rose Ln is a more conducive location as it offers more room for expansion. I also feel the space in Boones Ferry park should be used for recreation and not a garden.	1/3/2018 11:50 AM
7	The extended access to the river. This is a steep bank and i would like to see it maintained. I'm good with improving the current river access at the end of Boones Ferry road.	1/2/2018 6:43 PM
8	No Kayak access. Would prefer the dog park and the restroom moved to the west side.	1/2/2018 6:28 PM
9	There's a great deal of added development for a park that is "off the beaten path" at a dead end road; it is excessive for a neighborhood park serving Old Town residents. This should not be developed as a "destination". Areas furthest from residential area (ie: the East edge of the Park) are most susceptible to illicit or illegal behavior, homeless camps, vandalism, or other undesirable activities. All enhanced activity in this area should be near the road and have open sightlines to rest of Park, and street.	1/2/2018 3:33 PM
10	The location of the dog park	1/2/2018 1:36 PM
11	No dog park	1/2/2018 1:34 PM
12	Dislike the rest of it.	12/31/2017 4:12 PM
13	Make the park bike and pedestrian friendly	12/31/2017 2:05 PM
14	Do not like dog park on other side of free way nor extra Parking. It's already a traffic nightmare to live here and is detrimental to our home values and way of life.	12/30/2017 12:01 PM
15	I like the idea, but not sure if it is the best place to rent kayaks etc, there is lots of boat activity on nice days. Not sure an additional parking lot is needed on the west side, the added street parking should be enough,	12/29/2017 5:03 PM
16	No additional parking West Boone's Ferry. Keep existing parking on Boone's Ferry. There is already a dog park in Wilsonville which is located in a much bigger park. Why don't you expand that dog park? If your going to have more dog parks you have to enforce the rules and stop all the off leash activity I see in Memorial Park.	12/28/2017 12:54 PM
17	That there is not a water play feature. The butterfly/bee habitat seems lacking.	12/28/2017 9:23 AM
18	The north wooded area can be further developed along the lines in Concept 3.	12/26/2017 11:12 PM
19	lacks adult exercise equipment	12/23/2017 6:00 PM
20	Does not appear to improve bikeability.	12/19/2017 8:14 PM
21	The dog park. I love dogs, but there doesn't have to be a designated dog park in this park. It's not really large enough to accommodate it. I think it's nicer to have more undeveloped area with trees.	12/12/2017 6:37 PM
22	I think it could have even more river access	12/11/2017 9:57 AM
23	I don't have kids, so have no interest in expanding 'space for families'... however, doing that has high interest for many - so that is not really a 'dislike'.	12/8/2017 5:24 PM

Boones Ferry Park Master Plan Survey - Concept 1: Engage the River

24	Please add a spot for skating. Does not need to be a full size skate park, just some some small concrete features: stairs, ramp, half-pipe. See the Spohn Ranch Website for examples of Skate Spots and Skate-able Art. https://www.spohnranch.com/ PS On design #2, I already replied and can't reopen it, but I now notice it did not have a floating dock.	12/7/2017 2:24 PM
25	Subsidized free car parking. No identified bicycle parking.	12/6/2017 9:06 PM
26	We live on the street leading into Memorial Park. We walk our dog to the loop around the park regularly. The current dog park there takes up a lot of the available parking, often forcing sports attendees and others to park on the grass or illegally and the large dog park included in the new plan does not take into account the very large numbers of vehicles that drive their dogs to the park. The bigger the dog park, the more parking you will need and the new space only shows 15 spaces and that is to be shared by people wanting to access the river for walks, picnics, fishing/kayaking, play areas... There is already a large dog park at Memorial. Perhaps the dog park elsewhere in the community's West side would be more reasonable, i.e. Grahams Oaks Nature Park for instance. There would then be a large dog park on both sides of town that way without taking up the limited parking area. We could still walk our dogs along the trails to use the park. Just add Doggy Pick-up bags. As an artist I would also like to see local artwork included, paintings in buildings, murals on the underpass, sculpture along trails etc.	12/6/2017 10:52 AM
27	No bike pump track	12/5/2017 8:46 AM
28	NA	12/2/2017 9:50 PM
29	Strongly dislike where new parking is located parallel to Boones Ferry Road. That open space should remain natural and not be turned into a parking lot. The neighborhood deserves this. Old Town has already lost the majority of its natural/park like open space. Add parking near the already existing parking lot if absolutely necessary and use street parking. Turning the park into a parking lot is short sighted and an offense to the neighborhood and home owners who have lived next to this green space for decades. Don't believe an amphitheater is needed. There is already an amphitheater at the McMenamins just down the road. There is too much going on, too many new amenities. Leave the park simple and natural. At the end of the day, this is a small park, at the end of a dead end road. There is limited parking and limited space. Inviting the entire region down here with all these activities could turn into a real nightmare for the neighborhood with increased crime, noise, and garbage. Keep it small. Keep it natural. Keep every tree possible. This is not a zoo and you shouldn't turn it into one. French Prairie Bridge Alignment 1 and 2 are an affront to the neighborhood.	12/2/2017 12:15 PM
30	The lack of a water fountain for kids	12/2/2017 10:06 AM
31	Extending the play area to the wooded area, unless that means play fields.	12/2/2017 8:28 AM
32	Not sure about the dog park placement.	12/2/2017 12:04 AM
33	The future connection on the lower left side of the picture it would of been better if we knew what are the city plans for the other side of train tracks.	12/1/2017 5:07 PM

ATTACHMENT B



Boones Ferry Park Master Plan Survey - Concept 2: Historical Focus

Q1 What do you like about Concept 2: Historical Focus?

Answered: 30 Skipped: 2

#	RESPONSES	DATE
1	The Tauchman House display approach highlights the history of Wilsonville.	1/16/2018 10:56 AM
2	The key part of this design is the northwest parking lot. This layout would work well as a traffic circle to end Boones Ferry Rd. I like play creek. These get use.	1/15/2018 6:48 PM
3	I like the Play Creek idea and that the existing orchard is preserved. I think the bike pump track is a great idea to give people something fun and active to do. New restrooms instead of just one single restroom will probably be appreciated. Having the picnic area not close to the water sewage plant is a good idea as well. I think having the bike park and the community garden in these locations make sense.	1/9/2018 10:18 PM
4	Love the bike trails. Love the open lawn. I like the preserved wooden area. Good location for dog park.	1/4/2018 7:48 PM
5	Trails	1/4/2018 5:09 PM
6	Dog parks and bike pump track	1/4/2018 9:48 AM
7	-The bike pump track is WONDERFUL! I am very pleased to see it a feature of two of the concept designs. Cycling is a great lifetime fitness activity and pump tracks are a great way to cultivate an interest in cycling with kids. That said, I think the track design in concept 3 is superior.	1/3/2018 11:52 AM
8	In particular I like the basketball court and public parking. I would like to see pickle ball/tennis courts as well.	1/2/2018 6:46 PM
9	Not much. I wouldn't use it.	1/2/2018 6:31 PM
10	Dog Park and trails	1/2/2018 1:35 PM
11	This one is better.	12/31/2017 4:13 PM
12	Restrict vehicle street parking and drop-off area along main access	12/31/2017 2:08 PM
13	Dog park close to Boones Ferry road, keeping orchard in tact, river access, keeping historical aspects in line with Old Town charm.	12/30/2017 11:59 AM
14	picnic areas, dog park is better on the west side, big nature play area, walking trails	12/29/2017 5:09 PM
15	River assess ok. Again I ask why your cramming so much into this area that is so disruptive to the neighborhood when you have that huge memorial park you can add to i.e. expand that dog park.	12/28/2017 12:58 PM
16	The play creek looks interesting	12/28/2017 9:27 AM
17	Virtually nothing that is not as well or better provided for in Concept 1.	12/26/2017 11:07 PM
18	I don't like this plan.	12/24/2017 9:14 AM
19	Full of activities	12/23/2017 6:04 PM
20	I like the idea of enhancing Tauchman house and developing the east side with diverse activities.	12/21/2017 3:46 PM
21	Generally, OK	12/19/2017 8:16 PM
22	This is my least favorite concept.	12/11/2017 9:59 AM
23	Active area's. Also add spots for skateboarding (not a skate park) but smaller, inexpensive concrete stairs, rails, small ramps.	12/7/2017 2:03 PM
24	A safe place to ride a bike or skateboard.	12/6/2017 9:07 PM
25	Like the bike trials and play creek.	12/5/2017 4:59 PM
26	Play creek, nature play, protecting orchard	12/5/2017 8:47 AM

Boones Ferry Park Master Plan Survey - Concept 2: Historical Focus

27	Like the preservation of the wooded area in the center northern most tract of park land. Like that there are fewer new amenities, like that the park is being left in its more natural state. Like the on-street parking.	12/2/2017 12:15 PM
28	The defragmentation of the lawn area to make it more suitable for play. Enhancing the Tauchman house. It's lovely and been there forever and should be enhanced and a focal point.	12/2/2017 8:30 AM
29	I really like the play creek. The shelter/picnic area would also be a nice addition.	12/2/2017 12:11 AM
30	Separates small and big dogs as far away as possible. Bike track a great addition. Only suggestion add more trees or a good fence where teenagers wont cut through the path that goes underneath the i5 bridge into the bike track.	12/1/2017 5:05 PM

ATTACHMENT B



Boones Ferry Park Master Plan Survey - Concept 2: Historical Focus

Q2 What do you dislike about Concept 2: Historical Focus?

Answered: 30 Skipped: 2

#	RESPONSES	DATE
1	Does not include river use/access which should be a major highlight.	1/16/2018 10:56 AM
2	The north end of the park needs to be cleaned and trimmed up. It currently has multiple transient camps. Safe walkways need to connect to Magnolia and Fir streets. I would like to see the basketball court covered. The area where the basketball court was vacated could be enlarged where a soccer ball could be kicked or a football, baseball or Frisbee thrown...	1/15/2018 6:48 PM
3	There is no water equipment rentals which are a great thing in Tualatin and I think our community would enjoy and benefit from. There looks to be no trail through the Preserved Wooded Area which there is on the other 2 plans. If you are going to have woods it would be nice to be able to walk through them. A lack of water equipment rentals is the biggest downfall of this concept, otherwise it seem like a very good plan.	1/9/2018 10:18 PM
4	Needs more access to the river and equipment rentals.	1/4/2018 7:48 PM
5	Seems like very minimal changes and I do not feel like it would be very utilized pretty much the same as it is now. No river access... we should always be taking advantage of all the river access possible. To many people misuse the river down there as it is and are not being respectful of the environment.	1/4/2018 5:09 PM
6	No canoe rental.	1/4/2018 9:48 AM
7	- I would like to see an access trail from SW Magnolia Ave so users could avoid walking along Boones Ferry Rd. - Too much space is allocated for the dog parks.	1/3/2018 11:52 AM
8	not a fan of the bike pump track. too age specific. put in something all ages can enjoy such as tennis/pickle ball.	1/2/2018 6:46 PM
9	No dog park. The river access looks like what is there now, essentially non existent, unless this plan includes a new concrete ramp that it doesn't show.	1/2/2018 6:31 PM
10	There's a great deal of added development for a park that is "off the beaten path" at a dead end road; it is excessive for a neighborhood park serving Old Town residents. This should not be developed as a "destination". Areas furthest from residential area (ie: the East edge of the Park) are most susceptible to illicit or illegal behavior, homeless camps, vandalism, or other undesirable activities. All enhanced activity in this area should be near the road and have open sightlines to rest of Park, and street.	1/2/2018 3:33 PM
11	not enough trails.	1/2/2018 1:35 PM
12	Not creating a bike friendly park	12/31/2017 2:08 PM
13	N/a	12/30/2017 11:59 AM
14	Not sure that much more parking is needed? Not really using the wooded area to the north.	12/29/2017 5:09 PM
15	No dog park on Boones Ferry. No bike bump track.	12/28/2017 12:58 PM
16	The bike pump track, the dog park location, the lack of floating docks & river rentals.	12/28/2017 9:27 AM
17	Too much prime landscape reserved for dog parks and bike track, neither of which relate to the special historical character and river location of the park. The bike track especially is a misuse of this park as it would have limited appeal to the city's citizens and as a facility should be located in a less sensitive location. Boone's Ferry Park must be regarded as a city treasure and developed for what is not replicable elsewhere in the city.	12/26/2017 11:07 PM
18	The bike pump track seems like too narrow of use focus. Doesn't make sense for a sufficient percentage of the population. Not enough leverage of river.	12/24/2017 9:14 AM
19	It is a city park and there should be access to the north area. Is there a place for non motorized boat access?	12/23/2017 6:04 PM

Boones Ferry Park Master Plan Survey - Concept 2: Historical Focus

20	the water front is not developed to include a floating dock. It seems like an excessive expense to relocate existing services.	12/21/2017 3:46 PM
21	Restriction of parking. A city park needs to accommodate enough parking to allow more than the neighbors to use it. They can walk anyway.	12/19/2017 8:16 PM
22	Wastes money by moving an existing parking area and rebuilding it elsewhere. Also wastes money by moving the basketball court and restrooms a few feet from where they are now. No reason to create open lawn spaces, all trees should be preserved as they are.	12/12/2017 6:29 PM
23	No river access. There are other parks that could have the diverse activities where there are only a few parks that have the potential for river access. You should develop based on the uniqueness of this park	12/11/2017 9:59 AM
24	Too much free car parking.	12/6/2017 9:07 PM
25	The open lawn area is sloped right now, makes it hard to play on.	12/5/2017 4:59 PM
26	No floating docks	12/5/2017 8:47 AM
27	Strongly dislike where new parking is located parallel to Boones Ferry Road. That open space should remain natural and not be turned into a parking lot. The neighborhood deserves this. Old Town has already lost the majority of its natural/park like open space. Add parking near the already existing parking lot if absolutely necessary and use street parking. Turning the park into a parking lot is short sighted and an offense to the neighborhood and home owners who have lived next to this green space for decades. Like the dog park down in the old trailer park area better. Dog park will bring a lot of people and would prefer they are as far away from the neighborhood and homes as possible. The bike pump track seems highly special interest. Noting the character of the mostly boys who use the skate park at Memorial park, this type of amenity brings unsupervised teenage boys who smoke, are profane and leave garbage all over the place. Putting them down in the old trailer court is preferable to near the neighborhood, but unsupervised teenage boys in this remote location seems like a bad idea, too. At the end of the day, this is a small park, at the end of a dead end road. There is limited parking and limited space. Inviting the entire region down here with all these activities could turn into a real nightmare for the neighborhood with increased crime, noise, and garbage. Keep it small. Keep it natural. Keep every tree possible. This is not a zoo and you shouldn't turn it into one. French Prairie Bridge Alignment 1 and 2 are an affront to the neighborhood.	12/2/2017 12:15 PM
28	Parking may be a concern with this plan.	12/2/2017 8:30 AM
29	This is my least favorite concept. I don't like the "bike pump track". I don't think it's a good use of space as it takes up a big chunk of the park and will be utilized by only a very small section of the population. I also don't like the restrooms being moved so far away from the house and the green area. And there aren't as many playground areas in this concept as in the others.	12/2/2017 12:11 AM
30	can't see anything i don't like	12/1/2017 5:05 PM

ATTACHMENT B



Boones Ferry Park Master Plan Survey - Concept 3: Activated Park

Q1 What do you like about Concept 3: Activated Park?

Answered: 42 Skipped: 2

#	RESPONSES	DATE
1	I like the parking areas to spread out the traffic and the dog park is away from the freeway and the trails. I also like the water feature which makes it very family friendly.	1/15/2018 9:29 PM
2	full development of river frontage especially the ada paths to the dock. this would be the most used feature of all presented. Development of the north end and paths to magnolia st	1/15/2018 6:10 PM
3	The water equipment rental is an excellent idea!	1/14/2018 3:53 PM
4	We love that it has a bike pump track next to the dog part, access to the river with a dock and two river overlook areas, handicap parking close to the river, a community garden, and three wooded wildlife areas. You get the most out of this plan. There is so much for kids and parents to do together, and older kids can ride their bikes while parents watch the dogs at the dog park. The community garden is perfect, and the kids area with water play is next to other activities that the older kids can participate in, so the whole family can have fun in the same location. The on-street parking is good because it frees up more space for the dog park and bike trail. Overall, Concept 3 is the nicest, most functional plan.	1/14/2018 2:44 PM
5	This is probably the nicest blend of community improvements and environmental engagement, both for the river and wooded areas. The more modest river overlooks and dock, outdoor fitness, dog parks, and the centralized play/recreation area in the middle are reminiscent of Memorial Park and would blend the two parks well, especially with their new connection.	1/10/2018 8:54 AM
6	I like the idea of pedestrian/bike network along the waters edge. Definitely the water equipment rental is a great idea.	1/9/2018 10:24 PM
7	Love this design so much! I would love a bike park and river access with Equipment rentals. I like the play equipment being close to the basketball and lawn. I don't have a dog, but I like the location of the dog park.. I love having a river overlook trail.	1/4/2018 7:46 PM
8	I really enjoy the layout on this one. Glad to see a water feature to safely enjoy with your kids. HAPPY TO SEE DOG PARKS IN ALL THE CONCEPTS, WOHOHO! Sorry, I didn't mean to yell, I'm just really happy to have another dog park closer to this side of town :) Also think that the equipment rentals is a fantastic idea.	1/4/2018 5:16 PM
9	I like everything. Best of 3 concepts.	1/4/2018 9:49 AM
10	-The bike pump track is WONDERFUL! I am very pleased to see it a feature of two of the concept designs. Cycling is a great lifetime fitness activity and pump tracks are a great way to cultivate an interest in cycling with kids. -The path from SW Magnolia Ave is a nice addition as it provides access to the park without using Boones Ferry Road. -The water play feature is a nice addition. - The various river overlooks are also welcomed.	1/3/2018 11:53 AM
11	parking and picnic area. Like the idea of the community garden and walking path along the river edge of the park.	1/2/2018 6:50 PM
12	dog park, play areas, river access	1/2/2018 6:35 PM
13	BY far the best of the 3. I like the area for the dog park better than Concept 1 I like that in addition to the floating dock there is a boat ramp. (You cant get in and out of a kayak from a floating dock) I like the arrangements of the play areas. I like the outdoor fitness area	1/2/2018 6:23 PM
14	Love the variety of play areas.	1/2/2018 2:01 PM
15	Love the new event space, and DOG PARK!! yea!!!	1/2/2018 1:36 PM
16	Nothing	12/31/2017 4:24 PM
17	I like this one.	12/31/2017 4:13 PM
18	Develop water edge and create pedestrian/bike network along edge	12/31/2017 2:06 PM
19	Dog park and pump track in the West side	12/31/2017 12:26 PM

Boones Ferry Park Master Plan Survey - Concept 3: Activated Park

20	Outdoor fitness center (exercised at a calisthenics park in Salzburg Austria along the river last summer and it was really cool), play equipment, on street parking vs additional lot	12/29/2017 5:18 PM
21	keeping existing parking, trees ect. on boones ferry rd.	12/28/2017 1:00 PM
22	The water play addition to the play area	12/28/2017 9:31 AM
23	The best feature of this concept is the development of the northern wooded area, which the other concepts mostly ignore. We don't see any reason this treatment couldn't be applied to the first concept.	12/26/2017 11:07 PM
24	I love the access to walk and bike ride along the river	12/26/2017 5:53 PM
25	retains river access/leverage	12/24/2017 9:18 AM
26	My favorite. It has kayak rental and fitness area. There is access to the north area.	12/23/2017 6:07 PM
27	This seems like an expanded concept # 1 plan. Whether or not it's a good plan depends on the cost.	12/21/2017 3:51 PM
28	OK plan	12/19/2017 8:17 PM
29	although limited, it does offer river access and trail along the edge. I like the idea of event space and dog park as well.	12/11/2017 10:00 AM
30	Active area's. Also add spots for skateboarding (not a skate park) but smaller, inexpensive concrete stairs, rails, small ramps.	12/7/2017 2:04 PM
31	I like the bike pump track and the bike path along the river.	12/6/2017 9:08 PM
32	Seems least disruptive to the area. Although I don't care for the vague term "activate" areas - would hope they would be sensitive to existing areas/minimize development-destruction.	12/5/2017 8:30 PM
33	The bike track would be a first for the city, great idea. Wide variety of potential activities.	12/5/2017 4:43 PM
34	Outdoor classroom, floating docks	12/5/2017 8:47 AM
35	a walking trail along the river would be nice, however it looks rather short.	12/5/2017 7:52 AM
36	Development along river's edge is a great addition!	12/2/2017 6:54 PM
37	It is the only concept that doesn't have new parking parallel to Boones Ferry in the NW most plot of the park. The neighborhood strongly rejects adding a parking lot there. Like the preservation of the wooded area in the center northern most tract of park land.	12/2/2017 12:15 PM
38	Dog park, event space, river access... all fantastic things	12/2/2017 8:31 AM
39	I like that there is a Community Garden and the Bee and Butterfly area.	12/2/2017 12:19 AM
40	Water equipment rental, dog park	12/2/2017 12:06 AM
41	keeps a lot or most of the trees in place and not a lot of cutting down of trees	12/1/2017 5:09 PM
42	Everything! Love the river walk idea	12/1/2017 4:18 PM

ATTACHMENT B



Boones Ferry Park Master Plan Survey - Concept 3: Activated Park

Q2 What do you dislike about Concept 3: Activated Park?

Answered: 37 Skipped: 7

#	RESPONSES	DATE
1	Nothing	1/15/2018 9:29 PM
2	no walk path around bike track. no access to fir st. besides the shoreline the rest of the plan seems underdeveloped in general logistics of kayak rentals	1/15/2018 6:10 PM
3	Nothing. Love it all!	1/14/2018 3:53 PM
4	Nothing. It has no drawbacks.	1/14/2018 2:44 PM
5	The bike pump track doesn't seem to be a huge community draw, but it is a much more integrated design than Concept 2.	1/10/2018 8:54 AM
6	There is no parking for the dog park that is close by. It seems like the bike pump trail and garden should be swapped.	1/9/2018 10:24 PM
7	Do people use outdoor fitness equipment? Honest question, because I don't see it used very often. Is there enough parking? We don't use the community garden, I am sure others would, but it isn't applicable to us. What does nature play mean? I would love a single awesome play area above a couple smaller play areas. That said, if nature play is truly engaging, that would be cool, too. These are exciting designs!!	1/4/2018 7:46 PM
8	I don't really know how much the exercise area will be used, but interested to see if this is chosen. I wish there was more being done in the wooded area with the access off Magnolia. A playground or something would be great!	1/4/2018 5:16 PM
9	The community garden, I think it's current location near Rose Ln is a more conducive location as it offers more room for expansion. I also feel the space in Boones Ferry park should be used for recreation and not a garden.	1/3/2018 11:53 AM
10	again not a fan of the bike pump track. too age specific. Put in some tennis courts/pickle ball courts that all ages can enjoy or beef up/extend the frisbee golf course.	1/2/2018 6:50 PM
11	Adding to my previous comments. The restrooms should be more centrally located, or at both ends. It is currently shown a long way from the dog park and the primary play area.	1/2/2018 6:35 PM
12	I dont think the small dogs vs big dogs need to be separated. I go to the memorial park 2-3 days a week and have only seen the small dog park utilized a few times. Size shouldn't matter. I cant tell for sure, but there needs to be enough space near the bottom of the ramp to drop off a kayak and drive back up to park. It is far to far to carry one with that steep grade. Just a grassy area would be fine.	1/2/2018 6:23 PM
13	There's a great deal of added development for a park that is "off the beaten path" at a dead end road; it is excessive for a neighborhood park serving Old Town residents. This should not be developed as a "destination". Areas furthest from residential area (ie: the East edge of the Park) are most susceptible to illicit or illegal behavior, homeless camps, vandalism, or other undesirable activities. All enhanced activity in this area should be near the road and have open sightlines to rest of Park, and street.	1/2/2018 3:33 PM
14	No river play area.	1/2/2018 2:01 PM
15	Nothing	1/2/2018 1:36 PM
16	this would recent activity that should not be so close to where people live. I know some people near the park work nights and I'm sure they would not appreciate having a circus so close by.	12/31/2017 4:24 PM
17	Create a bike path along river that is connected to other bike paths in Wilsonville	12/31/2017 2:06 PM
18	Nothing	12/31/2017 12:26 PM
19	Would be nice to have a walking loop around the whole park.	12/29/2017 5:18 PM
20	Dog park location.	12/28/2017 1:00 PM

Boones Ferry Park Master Plan Survey - Concept 3: Activated Park

21	The location of the dog park & the bike pump path.	12/28/2017 9:31 AM
22	Too much of the park's area and best landscape is given to dog parks and community garden, which are limited uses that relate to neither the historical character of the area nor the special riverside location that are not duplicated elsewhere in the city and should be the focus of this Park. The dog parks and garden are more proportional and better located in Concept 1.	12/26/2017 11:07 PM
23	Bike pump track seems to be of limited use.	12/24/2017 9:18 AM
24	Needs on street parking. There is not enough parking spaces.	12/23/2017 6:07 PM
25	restricted parking	12/21/2017 3:51 PM
26	Don't restrict parking. This is a city park, not a neighborhood park.	12/19/2017 8:17 PM
27	The dog park is superfluous and unnecessary in a small park like this.	12/12/2017 6:42 PM
28	it could use more river access	12/11/2017 10:00 AM
29	Too much free, subsidized car parking.	12/6/2017 9:08 PM
30	Seems best of three evils - would prefer to leave it alone. This part of Wilsonville doesn't need 'development'	12/5/2017 8:30 PM
31	The trail that leads under I5 always felt very secluded and not very safe. I'm concerned the new trails will give that same sense of isolation.	12/5/2017 4:43 PM
32	nothing -- this plan looks the best!	12/2/2017 6:54 PM
33	Far too much going on. Prefer the park be left natural with not so many new activities. At the end of the day, this is a small park, at the end of a dead end road. There is limited parking and limited space. Inviting the entire region down here with all these activities could turn into a real nightmare for the neighborhood with increased crime, noise, and garbage. Keep it small. Keep it natural. Keep every tree possible. This is not a zoo and you shouldn't turn it into one. Like the dog park down in the old trailer park area better. Dog park will bring a lot of people and would prefer they are as far away from the neighborhood and homes as possible. The bike pump track seems highly special interest. Noting the character of the mostly boys who use the skate park at Memorial park, this type of amenity brings unsupervised teenage boys who smoke, are profane and leave garbage all over the place. Putting them down in the old trailer court is preferable to near the neighborhood, but unsupervised teenage boys in this remote location seems like a bad idea, as well. French Prairie Bridge Alignment 1 and 2 are an affront to the neighborhood.	12/2/2017 12:15 PM
34	Parking maybe a concern with this space.	12/2/2017 8:31 AM
35	Don't like the bike pump track - I don't think it's a good use of space. I also don't like that the parking near the dog park area is street parking only. I like the parking lots on the other concepts better. I'm not sure about the whole garden/play/picnic/shelter area in the middle of the open lawn. It looks like there's a lot crammed into that one little spot. I also hope that "extended building area" doesn't mean you plan on adding on to the historic house. That would be strange and wrong.	12/2/2017 12:19 AM
36	Would like addition of bee/ butterfly garden in concept 2	12/2/2017 12:06 AM
37	bike track is to close to the dog park, who knows if a dog might jump a fence or dogs be more aggressive seeing people on bikes going fast.	12/1/2017 5:09 PM

This page left blank intentionally.

ATTACHMENT B



DESIGN
CONCEPTS
Community + Landscape Architects

Boones Ferry Park Master Plan – Public Outreach

First Public Meeting – Tuesday, September 5th, 2017 at Boones Ferry Park

- Postcard Notices – mailed to property owners & current residents (161 total), and business owners (14 total)
- [City of Wilsonville Media Release](#) – posted August 16, 2017. This news article was posted to the City’s website, emailed to e-notify subscribers, and appeared in the [September issue of the Boones Ferry Messenger](#).
- Flyer posted in City buildings (City Hall, Community Center, Library, Parks & Rec Admin Building)
- Article posted in Wilsonville Spokesman on August 30, 2017, titled “[Re-envisioning Boones Ferry Park](#)”
- A follow-up article was posted in the Wilsonville Spokesman on September 13, 2017, titled “[Old Town weighing in on Boones Ferry Park](#)”
- A Facebook event was created and shared on the Parks & Rec Facebook page.
- Total Event Attendance: 33 people

Boones Ferry Park Master Plan Public Workshop
 Boones Ferry Park
 31240 SW Boones Ferry Rd
 Tuesday, September 5, 2017
 6:00–7:30 PM

The City of Wilsonville invites the public to attend a workshop to kick off the Boones Ferry Park Master Plan. The purpose of the master plan is to guide the future of the park to best meet the community’s current and future needs. The plan will encompass the existing park and highlighted City-owned parcels (see map).

Meet with project consultants and staff, learn more about the plan, and provide feedback. Refreshments will be served.

WilsonvilleParksandRec.com/ParksPlan

Boones Ferry Park Master Plan Public Workshop
 Public · Hosted by Wilsonville Parks and Rec

1.5K People Reached
 +0 last 7 days

39 Responses
 +0 last 7 days

3 Ticket Clicks
 +0 last 7 days

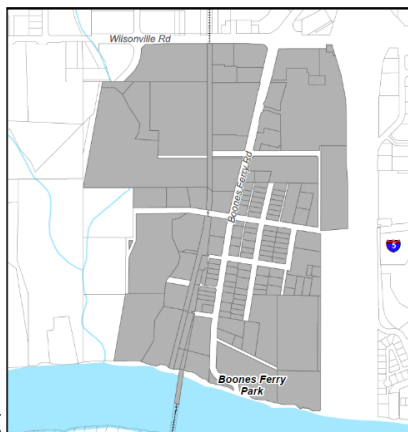
Audience
 Women 35-44
 26% of total reach

SEP 5 Boones Ferry Park Master Plan Public Workshop
 Tuesday, September 5, 2017 at 6 PM - 7:30 PM
 about 10 months ago

Boones Ferry
 31240 SW Boones Ferry Rd, Wilsonville, Oregon 97070

13 Went · 26 Interested

Kate, Brian and 3 other friends went



Wilsonville Parks and Recreation
 Help Plan the Future of Boones Ferry Park

This historic site is an important part of Wilsonville’s unique Willamette River shoreline. It has both wooded and open areas, and many park amenities. At the workshop, project consultants will present the proposed conceptual plans and participants will break out into groups to discuss and offer feedback.

Help determine how Wilsonville should make the most of this opportunity and make Boones Ferry Park an even greater gem for the community!

Boones Ferry Park Master Plan
 Second Workshop
 Thursday, Oct. 26, 6:00-7:30 PM
 Wilsonville City Hall
 29799 SW Town Center Loop E

Wilsonville Parks and Recreation
 24600 SW Park Place
 Wilsonville, OR 97170
 503-783-PLAY
WilsonvilleParksandRec.com

8 – The Boones Ferry Messenger
 September 2017

Sept. 5 Community Kick-Off Event for Boones Ferry Park Master Plan

The City of Wilsonville is holding a community kick-off event to help plan the future of Boones Ferry Park on Tuesday, Sept. 5, 6 pm, at Boones Ferry Park, 31240 SW Boones Ferry Road. The City seeks community input regarding preferences for enhancing park and open-space amenities and increasing public access to the Willamette River through development of a new park master plan.

“We are excited to hear community members’ ideas on how the City should invest and manage Boones Ferry Park,” explained Parks and Recreation Director Mike McCarty.

The purpose of the Boones Ferry Park Master Plan project is to advise the City Council, Parks and Recreation Advisory Board, and City staff on how the park is currently functioning and to set the course for future use. Currently, the park is utilized for drop-ins uses of the playground, an open-lawn area and basketball court.

The park is home to the Tauchman House, a popular historical location for City-sponsored programs and private rentals. The seven-acre park is located adjacent to four acres of forested waterfront property to the east acquired by the City in 2015, and to three undeveloped acres to the west between the railroad tracks and Boones Ferry Road and additional land to the north.

To help develop the plan the City hired GreenPlay, LLC, a national firm based in Colorado with extensive experience across the U.S. facilitating, researching and developing similar parks and recreation master plans.

For more information, contact Mike McCarty, Parks and Recreation Director, at 503-570-1579; mccarty@ci.wilsonville.or.us. For more information about the Parks & Recreation Master Plan, visit www.WilsonvilleParksandRec.com/ParksPlan.

Second Public Meeting – Thursday, October 26, 2017 at Wilsonville City Hall

- Postcard Notices – mailed to property owners & current residents (161 total), and business owners (14 total)
- [City of Wilsonville Media Release](#) – posted October 6, 2017. This news article was posted to the City’s website, emailed to e-notify subscribers, and appeared in the [October issue of the Boones Ferry Messenger](#).
- Flyer posted in City buildings (City Hall, Community Center, Library, Parks & Rec Admin Building)
- A follow-up article was posted in the Wilsonville Spokesman on November 3, 2017, titled [“Consultants present concept Boones Ferry Park designs”](#)
- A Facebook event was created and shared on the Parks & Rec Facebook page.
- Total Event Attendance: 15 people

Exhibit 1

Oct. 26 Public Workshop for Boones Ferry Park

Wilsonville Parks and Recreation Department is holding a second public workshop to help plan the future of Boones Ferry Park on Thursday, Oct. 26, 6 pm, at City Hall, 29799 SW Town Center Loop E. The City seeks community input regarding preferences for enhancing park and open-space amenities and increasing public access to the Willamette River through development of a new park master plan.

The Boones Ferry Park master plan kicked-off on Sept. 5 when more than 40 community members gathered in Boones Ferry Park and shared their ideas

for the future of the scape architecture a for consultant Gree from the first works Participants then break-out into groups and discuss the plans, offering valuable feedback. The seven-acre Boones Ferry Park is located adjacent to almost five acres of forested waterfront property to the east acquired by the City in 2015, and to three undeveloped acres to the west between the railroad tracks and Boones Ferry Road.

To help develop the plan the City hired GreenPlay, LLC, a national firm based in Colorado experienced in developing parks and recreation master plans.

For information, contact Mike McCarty, Parks and Recreation Director, at 503-570-1579; mccarty@ci.wilsonville.or.us. For more information about the Parks & Recreation Master Plan visit www.WilsonvilleParksandRec.com/ParksPlan.

Online Public Survey – Open Dec. 1, 2017 through Jan. 15, 2018

- Postcard Notices – mailed to property owners & current residents (144 total), and business owners (14 total)
- [City of Wilsonville Media Release](#) – posted December 8, 2017. This news article was posted to the City’s website, emailed to e-notify subscribers, and an abbreviated article appeared in the [December issue of the Boones Ferry Messenger](#).
- Flyer posted in City buildings (City Hall, Community Center, Library, Parks & Rec Admin Building)
- Information was shared via social media on Facebook.
- Online survey was extended until January 15, 2018. A [City of Wilsonville Media Release](#) was posted on December 27, 2017, to the City’s website and emailed to e-notify subscribers. An article appeared in the [January issue of the Boones Ferry Messenger](#).
- Total number of Survey Responses: 211

Share Your Feedback
Boones Ferry Park Master Plan
 Feedback accepted through December 31, 2017

The City of Wilsonville seeks public feedback through December as part of the master-planning process for Boones Ferry Park. Based on initial suggestions by community members, three conceptual plans have been developed with various elements. Online feedback is accepted through Dec. 31 at the project website listed below.

Community members are asked to share their feedback and preferences for development options, which include greater river access, preserving natural areas, a dog park, nature play and a number of other options.

WilsonvilleParksandRec.com/BoonesFerry



Public Input Sought by Dec 31 on Boones Ferry Park Concept Plans

The Parks and Recreation Department is welcoming public feedback as part of the master-planning process for Boones Ferry Park. Three conceptual plans have been developed and are suggested as part of the process. Community members are asked to share their feedback and preferences for development options, which include: greater river access, nature play, a dog park, wooded trail system and a number of other options. Feedback accepted until Dec 31 at www.WilsonvilleParksandRec.com/BoonesFerry

City of Wilsonville January 2018 The Boones Ferry Messenger – 5

Three Concepts Proposed for Willamette Riverfront Boones Ferry Park
 City Seeks More Feedback on Proposals, Extends Public Input Timeline Until Jan. 15 with Online Survey

The Parks and Recreation Department is welcoming public feedback for an extended period through Jan. 15 as part of the master-planning process for Boones Ferry Park, which borders the Willamette River in Old Town Wilsonville. To review the concepts and provide feedback, visit www.WilsonvilleParksandRec.com/BoonesFerry.

Three conceptual plans have been developed with various elements that were suggested as part of the master-planning process. Community members are asked to share their feedback and preferences for development options, which include: greater river access, nature play, a dog park, wooded trail system and a number of other options.

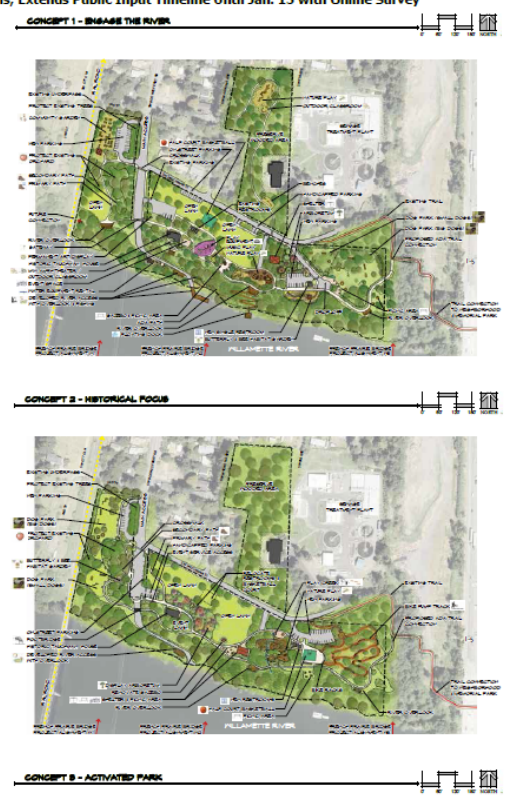
A planning effort started in September when 40 residents gathered in Boones Ferry to share their ideas for the future of the park. The group, composed of City staff and consultants, reviewed the findings from the first workshop proposed concepts in October, where they broke out into groups and discussed the concepts and offered valuable feedback.

Boones Ferry Park is located in the Old Town neighborhood between the I-5 Boones Bridge and the Oregon Electric Line (now Portland Road) bridge. The existing seven-acre park is adjacent to almost four acres of forested wetlands to the east, three undeveloped acres between the railroad tracks and Boones Ferry, and three forested acres to the north.

Concept 1 - Engage the River
 This concept focuses on creating a vibrant waterfront area with a mix of uses. It includes a dog park, nature play, and a wooded trail system. It also features a new parking area and crosswalks at the intersection of V Tauchman St and the riverfront. The plan includes a new event space and new seating area with diverse activities (bike pump, play park, etc.) and a mix of spaces for families and unit care.

Concept 2 - Historical Focus
 This concept focuses on preserving the historical character of the area. It includes a historic arboretum, a pump track, basketball and nature play area, and a new event space and new seating area with diverse activities (bike pump, play park, etc.) and a mix of spaces for families and unit care.

Concept 3 - Activated Park
 This concept focuses on creating a vibrant waterfront area with a mix of uses. It includes a dog park, nature play, and a wooded trail system. It also features a new parking area and crosswalks at the intersection of V Tauchman St and the riverfront. The plan includes a new event space and new seating area with diverse activities (bike pump, play park, etc.) and a mix of spaces for families and unit care.



Wilsonville Parks and Rec
 Published by Ahsamon Wilsonville Parks [?] · December 28, 2017 ·

Deadline Extended! Three Conceptual Park Master Plans for the Boones Ferry Park
 Community members are asked to share their feedback and preferences. Online feedback will be accepted until January 15.

To view the plans and complete the online surveys, visit www.WilsonvilleParksandRec.com/BoonesFerry

171 people reached

Boost Post

Michelle Pelletier, Christine Boschiero and Tod Blankenship 1 Share

Like Comment Share

Wilsonville Parks and Rec
 Help Plan the Future of Boones Ferry Park

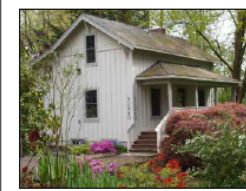
The Parks and Recreation Department is welcoming public feedback as part of the Master Planning process for Boones Ferry Park.

Community members are asked to share their feedback on three conceptual plans and preferences for development, including: greater river access, nature play, a dog park, wooded trail system and a number of other options. Online feedback will be accepted until December 31st at:

WilsonvilleParksandRec.com/BoonesFerry

Scan this code with your smart phone to be directed to the project webpage.

Wilsonville Parks and Recreation
 29400 SW Park Place
 Wilsonville, OR 97070
 503-753-PLAY
WilsonvilleParksandRec.com



Historic Tauchman House at Boones Ferry Park.

Final Public Meeting – Tuesday, June 5, 2018 at Boones Ferry Park

- Postcard Notices – mailed to property owners & current residents & apartment dwellers (281 total), and business owners (14 total)
- [City of Wilsonville Media Release](#) – posted May 14, 2018. This news article was posted to the City’s website, emailed to e-notify subscribers, and appeared in the [May issue of the Boones Ferry Messenger](#) and the [June issue of the Boones Ferry Messenger](#).
- A follow-up article was posted in the Wilsonville Spokesman on June 13, 2018, titled [“Revealing vision for community park, bridge”](#)
- A Facebook event was created and shared on the Parks & Rec Facebook page.
- Total Event Attendance: 21 people

Boones Ferry Park Master Plan Public Meeting
 Boones Ferry Park
 31240 SW Boones Ferry Rd
 Tuesday, June 5th, 2018
 6:00 PM

The Parks & Recreation Department is hosting a public meeting at Boones Ferry Park on Tuesday, June 5th, at 6:00 pm. Project consultants will present the proposed draft of the Boones Ferry Park Master Plan and solicit final public input on the plan.

The plan is scheduled to be presented to the Planning Commission and City Council for consideration this summer.

For more information, please visit:
WilsonvilleParksandRec.com/BoonesFerry

Boones Ferry Park Master Plan: Public Meeting Set for June 5

Join Parks and Recreation staff on June 5, 6 pm, at Boones Ferry Park to discuss the Boones Ferry Park Master Plan. This meeting is the time to give input and feedback regarding park design, layout, and amenities. See page 8 for more details.

JUN 5 Final Public Workshop - Boones Ferry Park
 Public · Hosted by Wilsonville Parks and Rec

664 People Reached
 +0 last 7 days

6 Responses
 +0 last 7 days

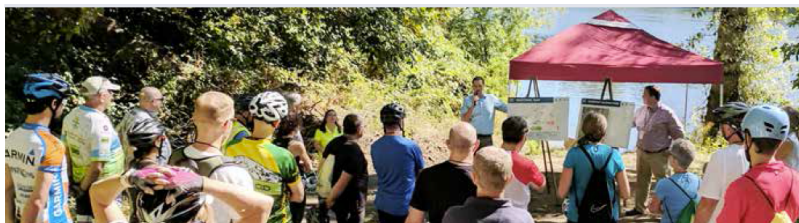
Track ticket sales on your page

Audience
 Women 35-44
 29% of total reach

Tuesday, June 5 at 6 PM - 7:30 PM
 about 1 month ago

31240 SW Boones Ferry Rd, Wilsonville, OR 97070-9700, United States

3 Went · 3 Interested



Boones Ferry Park Master Plan Public Meeting Set for June 5

The Parks and Recreation Department is hosting a public meeting at Boones Ferry Park on Tuesday, June 5, 6 pm, to solicit final public input on the Boones Ferry Park Master Plan, which develops a community vision for the park that best suits Wilsonville’s current and future needs.

Boones Ferry Park Master Plan Meeting
 Tue, June 5, 6 pm
 Boones Ferry Park

Informed by engagement with community stakeholders at two workshops and via online survey, the Boones Ferry Park Master Plan draft was developed with GreenPlay, LLC, a Colorado-based firm with extensive experience researching and developing master plans for parks throughout the United States.

The plan’s purpose is to advise City Council and Parks and Recreation staff how Boones Ferry Park

currently functions, and to guide future park improvements. Recommendations in the draft plan would enhance the park with new active amenities and improve its access to the Willamette River.

Currently, the seven-acre park in Wilsonville’s Old Town neighborhood includes a playground, an open lawn area and a basketball court. The park is also home to the Tauchman House, a popular location for City-sponsored programs and private rentals.

The master plan guides development of four acres of forested waterfront property to the east, three undeveloped acres to the west (between the railroad tracks and Boones Ferry Road) and three forested acres to the north. It also accounts for the possible installation of the French Prairie Bridge, which would provide pedestrians and cyclists passage over the Willamette River.

TUE, JUN 5 Final Public Workshop - Boones Ferry Park Master Plan

You like Wilsonville Parks and Rec

215 people reached

Alejandra Contreras, Brooke Fossati and Julie Lowery

Like Comment

ATTACHMENT D Boones Ferry Park Master Plan Public Exhibit

McCarty, Mike

From: T A <tavery159@gmail.com>
Sent: Thursday, September 14, 2017 11:28 AM
To: McCarty, Mike
Subject: Boones Ferry Park

Good Morning, Mike,

I was one of the attendees at last weeks Boones Ferry Park session and was just reading the article in the Spokesman. The article seemed to barely touch on new and innovative ideas for adding to our park system and I would hate for people to disengage because the parks we have now are beautiful so no discussion is needed. I thought the whole point of the gathering was to add to not just repeat what already exists.

While I understand that everyone has a different level of use, it seemed that a lot of the ideas were redundant and called for more of the same of what we already have in Wilsonville.

This summer we had a number of opportunities to kayak and a few of those time it was here in the Willamette Valley. Unfortunately, the one and only time we "put in", in Wilsonville we found ourselves carrying our kayaks down from Tauchman House parking lot on a very steep driveway that use to lead to the Boones Ferry.

When we reached the bottom there were a few people using the only access to the water for fishing, little ones wading a couple of dogs chasing sticks and us...trying to get our kayaks down a steep drop-off to reach the water. The area was covered with broken concrete, re-bar, some trash and broken glass (because there actually are people trying to both fish and picnic on a 30 foot stretch of water, but there are no trash receptacles). It was dirty, dangerous and directly across from a private marina. Really quite embarrassing and disappointing for Wilsonvilles only river access for those who would rather be able to fish, swim, picnic or paddle.

We found ourselves and friends opting instead to go to West Linn (Willamette Park) and Canby (Hebb Park) to "put in" and "take out". We would stay in the community for dinner as a group and even had a couple of large Bar-b-q's with others because those sites provided clean and user friendly paddling, places for kids to play in the river and fish.

Wilsonville already has a community garden, a dog park, playgrounds and water features for little ones. Walking paths are an excellent use of the land for views and access to the river and can have little impact on the environment. They can also present spaces that might include the history of Wilsonville, art, exercise and the natural beauty of our community. Please don't overlook the connection to one of the most powerful and beautiful assets in Wilsonville or the opportunity to grow and expand the vision of the local parks and what they can offer to all of the residents.

The "**Explore Wilsonville**" website features images of the river and shows an image of a kayaker in the "Play and Explore" drop down tab. In that tab under recreation the guide to fishing and boating promotes the private Boones Ferry Marina and Boating Club that charges \$1000.00-2100.00 and \$500.00 to be wait listed. SERIOUSLY!???? It also promotes Canby, Champoeg and 50 other places in the Willamette Valley to fish. None of which are in Wilsonville (including Wilsonville Pond which is actually in Aurora).

According to REI's adventure journal the stretch of the (affectionately referred to as The Willy) Willamette River from Corvallis to Portland is the #1 rated thru-paddle of any kayaking adventure in

ATTACHMENT D Boones Ferry Park Master Plan Public ~~Comment~~ **Exhibit**

the lower 48 and in the Willamette River Guide we don't even appear on their map as one of only 19 cities it flows through.

I hope going forward the city can grow and enhance all of it's assets for the benefit of the residents and the wider community regardless of their economic or physical limitations.

Thank You. Toni Avery

Boones Ferry Park Upgrades

Mike,

As you know I came late to the discussion. I want to thank you and Tod for meeting me last week and bringing me up to speed as to some of the topics discussed to this point and listening to my personal views and concerns.

I have already made several written comments but you brought up a couple things that I wanted to follow up on.

Of course there would be concerns of locals(myself being one of them) as to not only the added traffic getting to and from the park but also the increase of strangers in the neighborhood. And of course these concerns are legitimate.

Recently the City Council has voted to bring substantially more traffic through Old Town than any of the proposed Park Plans would produce. The improvements that come with the new traffic impacts deliver very very little gain to the Old Town community. I believe a nicely improved park would be a good way the City could mitigate the negative impacts of the 5th st Crossing.

Any new traffic heading to the Park would likely come at off-peak traffic hours so it would not add to congestion. And if there ended up being some extra traffic to the park that would imply we had a nice park that people wanted to drive to. This park is a very short walk to Old Town residence and some of the proposed elements would certainly be utilized by the locals and their guests.

Limiting parking for a popular destination WILL lead to improper unsafe parking and congestion.

My house would feel the brunt of this new traffic but I still believe the value of a well-developed park far exceeds the negatives of some new WELL-MANAGED traffic which would include targeted traffic law enforcement by the police.

The River and the City of course have a history and I believe the full development of the riverfront would celebrate this history. We should build something to be proud of. Somewhere people want to visit.

Just demand while they are visiting Old Town that they are respectful.

Thank you

Mark Britcliffe

From: [McCarty, Mike](#)
To: [Ante-Marandi, Ahsamon](#)
Subject: FW: Boones Ferry
Date: Friday, January 26, 2018 9:48:22 AM
Attachments: [boones ferry park.docx](#)

From: mark [mailto:markebrit@yahoo.com]
Sent: Monday, January 15, 2018 1:13 PM
To: McCarty, Mike <mccarty@ci.wilsonville.or.us>
Subject: Boones Ferry

Hi Mike,

Darla and I have a huge stake in Old Town. We have recently invested over a million dollars developing distressed lots.

I was hoping to talk to you more about earlier discussions concerning the park as I wasn't involved.

You must have missed my 10 messages...

I've attached a letter regarding the development of the park with some comments. Could you please put this in the public record

Looking forward to the next step.

Thanks

Mark Britcliffe

Sent from [Mail](#) for Windows 10

Boones Ferry Park Expansion.

My name is Mark Britcliffe. My wife Darla and I live at 9155 sw 4th st in Old Town. We also own several rental units in Old Town with some on Boones Ferry Rd.

Darla and I both visit Boones Ferry Park regularly. We believe the Park is underused in general. We believe the Park should be developed to encourage outdoor activity especially incorporating the river.

Few communities have the opportunity to have a park fronting such a major and historic waterway. We believe the Park should be structured in a way that makes it possible for visitors to fully enjoy the river.

I have been in real-estate development since 1979 and I have always paid attention to the development and use of public parks. I believe that city parks in general should be designed with a broad range of uses available as to encourage a broad range of users. That being said I have noticed that invariably if there is not a commitment in the design to quality and scale of any specific feature that feature will be underused. Small(in scale) dog parks don't get used much, smaller bike tracks see little use after a short while, unchallenging playground elements quickly turn into "yard art". Whatever features are included in a final design should be substantial and memorable. Something someone would want to do again.

As I said Darla and I visit the Park regularly and we have also spent a great deal of time at the new large park in Sherwood. In regards to specific features. By far the most utilized feature in either of these parks is the walkways. Old Town has a scarce amount of safe walkways right now and there are no plans for any new ones. The new Park is a great place to mitigate this problem. If there is a dog park have a path around it if there is a bike track have a path around it if there is a ... have a path around it. For safety and comfort of use if any path is to accommodate both bicycles and pedestrians it should be wide enough and have well defined lanes. You would need to avoid the opportunity for a bicyclist to come from behind someone walking a dog on a lease on the same path.

The one single feature in all the plans that most impressed us was the ADA path down to a dock on the river and an ADA path up the other side. If that could be pulled off it would easily be the most used feature shown on any of the plans.

Substantial and challenging playground equipment is used regularly at the Sherwood Park.

The Large covered eating/seating area gets regular use in Sherwood. Parking close to a covered eating/seating area would be a key feature.

Basketball courts always get use. If the basketball court gets moved the area that is vacated could be expanded and used as a small soccer/multipurpose area. There is no flat grassed areas to speak of now and sloped grassed areas do not get much except in dog parks. I used the current basketball court all summer and by design it is very dirty. I blew the court with my commercial blower twice a week and it was still mostly dirty.

I think a covered court would have multiple uses and allow use of the park on more days. It would also work well in conjunction with a covered eating area.

The children's water feature gets use in the Sherwood Park as well as the one at the Korean War Memorial in Wilsonville which Darla and I also frequent.

We would be in favor of an expansion of the Tauchman House if the design was multifunctional and was intended to be used regularly by a range of citizens. Any expansion architecture should take full advantage of the views of the river and railroad trellis.

Adequate parking is essential however actual handicap parking on the path down to the river seems problematic. Not just the logistics of turning around for the legal parking but leaving the access open for any vehicle traffic will bring unwanted vehicle traffic as well.

We believe you should develop/access as much of the riverbank as possible. Most existing unhealthy foliage along the slope should be removed and replaced with more appropriate plantings. Plantings with concerns for better erosion control as well as leaving open river views at the lookout points and scenic paths.

The kayak rentals look good on paper and I hope it can work out but it would seem this would have to be managed remotely as I believe it would prove too costly, private or public, to have a person on-site for all the hours necessary for operation.

One plan shows traffic turn-around/drop-off point. I cannot see any situation where someone would need to be dropped off there. The drop-off point is adjacent to the parking lot.

A parking lot as you enter the park that could be used as a turn-around for the ending of Boones Ferry Rd or an actual traffic circle would be important for reducing illegal U-turns on Boones Ferry.

One of the dog parks could be placed on the existing sloped, grassed area

There is talk about leaving the northern most treed area "natural", as it is right now. Right now there are scattered transient camps hidden in the overgrowth. Last summer I discovered a cache of stolen items in one of the camps. I was told by Wilsonville Police they believe those items were from a rash of local burglaries. This area needs to be cleaned up and trimmed up for safety. There should be walking paths going through it connecting the neighborhood to the Park.

There is a similar problem on the south end of the Park with a well beaten path leading to a sleeping area under the railroad trellis. This area should be cleaned and trimmed up and the access blocked to the area under the trellis to discourage illegal activity.

There are a couple things left out of all 3 plans I would like to comment on. First, I would like to see a clear interface between the north end of the park and the Old Town neighborhood at the ends of Magnolia st and Fir st. with access by walking paths for both.

Also I would insist that traffic patterns, vehicle acceleration and speed on Boones Ferry Rd be in any conversation regarding a substantial increase of traffic through our residential neighborhood. I do not believe that park traffic will add to the congestion at Boones Ferry rd and Wilsonville rd as it will likely bring traffic during less congested traffic hours and days.

That being said, this traffic must be managed by design and a commitment to enforcement of traffic laws to mitigate its impacts.

Thank you

Mark and Darla

From: Ante-Marandi, Ahsamon
To: ["Steven Van Wechel"](#)
Subject: RE: Tauchmann House
Date: Thursday, February 08, 2018 1:50:00 PM

Thank you, Steve. I have forwarded your email to the project consultants and saved a copy for our project records.

Kindly,
Ahsamon

Ahsamon Ante-Marandi
Administrative Assistant II
Wilsonville Parks and Recreation
503.570.1530

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Steven Van Wechel [mailto:stevevw.55@gmail.com]
Sent: Wednesday, February 07, 2018 4:43 PM
To: McCarty, Mike <mccarty@ci.wilsonville.or.us>
Cc: Ante-Marandi, Ahsamon <ante-marandi@ci.wilsonville.or.us>
Subject: Tauchmann House

Greetings, Mike:

Just wanted to reconfirm with you the historical society's interest in the Tauchmann House. We mentioned it once several months ago when I came in and met with you, but in double checking/triple checking thought it was good to do it again so it doesn't get lost. At the Society's meeting today, Charlotte Leehan also wanted me to make sure the message was there due to the planning process going on for the park.

The Wilsonville Boones Ferry Historical Society wants to go officially on-record as being interested in eventually moving into the Tauchmann House and developing a historical/heritage center there based on the history connected with building and location by the ferry. To be forthright, it will indeed be a space of time before the Society can take this project on, but it needs to be recorded in the plans for the park.

If you have any questions, please feel free to contact me via return email, or my phone number is 503-682-5048.

THANKS, Mike!

STEVE VW

--

Van Wechel

_____ Steve

From: [McCarty, Mike](#)
To: [Ante-Marandi, Ahsamon](#)
Subject: FW: park along the river
Date: Friday, March 09, 2018 1:51:42 PM

I already answered Mr. Thomas, can you put him on our list to contact for next meeting please.
Thanks Mike

From: Louis Thomas [mailto:louis.thomas.1968@gmail.com]
Sent: Friday, March 09, 2018 11:29 AM
To: McCarty, Mike <mccarty@ci.wilsonville.or.us>
Subject: park along the river

Mr. McCarthy,

I understand your team is in the planning stage for the park along the river and there are several options being proposed. This land is a great opportunity to add character and amenities to living in Wilsonville. Having water front access is a rare commodity and should be used to serve the entire city. I would love to see the following items in this space.

Access to the water for launching canoes, kayaks, and paddle boards! Along with appropriate parking to allow for loading and unloading of the equipment should be a priority. An area that could support open viewing of the river with benches and a play structure for our children. I understand it would be necessary to provide the infrastructure (bathrooms and a small shelter).

If there is a time and place that I need to show up to voice my opinion for a larger impact, please let me know.

Thank You for your time,
Louis 'Donovan' Thomas

From: [Steven Van Wechel](#)
To: [Ante-Marandi, Ahsamon](#)
Subject: Boones Ferry Park input
Date: Tuesday, June 26, 2018 3:25:32 PM

Don't know if this suggestion can still be gotten in, but the past week's front page article in the Spokesman prompted me to go ahead and give it a try. Maybe it could just be passed on for whatever it is worth.

The area of the park NORTH of the street (between the apartments and the sewer plant) could certainly be problematic - especially when the bridge gets built. Being totally isolated on three sides; being there would never be any police presence in it (unless they got a call); because it is totally unseen and tucked away in a very unnoticeable area -- I totally agree it could be a huge magnet for homeless camps, drug use by teenagers, etc. So I have come up with a suggestion that hopefully would mitigate those issue to a large extent.

My suggestions is to 1) put a couple/few picnic tables reasonably close to the road; 2) then fence off the entire rectangular area on further to the north; 3) then work with the school district, CREST, and/ or the environmental department of Clackamas Community College to convert the enclosed area into an arboretum to be used to be used for research, preservation, class presentations, Scout projects/merit badge work, etc.. Maybe a gate could be installed with a nominal 50 cent admission or something just to keep it clean and nice and to help prevent the area being used for nefarious purposes. (Maybe one of those new 'butterfly' houses that are popping up all over could be put in there as well and really make use of the area!!! / specializing in native butterflies and moths, etc. of the area - thus keeping a historical aspect to it fitting in with the historical nature of the park.)

I do feel that using the area in a way somewhat similar to this would negate the issues and make the area an actual,useful part of the park, and an excellent addition to Wilsonville.

Thanks for passing the idea along.

STEVE VAN WECHEL

--



Steve Van Wechel

ATTACHMENT D Boones Ferry Park Master Plan Public Exhibit

7 August 2018

Mike McCarty
 Parks and Recreation Director
 29600 SW Park Place
 Wilsonville, OR 97070

Dear Mr. McCarty,

As residents of Old Town we submit to the public record the following written testimony regarding the Boones Ferry Park Master Plan LP18-0008. Although the Planning Commission is expected to recommend adoption of the Boones Ferry Park Master Plan LP18-0008 to the City Council, many residents in Old Town have voiced grave concerns about the negative impact these changes will have on the Old Town neighborhood in numerous public meetings as well as in other written venues.

The aspects of the Boones Ferry Park Master Plan that will most negatively impact the Old Town Neighborhood are: parking and parking overflow issues, increased car and bike traffic into the neighborhood, keeping people out of the park after-hours, increased vandalism and malicious mischief (V&MM), increased garbage dumping, and loss of green space and wildlife habitat.

PARKING/ CAR /BIKE TRAFFIC

Old Town residents have very real concerns about current car traffic in the Old Town neighborhood. Speeding is a terrible problem on Boones Ferry Road. Additionally, many residents back out of their drive ways onto Boones Ferry Road and cars that are parked on the street significantly block visibility and create a safety issue. An increase in traffic on Boones Ferry Road will leave nowhere for kids and parents to play or walk safely near the road. This project will only exacerbate these issues. We recommend adding speed bumps or using some other method to slow down traffic from 5th Street to the end of Boones Ferry Road in Old Town.

We have urged the City to develop a parking strategy that keeps additional cars out of the Old Town neighborhood; however, this plan puts almost 100 new parking spaces in Boones Ferry Park. With 2-4 people arriving in the neighborhood in each car, this plan will continually be bringing 200-400 new people down a dead end road, past many homes, and into a very small park, relative in size to other parks in Wilsonville.

One looming question: when these 100 parking spaces are full, will cars then be allowed to overflow into the neighborhood and park wherever they please? Several large new homes with one car garages were built very near Boones Ferry Park this year and sold to homeowners with 5 or more vehicles in each home, so parking is already an issue in this area without any help from significantly more cars from park visitors overflowing in front of neighborhood homes.

ATTACHMENT D Boones Ferry Park Master Plan Public Exhibit

ENTRANCE TO PARK AFTER HOURS

All other parks in town remain open from dusk until dawn. For the safety and comfort of the surrounding neighborhood, this park's hours should not be any different. Also, Memorial Park and Graham Oak Parks both have gates that can be closed to stop car traffic from entering. We recommend that Boones Ferry Park be gated, as well. Surely a professional designer can create a plan that secures Boones Ferry Park after hours and yet allows neighborhood residents to enter and leave their homes.

PUBLIC SAFETY/ VANDALISM

Public safety is currently a concern in Old Town as neighborhood crime and V&MM is on the rise. Vagrants have started fires near homes near Boones Ferry Park and condoms have been found in neighborhood driveways near the park. People are also defecating and urinating in yards near the park. Garage doors, the railroad tunnel, and the Boone Bridge have been sprayed with graffiti. Bikes, purses, artwork on fences, boom boxes and other items have been stolen from property near Boones Ferry Park. This vandalism is occurring and increasing prior to this project starting. It is imperative that the City have a plan in place for how it intends to address increased crime in the Old Town neighborhood if more people are heralded into the neighborhood as Boones Ferry Park is developed.

Old Town neighbors also fear that unwanted camping will become an even bigger issue than it already is. The police have been called several times in the past year to remove campers from different quadrants of Boones Ferry Park. No overnight camping signs need to be posted on all the streets that lead into the park.

GARBAGE

Garbage is being increasingly dropped and dumped in the Old Town neighborhood. From Wilsonville Road to under the Boone Bridge, a constant flow of garbage, a large percentage of which is non-recyclable Styrofoam fast food garbage, litters the ground, as well as is dropped in driveways and people's front yards. Furniture and other large objects have been abandoned on neighborhood roads. Not only are there an insufficient number of trash receptacles to deal with the current problem, neighbors are concerned that the issue will only be exacerbated by this project and the onslaught of more people being ushered into the neighborhood. A plan for garbage removal near Boones Ferry Park and on nearby bike trails, as well as along the length of Boones Ferry Road in Old Town needs to be addressed. The area around the park needs more garbage receptacles now, not at the end of this project.

LOSS OF GREEN SPACE/WILDLIFE HABITAT

Old Town has already lost the majority of its green space and turning any of the few remaining acres of park green space into parking lots or a Bridge landing is extremely undesirable to the neighborhood. Many homeowners bought their homes in Old Town because of the park, wildlife, and open space that was abundant in the neighborhood.

ATTACHMENT D Boones Ferry Park Master Plan Public Exhibit

The open space in Boones Ferry Park closest to the railroad trestle contains many mature trees as well as an established fruit orchard. It has been a summer focal point for the neighborhood as neighbors enjoy fruit off the trees and people run their dogs in the grass. The neighborhood would like to see this parcel of land left as green space and not have The Bridge land in this part of the park nor have this green space turned into a parking lot.

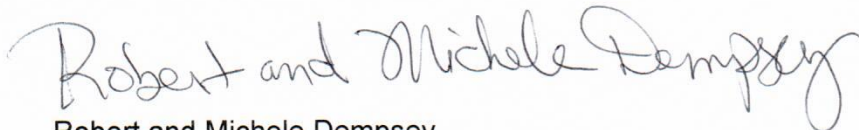
Although the Boones Ferry Park Master Plan and the French Prairie Bridge are two separate projects, their footprints overlap. The Old Town neighborhood has repeatedly stated that if the Bridge project happens at all, and most Old Town neighbors hope that it doesn't, but if it does, the Old Town neighborhood does not wish for the Bridge to land in the orchard. It should land on Boones Ferry Road, a more direct path for bikes and emergency vehicles (certainly a more direct path than landing it in the field and then having vehicles take a sharp right to get onto Boones Ferry Road) as well as a less destructive option for the neighborhood in terms of habitat loss.

The Boones Ferry Park Master Plans puts approximately 50 new parking spaces at the end of Boones Ferry Road exactly where the neighborhood would prefer that the Bridge land, if the Bridge project does in fact move forward, at some point in the future. This issue needs to be resolved before 50 parking spaces are put in this location. The neighborhood does not want to learn sometime in the future that the Bridge cannot land on Boones Ferry Road because there are 50 parking spaces there.

Old Town is the only neighborhood in Wilsonville that is bordered by the rail road, the sewer plant, and I-5 (as well as the Fred Meyer complex at the north end of the community). Surely, the City can understand why preserving greenspace is so important to Old Town residents.

The decisions that are being made with this plan that will negatively impact the Old Town neighborhood are being made by people who will not be impacted by these decisions. This is certainly ironic, unfortunate, and sadly, something that Old Town residents have no control over. That said, as you continue to develop this neighborhood we ask that you have the decency to consider how you would feel if you were a homeowner or renter here.

Thank you,



Robert and Michele Dempsey
30999 SW Boones Ferry Road
Wilsonville, OR 97070



<http://frenchprairiebridgeproject.org/about/history/>

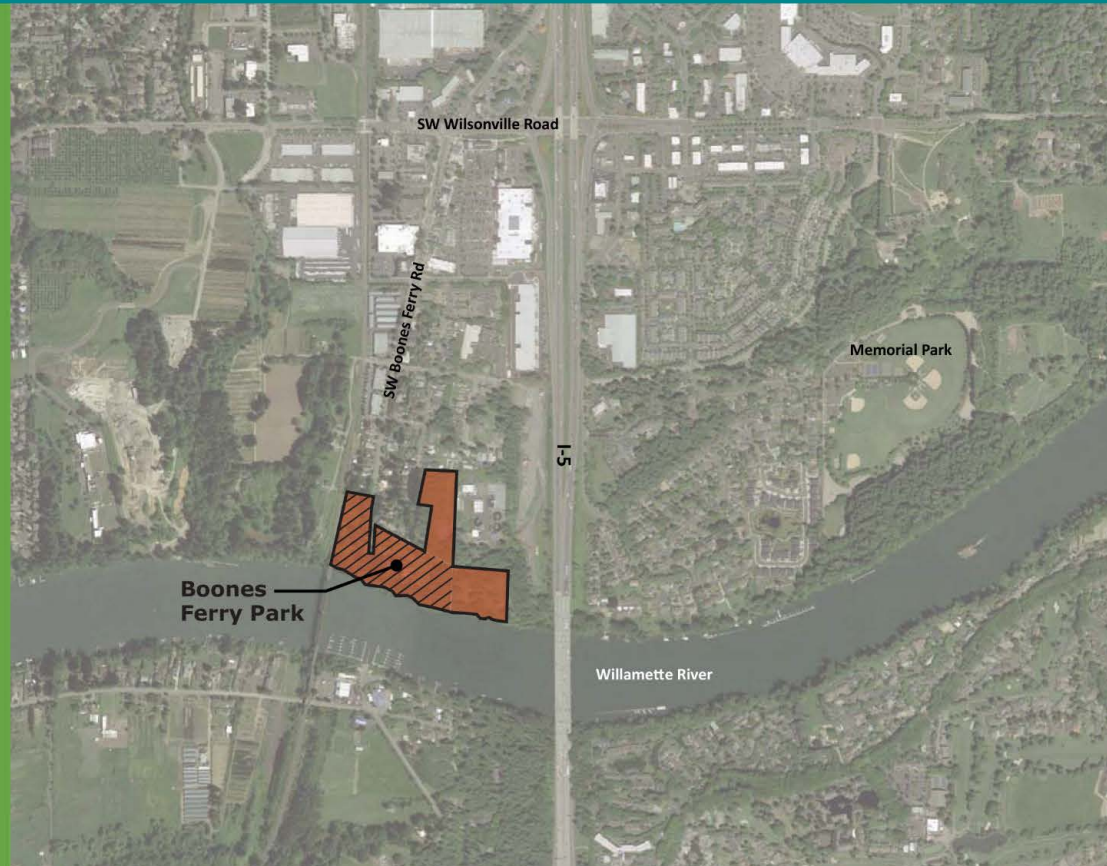


Boones Ferry Park Master Plan

November 2018



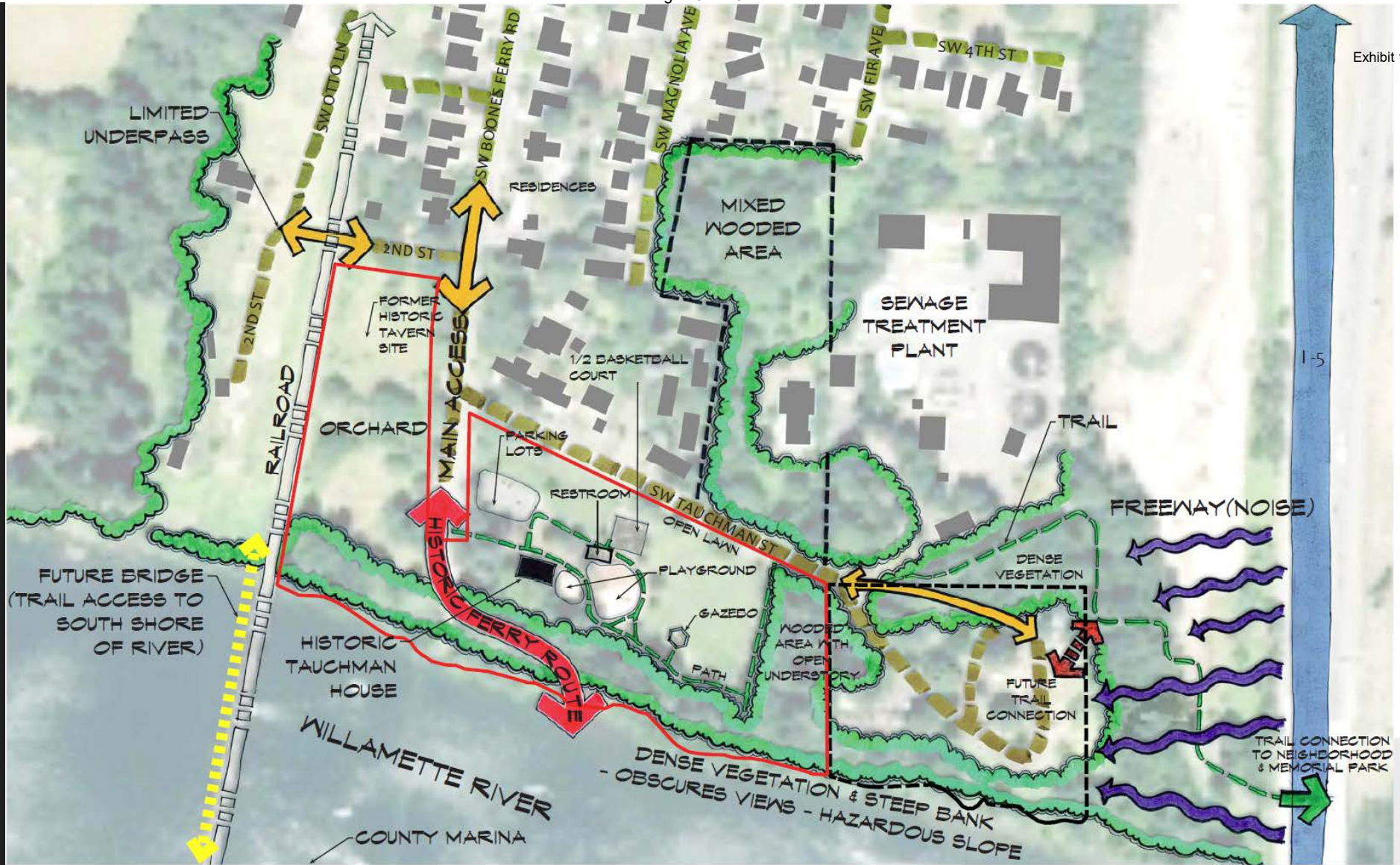
BACKGROUND AND CONTEXT



Legend

- Existing Boones Ferry Park
- Master Planned Area





BOONES FERRY PARK - SITE ANALYSIS MAP

SEPTEMBER 2017



Exhibit

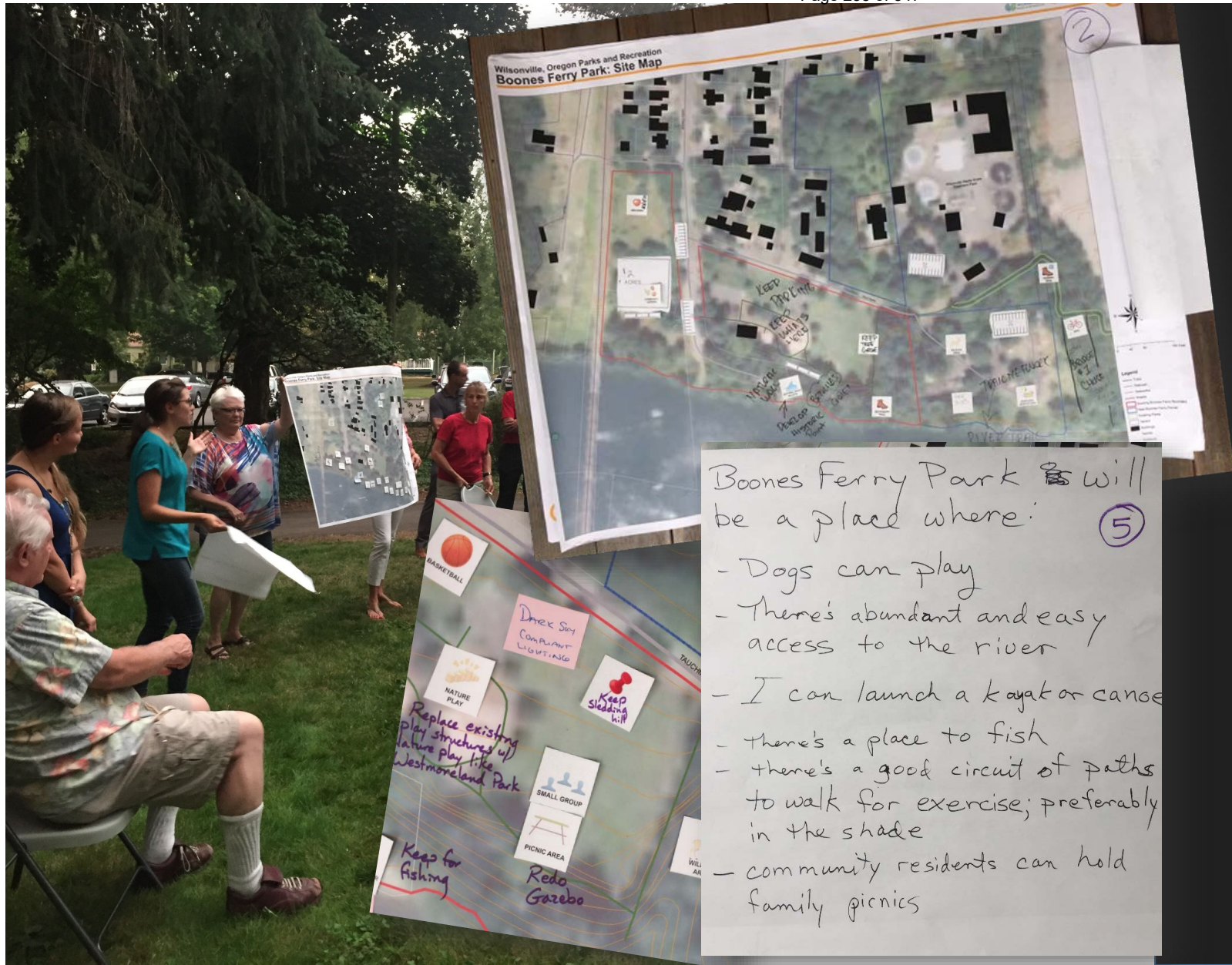


Exhibit 1

Public Outreach

3 Public Workshops

211

Online Survey
Comments

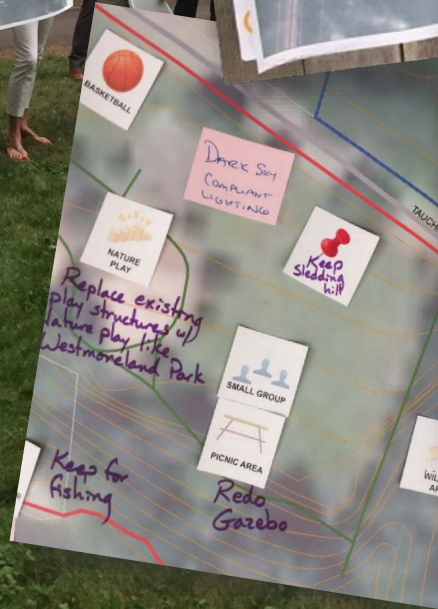
Neighborhood
Mailings

Facebook Events

Email Notifications

Boones Ferry Park ~~is~~ will be a place where: ⑤

- Dogs can play
- There's abundant and easy access to the river
- I can launch a kayak or canoe
- there's a place to fish
- there's a good circuit of paths to walk for exercise; preferably in the shade
- community residents can hold family picnics



Boones Ferry Park Workshop Features Analysis	Group Plan Number				
	1	2	3	4	5
Features on all Group Plans					
Natural River Access					
Keep North Area Natural					
Minimal Development at North Area					
Features on all but one Group Plans					
Basketball					
Fishing					
Shelter					
Picnic					
Community Garden					
Developed River Access					
Restroom					
River Trail					
Bike					
Wildlife					
Keep Wooded Area					
Features on 2 of 4 Group Plans					
Play Equipment					
Dog Park					
Water Equipment					
Keep Existing Parking					
New Parking					
Benches/Seating					
Primary Trail					
Secondary Trail					
Butterfly & Bee Habitat					
Nature Play					
Bridge					
Arboretum					
Site Lighting					
Bicycle Pump Track					
Features on only one Group Plan					
Keep Sledding Hill					
Rain Garden					
Garbage Cans					
Adult Fitness					
Outdoor Learning					
Orchard					
Mini Amphitheater					
Floating Dock w/ Swimming					
Historic Ferry Crossing					
Drinking Water					
Signage Post					
Horseshoes					
Public Mural Art					
Permanent Art					
Song Circle					
Total features shown:	21	22	26	18	
Feature on only Individual Plan					
Open Grass/Multi-use Play area					
Total features shown:					15

Note: Plan #5 was generated by a single participant thus is not a group plan

Outdoor Play & Learning



Analysis of Public Input

Services



Exhibit 1

CONCEPT PLAN

Concept Plan #1 - Engage the River

- Activate river edge through overlooks, water access
- 5 overlooks provide views to river
- 2 docks provide direct river access
- Water equipment rental area
- Preserve existing services near the Tauchman House
- Extend event/program spaces from historical tauchman house
- Improve street parking and cross walking at SW Tauchman St
- Extend play area into wooded area and integrate variety of spaces for families
- Create recreational destinations and river overlook along the riverside



Image C: Concept Plan #1

CONCEPT PLAN

Concept Plan #2 - Historical Focus

- Enhance the historical character of the Tauchman House
- Emphasize view to the house at park entry
- Event lawn and arborium
- Relocate existing services near the Tauchman House
- Large open lawn for multi-purpose activities
- Restrict street parking and drop-off area along main access
- Develop east side and wooded area with diverse activities (bike pump track, basketball and nature play)
- Preserve north wooded area



Image C: Concept Plan #3

CONCEPT PLAN

Concept Plan #3 - Activated Park

- Activated west site with diverse activities (bike pump track and dog park)
- Integrate variety of spaces for families through centralized activity area
- Extend the Tauchman House with new indoor event space and new restrooms
- Restrict street parking and drop-off area along main access and SW Tauchman St
- Minimal elements in the preserved wooded area to north
- Develop river edge and create pedestrian/bikes network along riverside



Exhibit 1

From everything you saw on any of the three plans, what should definitely be on the final plan?

River access/docks/water rental
 Dog Park
 Pump Track
 Water play creek
 Trail through wooded area connecting to Mygoshon Ave
 Butterfly/rose garden
 Preservation of big trees
 Small covered play area for use in winter

What do you like about Concept 1: Engage the River?

River access overall & water equipment rental

What do you not like about Concept 1: Engage the River?

Parking near NW corner
 Nature play in preserve wooded area
 Dog park location - needs to move to new area of park
 Community garden - not needed



Three conceptual plans to one conceptual plan that was refined to ...

Plan Highlights

Dock w non-motorized watercraft launch and rental opportunities

River Overlooks

Trails and preserved wooded areas

Dog Park and Bike Skills Course

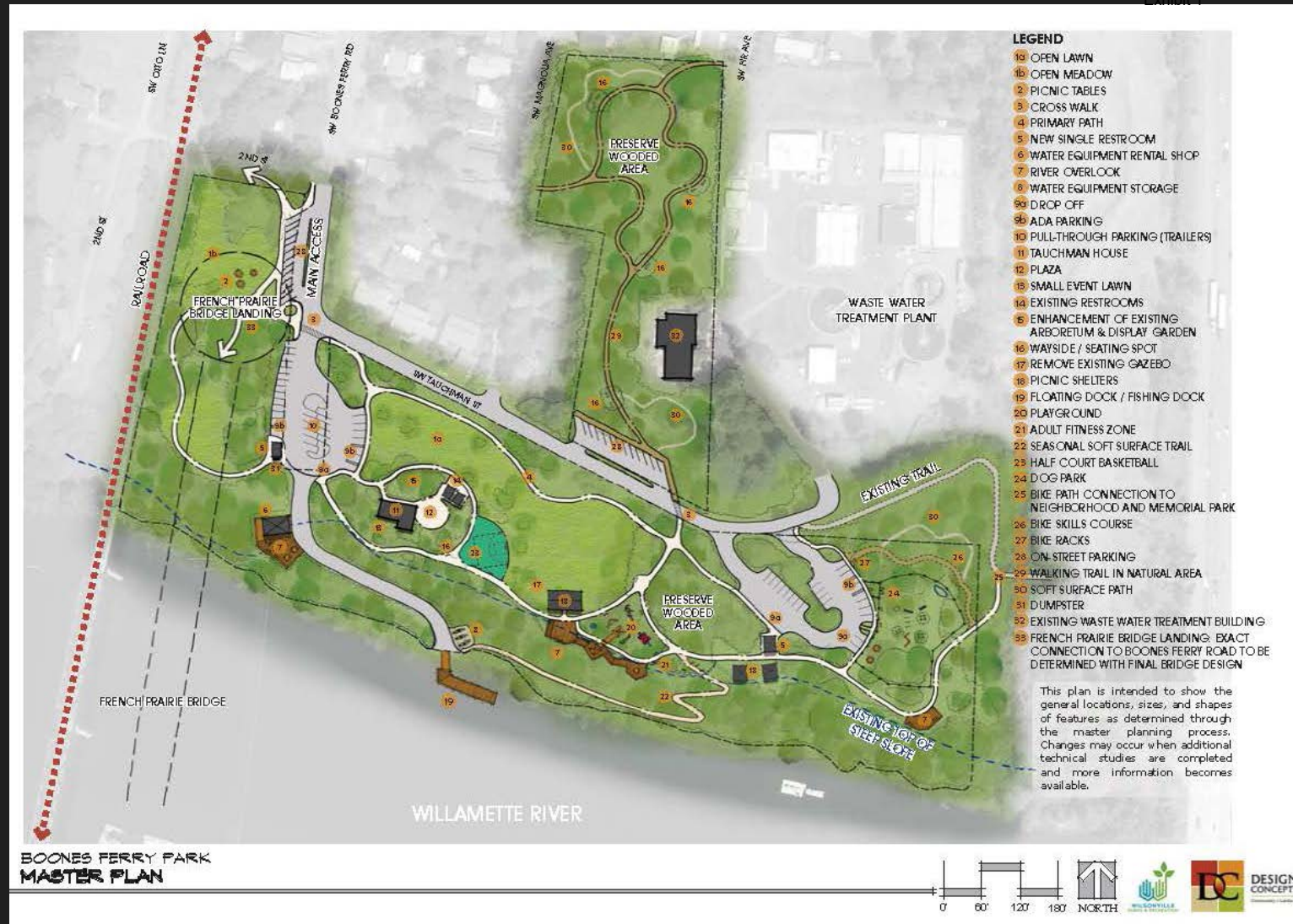
Updated Tauchman House with added outdoor event space

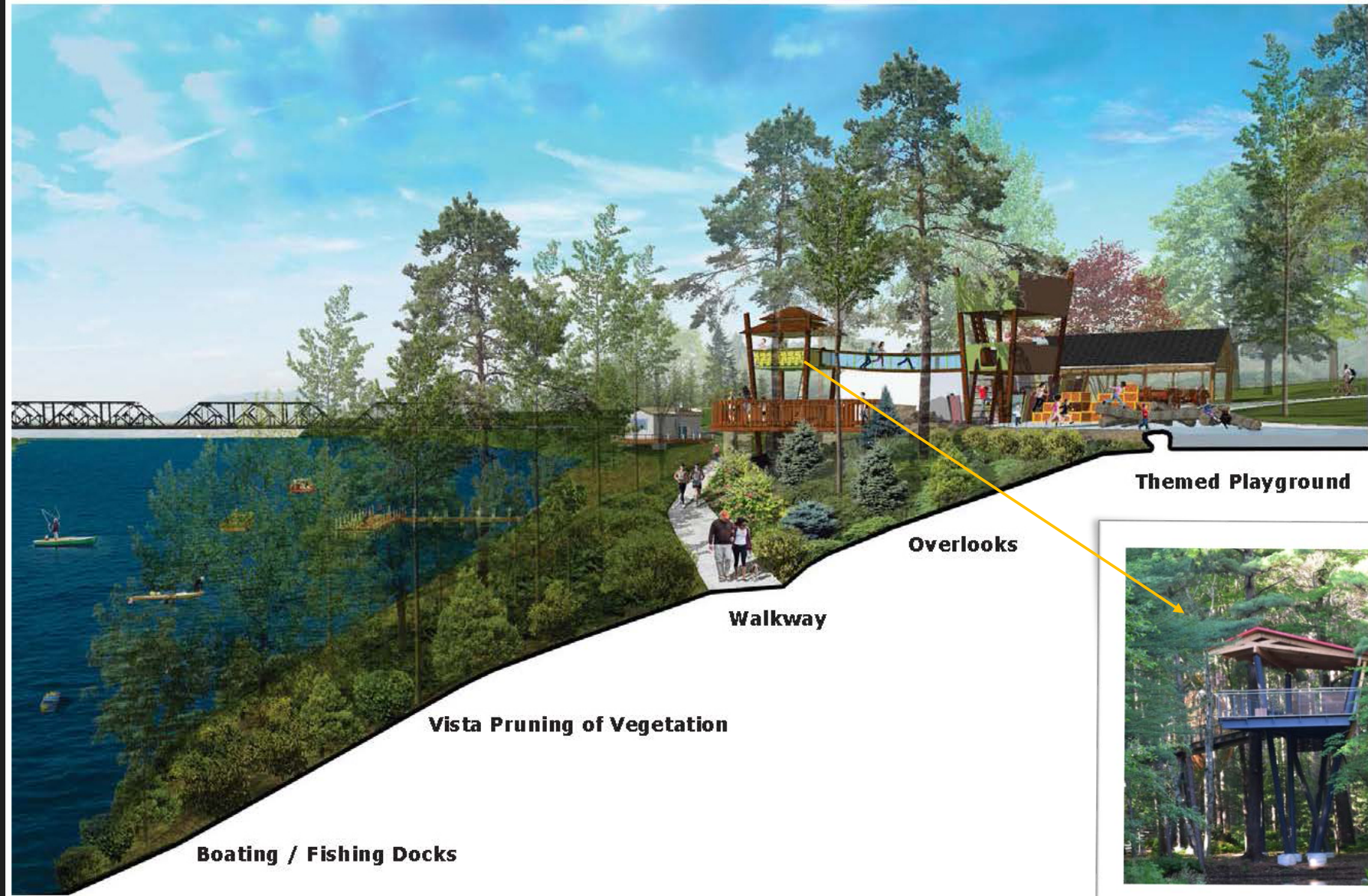
Playground and Basketball Court

Connections to existing and planned trail systems

French Prairie Bridge Landing

Additional parking, restrooms and picnic shelters





Boating / Fishing Docks

Vista Pruning of Vegetation

Walkway

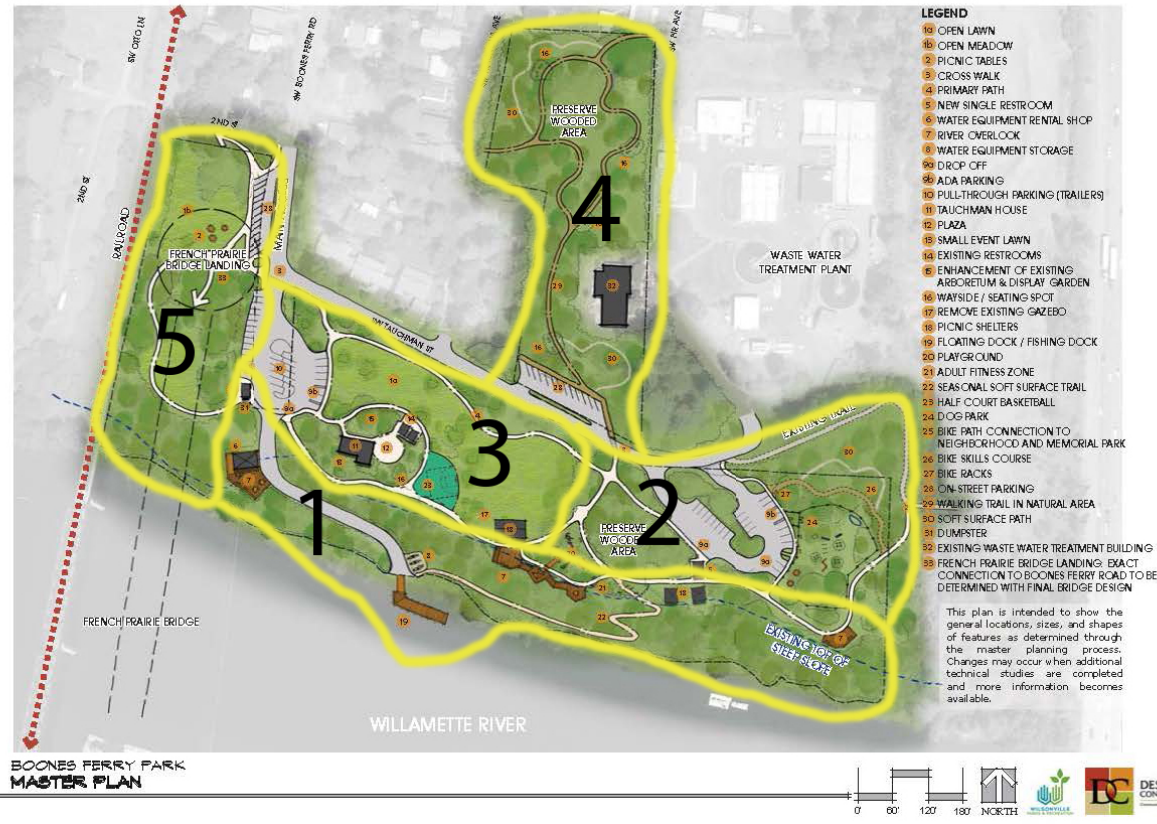
Overlooks

Themed Playground



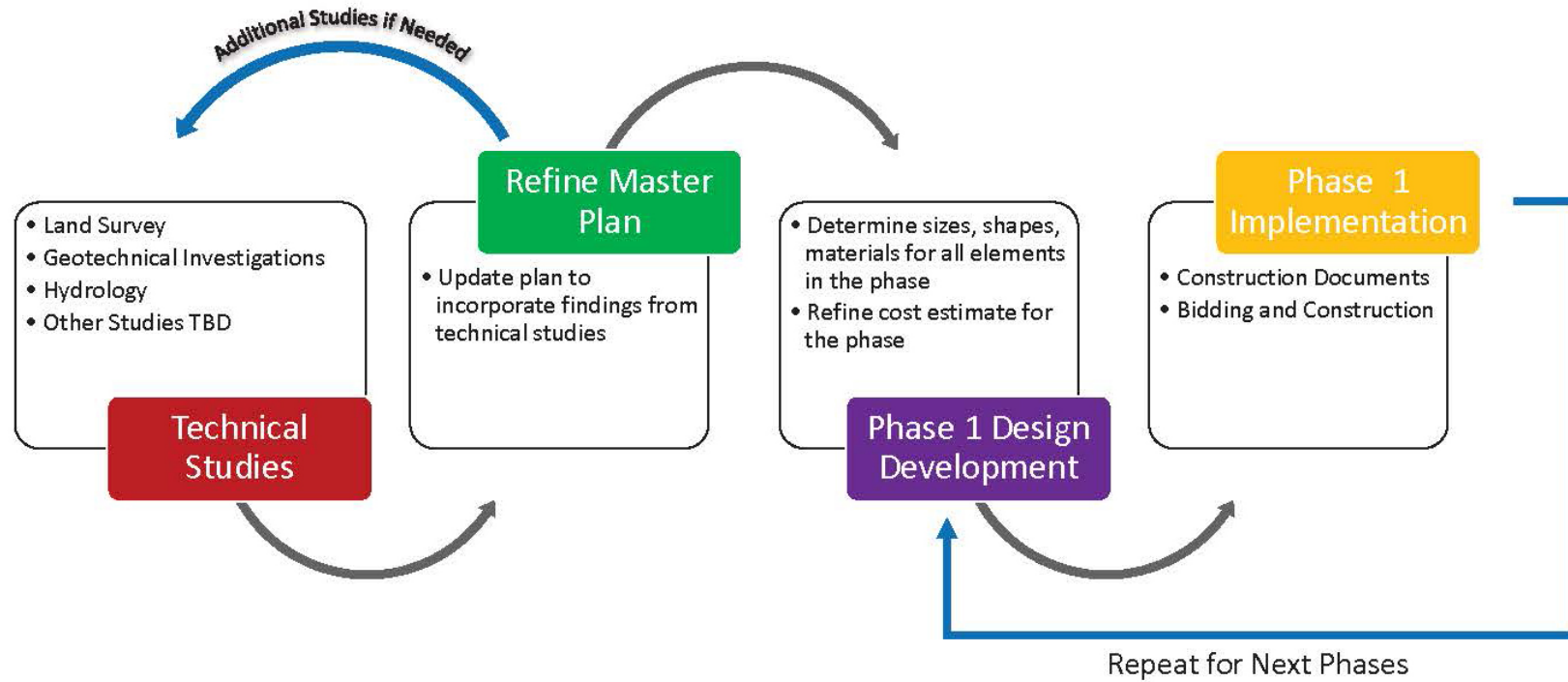
Phasing Plan:

Proposed Plan



Cost Estimates for All Phases	
Phase 1	\$2,775,630
Phase 2	\$2,330,625
Phase 3	\$4,272,895
Phase 4	\$325,875
Phase 5	\$1,001,880
Total of All Phases	\$10,706,905

Next Steps:





Thank You!



**PLANNING COMMISSION
WEDNESDAY, NOVEMBER 14, 2018
6:00 P.M.**

**Wilsonville City Hall
29799 SW Town Center Loop East
Wilsonville, Oregon**

Boones Ferry Park Master Plan Excerpt

I. CALL TO ORDER - ROLL CALL

Chair Jerry Greenfield called the meeting to order at 6:00 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Peter Hurley, Simon Springall, Phyllis Millan, Kamran Mesbah, and Ron Heberlein.

City Staff: Chris Neamtzu, Amanda Guile-Hinman, Miranda Bateschell, Mike McCarty, Brian Stevenson, and Zach Weigel

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITIZEN'S INPUT - This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

ADMINISTRATIVE MATTERS

A. Consideration of the October 10, 2018 Planning Commission Minutes
The October 10, 2018 Planning Commission minutes were accepted as presented

II. LEGISLATIVE HEARING

A. Boones Ferry Park Master Plan (McCarty)
(Public Hearing continued from October 10, 2018)

Chair Greenfield read the legislative hearing procedure into the record and opened the public hearing at 6:10 pm.

Chris Neamtzu, Planning Director, noted the public hearing on the Boones Ferry Park Master Plan was originally opened before the Planning Commission on August 8, 2018. The Commission then continued the Master Plan to October 10 and then to November 14, 2018. Given the fact that citizens were in attendance to participate tonight, he was confident the City successfully communicated the delays related to the Master Plan. He was pleased to introduce the Boones Ferry Park Master Plan.

Mike McCarty, Parks and Recreation Director, acknowledged the delays noting a really good plan had been developed with the consultant. He noted Chair Greenfield had attended a couple of the public meetings, which he appreciated, as he could see firsthand the effort being made. Wilsonville had a quarter of a mile of riverfront, which was unique, but one could not really see the river much. Most of the public comment regarded being able to see and access the river, not necessarily for swimming, but perhaps kayaking, so people would know the river was there. A geologist, hydrologist, and others visited the site, and determined some things initially proposed could not be done at this time and were removed from the map, so the proposed Master Plan was more realistic. He encouraged questions and suggestions from the Commission, noting that if

approved, the Plan would not go before City Council until December 17, 2018, thereby allowing time to make any changes.

Brian Stevenson, Parks and Recreation Program Manager, presented the Boones Ferry Park Master Plan via PowerPoint with the following comments:

- Background and Context. Boones Ferry Park was a 15-acre parcel located at the end of Boones Ferry Rd that included the existing park, parcels to the east and west, and a small, wooded section that extended to north. (Slides 3 and 4)
- Public Outreach. The project team was proud of the amount of public outreach done to ensure the neighborhood was aware of what was happening, but also so the general community could provide feedback as well. (Slide 4) It was important to ensure the amenities in the park met the needs of the community, but also played true to the historic nature of the park and what those in that neighborhood wanted the park to become. In trying to create something that was important to the community as a whole, the team did its best to be sensitive to the neighborhood surrounding the park.
 - When asking citizens what they wanted to see in the park, the main request was natural river access and to keep natural areas, natural. The neighbors and those involved in the process wanted to minimize the development of wooded areas and provide for more activities, such as basketball, fishing, trails along the river, and bike access.
 - The project team was excited because the items that the majority of citizens wanted were integrated into the Master Plan, as well as those items requested by a minority of citizens, so the team believed the Plan met the needs and desires of those involved in the master planning process.
 - Based on the public input provided, three conceptual plans were developed, varying from super-activated plans packed full of amenities to some that integrated the river a little more. The community provided input on the three plans, which resulted in the refined plan currently being presented.
- Master Plan Highlights. The proposed Draft Master Plan was not a lot different from the Plan previously presented to the Commission. He indicated the location of various features and park amenities with these key comments (Slide 7):
 - The river dock would provide access for non-motorized watercrafts, including canoes, kayaks, paddleboards, etc. Rental opportunities would also be integrated into the park for these items.
 - Connecting with the river was important; not just being in the river, but seeing it. Therefore, a number of river overlooks were proposed.
 - Having trails and preserving the wooded areas were comments heard regularly. The north wooded area of the park would remain wooded with only a paved, looped, walking trail circling through it, but no further development.
 - The dog park was the biggest, newest element in the park. The dirt, bike skills course would allow for some off-road riding opportunities.
 - The Master Plan also called for an update to the Tauchman House, which aligned with the Facilities Master Plan, updating the upstairs into a bridal or event venue. The Master Plan added an outdoor, plaza space, which would further the ability to host outdoor events.
 - The basketball court would be tucked in closer to the Tauchman House for a couple reasons. If the Tauchman House was rented, that area could be included as part of the rental and double the event space, thereby expanding the rental venue.
 - The natural playground would weave in and out of the trees and include a mix of some traditional elements, as well as a treehouse-like structure to provide a river overlook. (Slide 8)
 - With regard to connections to existing and planned trails, construction would begin on the connection from Boones Ferry Park to the Memorial Park Trail within the next year. Future connections would also be provided to the French Prairie Bridge, as well as north to the Ice Age Tonquin Trail.
 - Additional parking had been added in several areas, including at the dog park and bicycle area.

- The biggest change from the previous draft Master Plan was relocating two previous on-street parking areas and making them off-street parking with a small separation similar to that seen at Town Center Park.
 - The other major component that was eliminated was the second dock and ADA accessible trail to the river. Some preliminary outreach with several consultants showed it was not possible; however, an area near the existing ferry landing would be sufficient for an ADA access.
 - The ADA accessible trail was replaced with a soft-surface, seasonal trail that would likely flood in the winter time, but would still provide a looped access in the summer, as well as river access.
 - He clarified the walkway would not be as shown in Slide 8; in reality, more plantings might go up the hill a bit to create the same feel, but the walkway would not be on a steep cliff.
- The Boones Ferry Park project was divided into five phases. Phase 1 would include the elements tied to the river, which was the community's top addition to the park. Due to the number of unknowns, the \$10 million cost was a ballpark figure. The staff report indicated it would be more in the \$8 to \$10 million range. Slide 9 indicated what the phasing could look like; however, certain elements might need to be adjusted into other phases in order to be more efficient and find some cost savings.
- Next Steps. More technical studies were necessary, including a land survey and more hydrology work to ensure the placement of the dock would be sufficient. Dock building companies confirmed the dock could be built, the question was how much would it cost to build the dock in that location.
 - After doing more homework and making any necessary refinements, Phase 1 development would begin. Upon completion of Phase 1, Phase 2 would be reviewed and implemented.
 - The Boones Ferry Master Plan provided the bigger picture and the elements that would go into the park, but some of the more technical elements needed to be determined.
- He concluded by noting the pictures on Slide 11 featured elements being considered for Boones Ferry Park.

Chair Greenfield asked if there was a tentative time schedule for the phases, and if cost of living was reflected in the cost projection.

- Mr. McCarty replied that with the comprehensive Parks and Recreation Master Plan, the Town Center Master Plan, Memorial Park Master Plan, as well as the Boones Ferry Park Master Plan, the next job might be to determine what the top priority was, so the time frame would be hard to pinpoint. With the parks projects throughout the city estimated at \$25 to \$30 million, it was difficult to say what the next step would be. As stated, the trail in Boones Ferry was scheduled for next year, but pinpointing even the next three years would be difficult. The next step would be to prioritize.
- Mr. Stevenson said he did not believe the cost of living was reflected, adding those numbers were the cost if it was build today. As any capital projects got pushed out, the figures would be adjusted accordingly.
- Mr. McCarty added the estimates in all of the parks master plans would need an escalator for the next ten or fifteen years, like five percent, three percent, two percent, etc. to determine those costs. That was another thing that needed done.

Commissioner Postma:

- Inquired about the cost estimates. Phase 1 included building a dock, some clearing, and work by the river. Phase 2 was a completely undeveloped area. Phase 3 was an area that already had some features, yet it was almost twice as expensive as the other phases. He asked what was driving the cost on Phase 3 to make it significantly more expensive than the others. He thought a completely undeveloped area along the river would be more expensive.
 - Mr. Stevenson explained the renovations to the Tauchman House were largely why Phase 3 was significantly higher than the others. Removing the Tauchman House figures would make Phase 3 more in line with some of the other cost perspectives. He confirmed the Tauchman House renovations would cost approximately \$1 million.

- Noted access to the river was a big part of the Master Plan, and he was curious if that was being met with this Plan. For instance, there was a pathway up towards the top, but it was offset from the ridge where he expected it. Was it possible to get those walkways closer to that edge and to provide some sitting areas there? If the hydrology prevented some of the elements desired along the water's edge, could other elements be pushed a bit more toward that drop off or visibility range?
 - Mr. Stevenson confirmed the walkway was designed to be pushed as close to the bank as possible, and that the tree clearing in Phase 1 would provide even more visibility.

Commissioner Milan:

- Noted a letter in the packet discussed the Historical Society being very interested in the Tauchman House. She asked how that would mesh with the renovation plans for it being a rental venue.
 - Mr. Stevenson replied that meshing might not be possible. Staff decided to hold true to the Facilities Master Plan, which called for renovating the house into an event space, which also fit its current use through the Parks Department as a wedding, birthday, or memorial event venue. After analyzing different options for its use, such as space for water sport rentals or for the Historical Society or similar non-profits groups, Staff determined the best use would be to keep the Tauchman House as an event venue, providing continued revenue for the City and making it a place where the community and visitors would want to host events.
- Said she was glad to see the parking moved off-street, as it would have been an inconvenience to the neighborhood.
- Asked if the dog park and bicycle park being close together would create any conflict.
 - Mr. McCarty replied the dog park would be fenced, which would provide a buffer, and dogs should be on leashes.
 - Mr. Stevenson noted there was a topography difference between the dog park and bicycle park.
- Asked if any buffer of trees would be removed in that area. During her visit, the noise level from the freeway was quite intense, even with all the existing trees, leaves, etc.
 - Mr. Stevenson replied no, Staff would do their best to integrate the existing trees in the area, except those found to be unhealthy or that might present a danger.
- Recalled discussion about providing security at Memorial Park as well as for that neighborhood, and asked if any thought had been given on how to ensure the park would be a safe location for people at night, or conversely, during the daytime.
 - Mr. Stevenson replied a similar pattern would be used, working with the local police department on increasing patrols. Gating the park had been discussed. However, after considering where the gates could be located and how that might impact the neighborhood and access to public streets, only two parking lots would be minimized and pedestrians could still access the park. Based on that, the decision was to not have gates into the two parking areas.
 - Mr. McCarty confirmed Staff had met with the police chief about increased patrols after the recent Memorial Park incident, and he made a pledge to do so. During fair weather months, bicycle police patrols would be used more often in the various parks. He confirmed Staff considered different gate locations, but the gates did not work.

Commissioner Heberlein:

- Asked about the thought process for bringing the basketball court closer to the plaza.
 - Mr. Stevenson explained the thought process was two-fold. First, with the outdoor event plaza, four events would be outside and people would be utilizing that space more and more. There would still be noise from the basketball court regardless of where it was located in the park. Secondly, shifting the court closer to the event venue, it could be wrapped into the event rental itself, allowing it to be utilized as an extended space, and essentially, taking it out of use for the general public for those few events that would rent that outside space.
- Understood the basketball area would be part of the rental at all times.

- Mr. Stevenson responded Staff had not fully decided whether renting the basketball court would be optional or if an additional rental fee would be required. Because the court was an amenity, Staff wanted to avoid monopolizing it for renters that would not use the outside space. Staff wanted community members to utilize the basketball court as much as possible, but there could be events where the court could be added onto a rental with an additional fee. The permitting process had not been determined.
- Mr. McCarty added the decision about whether to move the basketball court was a major consternation, which also tied into leaving Phase 3 as an open green space for various activities, like playing catch or Frisbee. Such spaces were popular because there were not many of them.
- Asked about the square footage for the Tauchman House, noting estimates for the restoration seemed high. He asked what was driving that estimate, and what other options might exist.
 - Mr. Stevenson said the estimate was pulled from the Facilities Plan completed by the City's Public Works Department in 2015 and adjusted to reflect today's values. No additional research had been done on the renovations to the house in the subject Master Plan.

Commissioner Springall:

- Recalled that currently, the top floor of the Tauchman House could not be used due to safety concern, so structural renovations would be necessary, which was reflected in the cost.
 - Mr. Stevenson agreed, adding egress to the upstairs was also needed as no appropriate egress currently existed.
- Noted of the three wooded areas under discussion, the northern area would remain untouched. He confirmed the eastern wooded area would also remain untouched, in order to provide shielding.
- Noted testimony about the eastern orchard area that was not currently in use, other than for the neighborhood. He asked if the parking lot would impact the trees or if the area more open.
 - Mr. Stevenson replied the parking area and what was proposed would have minimal impact on the trees in the area shown as Phase 5. (Slide 9). As part of the Master Plan, a point was made to just have the parking that comes from the road, as well as the one trail system, understanding that Boones Ferry Park had to be compatible and work together with the landing of the bridge. He confirmed the timeline for completion of the French Prairie Bridge was uncertain.
- Confirmed there was no particular plan for planting new trees or removing trees in the west side of the park, so the mature trees would be left in place. He noted the riverfront trees might have to be removed to provide visual access.
 - Mr. Stevenson explained the Plan included just vista pruning and thinning to increase the views, and working with the existing trees. Nothing in the Plan explicitly called for the removal of trees.
- Inquired if the old Boones Ferry Access Rd was shallow enough for ADA access or if it would have to be extended somehow.
 - Mr. Stevenson replied in its current state, it was not ADA compliant. Some switchbacks would need to be integrated approximately where "1" was shown on Slide 9, in order to meet ADA compliance. The existing historical roadway did not meet that.
- Confirmed the access would be only for pedestrians and not motor vehicles.

Commissioner Postma asked if there were any revenue projections for the Tauchman House, considering the added expense.

- Mr. Stevenson answered no, adding he would argue that the current rental revenue would not be comparable to revenue after the expansion and renovation.

Commissioner Heberlein asked if any other comparables existed in Wilsonville or in the vicinity.

- Mr. Stevenson replied yes, citing the McLean House in West Linn, which was an older home that had been renovated and was used for a number of events, including weddings. Staff could pull revenue figures for comparison.

Commissioner Millan commented that it would be difficult to haul a kayak down that hill. While there was ADA accessibility with switchbacks, that was not conducive to getting a kayak down the hill, especially if it was on a trailer.

- Mr. Stevenson noted conveyer belt-type systems existed with rollers where one could get a canoe or kayak down to the water without having to navigate carrying it or struggling with it on an switchbacks. The team did look at what options would be available to get watercraft down to the water without having to carry it or navigate switchbacks.
 - Commissioner Postma noted he had navigated that with a kayak, and it was not that bad.

Chair Greenfield called for public testimony regarding the Boones Ferry Park Master Plan.

Rose Case, 9150 SW 4th St, Old Town, stated the Park Plan was a very good one, and everyone were pretty happy with it, but she had a couple concerns. She noted the orchard area would be gone if a bridge were put in, especially if it was to handle emergency vehicles. She used to drive a school bus, which was comparable in size, and she did not see vehicles that size would be able turn within that space unless the orchard area was completely torn out. She was also concerned about lost truckers coming down Boones Ferry Rd to the park. She had seen them take out power lines, posts, tree branches, etc., so that was something that needed to be considered. Also, the school bus company should be consulted about getting larger buses into the apartment complex before that whole section was put in. She recalled that when Lowrie Primary was built, no one consulted the bus company about getting the buses in and out until it was already built.

- She could see the basketball court being a real issue, since it had always been free for everybody to use. She could understand having events at the Tauchman House, which was a great site, but she was concerned about the effect of the basketball court being rented and not available.
- She believed the proposal was a great use of the park, but reiterated her concern about emergency vehicles being able to use the bridge. Addressing the issue now would make planning easier. The bridge landing would take up the whole orchard area and could impact the parking lot, walkway, and possibly parking for the Tauchman House.

Chair Greenfield noted a number of communications from the community had already been included in the public record.

Monica Keenan, 9460 SW 4th St, Wilsonville, said she recommended fencing off the areas of Phase 4 that backed up to homes or into the immediate neighborhood. Those parts of the park and wooded trail would be isolated and not easily patrolled at night. It would be good to provide some sort of a buffer. Additionally, she noted that traffic and parking were big concerns for the neighborhood. The City had tried to make the parking less impactful to the neighboring homes, but she requested that signage or something be included to remind people they were driving through a neighborhood to get to a neighborhood park.

- In support of some of the written testimony and Rose Case's comments, the historic field and orchard where the bike bridge was proposed should be preserved to retain the green space.
- She was looking forward to the park cleaned up and being able to see the river was a huge bonus.

Chair Greenfield called for any additional questions or discussions from the Commission.

Commissioner Springall recalled discussion about signage during the 5th Street Extension about limiting traffic going south of 5th St into Old Town and asked if that would mitigate the concerns expressed about trucks and other traffic ending up at the end of Boones Ferry Rd. He believed it needed to be signed, probably at 5th St. There was already a sign for entering the neighborhood, and additional neighborhood-type signs would be useful throughout Old Town, but not at the park.

Chair Greenfield noted the need for signage was independent of the Master Plan, and the City could take another look at that issue.

Commissioner Springall agreed, noting the French Prairie Bridge was not a part of the Master Plan either.

Chair Greenfield believed such details would be addressed in the future. He confirmed the phases of park's development were subject to a Development Review Board level hearing, adding the requirements could be addressed at that time.

Commissioner Hurley agreed with signage. He confirmed that park hours in the City were 5:00 am to 10:00 pm, noting Ms. Keenan's concerns about the wooded area, and stated posting park hours made enforcement easier. He also suggested posting a sign at the basketball court to inform that the court could be rented, similar to those for the structures at Memorial Park.

Chair Greenfield closed the public hearing at 6:55.

Commissioner Postma moved to approve the Boones Ferry Park Master Plan and adopt Resolution No. LP18-0008. Commissioner Mesbah seconded the motion, which passed unanimously.

Chair Greenfield called for a brief recess and reconvened the meeting at 7:04 pm.

III. WORK SESSION

A. Town Center Plan (Bateschell)

IV. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 9:19 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Tami Bergeron, Administrative Assistant-Planning

AFFIDAVIT OF MAILING AND POSTING NOTICE OF PUBLIC HEARING IN THE CITY OF WILSONVILLE

STATE OF OREGON)

COUNTIES OF CLACKAMAS)
AND WASHINGTON)

CITY OF WILSONVILLE)

I, Tami Bergeron, do hereby certify that I am Administrative Assistant for the City of Wilsonville, Counties of Clackamas and Washington, State of Oregon, that the attached copy of Planning Commission Meeting Agenda which depicts a project hearing is a true copy of the original notice of said agenda; that on November 6, 2018, I did cause to be mailed copies of such notice of said Planning Commission Agenda in the exact form hereto attached to the following property owners:

See Attached List of apartment dwellers in the area of Boones Ferry Park;
See Attached List of business owners in the area of Boones Ferry Park;
See Attached List of affected State and Federal agencies;

Also notice was posted at the following locations:

- City Hall, 29799 SW Town Center Loop, East, Wilsonville OR 97070
- Wilsonville Community Center, 7965 SW Wilsonville Road, Wilsonville, OR 97070
- Library, 8200 SW Wilsonville Road, Wilsonville OR 97070
- City of Wilsonville Web Site

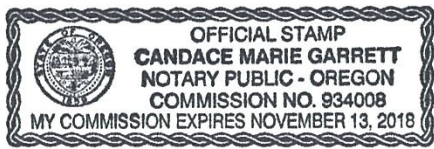
Witness my hand this 6th day of November 2018

Tami Bergeron
Tami Bergeron, Administrative Assistant III

Acknowledged before me this 6th day of November 2018

Candace M. Garrett
Signature of Oregon Notary

Candace M. GARRETT
Printed Notary Name



NOTARY PUBLIC

My Commission Expires 11-13-2018

PLANNING COMMISSION
WEDNESDAY, NOVEMBER 14, 2018
6:00 PM
AGENDA

**I. 6:00 PM****CALL TO ORDER - ROLL CALL**

Jerry Greenfield – Chair	Kamran Mesbah
Eric Postma – Vice Chair	Phyllis Millan
Ron Heberlein	Simon Springall
Peter Hurley	

PLEDGE OF ALLEGIANCE**CITIZEN'S INPUT**

This is the time that citizens have the opportunity to address the Planning Commission regarding any item that is not already scheduled for a formal Public Hearing tonight. Therefore, if any member of the audience would like to speak about any Work Session item or any other matter of concern, please raise your hand so that we may hear from you now.

ADMINISTRATIVE MATTERS

A. Consideration of the October 10, 2018 Planning Commission Minutes

II. 6:15 PM**LEGISLATIVE HEARING**

A. Boones Ferry Park Master Plan (McCarty) (90 minutes)
(Public Hearing continued from October 10, 2018)

III. 7:45 PM**WORK SESSIONS**

A. Town Center Plan (Bateschell) (60 minutes)

IV. 8:45 PM**INFORMATIONAL**

A. City Council Action Minutes (October 1 & 15, 2018)
B. 2018 Planning Commission Work Program

V. 9:00 PM**ADJOURNMENT**

Timeframes for agenda items are not time-certain.

Public Testimony

The Commission places great value on testimony from the public. People who want to testify are encouraged to:

- Provide written summaries of their testimony
- Recognize that substance, not length, determines the value of testimony
- Endorse rather than repeat testimony of others

For further information on Agenda items, call Chris Neamtzu, Planning Director, at (503) 570-1574 or e-mail him at neamtzu@ci.wilsonville.or.us.

Meeting packets are available on the City's new web site at <https://www.ci.wilsonville.or.us/meetings>

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:

- *Qualified sign language interpreters for persons with speech or hearing impairments
- *Qualified bilingual interpreters.

To obtain services, please call Tami Bergeron, Planning Administrative Assistant at (503) 570-1571

Businesses

Exhibit 1

Name	Address	City	State	Zip	11/14/18 HEARING NOTICES SENT
Eva's Doggery	30789 SW Boones Ferry Rd #Q	Wilsonville	OR	97070	11/6/2018
Boones Ferry Chiropractic & Masage	30789 SW Boones Ferry Rd #P	Wilsonville	OR	97070	11/6/2018
Michael's Church Supply	30789 SW Boones Ferry Rd #O	Wilsonville	OR	97070	11/6/2018
Barbershop	30789 SW Boones Ferry Rd #L	Wilsonville	OR	97070	11/6/2018
Cascade Restoration & Remodeling	30789 SW Boones Ferry Rd #M	Wilsonville	OR	97070	11/6/2018
All Things Aquarium	30789 SW Boones Ferry Rd #K	Wilsonville	OR	97070	11/6/2018
Lance's Superior Auto Service	30775 SW Boones Ferry Rd #D	Wilsonville	OR	97070	11/6/2018
Brian Koenig State Farm	30775 SW Boones Ferry Rd #A	Wilsonville	OR	97070	11/6/2018
L'Attrait Salon and Spa	30775 SW Boones Ferry Rd #F	Wilsonville	OR	97070	11/6/2018
D & M Glass	30690 SW Boones Ferry Rd	Wilsonville	OR	97070	11/6/2018
Innovative Dance	30625 SW Boones Ferry Rd #A	Wilsonville	OR	97070	11/6/2018
Building Blocks Early Learning Center	30623 SW Boones Ferry Rd #A	Wilsonville	OR	97070	11/6/2018
Puddle Jumpers Preschool & Childcare	30775 SW Boones Ferry Rd #B	Wilsonville	OR	97070	11/6/2018
Sherlock Self Storage	30535 SW Boones Ferry Rd	Wilsonville	OR	97070	11/6/2018

Bergeron, Tami

From: Bergeron, Tami
Sent: Tuesday, November 6, 2018 2:30 PM
Subject: Planning Commission Meeting Agenda - 11/14/2018
Attachments: 11.14.2018 PC Meeting Agenda.pdf

Interested Party:

As a result of your expressed interest in one or more of the noted topics, please find the attached Planning Commission Meeting Agenda for the upcoming meeting on November 14, 2018. If you are no longer interested in receiving such notice, please let me know and I will remove you from this distribution list.

For your convenience, here is the link to the packet information on the City of Wilsonville's website [Agendas, Minutes & Meeting Packets](#) where the meeting packet will be posted on November 7.

Tami Bergeron
Administrative Assistant
City of Wilsonville

503.570.1571
bergeron@ci.wilsonville.or.us
www.ci.wilsonville.or.us
[Facebook.com/CityofWilsonville](https://www.facebook.com/CityofWilsonville)



29799 SW Town Center Loop East, Wilsonville, OR 97070

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.
Interested parties (TC & BF Park Master Plan)

Affected State or Federal Agencies, Local Governments or Special Districts

updated Name	9/19/17/2017 Company	Address	City	State	Zip	COMMENTS
James Clark	BPA, Realty Department	2715 Tepper Lane	Keizer	OR	97303	Updated 3/24/2016
City Planner	Chamber of Commerce	8565 SW Salish Lane	Wilsonville	OR	97070	
Planning Director	City of Canby	PO BOX 930	Canby	OR	97013	Updated 1/29/2018
Aquilia Hurd-Ravich	City of Sherwood	22560 SW Pine Street	Sherwood	OR	97140	
Mike McCallister	City of Tualatin	18880 SW Martinazzi Avenue	Tualatin	OR	97062	
Diane Taniguchi-Dennis	Clackamas Co. Transportation & Development	150 Beaver Creek Road	Oregon City	OR	97045	Updated 3/28/2016
Bobbi Burton	Clean Water Services	2550 SW Hillshoro Hwy.	Hillsboro	OR	97123	
Doug Young	Columbia Cable of Oregon	14200 SW Brigadoon Ct.	Beaverton	OR	97005	
John Lilly	Community Coordinator, Facilities Division	2575 Center Street, NE	Salem	OR	97310	
Justin Wood, Assoc. Dir. of Gov. & Builder Rel.	Department of Corrections	2575 Center Street NE	Salem	OR	97310	Updated 3/28/2016
Jon Kloor, Gov. & Political Rel. Coord.	Department of State Lands	775 Summer Street, NE	Salem	OR	97301-1279	
Paulette Copperstone	Home Builders Associations	15555 SW Bangy Road, Suite 301	Lake Oswego	OR	97035	
Brian Harper	Home Builders Associations	15555 SW Bangy Road, Suite 301	Lake Oswego	OR	97035	
Anthony Buczek	Metro	600 NE Grand Avenue	Portland	OR	97233	9/23/2017 P Copperstone requested she is point of contact for Metro
Nina Carlson	Metro	600 NE Grand Avenue	Portland	OR	97233	
Attn: Development Review	Metro	600 NE Grand Avenue	Portland	OR	97233	
District Manager	NW Natural Gas	220 NW 2 nd Avenue	Portland	OR	97209	Updated 1/9/2018
Gail Curtis	ODOT Region 1	123 NW Flanders Street	Portland	OR	97209	Updated 01/2018 all others to be deleted
Seth Bramley	ODOT-Region 2A	9200 SE Lawnfield Road	Clackamas	OR	97015	
	ODOT-Region 1	123 NW Flanders Street	Portland	OR	97209	*Updated 9/2017; remove Gail 06/2018 -?
	ODOT-Region 1	123 NW Flanders Street	Portland	OR	97209	*Updated 9/2017
Bill Ferber, Region Manager	Oregon Dept of Environ Quality	700 NE Multnomah Street, Suite 600	Portland	OR	97232	Updated 1/2018
	Oregon Water Resources Department	725 Summer Street, NE, Suite A	Salem	OR	97301	

N:\planning\Planning Public\2018 PC Projects\DLCD AFFECTED STATE-FED AGENCY LOCAL GOV.SPEC DIST 2018

Brian Buswell	Portland General Electric	9480 SW Boeckman Road	Wilsonville	OR	97070
Ben Baldwin	Sherwood School Dist Admin Office	23295 SW Main Street	Sherwood	OR	97140
	Tri-Met Project Planning Dept	4012 SE 17th Avenue	Portland	OR	97202
	Tualatin Valley Fire and Rescue	29875 SW Kinsman Road	Wilsonville	OR	97070
	Tualatin Valley Fire and Rescue	8445 SW Elligsen Road	Wilsonville	OR	97070
	Tualatin Valley Water District	1850 SW 170 th Ave.	Beaverton	OR	97005-4211
Frank Lonergan	United Disposal Services	10295 SW Ridder Road	Wilsonville	OR	97070
Andy Back	Wash. County Long Range Planning	155 N. First Avenue	Hillsboro	OR	97124
Dr. Kathy Ludwig	West Linn/Wilsonville School District 3JT	22210 SW Stafford Rd.	Tualatin	OR	97062
Tim Woodley	West Linn/Wilsonville School District 3JT	22210 SW Stafford Rd.	Tualatin	OR	97062

updated 9/2016

updated 9/2016

Sep-17

From: [DLCD Plan Amendments](#)
To: [Bergeron, Tami](#)
Subject: Confirmation of PAPA Online submittal to DLCD
Date: Friday, August 10, 2018 10:36:47 AM

Wilsonville

Your notice of a proposed change to a comprehensive plan or land use regulation has been received by the Oregon Department of Land Conservation and Development.

Local File #: LP18-0008

DLCD File #: [008-18](#)

Proposal Received: 8/10/2018

First Evidentiary Hearing: 8/8/2018

Final Hearing Date: 10/10/2018

Submitted by: bergeron@ci.wilsonville.or.us

If you have any questions about this notice, please reply or send an email to plan.amendments@state.or.us.

Boones Ferry Park Master Plan – Public Outreach

First Public Meeting – Tuesday, September 5th, 2017 at Boones Ferry Park

- Postcard Notices – mailed to property owners & current residents (161 total), and business owners (14 total)
- [City of Wilsonville Media Release](#) – posted August 16, 2017. This news article was posted to the City’s website, emailed to e-notify subscribers, and appeared in the [September issue of the Boones Ferry Messenger](#).
- Flyer posted in City buildings (City Hall, Community Center, Library, Parks & Rec Admin Building)
- Article posted in Wilsonville Spokesman on August 30, 2017, titled “[Re-envisioning Boones Ferry Park](#)”
- A follow-up article was posted in the Wilsonville Spokesman on September 13, 2017, titled “[Old Town weighing in on Boones Ferry Park](#)”
- A Facebook event was created and shared on the Parks & Rec Facebook page.
- Total Event Attendance: 33 people

Boones Ferry Park Master Plan Public Workshop
 Boones Ferry Park
 31240 SW Boones Ferry Rd
 Tuesday, September 5, 2017
 6:00–7:30 PM

The City of Wilsonville invites the public to attend a workshop to kick off the Boones Ferry Park Master Plan. The purpose of the master plan is to guide the future of the park to best meet the community’s current and future needs. The plan will encompass the existing park and highlighted City-owned parcels (see map).

Meet with project consultants and staff, learn more about the plan, and provide feedback. Refreshments will be served.

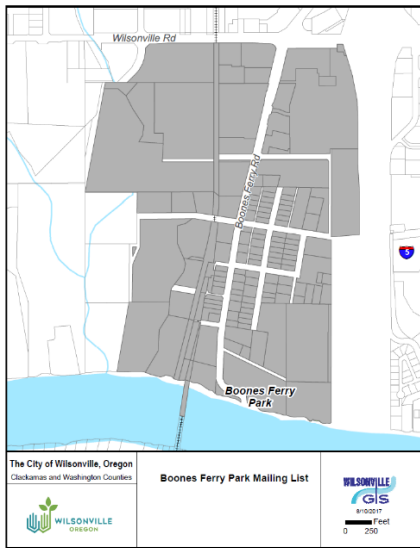
WilsonvilleParksandRec.com/ParksPlan

Boones Ferry Park Master Plan Public Workshop
 Public · Hosted by Wilsonville Parks and Rec

1.5K People Reached
 39 Responses
 3 Ticket Clicks
 Audience: Women 35-44 (26% of total reach)

Tuesday, September 5, 2017 at 6 PM - 7:30 PM
 Boones Ferry, 31240 SW Boones Ferry Rd, Wilsonville, Oregon 97070

13 Went · 26 Interested



Wilsonville Parks and Recreation

Help Plan the Future of Boones Ferry Park

This historic site is an important part of Wilsonville’s unique Willamette River shoreline. It has both wooded and open areas, and many park amenities. At the workshop, project consultants will present the proposed conceptual plans and participants will break out into groups to discuss and offer feedback.

Help determine how Wilsonville should make the most of this opportunity and make Boones Ferry Park an even greater gem for the community!

Boones Ferry Park Master Plan
 Second Workshop
 Thursday, Oct. 26, 6:00-7:30 PM
 Wilsonville City Hall
 29799 SW Town Center Loop E

Wilsonville Parks and Recreation
 24600 SW Park Place
 Wilsonville, OR 97070
 503-783-PLAY
WilsonvilleParksandRec.com

Public Workshop

8 – The Boones Ferry Messenger
 September 2017

Sept. 5 Community Kick-Off Event for Boones Ferry Park Master Plan

The City of Wilsonville is holding a community kick-off event to help plan the future of Boones Ferry Park on Tuesday, Sept. 5, 6 pm, at Boones Ferry Park, 31240 SW Boones Ferry Road. The City seeks community input regarding preferences for enhancing park and open-space amenities and increasing public access to the Willamette River through development of a new park master plan.

“We are excited to hear community members’ ideas on how the City should invest and manage Boones Ferry Park,” explained Parks and Recreation Director Mike McCarty.

The purpose of the Boones Ferry Park Master Plan project is to advise the City Council, Parks and Recreation Advisory Board, and City staff on how the park is currently functioning and to set the course for future use. Currently, the park is utilized for drop-in uses of the playground, an open-lawn area and basketball court.

The park is home to the Tauchman House, a popular historical location for City-sponsored programs and private rentals. The seven-acre park is located adjacent to four acres of forested waterfront property to the east acquired by the City in 2015, and to three undeveloped acres to the west between the railroad tracks and Boones Ferry Road and additional land to the north.

To help develop the plan the City hired GreenPlay, LLC, a national firm based in Colorado with extensive experience across the U.S. facilitating, researching and developing similar parks and recreation master plans.

For more information, contact Mike McCarty, Parks and Recreation Director, at 503-570-1579; mccarty@ci.wilsonville.or.us. For more information about the Parks & Recreation Master Plan, visit www.WilsonvilleParksandRec.com/ParksPlan.

Second Public Meeting – Thursday, October 26, 2017 at Wilsonville City Hall

- Postcard Notices – mailed to property owners & current residents (161 total), and business owners (14 total)
- [City of Wilsonville Media Release](#) – posted October 6, 2017. This news article was posted to the City’s website, emailed to e-notify subscribers, and appeared in the [October issue of the Boones Ferry Messenger](#).
- Flyer posted in City buildings (City Hall, Community Center, Library, Parks & Rec Admin Building)
- A follow-up article was posted in the Wilsonville Spokesman on November 3, 2017, titled [“Consultants present concept Boones Ferry Park designs”](#)
- A Facebook event was created and shared on the Parks & Rec Facebook page.
- Total Event Attendance: 15 people

Oct. 26 Public Workshop for Boones Ferry Park

Wilsonville Parks and Recreation Department is holding a second public workshop to help plan the future of Boones Ferry Park on Thursday, Oct. 26, 6 pm, at City Hall, 29799 SW Town Center Loop E. The City seeks community input regarding preferences for enhancing park and open-space amenities and increasing public access to the Willamette River through development of a new park master plan.

The Boones Ferry Park master plan kicked-off on Sept. 5 when more than 40 community members gathered in Boones Ferry Park and shared their ideas



for the future of the scape architecture a for consultant Gree from the first works

Participants then break-out into groups and discuss the plans, offering valuable feedback.

Boones Ferry Park Master Plan Workshop
 • **Thur, Oct 26, 6-7:30 pm**
 City Hall, 29799 SW Town Center Loop E

property to the east acquired by the City in 2015, and to three undeveloped acres to the west between the railroad tracks and Boones Ferry Road.

To help develop the plan the City hired GreenPlay, LLC, a national firm based in Colorado experienced in developing parks and recreation master plans.

For information, contact Mike McCarty, Parks and Recreation Director, at 503-570-1579; mccarty@ci.wilsonville.or.us. For more information about the Parks & Recreation Master Plan visit www.WilsonvilleParksandRec.com/ParksPlan.

Online Public Survey – Open Dec. 1, 2017 through Jan. 15, 2018

- Postcard Notices – mailed to property owners & current residents (144 total), and business owners (14 total)
- [City of Wilsonville Media Release](#) – posted December 8, 2017. This news article was posted to the City’s website, emailed to e-notify subscribers, and an abbreviated article appeared in the [December issue of the Boones Ferry Messenger](#).
- Flyer posted in City buildings (City Hall, Community Center, Library, Parks & Rec Admin Building)
- Information was shared via social media on Facebook.
- Online survey was extended until January 15, 2018. A [City of Wilsonville Media Release](#) was posted on December 27, 2017, to the City’s website and emailed to e-notify subscribers. An article appeared in the [January issue of the Boones Ferry Messenger](#).
- Total number of Survey Responses: 211

Share Your Feedback
Boones Ferry Park Master Plan

Feedback accepted through December 31, 2017

The City of Wilsonville seeks public feedback through December as part of the master-planning process for Boones Ferry Park. Based on initial suggestions by community members, three conceptual plans have been developed with various elements. Online feedback is accepted through Dec. 31 at the project website listed below.




Community members are asked to share their feedback and preferences for development options, which include greater river access, preserving natural areas, a dog park, nature play and a number of other options.

WilsonvilleParksandRec.com/BoonesFerry

Public Input Sought by Dec 31 on Boones Ferry Park Concept Plans

The Parks and Recreation Department is welcoming public feedback as part of the master-planning process for Boones Ferry Park. Three conceptual plans have been developed suggested as part of the process. Community members are asked to share their feedback and preferences for development options which include: greater river access, nature play, a dog park, wooded trail system and a number of other options. Feedback accepted until Dec 31 at www.WilsonvilleParksandRec.com/BoonesFerry

City of Wilsonville January 2018 The Boones Ferry Messenger – 5

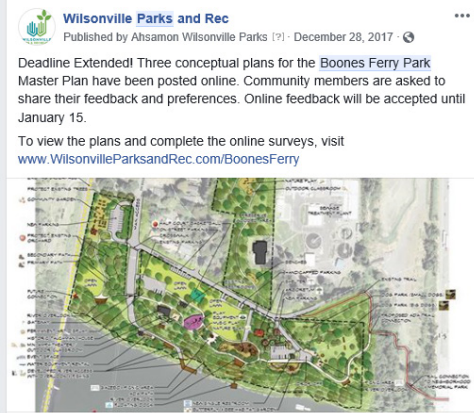
Three Concepts Proposed for Willamette Riverfront Boones Ferry Park
 City Seeks More Feedback on Proposals, Extends Public Input Timeline Until Jan. 15 with Online Survey

The Parks and Recreation Department is welcoming public feedback for an extended period through Jan. 15 as part of the master-planning process for Boones Ferry Park, which borders the Willamette River in Old Town Wilsonville. To review the concepts and share your feedback, visit www.WilsonvilleParksandRec.com/BoonesFerry.

Wilsonville Parks and Rec
 Published by Ahsamon Wilsonville Parks (?) - December 28, 2017

Deadline Extended! Three conceptual plans for the Boones Ferry Park Master Plan have been posted online. Community members are asked to share their feedback and preferences. Online feedback will be accepted until January 15.

To view the plans and complete the online surveys, visit www.WilsonvilleParksandRec.com/BoonesFerry



Three conceptual plans have been developed with the goal of providing a park that meets the needs of the community. Community members are asked to share their feedback and preferences for development options, which include: greater river access, nature play, a dog park, wooded trail system and a number of other options.

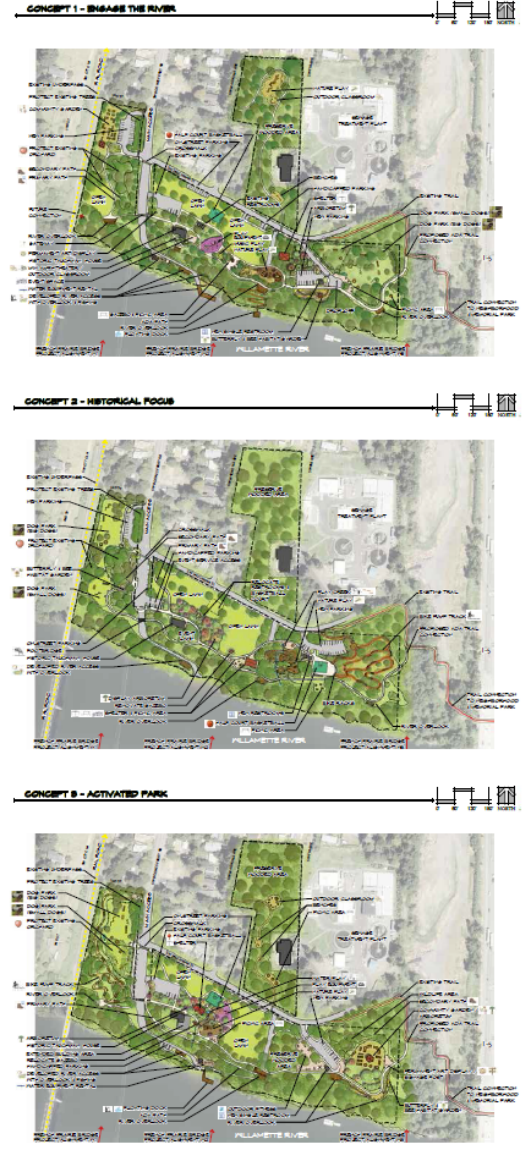
The planning effort started in September when 40 residents gathered in Boones Ferry to share their ideas for the future of the park. The park, composed of City staff and consultants, reviewed the findings from the first workshop and presented three concepts in October, where they were discussed and refined based on the feedback provided.

The park is located in the Old Town neighborhood between the I-5 Boone Bridge and the Willamette River. The existing seven-acre park site is almost four acres of wooded area to the east, three undeveloped acres between the railroad tracks and Boones Ferry, and three forested acres to the north.

‘Engage the River’
 This concept focuses on creating a park that provides a variety of services and program spaces from the historical park. It includes a paved area for street parking and cross walks at the intersection of Main Street and the wooded area and integrate a dog park for families and nature play along the nature area and river.

‘Historical Focus’
 This concept focuses on creating a park that provides a variety of services and program spaces from the historical park. It includes a paved area for street parking and drop-off area along Main Street and the wooded area with diverse activities (bike pump, basketball) and nature play.

‘Activated Park’
 This concept focuses on creating a park that provides a variety of services and program spaces from the historical park. It includes a paved area for street parking and drop-off area along Main Street and the wooded area with diverse activities (bike pump, basketball) and nature play.



CONCEPT 1 - ENGAGE THE RIVER

CONCEPT 2 - HISTORICAL FOCUS

CONCEPT 3 - ACTIVATED PARK

Wilsonville Parks and Rec

Help Plan the Future


The Parks and Recreation Department is seeking public feedback as part of the Master Planning process for Boones Ferry Park.

Community members are asked to share their feedback on three conceptual plans and preferences for development, including: greater river access, nature play, a dog park, wooded trail system and a number of other options. Online feedback will be accepted until December 31st at: WilsonvilleParksandRec.com/BoonesFerry

Scan this code with your smart phone to be directed to the project webpage.

Wilsonville Parks and Recreation
 21400 SW Park Place
 Wilsonville, OR 97170
 503-783-PLAY
WilsonvilleParksandRec.com

For more information, contact Mike McCarty, Parks and Recreation Director, at 503-570-1579, mccarty@ci.wilsonville.or.us



Historic Tauchman House at Boones Ferry Park.

Final Public Meeting – Tuesday, June 5, 2018 at Boones Ferry Park

- Postcard Notices – mailed to property owners & current residents & apartment dwellers (281 total), and business owners (14 total)
- [City of Wilsonville Media Release](#) – posted May 14, 2018. This news article was posted to the City’s website, emailed to e-notify subscribers, and appeared in the [May issue of the Boones Ferry Messenger](#) and the [June issue of the Boones Ferry Messenger](#).
- A follow-up article was posted in the Wilsonville Spokesman on June 13, 2018, titled [“Revealing vision for community park, bridge”](#)
- A Facebook event was created and shared on the Parks & Rec Facebook page.
- Total Event Attendance: 21 people

Boones Ferry Park Master Plan Public Meeting

Boones Ferry Park
31240 SW Boones Ferry Rd

Tuesday, June 5th, 2018
6:00 PM

The Parks & Recreation Department is hosting a public meeting at Boones Ferry Park on Tuesday, June 5th, at 6:00 pm. Project consultants will present the proposed draft of the Boones Ferry Park Master Plan and solicit final public input on the plan.

The plan is scheduled to be presented to the Planning Commission and City Council for consideration this summer.

For more information, please visit:
WilsonvilleParksandRec.com/BoonesFerry

Boones Ferry Park Master Plan: Public Meeting Set for June 5

Join Parks and Recreation staff on June 5, 6 pm, at Boones Ferry Park to discuss the Boones Ferry Park Master Plan. This meeting is the time to give input and feedback regarding park design, layout, and amenities. See page 8 for more details.

Final Public Workshop - Boones Ferry Park Master Plan

Public · Hosted by Wilsonville Parks and Rec

Interested Going

Tuesday, June 5 at 6 PM - 7:30 PM
about 1 month ago

31240 SW Boones Ferry Rd, Wilsonville, OR 97070-9700, United States

INSIGHTS

664 People Reached
+0 last 7 days

6 Responses
+0 last 7 days

Audience
Women 35-44
29% of total reach

EVENT TIPS

Help People Find Your Page's Events

Wilsonville Parks and Rec shared an event.

Published by Ahsamon Wilsonville Parks · June 4

The final public workshop for the Boones Ferry Park Master Plan is tomorrow, Tuesday, June 5, 6pm, at Boones Ferry Park. Project consultants will present the final draft plan and solicit public input on the plan.



Boones Ferry Park Master Plan Public Meeting Set for June 5

The Parks and Recreation Department is hosting a public meeting at Boones Ferry Park on Tuesday, June 5, 6 pm, to solicit final public input on the Boones Ferry Park Master Plan, which develops a community vision for the park that best suits Wilsonville’s current and future needs.

Boones Ferry Park Master Plan Meeting
Tue, June 5, 6 pm
Boones Ferry Park

Informed by engagement with community stakeholders at two workshops and via online survey, the Boones Ferry Park Master Plan draft was developed with GreenPlay, LLC, a Colorado-based firm with extensive experience researching and developing master plans for parks throughout the United States.

The plan’s purpose is to advise City Council and Parks and Recreation staff how Boones Ferry Park

currently functions, and to guide future park improvements. Recommendations in the draft plan would enhance the park with new active amenities and improve its access to the Willamette River.

Currently, the seven-acre park in Wilsonville’s Old Town neighborhood includes a playground, an open lawn area and a basketball court. The park is also home to the Tauchman House, a popular location for City-sponsored programs and private rentals.

The master plan guides development of four acres of forested waterfront property to the east, three undeveloped acres to the west (between the railroad tracks and Boones Ferry Road) and three forested acres to the north. It also accounts for the possible installation of the French Prairie Bridge, which would provide pedestrians and cyclists passage over the Willamette River.



Final Public Workshop - Boones Ferry Park Master Plan

★ Interested

215 people reached

Alejandra Contreras, Brooke Fossati and Julie Lowery

Like Comment

Write a comment...

Exhibit 1



PLANNING COMMISSION

WEDNESDAY, OCTOBER 10, 2018

II. LEGISLATIVE HEARING

- A. Boones Ferry Park Master Plan (McCarty) (15 minutes)
(Public Hearing to be continued to a date certain of November 14, 2018)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: October 10 th , 2018		Subject: Resolution LP18-0008, Boones Ferry Park Master Plan	
		Staff Member: Mike McCarty, Parks & Recreation Director	
		Department: Parks & Recreation	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: October 10, 2018 <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comments: Staff is requesting a continuation of this Public Hearing to ensure a better, more complete document.	
Staff Recommendation: Staff respectfully recommends that the Planning Commission continue the public hearing for Resolution LP18-0008, Boones Ferry Park Master Plan.			
Recommended Language for Motion: Move to continue the public hearing for Resolution LP18-0008 to a date certain of November 14 th , 2018.			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION: The Commission to leave open the public hearing regarding Resolution LP18-0008, Boones Ferry Park Master Plan.

EXECUTIVE SUMMARY:

The City of Wilsonville entered into a contract with GreenPlay, LLC on August 21st, 2017 to help complete a Master Plan for Boones Ferry Park with the understanding that the plan would involve extensive input from the community. Design Concepts (hired by GreenPlay, LLC to complete this project) presented a draft of this plan to City Council on June 4th, 2018 and to the Planning Commission at its July 11th work session. Design Concepts and staff held a community meeting on June 5th at Boones Ferry Park with approximately 25 residents attending. The draft plan was also presented to the Parks & Recreation Advisory Board on July 26th. City Council, Planning Commission, Parks & Recreation Advisory Board and members of the public expressed positive comments concerning the proposed plan, which was to be addressed as a Public Hearing at Planning Commission's August 8th meeting and approved by Resolution by City Council on August 20th. Staff determined that the Boones Ferry Park Master Plan needed to be refined and requested that the Planning Commission continue the hearing until October 10th and the City Council continue the hearing until November 5th. The plan needs further refinement, so staff is asking the Commission to continue the hearing to a date certain of November 14th. City Council will be addressing this plan at its November 5th work session and the Council Hearing scheduled for November 5th will be continued to a date certain of December 17th.

EXPECTED RESULTS:

Continue October 10th Public Hearing to a date certain of November 14th, 2018.

TIMELINE:

City Council Work Session: Monday, June 4th, 2018
 Planning Commission Work Session: Wednesday, July 11th, 2018
 Parks & Recreation Advisory Board Meeting: Thursday, July 26th, 2018
 Planning Commission Public Hearing: Wednesday, August 8th, 2018
 City Council Public Hearing: Monday, August 20th, 2018
 Planning Commission Public Hearing (continued): Wednesday, October 10th, 2018
 City Council Work Session: Monday, November 5th, 2018
 City Council Public Hearing (continued): Monday, November 5th, 2018
 Planning Commission Public Hearing (continued): Wednesday, November 14th, 2018
 City Council Public Hearing (continued): Monday, December 17th, 2018

CURRENT YEAR BUDGET IMPACTS:

The total cost of the contract for the Boones Ferry Park Master Plan is \$44,000.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The community has provided vital information at three hands-on public workshops held at City Hall and on-site at Boones Ferry Park, as well as via an online survey, open Dec. 1, 2017 – Jan.

15, 2018, where the public could voice its opinions on the three conceptual plans. Public input has also been submitted via email.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

Providing amenities and services that the community has requested from the Parks & Recreation Department.

ALTERNATIVES:

CITY MANAGER COMMENT:

ATTACHMENTS:

None

**PLANNING COMMISSION
WEDNESDAY, OCTOBER 10, 2018
6:00 P.M.**

**Wilsonville City Hall
29799 SW Town Center Loop East
Wilsonville, Oregon**

*Minutes as approved at
the November 14, 2018
PC meeting*

Minutes Excerpt

I. CALL TO ORDER - ROLL CALL

Chair Jerry Greenfield called the meeting to order at 6:00 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Peter Hurley, Simon Springall, Phyllis Millan, and Ron Heberlein. Kamran Mesbah arrived shortly after Roll Call.

City Staff: Chris Neamtzu, Miranda Bateschell, Amanda Guile-Hinman, Zach Weigel, Mike McCarty and Jennifer Scola

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITIZENS' INPUT - This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

ADMINISTRATIVE MATTERS

A. Consideration of the September 12, 2018 Planning Commission minutes
The September 12, 2018 Planning Commission minutes were accepted as presented.

II. LEGISLATIVE HEARING

A. Boones Ferry Park Master Plan (McCarty)
(Public Hearing to be continued to a date certain of November 14, 2018)

Chair Greenfield read the legislative hearing procedure into the record and opened the public hearing at 6:04 pm.

Chris Neamtzu, Planning Director, noted Parks and Recreation Director Mike McCarty, who requested the hearing be continued to November 14, 2018, the next Planning Commission meeting. Mr. McCarty had been working with technical experts on last minutes refinements to the Boones Ferry Park Master Plan. Staff would do its best to get the full Plan distributed in advance of seven days prior to the hearing, as discussed in September, since the Commission had not seen the full body of text for the Master Plan. The Master Plan would also be published on the City's website one week prior to the public hearing. In the meantime, any questions or concerns from the public would be fielded by Director McCarty.

Mike McCarty confirmed Staff would get the plan to the Commissioners early, as the consultants had said they would have their final rendition of the plan to Staff by Friday, October 19th. He apologized that the plan had not been given to the Commission in June or July as originally planned. Staff wanted to present a document that Staff, the Commission, and the taxpayers were proud of; therefore, he requested that the hearing be continued to November.

Chair Greenfield called for public comments. There were none.

Mr. Neamtzu acknowledged Mr. Benson, who was on the Parks Board, was in the audience and noted the continuance might be a surprise to him. He apologized to Mr. Benson and noted that the Commission could receive testimony, if he had any. The hearing would only be closed following any citizen testimony, which would be put in the record for the Planning Commission and City Council to consider in November.

Mr. Benson stated from the audience that if there were any modifications to the plan, he had not seen them.

Mr. Neamtzu noted it was probably best to refrain from commenting on a plan that was in flux.

Commissioner Millan moved to continue the public hearing on the Boones Ferry Park to November 14, 2018 date certain. Commissioner Postma seconded the motion, which passed unanimously.

III. WORK SESSIONS

- A. Town Center Plan (Bateschell)

Chair Greenfield called for a brief recess and reconvened the meeting at 7:56 pm.

- B. Citywide Signage & Wayfinding Plan (Neamtzu)

IV. INFORMATIONAL

- A. City Council Action Minutes (Sept. 6, 2018 and Sept. 17, 2018)

- B. 2018 Planning Commission Work Program

V. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 9:11 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Tami Bergeron, Administrative Assistant-Planning



Notice of Hearing Continuation Wilsonville Planning Commission October 10, 2018

**The Boones Ferry Park Master Plan has
been continued to a date certain of November 14, 2018.**

City staff are requesting a continuance of the public hearing on the Boones Ferry Park Master Plan to allow the project team additional time to provide detailed project level information.

For more information contact Mike McCarty, Parks and Recreation Director, McCarty@ci.wilsonville.or.us (503.783.7529) or Tami Bergeron, Planning Administrative Assistant, bergeron@ci.wilsonville.or.us (503.570.1571).



PLANNING COMMISSION
WEDNESDAY, AUGUST 8, 2018

II. LEGISLATIVE HEARING

B. Boones Ferry Park Master Plan (McCarty) (10 minutes)

Hearing continued to a date certain of October 10, 2018.



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: August 8th, 2018		Subject: Resolution LP18-0008, Boones Ferry Park Master Plan	
		Staff Member: Mike McCarty, Parks & Recreation Director	
		Department: Parks & Recreation	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: October 10, 2018 <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comments: Staff is requesting a continuation of this Public Hearing to ensure a better, more complete document.	
Staff Recommendation: Staff respectfully recommends that the Planning Commission continue the public hearing for Resolution LP18-0008, Boones Ferry Park Master Plan.			
Recommended Language for Motion: Move to continue the public hearing for Resolution LP18-0008 to a date certain of October 10 th , 2018			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

The Commission to open the public hearing regarding Resolution LP18-0008, Boones Ferry Park Master Plan.

EXECUTIVE SUMMARY:

The City of Wilsonville entered into a contract with GreenPlay, LLC on August 21st, 2017 to help complete a Master Plan for Boones Ferry Park with the understanding that the plan would involve extensive input from the community. Design Concepts (hired by GreenPlay, LLC to complete this project) presented a draft of this plan to the City Council on June 4th, 2018 and to the Planning Commission at the July 11th work session. Design Concepts and staff held a community meeting on June 5th, 2018 at Boones Ferry Park with approximately 25 residents in attendance. City Council, Planning Commission and residents expressed positive comments concerning the proposed plan, which was to be addressed as a Public Hearing at Planning Commission's August 8th meeting and approved by Resolution by City Council on August 20th, 2018. However, staff has determined that the Boones Ferry Park Master Plan needs to be further refined and requests the Planning Commission continue the hearing until a date certain of October 10th, 2018. City Council will hold a public hearing on November 5th, 2018.

EXPECTED RESULTS:

Continue August 8th, 2018 public hearing to date specific of October 10th, 2018.

TIMELINE:

Planning Commission Public Hearing: Wednesday, August 8th, 2018

Planning Commission Public Hearing (continued): Wednesday October 10th, 2018

City Council Hearing: Monday, November 5th, 2018

CURRENT YEAR BUDGET IMPACTS:

The total cost of the contract for the Boones Ferry Park Master Plan is \$44,000.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The community has provided vital information at three hands-on public workshops, one held at City Hall and two held on-site at Boones Ferry Park, as well as via an online survey, open Dec. 1, 2017 – Jan. 15, 2018, where the public could voice their opinions on the three conceptual plans. Public input has also been received via email.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

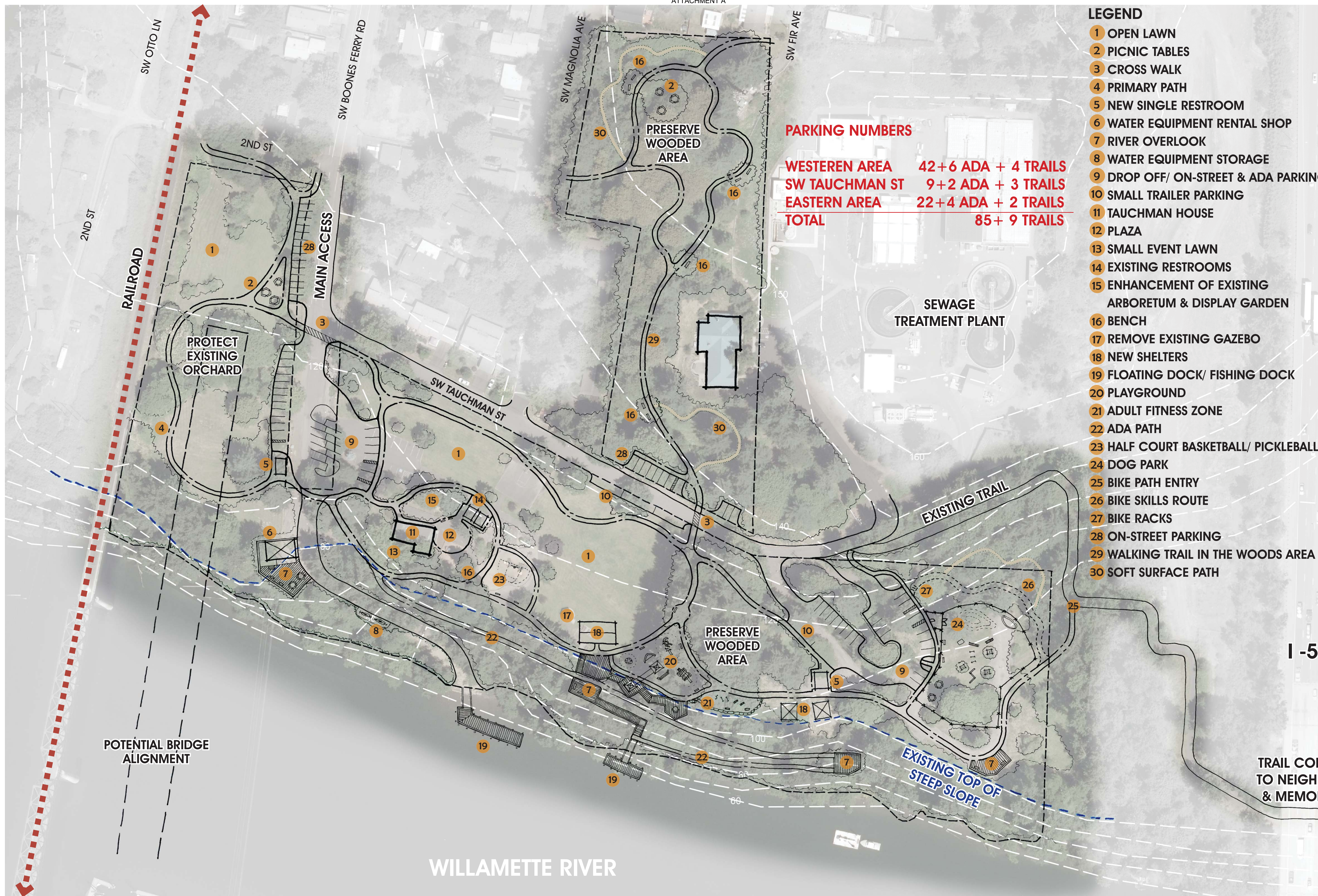
Providing amenities and services that the community has requested from the Parks & Recreation Department.

ALTERNATIVES:

CITY MANAGER COMMENT:

ATTACHMENTS:

- A. Boones Ferry Park Master Plan Map



PARKING NUMBERS

WESTEREN AREA	42+6 ADA + 4 TRAILS
SW TAUCHMAN ST	9+2 ADA + 3 TRAILS
EASTERN AREA	22+4 ADA + 2 TRAILS
TOTAL	85+ 9 TRAILS

- LEGEND**
- 1 OPEN LAWN
 - 2 PICNIC TABLES
 - 3 CROSS WALK
 - 4 PRIMARY PATH
 - 5 NEW SINGLE RESTROOM
 - 6 WATER EQUIPMENT RENTAL SHOP
 - 7 RIVER OVERLOOK
 - 8 WATER EQUIPMENT STORAGE
 - 9 DROP OFF/ ON-STREET & ADA PARKING
 - 10 SMALL TRAILER PARKING
 - 11 TAUCHMAN HOUSE
 - 12 PLAZA
 - 13 SMALL EVENT LAWN
 - 14 EXISTING RESTROOMS
 - 15 ENHANCEMENT OF EXISTING ARBORETUM & DISPLAY GARDEN
 - 16 BENCH
 - 17 REMOVE EXISTING GAZEBO
 - 18 NEW SHELTERS
 - 19 FLOATING DOCK/ FISHING DOCK
 - 20 PLAYGROUND
 - 21 ADULT FITNESS ZONE
 - 22 ADA PATH
 - 23 HALF COURT BASKETBALL/ PICKLEBALL
 - 24 DOG PARK
 - 25 BIKE PATH ENTRY
 - 26 BIKE SKILLS ROUTE
 - 27 BIKE RACKS
 - 28 ON-STREET PARKING
 - 29 WALKING TRAIL IN THE WOODS AREA
 - 30 SOFT SURFACE PATH

I-5

TRAIL CONNECTION TO NEIGHBORHOOD & MEMORIAL PARK

**BOONES FERRY PARK
DRAFT MASTER PLAN**

APRIL 2018

Planning Commission Meeting - August 8, 2018
Boones Ferry Park Master Plan

0' 60' 120' 180' NORTH

WILSONVILLE PARKS & RECREATION
DESIGN CONCEPTS
Community + Landscape Architects

**PLANNING COMMISSION WEDNESDAY, AUGUST 8, 2018
6:00 P.M.**

**Wilsonville City Hall 29799 SW Town Center Loop East
Wilsonville, Oregon**

*Minutes approved
as presented at the
September 12, 2018
PC Meeting*

Minutes Excerpt

I. CALL TO ORDER - ROLL CALL

Chair Jerry Greenfield called the meeting to order at 6:03 pm. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Ron Heberlein, Phyllis Millan, Simon Springall, and Kamran Mesbah. Peter Hurley was absent.

City Staff: Miranda Bateschell, Tod Blankenship, Dwight Brashear, Amanda Guile-Hinman, Nicole Hendrix, Eric Loomis, Mike McCarty, Jennifer Scola, Brian Stevenson, Jeanna Troha, and Kimberly Veliz.

II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

III. CITIZEN'S INPUT

This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

IV. ADMINISTRATIVE MATTERS

A. Consideration of the July 11, 2018 Planning Commission minutes
The July 11, 2018 Planning Commission minutes were accepted as presented.

V. LEGISLATIVE HEARING

A. Parks and Recreation Comprehensive Master Plan (McCarty)
Continued from the May 9, 2018 Planning Commission hearing

Commissioner Postma moved to adopt LP18-0003, recommending approval and adoption of the 2018 Parks and Recreation Comprehensive Master Plan, with revisions to Actions 1.6.c on Page 125, Actions 1.7.h on Page 127, and Actions 1.8.a on Page 127, as indicated on the record; correcting any maps showing Meridian Creek Middle School as a future school; and other non-substantive considerations regarding document formatting. Commissioner Mesbah seconded the motion, which passed unanimously.

B. Boones Ferry Park Master Plan (McCarty)
Continued to October 10, 2018

Commissioner Mesbah stepped out of the meeting chambers.

Chair Greenfield opened the public hearing at 7:06 pm.

Mr. McCarty stated Staff asked that the hearing be continued to October 10th because they did not feel like the document they would have presented was the best it could be.

Commissioner Postma moved to continue the hearing on the Boones Ferry Park Master Plan to October 10, 2018. Commissioner Millan seconded the motion, which passed 5 to 0.

Commissioner Mesbah returned to dais at this time.

VI. WORK SESSION

- A. Town Center Plan (Bateschell)

- B. SMART Program Enhancement Strategy (Brashear)

VII. INFORMATIONAL

- A. City Council Action Minutes (July 2, 2018 and July 16, 2018)
Chair Greenfield noted City Council had adopted the Basalt Creek Concept Plan.

- B. 2018 Planning Commission Work Program

VIII. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 9:13 pm.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Tami Bergeron, Administrative Assistant-Planning

From: [Ante-Marandi, Ahsamon](#)
Subject: Boones Ferry Park Master Plan - Planning Commission Public Hearing - 8/8/18
Date: Tuesday, July 31, 2018 4:15:00 PM
Attachments: [Boones Ferry Park Master Plan - Planning Commission Public Hearing - 08-08-2018.pdf](#)
[image.png](#)

Good Afternoon,

You are receiving this email due to your interest in the [Boones Ferry Park Master Plan](#). The Planning Commission is scheduled to hold a Public Hearing on the Boones Ferry Park Master Plan on Wednesday, August 8, 2018, 6:00pm, at Wilsonville City Hall, 29799 SW Town Center Loop E, Wilsonville, OR 97070. More details can be found on the attached hearing notice.

If you no longer wish to receive email notifications regarding the Boones Ferry Park Master Plan, please reply to this email with the word "Unsubscribe" in the subject line.

Thank you,
Ahsamon

Ahsamon Ante-Marandi
Administrative Assistant II
Wilsonville Parks and Recreation

503.783.PLAY
503.570.1530 Direct
503.682.2995 Fax
ante-marandi@ci.wilsonville.or.us
WilsonvilleParksandRec.com



Admin Building
29600 SW Park Place, Wilsonville, OR 97070



Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

AFFIDAVIT OF MAILING AND POSTING NOTICE OF PUBLIC HEARING IN THE CITY OF WILSONVILLE

STATE OF OREGON)

COUNTIES OF CLACKAMAS)
AND WASHINGTON)

CITY OF WILSONVILLE)

I, Shelley L. White, do hereby certify that I am Administrative Assistant for the City of Wilsonville, Counties of Clackamas and Washington, State of Oregon, that the attached copy of Notice of Public Hearing is a true copy of the original notice; that on July 18, 2018, I did cause to be mailed copies of such notice of said public hearing in the exact form hereto attached to the following property owners:

See Attached List


Also notice was posted at the following locations:

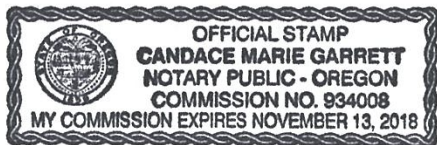
- City Hall, 29799 SW Town Center Loop, East, Wilsonville OR 97070
- Wilsonville Community Center, 7965 SW Wilsonville Road, Wilsonville, OR 97070
- Library, 8200 SW Wilsonville Road, Wilsonville OR 97070
- City of Wilsonville Web Site

Witness my hand this 18th day of July 2018


Shelley White, Administrative Assistant

Acknowledged before me this 18th day of July 2018


NOTARY PUBLIC STATE OF OREGON



**NOTICE OF LEGISLATIVE PUBLIC HEARING
BEFORE THE PLANNING COMMISSION:
PARKS AND RECREATION
BOONES FERRY PARK MASTER PLAN— LP18-0008**



Planning Commission:

On **Wednesday, August 8th, 2018, beginning at 6:00 p.m.**, the Wilsonville Planning Commission will hold a public hearing regarding the following. The Planning Commission will consider whether to recommend adoption of the **Boones Ferry Park Master Plan LP18-0008** to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the Planning Commission hearing, or
- Submit a request, in writing or by telephone, to the Planning Division.

City Council:

The Wilsonville City Council is scheduled to hold a public hearing on the proposal on **Monday August 20th, 2018 at 7:00 p.m.** after which it may make the final decision.

The hearings will take place at **Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.**

A complete copy of the relevant file information, including the staff report, findings, and recommendations, will be available for viewing seven days prior to each public hearing at Wilsonville City Hall, at the Wilsonville Public Library and on the city's

Summary of Proposal:

The City of Wilsonville is completing a master plan for Boones Ferry Park. This plan will address current deficiencies, goals and needs for future amenities, recreational services, trails and open space preservation and possible river access. The master plan will identify short-term and long-term Park and Recreation needs with priority recommendations and approximate cost of improvements and/or additions.

How to Comment: Oral or written testimony may be presented at the public hearing. Written comments on the proposal to be submitted into the public hearing record is welcome prior to the public hearing. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by 2 pm on **August 7th, 2018**. Direct such written comments or testimony to:

Mike McCarty, Parks and Recreation Director
29600 SW Park Place, Wilsonville, Oregon, 97070
mccarty@ci.wilsonville.or.us
(503) 570-1579

Copies of the full draft plan are available from the Parks and Recreation Department at the above address and **at the project website: www.WilsonvilleParksandRec.com/BoonesFerry**

Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Tami Bergeron, Planning Administrative Assistant at (503) 682-4960.

**NOTICE OF LEGISLATIVE PUBLIC HEARING
BEFORE THE PLANNING COMMISSION:
PARKS AND RECREATION
BOONES FERRY PARK MASTER PLAN— LP18-0008**



Planning Commission:

On **Wednesday, August 8th, 2018, beginning at 6:00 p.m.**, the Wilsonville Planning Commission will hold a public hearing regarding the following. The Planning Commission will consider whether to recommend adoption of the **Boones Ferry Park Master Plan LP18-0008** to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the Planning Commission hearing, or
- Submit a request, in writing or by telephone, to the Planning Division.

City Council:

The Wilsonville City Council is scheduled to hold a public hearing on the proposal on **Monday August 20th, 2018 at 7:00 p.m.** after which it may make the final decision.

The hearings will take place at **Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.**

A complete copy of the relevant file information, including the staff report, findings, and recommendations, will be available for viewing seven days prior to each public hearing at Wilsonville City Hall, at the Wilsonville Public Library and on the city's

Summary of Proposal:

The City of Wilsonville is completing a master plan for Boones Ferry Park. This plan will address current deficiencies, goals and needs for future amenities, recreational services, trails and open space preservation and possible river access. The master plan will identify short-term and long-term Park and Recreation needs with priority recommendations and approximate cost of improvements and/or additions.

How to Comment: Oral or written testimony may be presented at the public hearing. Written comments on the proposal to be submitted into the public hearing record is welcome prior to the public hearing. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by 2 pm on **August 7th, 2018**. Direct such written comments or testimony to:

Mike McCarty, Parks and Recreation Director
29600 SW Park Place, Wilsonville, Oregon, 97070
mccarty@ci.wilsonville.or.us
(503) 570-1579

Copies of the full draft plan are available from the Parks and Recreation Department at the above address and **at the project website: www.WilsonvilleParksandRec.com/BoonesFerry**

Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Tami Bergeron, Planning Administrative Assistant at (503) 682-4960.

Date of Planning Commission Meeting: **August 8, 2018**

Date Notice was posted: **July 18, 2018**

ADD LLC
13292 ROGERS RD
LAKE OSWEGO, OR 97035-6752

AGUIAR ARTURO
30845 SW FIR AVE
WILSONVILLE, OR 97070-9769

ALBERTS RICHARD S & HALEY D
30740 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9745

ALLEN DAVID & HOLLY
30895 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-6764

ANDERSON JEAN R
30520 SW BOONES FERRY RD
WILSONVILLE, OR 97070-7745

ANDRE JEFFREY A
31050 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6761

ARMITAGE AMANDA
30950 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9748

BACHOFNER JOHN S 1/2
9265 SW 5TH ST
WILSONVILLE, OR 97070-9744

BERGMANS HUBERT E & BARBARA J
9250 SW 4TH ST
WILSONVILLE, OR 97070-6758

BF2H PROPERTIES LLC
PO BOX 2507
WILSONVILLE, OR 97070-2507

BL & DJ LLC
9155 BOECKMAN RD
WILSONVILLE, OR 97070

BNSF RAILWAY COMPANY
820 CENTRAL BLDG
SEATTLE, WA 98104

BONNEVILLE PROJ US DEPT
1002 NE HOLLADAY
PORTLAND, OR 97232

BOOTHBY DARRIN F & MEGAN M
14905 SW WOODHUE ST
TIGARD, OR 97224-1977

BRADLEY SUSAN C TRUSTEE
617 MOJAVE AVE
LIVERMORE, CA 94550-5334

BREUNDERMAN MARY
31090 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6761

BRITCLIFFE MARK & DARLA
9155 SW 4TH ST
WILSONVILLE, OR 97070-9742

BROWN DANIEL E & MARY F
30725 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9745

BURNS GERALD T & KIM J
31025 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6761

BUSCHER GEORGE RICHARD
10634 TITAN LN
TIGARD, OR 97224

CALIBER HOME LOANS INC
13801 WIRELESS WAY
OKLAHOMA CITY, OK 73134-2500

CASE THOMAS L & ROSANNE C
9150 SW 4TH ST
WILSONVILLE, OR 97070-9742

CHILLI LLC
10260 SW BROOKSIDE CT
TIGARD, OR 97223-5135

CHORUBY LARRY N TRUSTEE
14076 SW BENCHVIEW TER
TIGARD, OR 97224-1590

CLENDENIN MARY J & PATRICK J
9270 SW 5TH ST
WILSONVILLE, OR 97070-9744

CONNIRY MATTHEW J & ASHLEY M
30590 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9739

COPPING RITA Y
30924 SW BOONES FERRY RD
WILSONVILLE, OR 97070-9746

COWGER TY R
30765 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9745

COX RONALD E & DEBRA A
30950 SW BOONES FERRY RD
WILSONVILLE, OR 97070-9746

DEMPSEY ROBERT A & MICHELE S
30999 SW BOONES FERRY RD
WILSONVILLE, OR 97070-9746

DEPT OF THE INTERIOR
PO BOX 3621-MMLC
PORTLAND, OR 97208

DICKEY CAROL BONDS TRUSTEE
6107 SW MURRAY BLVD #426
BEAVERTON, OR 97008

DORMAN LORI
30740 SW BOONES FERRY RD
WILSONVILLE, OR 97070-9750

DOTY JAMES A & JUDY S FLEMING-
DOTY
9210 SW 4TH ST
WILSONVILLE, OR 97070-6758

DOWNES KAREN L
9180 SW 4TH ST
WILSONVILLE, OR 97070-9742

EAVE BARBARA M
30995 SW OTTO LN
WILSONVILLE, OR 97070-9775

EMERALD PACIFIC BUILDERS INC
13750 SW WILSONVILLE RD
WILSONVILLE, OR 97070-7557

FAMILY FIRST PROPERTY GROUP LLC
17190 NW SPRINGVILLE RD
PORTLAND, OR 97229-1704

FLETCHER RHONDA
30990 SW BOONES FERRY RD
WILSONVILLE, OR 97070-9746

FRED MEYER STORES INC
1014 VINE ST PROP TAX 7TH FL
CINCINNATI, OH 45202

FULLER MARIE TRUSTEE
30900 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9748

GARFIELD JORDAN & ALEXANDRIA
30625 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-6757

GONZALES FRANK R & NAOMI
30825 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6762

HARPER MARY ELIZABETH
30605 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-6757

HARVEY TIMOTHY K & LUCILLE L
30705 SW FIR AVE
WILSONVILLE, OR 97070-9743

HILL JUDY A
32445 CHURCH RD
WARREN, OR 97053-9781

HORNER JOSEPH R & BRITTANY S
30645 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-6757

HUDDLESTON JACKIE E TRUSTEE
30870 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-6763

INLAND EMPIRE INVESTMENTS LLC
30170 SW OREPAC AVE
WILSONVILLE, OR 97070

IRELAN LOUISE J
30955 SW FIR AVE
WILSONVILLE, OR 97070-6765

JOHNSON AUNNA
30670 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-6757

JOSEPH MARK A
30935 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9748

KADING JAMIE L & BRYCE
30870 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6762

KEENAN MONICA K
9460 SW 4TH ST
WILSONVILLE, OR 97070-9768

KENNEY JAMES A & CONSTANCE B
30965 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9748

KERSTEN DAVID L SR & JEANETTE J
28600 SW CANYON CREEK RD S
WILSONVILLE, OR 97070-6719

KNIGHT APRIL B
31045 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9748

KOSLOWSKI MATTHEW ROBERT
30720 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9745

KWDS LLC
PO BOX 145
WILSONVILLE, OR 97070-0145

LARA JOSE
30965 SW BOONES FERRY RD
WILSONVILLE, OR 97070-9746

LATHROP RUSSELL L
30955 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9748

LAWRENCE JAMES NATHAN & SANDRA
30555 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9739

LI NAN YONG
8762 E LAYTON AVE
DENVER, CO 80237-2929

LOCHMANN MARIA LUISE
30550 SW BOONES FERRY RD
WILSONVILLE, OR 97070-7745

LY KHUONG H & LIEN N
30885 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6762

M&D EQUITIES LLC
9185 SW 4TH ST
WILSONVILLE, OR 97070

MALLERY RICHARD L
PO BOX 471
WILSONVILLE, OR 97070-0471

MALONE THEOPHILUS & CELESTE
30745 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9745

MCVAY KRISTIN L
30710 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9745

MEACHAM RICK
23735 SW LADD HILL RD
SHERWOOD, OR 97140-5024

MEADOWS 148 LLC
9655 SW 5TH ST
WILSONVILLE, OR 97070-9751

MENDOZA SHELLY J
30595 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9739

MISSAL PAUL
30650 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6756

MOORE KEVIN
31015 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9748

MORGAN KELLY
30570 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9739

MORRIS KIMBERLY
9350 SW 5TH ST
WILSONVILLE, OR 97070-7721

MUENCH DOUGLAS E & GRACE N
30950 SW FIR AVE
WILSONVILLE, OR 97070-6765

OLSEN RODERICK CO-TRUSTEE
12375 SW TOOZE RD
SHERWOOD, OR 97140-7205

OLSON JAMES A & SHARON L D
30610 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-6757

OTTO LANE 104 LLC
PO BOX 4365
WILSONVILLE, OR 97070-4365

OTV 1 LLC
30625 SW BOONES FERRY RD STE B
WILSONVILLE, OR 97070-7862

OWNER/OCCUPANT
30020 SW BOONES FERRY RD
WILSONVILLE, OR 97070-8912

OWNER/OCCUPANT
30129 SW BOONES FERRY RD
WILSONVILLE, OR 97070-7747

OWNER/OCCUPANT
30160 SW OREPAC AVE
WILSONVILLE, OR 97070

OWNER/OCCUPANT
30200 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6891

OWNER/OCCUPANT
30299 SW BOONES FERRY RD
WILSONVILLE, OR 97070-7844

OWNER/OCCUPANT
30300 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6889

OWNER/OCCUPANT
30310 SW BOONES FERRY RD
WILSONVILLE, OR 97070

OWNER/OCCUPANT
30445 SW BOONES FERRY RD
WILSONVILLE, OR 97070-7746

OWNER/OCCUPANT
30480 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6814

OWNER/OCCUPANT
30485 SW BOONES FERRY RD
WILSONVILLE, OR 97070-7845

OWNER/OCCUPANT
30535 SW BOONES FERRY RD
WILSONVILLE, OR 97070-7746

OWNER/OCCUPANT
30535 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9739

OWNER/OCCUPANT
30560 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9739

OWNER/OCCUPANT
30575 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9739

OWNER/OCCUPANT
30580 SW BOONES FERRY RD
WILSONVILLE, OR 97070-7819

OWNER/OCCUPANT
30610 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6756

OWNER/OCCUPANT
30690 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6756

OWNER/OCCUPANT
30730 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9745

OWNER/OCCUPANT
30750 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9745

OWNER/OCCUPANT
30760 SW BOONES FERRY RD
WILSONVILLE, OR 97070-9750

OWNER/OCCUPANT
30775 SW BOONES FERRY RD
WILSONVILLE, OR 97070-7822

OWNER/OCCUPANT
30780 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9745

OWNER/OCCUPANT
30785 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9745

OWNER/OCCUPANT
30789 SW BOONES FERRY RD
WILSONVILLE, OR 97070-7842

OWNER/OCCUPANT
30795 SW FIR AVE
WILSONVILLE, OR 97070-9743

OWNER/OCCUPANT
30810 SW MAGNOLIA AVE
WILSONVILLE, OR 97070

OWNER/OCCUPANT
30820 SW FIR AVE
WILSONVILLE, OR 97070-9769

OWNER/OCCUPANT
30825 SW OTTO LN
WILSONVILLE, OR 97070-9775

OWNER/OCCUPANT
30875 SW FIR AVE
WILSONVILLE, OR 97070-9769

OWNER/OCCUPANT
30895 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6762

OWNER/OCCUPANT
30925 SW FIR AVE
WILSONVILLE, OR 97070-6765

OWNER/OCCUPANT
30945 SW BOONES FERRY RD
WILSONVILLE, OR 97070-9746

OWNER/OCCUPANT
30983 SW BOONES FERRY RD
WILSONVILLE, OR 97070-9746

OWNER/OCCUPANT
30995 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9748

OWNER/OCCUPANT
31020 SW BOONES FERRY RD
WILSONVILLE, OR 97070

OWNER/OCCUPANT
31029 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9748

OWNER/OCCUPANT
31036 SW BOONES FERRY RD
WILSONVILLE, OR 97070

OWNER/OCCUPANT
9200 SW BAILEY ST
WILSONVILLE, OR 97070-9783

OWNER/OCCUPANT
9201 SW 5TH ST
WILSONVILLE, OR 97070

OWNER/OCCUPANT
9210 SW 5TH ST
WILSONVILLE, OR 97070-9744

OWNER/OCCUPANT
9301 SW 5TH ST
WILSONVILLE, OR 97070-7721

OWNER/OCCUPANT
9310 SW BAILEY ST
WILSONVILLE, OR 97070-8705

OWNER/OCCUPANT
9415 SW 4TH ST
WILSONVILLE, OR 97070-9749

OWNER/OCCUPANT
9425 SW TAUCHMAN ST
WILSONVILLE, OR 97070-9755

OWNER/OCCUPANT
9430 SW 4TH ST
WILSONVILLE, OR 97070-9749

OWNER/OCCUPANT
9450 SW WILSONVILLE RD
WILSONVILLE, OR 97070-7585

OWNER/OCCUPANT
9455 SW TAUCHMAN ST
WILSONVILLE, OR 97070-9747

OWNER/OCCUPANT
9460 SW WILSONVILLE RD
WILSONVILLE, OR 97070-7595

OWNER/OCCUPANT
9490 SW WILSONVILLE RD
WILSONVILLE, OR 97070-7843

OWNER/OCCUPANT
9670 SW NUTTING RD
WILSONVILLE, OR 97070

OWNER/OCCUPANT
9740 SW WILSONVILLE RD
WILSONVILLE, OR 97070-7717

PACIFIC NW PROPERTIES LP
6600 SW 105TH AVE STE 175
BEAVERTON, OR 97008-8834

PELLETIER MICHELLE
30640 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-6757

PILEGGI ANTHONY W & JOYCE N
6915 SW WILSONVILLE RD APT 195
WILSONVILLE, OR 97070-5737

PROCTOR DRIGGERS LLC
PO BOX 990
MINNEAPOLIS, MN 55440-0990

REEVES BRENT R & KRISTIE D
9455 SW 4TH ST
WILSONVILLE, OR 97070-9768

ROIC OREGON LLC
8905 TOWNE CENTRE DR STE 108
SAN DIEGO, CA 92122-5608

SCHAFFER DAVID G & MARGARET A
30755 SW FIR AVE
WILSONVILLE, OR 97070-9743

SCHULHERR DAVID TRUSTEE
0541 SW FLORIDA ST
PORTLAND, OR 97219-2359

SHECKLER DON W & THERESA R
30865 SW BOONES FERRY RD
WILSONVILLE, OR 97070-6762

SISSON BRENDA E
30930 SW MAGNOLIA AVE
WILSONVILLE, OR 97070-9748

SMITH BILLY J JR
9459 SW TAUCHMAN ST
WILSONVILLE, OR 97070-9747

SMITH BRANDEN E
30935 SW BOONES FERRY RD
WILSONVILLE, OR 97070-9746

SMITH HARLAN H & MICHELLE R
30775 SW FIR AVE
WILSONVILLE, OR 97070-9743

SNYDER JEFFREY L & TERRY L DOSEK
PO BOX 1704
WILSONVILLE, OR 97070-1704

ST CYRIL CATHOLIC CHURCH
9205 SW 5TH ST
WILSONVILLE, OR 97070-9744

STATE OF OREGON
STATE HWY BLDG RM 119
SALEM, OR 97310-0001

STATE OF OREGON
TRANSPORTATION BLDG
SALEM, OR 97310-0001

STOEKLEN TYLER J & CHELBY L
9355 SW 5TH ST
WILSONVILLE, OR 97070

TAUCHMANN LLC
6545 FAILING ST
WEST LINN, OR 97068-2614

TESSLER DEAN
30900 SW BOONES FERRY RD
WILSONVILLE, OR 97070-9746

TUCKER SHEPARD S & LYNDI K
10475 SW PLEASANT PL
WILSONVILLE, OR 97070-9524

TWOHAWKS DAVID
PO BOX 806
WILSONVILLE, OR 97070-0806

VANWECHEL STEVEN L & MARY J
PO BOX 652
WILSONVILLE, OR 97070-0652

VILLAGE AT OLD TOWN SQUARE LLC
30050 SW TOWN CENTER LOOP W STE
200
WILSONVILLE, OR 97070-7596

WALGREEN CO
PO BOX 1159
DEERFIELD, IL 60015-6002

WATTY GARRETT & KERRY
PO BOX 250
SALYER, CA 95563-0250

WEILAND STEVEN L
31175 SW OTTO LN
WILSONVILLE, OR 97070-9775

WEST COAST HOME SOLUTIONS LLC
PO BOX 1969
LAKE OSWEGO, OR 97035-0059

WILSONVILLE SHOPPING CENTER INC
1618 SW FIRST AVE STE 350
PORTLAND, OR 97201

WILSONVILLE SHOPPING CENTER INC
PO BOX 2945
PORTLAND, OR 97208-2945

YOUNG D S & LEHAN DOROTHY
PO BOX 7
WILSONVILLE, OR 97070-0007

YOUNG SHERILYNN J
6189 SW DELKER RD
TUALATIN, OR 97062-7754

ZIELINSKI COLLEEN M
30825 SW FIR AVE
WILSONVILLE, OR 97070-9769



6605 SE Lake Road, Portland, OR 97222
PO Box 22109 Portland, OR 97269-2169
Phone: 503-684-0360 Fax: 503-620-3433
E-mail: legals@commnewspapers.com

AFFIDAVIT OF PUBLICATION

State of Oregon, County of Clackamas, SS I, Charlotte Allsop, being the first duly sworn, depose and say that I am the Accounting Manager of the **Wilsonville Spokesman**, a newspaper of general circulation, serving Wilsonville in the aforesaid county and state, as defined by ORS 193.010 and 193.020, that

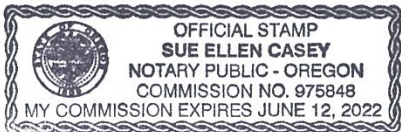
City of Wilsonville
NOTICE OF A LEGISLATIVE PUBLIC HEARING
BEFORE THE WILSONVILLE PLANNING COMMISSION:
BOONES FERRY PARK MASTER PLAN
LP18-0008

Ad#: 58444

A copy of which is hereto annexed, was published in the entire issue of said newspaper(s) for 1 week(s) in the following issue(s):
07/18/2018

Charlotte Allsop (Accounting Manager)

Subscribed and sworn to before me this 07/18/2018.

NOTARY PUBLIC FOR OREGON

Acct #: 108863
Attn: Shelley White
WILSONVILLE, CITY OF
29799 SW TOWN CENTER LOOP E
WILSONVILLE, OR 97070

NOTICE OF A LEGISLATIVE PUBLIC HEARING
BEFORE THE WILSONVILLE PLANNING COMMISSION:
BOONES FERRY PARK MASTER PLAN
LP18-0008

Planning Commission:

On **Wednesday, August 8th, 2018, beginning at 6:00 p.m.**, the Wilsonville Planning Commission will hold a public hearing regarding adoption of the Boones Ferry Park Master Plan (Case File # LP18-0008). The Planning Commission will consider whether to recommend adoption of this plan to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the Planning Commission hearing, or
- Submit a request, in writing or by telephone, to the Planning Division.

City Council:

The Wilsonville City Council is scheduled to hold a public hearing on the proposal on **Monday, August 20th, 2018 at 7:00 p.m.** after which it may make the final decision.

The hearings will take place at **Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon**. A complete copy of the relevant file information, including the staff report, findings, and recommendations will be available for viewing seven days prior to each public hearing at Wilsonville City Hall, at the Wilsonville Public Library and on the city's web site.

Summary of Proposal: Boones Ferry Park Master Plan Update - LP18-0008

The City of Wilsonville is completing a master plan for Boones Ferry Park. ~~Planning Commission will be held on August 7th, 2018. Direct such written comments or testimony to:~~

Mike McCarty, Parks and Recreation Director
29600 SW Park Place, Wilsonville, Oregon, 97070
mccarty@ci.wilsonville.or.us.



Notice of Hearing Continuation Wilsonville Planning Commission August 8, 2018

**The Boones Ferry Park Master Plan has
been continued to a date certain of October 10, 2018.**

City staff are requesting a continuance of the public hearing on the Boones Ferry Park Master Plan to allow the project team additional time to provide detailed project level information.

For more information contact Mike McCarty, Parks and Recreation Director, McCarty@ci.wilsonville.or.us (503.783.7529) or Tami Bergeron, Planning Administrative Assistant, bergeron@ci.wilsonville.or.us (503.570.1571).

McCarty, Mike

From: T A <tavery159@gmail.com>
Sent: Thursday, September 14, 2017 11:28 AM
To: McCarty, Mike
Subject: Boones Ferry Park

Good Morning, Mike,

I was one of the attendees at last weeks Boones Ferry Park session and was just reading the article in the Spokesman. The article seemed to barely touch on new and innovative ideas for adding to our park system and I would hate for people to disengage because the parks we have now are beautiful so no discussion is needed. I thought the whole point of the gathering was to add to not just repeat what already exists.

While I understand that everyone has a different level of use, it seemed that a lot of the ideas were redundant and called for more of the same of what we already have in Wilsonville.

This summer we had a number of opportunities to kayak and a few of those time it was here in the Willamette Valley. Unfortunately, the one and only time we "put in", in Wilsonville we found ourselves carrying our kayaks down from Tauchman House parking lot on a very steep driveway that use to lead to the Boones Ferry.

When we reached the bottom there were a few people using the only access to the water for fishing, little ones wading a couple of dogs chasing sticks and us...trying to get our kayaks down a steep drop-off to reach the water. The area was covered with broken concrete, re-bar, some trash and broken glass (because there actually are people trying to both fish and picnic on a 30 foot stretch of water, but there are no trash receptacles). It was dirty, dangerous and directly across from a private marina. Really quite embarrassing and disappointing for Wilsonvilles only river access for those who would rather be able to fish, swim, picnic or paddle.

We found ourselves and friends opting instead to go to West Linn (Willamette Park) and Canby (Hebb Park) to "put in" and "take out". We would stay in the community for dinner as a group and even had a couple of large Bar-b-q's with others because those sites provided clean and user friendly paddling, places for kids to play in the river and fish.

Wilsonville already has a community garden, a dog park, playgrounds and water features for little ones. Walking paths are an excellent use of the land for views and access to the river and can have little impact on the environment. They can also present spaces that might include the history of Wilsonville, art, exercise and the natural beauty of our community. Please don't overlook the connection to one of the most powerful and beautiful assets in Wilsonville or the opportunity to grow and expand the vision of the local parks and what they can offer to all of the residents.

The "**Explore Wilsonville**" website features images of the river and shows an image of a kayaker in the "Play and Explore" drop down tab. In that tab under recreation the guide to fishing and boating promotes the private Boones Ferry Marina and Boating Club that charges \$1000.00-2100.00 and \$500.00 to be wait listed. SERIOUSLY!???? It also promotes Canby, Champoeg and 50 other places in the Willamette Valley to fish. None of which are in Wilsonville (including Wilsonville Pond which is actually in Aurora).

According to REI's adventure journal the stretch of the (affectionately referred to as The Willy) Willamette River from Corvallis to Portland is the #1 rated thru-paddle of any kayaking adventure in

the lower 48 and in the Willamette River Guide we don't even appear on their map as one of only 19 cities it flows through.

I hope going forward the city can grow and enhance all of it's assets for the benefit of the residents and the wider community regardless of their economic or physical limitations.

Thank You. Toni Avery

Boones Ferry Park Upgrades

Mike,

As you know I came late to the discussion. I want to thank you and Tod for meeting me last week and bringing me up to speed as to some of the topics discussed to this point and listening to my personal views and concerns.

I have already made several written comments but you brought up a couple things that I wanted to follow up on.

Of course there would be concerns of locals(myself being one of them) as to not only the added traffic getting to and from the park but also the increase of strangers in the neighborhood. And of course these concerns are legitimate.

Recently the City Council has voted to bring substantially more traffic through Old Town than any of the proposed Park Plans would produce. The improvements that come with the new traffic impacts deliver very very little gain to the Old Town community. I believe a nicely improved park would be a good way the City could mitigate the negative impacts of the 5th st Crossing.

Any new traffic heading to the Park would likely come at off-peak traffic hours so it would not add to congestion. And if there ended up being some extra traffic to the park that would imply we had a nice park that people wanted to drive to. This park is a very short walk to Old Town residence and some of the proposed elements would certainly be utilized by the locals and their guests.

Limiting parking for a popular destination WILL lead to improper unsafe parking and congestion.

My house would feel the brunt of this new traffic but I still believe the value of a well-developed park far exceeds the negatives of some new WELL-MANAGED traffic which would include targeted traffic law enforcement by the police.

The River and the City of course have a history and I believe the full development of the riverfront would celebrate this history. We should build something to be proud of. Somewhere people want to visit.

Just demand while they are visiting Old Town that they are respectful.

Thank you

Mark Britcliffe

From: [McCarty, Mike](#)
To: [Ante-Marandi, Ahsamon](#)
Subject: FW: Boones Ferry
Date: Friday, January 26, 2018 9:48:22 AM
Attachments: [boones ferry park.docx](#)

From: mark [mailto:markebrit@yahoo.com]
Sent: Monday, January 15, 2018 1:13 PM
To: McCarty, Mike <mccarty@ci.wilsonville.or.us>
Subject: Boones Ferry

Hi Mike,

Darla and I have a huge stake in Old Town. We have recently invested over a million dollars developing distressed lots.

I was hoping to talk to you more about earlier discussions concerning the park as I wasn't involved.

You must have missed my 10 messages...

I've attached a letter regarding the development of the park with some comments. Could you please put this in the public record

Looking forward to the next step.

Thanks

Mark Britcliffe

Sent from [Mail](#) for Windows 10

Boones Ferry Park Expansion.

My name is Mark Britcliffe. My wife Darla and I live at 9155 sw 4th st in Old Town. We also own several rental units in Old Town with some on Boones Ferry Rd.

Darla and I both visit Boones Ferry Park regularly. We believe the Park is underused in general. We believe the Park should be developed to encourage outdoor activity especially incorporating the river.

Few communities have the opportunity to have a park fronting such a major and historic waterway. We believe the Park should be structured in a way that makes it possible for visitors to fully enjoy the river.

I have been in real-estate development since 1979 and I have always paid attention to the development and use of public parks. I believe that city parks in general should be designed with a broad range of uses available as to encourage a broad range of users. That being said I have noticed that invariably if there is not a commitment in the design to quality and scale of any specific feature that feature will be underused. Small(in scale) dog parks don't get used much, smaller bike tracks see little use after a short while, unchallenging playground elements quickly turn into "yard art". Whatever features are included in a final design should be substantial and memorable. Something someone would want to do again.

As I said Darla and I visit the Park regularly and we have also spent a great deal of time at the new large park in Sherwood. In regards to specific features. By far the most utilized feature in either of these parks is the walkways. Old Town has a scarce amount of safe walkways right now and there are no plans for any new ones. The new Park is a great place to mitigate this problem. If there is a dog park have a path around it if there is a bike track have a path around it if there is a ... have a path around it. For safety and comfort of use if any path is to accommodate both bicycles and pedestrians it should be wide enough and have well defined lanes. You would need to avoid the opportunity for a bicyclist to come from behind someone walking a dog on a lease on the same path.

The one single feature in all the plans that most impressed us was the ADA path down to a dock on the river and an ADA path up the other side. If that could be pulled off it would easily be the most used feature shown on any of the plans.

Substantial and challenging playground equipment is used regularly at the Sherwood Park.

The Large covered eating/seating area gets regular use in Sherwood. Parking close to a covered eating/seating area would be a key feature.

Basketball courts always get use. If the basketball court gets moved the area that is vacated could be expanded and used as a small soccer/multipurpose area. There is no flat grassed areas to speak of now and sloped grassed areas do not get much except in dog parks. I used the current basketball court all summer and by design it is very dirty. I blew the court with my commercial blower twice a week and it was still mostly dirty.

I think a covered court would have multiple uses and allow use of the park on more days. It would also work well in conjunction with a covered eating area.

The children's water feature gets use in the Sherwood Park as well as the one at the Korean War Memorial in Wilsonville which Darla and I also frequent.

We would be in favor of an expansion of the Tauchman House if the design was multifunctional and was intended to be used regularly by a range of citizens. Any expansion architecture should take full advantage of the views of the river and railroad trellis.

Adequate parking is essential however actual handicap parking on the path down to the river seems problematic. Not just the logistics of turning around for the legal parking but leaving the access open for any vehicle traffic will bring unwanted vehicle traffic as well.

We believe you should develop/access as much of the riverbank as possible. Most existing unhealthy foliage along the slope should be removed and replaced with more appropriate plantings. Plantings with concerns for better erosion control as well as leaving open river views at the lookout points and scenic paths.

The kayak rentals look good on paper and I hope it can work out but it would seem this would have to be managed remotely as I believe it would prove too costly, private or public, to have a person on-site for all the hours necessary for operation.

One plan shows traffic turn-around/drop-off point. I cannot see any situation where someone would need to be dropped off there. The drop-off point is adjacent to the parking lot.

A parking lot as you enter the park that could be used as a turn-around for the ending of Boones Ferry Rd or an actual traffic circle would be important for reducing illegal U-turns on Boones Ferry.

One of the dog parks could be placed on the existing sloped, grassed area

There is talk about leaving the northern most treed area "natural", as it is right now. Right now there are scattered transient camps hidden in the overgrowth. Last summer I discovered a cache of stolen items in one of the camps. I was told by Wilsonville Police they believe those items were from a rash of local burglaries. This area needs to be cleaned up and trimmed up for safety. There should be walking paths going through it connecting the neighborhood to the Park.

There is a similar problem on the south end of the Park with a well beaten path leading to a sleeping area under the railroad trellis. This area should be cleaned and trimmed up and the access blocked to the area under the trellis to discourage illegal activity.

There are a couple things left out of all 3 plans I would like to comment on. First, I would like to see a clear interface between the north end of the park and the Old Town neighborhood at the ends of Magnolia st and Fir st. with access by walking paths for both.

Also I would insist that traffic patterns, vehicle acceleration and speed on Boones Ferry Rd be in any conversation regarding a substantial increase of traffic through our residential neighborhood. I do not believe that park traffic will add to the congestion at Boones Ferry rd and Wilsonville rd as it will likely bring traffic during less congested traffic hours and days.

That being said, this traffic must be managed by design and a commitment to enforcement of traffic laws to mitigate its impacts.

Thank you

Mark and Darla

From: Ante-Marandi, Ahsamon
To: ["Steven Van Wechel"](#)
Subject: RE: Tauchmann House
Date: Thursday, February 08, 2018 1:50:00 PM

Thank you, Steve. I have forwarded your email to the project consultants and saved a copy for our project records.

Kindly,
Ahsamon

Ahsamon Ante-Marandi
Administrative Assistant II
Wilsonville Parks and Recreation
503.570.1530

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Steven Van Wechel [mailto:stevevw.55@gmail.com]
Sent: Wednesday, February 07, 2018 4:43 PM
To: McCarty, Mike <mccarty@ci.wilsonville.or.us>
Cc: Ante-Marandi, Ahsamon <ante-marandi@ci.wilsonville.or.us>
Subject: Tauchmann House

Greetings, Mike:

Just wanted to reconfirm with you the historical society's interest in the Tauchmann House. We mentioned it once several months ago when I came in and met with you, but in double checking/triple checking thought it was good to do it again so it doesn't get lost. At the Society's meeting today, Charlotte Leehan also wanted me to make sure the message was there due to the planning process going on for the park.

The Wilsonville Boones Ferry Historical Society wants to go officially on-record as being interested in eventually moving into the Tauchmann House and developing a historical/heritage center there based on the history connected with building and location by the ferry. To be forthright, it will indeed be a space of time before the Society can take this project on, but it needs to be recorded in the plans for the park.

If you have any questions, please feel free to contact me via return email, or my phone number is 503-682-5048.

THANKS, Mike!

STEVE VW

--

Van Wechel

_____ Steve

From: [McCarty, Mike](#)
To: [Ante-Marandi, Ahsamon](#)
Subject: FW: park along the river
Date: Friday, March 09, 2018 1:51:42 PM

I already answered Mr. Thomas, can you put him on our list to contact for next meeting please.
Thanks Mike

From: Louis Thomas [mailto:louis.thomas.1968@gmail.com]
Sent: Friday, March 09, 2018 11:29 AM
To: McCarty, Mike <mccarty@ci.wilsonville.or.us>
Subject: park along the river

Mr. McCarthy,

I understand your team is in the planning stage for the park along the river and there are several options being proposed. This land is a great opportunity to add character and amenities to living in Wilsonville. Having water front access is a rare commodity and should be used to serve the entire city. I would love to see the following items in this space.

Access to the water for launching canoes, kayaks, and paddle boards! Along with appropriate parking to allow for loading and unloading of the equipment should be a priority. An area that could support open viewing of the river with benches and a play structure for our children. I understand it would be necessary to provide the infrastructure (bathrooms and a small shelter).

If there is a time and place that I need to show up to voice my opinion for a larger impact, please let me know.

Thank You for your time,
Louis 'Donovan' Thomas

From: [Steven Van Wechel](#)
To: [Ante-Marandi, Ahsamon](#)
Subject: Boones Ferry Park input
Date: Tuesday, June 26, 2018 3:25:32 PM

Don't know if this suggestion can still be gotten in, but the past week's front page article in the Spokesman prompted me to go ahead and give it a try. Maybe it could just be passed on for whatever it is worth.

The area of the park NORTH of the street (between the apartments and the sewer plant) could certainly be problematic - especially when the bridge gets built. Being totally isolated on three sides; being there would never be any police presence in it (unless they got a call); because it is totally unseen and tucked away in a very unnoticeable area -- I totally agree it could be a huge magnet for homeless camps, drug use by teenagers, etc. So I have come up with a suggestion that hopefully would mitigate those issue to a large extent.

My suggestions is to 1) put a couple/few picnic tables reasonably close to the road; 2) then fence off the entire rectangular area on further to the north; 3) then work with the school district, CREST, and/ or the environmental department of Clackamas Community College to convert the enclosed area into an arboretum to be used to be used for research, preservation, class presentations, Scout projects/merit badge work, etc.. Maybe a gate could be installed with a nominal 50 cent admission or something just to keep it clean and nice and to help prevent the area being used for nefarious purposes. (Maybe one of those new 'butterfly' houses that are popping up all over could be put in there as well and really make use of the area!!! / specializing in native butterflies and moths, etc. of the area - thus keeping a historical aspect to it fitting in with the historical nature of the park.)

I do feel that using the area in a way somewhat similar to this would negate the issues and make the area an actual,useful part of the park, and an excellent addition to Wilsonville.

Thanks for passing the idea along.

STEVE VAN WECEL

--



Steve Van Wechel

7 August 2018

Mike McCarty
Parks and Recreation Director
29600 SW Park Place
Wilsonville, OR 97070

Dear Mr. McCarty,

As residents of Old Town we submit to the public record the following written testimony regarding the Boones Ferry Park Master Plan LP18-0008. Although the Planning Commission is expected to recommend adoption of the Boones Ferry Park Master Plan LP18-0008 to the City Council, many residents in Old Town have voiced grave concerns about the negative impact these changes will have on the Old Town neighborhood in numerous public meetings as well as in other written venues.

The aspects of the Boones Ferry Park Master Plan that will most negatively impact the Old Town Neighborhood are: parking and parking overflow issues, increased car and bike traffic into the neighborhood, keeping people out of the park after-hours, increased vandalism and malicious mischief (V&MM), increased garbage dumping, and loss of green space and wildlife habitat.

PARKING/ CAR /BIKE TRAFFIC

Old Town residents have very real concerns about current car traffic in the Old Town neighborhood. Speeding is a terrible problem on Boones Ferry Road. Additionally, many residents back out of their drive ways onto Boones Ferry Road and cars that are parked on the street significantly block visibility and create a safety issue. An increase in traffic on Boones Ferry Road will leave nowhere for kids and parents to play or walk safely near the road. This project will only exacerbate these issues. We recommend adding speed bumps or using some other method to slow down traffic from 5th Street to the end of Boones Ferry Road in Old Town.

We have urged the City to develop a parking strategy that keeps additional cars out of the Old Town neighborhood; however, this plan puts almost 100 new parking spaces in Boones Ferry Park. With 2-4 people arriving in the neighborhood in each car, this plan will continually be bringing 200-400 new people down a dead end road, past many homes, and into a very small park, relative in size to other parks in Wilsonville.

One looming question: when these 100 parking spaces are full, will cars then be allowed to overflow into the neighborhood and park wherever they please? Several large new homes with one car garages were built very near Boones Ferry Park this year and sold to homeowners with 5 or more vehicles in each home, so parking is already an issue in this area without any help from significantly more cars from park visitors overflowing in front of neighborhood homes.

ENTRANCE TO PARK AFTER HOURS

All other parks in town remain open from dusk until dawn. For the safety and comfort of the surrounding neighborhood, this park's hours should not be any different. Also, Memorial Park and Graham Oak Parks both have gates that can be closed to stop car traffic from entering. We recommend that Boones Ferry Park be gated, as well. Surely a professional designer can create a plan that secures Boones Ferry Park after hours and yet allows neighborhood residents to enter and leave their homes.

PUBLIC SAFETY/ VANDALISM

Public safety is currently a concern in Old Town as neighborhood crime and V&MM is on the rise. Vagrants have started fires near homes near Boones Ferry Park and condoms have been found in neighborhood driveways near the park. People are also defecating and urinating in yards near the park. Garage doors, the railroad tunnel, and the Boone Bridge have been sprayed with graffiti. Bikes, purses, artwork on fences, boom boxes and other items have been stolen from property near Boones Ferry Park. This vandalism is occurring and increasing prior to this project starting. It is imperative that the City have a plan in place for how it intends to address increased crime in the Old Town neighborhood if more people are heralded into the neighborhood as Boones Ferry Park is developed.

Old Town neighbors also fear that unwanted camping will become an even bigger issue than it already is. The police have been called several times in the past year to remove campers from different quadrants of Boones Ferry Park. No overnight camping signs need to be posted on all the streets that lead into the park.

GARBAGE

Garbage is being increasingly dropped and dumped in the Old Town neighborhood. From Wilsonville Road to under the Boone Bridge, a constant flow of garbage, a large percentage of which is non-recyclable Styrofoam fast food garbage, litters the ground, as well as is dropped in driveways and people's front yards. Furniture and other large objects have been abandoned on neighborhood roads. Not only are there an insufficient number of trash receptacles to deal with the current problem, neighbors are concerned that the issue will only be exacerbated by this project and the onslaught of more people being ushered into the neighborhood. A plan for garbage removal near Boones Ferry Park and on nearby bike trails, as well as along the length of Boones Ferry Road in Old Town needs to be addressed. The area around the park needs more garbage receptacles now, not at the end of this project.

LOSS OF GREEN SPACE/WILDLIFE HABITAT

Old Town has already lost the majority of its green space and turning any of the few remaining acres of park green space into parking lots or a Bridge landing is extremely undesirable to the neighborhood. Many homeowners bought their homes in Old Town because of the park, wildlife, and open space that was abundant in the neighborhood.

The open space in Boones Ferry Park closest to the railroad trestle contains many mature trees as well as an established fruit orchard. It has been a summer focal point for the neighborhood as neighbors enjoy fruit off the trees and people run their dogs in the grass. The neighborhood would like to see this parcel of land left as green space and not have The Bridge land in this part of the park nor have this green space turned into a parking lot.

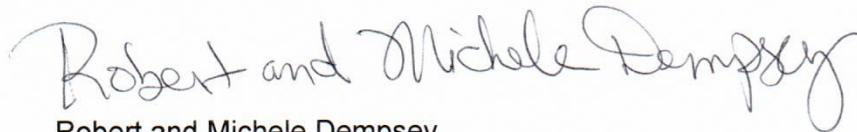
Although the Boones Ferry Park Master Plan and the French Prairie Bridge are two separate projects, their footprints overlap. The Old Town neighborhood has repeatedly stated that if the Bridge project happens at all, and most Old Town neighbors hope that it doesn't, but if it does, the Old Town neighborhood does not wish for the Bridge to land in the orchard. It should land on Boones Ferry Road, a more direct path for bikes and emergency vehicles (certainly a more direct path than landing it in the field and then having vehicles take a sharp right to get onto Boones Ferry Road) as well as a less destructive option for the neighborhood in terms of habitat loss.

The Boones Ferry Park Master Plans puts approximately 50 new parking spaces at the end of Boones Ferry Road exactly where the neighborhood would prefer that the Bridge land, if the Bridge project does in fact move forward, at some point in the future. This issue needs to be resolved before 50 parking spaces are put in this location. The neighborhood does not want to learn sometime in the future that the Bridge cannot land on Boones Ferry Road because there are 50 parking spaces there.

Old Town is the only neighborhood in Wilsonville that is bordered by the rail road, the sewer plant, and I-5 (as well as the Fred Meyer complex at the north end of the community). Surely, the City can understand why preserving greenspace is so important to Old Town residents.

The decisions that are being made with this plan that will negatively impact the Old Town neighborhood are being made by people who will not be impacted by these decisions. This is certainly ironic, unfortunate, and sadly, something that Old Town residents have no control over. That said, as you continue to develop this neighborhood we ask that you have the decency to consider how you would feel if you were a homeowner or renter here.

Thank you,



Robert and Michele Dempsey
30999 SW Boones Ferry Road
Wilsonville, OR 97070



**PLANNING COMMISSION MEETING
STAFF REPORT**

Meeting Date: July 11th, 2018		Subject: Review Draft of Boones Ferry Park Master Plan developed by Design Concepts, GreenPlay, LLC, City Staff and residents of Wilsonville	
		Staff Member: Mike McCarty	
		Department: Parks & Recreation	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Staff recommends that the Commission review a draft of the Boones Ferry Park Master Plan and provide staff and consultants with recommendations and suggestions for Final document to be presented to Planning Commission at their August 8 th Public Hearing for adoption.			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

Review Boones Ferry Park Master Plan and provide recommendations and suggestions for Final Draft of this document.

EXECUTIVE SUMMARY:

The City of Wilsonville entered into a contract with GreenPlay, LLC on August 21st, 2017 to help complete a Master Plan for Boones Ferry Park with the understanding the plan would involve extensive input from the community. Tonight, Design Concepts (hired by GreenPlay, LLC to complete this project) is presenting a draft of this plan with the hopes of receiving Planning Commission input. Design Concepts presented the draft to City Council on June 4th, 2018 and to approximately 25 residents at a public meeting on June 5th, 2018 at Boones Ferry Park. Both the City Council and residents expressed positive comments concerning the proposed plan, which is to be addressed as a Public Hearing at Planning Commission's August 8th meeting and approved by Resolution by City Council on August 20th, 2018.

EXPECTED RESULTS:

Consultants receive recommendations and suggestions regarding the Master Plan that will provide guidance in completing this document.

TIMELINE:

Planning Commission Public Hearing: Wednesday, August 8th, 2018

City Council Hearing: Monday, August 20th, 2018

CURRENT YEAR BUDGET IMPACTS:

The total cost of the contract for the Boones Ferry Park Master Plan is \$44,000.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The community has provided vital information at three hands-on public workshops held at City Hall and on-site at Boones Ferry Park, as well as via an online survey, open Dec. 1, 2017 – Jan. 15, 2018, where the public could voice their opinions on the three conceptual plans. Public input has also been submitted via email.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

Providing amenities and services that the community has requested from the Parks & Recreation Department.

ALTERNATIVES:**CITY MANAGER COMMENT:****ATTACHMENTS:**

Boones Ferry Park Summary for Planning Commission

Boones Ferry Park Draft Master Plan

Boones Ferry Park – Draft Conceptual Plan (Planning Commission July 11th, 2018)

After its historic heyday as the site of an important transportation link in the Willamette Valley, Boones Ferry Park has served as a quiet, peaceful spot at the end of the road. Boones Ferry Road—a bustling regional metropolitan thoroughfare named for this very location—slows and narrows as it approaches the shore of the Willamette River, where Boones Ferry operated until the middle of the 20th century. Wilsonville grew from this location, originally known as Boones Landing, into the city it is today. The ferry-keeper’s house (Tauchman House), located in Boones Ferry Park, served as Wilsonville’s city hall prior to 1974. The site is one of the few places in Wilsonville—a river town from the beginning, thanks to the ferry—where residents can actually get near the river.

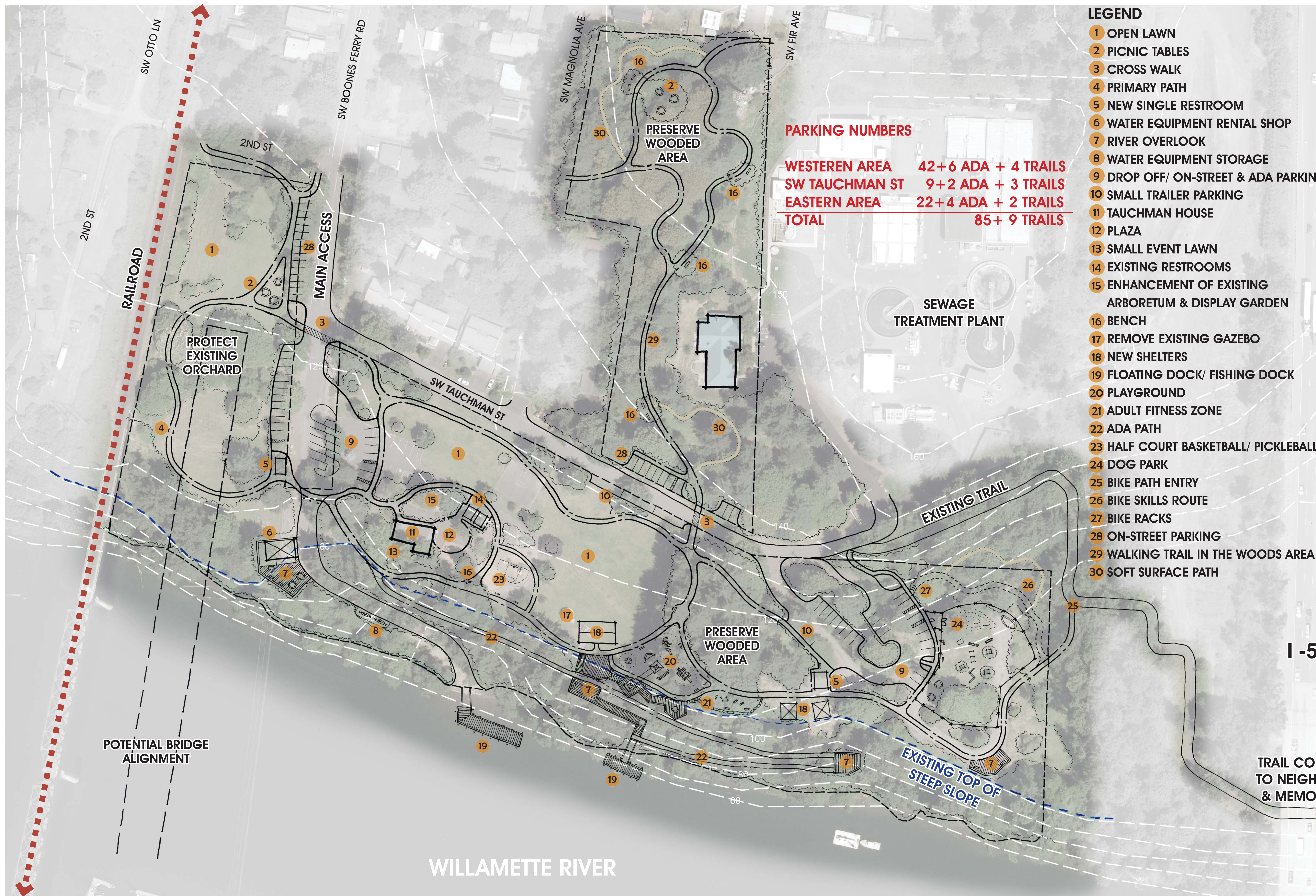
As a park, Boones Ferry serves its purpose in a workmanlike fashion. As one reviewer on Yelp.com posted, the park is “fine . . . but uninspired”. But Boones Ferry Park is more than just a typical park. It is a special place. Wilsonville’s 2007 Parks and Recreation master Plan recognized this:

“Boones Ferry Park is a community park with the potential to become a signature element of Wilsonville’s park system. The historic features of this site, its location on the river, and its connection to Old Town offer tremendous opportunities for providing more unique recreation experiences.”

Recognizing this, a new master plan for Boones Ferry Park was initiated as part of the current update of the parks and recreation master plan. The process is now entering its final phases, where a proposed vision for its future will be outlined and recorded. This vision is approaching its final form. Last month a draft plan was presented to City Council in a work session and the general public had an opportunity to review and comment on it at a special workshop on-site in the park. Now Planning Commission will see a presentation of that plan and a description of the process that brought it to this point. That process has now included three hands-on public workshops (two held onsite at the Tauchman House), an online-survey where constituents could voice their opinions on several alternative plans, and extensive review and input from Wilsonville staff.

The plan is being prepared by Design Concepts, CLA, Inc. as part of their subcontract role with GreenPlay LLC in the preparation of the new parks and recreation master plan. Robby Layton, Principal of the firm, will give a brief presentation and answer questions.

The attached map shows the plan in its current draft form. The simple line drawing format is intended to convey the intent that, while the plan is indeed close to completion, input from Council, Planning Commission, and the public is still being taken into consideration in drafting a final, presentation-quality version of the plan, along with cost projections and other supporting documentation.



PARKING NUMBERS

WESTERN AREA	42+6 ADA + 4 TRAILS
SW TAUCHMAN ST	9+2 ADA + 3 TRAILS
EASTERN AREA	22+4 ADA + 2 TRAILS
TOTAL	85+ 9 TRAILS

- LEGEND**
- 1 OPEN LAWN
 - 2 PICNIC TABLES
 - 3 CROSS WALK
 - 4 PRIMARY PATH
 - 5 NEW SINGLE RESTROOM
 - 6 WATER EQUIPMENT RENTAL SHOP
 - 7 RIVER OVERLOOK
 - 8 WATER EQUIPMENT STORAGE
 - 9 DROP OFF/ ON-STREET & ADA PARKING
 - 10 SMALL TRAILER PARKING
 - 11 TAUCHMAN HOUSE
 - 12 PLAZA
 - 13 SMALL EVENT LAWN
 - 14 EXISTING RESTROOMS
 - 15 ENHANCEMENT OF EXISTING ARBORETUM & DISPLAY GARDEN
 - 16 BENCH
 - 17 REMOVE EXISTING GAZEBO
 - 18 NEW SHELTERS
 - 19 FLOATING DOCK/ FISHING DOCK
 - 20 PLAYGROUND
 - 21 ADULT FITNESS ZONE
 - 22 ADA PATH
 - 23 HALF COURT BASKETBALL/ PICKLEBALL
 - 24 DOG PARK
 - 25 BIKE PATH ENTRY
 - 26 BIKE SKILLS ROUTE
 - 27 BIKE RACKS
 - 28 ON-STREET PARKING
 - 29 WALKING TRAIL IN THE WOODS AREA
 - 30 SOFT SURFACE PATH

**BOONES FERRY PARK
DRAFT MASTER PLAN**

APRIL 2018

0' 60' 120' 180' NORTH

WILSONVILLE PARKS & RECREATION

DC DESIGN CONCEPTS
Community + Landscape Architects



<http://frenchprairiebridgeproject.org/about/history/>

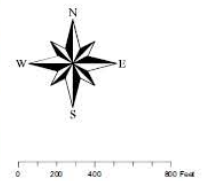
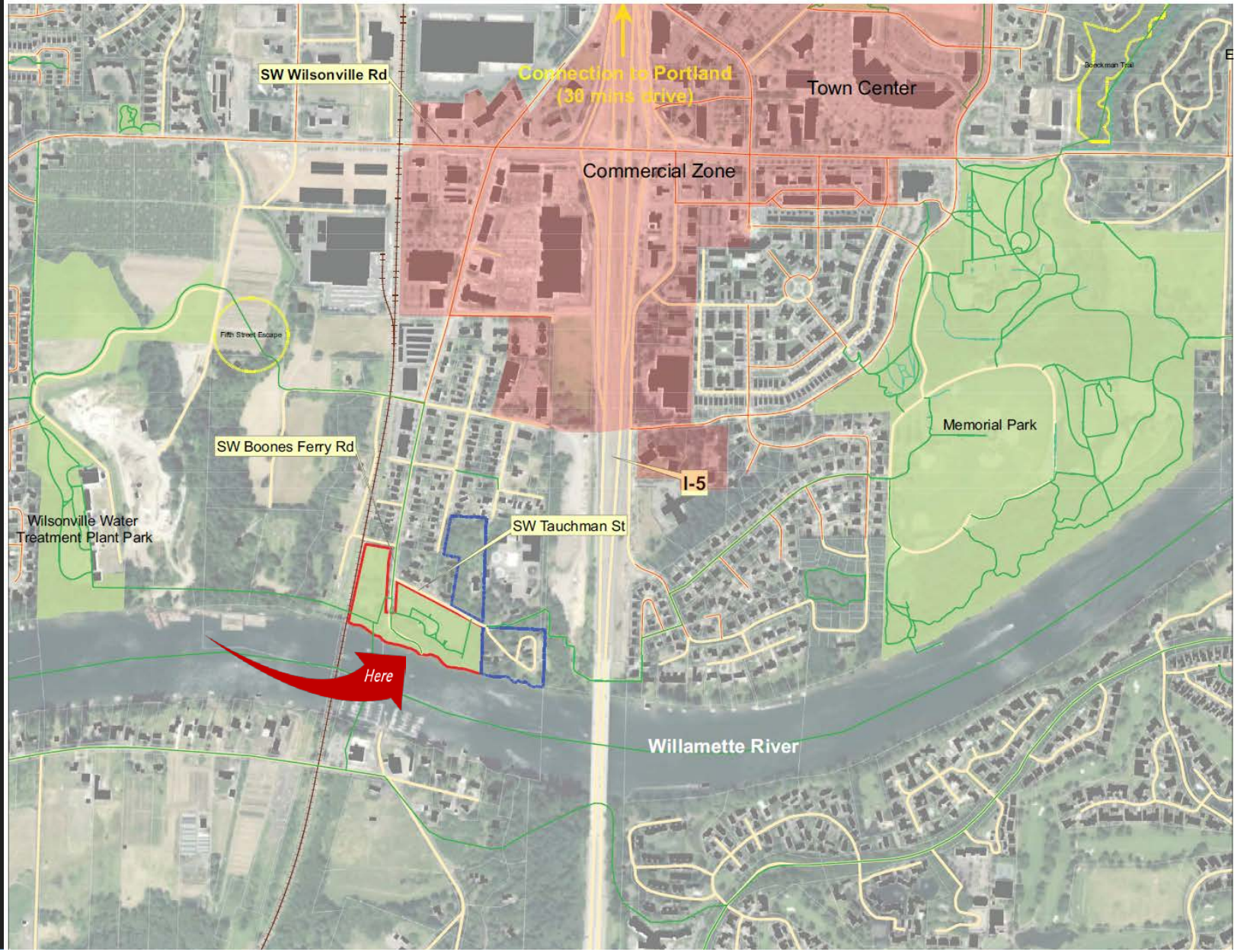


Boones Ferry Park

Master Plan Update

June, 2018



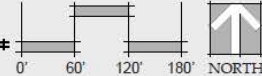


- Legend**
- Trails
 - Trails, Future
 - Railroad
 - Sidewalks
 - Streets
 - New Boones Ferry Parcel
 - Existing Boones Ferry Boundary
 - Future Parks
 - Existing Parks
 - Buildings
 - Taxlots

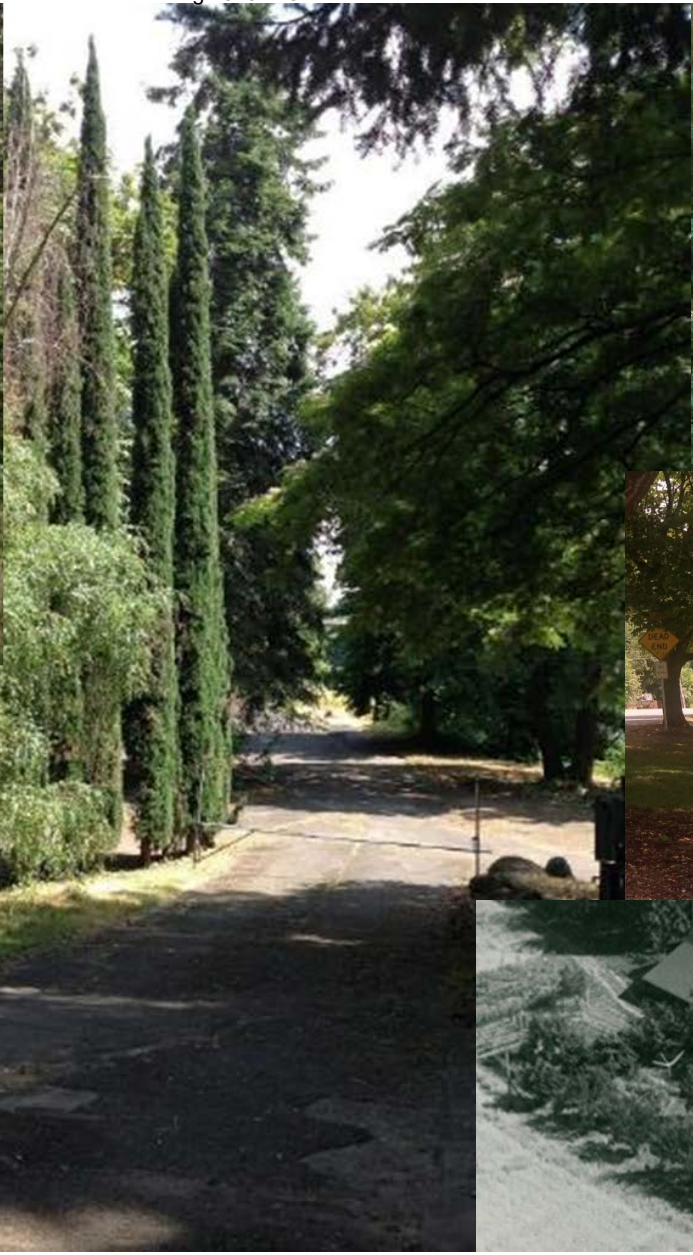


BOONES FERRY PARK - SITE ANALYSIS MAP

SEPTEMBER 2017

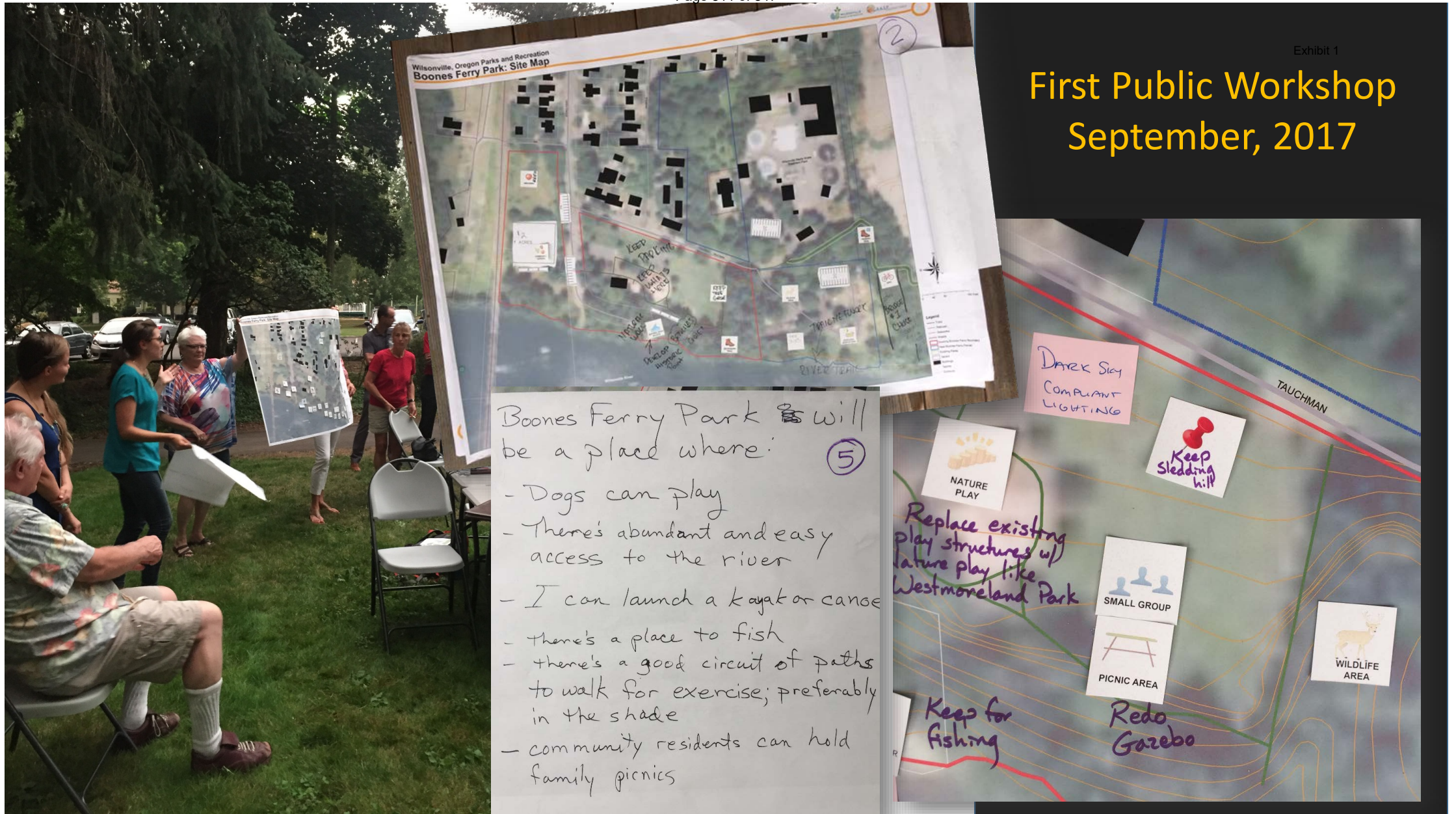


Exhibit



First Public Workshop September, 2017

Exhibit 1



Boones Ferry Park will be a place where: ⑤

- Dogs can play
- There's abundant and easy access to the river
- I can launch a kayak or canoe
- there's a place to fish
- there's a good circuit of paths to walk for exercise; preferably in the shade
- community residents can hold family picnics

DARK SKY COMPLIANT LIGHTING

NATURE PLAY

Keep Sledding hill

Replace existing play structures w/ nature play like Westmoreland Park

SMALL GROUP

PICNIC AREA

WILDLIFE AREA

Keep for fishing

Redo Gazebo

TAUCHMAN

Boones Ferry Park Workshop Features Analysis	Group Plan Number				
	1	2	3	4	5
Features on all Group Plans					
Natural River Access					
Keep North Area Natural					
Minimal Development at North Area					
Features on all but one Group Plans					
Basketball					
Fishing					
Shelter					
Picnic					
Community Garden					
Developed River Access					
Restroom					
River Trail					
Bike					
Wildlife					
Keep Wooded Area					
Features on 2 of 4 Group Plans					
Play Equipment					
Dog Park					
Water Equipment					
Keep Existing Parking					
New Parking					
Benches/Seating					
Primary Trail					
Secondary Trail					
Butterfly & Bee Habitat					
Nature Play					
Bridge					
Arboretum					
Site Lighting					
Bicycle Pump Track					
Features on only one Group Plan					
Keep Sledding Hill					
Rain Garden					
Garbage Cans					
Adult Fitness					
Outdoor Learning					
Orchard					
Mini Amphitheater					
Floating Dock w/ Swimming					
Historic Ferry Crossing					
Drinking Water					
Signage Post					
Horseshoes					
Public Mural Art					
Permanent Art					
Song Circle					
Total features shown:	21	22	26	18	
Feature on only Individual Plan					
Open Grass/Multi-use Play area					
Total features shown:					15

Note: Plan #5 was generated by a single participant thus is not a group plan

Outdoor Play & Learning



Analysis of Public Input

Services



Exhibit 1

CONCEPT PLAN

Concept Plan #1 - Engage the River

- Activate river edge through overlooks, water access
- 5 overlooks provide views to river
- 2 docks provide direct river access
- Water equipment rental area
- Preserve existing services near the Tauchman House
- Extend event/program spaces from historical Tauchman house
- Improve street parking and cross walking at SW Tauchman St
- Extend play area into wooded area and integrate variety of spaces for families
- Create recreational destinations and river overlook along the riverside



Image C: Concept Plan #1

CONCEPT PLAN

Concept Plan #2 - Historical Focus

- Enhance the historical character of the Tauchman House
- Emphasize view to the house at park entry
- Event lawn and arborium
- Relocate existing services near the Tauchman House
- Large open lawn for multi-propose activities
- Restrict street parking and drop-off area along main access
- Develop east side and wooded area with diverse activities (bike pump track, basketball and nature play)
- Preserve north wooded area



Image C: Concept Plan #3

CONCEPT PLAN

Concept Plan #3 - Activated Park

- Activated west site with diverse activities (bike pump track and dog park)
- Integrate variety of spaces for families through centralized activity area
- Extend the Tauchman House with new indoor event space and new restrooms
- Restrict street parking and drop-off area along main access and SW Tauchman St
- Minimal elements in the preserved wooded area to north
- Develop river edge and create pedestrian/bikes network along riverside



Exhibit 1

From everything you saw on any of the three plans, what should definitely be on the final plan?

River access/docks/water rental
 Dog Park
 Pump Track
 Water play creek
 Trail through wooded area connecting to Mescalero Ave
 Butterfly/rose garden
 Preservation of big trees
 Small covered play area for use in winter

What do you like about Concept 1: Engage the River?

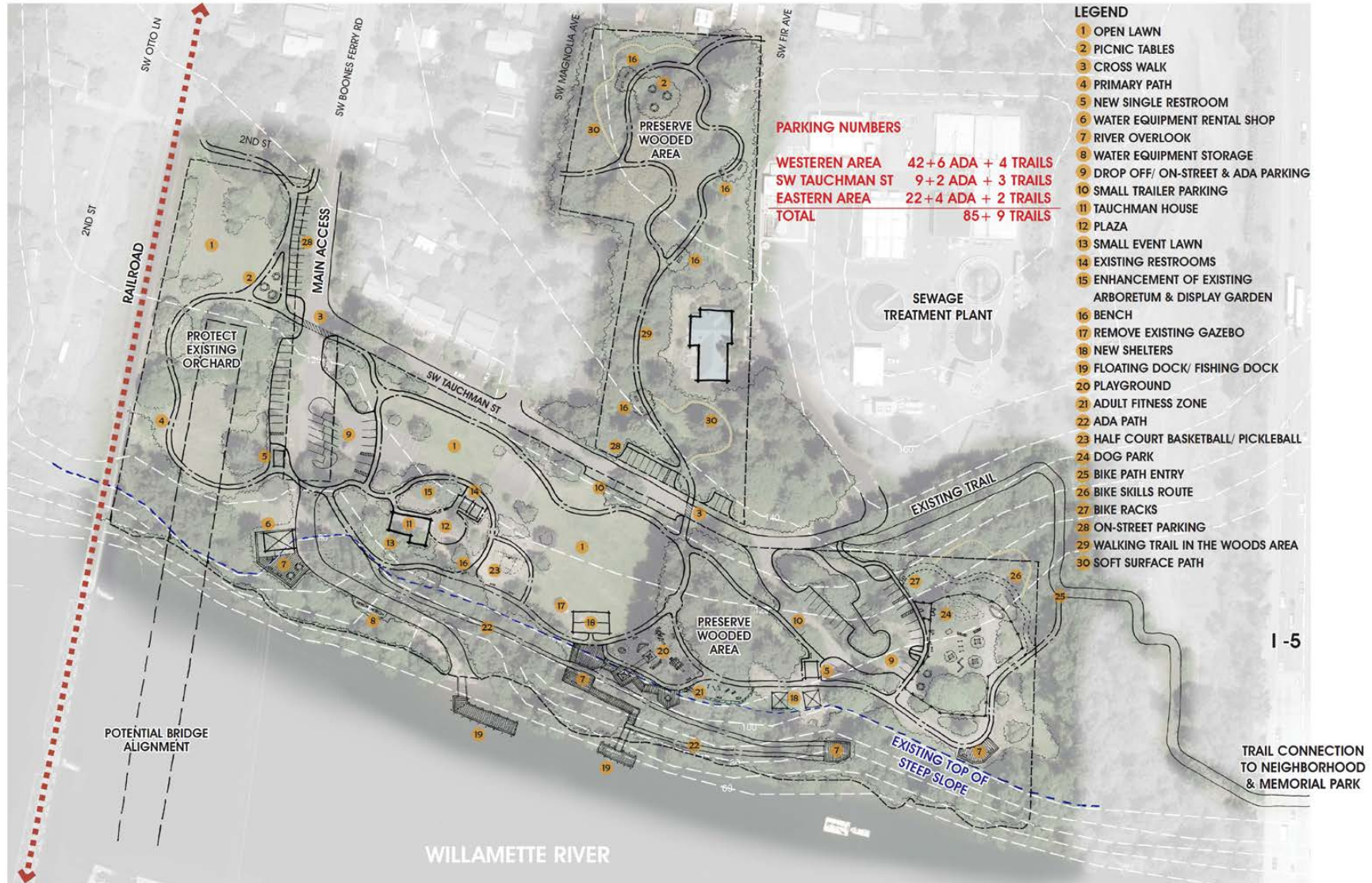
River access overall & water equipment rental

What do you not like about Concept 1: Engage the River?

Parking near NW corner
 Nature play in restored wooded area
 Dog park location - needs to move to new area of park
 Community garden - not needed



Second Public Workshop
 October 2017



**BOONES FERRY PARK
DRAFT MASTER PLAN**
APRIL 2018



INSIGHTS See More

<p>664 People Reached +0 last 7 days</p>	<p>6 Responses +0 last 7 days</p>
<p>Track ticket sales on yo</p>	<p>Audience</p> <p>Women 35-44 29% of total reach</p>

EVENT TIPS Next Tip

JUN 5 Final Public Workshop - Boones Ferry Park Master Plan

Public · Hosted by Wilsonville Parks and Rec

★ Interested ✓ Going

Tuesday, June 5 at 6 PM - 7:30 PM
about 1 month ago

31240 SW Boones Ferry Rd, Wilsonville, OR
United States

About

Write Post Add Photo/Video Create

Write something...

3 Went · 3 Interested

Erica went



Source: Wilsonville Spokesman 6.13.18
<https://pamplinmedia.com/wsp/134-news/398301-292451-revealing-vision-for-community-park-bridge>

Exhibit 1

Boones Ferry Park Master Plan Public Meeting

Boones Ferry Park
31240 SW Boones Ferry Rd

Tuesday, June 5th, 2018
6:00 PM

The Parks & Recreation Department is hosting a public meeting at Boones Ferry Park on Tuesday, June 5th, at 6:00 pm. Project consultants will present the proposed draft of the Boones Ferry Park Master Plan for review and input on the plan.



be presented to
and City Council
member.

Please visit:
www.wilsonville.com/BoonesFerry

**Third Public
Workshop
June 5th
2018**

Third Public
Workshop
June 5th
2018

Likes:

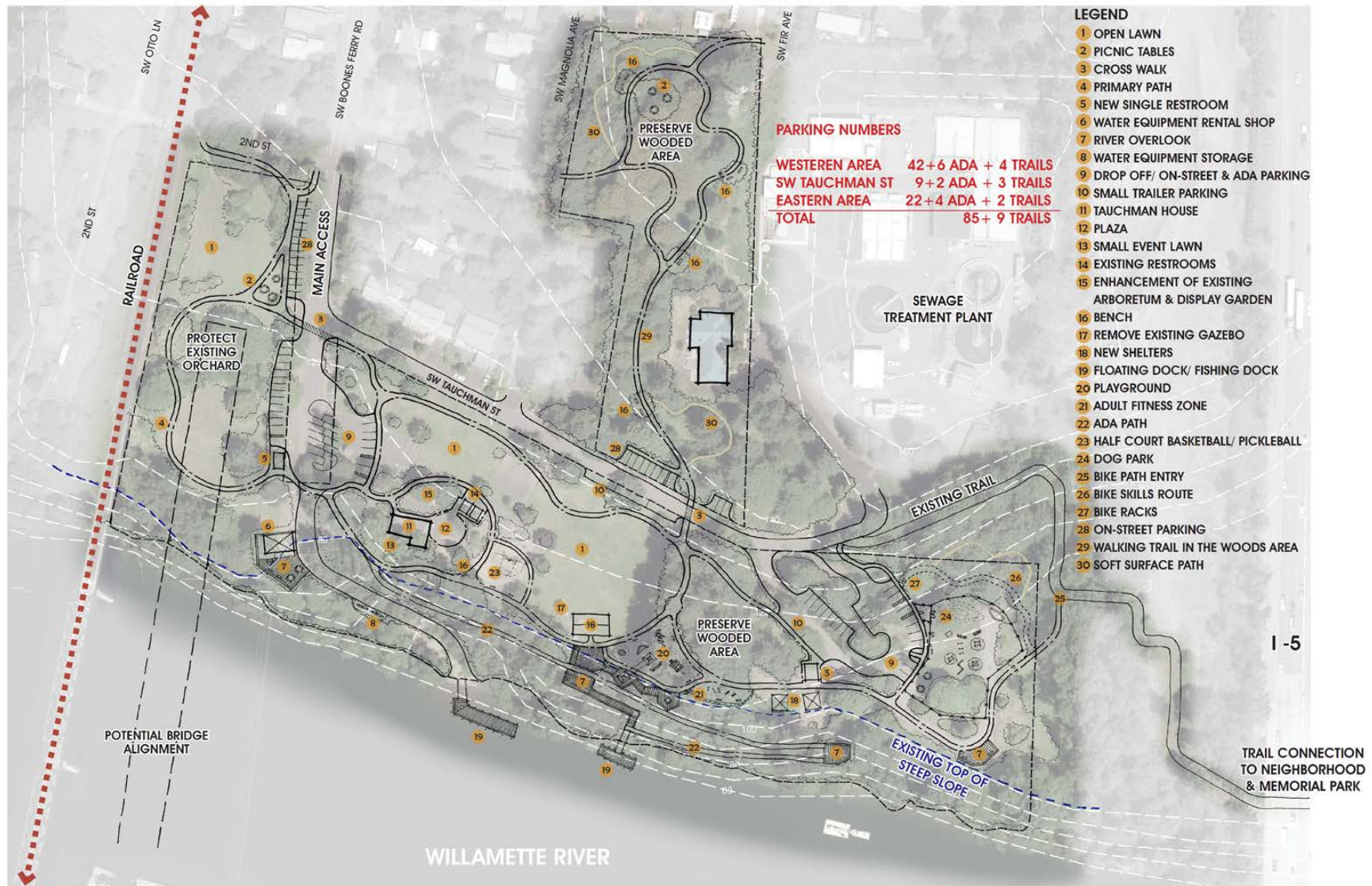
- Location of dog park
- River access
- Water equipment rental
- Walking trails
- Bike area
- Half court Basketball instead of full court

Dislikes:

- Potential increase in users, traffic, homeless
- Rental business unless small scale
- Bridge – especially if orchard is affected

Other:

- Concerns about park hours and access
- Provide level area for volleyball, etc.
- Make natural area an arboretum (fenced)
- More picnic tables
- Gazebo would be nice



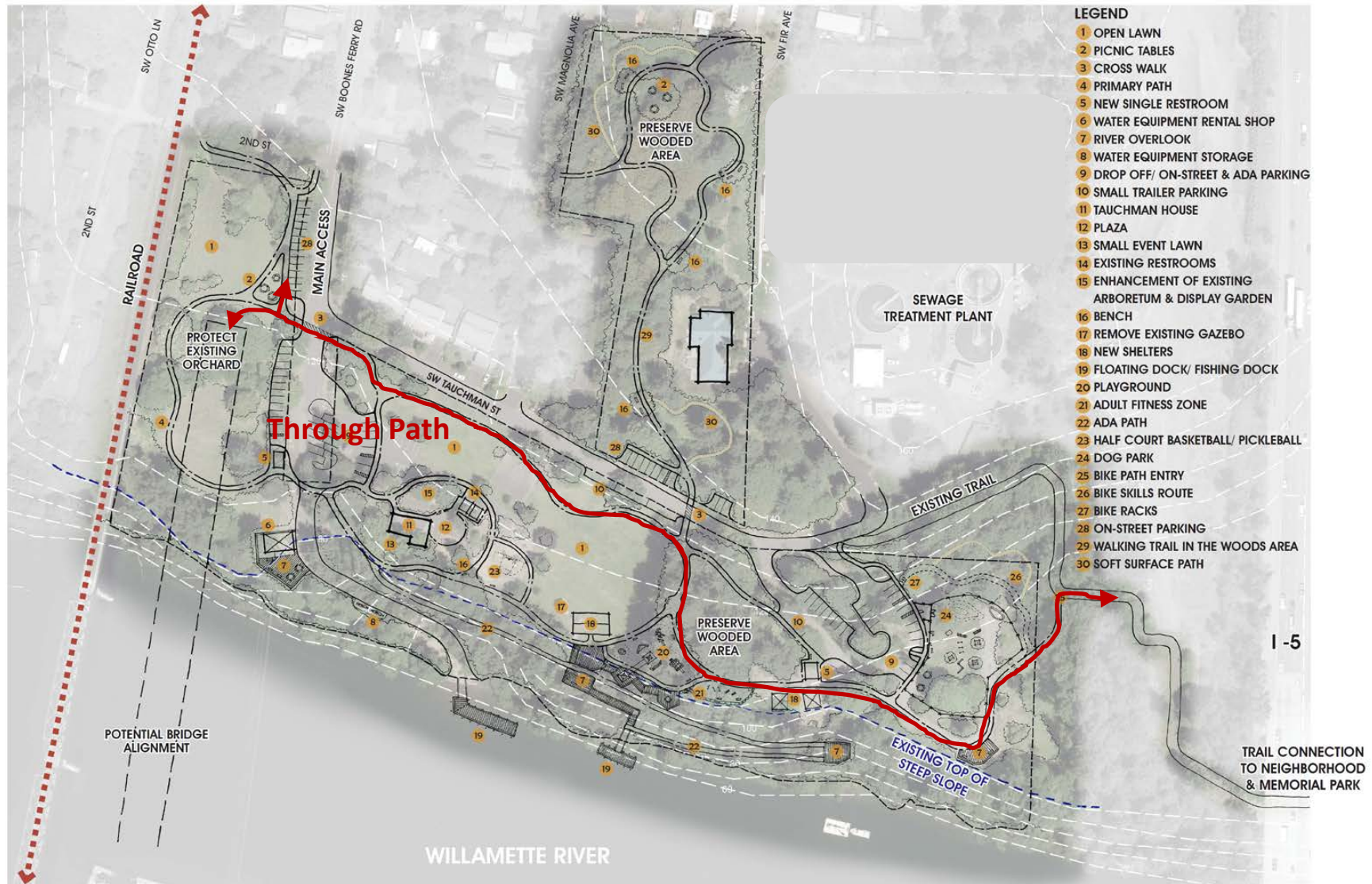
**BOONES FERRY PARK
DRAFT MASTER PLAN**
APRIL 2018

0' 60' 120' 180' NORTH

WILSONVILLE PARKS & RECREATION

DC DESIGN CONCEPTS

Consultancy • Landscape Architects



- LEGEND**
- 1 OPEN LAWN
 - 2 PICNIC TABLES
 - 3 CROSS WALK
 - 4 PRIMARY PATH
 - 5 NEW SINGLE RESTROOM
 - 6 WATER EQUIPMENT RENTAL SHOP
 - 7 RIVER OVERLOOK
 - 8 WATER EQUIPMENT STORAGE
 - 9 DROP OFF/ ON-STREET & ADA PARKING
 - 10 SMALL TRAILER PARKING
 - 11 TAUCHMAN HOUSE
 - 12 PLAZA
 - 13 SMALL EVENT LAWN
 - 14 EXISTING RESTROOMS
 - 15 ENHANCEMENT OF EXISTING ARBORETUM & DISPLAY GARDEN
 - 16 BENCH
 - 17 REMOVE EXISTING GAZEBO
 - 18 NEW SHELTERS
 - 19 FLOATING DOCK/ FISHING DOCK
 - 20 PLAYGROUND
 - 21 ADULT FITNESS ZONE
 - 22 ADA PATH
 - 23 HALF COURT BASKETBALL/ PICKLEBALL
 - 24 DOG PARK
 - 25 BIKE PATH ENTRY
 - 26 BIKE SKILLS ROUTE
 - 27 BIKE RACKS
 - 28 ON-STREET PARKING
 - 29 WALKING TRAIL IN THE WOODS AREA
 - 30 SOFT SURFACE PATH

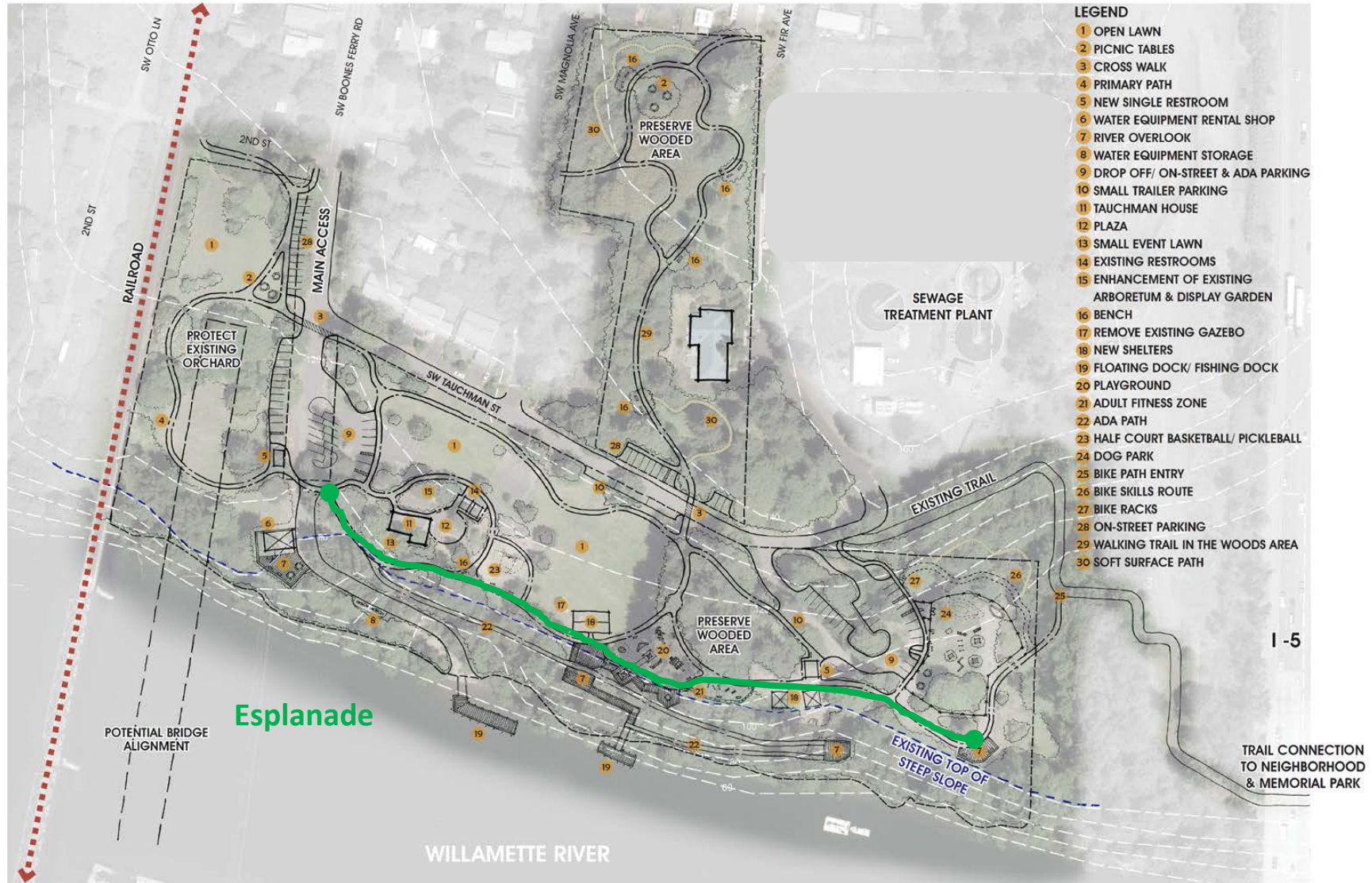
**BOONES FERRY PARK
DRAFT MASTER PLAN**
APRIL 2018

0' 60' 120' 180' NORTH

WILSONVILLE PARKS & RECREATION DESIGN CONCEPTS

I-5

TRAIL CONNECTION TO NEIGHBORHOOD & MEMORIAL PARK

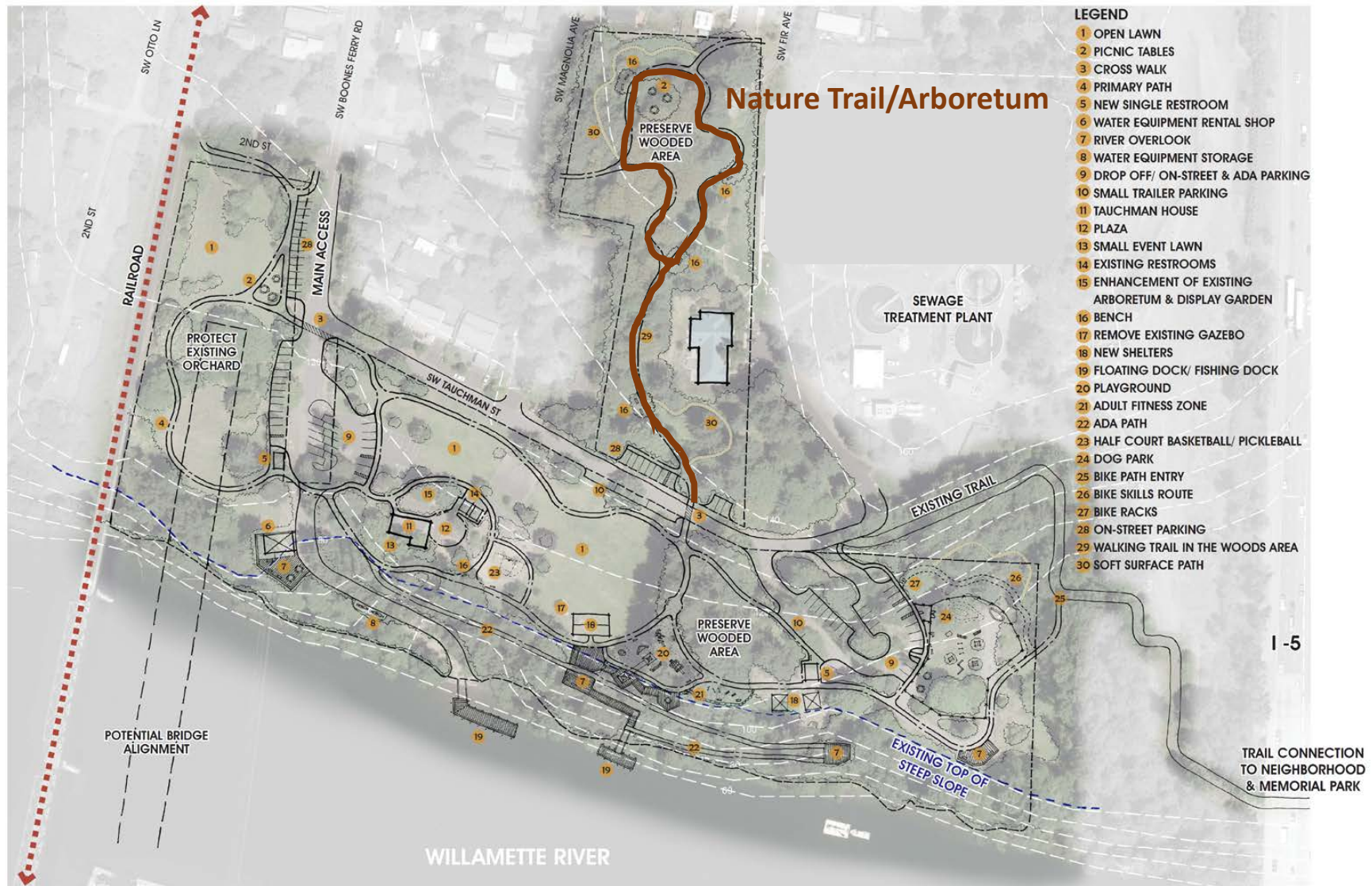


**BOONES FERRY PARK
DRAFT MASTER PLAN**
APRIL 2018

0' 60' 120' 180' NORTH

WILSONVILLE PARKS & RECREATION

DC DESIGN CONCEPTS
Consultancy • Landscape Architecture

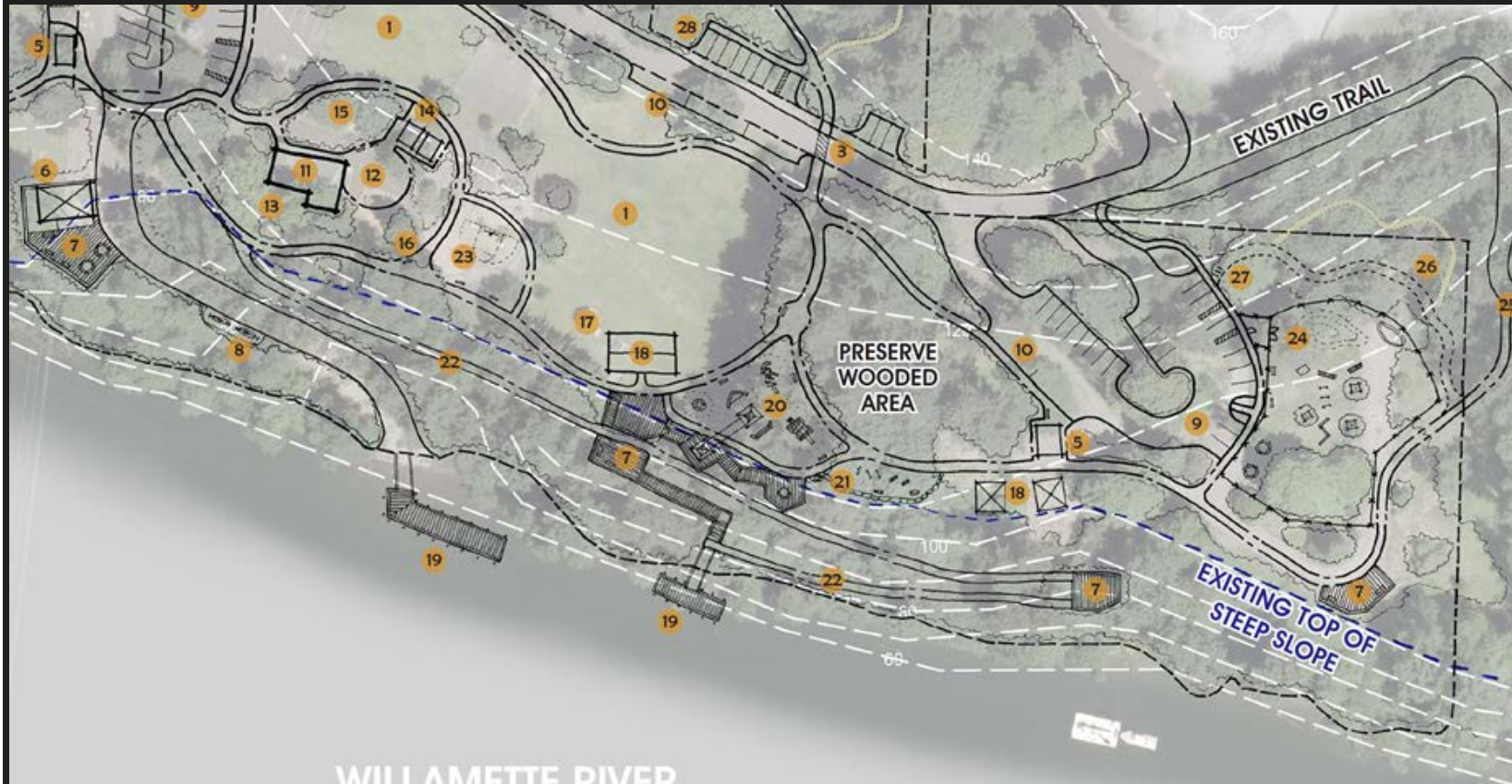


**BOONES FERRY PARK
DRAFT MASTER PLAN**

APRIL 2018





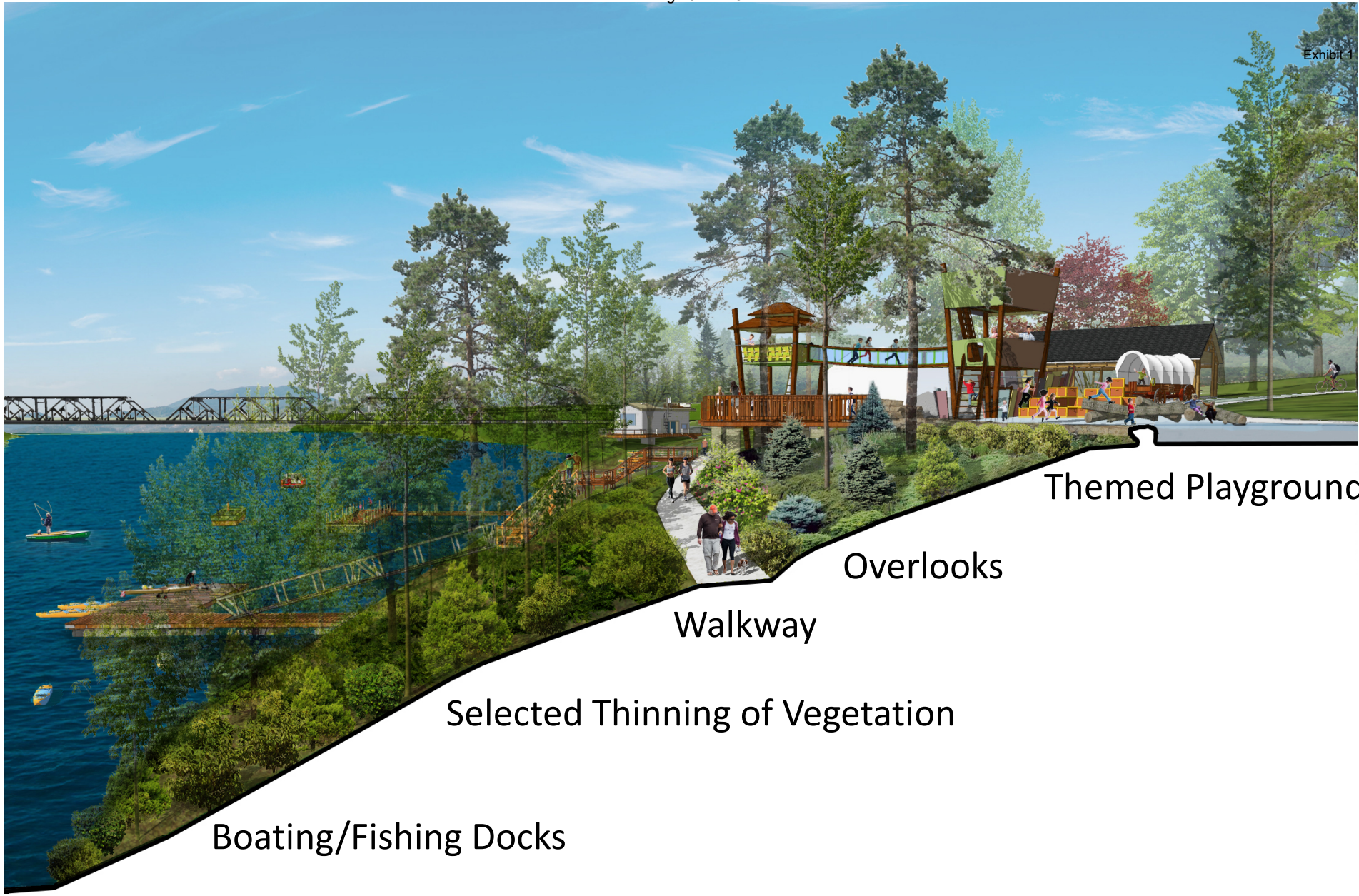


WILLAMETTE DIVISION



WILLAMETTE DIVISION

Exhibit 1



Themed Playground

Overlooks

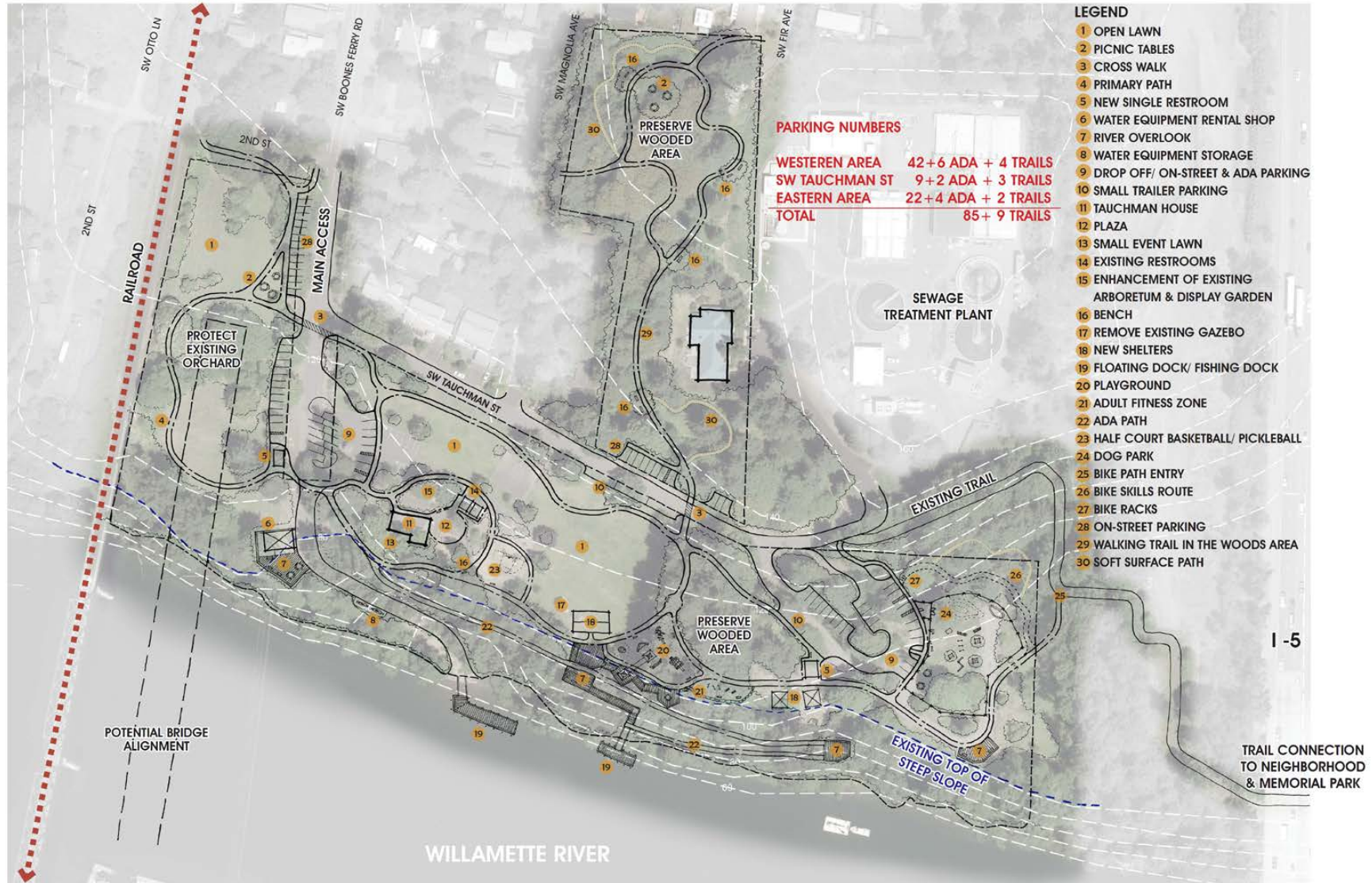
Walkway

Selected Thinning of Vegetation

Boating/Fishing Docks



Exhibit 1



**BOONES FERRY PARK
DRAFT MASTER PLAN**
APRIL 2018

Next Steps:

- Finalize plan and graphics
- Cost estimating and budgeting
- Strategy – phasing and timelines
- Submit final report



**PLANNING COMMISSION
WEDNESDAY, JULY 11, 2018
6:00 P.M.**

**Wilsonville City Hall
29799 SW Town Center Loop East
Wilsonville, Oregon
Minutes Excerpt**

Approved as
presented at the
August 8, 2018
PC Meeting

I. CALL TO ORDER - ROLL CALL

Chair Jerry Greenfield called the meeting to order at 6:00 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Peter Hurley, and Ron Heberlein. Phyllis Millan and Kamran Mesbah arrived shortly after Roll Call. Simon Springall was absent.

City Staff: Chris Neamtzu, Amanda Guile-Hinman, Miranda Bateschell, Daniel Pauly, Mike McCarty, Nancy Kraushaar, Tod Blankenship and Erica Behler.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITIZEN'S INPUT - This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

ADMINISTRATIVE MATTERS

A. Consideration of the June 13, 2018 Planning Commission minutes
The June 13, 2018 Planning Commission minutes were accepted as presented.

II. LEGISLATIVE HEARING

A. Basalt Creek Concept Plan (Bateschell)

Chair Greenfield read the legislative hearing procedure into the record and opened the public hearing at 6:04 pm.

Chair Greenfield closed the legislative hearing at 6:38 pm.

Commissioner Postma moved to adopt Resolution No LP18-0005 as presented. Commissioner Mesbah seconded the motion, which passed unanimously.

B. .ADU Code Updates (Pauly)

Chair Greenfield opened the public hearing at 6:39 pm.

Chair Greenfield closed the public testimony portion of the hearing.

Chair Greenfield called for a brief recess at 8:29 pm and reconvened the meeting at 8:33 pm.

III. WORK SESSION

A. Boones Ferry Park Master Plan (McCarty)

Mike McCarty, Parks Director, said Design Concepts was working with GreenPlay, LLC on the Boones Ferry Park Master Plan. He introduced Tod Blankenship, Parks Supervisor, and Erica Behler, Recreation Coordinator, and noted that the department had received great input from Mr. Neamtzu, Ms. Bateschell, and their Staff. He appreciated the cooperation between departments because it made things flow easier. The Master Plan being presented was a draft, and Staff was looking for suggestions and direction from the Commission. Part of the planning process included community meetings, including two at the park and one at City Hall. He believed the community's comments and suggestions had been addressed in the Plan.

Robby Layton of Design Concepts, presented the Boones Ferry Park Master Plan via PowerPoint, noting the park location and surrounding features, the history of the park, the public involvement process, and an analysis of the public comments received, as well as input provided by City Council, and planned park features. Next steps would include collecting more feedback and incorporating that into the final draft, as well as developing cost estimates, a budget, and timeline options for implementation.

Discussion and feedback from the Planning Commission was as follows with responses by Staff to Commissioner questions as noted:

- The plan should be completed no later than September 1st.
- All of the trails would be ADA accessible routes. The existing paved road was not currently ADA accessible. However, there would be an ADA route that led from the parking lot to the water.
- Because the configuration of the bridge was unknown, there was no certainty about how the park and bridge projects would coincide. The bridge would provide emergency vehicle access, so even if the park were gated, consideration would have to be made about how to avoid making the connection look like an obvious travel route. One possible solution would be to install a roundabout that provided access to the neighborhood.
 - The City was not involved in the bridge project, so Staff was unaware of the timeline for the bridge construction.
- Residents in the area were concerned that the bridge landing would take up part of the orchard. However, the City did not have a lot of say on that. The orchard would be protected as much as possible, but the City would have to move forward.
 - The draft plan depicted the orchard as a natural area with a loop trail. The only other change would be to the edge of the street to accommodate better parking.
- The Plan should include a depiction of a connection between the proposed bridge alignment and the road so that people did not question the location of the emergency access.
- It would make sense to relocate the basketball court closer to the playground so that all of the active uses were clustered in one area, especially if a small even lawn was planned.
- The Plan included a decent amount of open lawn, but feedback did not seem to indicate that was a key aspect of the park. Removing some of the open lawn could reduce maintenance. However, that lawn space was the traditional park. The public did request a volleyball court, which could be installed by re-grading the lawn.
- The small trailer parking area would have two parallel spaces and three pull-through spaces. Each trailer space would be the equivalent of two car spaces and one trailer could take up both parallel spaces. Staff did not anticipate those spaces would be used much because boats would have to be carried to the water.
 - It might not make sense to indicate those features if they had a low likelihood of use. The boat parking pull-through spaces could be located on the west side and the parallel parking could be for cars.
- The Plan was presented more for function than a fine-tuned design and was completed without a detailed survey of the park site. No engineering, soil, or geotechnical studies had been completed because this was just a concept plan to be used as a roadmap, not a blue print. The Master Plan defines what uses would happen at the park and the potential location of those uses, but changes might be necessary once contour maps were developed. A lot of refinement would be necessary before the park features would be in their final configuration.
- Sand courts throughout the city were starting to be used quite heavily. While some non-active areas would

be preserved at the park, a well-placed sand court would be a good idea. The existing picnic pavilion could be a multi-use area.

- The half-court basketball and pickle ball court should be moved to make the display garden area more serene.
- The esplanade would be one of the critical features of the park because while the city was on the river, access to it was limited. Additionally, preserving the wooded area would protect the neighborhood. However, it would be nice to install more benches along the esplanade.
- In the past, fitness stations were located on trails like the proposed esplanade. However, the current trend was to locate them closer to play grounds to accommodate multigenerational activity.

Chair Greenfield stated he liked the draft Master Plan and believed the project team had done a tremendous job of distilling the input. He participated in two of three open houses and believed the Plan fit a lot of the community's sensibilities.

Mr. McCarty noted the Planning Commission public hearing on the final Plan would be on August 8th. The City Council public hearing would be on August 20th.

IV. OTHER BUSINESS

- A. 2018 Planning Commission Work Program
- B. Annual Housing Report

There were no comments.

V. INFORMATIONAL

There were no comments.

VI. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 9:10 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Tami Bergeron, Administrative Assistant-Planning



BOONES FERRY PARK MASTER PLAN

December 2018



ACKNOWLEDGEMENTS

This document was commissioned by the City of Wilsonville, Oregon, and was completed between May 2017 and December 2018. The recommendations contained in this report are the result of a collaborative engagement including City Staff, public meeting participants, Wilsonville residents and a consultant planning team led by GreenPlay LLC and Design Concepts CLA, Inc. The individuals listed below contributed substantially by sharing their time, skills, knowledge, and thoughtful participation.

Mayor and City Council

Mayor Tim Knapp
 Scott Starr, Council President
 Kristin Akervall, Councilor
 Charlotte Lehan, Councilor
 Susie Stevens, Councilor

Administration

Bryan Cosgrove, City Manager
 Jeanna Troha, Assistant City Manager

Parks and Recreation Advisory Board

Steve Benson, Chair
 Ken Rice, Vice Chair
 Jim Barnes
 Diana Cutaia
 David Davis
 Denise Downs
 Kate Johnson

Parks and Recreation Staff

Mike McCarty, Director
 Tod Blankenship, Parks Supervisor
 Brian Stevenson, Program Manager
 Erica Behler, Recreation Coordinator
 Ahsamon Ante-Marandi, Administrative Assistant II

Consultant Team

Robby Layton, Design Concepts
 Dave Peterson, Design Concepts
 Yu-Chun Chiu, Design Concepts
 Tom Diehl, Green Play
 Art Thatcher, Green Play

Cover Photo:

By Opus131 - From my Dad's photo albums, now owned by me. He's many years gone., CC BY-SA 3.0, <https://en.wikipedia.org/w/index.php?curid=46849682>

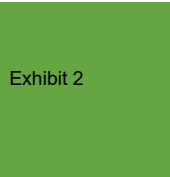


Exhibit 2

TABLE OF CONTENTS

Part 1: Background and Context

Summary..... p. 1
The Boones Ferry Park Site..... p. 2
Site Analysis – Opportunities and Constraints..... p. 4
Site Analysis Map..... p. 5

Part 2: Process

Master Planning Process..... p. 7
Workshop #1 p. 8
Workshop #2..... p. 11
Workshop #3 and Final Reviews..... p. 15

Part 3: Final Plan

Proposed Plan..... p. 17

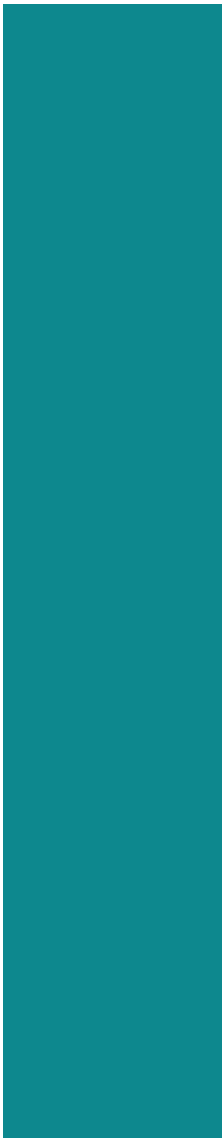
Part 4: Conceptual Plan Cost Estimate

Conceptual Plan Cost Estimatep. 21

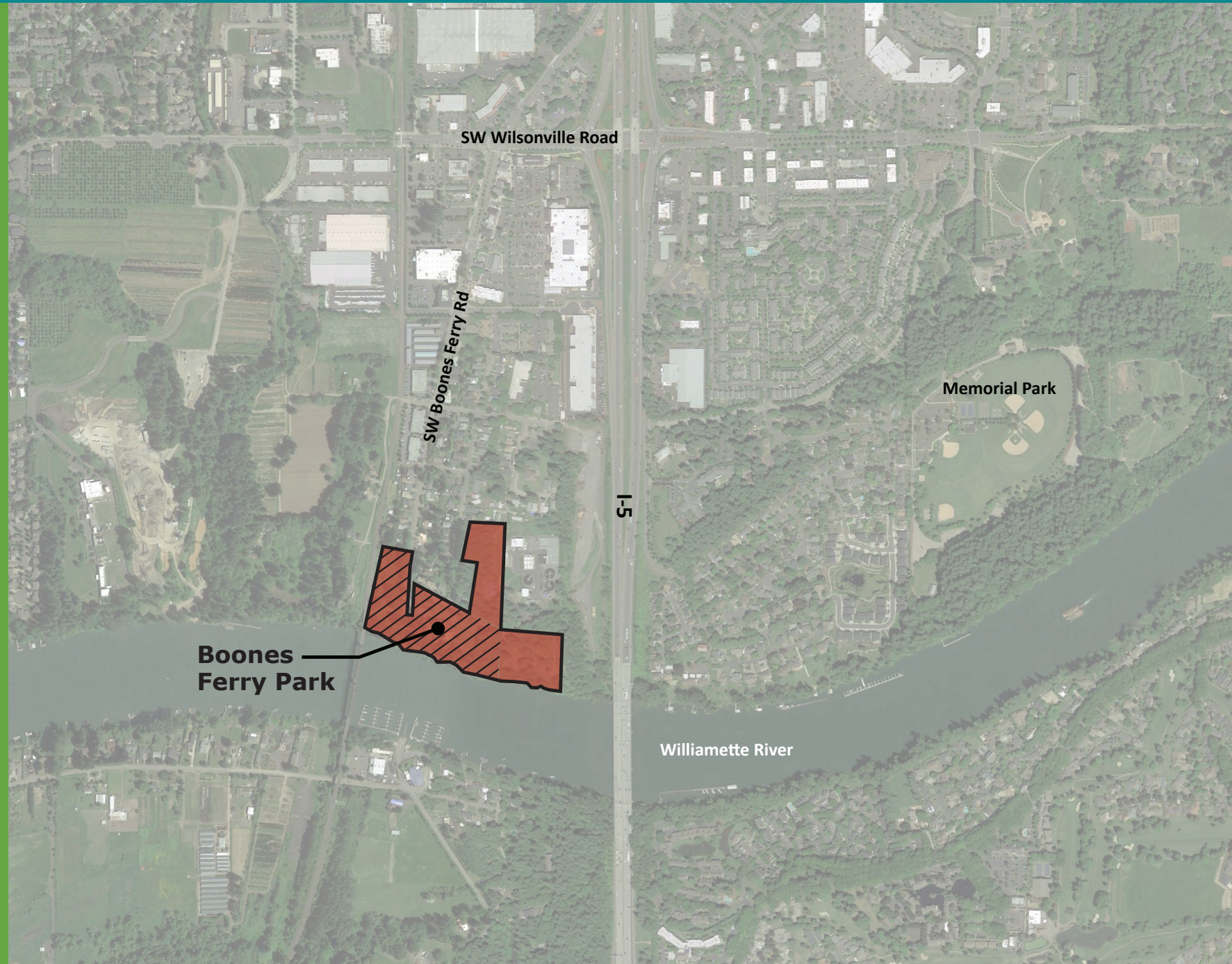
Part 5: Next Steps

Next Steps p. 27



Appendix A - Online Survey Results..... p. 29

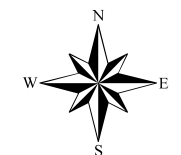


BACKGROUND AND CONTEXT



Legend

-  Existing Boones Ferry Park
-  Master Planned Area



Summary

Boones Ferry Park is located at the intersection of SW Boones Ferry Road and SW Tauchman Street, where Boones Ferry Road meets the northern shore of the Willamette River. The river flows from west to east through town and was historically the site of a ferry and sternwheeler landing, with the ferry operator's home located on the north side of the river. Recent acquisition of adjacent land has expanded the size of the park from approximately 12 acres to approximately 15 acres. The purpose of this master plan is to provide an overall vision for the expanded site within the context of the entire citywide system of parks and the newly updated Parks and Recreation Comprehensive Master Plan.

Boones Ferry Park is categorized as a Community Park within Wilsonville's park system. According to the Parks and Recreation Comprehensive Master Plan, Community Parks are larger than Neighborhood Parks and accommodate larger numbers of people, and may have specialized features. The Tauchman House and the sternwheeler and ferry landing site are among the special features found at Boones Ferry Park. A quarter-mile of river front is the park's most unique feature, though it is mostly inaccessible and unusable at the present time. The river is almost invisible from the developed part of the existing park, and access to the water is limited to a single paved but steep path down to the old ferry landing site. Improving visual and physical access to the river was an important consideration in the development of this plan.

The master plan for the park, shown on page 17, increases river access by providing new pathways to the water's edge that will meet accessibility requirements, and by opening up views of the river from key locations. It also brings new activities to the park and upgrades existing ones while retaining the classic ambiance and character found there, and protecting the natural areas of the site.

Because the park is intended to serve the larger community as well as the local neighborhood, the plan presented here is the result of an extensive public process involving members of the general public, City Council, Parks and Recreation Advisory Board, and the Planning Commission, as well as Wilsonville Parks and Recreation staff. Intended as a vision for the future of Boones Ferry Park that can be used to develop a strategy for funding and implementing the ideas generated through the public process, the plan is not a final blueprint for construction. A phased implementation process has been outlined that will lead to the final form of the park. It is to be used as a guide for establishing budgets, tasks, and timelines for the next steps that will lead to realizing the vision for Boones Ferry Park.



Boones Ferry docked on north shore in 1909.
Source: <http://frenchprairiebridgeproject.org/about/history/>

The Boones Ferry Park Site

This location was an important stop on what was a busy thoroughfare around the turn of the century. With the development of highways and freeways, like Interstate 5 in the 1950's, it changed from a stop along the road to the end of the road—a quiet and somewhat forgotten place left to be rediscovered by local residents, dogwalkers, and those seeking access to the river for fishing, paddling, or a break from the normal routine of life.

The park today has several distinct areas with their own special character. South of Tauchman Street, which borders a portion of the park's northern side, an open expanse of lawn slopes gently down to a wall of trees that occupy the steep bank next to the Willamette River. A natural wooded area divides the old and new sections of the park and pulls the wildness of the river bank up and through the park and into the adjacent neighborhood to the north. The bank separates the park and the town from the river. Rare glimpses through this veil of vegetation entice visitors to explore a steep pathway to the ferry landing on the river's shore. This is one of the few places for Wilsonville to gain access to its river.



Scenes from within Boones Ferry Park today



BOONES FERRY PARK MASTER PLAN



After exploring the ferry landing, visitors may walk back up to the bank to explore the Tauchman House and the site of the former ferry keepers residence. The house is now a venue for small gatherings, meetings and other events. The yard around the house is shaded by large mature trees, making for a pleasant space where events in the house can overflow into the outdoors.

An existing playground, ornamental garden, and small gazebo also occupy space around the Tauchman House, along with a parking lot, basketball court, and restroom building. To the east of these features, beyond the lawn, is a grove of trees that runs northward from the river bank, across Tauchman Street, and past the Wastewater Treatment Plant. This once formed the eastern edge of the park. The southern edge runs along the top of the river bank, offering views of the river and the far shore. An extension of the Boones Ferry to Memorial Park Trail that runs under the freeway and connects via local streets to Memorial Park is planned through this area and the adjacent wooded area between it and the existing park.



BOONES FERRY PARK MASTER PLAN

Site Analysis – Opportunities and Constraints

Boones Ferry Park lies between the north shore of the Willamette River and an established neighborhood within the oldest part of Wilsonville. As one of Wilsonville’s oldest Community Parks, it offers both opportunities and challenges moving forward into the future.

Opportunities

- The park’s greatest asset is its frontage along the river, one of the few places in Wilsonville where public access to the river is possible. The existing paved approach to the ferry landing is utilized by non-motorized watercraft, fishing enthusiasts, and others desiring to engage with the river. The location of the main parts of the park at the top of a high bank offers the potential for dramatic views of the river.
- The history of the park is important to the region and to Wilsonville. The ferry site is reported to be along an ancient Native American trail that crossed the river here. According to a description published on the McMenamins web site, Native Americans helped carry customers across the river in their canoes in the early days of the ferry’s operation.¹
- As an existing park, people are familiar with it and accustomed to using it. Also, the basic park framework is in place, including a restroom building with water, sewer, and other basic utilities.
- The park is an important hub connecting multiple trail systems, including the Ice Age Tonquin Trail to the north (which is a plan for 20+ miles of trails connecting the cities of Sherwood, Tualatin, and Wilsonville) and the Boeckman Creek Trail to the east through Memorial Park.
- Also, the French Prairie Bridge provides trail connections to Charbonneau and to Champoeg State Park, which is the start of the Willamette Valley Scenic Bikeway. Boones Ferry Park is also at the southern end of the planned 5th Street to Kinsman Road Extension.
- The park is connected to Memorial Park and the eastern half of Wilsonville via a multi-use trail. Plans for extending and improving the trail are underway to make it a more effective link in Wilsonville’s trail system.

- The site’s visual character is appealing, with ample vegetation, open lawn, and glimpses of the river. The Tauchman House provides an anchor and identity for the site, and in conjunction with its setting, offers a pleasant facility for small events.
- The expansion of the park with new acreage offers opportunities to address the recreational needs of an evolving community, while increasing the amount of open space available within an established segment of the city’s geography.
- The wooded parts of the park offer a natural counterpart to the developed parts of the park.
- The close proximity of the Wastewater Treatment Plant affords the potential for gray (reclaimed) water to be utilized for irrigation purposes.

Constraints

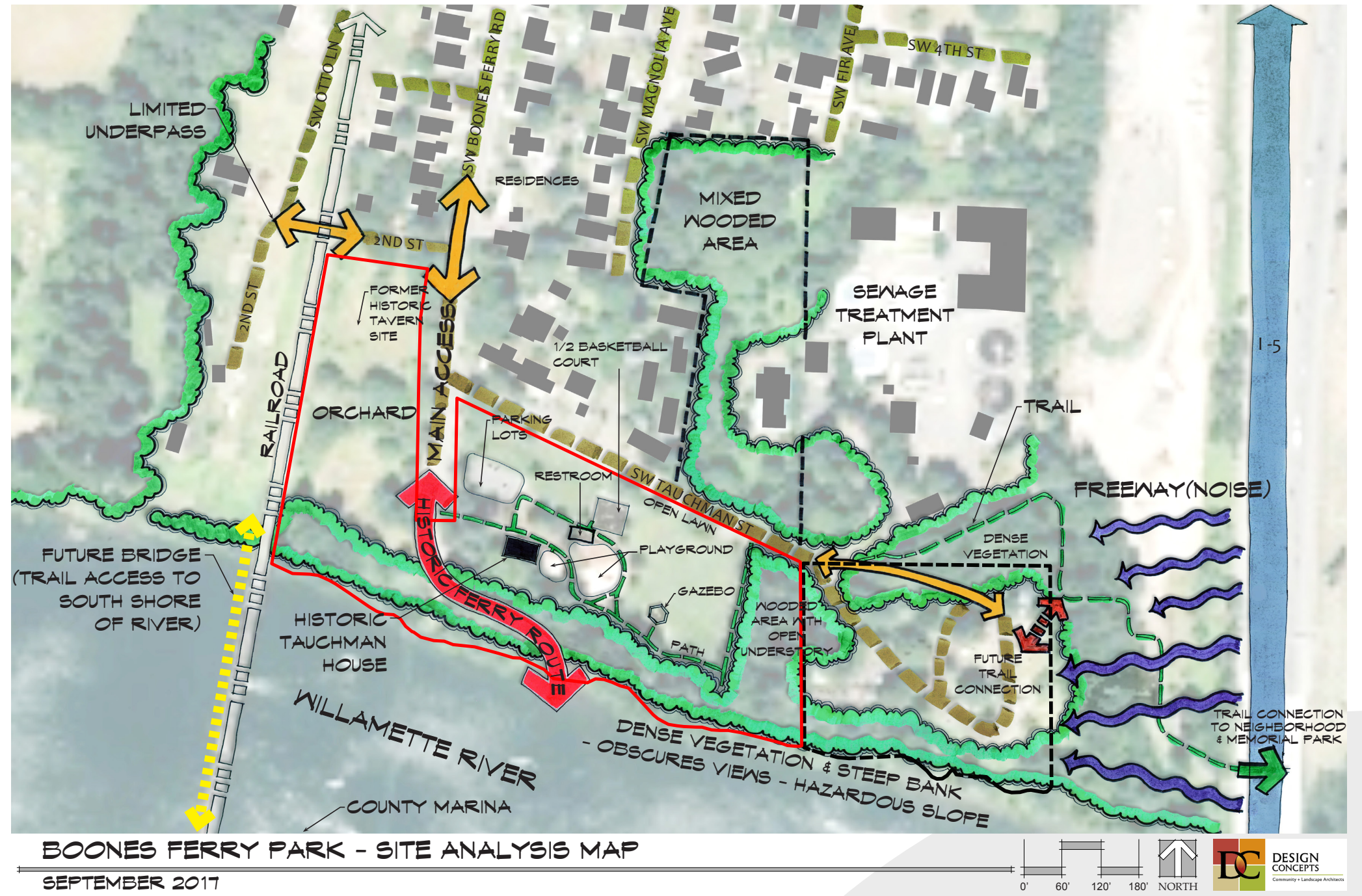
- The railroad track and I-5 freeway create barriers and are potential sources of noise pollution to the park.
- The existing Wastewater Treatment Plant could be considered an undesirable use adjacent to the park.
- The present access road down to the ferry landing is steep and difficult to navigate for many users. It does not meet current standards for accessible routes under the Americans with Disabilities Act.
- The thick vegetation at the top of the river bank almost completely obscures views from the park to the river.
- The challenging topography and powerful river currents may limit and/or require alternative options. Additional studies will be necessary.

1. <https://www.mcmenamins.com/system/uploads/assets/History/Pubs/Wilsonville/WilsonvilleHistoryFlyer.pdf>

Site Analysis Map

Boones Ferry Park amenities include:

- Pedestrian Path
- Tauchman House
- River Access (limited)
- Playground
- Picnic Tables
- Gazebo
- Picnic Areas
- 1/2 Basketball Court
- Asphalt parking with approximately 22 spaces
- Benches
- Restrooms



PROCESS



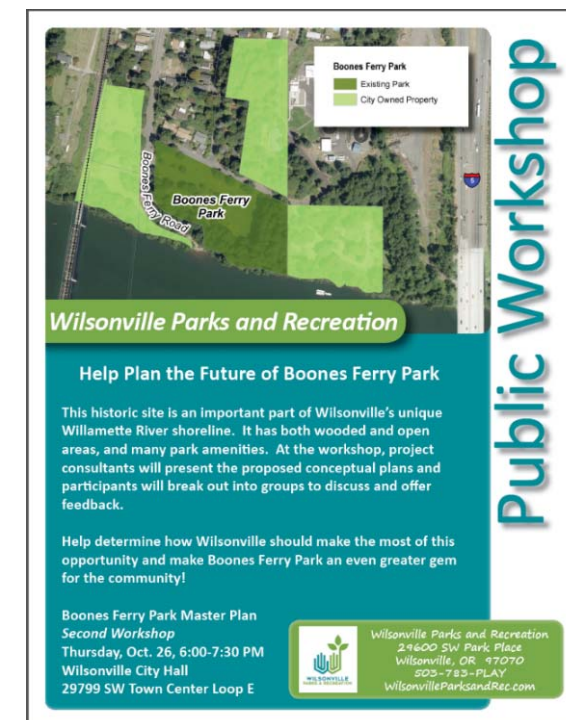
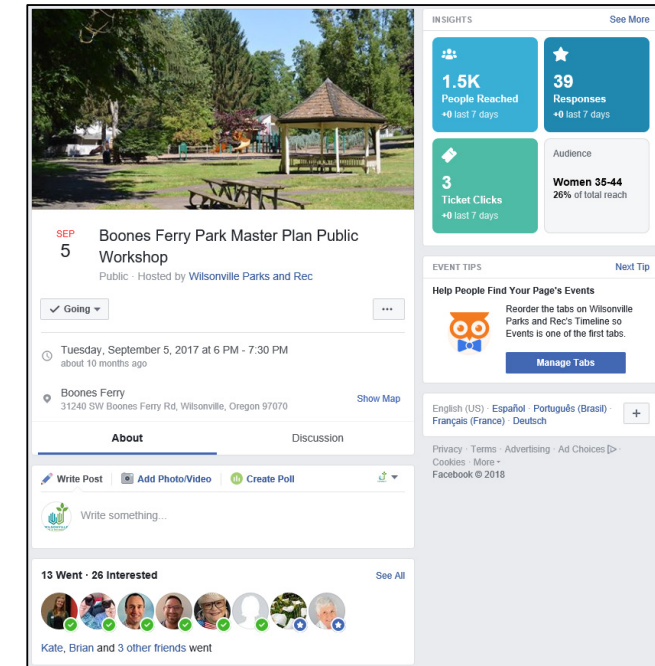
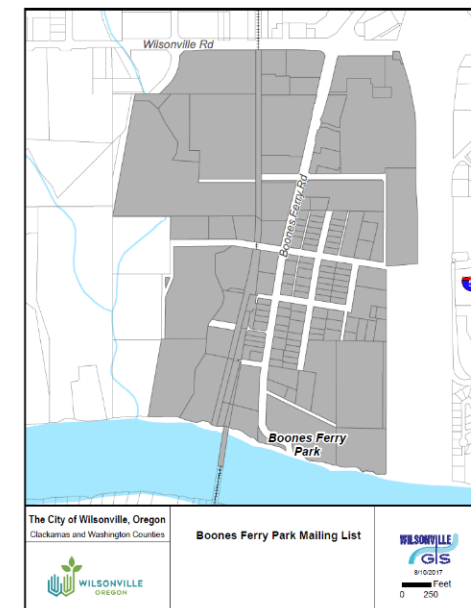
Master Planning Process

The Boones Ferry Park Master Plan was prepared in conjunction with the 2018 update of Wilsonville’s Parks and Recreation Comprehensive Master Plan. This allowed the plan for the park to be informed by, and in turn, inform the citywide comprehensive plan. Because Boones Ferry Park is classified as a Community Park, it is intended to serve the entire City of Wilsonville. Coordinating the Boones Ferry Park Master Plan with the Parks and Recreation Comprehensive Master Plan not only addresses issues at the park, but also positions the park within the context of the citywide park system and the needs of all Wilsonville citizens.

The planning process was designed to engage citizens through hands-on participation and interaction with their neighbors and fellow residents. Residents were notified and invited to participate through a variety of avenues, including mailed postcards, posting on the City’s and Parks and Recreation’s websites, emails to interested parties, and publications in the Boones Ferry Messenger. Flyers were also posted in City Hall, the Community Center, Library, and Parks and Recreation Administration Building. Additional articles promoting awareness of the process were included in the Wilsonville Spokesman, and Facebook events were created for each workshop and shared on the Parks and Recreation Facebook page.

Key steps in the planning process included:

1. Kickoff meeting with Parks and Recreation staff to review project goals and process.
2. First community workshop to generate ideas, identify priorities and preferences, and establish general goals (September, 2017).
3. Second public workshop to evaluate three concept plans for likes, dislikes, and preferences, and refine ideas for park character (October, 2017).
4. Online posting of concept plans for further public review and comment (October, 2017 to January, 2018).
5. Presentation of conceptual plans to Wilsonville Citizens Academy (February, 2018).
6. Presentation of single draft master plan to City Council work session (June, 2018).
7. Third public workshop to review and comment on the draft master plan (June, 2018).
8. Presentation to Planning Commission Work Session (July, 2018).
9. Presentation to Parks and Recreation Advisory Board (July, 2018)
10. Planning Commission public hearing (November, 2018).
11. City Council public hearing (December, 2018).
12. Final report submitted (December, 2018).

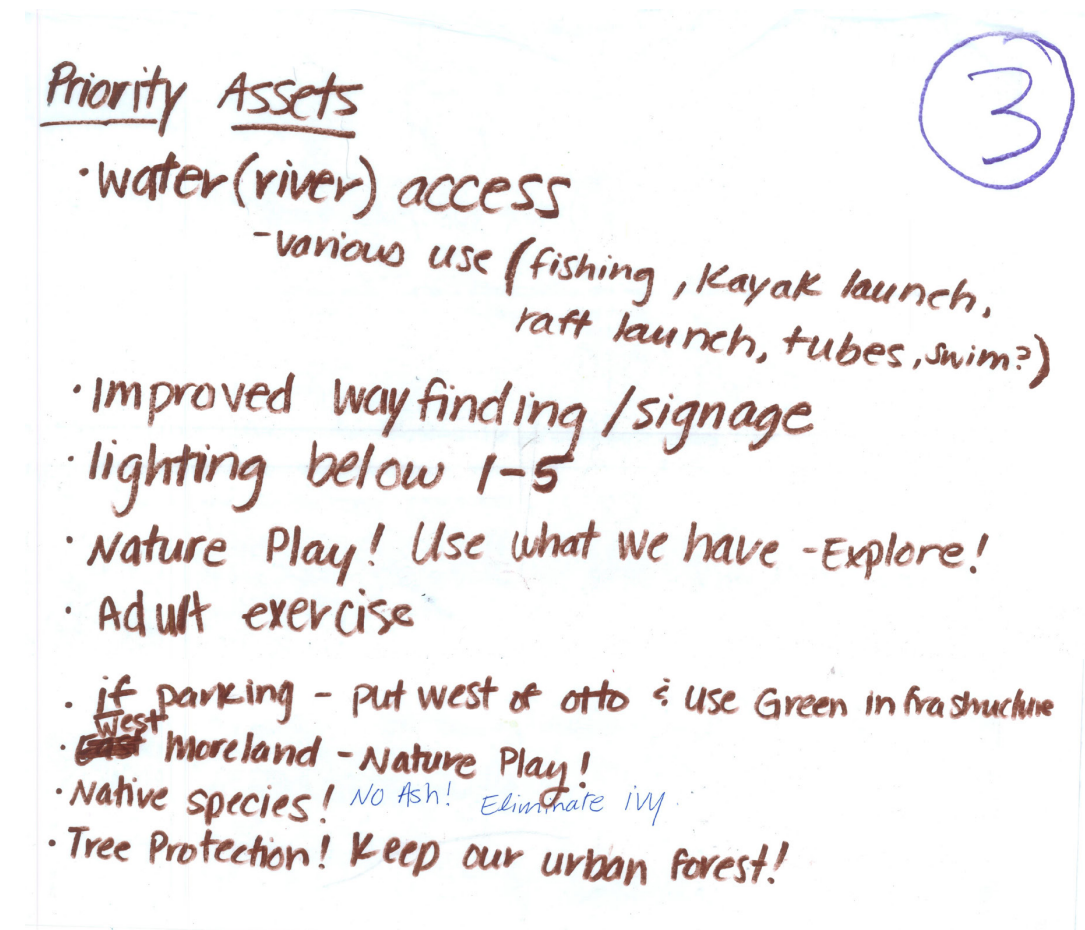


Workshop #1

The first workshop was conducted at the park, using the Tauchman House as a base of operations. Tables were set up both inside the house and outside on the lawn. Following a brief orientation on the project background and the site, as well as a discussion of the French Prairie Bridge Project, participants were broken into working groups and each group was given materials with which to develop their own plan for the park. Groups were instructed that they could add or delete anything they wanted in the park, but their final plan was to represent the wishes of that group. After working for some time, the groups presented their plans to the larger audience. There were four groups of approximately five persons each, and one individual who asked to and was allowed to prepare a plan by himself.

Following the workshop, the plans were analyzed by the consulting team to determine which features were included and where, and to look for emergent patterns and preferences for what each part of the site should be like. Table 1 shows the frequency of occurrence for all identified features on all of the plans. Two items appeared on all five plans: *Natural River Access*, and *Keep North Area Natural*. Of the items that appeared on all but one group plan, only one item, *Community Garden*, did not end up on the final master plan.

A dot-voting exercise was also conducted at the workshop to allow participants to vote for images that suggest things they would like to see at Boones Ferry Park. The most popular items were Developed River Access and Water Equipment. Next in popularity were Dog Park and Nature Play. All of these items appear to varying degrees in the final master plan.



Keywords and Discussion Points

Group 1

- Keep the trees
- Include dog park at the existing orchard
- Upgrade existing amenities
- Cover the playground for rainy days
- Improve river access where it currently is located
- Add a river trail
- Put amenities near the freeway that are not noise sensitive like a bike pump track and parkour course

Group 2

- Keep the orchard
- Add a community garden
- Historic reference at ferry crossing
- Disperse the parking around the park so it's not one big parking lot
- Keep the park's natural elements and preserve what's there already

Group 3

- Increase the river access all along the park but especially to the east
- Preserve existing park features
- Add nature play
- Add wayfinding and signage
- Increase security lighting
- Add public art (mural) at freeway underpass for example
- Include fitness stations along trail
- Add river trail

Group 4

- Keep the small neighborhood feel of the park
- Love the wooded area. Keep it native and natural
- Orchard could become dog park and community garden
- Add river access at the old trailer park
- Update existing amenities

Group 5

- Mostly concerned about a dog park for his dog
- Minimal changes to the rest of the park
- Really liked the idea of an arboretum with labeled trees



Workshop #1

Boones Ferry Park Workshop Features Analysis

	Group Plan Number				
	1	2	3	4	5
Features on all Group Plans					
Natural River Access					
Keep North Area Natural					
Minimal Development at North Area					
Features on all but one Group Plans					
Basketball					
Fishing					
Shelter					
Picnic					
Community Garden					
Developed River Access					
Restroom					
River Trail					
Bike					
Wildlife					
Keep Wooded Area					
Features on 2 of 4 Group Plans					
Play Equipment					
Dog Park					
Water Equipment					
Keep Existing Parking					
New Parking					
Benches/Seating					
Primary Trail					
Secondary Trail					
Butterfly & Bee Habitat					
Nature Play					
Bridge					
Arboretum					
Site Lighting					
Bicycle Pump Track					
Features on only one Group Plan					
Keep Sledding Hill					
Rain Garden					
Garbage Cans					
Adult Fitness					
Outdoor Learning					
Orchard					
Mini Amphitheater					
Floating Dock w/ Swimming					
Historic Ferry Crossing					
Drinking Water					
Signage Post					
Horseshoes					
Public Mural Art					
Permanent Art					
Song Circle					
Total features shown:	21	22	26	18	
Feature on only Individual Plan					
Open Gass/Multi-use Play area					
Total features shown:					15

Note: Plan #5 was generated by a single participant thus is not a group plan

Table 1

Outdoor Play & Learning



Services



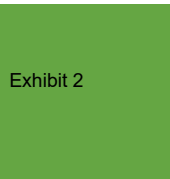
Active Exercise



Event Space



Workshop Votes Summary



Workshop #2

Due to the time of the year, the second workshop took place at City Hall. The participants were once again divided into groups (three total). Each group was given three concept plans that the consultants had prepared based on analysis of the results from Workshop #1. Each concept focused on a theme, including 1) *Engage the River*, 2) *Historical Focus*, and 3) *Activated Park*. The groups were instructed to discuss the concepts and fill out a form indicating the group’s consensus on what they liked about each plan and what they disliked about it. They were also asked to list any features that they felt should definitely be on the final plan and any that should not.

Results are shown in Table 2. The only items on all three plans that were indicated as “liked” by all three groups were *Natural River Access* and *Docks*. Both of these items are included on the final plan. Two items were indicated by all groups as “disliked”: *Parking near NW Corner* and *Amphitheater*. Neither of these are included on the final plan.

For features to definitely include or exclude on the final plan, *Tree Preservation* was listed by all three groups to include, and *Natural River Access* and *Dog Park* were mentioned by two groups to include. These features are all included on the final master plan. There were no specific items listed for definite exclusion by two or more groups.

Online Review

The three concept plans and the evaluation form were posted on the City’s web site from December 1st, 2017 to January 15th, 2018 to allow for additional input from citizens. The survey results were compiled and are shown in Appendix A.

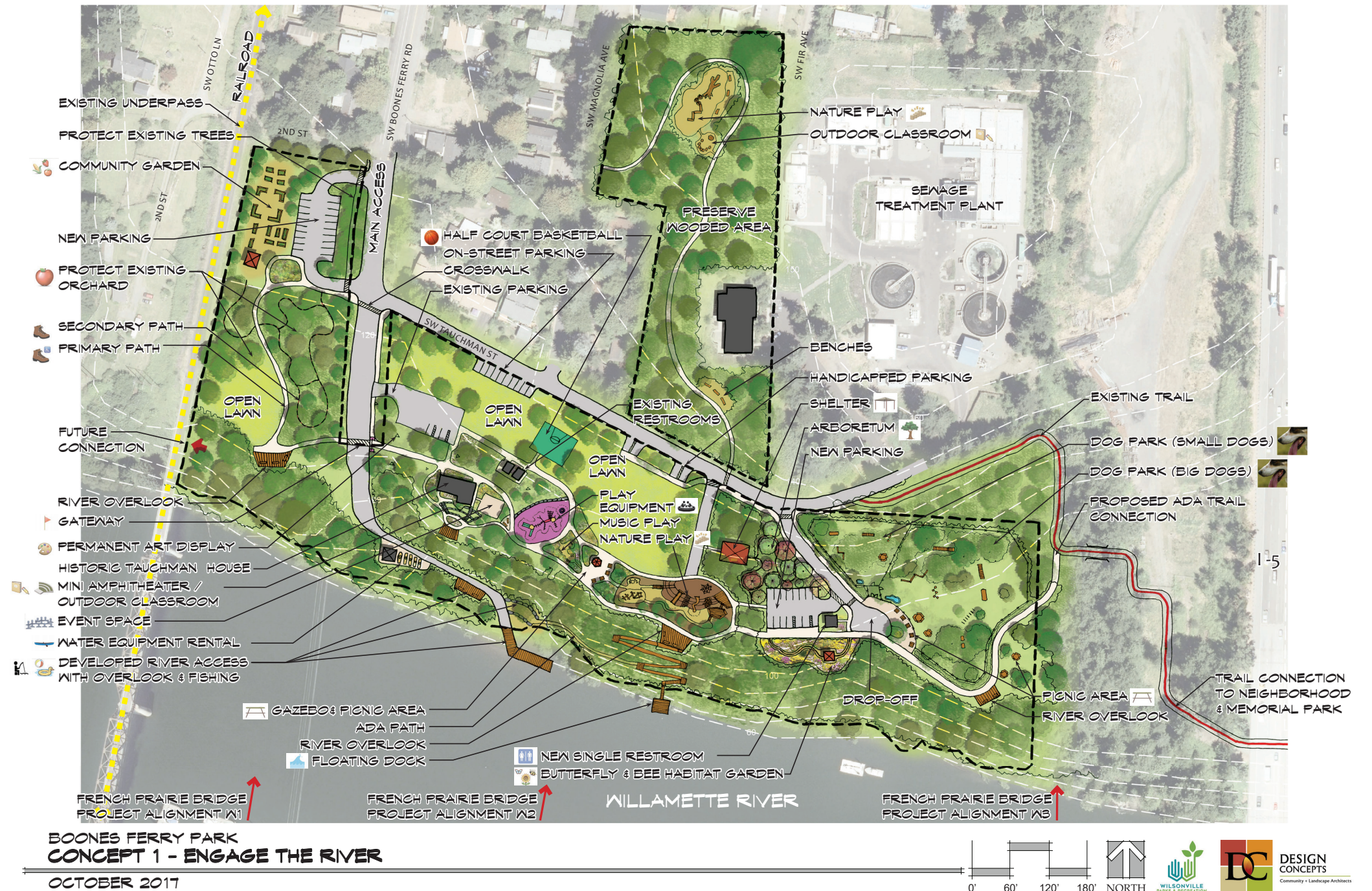
Boones Ferry Park Workshop Features Analysis

Concept 1 - Engage the River	Group Plan Number		
	A	B	C
Natural River Access			
Docks			
Community Garden			
Butterfly & Bee Habitat			
Tree preservation			
Parking near NW corner			
Amphitheater			
Parking far from homes			
Dog park location			
Nature play in preserve wooded area			
Trail through wooded area connect to Magnolia Ave			
Preserve North wooded area			
Preserve orchard			
Arboretum			
Art display			
Water rental			
Bike pump track			
Water play creek			
Small covered play area for use in winter			
New and exist restrooms			
Water rental			
Concept 2 - Historical Focus			
Parking near NW corner			
Water play creek / Nature play			
Dog park location			
Bike pump track			
Restroom removal in existing location			
Tree preservation			
Basketball			
Additional shelter			
Open lawn			
Preserve orchard			
Butterfly & Bee Habitat			
Limited river access			
Arboretum			
No trail through wooded area			
Concept 3 - Activated Park			
Bike pump track area			
Natural River Access			
Dog Park			
Arboretum			
Community garden			
Butterfly & Bee Habitat			
Expansion of Tauchman House			
Trail through wooded area connect to Magnolia Ave			
Parking near NW corner			
Water play creek			
Preserve orchard			
Open lawn			
Not enough restroom			
Large outdoor fitness			
Additional shelter			
Current play area			
Features on final Plan			
Tree preservation			
Natural River Access			
Dog park			
Butterfly & Bee Habitat			
Bike pump track			
Docks			
Water rental			
Water play creek			
Trail through wooded area connect to Magnolia Ave			
Small covered play area for use in winter			
Seating			
Parking distance from homes			
Natural Play			
Open lawn			
More adult fitness			
Street parking			
More garbage			
Benches near river overlook			

Table 2

Concept Plan #1 - Engage the River

- Activate river edge through overlooks, water access
 - 5 overlooks provide views to river
 - 2 docks provide direct river access
 - Water equipment rental area
- Preserve existing services near the Tauchman House
- Extend event/program spaces from Tauchman House
- Improve street parking and cross walking at SW Tauchman St
- Extend play area into wooded area and integrate variety of spaces for families
- Create recreational destinations and river overlook along the riverside



Concept Plan #2 - Historical Focus

- Enhance the historical character of the Tauchman House
 - Emphasize view to the house at park entry
 - Event lawn and arboretum
- Relocate existing services near the Tauchman House
- Large open lawn for multi-propose activities
- Restrict street parking and drop-off area along main access
- Develop east side and wooded area with diverse activities (bike pump track, basketball and nature play)
- Preserve north wooded area



Concept Plan #3 - Activated Park

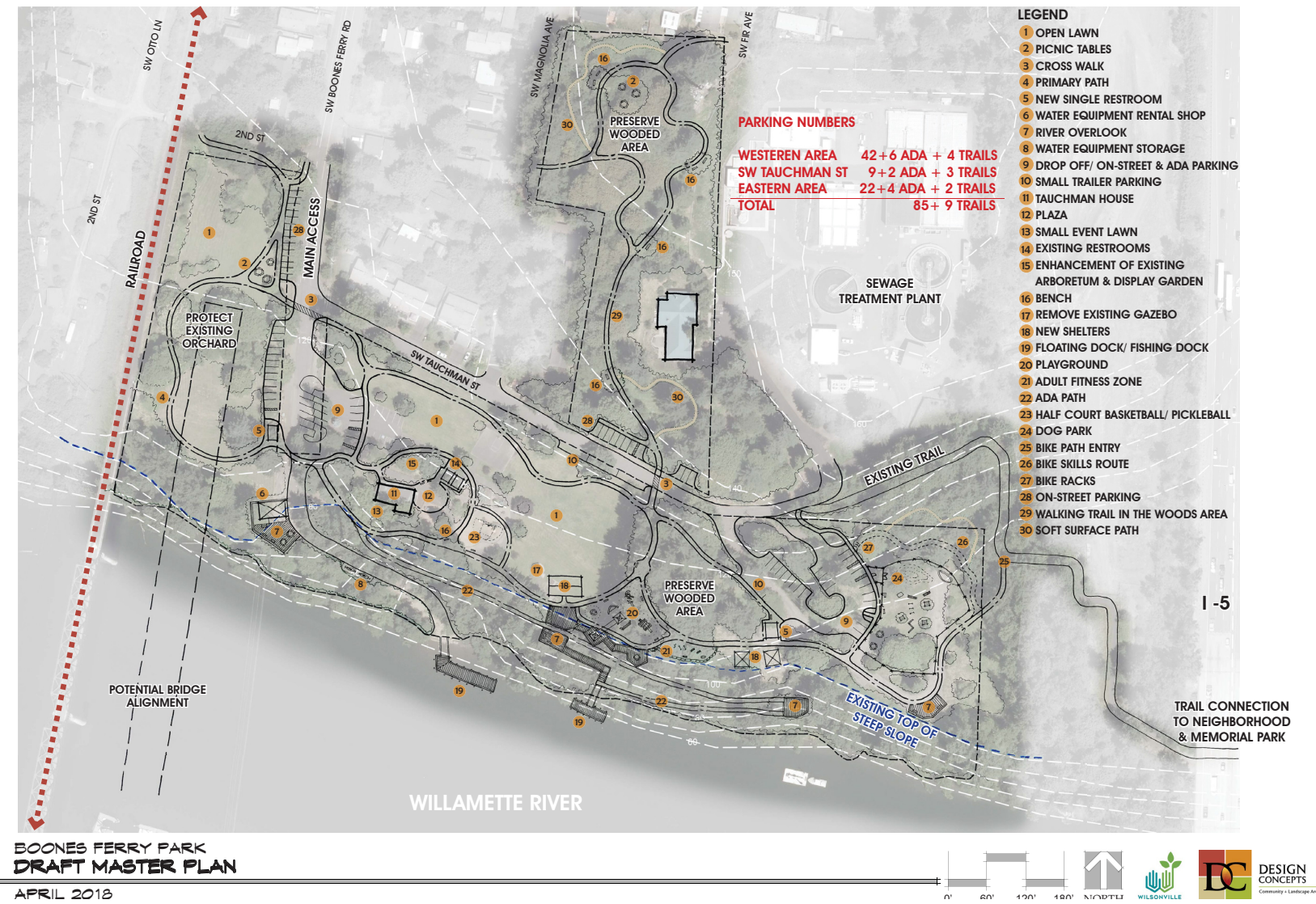
- Activated west side with diverse activities (bike pump track and dog park)
- Integrate variety of spaces for families through centralized activity area
- Extend the Tauchman House with new indoor event space and new restrooms
- Restrict street parking and drop-off area along main access and SW Tauchman St
- Minimal elements in the preserved wooded area to north
- Develop river edge and create pedestrian/bikes network along riverside



Workshop #3 and Final Reviews

Following the second workshop, a final draft plan was developed. Parks and Recreation staff provided review and guidance throughout the planning process, but their input was especially critical in finessing the final plan. This involved making sure that proposed features were located to address programming, operations, and maintenance needs. Once staff was satisfied with the draft plan, it was presented to City Council in a work session, and to the public in a third workshop, and to Planning Commission and Parks and Recreation Advisory Boards for their input. Feedback from all three events was positive, with a high level of enthusiasm and support for the enhanced access and engagement of the river.

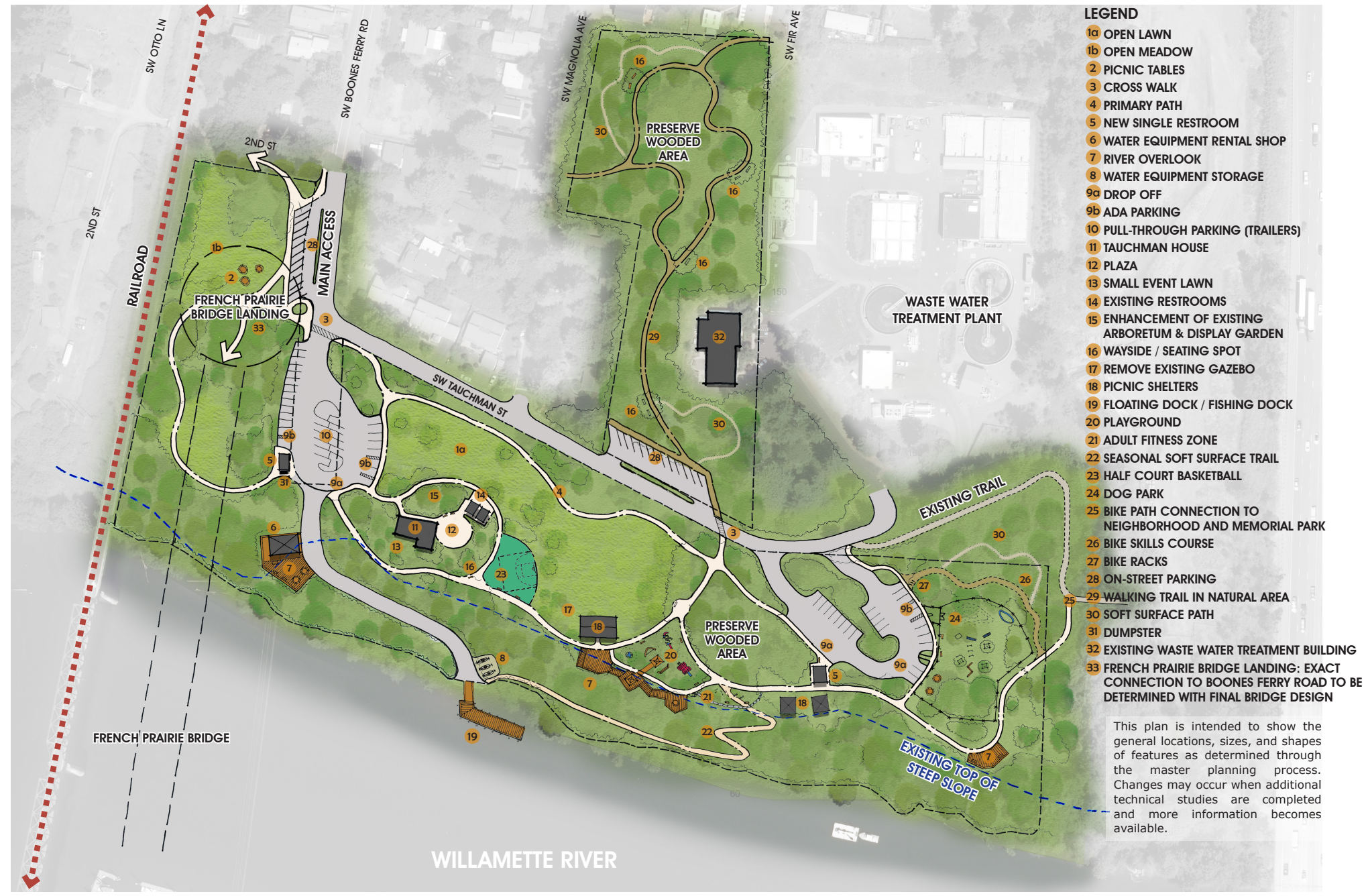
At the third workshop, there were positive comments from two of the four groups on the location of the dog park, and all groups mentioned that they liked the additional trails, including the ones through the wooded areas. Negative comments on the final plan revolved around hours of operation, trash removal, increased traffic and other activity in the park, addressing possible homeless issues, and other potential impacts to the adjacent neighborhood. There was also concern over the impact that the French Prairie Bridge would have on the park. These are primarily operational and/or policy issues that can be addressed by staff. However, some adjustments to the plan were made to help, including the location of an on-site dumpster, and reconfiguration of the entrance at the end of Boones Ferry Road to reinforce the intended connection between Boones Ferry Road and the French Prairie Bridge.



FINAL PLAN



Proposed Plan



BOONES FERRY PARK MASTER PLAN



Proposed Plan

Throughout the public process, the desire for a greater connection to the river was a common theme. The proposed plan takes this to heart, and combines it with a desire to retain aspects that make Boones Ferry Park special today, including its quiet greenness, relaxed atmosphere, and connection to the historic past. The new plan proposes to pull the existing parking lot back from the “front lawn” of the park, push the basketball court and playground back towards the river, and open up the expansiveness of the lawn. Park pathways will connect to the French Prairie Bridge. To make all of the park’s features accessible in compliance with requirements of the Americans with Disabilities Act, the alignments of paths and locations of some features shown on the plan may be altered to respond to topography, vegetation, and other conditions.

The route down to the ferry landing will remain intact, with a new boathouse at the brow of the bank, where non-motorized watercraft will be rented and visitors may relax on a deck overlooking the river below. The ferry landing itself will now have a dock, engineered to withstand the challenging current and variable water levels.

Back up on top of the bank, the playground has been pulled away to allow space for a small plaza that can serve for weddings and other small events. The plaza also connects to the existing restroom building, which will get a facelift to fit it into its surroundings. The grounds between the Tauchman House and the bank will remain as they are today – a shady respite for events, picnics, etc. The proposed plan complements the City’s 2015 Facilities Master Plan which calls for restoring the Tauchman House into an events venue. This would include finishing the upstairs area and adding a bride prep room and a lounge. In addition, renovating the basement area could provide the facility with a groom prep area, as well.

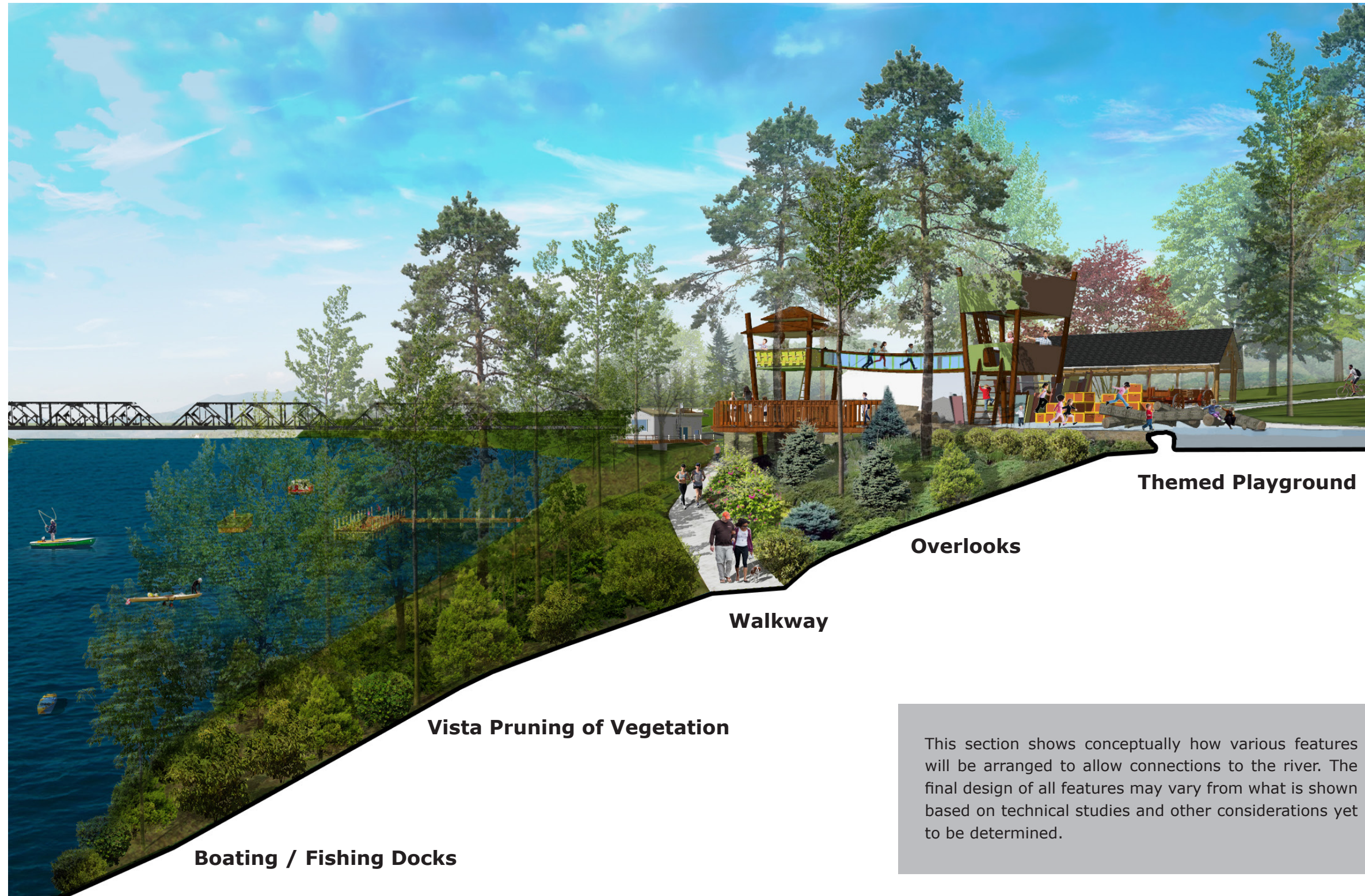
The area between the park and the river is envisioned as an esplanade with various attractions and activities. From west to east, these include the newly relocated basketball court and a group picnic shelter. Just beyond the picnic shelter is a fun new playspace that weaves in and out of the wooded grove and offer views up and down the river. Playing here will give kids of all ages the chance to play among the trunks of trees in the grove. The theme of the playground will evoke the history of travelling on the river.

From the picnic and play area, visitors will be able to make the descent down to the dock via a seasonal soft-surface trail. Back up on top, the existing wooded area will be preserved and protected. In the new section, away from the neighborhoods and in the shadow of the I-5 freeway bridge, will be a dog park, bike skills course, and opportunities to view the river from waysides along the trail that connects Boones Ferry Park to Memorial Park. Parking is provided in this area, which allows it to serve as a trailhead for cyclists and others using the trail system.

The area north of SW Tauchman Street, between the neighborhood and the Wastewater Treatment Plant will be kept natural, with a looping path for strolling and connections to Southwest Fir Avenue and Southwest Magnolia. Benches and simple waysides with interpretive signs to highlight natural and historic aspects of the park will make this a peaceful, wooded area.

While the intent is to keep the character of Boones Ferry Park, in its new version, the park will likely draw more visitors than it sees today. To accommodate this, parking will be expanded from approximately 35 spaces available today, to approximately 90 at completion. Additional restrooms will also be provided on the west (between the boathouse and parking lot) and east (between the new parking lot and shelters) ends of the park. These added amenities will allow the park to serve as a trailhead for the expanded regional trail system. The main route for the trail through Boones Ferry Park has been nudged up along the north side of the existing park adjacent to SW Tauchman Street once it emerges from the wooded area. This will provide a smooth through-route for regional cyclists and hikers, but they may also choose to take a more leisurely route to explore the park along the esplanade at the top of the bank along the south part of the park.

Due to the challenging topography and powerful river currents, ideas presented in this plan are conceptual in nature. Feasibility of specific elements will be determined after completion of geotechnical and hydrotechnical studies.



Boating / Fishing Docks

Vista Pruning of Vegetation

Walkway

Overlooks

Themed Playground

This section shows conceptually how various features will be arranged to allow connections to the river. The final design of all features may vary from what is shown based on technical studies and other considerations yet to be determined.

Conceptual Section through River Bank

CONCEPTUAL PLAN COST ESTIMATE



CONCEPTUAL PLAN COST ESTIMATE

The master plan for Boones Ferry Park presented in this document is just one of many steps leading towards the implementation of a vision for the park. It should be thought of as a road map to guide the park’s progress rather than a blueprint for its construction. There are lots of decision points along the way, where choices will be based on new information as it becomes available. For example, studies of the underlying geology of the site and the hydrology of the river will need to be commissioned before detailed designs for docks, piers, walkways, and other river access features can be prepared. A land survey of the site will be needed to allow for the final configuration of parking lots, paths, and other features. This includes obtaining a detailed mapping of existing trees, contours, and other elements.

With all of these variables remaining, it is not practical at this time to determine an exact cost for building the park as shown in the master plan. But it is possible—and useful—to generate an order-of-magnitude cost range for the completed park. The tables provided here show an itemized breakdown of cost allowances for features shown on the plan, and associated work anticipated to implement the vision shown in the master plan in a phased sequence as indicated on the adjacent map. The actual items to be included within each phase may change as the project proceeds, based on the availability of funds and other considerations. The bottom-line number is not intended to be used as a budget for the park, but instead as a way to arrive at a range within which the final cost is likely to fall. Based on this somewhere between eight and thirteen million dollars should be estimated at this point. The large spread is due to several items with wide variability, particularly unknowns associated with the river hydrology and what it will take to engineer structures and access routes to allow for people to access the river. Other expensive items that could vary widely in cost are the restrooms and river equipment building. Architectural and engineering studies will be needed to determine the utilities, structural materials, and other requirements for these. Cost estimates for the various items can be firmed up as more information becomes available and detailed designs are developed.



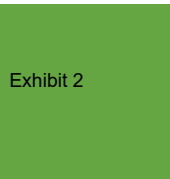
PHASING PLAN

Summary of All Phases

Phase 1	\$2,775,630
Phase 2	\$2,330,625
Phase 3	\$4,272,895
Phase 4	\$325,875
Phase 5	\$1,001,880
Total of All Phases	\$10,706,905

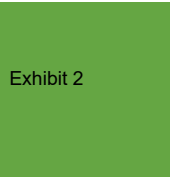
PHASE 1 - RIVERFRONT

Item	Unit Price	Unit	Quantity	Item total
Site Preparation				
Construction Fencing & Erosion Control	\$7,500	Allowance	1	\$7,500
Vehicle Tracking Control	\$5,000	Allowance	1	\$5,000
Remove Existing Paving	\$35,000	Allowance	1	\$35,000
Clear and Grub	\$5,000	Allowance	1	\$5,000
Grading				
Site Grading	\$15,000	Allowance	1	\$15,000
Site Construction				
Seasonal Soft Trails	\$75,000	Allowance	1	\$75,000
Site Walls (Retaining/free-standing)	\$100,000	Allowance	1	\$100,000
Boardwalks/decks on Land	\$250,000	Allowance	1	\$250,000
Boardwalks/decks/docks in River	\$500,000	Allowance	1	\$500,000
Structures				
Water Equipment Shop/Building	\$250,000	Lump Sum	1	\$250,000
New Restroom at West Parking Lot	\$350,000	Lump Sum	1	\$350,000
Furnishings and Equipment				
Miscellaneous Furnishings: Benches/ Tables/ Trash Receptacles/ Signs/ Drinking Fountains/ Bike Racks, etc.	\$10,000	Allowance	1	\$10,000
Lights/bollards	\$5,000	Allowance	1	\$5,000
Fences/Railings, etc. @ Top of Bank	\$10,000	Allowance	1	\$10,000
Sub Total				\$1,617,500
Bonding, Mobilization, etc. @ 10%				\$161,750
Contingency @ 20%				\$355,850
Construction Subtotal				\$2,135,100
Bid Continency @ 10%				\$213,510
Estimated Construction Bid				\$2,348,610
Consulting Fees/Soft Costs (Based on Construction Subtotal)				\$427,020
Total Phase 1 Estimate				\$2,775,630

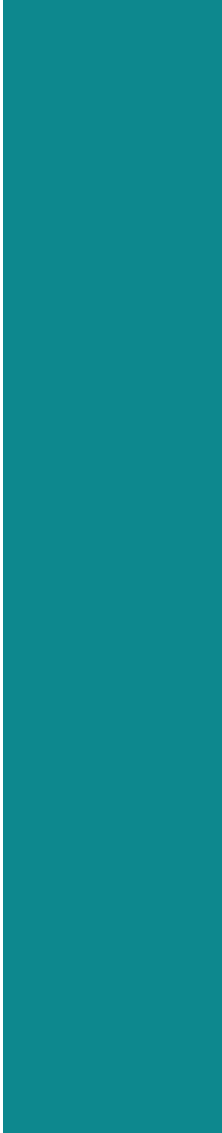


PHASE 2 - EAST SIDE				
Item	Unit Price	Unit	Quantity	Item total
Site Preparation				
Construction Fencing & Erosion Control	\$7,500	Allowance	1	\$7,500
Vehicle Tracking Control	\$5,000	Allowance	1	\$5,000
Remove Existing Paving	\$35,000	Allowance	1	\$35,000
Clear and Grub	\$5,000	Allowance	1	\$5,000
Grading & Utilities				
Site Grading	\$30,000	Allowance	1	\$30,000
Convert Irrigation System to Reclaimed Water	\$100,000	Allowance	1	\$100,000
Site Construction				
New Asphalt	\$150,000	Allowance	1	\$150,000
Traffic Control Striping/Signage	\$15,000	Lump Sum	1	\$15,000
New Curb & Gutter	\$40,000	Allowance	1	\$40,000
New Concrete Walks	\$125,000	Allowance	1	\$125,000
Dog Park	\$200,000	Each	1	\$200,000
Bike Skills Route	\$50,000	Each	1	\$50,000
Site Walls (Retaining/free-standing)	\$20,000	Allowance	1	\$20,000
Boardwalks/decks on Land	\$20,000	Allowance	1	\$20,000
Structures				
New Restroom at East Side of Park	\$350,000	Lump Sum	1	\$350,000
New Shelters	\$50,000	Each	2	\$100,000
Furnishings and Equipment				
Miscellaneous Furnishings: Benches/ Tables/ Trash Receptacles/ Signs/ Drinking Fountains/ Bike Racks, etc.	\$50,000	Allowance	1	\$50,000
Lights/bollards	\$10,000	Allowance	1	\$10,000
Fences/Railings, etc. @ Top of Bluff	\$25,000	Allowance	1	\$25,000
Landscaping				
Shrub/perennial beds	\$15,000	Allowance	1	\$15,000
Lawns	\$50,000	Allowance	1	\$50,000
Trees	\$10,000	Allowance	1	\$10,000
Sub Total				\$1,412,500
Bonding, Mobilization, etc. @ 10%				\$141,250
Contingency @ 20%				\$310,750
Construction Subtotal				\$1,864,500
Bid Continency @ 10%				\$186,450
Estimated Construction Bid				\$2,050,950
Consulting Fees/Soft Costs (Based on Construction Subtotal)				\$279,675
Total Project Estimate				\$2,330,625

PHASE 3 - EXISTING PARK - MAIN SECTION					
Item	Unit Price	Unit	Quantity	Item total	
Site Preparation					
Construction Fencing & Erosion Control	\$7,500	Allowance	1	\$7,500	
Vehicle Tracking Control	\$5,000	Allowance	1	\$5,000	
Remove Existing Paving	\$35,000	Allowance	1	\$35,000	
Clear and Grub	\$5,000	Allowance	1	\$5,000	
Remove Existing Basketball Court	\$5,000	Each	1	\$5,000	
Remove Existing Gazebo	\$1,000	Each	1	\$1,000	
Grading					
Site Grading	\$30,000	Allowance	1	\$30,000	
Site Construction					
New Asphalt	\$200,000	Allowance	1	\$200,000	
Traffic Control Striping/Signage	\$15,000	Lump Sum	1	\$15,000	
New Curb & Gutter	\$40,000	Allowance	1	\$40,000	
New Concrete Walks	\$125,000	Allowance	1	\$125,000	
Plaza/Specialty Paving	\$50,000	Allowance	1	\$50,000	
Half-Court Basketball	\$40,000	Each	1	\$40,000	
Site Walls (Retaining/free-standing)	\$10,000	Allowance	1	\$10,000	
Boardwalks/decks on Land	\$50,000	Allowance	1	\$50,000	
Structures					
Remodel Existing Restroom Building	\$75,000	Lump Sum	1	\$75,000	
Group Picnic Pavilion	\$100,000	Lump Sum	1	\$100,000	
Tauchman House (Main Floor and Upstairs Restoration)	\$461,133	Lump Sum	1	\$461,133	
Tauchman House (Basement Restoration)	\$250,000	Allowance	1	\$250,000	
New Shelters	\$75,000	Each	1	\$75,000	
Furnishings and Equipment					
Miscellaneous Furnishings: Benches/ Tables/ Trash Receptacles/ Signs/ Drinking Fountains/ Bike Racks, etc. Lights/bollards	\$50,000	Allowance	1	\$50,000	
Fences/Railings, etc. @ Top of Bluff	\$25,000	Allowance	1	\$25,000	
Playground/(Including surfacing and related features)	\$750,000	Lump Sum	1	\$750,000	
Fitness Zone	\$100,000	Lump Sum	1	\$100,000	
Landscaping					
Shrub/perennial beds	\$15,000	Allowance	1	\$15,000	
Lawns	\$50,000	Allowance	1	\$50,000	
Trees	\$10,000	Allowance	1	\$10,000	
Sub Total				\$2,589,633	
Bonding, Mobilization, etc. @ 10%				\$258,963	
Contingency @ 20%				\$569,719	
Construction Subtotal				\$3,418,316	
Bid Continency @ 10%				\$341,832	
Estimated Construction Bid				\$3,760,148	
Consulting Fees/Soft Costs (Based on Construction Subtotal)				\$512,747	
Total Phase 3 Estimate				\$4,272,895	

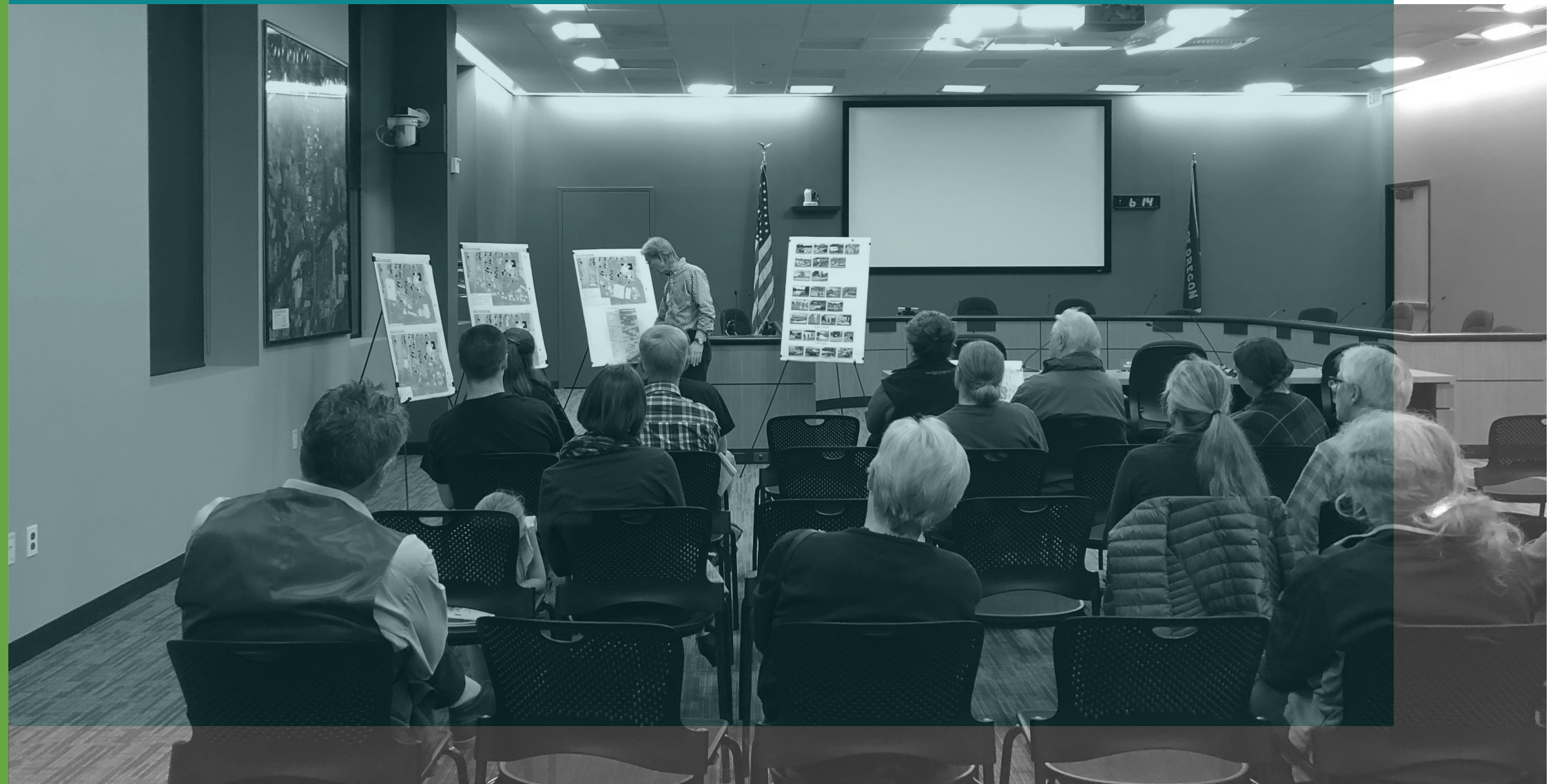


PHASE 4 - NORTH EXTENSION				
Item	Unit Price	Unit	Quantity	Item total
Site Preparation				
Construction Fencing & Erosion Control	\$7,500	Allowance	1	\$7,500
Vehicle Tracking Control	\$5,000	Allowance	1	\$5,000
Clear and Grub	\$5,000	Allowance	1	\$5,000
Grading				
Site Grading	\$5,000	Allowance	1	\$5,000
Site Construction				
New Asphalt	\$75,000	Allowance	1	\$75,000
Traffic Control Striping/Signage	\$5,000	Lump Sum	1	\$5,000
New Curb & Gutter	\$10,000	Allowance	1	\$10,000
New Concrete Walks	\$50,000	Allowance	1	\$50,000
New Soft Trails	\$10,000	Allowance	1	\$10,000
Furnishings and Equipment				
Miscellaneous Furnishings: Benches/ Tables/ Trash Receptacles/ Signs/ Drinking Fountains/ Bike Racks, etc.	\$5,000	Allowance	1	\$5,000
Lights/bollards	\$5,000	Allowance	1	\$5,000
Landscaping				
Shrub/perennial beds	\$5,000	Allowance	1	\$5,000
Trees	\$10,000	Allowance	1	\$10,000
Sub Total				\$197,500
Bonding, Mobilization, etc. @ 10%				\$19,750
Contingency @ 20%				\$43,450
Construction Subtotal				\$260,700
Bid Continency @ 10%				\$26,070
Estimated Construction Bid				\$286,770
Consulting Fees/Soft Costs (Based on Construction Subtotal)				\$39,105
Total Phase 4 Estimate				\$325,875



PHASE 5 - WEST SIDE				
Item	Unit Price	Unit	Quantity	Item total
Site Preparation				
Construction Fencing & Erosion Control	\$7,500	Allowance	1	\$7,500
Vehicle Tracking Control	\$5,000	Allowance	1	\$5,000
Clear and Grub	\$10,000	Allowance	1	\$10,000
Grading				
Site Grading	\$10,000	Allowance	1	\$10,000
Site Construction				
New Asphalt	\$75,000	Allowance	1	\$75,000
Traffic Control Striping/Signage	\$5,000	Lump Sum	1	\$5,000
New Curb & Gutter	\$10,000	Allowance	1	\$10,000
New Concrete Walks	\$75,000	Allowance	1	\$75,000
Plaza/Specialty Paving	\$10,000	Allowance	1	\$10,000
Structures				
Dumpster Enclosure	\$20,000	Lump Sum	1	\$20,000
New Restroom at West Parking Lot	\$350,000	Lump Sum	1	\$350,000
Furnishings and Equipment				
Miscellaneous Furnishings: Benches/ Tables/ Trash Receptacles/ Signs/ Drinking Fountains/ Bike Racks, etc.	\$5,000	Allowance	1	\$5,000
Lights/bollards	\$5,000	Allowance	1	\$5,000
Fences/Railings, etc. @ Top of Bluff	\$10,000	Allowance	1	\$10,000
Landscaping				
Shrub/perennial beds	\$10,000	Allowance	1	\$10,000
Trees	\$25,000	Allowance	1	\$25,000
Sub Total				\$632,500
Bonding, Mobilization, etc. @ 10%				\$63,250
Contingency @ 20%				\$139,150
Construction Subtotal				\$834,900
Bid Continency @ 10%				\$83,490
Estimated Construction Bid				\$918,390
Consulting Fees/Soft Costs (Based on Construction Subtotal)				\$83,490
Total Phase 5 Estimate				\$1,001,880

NEXT STEPS

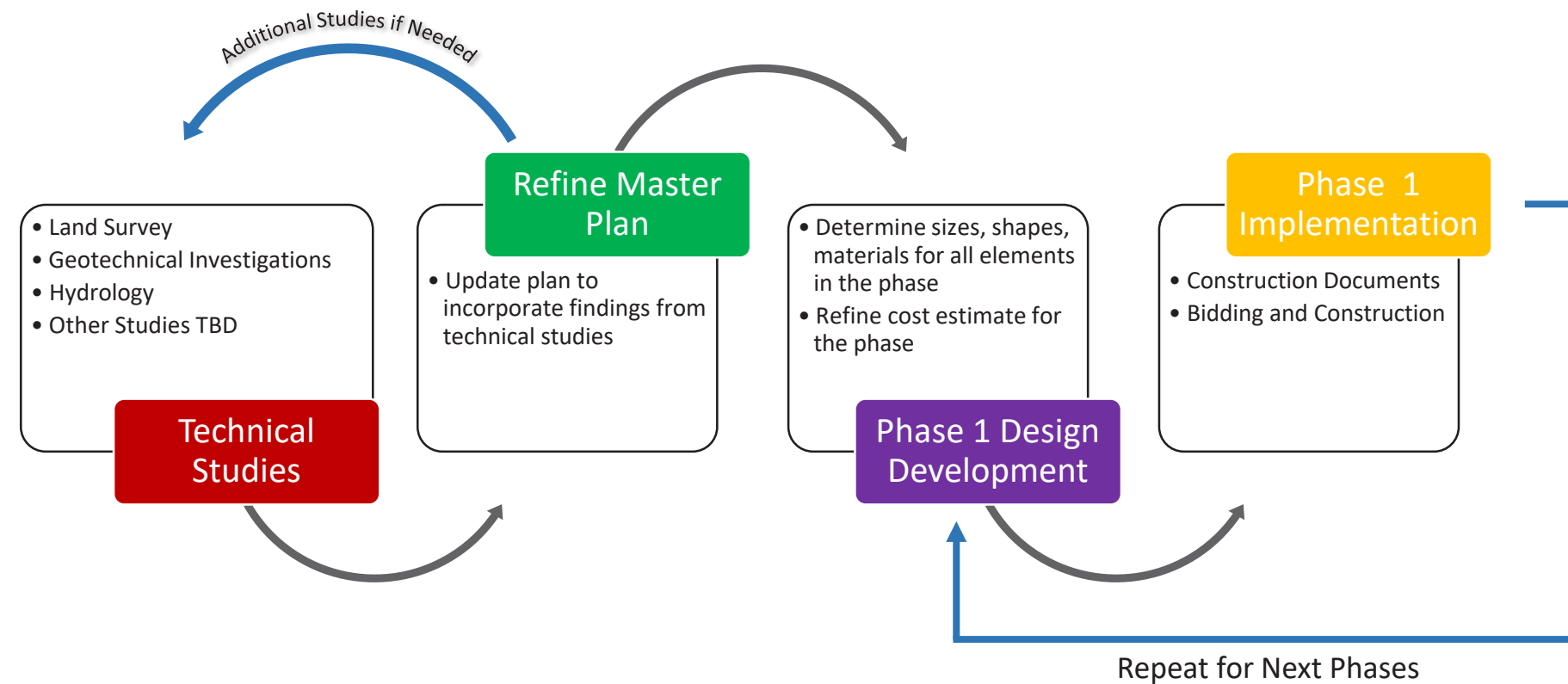


NEXT STEPS

The plan presented here is a result of a public process to create a vision for Boones Ferry Park. The next step is to conduct technical studies that will allow for refinement of the plan and development of detailed designs. These include:

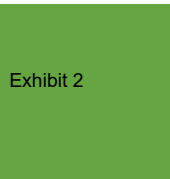
- A land survey of the site that will provide accurate topography and the locations of existing utilities, trees, and other features.
- A geotechnical study to determine structural needs for buildings, pathways, roads, and parking.
- A hydrologic study of the river to determine the feasibility and alternatives for providing docks, piers, or other river access features.

The overall master plan can be refined if needed to reflect the findings from these studies. Once that is completed, funding sources and options will be explored to implement the plan. It is anticipated that the plan will be implemented in phases as outlined in the previous section. Priority will be given to completing items identified by the public as most important, although in some cases opportunities may arise to complete other features sooner as part of some other project or because special-purpose funds are available for those features.



APPENDIX A - ONLINE SURVEY RESULTS





APPENDIX A - ONLINE SURVEY RESULTS

Boones Ferry Park Master Plan Survey - Concept 1: Engage the River

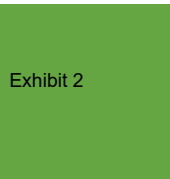
Q1 What do you like about Concept 1: Engage the River?

Answered: 39 Skipped: 2

#	RESPONSES	DATE
1	Really think highlighting the river as a beautiful feature of our community / this park is critical for this development.	1/16/2018 10:46 AM
2	Northwest parking lot can be used as a turnaround for the end of Boones Ferry. Lookout points	1/15/2018 7:04 PM
3	The interaction with the river is the most appealing part of the plan; the length of the park runs along the Willamette, so it would give the park a unique quality if it had several diverse ways of viewing the river, which is so central to Wilsonville. My favorite aspect is the river overlook and docks - and besides the river, the outdoor classroom and nature play looks like a great idea for our schools.	1/10/2018 8:48 AM
4	I like the developed river access and water equipment rentals. The drop-off area is a good idea.	1/9/2018 10:03 PM
5	Wilsonville has limited access to the river with only one public dock. "Engage the River" not only gives us beautiful views but a way to actually be 'on' the river! I love this concept.	1/8/2018 4:48 PM
6	Lots of river access. Nature play area close to Magnolia Ave, feels more like a community playground for the neighborhood.	1/4/2018 5:06 PM
7	Dog parks	1/4/2018 9:47 AM
8	This is my least favorite concept. I prefer 3 then 2 and lastly 1.	1/3/2018 11:50 AM
9	Public parking and the river overlook	1/2/2018 6:43 PM
10	It has a dog park. It has a dock.	1/2/2018 6:28 PM
11	Love the play area ideas, activating water edge, and recreational destinations.	1/2/2018 2:02 PM
12	I do not like this.	1/2/2018 1:34 PM
13	Like river part.	12/31/2017 4:12 PM
14	Create recreational destinations and river overlook along the riverside	12/31/2017 2:05 PM
15	Like ideas but not placement	12/30/2017 12:01 PM
16	Ensuring there will be a basketball court. The natures play areas. Good walking paths, but would be better if a loop could be made. River overlooks. Picnic areas. Good idea not to move bathrooms.	12/29/2017 5:03 PM
17	Community garden placement. That your not trying to cram so much into the available spaces. That your diverse activities i.e. dog park are located away from the long time Boone's ferry st residents which you don't give a crap about. Dog park location if you have to have one.	12/28/2017 12:54 PM
18	The focus on the river - multiple overlooks, floating docks & river rentals. I also like the community garden being at the main entry & where the dog park is located in this plan. This plan is by far my favorite of the 3.	12/28/2017 9:23 AM
19	Seems to be the most natural enhancement of the current park area without radically altering the overall ambiance and preserving its historic character while adding amenities for community access, family activities, and events. We like the location of the community garden on the northwestern part next to the rails and the dog park in the northeastern part as a compatible landscape extension next to the treatment plant and away from those core uses.	12/26/2017 11:12 PM
20	The river is a unique asset. It would be a waste not to maximize public access and visibility. Dog parks are a good idea as higher density has not seemed to diminish peoples desire for pets.	12/24/2017 9:11 AM
21	trails throughout including the north area	12/23/2017 6:00 PM
22	I like this plan the best.	12/21/2017 3:51 PM
23	Seems workable and functional.	12/19/2017 8:14 PM

Boones Ferry Park Master Plan Survey - Concept 1: Engage the River

24	Best of the three. Preserves most of the trees, better than the other two plans, as far as I can tell. Doesn't waste money by moving existing features senselessly.	12/12/2017 6:37 PM
25	I like this concept the best because it offers the most access to the very underutilized river	12/11/2017 9:57 AM
26	I am a 'water person' and want to have as much access to the river as possible.	12/8/2017 5:24 PM
27	I like the simplicity of it. This is my vote.	12/7/2017 10:16 PM
28	The floating docks are nice.	12/7/2017 2:24 PM
29	A safe place to ride a bike.	12/6/2017 9:06 PM
30	Love,love love the inclusion of the river in so many ways with so many options regardless of your abilities! It really seems to include so many options for usage by all age groups and families.	12/6/2017 10:52 AM
31	I like the floating docks and the river overlook, as well as the nature play.	12/5/2017 8:46 AM
32	great to have river access	12/5/2017 7:50 AM
33	This is the best option, it sounds like a place one can spend the entire day with family and friends!	12/2/2017 9:50 PM
34	Location of community garden Like that you are protecting the existing orchard and not putting a lot of activities in the western most plot of park. If activities must be added to the western most plot of park, they should be quiet activities so that they do not negatively impact the neighbors who live adjacent to this open space. Butterfly garden and a community garden in the western most part of the park is far preferable to the neighborhood than a bike pump track or dog park. Like that there is no bike pump track. That amenity seems highly special interest. Noting the character of the mostly boys who use the skate park at Memorial park, this type of amenity brings unsupervised teenage boys who smoke, are profane and leave garbage all over the place.	12/2/2017 12:15 PM
35	All fun River activities so close to home! Love this concept with more dock access and river rentals. Maybe add a water feature too do young families?	12/2/2017 10:06 AM
36	The simple fact of having river access is a must. There also needs to be more and better parking for sure.	12/2/2017 8:28 AM
37	LOVE the Community Garden and the Nature Play / Outdoor Classroom area, the preserved wooded area, and the bee and butterfly garden. Also like the idea of a mini-amphitheater near the house. This is my favorite of the three concepts.	12/2/2017 12:04 AM
38	Trail connection from the path that goes underneath the i5 bridge all the way to the community garden across Boones Ferry RD.	12/1/2017 5:07 PM
39	I love engaging the river. We are along the river with such little access. I also like that variety of enhancements in this plan. There seems to be something for everyone incorporated.	12/1/2017 4:34 PM



Boones Ferry Park Master Plan Survey - Concept 1: Engage the River

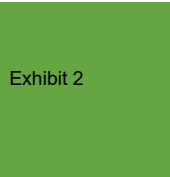
Q2 What do you dislike about Concept 1: Engage the River?

Answered: 33 Skipped: 8

#	RESPONSES	DATE
1	no walk path connecting to Fir St. drop-off point Overall underdeveloped	1/15/2018 7:04 PM
2	Nothing I particularly dislike about this one.	1/10/2018 8:48 AM
3	No dog park in this concept. I feel like dog parks are a well used asset in our community.	1/9/2018 10:03 PM
4	No water feature. Less walking trails.	1/4/2018 5:06 PM
5	No bike pump track	1/4/2018 9:47 AM
6	-It doesn't include a bike pump track, which I think would be a beneficial addition to the City's parks system. -The community garden, I think it's current location near Rose Ln is a more conducive location as it offers more room for expansion. I also feel the space in Boones Ferry park should be used for recreation and not a garden.	1/3/2018 11:50 AM
7	The extended access to the river. This is a steep bank and i would like to see it maintained. I'm good with improving the current river access at the end of Boones Ferry road.	1/2/2018 6:43 PM
8	No Kayak access. Would prefer the dog park and the restroom moved to the west side.	1/2/2018 6:28 PM
9	There's a great deal of added development for a park that is "off the beaten path" at a dead end road; it is excessive for a neighborhood park serving Old Town residents. This should not be developed as a "destination". Areas furthest from residential area (ie: the East edge of the Park) are most susceptible to illicit or illegal behavior, homeless camps, vandalism, or other undesirable activities. All enhanced activity in this area should be near the road and have open sightlines to rest of Park, and street.	1/2/2018 3:33 PM
10	The location of the dog park	1/2/2018 1:36 PM
11	No dog park	1/2/2018 1:34 PM
12	Dislike the rest of it.	12/31/2017 4:12 PM
13	Make the park bike and pedestrian friendly	12/31/2017 2:05 PM
14	Do not like dog park on other side of free way nor extra Parking. It's already a traffic nightmare to live here and is detrimental to our home values and way of life.	12/30/2017 12:01 PM
15	I like the idea, but not sure if it is the best place to rent kayaks etc, there is lots of boat activity on nice days. Not sure an additional parking lot is needed on the west side, the added street parking should be enough,	12/29/2017 5:03 PM
16	No additional parking West Boone's Ferry. Keep existing parking on Boone's Ferry. There is already a dog park in Wilsonville which is located in a much bigger park. Why don't you expand that dog park? If your going to have more dog parks you have to enforce the rules and stop all the off leash activity I see in Memorial Park.	12/28/2017 12:54 PM
17	That there is not a water play feature. The butterfly/bee habitat seems lacking.	12/28/2017 9:23 AM
18	The north wooded area can be further developed along the lines in Concept 3.	12/26/2017 11:12 PM
19	lacks adult exercise equipment	12/23/2017 6:00 PM
20	Does not appear to improve bikeability.	12/19/2017 8:14 PM
21	The dog park. I love dogs, but there doesn't have to be a designated dog park in this park. It's not really large enough to accommodate it. I think it's nicer to have more undeveloped area with trees.	12/12/2017 6:37 PM
22	I think it could have even more river access	12/11/2017 9:57 AM
23	I don't have kids, so have no interest in expanding 'space for families'... however, doing that has high interest for many - so that is not really a 'dislike'.	12/8/2017 5:24 PM

Boones Ferry Park Master Plan Survey - Concept 1: Engage the River

24	Please add a spot for skating. Does not need to be a full size skate park, just some some small concrete features: stairs, ramp, half-pipe. See the Spohn Ranch Website for examples of Skate Spots and Skate-able Art. https://www.spohnranch.com/ PS On design #2, I already replied and can't reopen it, but I now notice it did not have a floating dock.	12/7/2017 2:24 PM
25	Subsidized free car parking. No identified bicycle parking.	12/6/2017 9:06 PM
26	We live on the street leading into Memorial Park. We walk our dog to the loop around the park regularly. The current dog park there takes up a lot of the available parking, often forcing sports attendees and others to park on the grass or illegally and the large dog park included in the new plan does not take into account the very large numbers of vehicles that drive their dogs to the park. The bigger the dog park, the more parking you will need and the new space only shows 15 spaces and that is to be shared by people wanting to access the river for walks, picnics, fishing/kayaking, play areas... There is already a large dog park at Memorial. Perhaps the dog park elsewhere in the community's West side would be more reasonable, i.e. Grahams Oaks Nature Park for instance. There would then be a large dog park on both sides of town that way without taking up the limited parking area. We could still walk our dogs along the trails to use the park. Just add Doggy Pick-up bags. As an artist I would also like to see local artwork included, paintings in buildings, murals on the underpass, sculpture along trails etc.	12/6/2017 10:52 AM
27	No bike pump track	12/5/2017 8:46 AM
28	NA	12/2/2017 9:50 PM
29	Strongly dislike where new parking is located parallel to Boones Ferry Road. That open space should remain natural and not be turned into a parking lot. The neighborhood deserves this. Old Town has already lost the majority of its natural/park like open space. Add parking near the already existing parking lot if absolutely necessary and use street parking. Turning the park into a parking lot is short sighted and an offense to the neighborhood and home owners who have lived next to this green space for decades. Don't believe an amphitheater is needed. There is already an amphitheater at the McMenamins just down the road. There is too much going on, too many new amenities. Leave the park simple and natural. At the end of the day, this is a small park, at the end of a dead end road. There is limited parking and limited space. Inviting the entire region down here with all these activities could turn into a real nightmare for the neighborhood with increased crime, noise, and garbage. Keep it small. Keep it natural. Keep every tree possible. This is not a zoo and you shouldn't turn it into one. French Prairie Bridge Alignment 1 and 2 are an affront to the neighborhood.	12/2/2017 12:15 PM
30	The lack of a water fountain for kids	12/2/2017 10:06 AM
31	Extending the play area to the wooded area, unless that means play fields.	12/2/2017 8:28 AM
32	Not sure about the dog park placement.	12/2/2017 12:04 AM
33	The future connection on the lower left side of the picture it would of been better if we knew what are the city plans for the other side of train tracks.	12/1/2017 5:07 PM



Boones Ferry Park Master Plan Survey - Concept 2: Historical Focus

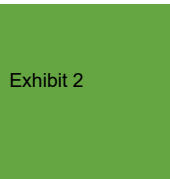
Q1 What do you like about Concept 2: Historical Focus?

Answered: 30 Skipped: 2

#	RESPONSES	DATE
1	The Tauchman House display approach highlights the history of Wilsonville.	1/16/2018 10:56 AM
2	The key part of this design is the northwest parking lot. This layout would work well as a traffic circle to end Boones Ferry Rd. I like play creek. These get use.	1/15/2018 6:48 PM
3	I like the Play Creek idea and that the existing orchard is preserved. I think the bike pump track is a great idea to give people something fun and active to do. New restrooms instead of just one single restroom will probably be appreciated. Having the picnic area not close to the water sewage plant is a good idea as well. I think having the bike park and the community garden in these locations make sense.	1/9/2018 10:18 PM
4	Love the bike trails. Love the open lawn. I like the preserved wooden area. Good location for dog park.	1/4/2018 7:48 PM
5	Trails	1/4/2018 5:09 PM
6	Dog parks and bike pump track	1/4/2018 9:48 AM
7	-The bike pump track is WONDERFUL! I am very pleased to see it a feature of two of the concept designs. Cycling is a great lifetime fitness activity and pump tracks are a great way to cultivate an interest in cycling with kids. That said, I think the track design in concept 3 is superior.	1/3/2018 11:52 AM
8	In particular I like the basketball court and public parking. I would like to see pickle ball/tennis courts as well.	1/2/2018 6:46 PM
9	Not much. I wouldn't use it.	1/2/2018 6:31 PM
10	Dog Park and trails	1/2/2018 1:35 PM
11	This one is better.	12/31/2017 4:13 PM
12	Restrict vehicle street parking and drop-off area along main access	12/31/2017 2:08 PM
13	Dog park close to Boones Ferry road, keeping orchard in tact, river access, keeping historical aspects in line with Old Town charm.	12/30/2017 11:59 AM
14	picnic areas, dog park is better on the west side, big nature play area, walking trails	12/29/2017 5:09 PM
15	River assess ok. Again I ask why your cramming so much into this area that is so disruptive to the neighborhood when you have that huge memorial park you can add to i.e. expand that dog park.	12/28/2017 12:58 PM
16	The play creek looks interesting	12/28/2017 9:27 AM
17	Virtually nothing that is not as well or better provided for in Concept 1.	12/26/2017 11:07 PM
18	I don't like this plan.	12/24/2017 9:14 AM
19	Full of activities	12/23/2017 6:04 PM
20	I like the idea of enhancing Tauchman house and developing the east side with diverse activities.	12/21/2017 3:46 PM
21	Generally, OK	12/19/2017 8:16 PM
22	This is my least favorite concept.	12/11/2017 9:59 AM
23	Active area's. Also add spots for skateboarding (not a skate park) but smaller, inexpensive concrete stairs, rails, small ramps.	12/7/2017 2:03 PM
24	A safe place to ride a bike or skateboard.	12/6/2017 9:07 PM
25	Like the bike trials and play creek.	12/5/2017 4:59 PM
26	Play creek, nature play, protecting orchard	12/5/2017 8:47 AM

Boones Ferry Park Master Plan Survey - Concept 2: Historical Focus

27	Like the preservation of the wooded area in the center northern most tract of park land. Like that there are fewer new amenities, like that the park is being left in its more natural state. Like the on-street parking.	12/2/2017 12:15 PM
28	The defragmentation of the lawn area to make it more suitable for play. Enhancing the Tauchman house. It's lovely and been there forever and should be enhanced and a focal point.	12/2/2017 8:30 AM
29	I really like the play creek. The shelter/picnic area would also be a nice addition.	12/2/2017 12:11 AM
30	Separates small and big dogs as far away as possible. Bike track a great addition. Only suggestion add more trees or a good fence where teenagers wont cut through the path that goes underneath the i5 bridge into the bike track.	12/1/2017 5:05 PM



Boones Ferry Park Master Plan Survey - Concept 2: Historical Focus

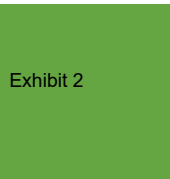
Q2 What do you dislike about Concept 2: Historical Focus?

Answered: 30 Skipped: 2

#	RESPONSES	DATE
1	Does not include river use/access which should be a major highlight.	1/16/2018 10:56 AM
2	The north end of the park needs to be cleaned and trimmed up. It currently has multiple transient camps. Safe walkways need to connect to Magnolia and Fir streets. I would like to see the basketball court covered. The area where the basketball court was vacated could be enlarged where a soccer ball could be kicked or a football, baseball or Frisbee thrown...	1/15/2018 6:48 PM
3	There is no water equipment rentals which are a great thing in Tualatin and I think our community would enjoy and benefit from. There looks to be no trail through the Preserved Wooded Area which there is on the other 2 plans. If you are going to have woods it would be nice to be able to walk through them. A lack of water equipment rentals is the biggest downfall of this concept, otherwise it seem like a very good plan.	1/9/2018 10:18 PM
4	Needs more access to the river and equipment rentals.	1/4/2018 7:48 PM
5	Seems like very minimal changes and I do not feel like it would be very utilized pretty much the same as it is now. No river access... we should always be taking advantage of all the river access possible. To many people misuse the river down there as it is and are not being respectful of the environment.	1/4/2018 5:09 PM
6	No canoe rental.	1/4/2018 9:48 AM
7	- I would like to see an access trail from SW Magnolia Ave so users could avoid walking along Boones Ferry Rd. - Too much space is allocated for the dog parks.	1/3/2018 11:52 AM
8	not a fan of the bike pump track. too age specific. put in something all ages can enjoy such as tennis/pickle ball.	1/2/2018 6:46 PM
9	No dog park. The river access looks like what is there now, essentially non existent, unless this plan includes a new concrete ramp that it doesn't show.	1/2/2018 6:31 PM
10	There's a great deal of added development for a park that is "off the beaten path" at a dead end road; it is excessive for a neighborhood park serving Old Town residents. This should not be developed as a "destination". Areas furthest from residential area (ie: the East edge of the Park) are most susceptible to illicit or illegal behavior, homeless camps, vandalism, or other undesirable activities. All enhanced activity in this area should be near the road and have open sightlines to rest of Park, and street.	1/2/2018 3:33 PM
11	not enough trails.	1/2/2018 1:35 PM
12	Not creating a bike friendly park	12/31/2017 2:08 PM
13	N/a	12/30/2017 11:59 AM
14	Not sure that much more parking is needed? Not really using the wooded area to the north.	12/29/2017 5:09 PM
15	No dog park on Boones Ferry. No bike bump track.	12/28/2017 12:58 PM
16	The bike pump track, the dog park location, the lack of floating docks & river rentals.	12/28/2017 9:27 AM
17	Too much prime landscape reserved for dog parks and bike track, neither of which relate to the special historical character and river location of the park. The bike track especially is a misuse of this park as it would have limited appeal to the city's citizens and as a facility should be located in a less sensitive location. Boone's Ferry Park must be regarded as a city treasure and developed for what is not replicable elsewhere in the city.	12/26/2017 11:07 PM
18	The bike pump track seems like too narrow of use focus. Doesn't make sense for a sufficient percentage of the population. Not enough leverage of river.	12/24/2017 9:14 AM
19	It is a city park and there should be access to the north area. Is there a place for non motorized boat access?	12/23/2017 6:04 PM

Boones Ferry Park Master Plan Survey - Concept 2: Historical Focus

20	the water front is not developed to include a floating dock. It seems like an excessive expense to relocate existing services.	12/21/2017 3:46 PM
21	Restriction of parking. A city park needs to accommodate enough parking to allow more than the neighbors to use it. They can walk anyway.	12/19/2017 8:16 PM
22	Wastes money by moving an existing parking area and rebuilding it elsewhere. Also wastes money by moving the basketball court and restrooms a few feet from where they are now. No reason to create open lawn spaces, all trees should be preserved as they are.	12/12/2017 6:29 PM
23	No river access. There are other parks that could have the diverse activities where there are only a few parks that have the potential for river access. You should develop based on the uniqueness of this park	12/11/2017 9:59 AM
24	Too much free car parking.	12/6/2017 9:07 PM
25	The open lawn area is sloped right now, makes it hard to play on.	12/5/2017 4:59 PM
26	No floating docks	12/5/2017 8:47 AM
27	Strongly dislike where new parking is located parallel to Boones Ferry Road. That open space should remain natural and not be turned into a parking lot. The neighborhood deserves this. Old Town has already lost the majority of its natural/park like open space. Add parking near the already existing parking lot if absolutely necessary and use street parking. Turning the park into a parking lot is short sighted and an offense to the neighborhood and home owners who have lived next to this green space for decades. Like the dog park down in the old trailer park area better. Dog park will bring a lot of people and would prefer they are as far away from the neighborhood and homes as possible. The bike pump track seems highly special interest. Noting the character of the mostly boys who use the skate park at Memorial park, this type of amenity brings unsupervised teenage boys who smoke, are profane and leave garbage all over the place. Putting them down in the old trailer court is preferable to near the neighborhood, but unsupervised teenage boys in this remote location seems like a bad idea, too. At the end of the day, this is a small park, at the end of a dead end road. There is limited parking and limited space. Inviting the entire region down here with all these activities could turn into a real nightmare for the neighborhood with increased crime, noise, and garbage. Keep it small. Keep it natural. Keep every tree possible. This is not a zoo and you shouldn't turn it into one. French Prairie Bridge Alignment 1 and 2 are an affront to the neighborhood.	12/2/2017 12:15 PM
28	Parking may be a concern with this plan.	12/2/2017 8:30 AM
29	This is my least favorite concept. I don't like the "bike pump track". I don't think it's a good use of space as it takes up a big chunk of the park and will be utilized by only a very small section of the population. I also don't like the restrooms being moved so far away from the house and the green area. And there aren't as many playground areas in this concept as in the others.	12/2/2017 12:11 AM
30	can't see anything i don't like	12/1/2017 5:05 PM



Boones Ferry Park Master Plan Survey - Concept 3: Activated Park

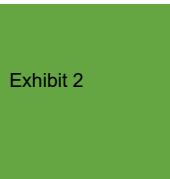
Q1 What do you like about Concept 3: Activated Park?

Answered: 42 Skipped: 2

#	RESPONSES	DATE
1	I like the parking areas to spread out the traffic and the dog park is away from the freeway and the trails. I also like the water feature which makes it very family friendly.	1/15/2018 9:29 PM
2	full development of river frontage especially the ada paths to the dock. this would be the most used feature of all presented. Development of the north end and paths to magnolia st	1/15/2018 6:10 PM
3	The water equipment rental is an excellent idea!	1/14/2018 3:53 PM
4	We love that it has a bike pump track next to the dog part, access to the river with a dock and two river overlook areas, handicap parking close to the river, a community garden, and three wooded wildlife areas. You get the most out of this plan. There is so much for kids and parents to do together, and older kids can ride their bikes while parents watch the dogs at the dog park. The community garden is perfect, and the kids area with water play is next to other activities that the older kids can participate in, so the whole family can have fun in the same location. The on-street parking is good because it frees up more space for the dog park and bike trail. Overall, Concept 3 is the nicest, most functional plan.	1/14/2018 2:44 PM
5	This is probably the nicest blend of community improvements and environmental engagement, both for the river and wooded areas. The more modest river overlooks and dock, outdoor fitness, dog parks, and the centralized play/recreation area in the middle are reminiscent of Memorial Park and would blend the two parks well, especially with their new connection.	1/10/2018 8:54 AM
6	I like the idea of pedestrian/bike network along the waters edge. Definitely the water equipment rental is a great idea.	1/9/2018 10:24 PM
7	Love this design so much! I would love a bike park and river access with Equipment rentals. I like the play equipment being close to the basketball and lawn. I don't have a dog, but I like the location of the dog park.. I love having a river overlook trail.	1/4/2018 7:46 PM
8	I really enjoy the layout on this one. Glad to see a water feature to safely enjoy with your kids. HAPPY TO SEE DOG PARKS IN ALL THE CONCEPTS, WOHOHO! Sorry, I didn't mean to yell, I'm just really happy to have another dog park closer to this side of town :) Also think that the equipment rentals is a fantastic idea.	1/4/2018 5:16 PM
9	I like everything. Best of 3 concepts.	1/4/2018 9:49 AM
10	-The bike pump track is WONDERFUL! I am very pleased to see it a feature of two of the concept designs. Cycling is a great lifetime fitness activity and pump tracks are a great way to cultivate an interest in cycling with kids. -The path from SW Magnolia Ave is a nice addition as it provides access to the park without using Boones Ferry Road. -The water play feature is a nice addition. - The various river overlooks are also welcomed.	1/3/2018 11:53 AM
11	parking and picnic area. Like the idea of the community garden and walking path along the river edge of the park.	1/2/2018 6:50 PM
12	dog park, play areas, river access	1/2/2018 6:35 PM
13	BY far the best of the 3. I like the area for the dog park better than Concept 1 I like that in addition to the floating dock there is a boat ramp. (You cant get in and out of a kayak from a floating dock) I like the arrangements of the play areas. I like the outdoor fitness area	1/2/2018 6:23 PM
14	Love the variety of play areas.	1/2/2018 2:01 PM
15	Love the new event space, and DOG PARK!! yea!!!	1/2/2018 1:36 PM
16	Nothing	12/31/2017 4:24 PM
17	I like this one.	12/31/2017 4:13 PM
18	Develop water edge and create pedestrian/bike network along edge	12/31/2017 2:06 PM
19	Dog park and pump track in the West side	12/31/2017 12:26 PM

Boones Ferry Park Master Plan Survey - Concept 3: Activated Park

20	Outdoor fitness center (exercised at a calisthenics park in Salzburg Austria along the river last summer and it was really cool), play equipment, on street parking vs additional lot	12/29/2017 5:18 PM
21	keeping existing parking, trees ect. on boones ferry rd.	12/28/2017 1:00 PM
22	The water play addition to the play area	12/28/2017 9:31 AM
23	The best feature of this concept is the development of the northern wooded area, which the other concepts mostly ignore. We don't see any reason this treatment couldn't be applied to the first concept.	12/26/2017 11:07 PM
24	I love the access to walk and bike ride along the river	12/26/2017 5:53 PM
25	retains river access/leverage	12/24/2017 9:18 AM
26	My favorite. It has kayak rental and fitness area. There is access to the north area.	12/23/2017 6:07 PM
27	This seems like an expanded concept # 1 plan. Whether or not it's a good plan depends on the cost.	12/21/2017 3:51 PM
28	OK plan	12/19/2017 8:17 PM
29	although limited, it does offer river access and trail along the edge. I like the idea of event space and dog park as well.	12/11/2017 10:00 AM
30	Active area's. Also add spots for skateboarding (not a skate park) but smaller, inexpensive concrete stairs, rails, small ramps.	12/7/2017 2:04 PM
31	I like the bike pump track and the bike path along the river.	12/6/2017 9:08 PM
32	Seems least disruptive to the area. Although I don't care for the vague term "activate" areas - would hope they would be sensitive to existing areas/minimize development-destruction.	12/5/2017 8:30 PM
33	The bike track would be a first for the city, great idea. Wide variety of potential activities.	12/5/2017 4:43 PM
34	Outdoor classroom, floating docks	12/5/2017 8:47 AM
35	a walking trail along the river would be nice, however it looks rather short.	12/5/2017 7:52 AM
36	Development along river's edge is a great addition!	12/2/2017 6:54 PM
37	It is the only concept that doesn't have new parking parallel to Boones Ferry in the NW most plot of the park. The neighborhood strongly rejects adding a parking lot there. Like the preservation of the wooded area in the center northern most tract of park land.	12/2/2017 12:15 PM
38	Dog park, event space, river access... all fantastic things	12/2/2017 8:31 AM
39	I like that there is a Community Garden and the Bee and Butterfly area.	12/2/2017 12:19 AM
40	Water equipment rental, dog park	12/2/2017 12:06 AM
41	keeps a lot or most of the trees in place and not a lot of cutting down of trees	12/1/2017 5:09 PM
42	Everything! Love the river walk idea	12/1/2017 4:18 PM



Boones Ferry Park Master Plan Survey - Concept 3: Activated Park

Q2 What do you dislike about Concept 3: Activated Park?

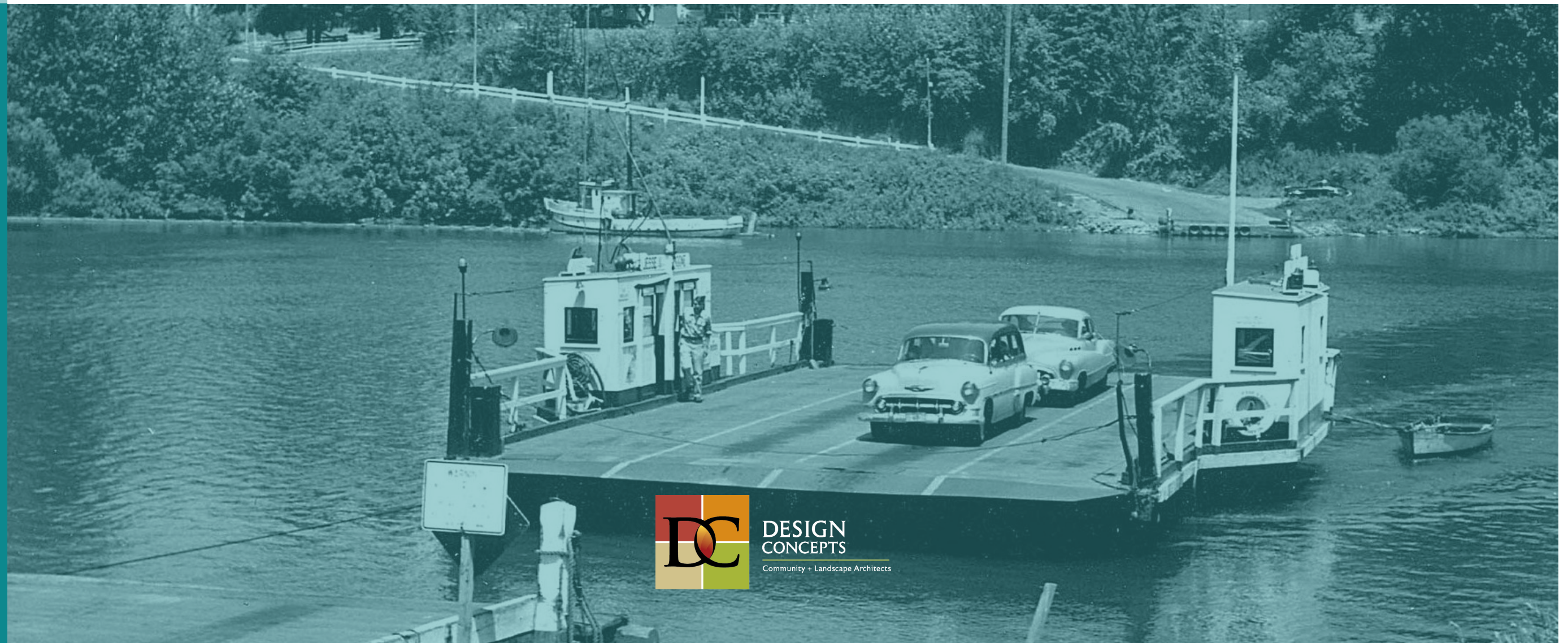
Answered: 37 Skipped: 7

#	RESPONSES	DATE
1	Nothing	1/15/2018 9:29 PM
2	no walk path around bike track. no access to fir st. besides the shoreline the rest of the plan seems underdeveloped in general logistics of kayak rentals	1/15/2018 6:10 PM
3	Nothing. Love it all!	1/14/2018 3:53 PM
4	Nothing. It has no drawbacks.	1/14/2018 2:44 PM
5	The bike pump track doesn't seem to be a huge community draw, but it is a much more integrated design than Concept 2.	1/10/2018 8:54 AM
6	There is no parking for the dog park that is close by. It seems like the bike pump trail and garden should be swapped.	1/9/2018 10:24 PM
7	Do people use outdoor fitness equipment? Honest question, because I don't see it used very often. Is there enough parking? We don't use the community garden, I am sure others would, but it isn't applicable to us. What does nature play mean? I would love a single awesome play area above a couple smaller play areas. That said, if nature play is truly engaging, that would be cool, too. These are exciting designs!!	1/4/2018 7:46 PM
8	I don't really know how much the exercise area will be used, but interested to see if this is chosen. I wish there was more being done in the wooded area with the access off Magnolia. A playground or something would be great!	1/4/2018 5:16 PM
9	The community garden, I think it's current location near Rose Ln is a more conducive location as it offers more room for expansion. I also feel the space in Boones Ferry park should be used for recreation and not a garden.	1/3/2018 11:53 AM
10	again not a fan of the bike pump track. too age specific. Put in some tennis courts/pickle ball courts that all ages can enjoy or beef up/extend the frisbee golf course.	1/2/2018 6:50 PM
11	Adding to my previous comments. The restrooms should be more centrally located, or at both ends. It is currently shown a long way from the dog park and the primary play area.	1/2/2018 6:35 PM
12	I dont think the small dogs vs big dogs need to be separated. I go to the memorial park 2-3 days a week and have only seen the small dog park utilized a few times. Size shouldn't matter. I cant tell for sure, but there needs to be enough space near the bottom of the ramp to drop off a kayak and drive back up to park. It is far to far to carry one with that steep grade. Just a grassy area would be fine.	1/2/2018 6:23 PM
13	There's a great deal of added development for a park that is "off the beaten path" at a dead end road; it is excessive for a neighborhood park serving Old Town residents. This should not be developed as a "destination". Areas furthest from residential area (ie: the East edge of the Park) are most susceptible to illicit or illegal behavior, homeless camps, vandalism, or other undesirable activities. All enhanced activity in this area should be near the road and have open sightlines to rest of Park, and street.	1/2/2018 3:33 PM
14	No river play area.	1/2/2018 2:01 PM
15	Nothing	1/2/2018 1:36 PM
16	this would recent activity that should not be so close to where people live. I know some people near the park work nights and I'm sure they would not appreciate having a circus so close by.	12/31/2017 4:24 PM
17	Create a bike path along river that is connected to other bike paths in Wilsonville	12/31/2017 2:06 PM
18	Nothing	12/31/2017 12:26 PM
19	Would be nice to have a walking loop around the whole park.	12/29/2017 5:18 PM
20	Dog park location.	12/28/2017 1:00 PM

Boones Ferry Park Master Plan Survey - Concept 3: Activated Park

21	The location of the dog park & the bike pump path.	12/28/2017 9:31 AM
22	Too much of the park's area and best landscape is given to dog parks and community garden, which are limited uses that relate to neither the historical character of the area nor the special riverside location that are not duplicated elsewhere in the city and should be the focus of this Park. The dog parks and garden are more proportional and better located in Concept 1.	12/26/2017 11:07 PM
23	Bike pump track seems to be of limited use.	12/24/2017 9:18 AM
24	Needs on street parking. There is not enough parking spaces.	12/23/2017 6:07 PM
25	restricted parking	12/21/2017 3:51 PM
26	Don't restrict parking. This is a city park, not a neighborhood park.	12/19/2017 8:17 PM
27	The dog park is superfluous and unnecessary in a small park like this.	12/12/2017 6:42 PM
28	it could use more river access	12/11/2017 10:00 AM
29	Too much free, subsidized car parking.	12/6/2017 9:08 PM
30	Seems best of three evils - would prefer to leave it alone. This part of Wilsonville doesn't need 'development'	12/5/2017 8:30 PM
31	The trail that leads under I5 always felt very secluded and not very safe. I'm concerned the new trails will give that same sense of isolation.	12/5/2017 4:43 PM
32	nothing -- this plan looks the best!	12/2/2017 6:54 PM
33	Far too much going on. Prefer the park be left natural with not so many new activities. At the end of the day, this is a small park, at the end of a dead end road. There is limited parking and limited space. Inviting the entire region down here with all these activities could turn into a real nightmare for the neighborhood with increased crime, noise, and garbage. Keep it small. Keep it natural. Keep every tree possible. This is not a zoo and you shouldn't turn it into one. Like the dog park down in the old trailer park area better. Dog park will bring a lot of people and would prefer they are as far away from the neighborhood and homes as possible. The bike pump track seems highly special interest. Noting the character of the mostly boys who use the skate park at Memorial park, this type of amenity brings unsupervised teenage boys who smoke, are profane and leave garbage all over the place. Putting them down in the old trailer court is preferable to near the neighborhood, but unsupervised teenage boys in this remote location seems like a bad idea, as well. French Prairie Bridge Alignment 1 and 2 are an affront to the neighborhood.	12/2/2017 12:15 PM
34	Parking maybe a concern with this space.	12/2/2017 8:31 AM
35	Don't like the bike pump track - I don't think it's a good use of space. I also don't like that the parking near the dog park area is street parking only. I like the parking lots on the other concepts better. I'm not sure about the whole garden/play/picnic/shelter area in the middle of the open lawn. It looks like there's a lot crammed into that one little spot. I also hope that "extended building area" doesn't mean you plan on adding on to the historic house. That would be strange and wrong.	12/2/2017 12:19 AM
36	Would like addition of bee/ butterfly garden in concept 2	12/2/2017 12:06 AM
37	bike track is to close to the dog park, who knows if a dog might jump a fence or dogs be more aggressive seeing people on bikes going fast.	12/1/2017 5:09 PM

Exhibit 2



DESIGN
CONCEPTS
Community + Landscape Architects

Conclusionary Findings

The Boones Ferry Park Master Plan compliments the applicable City of Wilsonville Comprehensive Master Plan Goals.

Citizen Involvement

GOAL 1.1 *To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies.*

Policy 1.1.1 *The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.*

Implementation Measure 1.1.1.a *Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Code changes. Whenever practical to do so, City staff will provide information for public review while it is still in "draft" form, thereby allowing for community involvement before decisions have been made.*

Response: Design Concepts consultants and City staff have conducted a 13-month public outreach effort including three community-wide meetings, public and neighborhood engagement, and 211 comments from online surveys. Three conceptual plans were presented to the community with the most appropriate and most popular amenities from each plan finding their way to the final plan. **These criteria are satisfied.**

Public Facilities and Services

GOAL 3.1: *To assure that good quality public facilities and services are available with adequate capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services.*

Policy 3.1.1 *The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living.*

Response: The Plan proposes to provide high quality parks and recreation facilities to meet the growing needs and demands of the community. The Plan proposes increased access to the Willamette River and implementation of activity spaces for community members. The planned facilities will greatly enhance the recreational aspects of urban living. **The Plan supports this goal and policy.**

Implementation Measure 3.1.1.a *The City will continue to prepare and implement master plans for facilities/services, as sub-elements of the City's Comprehensive Plan. Facilities/services will be designed and constructed to help implement the City's Comprehensive Plan.*

Response: The implementation of the Boones Ferry Park Master Plan completes Goal 1.1.n (Implement the Master Plan for Boones Ferry Park) of the City's 2018 Parks and Recreation Comprehensive Master Plan. **This criterion is satisfied.**

Policy 3.1.2 *The City of Wilsonville shall provide, or coordinate the provision of, facilities and services concurrent with need (created by new development, redevelopment, or upgrades of aging infrastructure).*

Response: The Plan addresses the needs of the growing community and increased demand for Parks and Recreation amenities. **This criterion is satisfied.**

Parks/Recreation/Open Space

Parks and recreational facilities in and around Wilsonville are provided for by the City, County, State and local school districts. The City's close proximity to Portland provides local residents with numerous recreational and entertainment opportunities provided throughout the metropolitan area, all within a 30 to 40 minute drive. Even the ocean beaches, Mt. Hood and other Cascade Mountains and several campgrounds, rivers and lakes are close at hand, within a couple of hours drive, thus providing an abundance of recreational activities.

Within the City, recreational planning is coordinated with the West Linn-Wilsonville School District. The District provides traditional physical education programs as part of their regular school curriculum plus competitive sports programs in the upper grade levels. Other youth sports programming is provided by the City and a variety of non-profit organizations. The School District's community education program also provides recreational programs for both youth and adult activities and coordinates the use of District facilities. (It should be noted that as of 9/06, this last statement is no longer true).

As the City continues to grow, additional facilities and services will need to be developed.

The following Park and Recreation policies are further supported by policies in the Land Use and Development Section of the Comprehensive Plan regarding the natural environment, natural resources, and general open space.

The 1971 General Plan and the 1988 Comprehensive Plan sought to:

- 1. Preserve the natural integrity of the Willamette River. Provide for frequent contact with the river. Encourage development of an adequate park and recreation system which would contribute to the physical, mental and moral health of the community.*
- 2. Encourage the school/park concept as a basic feature of the park element of the Plan*
- 3. Develop parks and open spaces where the land and surrounding development make it least suited for intensive development.*
- 4. Develop an extensive system of trails along stream courses and power line easements.*

5. ***Encourage early acquisition of recreation sites to protect them from development and to reduce the public cost of acquiring the land.***
6. ***Encourage commercial recreation carefully sited within, or adjacent to, other uses.***

These standards recognize the importance of an adequate park and recreation system to the physical, mental and moral health of the community. They also represent a common-sense approach to parks planning and are, therefore, reaffirmed by this Plan. The Park and Recreation system envisioned is a combination of passive and active recreational areas including specified park lands, schools, and linear open spaces in both public and private ownership. It is a basic premise of this Plan that the availability of conveniently located open recreational spaces is more important than the form of ownership.

In planning for such a system, it is helpful to classify the individual components (neighborhood parks, community parks, Greenway, etc.) which will or could comprise the park system. In addition, the establishment of a reasonable acquisition and development program requires a listing of priorities and a guide to desirable service levels. To maximize effectiveness, however, the actual development of such a system requires relating the provision of facilities and services to the particular needs and recreational desires of the residents to be served.

In recognition of Statewide Planning Goals and to provide a frame work for development of park and recreation facilities, the following policy and implementation measures have been established:

Policy 3.1.11 The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.

Response: The Plan calls for conservation of open space with the northern area of the park to see minimal development. On page 18 of the Plan, it states: “the area north of SW Tauchman Street, between the neighborhood and wastewater treatment plant will be kept natural...” **This criterion is satisfied.**

Implementation Measure 3.1.11.b Provide an adequate diversity and quantity of passive and active recreational opportunities that are conveniently located for the people of Wilsonville.

Response: The Plan provides for a wide range of active (non-motorized boating, half-court basketball and playground structure) and passive (trails, picnic areas, forested areas and river overlooks) recreation opportunities for residents, employees and visitors. **This criterion is satisfied.**

Implementation Measure 3.1.11.c Protect the Willamette River Greenway from incompatible uses or developments.

Response: Working with the Oregon State Willamette River Water Trail, Oregon State Marine Board and Department of Environmental Quality the Plan addresses the importance of stewardship of the portion of the river that runs through Wilsonville and the connected opportunities with other communities through the water trail initiatives. **This criterion is satisfied.**

Implementation Measure 3.1. II.d Continue the acquisition, improvement, and maintenance of open space.

Response: The Plan improves and makes more open space accessible for the community by removing invasive species in the northern section of the park while improving access to the river on the south edge of the park. **This criterion is satisfied.**

Implementation Measure 3.1. II.h Protect residents from bearing the cost for an elaborate park system, excessive landscape maintenance, and excessive public facility costs.

Response: The design of the park balances cost-effective, low maintenance amenities (examples: paved and soft surface trails) with high-value amenities (examples: elevated river overlooks and non-motorized boat access). **This criterion is generally supported by the Plan.**

Implementation Measure 3.1. II.j Identify areas of natural and scenic importance and where appropriate, extend public access to, and knowledge of such areas, to encourage public involvement in their preservation.

Response: The Plan considers natural and scenic opportunities at the park site. Public input was strongly in support of the preservation of natural areas as well as greater access to the Willamette River. **This criterion is satisfied.**

Implementation Measure 3.1. II.k Protect the river-connected wildlife habitat.

Response: The Plan provides for the protection of river-connected wildlife habitat in its design. **This criterion is satisfied.**

Implementation Measure 3.1.11.1 Encourage the interconnection and integration of open spaces within the City and carefully manage development of the Willamette River Greenway.

Response: The Plan works in conjunction with the Parks and Recreation Comprehensive Master Plan and the Bicycle & Pedestrian Connectivity Plan to manage the connections of open space with trail development. The plan specifically adds a developed connection to the Willamette River Greenway for water trail access. **This criterion is satisfied.**

Implementation Measure 3.1.11.m Provide for legal public access to the river only through and within the City parks, right-of-ways, easements, or other public property.

Response: The Plan proposes public access to the river via the above referenced legal means. **This criterion is satisfied.**

Safe and convenient access to park and recreation facilities is an important factor in a successful park system. The pedestrian/bicycle/equestrian paths are essentially an element of the City's transportation system and policies regarding their development are included in the Transportation Systems Plan. Pathways do, however, also serve a recreational function and are, therefore, referenced in this element. This is particularly true with respect to coordination/alignment of proposed pathways with park and recreational facilities, including schools.

Response: The park plan makes connections to the Memorial Park to Boones Ferry Park trail and the Tonquin Regional Trail, as well as allocating a landing space for the French Prairie Bike and Pedestrian Bridge which will connect to the Willamette Valley Scenic Bikeway. **This criterion is met.**

Implementation Measure 4.1.5.j Ensure that open space conforms to the characteristics of the land, type of land use, adjacent land uses and City needs.

Response: As part of the design development of Boones Ferry Park, elements such as compatibility and use were studied and addressed. The design takes into account the most appropriate types of park uses to address the community's needs. Concerns of the neighboring properties were received during public meetings, as well as through the online survey and were taken into consideration, minimizing development, while adding greater access to the river. **This criterion is met.**

Implementation Measure 4.1.5.m Protect the river-connected wildlife habitat and encourage the integration and inter-connection of the Willamette River Greenway to open space areas of the City. Continue to regulate development within the Greenway boundaries. Provide for public access to the river only through and within the City parks or other properties intended for public access.

Response: The Plan continues the long-standing practice of protecting the river-connected wildlife habitat, and green corridors from the Willamette River to the rest of the City. Development will follow the provisions spelled out in the Development Code while embracing public access to the Willamette River at multiple locations within the park. **This criterion is satisfied.**

Implementation Measure 4.1.5.y Protect the Willamette River Greenway from incompatible uses or development activities, using the standards of the Greenway section of the Development Code.

Response: The development of the park will follow Willamette River Greenway rules and does not include incompatible uses or developments. **This criterion is satisfied.**

Boones Ferry Park Master Plan – Public Outreach

First Public Meeting – Tuesday, September 5, 2017 at Boones Ferry Park

- Postcard Notices – mailed to property owners & current residents (161 total), and business owners (14 total)
- [City of Wilsonville Media Release](#) – posted August 16, 2017. This news article was posted to the City’s website, emailed to e-notify subscribers, and appeared in the [September issue of the Boones Ferry Messenger](#).
- Flyer posted in City buildings (City Hall, Community Center, Library, Parks & Rec Admin Building)
- Article posted in Wilsonville Spokesman on August 30, 2017, titled “[Re-envisioning Boones Ferry Park](#)”
- A follow-up article was posted in the Wilsonville Spokesman on September 13, 2017, titled “[Old Town weighing in on Boones Ferry Park](#)”
- A Facebook event was created and shared on the Parks & Rec Facebook page.
- Total Event Attendance: 33 people

Boones Ferry Park Master Plan Public Workshop
 Boones Ferry Park
 31240 SW Boones Ferry Rd
 Tuesday, September 5, 2017
 6:00–7:30 PM

The City of Wilsonville invites the public to attend a workshop to kick off the Boones Ferry Park Master Plan. The purpose of the master plan is to guide the future of the park to best meet the community’s current and future needs. The plan will encompass the existing park and highlighted City-owned parcels (see map).

Meet with project consultants and staff, learn more about the plan, and provide feedback. Refreshments will be served.

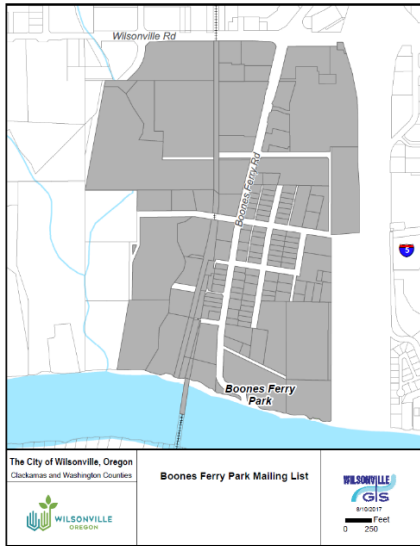
WilsonvilleParksandRec.com/ParksPlan

Boones Ferry Park Master Plan Public Workshop
 Public · Hosted by Wilsonville Parks and Rec

1.5K People Reached
 39 Responses
 3 Ticket Clicks
 Audience: Women 35-44 (26% of total reach)

Tuesday, September 5, 2017 at 6 PM - 7:30 PM
 Boones Ferry
 31240 SW Boones Ferry Rd, Wilsonville, Oregon 97070

13 Went · 26 Interested



Wilsonville Parks and Recreation

Help Plan the Future of Boones Ferry Park

This historic site is an important part of Wilsonville’s unique Willamette River shoreline. It has both wooded and open areas, and many park amenities. At the workshop, project consultants will present the proposed conceptual plans and participants will break out into groups to discuss and offer feedback.

Help determine how Wilsonville should make the most of this opportunity and make Boones Ferry Park an even greater gem for the community!

Boones Ferry Park Master Plan
 Second Workshop
 Thursday, Oct. 26, 6:00-7:30 PM
 Wilsonville City Hall
 29799 SW Town Center Loop E

Wilsonville Parks and Recreation
 24600 SW Park Place
 Wilsonville, OR 97070
 503-783-PLAY
WilsonvilleParksandRec.com

Public Workshop

8 – The Boones Ferry Messenger
 September 2017

Sept. 5 Community Kick-Off Event for Boones Ferry Park Master Plan

The City of Wilsonville is holding a community kick-off event to help plan the future of Boones Ferry Park on Tuesday, Sept. 5, 6 pm, at Boones Ferry Park, 31240 SW Boones Ferry Road. The City seeks community input regarding preferences for enhancing park and open-space amenities and increasing public access to the Willamette River through development of a new park master plan.

“We are excited to hear community members’ ideas on how the City should invest and manage Boones Ferry Park,” explained Parks and Recreation Director Mike McCarty.

The purpose of the Boones Ferry Park Master Plan project is to advise the City Council, Parks and Recreation Advisory Board, and City staff on how the park is currently functioning and to set the course for future use. Currently, the park is utilized for drop-in uses of the playground, an open-lawn area and basketball court.

The park is home to the Tauchman House, a popular historical location for City-sponsored programs and private rentals. The seven-acre park is located adjacent to four acres of forested waterfront property to the east acquired by the City in 2015, and to three undeveloped acres to the west between the railroad tracks and Boones Ferry Road and additional land to the north.

To help develop the plan the City hired GreenPlay, LLC, a national firm based in Colorado with extensive experience across the U.S. facilitating, researching and developing similar parks and recreation master plans.

For more information, contact Mike McCarty, Parks and Recreation Director, at 503-570-1579; mccarty@ci.wilsonville.or.us. For more information about the Parks & Recreation Master Plan, visit www.WilsonvilleParksandRec.com/ParksPlan.

Second Public Meeting – Thursday, October 26, 2017 at Wilsonville City Hall

- Postcard Notices – mailed to property owners & current residents (161 total), and business owners (14 total)
- [City of Wilsonville Media Release](#) – posted October 6, 2017. This news article was posted to the City’s website, emailed to e-notify subscribers, and appeared in the [October issue of the Boones Ferry Messenger](#).
- Flyer posted in City buildings (City Hall, Community Center, Library, Parks & Rec Admin Building)
- A follow-up article was posted in the Wilsonville Spokesman on November 3, 2017, titled [“Consultants present concept Boones Ferry Park designs”](#)
- A Facebook event was created and shared on the Parks & Rec Facebook page.
- Total Event Attendance: 15 people

Oct. 26 Public Workshop for Boones Ferry Park

Wilsonville Parks and Recreation Department is holding a second public workshop to help plan the future of Boones Ferry Park on Thursday, Oct. 26, 6 pm, at City Hall, 29799 SW Town Center Loop E. The City seeks community input regarding preferences for enhancing park and open-space amenities and increasing public access to the Willamette River through development of a new park master plan.

The Boones Ferry Park master plan kicked-off on Sept. 5 when more than 40 community members gathered in Boones Ferry Park and shared their ideas

for the future of the scape architecture a for consultant Gree from the first works

Participants then break-out into groups and discuss the plans, offering valuable feedback.

The seven-acre Boones Ferry Park is located adjacent to almost five acres of forested waterfront

property to the east acquired by the City in 2015, and to three undeveloped acres to the west between the railroad tracks and Boones Ferry Road.

To help develop the plan the City hired GreenPlay, LLC, a national firm based in Colorado experienced in developing parks and recreation master plans.

For information, contact Mike McCarty, Parks and Recreation Director, at 503-570-1579; mccarty@ci.wilsonville.or.us. For more information about the Parks & Recreation Master Plan visit www.WilsonvilleParksandRec.com/ParksPlan.



Online Public Survey – Open Dec. 1, 2017 through Jan. 15, 2018

- Postcard Notices – mailed to property owners & current residents (144 total), and business owners (14 total)
- [City of Wilsonville Media Release](#) – posted December 8, 2017. This news article was posted to the City’s website, emailed to e-notify subscribers, and an abbreviated article appeared in the [December issue of the Boones Ferry Messenger](#).
- Flyer posted in City buildings (City Hall, Community Center, Library, Parks & Rec Admin Building)
- Information was shared via social media on Facebook.
- Online survey was extended until January 15, 2018. A [City of Wilsonville Media Release](#) was posted on December 27, 2017, to the City’s website and emailed to e-notify subscribers. An article appeared in the [January issue of the Boones Ferry Messenger](#).
- Total number of Survey Responses: 211

Share Your Feedback
Boones Ferry Park Master Plan

Feedback accepted through December 31, 2017

The City of Wilsonville seeks public feedback through December as part of the master-planning process for Boones Ferry Park. Based on initial suggestions by community members, three conceptual plans have been developed with various elements. Online feedback is accepted through Dec. 31 at the project website listed below.

Community members are asked to share their feedback and preferences for development options, which include greater river access, preserving natural areas, a dog park, nature play and a number of other options.

WilsonvilleParksandRec.com/BoonesFerry




Public Input Sought by Dec 31 on Boones Ferry Park Concept Plans

The Parks and Recreation Department is welcoming public feedback as part of the master-planning process for Boones Ferry Park. Three conceptual plans have been developed suggested as part of the process. Community members are asked to share their feedback and preferences for development options which include: greater river access, nature play, a dog park, wooded trail system and a number of other options. Feedback accepted through Dec 31 at www.WilsonvilleParksandRec.com/BoonesFerry

City of Wilsonville January 2018 The Boones Ferry Messenger – 5

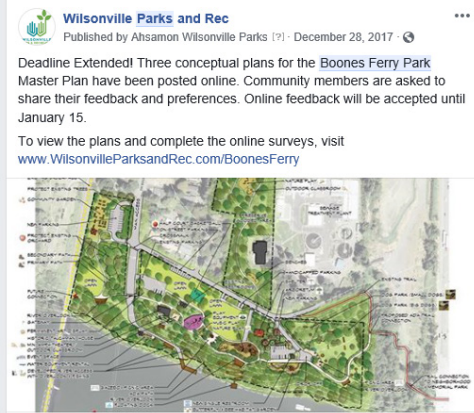
Three Concepts Proposed for Willamette Riverfront Boones Ferry Park
 City Seeks More Feedback on Proposals, Extends Public Input Timeline Until Jan. 15 with Online Survey

The Parks and Recreation Department is welcoming public feedback for an extended period through Jan. 15 as part of the master-planning process for Boones Ferry Park, which borders the Willamette River in Old Town Wilsonville. To review the concepts and share your feedback, visit www.WilsonvilleParksandRec.com/BoonesFerry.

Wilsonville Parks and Rec
 Published by Ahsamon Wilsonville Parks (?) - December 28, 2017

Deadline Extended! Three conceptual plans for the Boones Ferry Park Master Plan have been posted online. Community members are asked to share their feedback and preferences. Online feedback will be accepted until January 15.

To view the plans and complete the online surveys, visit www.WilsonvilleParksandRec.com/BoonesFerry



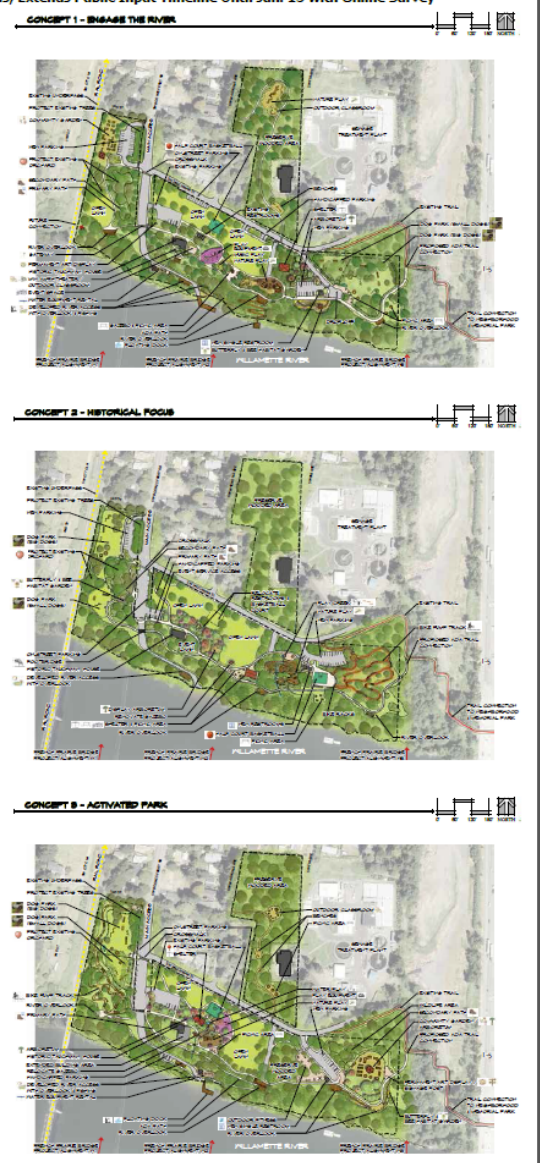
Three conceptual plans have been developed with the goal of providing a high-quality park experience. Community members are asked to share their feedback and preferences for development options, which include: greater river access, nature play, a dog park, wooded trail system and a number of other options.

The planning effort started in September when 40 residents gathered in Boones Ferry to share their ideas for the future of the park. The park, composed of City staff and consultants, reviewed the findings from the first workshop and presented three concepts in October, where they were discussed and refined. The park is located in the Old Town neighborhood between the I-5 Boone Bridge and the Willamette River. The existing seven-acre park site is almost four acres of wooded area to the east, three undeveloped acres between the railroad tracks and Boones Ferry, and three forested acres to the north.

‘Engage the River’
 This concept focuses on creating a park that connects the community to the river. It includes river access, a dog park, and a wooded trail system. It also features a new event space and a new side with diverse activities (bike pump track, basketball and nature play).

‘Historical Focus’
 This concept focuses on preserving the historical character of the park. It includes a historical display arboretum, a pump track, basketball and nature play. It also features a new event space and a new side with diverse activities (bike pump track, basketball and nature play).

‘Activated Park’
 This concept focuses on creating a park that is active and engaging. It includes a dog park, a wooded trail system, and a new event space. It also features a new side with diverse activities (bike pump track, basketball and nature play).



CONCEPT 1 - ENGAGE THE RIVER

CONCEPT 2 - HISTORICAL FOCUS

CONCEPT 3 - ACTIVATED PARK

Wilsonville Parks and Rec



Help Plan the Future of Boones Ferry Park

The Parks and Recreation Department is seeking public feedback as part of the Master Planning process for Boones Ferry Park.


Community members are asked to share their feedback on three conceptual plans and preferences for development, including: greater river access, nature play, a dog park, wooded trail system and a number of other options. Online feedback will be accepted until December 31st at: WilsonvilleParksandRec.com/BoonesFerry

Scan this code with your smart phone to be directed to the project webpage.

Wilsonville Parks and Recreation
 21400 SW Park Place
 Wilsonville, OR 97170
 503-783-PLAY
WilsonvilleParksandRec.com

For more information, contact Mike McCarty, Parks and Recreation Director, at 503-570-1579, mccarty@ci.wilsonville.or.us



Historic Tauchman House at Boones Ferry Park.

Final Public Meeting – Tuesday, June 5, 2018 at Boones Ferry Park

- Postcard Notices – mailed to property owners & current residents & apartment dwellers (281 total), and business owners (14 total)
- [City of Wilsonville Media Release](#) – posted May 14, 2018. This news article was posted to the City’s website, emailed to e-notify subscribers, and appeared in the [May issue of the Boones Ferry Messenger](#) and the [June issue of the Boones Ferry Messenger](#).
- A follow-up article was posted in the Wilsonville Spokesman on June 13, 2018, titled [“Revealing vision for community park, bridge”](#)
- A Facebook event was created and shared on the Parks & Rec Facebook page.
- Total Event Attendance: 21 people

Boones Ferry Park Master Plan Public Meeting

Boones Ferry Park
31240 SW Boones Ferry Rd

Tuesday, June 5th, 2018
6:00 PM

The Parks & Recreation Department is hosting a public meeting at Boones Ferry Park on Tuesday, June 5th, at 6:00 pm. Project consultants will present the proposed draft of the Boones Ferry Park Master Plan and solicit final public input on the plan.

The plan is scheduled to be presented to the Planning Commission and City Council for consideration this summer.

For more information, please visit:
WilsonvilleParksandRec.com/BoonesFerry

Boones Ferry Park Master Plan: Public Meeting Set for June 5

Join Parks and Recreation staff on June 5, 6 pm, at Boones Ferry Park to discuss the Boones Ferry Park Master Plan. This meeting is the time to give input and feedback regarding park design, layout, and amenities. See page 8 for more details.

Final Public Workshop - Boones Ferry Park Master Plan

Public · Hosted by Wilsonville Parks and Rec

Interested Going

Tuesday, June 5 at 6 PM - 7:30 PM
about 1 month ago

31240 SW Boones Ferry Rd, Wilsonville, OR 97070-9700, United States

INSIGHTS

664 People Reached
+0 last 7 days

6 Responses
+0 last 7 days

Audience
Women 35-44
29% of total reach

EVENT TIPS

Help People Find Your Page's Events

3 Went · 3 Interested



Boones Ferry Park Master Plan Public Meeting Set for June 5

The Parks and Recreation Department is hosting a public meeting at Boones Ferry Park on Tuesday, June 5, 6 pm, to solicit final public input on the Boones Ferry Park Master Plan, which develops a community vision for the park that best suits Wilsonville’s current and future needs.

Boones Ferry Park Master Plan Meeting
Tue, June 5, 6 pm
Boones Ferry Park

Informed by engagement with community stakeholders at two workshops and via online survey, the Boones Ferry Park Master Plan draft was developed with GreenPlay, LLC, a Colorado-based firm with extensive experience researching and developing master plans for parks throughout the United States.

The plan’s purpose is to advise City Council and Parks and Recreation staff how Boones Ferry Park

currently functions, and to guide future park improvements. Recommendations in the draft plan would enhance the park with new active amenities and improve its access to the Willamette River.

Currently, the seven-acre park in Wilsonville’s Old Town neighborhood includes a playground, an open lawn area and a basketball court. The park is also home to the Tauchman House, a popular location for City-sponsored programs and private rentals.

The master plan guides development of four acres of forested waterfront property to the east, three undeveloped acres to the west (between the railroad tracks and Boones Ferry Road) and three forested acres to the north. It also accounts for the possible installation of the French Prairie Bridge, which would provide pedestrians and cyclists passage over the Willamette River.



Final Public Workshop - Boones Ferry Park Master Plan

You like Wilsonville Parks and Rec

215 people reached

Alejandra Contreras, Brooke Fossati and Julie Lowery

Like Comment

McCarty, Mike

From: T A <tavery159@gmail.com>
Sent: Thursday, September 14, 2017 11:28 AM
To: McCarty, Mike
Subject: Boones Ferry Park

Good Morning, Mike,

I was one of the attendees at last weeks Boones Ferry Park session and was just reading the article in the Spokesman. The article seemed to barely touch on new and innovative ideas for adding to our park system and I would hate for people to disengage because the parks we have now are beautiful so no discussion is needed. I thought the whole point of the gathering was to add to not just repeat what already exists.

While I understand that everyone has a different level of use, it seemed that a lot of the ideas were redundant and called for more of the same of what we already have in Wilsonville.

This summer we had a number of opportunities to kayak and a few of those time it was here in the Willamette Valley. Unfortunately, the one and only time we "put in", in Wilsonville we found ourselves carrying our kayaks down from Tauchman House parking lot on a very steep driveway that use to lead to the Boones Ferry.

When we reached the bottom there were a few people using the only access to the water for fishing, little ones wading a couple of dogs chasing sticks and us...trying to get our kayaks down a steep drop-off to reach the water. The area was covered with broken concrete, re-bar, some trash and broken glass (because there actually are people trying to both fish and picnic on a 30 foot stretch of water, but there are no trash receptacles). It was dirty, dangerous and directly across from a private marina. Really quite embarrassing and disappointing for Wilsonvilles only river access for those who would rather be able to fish, swim, picnic or paddle.

We found ourselves and friends opting instead to go to West Linn (Willamette Park) and Canby (Hebb Park) to "put in" and "take out". We would stay in the community for dinner as a group and even had a couple of large Bar-b-q's with others because those sites provided clean and user friendly paddling, places for kids to play in the river and fish.

Wilsonville already has a community garden, a dog park, playgrounds and water features for little ones. Walking paths are an excellent use of the land for views and access to the river and can have little impact on the environment. They can also present spaces that might include the history of Wilsonville, art, exercise and the natural beauty of our community. Please don't overlook the connection to one of the most powerful and beautiful assets in Wilsonville or the opportunity to grow and expand the vision of the local parks and what they can offer to all of the residents.

The "**Explore Wilsonville**" website features images of the river and shows an image of a kayaker in the "Play and Explore" drop down tab. In that tab under recreation the guide to fishing and boating promotes the private Boones Ferry Marina and Boating Club that charges \$1000.00-2100.00 and \$500.00 to be wait listed. SERIOUSLY!???? It also promotes Canby, Champoeg and 50 other places in the Willamette Valley to fish. None of which are in Wilsonville (including Wilsonville Pond which is actually in Aurora).

According to REI's adventure journal the stretch of the (affectionately referred to as The Willy) Willamette River from Corvallis to Portland is the #1 rated thru-paddle of any kayaking adventure in

the lower 48 and in the Willamette River Guide we don't even appear on their map as one of only 19 cities it flows through.

I hope going forward the city can grow and enhance all of it's assets for the benefit of the residents and the wider community regardless of their economic or physical limitations.

Thank You. Toni Avery

Boones Ferry Park Upgrades

Mike,

As you know I came late to the discussion. I want to thank you and Tod for meeting me last week and bringing me up to speed as to some of the topics discussed to this point and listening to my personal views and concerns.

I have already made several written comments but you brought up a couple things that I wanted to follow up on.

Of course there would be concerns of locals(myself being one of them) as to not only the added traffic getting to and from the park but also the increase of strangers in the neighborhood. And of course these concerns are legitimate.

Recently the City Council has voted to bring substantially more traffic through Old Town than any of the proposed Park Plans would produce. The improvements that come with the new traffic impacts deliver very very little gain to the Old Town community. I believe a nicely improved park would be a good way the City could mitigate the negative impacts of the 5th st Crossing.

Any new traffic heading to the Park would likely come at off-peak traffic hours so it would not add to congestion. And if there ended up being some extra traffic to the park that would imply we had a nice park that people wanted to drive to. This park is a very short walk to Old Town residence and some of the proposed elements would certainly be utilized by the locals and their guests.

Limiting parking for a popular destination WILL lead to improper unsafe parking and congestion.

My house would feel the brunt of this new traffic but I still believe the value of a well-developed park far exceeds the negatives of some new WELL-MANAGED traffic which would include targeted traffic law enforcement by the police.

The River and the City of course have a history and I believe the full development of the riverfront would celebrate this history. We should build something to be proud of. Somewhere people want to visit.

Just demand while they are visiting Old Town that they are respectful.

Thank you

Mark Britcliffe

From: [McCarty, Mike](#)
To: [Ante-Marandi, Ahsamon](#)
Subject: FW: Boones Ferry
Date: Friday, January 26, 2018 9:48:22 AM
Attachments: [boones ferry park.docx](#)

From: mark [mailto:markebrit@yahoo.com]
Sent: Monday, January 15, 2018 1:13 PM
To: McCarty, Mike <mccarty@ci.wilsonville.or.us>
Subject: Boones Ferry

Hi Mike,

Darla and I have a huge stake in Old Town. We have recently invested over a million dollars developing distressed lots.

I was hoping to talk to you more about earlier discussions concerning the park as I wasn't involved.

You must have missed my 10 messages...

I've attached a letter regarding the development of the park with some comments. Could you please put this in the public record

Looking forward to the next step.

Thanks

Mark Britcliffe

Sent from [Mail](#) for Windows 10

Boones Ferry Park Expansion.

My name is Mark Britcliffe. My wife Darla and I live at 9155 sw 4th st in Old Town. We also own several rental units in Old Town with some on Boones Ferry Rd.

Darla and I both visit Boones Ferry Park regularly. We believe the Park is underused in general. We believe the Park should be developed to encourage outdoor activity especially incorporating the river.

Few communities have the opportunity to have a park fronting such a major and historic waterway. We believe the Park should be structured in a way that makes it possible for visitors to fully enjoy the river.

I have been in real-estate development since 1979 and I have always paid attention to the development and use of public parks. I believe that city parks in general should be designed with a broad range of uses available as to encourage a broad range of users. That being said I have noticed that invariably if there is not a commitment in the design to quality and scale of any specific feature that feature will be underused. Small(in scale) dog parks don't get used much, smaller bike tracks see little use after a short while, unchallenging playground elements quickly turn into "yard art". Whatever features are included in a final design should be substantial and memorable. Something someone would want to do again.

As I said Darla and I visit the Park regularly and we have also spent a great deal of time at the new large park in Sherwood. In regards to specific features. By far the most utilized feature in either of these parks is the walkways. Old Town has a scarce amount of safe walkways right now and there are no plans for any new ones. The new Park is a great place to mitigate this problem. If there is a dog park have a path around it if there is a bike track have a path around it if there is a ... have a path around it. For safety and comfort of use if any path is to accommodate both bicycles and pedestrians it should be wide enough and have well defined lanes. You would need to avoid the opportunity for a bicyclist to come from behind someone walking a dog on a lease on the same path.

The one single feature in all the plans that most impressed us was the ADA path down to a dock on the river and an ADA path up the other side. If that could be pulled off it would easily be the most used feature shown on any of the plans.

Substantial and challenging playground equipment is used regularly at the Sherwood Park.

The Large covered eating/seating area gets regular use in Sherwood. Parking close to a covered eating/seating area would be a key feature.

Basketball courts always get use. If the basketball court gets moved the area that is vacated could be expanded and used as a small soccer/multipurpose area. There is no flat grassed areas to speak of now and sloped grassed areas do not get much except in dog parks. I used the current basketball court all summer and by design it is very dirty. I blew the court with my commercial blower twice a week and it was still mostly dirty.

I think a covered court would have multiple uses and allow use of the park on more days. It would also work well in conjunction with a covered eating area.

The children's water feature gets use in the Sherwood Park as well as the one at the Korean War Memorial in Wilsonville which Darla and I also frequent.

We would be in favor of an expansion of the Tauchman House if the design was multifunctional and was intended to be used regularly by a range of citizens. Any expansion architecture should take full advantage of the views of the river and railroad trellis.

Adequate parking is essential however actual handicap parking on the path down to the river seems problematic. Not just the logistics of turning around for the legal parking but leaving the access open for any vehicle traffic will bring unwanted vehicle traffic as well.

We believe you should develop/access as much of the riverbank as possible. Most existing unhealthy foliage along the slope should be removed and replaced with more appropriate plantings. Plantings with concerns for better erosion control as well as leaving open river views at the lookout points and scenic paths.

The kayak rentals look good on paper and I hope it can work out but it would seem this would have to be managed remotely as I believe it would prove too costly, private or public, to have a person on-site for all the hours necessary for operation.

One plan shows traffic turn-around/drop-off point. I cannot see any situation where someone would need to be dropped off there. The drop-off point is adjacent to the parking lot.

A parking lot as you enter the park that could be used as a turn-around for the ending of Boones Ferry Rd or an actual traffic circle would be important for reducing illegal U-turns on Boones Ferry.

One of the dog parks could be placed on the existing sloped, grassed area

There is talk about leaving the northern most treed area "natural", as it is right now. Right now there are scattered transient camps hidden in the overgrowth. Last summer I discovered a cache of stolen items in one of the camps. I was told by Wilsonville Police they believe those items were from a rash of local burglaries. This area needs to be cleaned up and trimmed up for safety. There should be walking paths going through it connecting the neighborhood to the Park.

There is a similar problem on the south end of the Park with a well beaten path leading to a sleeping area under the railroad trellis. This area should be cleaned and trimmed up and the access blocked to the area under the trellis to discourage illegal activity.

There are a couple things left out of all 3 plans I would like to comment on. First, I would like to see a clear interface between the north end of the park and the Old Town neighborhood at the ends of Magnolia st and Fir st. with access by walking paths for both.

Also I would insist that traffic patterns, vehicle acceleration and speed on Boones Ferry Rd be in any conversation regarding a substantial increase of traffic through our residential neighborhood. I do not believe that park traffic will add to the congestion at Boones Ferry rd and Wilsonville rd as it will likely bring traffic during less congested traffic hours and days.

That being said, this traffic must be managed by design and a commitment to enforcement of traffic laws to mitigate its impacts.

Thank you

Mark and Darla

From: Ante-Marandi, Ahsamon
To: ["Steven Van Wechel"](#)
Subject: RE: Tauchmann House
Date: Thursday, February 08, 2018 1:50:00 PM

Thank you, Steve. I have forwarded your email to the project consultants and saved a copy for our project records.

Kindly,
Ahsamon

Ahsamon Ante-Marandi
Administrative Assistant II
Wilsonville Parks and Recreation
503.570.1530

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Steven Van Wechel [mailto:stevevw.55@gmail.com]
Sent: Wednesday, February 07, 2018 4:43 PM
To: McCarty, Mike <mccarty@ci.wilsonville.or.us>
Cc: Ante-Marandi, Ahsamon <ante-marandi@ci.wilsonville.or.us>
Subject: Tauchmann House

Greetings, Mike:

Just wanted to reconfirm with you the historical society's interest in the Tauchmann House. We mentioned it once several months ago when I came in and met with you, but in double checking/triple checking thought it was good to do it again so it doesn't get lost. At the Society's meeting today, Charlotte Leehan also wanted me to make sure the message was there due to the planning process going on for the park.

The Wilsonville Boones Ferry Historical Society wants to go officially on-record as being interested in eventually moving into the Tauchmann House and developing a historical/heritage center there based on the history connected with building and location by the ferry. To be forthright, it will indeed be a space of time before the Society can take this project on, but it needs to be recorded in the plans for the park.

If you have any questions, please feel free to contact me via return email, or my phone number is 503-682-5048.

THANKS, Mike!

STEVE VW

--

Van Wechel

_____ Steve

From: [McCarty, Mike](#)
To: [Ante-Marandi, Ahsamon](#)
Subject: FW: park along the river
Date: Friday, March 09, 2018 1:51:42 PM

I already answered Mr. Thomas, can you put him on our list to contact for next meeting please.
Thanks Mike

From: Louis Thomas [mailto:louis.thomas.1968@gmail.com]
Sent: Friday, March 09, 2018 11:29 AM
To: McCarty, Mike <mccarty@ci.wilsonville.or.us>
Subject: park along the river

Mr. McCarthy,

I understand your team is in the planning stage for the park along the river and there are several options being proposed. This land is a great opportunity to add character and amenities to living in Wilsonville. Having water front access is a rare commodity and should be used to serve the entire city. I would love to see the following items in this space.

Access to the water for launching canoes, kayaks, and paddle boards! Along with appropriate parking to allow for loading and unloading of the equipment should be a priority. An area that could support open viewing of the river with benches and a play structure for our children. I understand it would be necessary to provide the infrastructure (bathrooms and a small shelter).

If there is a time and place that I need to show up to voice my opinion for a larger impact, please let me know.

Thank You for your time,
Louis 'Donovan' Thomas

From: [Steven Van Wechel](#)
To: [Ante-Marandi, Ahsamon](#)
Subject: Boones Ferry Park input
Date: Tuesday, June 26, 2018 3:25:32 PM

Don't know if this suggestion can still be gotten in, but the past week's front page article in the Spokesman prompted me to go ahead and give it a try. Maybe it could just be passed on for whatever it is worth.

The area of the park NORTH of the street (between the apartments and the sewer plant) could certainly be problematic - especially when the bridge gets built. Being totally isolated on three sides; being there would never be any police presence in it (unless they got a call); because it is totally unseen and tucked away in a very unnoticeable area -- I totally agree it could be a huge magnet for homeless camps, drug use by teenagers, etc. So I have come up with a suggestion that hopefully would mitigate those issue to a large extent.

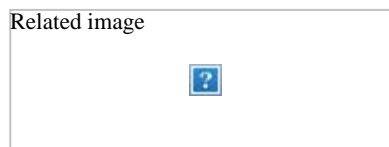
My suggestions is to 1) put a couple/few picnic tables reasonably close to the road; 2) then fence off the entire rectangular area on further to the north; 3) then work with the school district, CREST, and/ or the environmental department of Clackamas Community College to convert the enclosed area into an arboretum to be used to be used for research, preservation, class presentations, Scout projects/merit badge work, etc.. Maybe a gate could be installed with a nominal 50 cent admission or something just to keep it clean and nice and to help prevent the area being used for nefarious purposes. (Maybe one of those new 'butterfly' houses that are popping up all over could be put in there as well and really make use of the area!!! / specializing in native butterflies and moths, etc. of the area - thus keeping a historical aspect to it fitting in with the historical nature of the park.)

I do feel that using the area in a way somewhat similar to this would negate the issues and make the area an actual,useful part of the park, and an excellent addition to Wilsonville.

Thanks for passing the idea along.

STEVE VAN WECEL

--



Steve Van Wechel

7 August 2018

Mike McCarty
Parks and Recreation Director
29600 SW Park Place
Wilsonville, OR 97070

Dear Mr. McCarty,

As residents of Old Town we submit to the public record the following written testimony regarding the Boones Ferry Park Master Plan LP18-0008. Although the Planning Commission is expected to recommend adoption of the Boones Ferry Park Master Plan LP18-0008 to the City Council, many residents in Old Town have voiced grave concerns about the negative impact these changes will have on the Old Town neighborhood in numerous public meetings as well as in other written venues.

The aspects of the Boones Ferry Park Master Plan that will most negatively impact the Old Town Neighborhood are: parking and parking overflow issues, increased car and bike traffic into the neighborhood, keeping people out of the park after-hours, increased vandalism and malicious mischief (V&MM), increased garbage dumping, and loss of green space and wildlife habitat.

PARKING/ CAR /BIKE TRAFFIC

Old Town residents have very real concerns about current car traffic in the Old Town neighborhood. Speeding is a terrible problem on Boones Ferry Road. Additionally, many residents back out of their drive ways onto Boones Ferry Road and cars that are parked on the street significantly block visibility and create a safety issue. An increase in traffic on Boones Ferry Road will leave nowhere for kids and parents to play or walk safely near the road. This project will only exacerbate these issues. We recommend adding speed bumps or using some other method to slow down traffic from 5th Street to the end of Boones Ferry Road in Old Town.

We have urged the City to develop a parking strategy that keeps additional cars out of the Old Town neighborhood; however, this plan puts almost 100 new parking spaces in Boones Ferry Park. With 2-4 people arriving in the neighborhood in each car, this plan will continually be bringing 200-400 new people down a dead end road, past many homes, and into a very small park, relative in size to other parks in Wilsonville.

One looming question: when these 100 parking spaces are full, will cars then be allowed to overflow into the neighborhood and park wherever they please? Several large new homes with one car garages were built very near Boones Ferry Park this year and sold to homeowners with 5 or more vehicles in each home, so parking is already an issue in this area without any help from significantly more cars from park visitors overflowing in front of neighborhood homes.

ENTRANCE TO PARK AFTER HOURS

All other parks in town remain open from dusk until dawn. For the safety and comfort of the surrounding neighborhood, this park's hours should not be any different. Also, Memorial Park and Graham Oak Parks both have gates that can be closed to stop car traffic from entering. We recommend that Boones Ferry Park be gated, as well. Surely a professional designer can create a plan that secures Boones Ferry Park after hours and yet allows neighborhood residents to enter and leave their homes.

PUBLIC SAFETY/ VANDALISM

Public safety is currently a concern in Old Town as neighborhood crime and V&MM is on the rise. Vagrants have started fires near homes near Boones Ferry Park and condoms have been found in neighborhood driveways near the park. People are also defecating and urinating in yards near the park. Garage doors, the railroad tunnel, and the Boone Bridge have been sprayed with graffiti. Bikes, purses, artwork on fences, boom boxes and other items have been stolen from property near Boones Ferry Park. This vandalism is occurring and increasing prior to this project starting. It is imperative that the City have a plan in place for how it intends to address increased crime in the Old Town neighborhood if more people are heralded into the neighborhood as Boones Ferry Park is developed.

Old Town neighbors also fear that unwanted camping will become an even bigger issue than it already is. The police have been called several times in the past year to remove campers from different quadrants of Boones Ferry Park. No overnight camping signs need to be posted on all the streets that lead into the park.

GARBAGE

Garbage is being increasingly dropped and dumped in the Old Town neighborhood. From Wilsonville Road to under the Boone Bridge, a constant flow of garbage, a large percentage of which is non-recyclable Styrofoam fast food garbage, litters the ground, as well as is dropped in driveways and people's front yards. Furniture and other large objects have been abandoned on neighborhood roads. Not only are there an insufficient number of trash receptacles to deal with the current problem, neighbors are concerned that the issue will only be exacerbated by this project and the onslaught of more people being ushered into the neighborhood. A plan for garbage removal near Boones Ferry Park and on nearby bike trails, as well as along the length of Boones Ferry Road in Old Town needs to be addressed. The area around the park needs more garbage receptacles now, not at the end of this project.

LOSS OF GREEN SPACE/WILDLIFE HABITAT

Old Town has already lost the majority of its green space and turning any of the few remaining acres of park green space into parking lots or a Bridge landing is extremely undesirable to the neighborhood. Many homeowners bought their homes in Old Town because of the park, wildlife, and open space that was abundant in the neighborhood.

The open space in Boones Ferry Park closest to the railroad trestle contains many mature trees as well as an established fruit orchard. It has been a summer focal point for the neighborhood as neighbors enjoy fruit off the trees and people run their dogs in the grass. The neighborhood would like to see this parcel of land left as green space and not have The Bridge land in this part of the park nor have this green space turned into a parking lot.

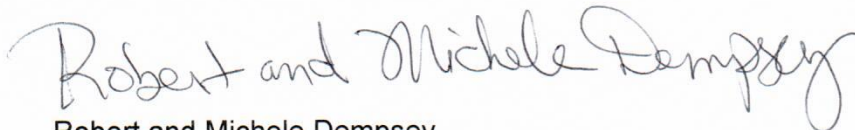
Although the Boones Ferry Park Master Plan and the French Prairie Bridge are two separate projects, their footprints overlap. The Old Town neighborhood has repeatedly stated that if the Bridge project happens at all, and most Old Town neighbors hope that it doesn't, but if it does, the Old Town neighborhood does not wish for the Bridge to land in the orchard. It should land on Boones Ferry Road, a more direct path for bikes and emergency vehicles (certainly a more direct path than landing it in the field and then having vehicles take a sharp right to get onto Boones Ferry Road) as well as a less destructive option for the neighborhood in terms of habitat loss.

The Boones Ferry Park Master Plans puts approximately 50 new parking spaces at the end of Boones Ferry Road exactly where the neighborhood would prefer that the Bridge land, if the Bridge project does in fact move forward, at some point in the future. This issue needs to be resolved before 50 parking spaces are put in this location. The neighborhood does not want to learn sometime in the future that the Bridge cannot land on Boones Ferry Road because there are 50 parking spaces there.

Old Town is the only neighborhood in Wilsonville that is bordered by the rail road, the sewer plant, and I-5 (as well as the Fred Meyer complex at the north end of the community). Surely, the City can understand why preserving greenspace is so important to Old Town residents.

The decisions that are being made with this plan that will negatively impact the Old Town neighborhood are being made by people who will not be impacted by these decisions. This is certainly ironic, unfortunate, and sadly, something that Old Town residents have no control over. That said, as you continue to develop this neighborhood we ask that you have the decency to consider how you would feel if you were a homeowner or renter here.

Thank you,



Robert and Michele Dempsey
30999 SW Boones Ferry Road
Wilsonville, OR 97070



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: December 17, 2018		Subject: Resolution No. 2718 Recycling Surcharge Continuation and Modification	
		Staff Member: Amanda Guile-Hinman, Assistant City Attorney; Mark Ottenad, Public/Government Affairs Director	
		Department: Legal/Administration	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: December 17, 2018 <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: Consider continuing the recycling surcharge previously adopted in the Solid Waste Franchise Ordinance (Ordinance No. 814) with minor modifications.	
Staff Recommendation: Staff recommends that City Council adopt Resolution No. 2712.			
Recommended Language for Motion: I move to approve Resolution No. 2712.			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities Update Solid Waste Franchise Agreement	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

Council to consider continuing the recycling surcharge billed by Republic Services to its customers in Wilsonville, which must be reviewed on or before January 1, 2019 pursuant to the Solid Waste Franchise Agreement (“**Franchise Agreement**”) between the City and Republic Services.

Resolution No. 2718 Staff Report

Page 1 of 4

EXECUTIVE SUMMARY:

This Staff Report reviews the recycling surcharge approved by the Council in May 2018 that Republic Services bills to its customers in Wilsonville. Republic Services requests one change to the recycling surcharge and a new date for further review of the recycling surcharge, which are explained below:

1. Update the recycling surcharge to take into account commercial customers that have recycling collected more than one time per week.
2. Set a deadline of January 1, 2020 to review the recycling surcharge again.

Article VIII(6)(a) of the Franchise Agreement approved the recycling surcharge stated in Attachment 2 to the Franchise Agreement. That surcharge is provided below:

1. Residential Customers

Residential customers will be charged a flat rate of \$2.50 per month as a recycling surcharge regardless of solid waste container size.

2. Commercial Customers

Commercial customers will be charged \$1.50 per yard based on the size their recycling container as a recycling surcharge. If a commercial customer uses a 35, 60, or 90 gallon recycling cart, the commercial customer will be charged the same \$1.50 recycling surcharge rate as the one-yard rate.

Republic Services is currently billing the recycling surcharge at \$4,398.00 per month for commercial customers and \$12,433.00 for residential customers. The recycling rate incurred by Republic Services has increased approximately \$30 per ton since January 2018. In January 2018, Republic Services' recycling rate per ton was \$66.57 and in November 2018, it is \$96.10 per ton.

Unfortunately, the markets for recycled materials have not recovered from the implementation of new import restrictions by China, the former primary purchaser of recycled materials from the U.S West Coast. The collapse of the international recycled materials market has led to fluctuating prices that require solid-waste collectors to pay to dispose of collected recycled materials.

Given the fluctuating recycling markets, Republic Services has requested that the recycling surcharge remain the same with one exception. The current surcharge neglects to take into account that some commercial customers receive recycling services more than one time each week. As such, Republic Services requests that item (2) of the recycling surcharge be modified as follows:

“Commercial customers will be charged \$1.50 per yard based on the size their recycling container as a recycling surcharge *multiplied by the number of scheduled recycling collections per week by Republic Services*. If a commercial customer uses a 35, 60, or 90 gallon recycling cart, the commercial customer will be charged the same \$1.50 recycling surcharge rate as the one-yard rate.”

Below are some examples of the change in recycling surcharge fee for commercial customers.

Container Size/Collections	Current Recycling Surcharge	New Recycling Surcharge
1 yard; 1/week	\$1.50	\$1.50
1 yard; 2/week	\$1.50	\$3.00
2 yard; 1/week	\$3.00	\$3.00
2 yard; 2/week	\$3.00	\$6.00
4 yard; 1/week	\$6.00	\$6.00

The above examples show that currently a commercial customer who generates four yards of recycling per week, but puts that recycling in a 2-yard bin and has it collected twice per week, pays less than another customer who also generates 4 four yards of recycling per week, but puts that recycling in a 4-yard bin and has it collected once per week. To be equitable, commercial customers that receive recycling collection services more than one time per week should pay for that additional service. Such commercial customers are producing the same or more recycling than other customers but paying less.

Republic Services also requests that the next review of the recycling surcharge occur on or before January 1, 2020, to allow more time to collect data and to determine whether the recycling market becomes more predictable.

BACKGROUND INFORMATION:

Administrative Directive (I) for 2017-2019 is to “update the solid waste franchise agreement and consider curbside composting options.” The Council adopted a new Solid Waste Franchise Agreement in May 2018 (Ordinance No. 814). As part of the newly adopted Franchise Agreement, the Council approved a recycling surcharge to help manage additional costs experienced to recycle materials given China’s rejection of almost all mixed recycling from the United States and collapsing recycling markets. Since the markets are still fluctuating, it is too soon to determine what, if any, changes need to be made to the recycling surcharge.

EXPECTED RESULTS:

Council renews the recycling surcharge with the minor change regarding number of collections for commercial customers. Residential customers will not see any change in the recycling surcharge amount.

TIMELINE:

The resolution to renew the recycling surcharge is scheduled for Council’s consideration on December 17, 2018, and will have an effective date of January 1, 2019.

CURRENT YEAR BUDGET IMPACTS:

The City may see slightly higher franchise fee payments from Republic Services as a result of the additional gross revenues received by Republic Services from commercial customers that pay a higher recycling surcharge, but the impact is minimal and this adjustment is not intended to be an income-generating endeavor for the City.

FINANCIAL REVIEW / COMMENT:

Reviewed by: CAR Date: 12/6/2018

LEGAL REVIEW / COMMENT:

Reviewed by: ARGH Date: 12/4/2018

Resolution No. 2718 Staff Report

Page 3 of 4

The Franchise Agreement allows the Council to continue the recycling surcharge, modify the recycling surcharge, or terminate the recycling surcharge. It also states that approval of a continuing or modified surcharge will not be unreasonably withheld by the Council. *See* Article VIII(6)(a) or Ordinance No. 814.

COMMUNITY INVOLVEMENT PROCESS:

Staff are in regular communication with Republic Services and met with Republic Services on October 15, 2018 to discuss and review the recycling surcharge. Information on the collapse of international markets for recycled materials and the temporary recycling rate surcharge has been published in City news releases, The Boones Ferry Messenger newsletter, and the local Wilsonville Spokesman newspaper.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

Some commercial customers will experience higher recycling surcharge fees; however, the additional cost is less than if the commercial customer were to get a larger solid waste container or additional solid waste collections to avoid recycling as much material.

ALTERNATIVES:

Keep recycling surcharge as is.

CITY MANAGER COMMENT:

ATTACHMENTS:

- A. Attachment A: Draft of Resolution No. 2718

RESOLUTION NO. 2718**A RESOLUTION OF THE CITY OF WILSONVILLE APPROVING THE CONTINUATION AND MODIFICATION OF THE RECYCLING SURCHARGE RATES FOR KELLER DROP BOX, INC. (D/B/A REPUBLIC SERVICES OF CLACKAMAS AND WASHINGTON COUNTIES).**

WHEREAS, on May 21, 2018, the City of Wilsonville (“City”) approved an exclusive solid waste franchise agreement (“**Franchise Agreement**”) between the City and Keller Drop Box, Inc. (d/b/a Republic Services of Clackamas and Washington Counties) (“**Republic Services**”) through adoption of Ordinance No. 814; and

WHEREAS, Article VIII(6)(a) of the Franchise Agreement approved a recycling surcharge stated in Attachment 2 to the Franchise Agreement, which is to be reviewed on or before January 1, 2019; and

WHEREAS, given the fluctuating recycling markets, Republic Services has requested that the recycling surcharge remain the same with one exception, that commercial customers be charged based on the size of the container as well as by the number of scheduled recycling collections per week by Republic Services; and

WHEREAS, to be equitable, commercial customers that receive recycling collection services more than one time per week should pay for that additional service because they are generating the same or more recycling than other commercial customers that have larger containers but do not have their recycling collected as frequently.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The recycling surcharge identified in Attachment 2 to the Franchise Agreement is hereby continued and modified as identified in *italics* below:

“1. Residential Customers

Residential customers will be charged a flat rate of \$2.50 per month as a recycling surcharge regardless of solid waste container size.

2. Commercial Customers

Commercial customers will be charged \$1.50 per yard based on the size their recycling container as a recycling surcharge *multiplied by the number of scheduled recycling collections per week by Republic Services*. If a commercial customer uses a 35, 60, or 90 gallon

recycling cart, the commercial customer will be charged the same \$1.50 recycling surcharge rate as the one-yard rate.”

2. The Council of the City of Wilsonville will review the recycling surcharge again on or before January 1, 2020.
3. This Resolution becomes effective on January 1, 2019.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 17th day of December, 2018, and filed with the Wilsonville City Recorder this date.

TIM KNAPP, MAYOR

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Knapp

Council President Starr

Councilor Stevens

Councilor Lehan

Councilor Akervall

**Ordinance No. 830
Zone Map Amendment
Villebois Phase 5 North "Clermont"**

INDEX of RECORD

1. City Council Staff Report for December 17, 2018 Meeting
2. Council Exhibit A, Ordinance No. 830: Zone Map Amendment for the subject territory
3. Council Exhibit A, Attachment 1: Zoning Order DB18-0049 including legal description and sketch depicting zone map amendment
4. Council Exhibit A, Attachment 2: Zone Map Amendment Findings
5. Council Exhibit A, Attachment 3: Development Review Board Panel 'B' Resolution No. 359 recommending approval of the Zone Map Amendment
6. Council Exhibit B: Amended and Adopted Staff Report and DRB Recommendation



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: December 17, 2018	Subject: Ordinance No. 830 – 1st Reading Zone Map Amendment for Clermont subdivision / Regional Park 6 in Villebois. Staff Member: Daniel Pauly AICP, Senior Planner Department: Community Development	
Action Required	Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: December 17, 2018 <input checked="" type="checkbox"/> Ordinance 1 st Reading Date: December 17, 2018 <input checked="" type="checkbox"/> Ordinance 2 nd Reading Date: January 7, 2019 <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: Following their review at the November 26, 2018 meeting, Development Review Board Panel B, unanimously recommended approval of a Zone Map Amendment for the subject property. The DRB also approved with conditions, contingent on the zone map amendment, a Specific Area Plan Amendment, Preliminary Development Plan, Final Development Plan, Tentative Subdivision Plat, Type C Tree Removal Plan, and Abbreviated SRIR, copies of which are included for reference.	
Staff Recommendation: Staff recommends that City Council adopt Ordinance No. 830.		
Recommended Language for Motion: I move to approve Ordinance No. 830 on the first reading.		
Project / Issue Relates To:		
<input type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s): Villebois Village Master Plan	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

Approve, modify, or deny Ordinance No. 830 to rezone 25.69 acres from Exclusive Farm Use (EFU) to Village in the north central portion of Villebois from 110th Avenue to the Calais East Subdivision, south of Tooze Road to Berlin Avenue to enable development of the Clermont subdivision and Regional Park 6 (RP-6).

EXECUTIVE SUMMARY:

The proposal rezones the property to Village (V), which is the zoning designation designed for the entirety of Villebois, concurrently with plans for development of single-family homes and parks and open space including RP-6. Based on citizen input to the Council regarding the DRB decision, staff worked with the applicant to save additional trees in the vicinity of Tract W resulting in the reduction of two lots (lots 64 and 65 as shown on the DRB approved tentative plat). Staff will process an Administrative Review following the Council adoption of the Zone Map Amendment to codify the changes that were proposed by Polygon Northwest at the December 3, 2018 Council meeting.

EXPECTED RESULTS:

Adoption of Ordinance No. 830 as recommend by staff and the Development Review Board.

TIMELINE:

The Zone Map Amendment will be in effect 30 days after ordinance adoption on second reading.

CURRENT YEAR BUDGET IMPACTS:

None.

FINANCIAL REVIEW / COMMENT:

Reviewed by: CAR Date: 12/11/2018

LEGAL REVIEW / COMMENT:

Reviewed by: ARGH Date: 12/12/2018

COMMUNITY INVOLVEMENT PROCESS:

Staff sent the required public hearing notices for the zone map amendment. Additional testimony/dialogue occurred with community members at the December 3, 2018 Council meeting under Citizen Input.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The Ordinances will provide:

- Continued build-out of the Villebois Master Plan
- Expanded Property Tax Base
- Expanded recreational opportunities

ALTERNATIVES:

The alternatives are to approve or deny the zone map amendment request.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

A. Exhibit A – Zone Map Amendment Ordinance No. 830

1. Attachment 1 - Zoning Order DB18-0049 including legal description and sketch depicting zone map amendment
2. Attachment 2 - Zone Map Amendment Findings
3. Attachment 3 - DRB Resolution No. 359 recommending approval of Zone Map Amendment

B. Exhibit B – Amended and Adopted Staff Report and DRB Recommendation

ORDINANCE NO. 830

AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING A ZONE MAP AMENDMENT FROM THE CLACKAMAS COUNTY EXCLUSIVE FARM USE (EFU) ZONE TO THE VILLAGE (V) ZONE ON APPROXIMATELY 25.69 ACRES IN THE NORTH CENTRAL PORTION OF VILLEBOIS FROM 110TH AVENUE TO CALAIS EAST SUBDIVISION, SOUTH OF TOOZE ROAD TO BERLIN AVENUE; THE LAND IS MORE PARTICULARLY DESCRIBED AS TAX LOTS 7200, 7290, 7300, 7400, 7500, AND 7600, SECTION 15AB, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON. POLYGON WLH LLC, APPLICANT.

WHEREAS, certain real property described in **Attachment 1** attached hereto and incorporated herein (“Property”) is within the Villebois Village Master Plan area; and

WHEREAS, the City of Wilsonville desires to have the Property zoned consistent with the Wilsonville Comprehensive Plan Map designation of “Residential-Village” rather than maintain the current Clackamas County zoning designations, as has been done for the rest of the land as it developed within the Villebois Village Master Plan area; and

WHEREAS, the City of Wilsonville Planning Staff analyzed the Zone Map Amendment request and prepared a staff report for the Development Review Board, finding that the application met the requirements for a Zone Map Amendment and recommending approval of the Zone Map Amendment, which staff report was presented to the Development Review Board on November 26, 2018; and

WHEREAS, the Development Review Board Panel 'B' held a public hearing on the application for a Zone Map Amendment, among other requests, on November 28, 2018, and after taking public testimony and giving full consideration to the matter, adopted Resolution No. 359 attached hereto and incorporated herein as **Attachment 3**, which recommends City Council approval of the Zone Map Amendment request (Case File DB18-0049) and adopts the staff report with findings and recommendation, all as placed on the record at the hearing; and

WHEREAS, on December 17, 2018, the Wilsonville City Council held a public hearing regarding the above described matter, wherein the City Council considered the full public record made before the Development Review Board, including the Development Review Board and City Council staff reports; took public testimony; and, upon deliberation, concluded that the proposed Zone Map Amendment meets the applicable approval criteria under the City of Wilsonville Development Code;

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

1. The City Council adopts, as findings and conclusions, the forgoing Recitals and the Zone Map Amendment Findings in **Attachment 2**, as if fully set forth herein.
2. The official City of Wilsonville Zone Map is hereby amended by Zoning Order DB18-0049, attached hereto as Attachment 1, from the Clackamas County Exclusive Farm Use (EFU) Zone to the Village (V) Zone.

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting thereof on the 17th day of December, 2018, and scheduled for a second reading at a regular meeting of the Council on the 7th day of January, 2019, commencing at the hour of 7:00 P.M. at Wilsonville City Hall.

Kimberly Veliz, City Recorder

ENACTED by the City Council on the 7th day of January, 2019 by the following votes:

Yes: ____ No: ____

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this _____ day of January, 2019.

TIM KNAPP, Mayor

SUMMARY OF VOTES:

- Mayor Knapp
- Councilor Stevens
- Councilor Lehan
- Councilor Akervall
- Councilor West

Attachments:

1. Attachment 1 – Zoning Order DB18-0049 including legal description and sketch depicting zone map amendment
2. Attachment 2 – Zone Map Amendment Findings
3. Attachment 3 – DRB Resolution No. 359 recommending approval of Zone Map Amendment

Ordinance No. 830 Attachment 1

BEFORE THE CITY COUNCIL OF THE CITY OF WILSONVILLE, OREGON

In the Matter of the Application of)	
Polygon WLH LLC)	
for a Rezoning of Land and Amendment)	ZONING ORDER DB18-0049
of the City of Wilsonville Zoning Map)	
Incorporated in Section 4.102 of the)	
Wilsonville Code.)	

The above-entitled matter is before the Council to consider the application of DB18-0049, for a Zone Map Amendment and an Order, amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code.

The Council finds that the subject property (“Property”), legally described and shown on the attached legal description and sketch, has heretofore appeared on the Clackamas County zoning map Exclusive Farm Use (EFU).

The Council having heard and considered all matters relevant to the application for a Zone Map Amendment, including the Development Review Board record and recommendation, finds that the application should be approved.

THEREFORE IT IS HEREBY ORDERED that The Property, consisting of approximately 16 acres on the north side of Boeckman Road just west of Stafford Road comprising tax lots 7200, 7290, 7300, 7400, 7500, and 7600, Section 15AB, as more particularly shown and described in the attached legal description and sketch, is hereby rezoned to Village (V), subject to conditions detailed in this Order’s adopting Ordinance. The foregoing rezoning is hereby declared an amendment to the Wilsonville Zoning Map (Section 4.102 WC) and shall appear as such from and after entry of this Order.

Dated: This 17th day of December, 2018.

TIM KNAPP, MAYOR

APPROVED AS TO FORM:

Barbara A. Jacobson, City Attorney

Ordinance No. 830 Attachment 1

ATTEST:

Kimberly Veliz, City Recorder

Attachment: Legal Description and Sketch Depicting Land/Territory to be Rezone

EXHIBIT A



LEGAL DESCRIPTION

Zone Change
Clermont

3 1 W 15AB 7200, 7290, 7300, 7400, 7500, and 7600

Parcels I, II, and III, of the land described in Document Nos. 91-08202 and 91-08203, Clackamas County Deed Records, in the Northeast Quarter of Section 15, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, State of Oregon, more particularly described as follows:

BEGINNING at the North quarter-corner of said Section 15;

thence along the North line of Samuel B. Franklin Donation Land Claim No. 50, South 88° 35' 17" East, a distance of 1226.19 feet to the northeast corner of said Samuel B. Franklin Donation Land Claim No. 50;

thence along the East line of said Samuel B. Franklin Donation Land Claim No. 50, South 01° 35' 01" West, a distance of 909.38 feet to a point on the northerly plat line of "Tonquin Meadows";

thence along the northerly plat line of "Tonquin Woods at Villebois No. 6", "Tonquin Meadows", "Fir Terrace", and "Calais East at Villebois", North 88° 34' 00" West, a distance of 1235.31 feet to a point on the easterly plat line of "Calais East at Villebois";

thence along said easterly plat line, and its extension, North 02° 09' 29" East, a distance of 909.00 feet to the POINT OF BEGINNING.

Containing 25.687 acres, more or less.

Basis of bearings being plat of "Calais East at Villebois", Clackamas County Plat Records.

Property Vested in:

Victor C. Chang et al.

3 1 W 15AB 7200, 7290, 7300, 7400, 7500, and 7600

REGISTERED
PROFESSIONAL
LAND SURVEYOR

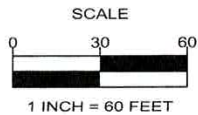
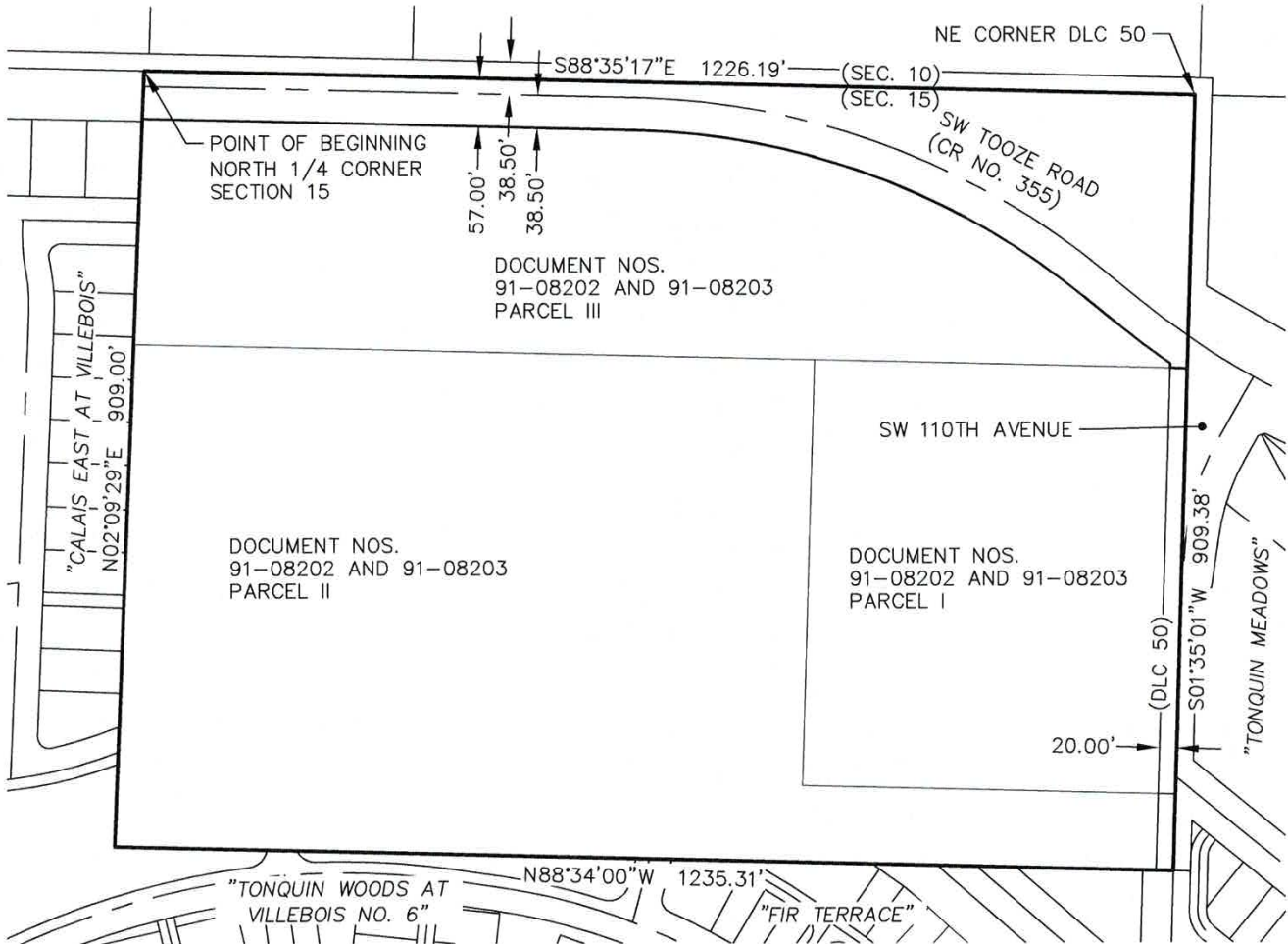
OREGON
JULY 9, 2002
TRAVIS C. JANSEN
57751

RENEWS: 6/30/2019

EXHIBIT B



SKETCH TO ACCOMPANY LEGAL DESCRIPTION ZONE CHANGE CLERMONT 3 1 W 15AB 7200, 7290, 7300, 7400, 7500, AND 7600



Property Vested in:
VICTOR C. CHANG ET AL.
 3 1 W 15AB 7200, 7290, 7300, 7400, 7500, AND 7600

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Travis C. Jansen

OREGON
 JULY 9, 2002
 TRAVIS C. JANSEN
 57751

RENEWS: 6/30/2019



Ordinance No. 830 Attachment 2
Zone Map Amendment Findings

Polygon Homes- Clermont Single-family Subdivision
& Regional Park 6
Villebois Phase 5 North

City Council
Quasi-Judicial Public Hearing

Hearing Date:	December 17, 2018
Date of Report:	December 3, 2018
Application No.:	DB18-0049 Zone Map Amendment

Request: The request before the City Council is a Zone Map Amendment for approximately 25.69 acres.

Location: North central portion of Villebois between from 110th Avenue to Calais East Subdivision, south of Tooze Road to Berlin Avenue. The property described as Tax Lots 0543, 7000, 7200, 7290, 7300, 7400, 7500, 7600, 8130, and City of Wilsonville right-of-way between Tax Lots 0543 and 8130, Section 15AB, City of Wilsonville right-of-way (SW 110th Avenue) between Section AB and Section AA, Tax Lot 16400, Section AA, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon.

Owners: Victor C. Chang, Allen Y. Chang, City of Wilsonville

/Applicant: Jason Baker, Polygon WLH, LLC

Applicant's Rep.: Stacy Connery AICP, Pacific Community Design, Inc.

Comprehensive Plan Designation: Residential Village

Zone Map Classification (Current): EFU (Exclusive Farm Use)

Zone Map Classification (Proposed): V (Village)

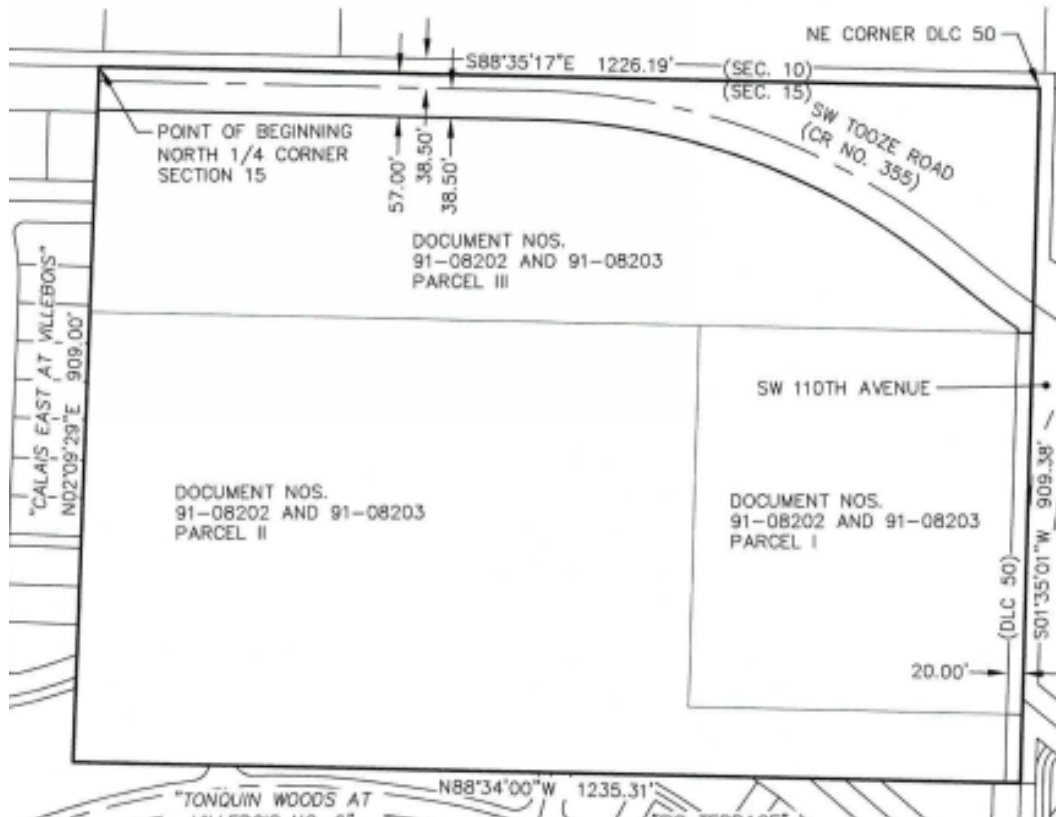
Staff Reviewers: Daniel Pauly AICP, Senior Planner

Staff/DRB Recommendation: Adopt the requested Zone Map Amendment.

Applicable Review Criteria:

Development Code:	
Section 4.110	Zones
Section 4.127	Residential Neighborhood (RN) Zone
Section 4.197	Zone Changes
Comprehensive Plan and Sub-elements:	
Citizen Involvement	
Urban Growth Management	
Public Facilities and Services	
Land Use and Development	
Plan Map	
Area of Special Concern L	
Transportation Systems Plan	
Villebois Village Master Plan	
Regional and State Law and Planning Documents	
Statewide Planning Goals	

Vicinity Map



Summary:

Zone Map Amendment (DB18-0049)

The applicant requests to change the portions of the project area with the current Clackamas County zoning designation of Exclusive Farm Use (EFU) to the City of Wilsonville zoning designation of Village (V). The Village zone is the zone designated for the areas with the Residential-Village Comprehensive Plan Map designation as they develop.

Findings:

NOTE: Pursuant to Section 4.014 the burden of proving that the necessary findings of fact can be made for approval of any land use or development application rests with the applicant in the case.

General Information

Application Procedures-In General
Section 4.008

The City's processing of the application is in accordance with the applicable general procedures of this Section.

Initiating Application
Section 4.009

The owners of all property included in the application signed the application forms. West Hills Development initiated the application with their approval.

Request: DB18-0049 Zone Map Amendment

As described in the Findings below, the request meets the applicable criteria.

Comprehensive Plan

Development in “Residential Village” Applicable Plans and Code
Implementation Measure 4.1.6.a. and c.

- A1.** The review of the proposed developed includes reviewing and applying applicable portions of the Villebois Village Concept Plan, Villebois Village Master Plan, the Comprehensive Plan, and the Development Code. Rezoning the property to “Village” will allow application of the Village Zone standards created to implement these plans, policies, and codes.

Contents of Villebois Village Master Plan
Implementation Measure 4.1.6.b.

- A2.** The concurrent proposal for a preliminary development plan implements the procedures as outlined by the Villebois Village Master Plan, as previously approved.

Applying “Village” Zone to Residential-Village Comprehensive Plan Designation
Implementation Measure 4.1.6.c.

- A3.** The request is to apply the Village Zone to an area designated as Residential-Village in the Comprehensive Plan.

Wide Range of Uses in “Village” Zone
Implementation Measure 4.1.6.d.

- A4.** The proposed residential uses as well as parks and open space use are amongst the wide range of uses allowed in the Village Zone.

Development Code

Zoning Concurrent with Planned Development Approval
Section 4.029

- A5.** The applicant is applying for a zone change concurrently with a Preliminary Development Plan, which is equivalent to a Stage II Final Plan for a planned development.

Base Zoning Designations
Subsection 4.110 (.01)

- A6.** The requested zoning designation of Village “V” is among the base zones identified in this subsection.

Village Zone Purpose

Subsection 4.125 (.01)

- A7.** Consistent with the Village Zone purpose, the proposal is for land designated Residential-Village on the Comprehensive Plan map and within the Villebois Village Master Plan area to receive the zoning designation of Village “V”.

Village Zone Permitted Uses

Subsection 4.125 (.02)

- A8.** The proposed residential and park uses are consistent with the uses permitted in Village Zone and Villebois Village Master Plan.

Zone Change Concurrent with PDP Approval

Subsection 4.125 (.18) B. 2.

- A9.** The requested zone map amendment is concurrent with a request for PDP approval. See Request C.

Zone Change Procedures

Subsection 4.197 (.02) A.

- A10.** The applicant submitted the request for a zone map amendment as set forth in the applicable code sections.

Conformance with Comprehensive Plan Map, etc.

Subsection 4.197 (.02) B.

- A11.** The proposed zone map amendment is consistent with the Comprehensive Map designation of Residential-Village and as shown in Findings A1 through A4 comply with applicable Comprehensive Plan text.

Residential Designated Lands-Housing Variety

Subsection 4.197 (.02) C.

- A12.** Implementation Measures 4.1.4. b, d, e, q, and x require a variety of housing. The proposed zone map amendment allows for furthering of these implementation measures by permitting development of the diverse housing types called for in the Villebois Village Master Plan, which development on the subject property must conform.

Public Facility Concurrency

Subsection 4.197 (.02) D.

- A13.** The Preliminary Development Plan compliance report and the plan sheets demonstrate that the existing primary public facilities are available or the developer can provide in conjunction with the project. Section IIIC of the applicant’s notebook, Exhibit B1, as well as Sheet 6 of Exhibit B3, and Exhibit B7 include supporting utility and drainage information. Exhibit B5 is a Trip Generation Memo confirming traffic concurrency.

Impact on SROZ Areas

Subsection 4.197 (.02) E.

A14. No SROZ is within the area to be rezoned.

Development within 2 Years

Subsection 4.197 (.02) F.

A15. Related land use approvals for PDP 5 North expire after 2 years, so requesting the land use approvals assumes development would commence within two (2) years. However, in the scenario where the applicant or their successors do not commence development within two (2) years allowing related land use approvals to expire, the zone change shall remain in effect.

Development Standards and Conditions of Approval

Subsection 4.197 (.02) G.

A16. As can be found in the findings for the accompanying requests, the applicable development standards will be met either as proposed or as a condition of approval.

Ordinance No. 830 Attachment 3

DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 359

A RESOLUTION ADOPTING FINDINGS RECOMMENDING APPROVAL TO CITY COUNCIL OF A ZONE MAP AMENDMENT FROM EXCLUSIVE FARM USE (EFU) ZONE TO VILLAGE (V) ZONE, AND ADOPTING FINDINGS AND CONDITIONS APPROVING SPECIFIC AREA PLAN – NORTH AMENDMENT, PRELIMINARY DEVELOPMENT PLAN, FINAL DEVELOPMENT PLAN FOR PARKS AND OPEN SPACE, TENTATIVE SUBDIVISION PLAT, TYPE C TREE PLAN AND ABBREVIATED SRIR REVIEW FOR DEVELOPMENT OF AN 89-LOT SINGLE-FAMILY SUBDIVISION AND VILLEBOIS REGIONAL PARK COMPONENT 6 AND A MODIFICATION OF THE EASTERN PORTION OF REGIONAL PARK COMPONENT 5 “TROCADERO PARK” AND ASSOCIATED IMPROVEMENTS IN VILLEBOIS SAP NORTH PHASE 5. THE SUBJECT PROPERTY IS LOCATED ON TAX LOTS 0543, 7700, 7200, 7290, 7300, 7400, 7500, 7600, 8130 AND CITY OF WILSONVILLE RIGHT-OF-WAY BETWEEN TAX LOTS 0543 AND 8130 OF SECTION 15AB, CITY OF WILSONVILLE RIGHT-OF-WAY (SW 110TH AVENUE) BETWEEN SECTION AB AND SECTION AA, TAX LOT 16400 OF SECTION AA, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON. STACY CONNERY, AICP, PACIFIC COMMUNITY DESIGN, INC. – REPRESENTATIVE FOR POLYGON WLH, LLC – APPLICANT AND VICTOR C. CHANG, ALLEN Y. CHANG, CITY OF WILSONVILLE, POLYGON AT VILLEBOIS III, LLC AND SPARROW CREEK LLC – OWNERS.

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code, and

WHEREAS, the Planning Staff has prepared staff report on the above-captioned subject dated November 19, 2018, and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel B at a scheduled meeting conducted on November 26, 2018, at which time exhibits, together with findings and public testimony were entered into the public record, and

WHEREAS, the Development Review Board considered the subject and the recommendations contained in the staff report, and

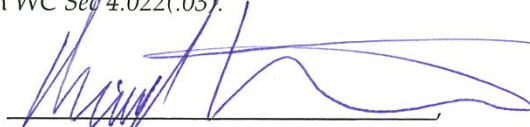
WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board of the City of Wilsonville does hereby adopt the staff report dated November 19, 2016, attached hereto as Exhibit A1, with findings and recommendations contained therein, and authorizes the Planning Director to issue permits consistent with said recommendations, subject to approval of the Zone Map Amendment Request (DB18-0049) for:

DB18-0050 through DB18-0054, SI18-0005 Specific Area Plan Amendment, Preliminary Development Plan, Final Development Plan, Tentative Subdivision Plat, and Type C Tree Plan for a 89-lot residential subdivision, regional park, and associated improvements.

Ordinance No. 830 Attachment 3

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 26th day of November, 2018 and filed with the Planning Administrative Assistant on Nov. 27, 2018. This resolution is final on the 15th calendar day after the postmarked date of the written notice of decision per *WC Sec 4.022(.09)* unless appealed per *WC Sec 4.022(.02)* or called up for review by the council in accordance with *WC Sec 4.022(.03)*.



Richard Martens, Chair, Panel B
Wilsonville Development Review Board

Attest:



Shelley White, Planning Administrative Assistant



VIA: Certified Mail, Return Receipt Requested

November 27, 2018

Jason Baker
 Polygon WLH, LLC
 703 Broadway St., Suite 510
 Vancouver, WA 98660

Re: Villebois Phase 5 North "Clermont"

Case Files:	Request A:	DB18-0049	Zone Map Amendment
	Request B:	DB18-0050	SAP North Amendment
	Request C:	DB18-0051	SAP North PDP5, Preliminary Development Plan
	Request D:	DB18-0052	Final Development Plan for Parks and Open Space
	Request E:	DB18-0053	Tentative Subdivision Plat
	Request F:	DB18-0054	Type C Tree Plan
	Request G:	SI18-0005	Abbreviated SRIR Review

Two copies of the Development Review Board's decision on your referenced project, including conditions of approval rendered are attached. *Please note that these approvals are contingent upon the City Council's approval of the Zone Map Amendment, which is scheduled for a hearing on December 17, 2018.*

Please note that your signature acknowledging receipt and acceptance of the Conditions of Approval is required to be returned to the Planning Office before the decision is effective. One copy is provided for this purpose. Please sign and return to the undersigned. Thank you.

Thank you.

Shelley White
 Planning Administrative Assistant

CC: Stacy Connery – Pacific Community Design

CC via E-mail:

Eric Wonderly
Teresa Denney
Nicole Jackson
Sarah Ochs
Shelley Parker
Orlando Ferrer
Joseph Tucker
Steve Gaschler
Betsy Imholt
Craig Eggers
Pauline
Adam Hill
Herman Walter
Austen Rustrum
R. Michael Healey

Justin Guadagni
Jim Newton
Judy Newton
Brooke Fossati
Paolo Petines
Mary Steele
Chad Marley
Carol E. Hill
Julie Fitzgerald
Bill & Pat McConnell
Rey Torres
Sheryl Rhoades
Paul Lazatin

November 27, 2018

DEVELOPMENT REVIEW BOARD PANEL B

**DEVELOPMENT REVIEW BOARD NOTICE OF DECISION AND
RECOMMENDATION TO CITY COUNCIL**

Project Name: Villebois Phase 5 North "Clermont"

Case Files:	Request A:	DB18-0049	Zone Map Amendment
	Request B:	DB18-0050	SAP North Amendment
	Request C:	DB18-0051	SAP North PDP5, Preliminary Development Plan
	Request D:	DB18-0052	Final Development Plan for Parks and Open Space
	Request E:	DB18-0053	Tentative Subdivision Plat
	Request F:	DB18-0054	Type C Tree Plan
	Request G:	SI18-0005	Abbreviated SRIR Review

Owners: Victor C. Chang, Allen Y. Chang, City of Wilsonville, Polygon at Villebois III LLC, Sparrow Creek LLC

Applicant: Jason Baker, Polygon WLH LLC

Applicant's Representative: Stacy Connery, AICP – Pacific Community Design, Inc.

Property

Description: Tax Lots 0543, 7000, 7200, 7290, 7300, 7400, 7500, 7600, 8130 and City of Wilsonville right-of-way between Tax Lots 0543 and 8130, Section 15AB, City of Wilsonville right-of-way (SW 110th Avenue) between Section AB and Section AA, Tax Lot 16400, Section AA; T3S R1W; Clackamas County; Wilsonville, Oregon.

Location: Phase 5 of SAP-North, Villebois

On November 26, 2018 at the meeting of the Development Review Board Panel B, the following action was taken on the above-referenced proposed development applications:

Exhibit B

Request A: The DRB has forwarded a recommendation of approval to the City Council. *A Council hearing date is scheduled for Monday, December 17, 2018 to hear this item.*

Requests B, C, D, E, F and G:
Approved with conditions of approval.
These approvals are contingent upon City Council's approval of Request A.

An appeal of Requests B, C, D, E, F and G to the City Council by anyone who is adversely affected or aggrieved, and who has participated in this hearing, orally or in writing, must be filed with the City Recorder within fourteen (14) calendar days of the mailing of this Notice of Decision. *WC Sec. 4.022(.02)*. A person who has been mailed this written notice of decision cannot appeal the decision directly to the Land Use Board of Appeals under *ORS 197.830*.

This decision has been finalized in written form and placed on file in the City records at the Wilsonville City Hall this 27th day of November 2018 and is available for public inspection. The decision regarding Requests B, C, D, E, F and G shall become final and effective on the fifteenth (15th) calendar day after the postmarked date of this written Notice of Decision, unless appealed or called up for review by the Council in accordance with *WC Sec. 4.022(.09)*.

Written decision is attached

For further information, please contact the Wilsonville Planning Division at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon 97070 or phone 503-682-4960

Attachments: DRB Resolution No. 359, including adopted staff report with conditions of approval.

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 359**

A RESOLUTION ADOPTING FINDINGS RECOMMENDING APPROVAL TO CITY COUNCIL OF A ZONE MAP AMENDMENT FROM EXCLUSIVE FARM USE (EFU) ZONE TO VILLAGE (V) ZONE, AND ADOPTING FINDINGS AND CONDITIONS APPROVING SPECIFIC AREA PLAN – NORTH AMENDMENT, PRELIMINARY DEVELOPMENT PLAN, FINAL DEVELOPMENT PLAN FOR PARKS AND OPEN SPACE, TENTATIVE SUBDIVISION PLAT, TYPE C TREE PLAN AND ABBREVIATED SRIR REVIEW FOR DEVELOPMENT OF AN 89-LOT SINGLE-FAMILY SUBDIVISION AND VILLEBOIS REGIONAL PARK COMPONENT 6 AND A MODIFICATION OF THE EASTERN PORTION OF REGIONAL PARK COMPONENT 5 “TROCADERO PARK” AND ASSOCIATED IMPROVEMENTS IN VILLEBOIS SAP NORTH PHASE 5. THE SUBJECT PROPERTY IS LOCATED ON TAX LOTS 0543, 7700, 7200, 7290, 7300, 7400, 7500, 7600, 8130 AND CITY OF WILSONVILLE RIGHT-OF-WAY BETWEEN TAX LOTS 0543 AND 8130 OF SECTION 15AB, CITY OF WILSONVILLE RIGHT-OF-WAY (SW 110TH AVENUE) BETWEEN SECTION AB AND SECTION AA, TAX LOT 16400 OF SECTION AA, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON. STACY CONNERY, AICP, PACIFIC COMMUNITY DESIGN, INC. – REPRESENTATIVE FOR POLYGON WLH, LLC – APPLICANT AND VICTOR C. CHANG, ALLEN Y. CHANG, CITY OF WILSONVILLE, POLYGON AT VILLEBOIS III, LLC AND SPARROW CREEK LLC – OWNERS.

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code, and

WHEREAS, the Planning Staff has prepared staff report on the above-captioned subject dated November 19, 2018, and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel B at a scheduled meeting conducted on November 26, 2018, at which time exhibits, together with findings and public testimony were entered into the public record, and

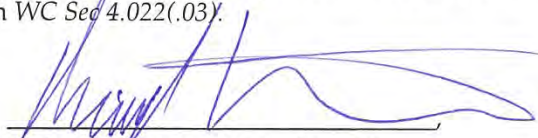
WHEREAS, the Development Review Board considered the subject and the recommendations contained in the staff report, and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board of the City of Wilsonville does hereby adopt the staff report dated November 19, 2016, attached hereto as Exhibit A1, with findings and recommendations contained therein, and authorizes the Planning Director to issue permits consistent with said recommendations, subject to approval of the Zone Map Amendment Request (DB18-0049) for:

DB18-0050 through DB18-0054, SI18-0005 Specific Area Plan Amendment, Preliminary Development Plan, Final Development Plan, Tentative Subdivision Plat, and Type C Tree Plan for a 89-lot residential subdivision, regional park, and associated improvements.

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 26th day of November, 2018 and filed with the Planning Administrative Assistant on Nov. 27, 2018. This resolution is final on the 15th calendar day after the postmarked date of the written notice of decision per *WC Sec 4.022(.09)* unless appealed per *WC Sec 4.022(.02)* or called up for review by the council in accordance with *WC Sec 4.022(.03)*.



Richard Martens, Chair, Panel B
Wilsonville Development Review Board

Attest:



Shelley White, Planning Administrative Assistant

Exhibit A1
Staff Report Wilsonville Planning Division

Polygon Homes- Clermont Single-family Subdivision & Regional Park 6
Villebois Phase 5 North

Development Review Board Panel 'B'
Quasi-Judicial Public Hearing
Added language *bold italics underline*
Removed Language ~~struck through~~

Hearing Date:	November 26, 2018
Date of Report:	November 19, 2018

Application Nos.:

- DB18-0049 Zone Map Amendment
- DB18-0050 SAP-North Amendment
- DB18-0051 SAP-North PDP 5, Preliminary Development Plan
- DB18-0052 Final Development Plan for Parks and Open Space
- DB18-0053 Tentative Subdivision Plat
- DB18-0054 Type C Tree Plan
- SI18-0005 Significant Resource Impact Review

Request/Summary The requests before the Development Review Board include a Zone Map Amendment, Villebois Specific Area Plan North Amendment, Preliminary Development Plan, Final Development Plan, Tentative Subdivision Plat, and a Type C Tree Plan, for an 89-lot residential subdivision, Villebois Regional Park Component 6 and modification of Component 5, and associated improvements.

Location: North central portion of Villebois between from 110th Avenue to Calais East Subdivision, south of Tooze Road to Berlin Avenue. The property described as Tax Lots 0543, 7000, 7200, 7290, 7300, 7400, 7500, 7600, 8130, and City of Wilsonville right-of-way between Tax Lots 0543 and 8130, Section 15AB, City of Wilsonville right-of-way (SW 110th Avenue) between Section AB and Section AA, Tax Lot 16400, Section AA, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon.

Owners: Victor C. Chang, Allen Y. Chang, City of Wilsonville, Polygon at Villebois III LLC, Sparrow Creek LLC

Applicant: Jason Baker, Polygon WLH, LLC

Applicant's Rep.: Stacy Connery AICP, Pacific Community Design, Inc.

Comprehensive Plan Map Designation: Residential-Village

Zone Map Classification: Chang Property: EFU (Clackamas County Exclusive Farm Use),
Other: V (Village)

Development Review Board Panel 'B' Staff Report November 19, 2018

Exhibit A1

Polygon Homes-Villebois Phase 5 North Clermont

Amended and Adopted November 26, 2018

Page 1 of 79

Staff Reviewers: Daniel Pauly AICP, Senior Planner
 Steve Adams PE, Development Engineering Manager
 Kerry Rappold, Natural Resource Program Manager

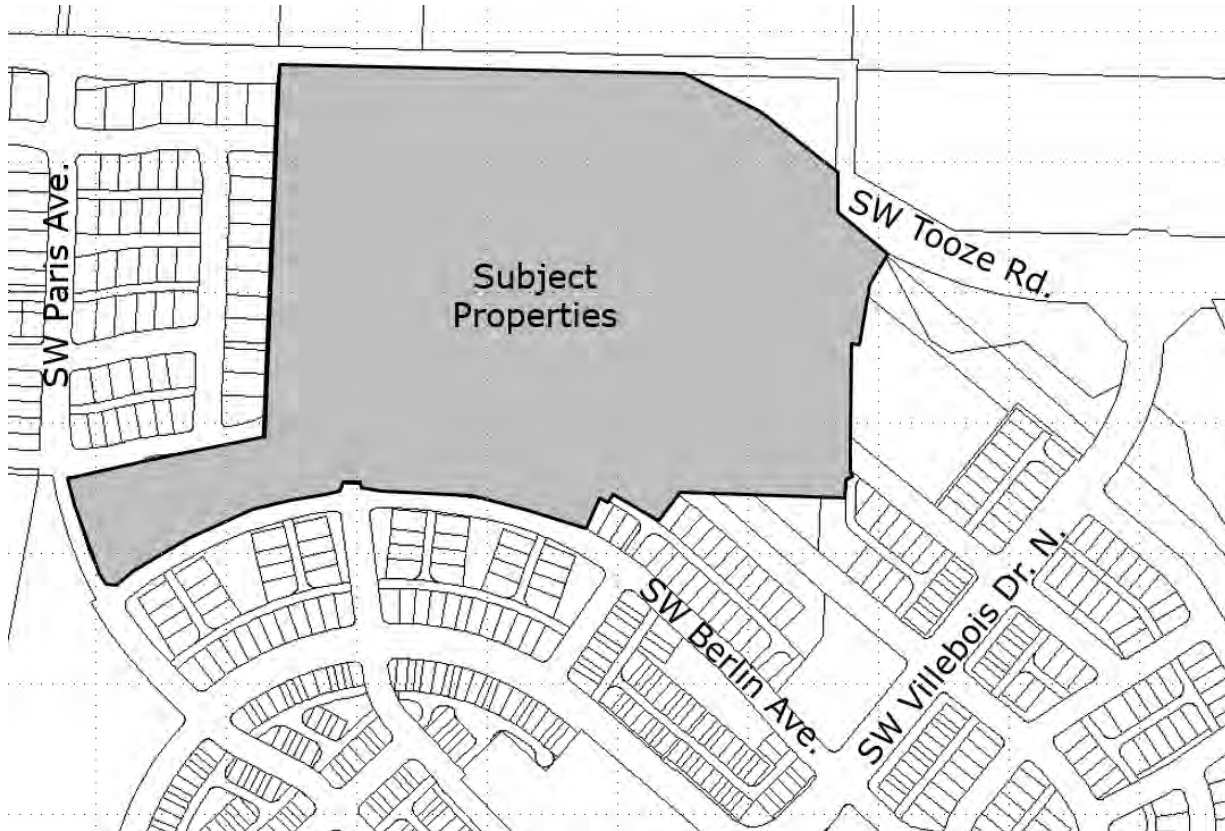
Staff Recommendations: Approve with conditions the requested SAP Amendment, Preliminary Development Plan, Final Development Plan, Tentative Subdivision Plat, Tree Removal Plan, and Significant Resource Impact Report. Recommend approval of the requested Zone Map Amendment to City Council.

Applicable Review Criteria

Development Code	
Section 4.008	Application Procedures-In General
Section 4.009	Who May Initiate Application
Section 4.010	How to Apply
Section 4.011	How Applications are Processed
Section 4.014	Burden of Proof
Section 4.031	Authority of the Development Review Board
Section 4.033	Authority of City Council
Subsection 4.035 (.04)	Site Development Permit Application
Subsection 4.035 (.05)	Complete Submittal Requirement
Section 4.110	Zones
Section 4.113	Residential Development in Any Zone
Section 4.125	V-Village Zone
Section 4.139.00 thru 4.139.11	Significant Resource Overlay Zone
Section 4.154	Bicycle, Pedestrian, and Transit Facilities
Section 4.155	Parking, Loading, and Bicycle Parking
Section 4.167	Access, Ingress, and Egress
Section 4.169	General Regulations-Double Frontage Lots
Section 4.171	Protection of Natural Features and Other Resources
Section 4.175	Public Safety and Crime Prevention
Section 4.176	Landscaping, Screening, and Buffering
Section 4.177	Street Improvement Standards
Section 4.197	Zone Changes and Amendments to Development Code-Procedures
Sections 4.200 through 4.220	Land Divisions
Sections 4.236 through 4.270	Land Division Standards
Sections 4.300 through 4.320	Underground Utilities
Sections 4.400 through 4.440 as applicable	Site Design Review
Sections 4.600 through 4.640.20 as applicable	Tree Preservation and Protection
Other City Planning Documents	
Comprehensive Plan	
Villebois Village Master Plan	

SAP North Approval Documents	
Regional and State Planning Documents	
Statewide Planning Goals	

Vicinity Map



Background/Summary:

Zone Map Amendment (DB18-0049)

The applicant requests to change the portions of the project area with the current Clackamas County zoning designation of Exclusive Farm Use (EFU) to the City of Wilsonville zoning designation of Village (V). The Village zone is the zone designated for the areas with the Residential-Village Comprehensive Plan Map designation as they develop.

SAP North Amendment (DB18-0050)

The proposed SAP Amendment adopts two SAP Elements, a Historic and Cultural Resource Inventory and Tree Inventory, for the subject property not previously approved with the last applicable SAP North Amendment. The City adopted the last SAP North wide Amendments with

Phase 3 North in 2014 (Case File DB14-0013). The City adopted SAP North Amendments specific to Phase 4 in February 2016. In addition to adopting the not yet adopted SAP elements for Phase 5, the proposed SAP North Amendment requests a number of changes to the previously approved SAP and related Villebois Village Master Plan refinements including street network, parks, trail, and open space, utilities and storm water, and land use and density. The effort to maximize protection and retention of good and important trees drives most the refinements.

The property has been part of the Villebois Master Plan from the beginning. The Villebois Master Plan acknowledged the existence of the trees on the property. However, at the time of the Master Planning the property owner did not grant access for an arborist to inspect, inventory, and get a better understanding of the trees, so the Master Plan park layout was done without full information about trees on the site.

The Villebois Master Plan states a primary purpose of Regional Park 6 is to preserve “several large groves of trees”. In addition, City Code in general requires a maximum regard be given to tree preservation in site design, but does allow for tree removal when retention is not viable due to (1) tree condition or (2) construction impacts when tree preservation has been appropriately weighed with other design considerations.

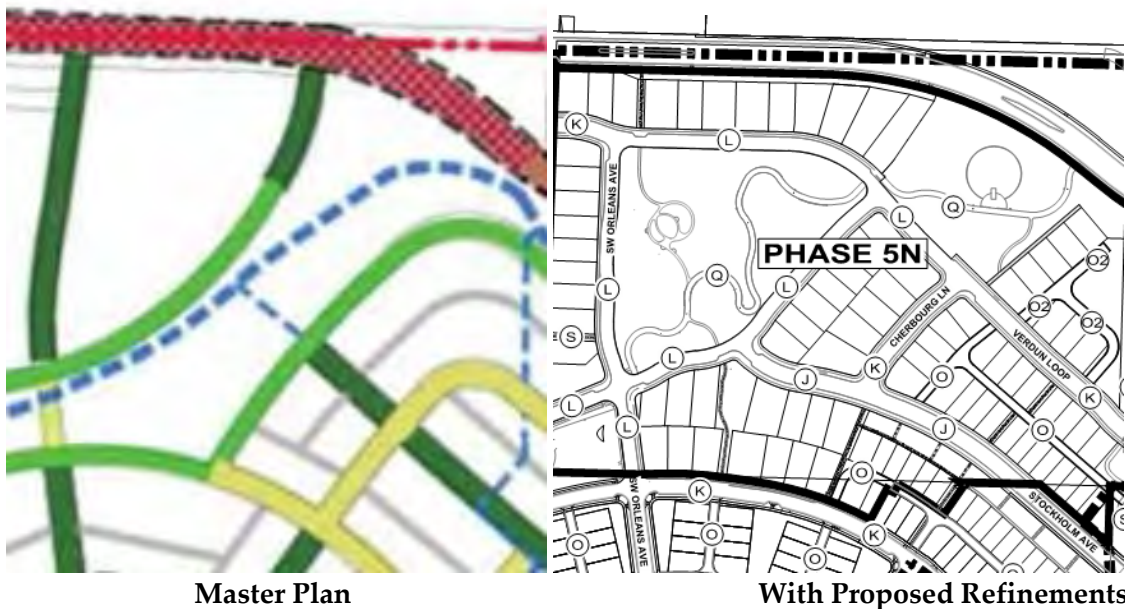
Recently the property owners granted access for an arborist to do a detailed inventory of size, type, and health of the individual trees. Information from the recent arborist report showed the most significant tree groves and individual trees were not where the park is shown in the Master Plan. Polygon and their design consultants worked closely with City staff to move the park and design it to maximize preservation of significant tree groves and individual trees. The proposed park relocation and design preserves the forested high point that is a focal point throughout much Villebois. Moving the park opened other areas previously shown as park but without trees or without significant trees to house development. The number of homes and mix of home types remains consistent with the Villebois Master Plan. Placement of different lot types seeks to match and complement adjoining lots.

The paragraphs below describe each individual refinement requested

Street Network

The Master Plan showed two connections at the northern edge of the site connecting with SW Tooze Road. The City has since evaluated planned improvements for Tooze Road and determined to limit to one access point which exists in PDP 4N. Therefore, the previously shown street connection to Tooze Road in PDP 5N has been eliminated. There are now no vehicular connections to Tooze Road within Phase 5. Additionally, when Tonquin Meadows was reviewed (Phase 3 East), the extension of Coffee Lake Drive across Villebois Drive was eliminated in order to retain an existing wetland area along the eastern portion of the property. This has resulted in some minor changes to the residential streets in these intervening areas. Verdun loop and Stockholm Avenue now provide the connections from Tonquin Meadows across Villebois Drive into the site and both streets extend west to meet SW Palermo Street at RP-6. The proposed street

alignment seeks to preserve as many healthy trees as possible. RP-6 shifted to the western portion of the site where the bulk of the trees are located. Local streets (Barcelona, Orleans, and Palermo) surround RP-6 and the applicant proposes linear greens to both preserve important trees and to provide better pedestrian and cyclist circulation. Specifically, the applicant proposes a linear green between SW Palermo Street and SW Berlin Avenue to preserve three important trees. A second linear green has replaced the street segment between Cherbourg Lane and Berlin Avenue due to the steepness of the terrain and to minimize grading and thereby enable more tree preservation. The design provides a pedestrian and cyclist accessway between SW Barcelona Street and Tooze Road and pedestrian/cyclist connections throughout RP-6, which abuts and connects to Tooze Road.



Master Plan

With Proposed Refinements

Parks, Trails, and Open Spaces

The table below offers a side-by-side look at the Parks Master Plan and the proposed plan. A brief description of the refinements follows the individual table, explaining how the proposed design meets the goal for the Villebois Village Parks Master Plan.

Master Plan	Proposed Plan
RP-6	
5.93 Acres in size	6.42 Acres in size
Stormwater/Rainwater Features: Cell	Stormwater/Rainwater Features: Swale
Minor Water Feature: 1	Dog Bowl Fountain / Minor Water Feature
Benches	Benches
Picnic Tables	Picnic Tables

Child Play Structure: 1	Play Area - Totlot
Sport Court: 2 Tennis Courts	Moved to RP-5
Dog Park	Dog Park
RP-5	
No Special Features Provided	1 Tennis Court (2+ pickle ball courts)
LG-15	
0.35 Acres in size	0.05 Acres in size (plus 0.25 in Tonquin Meadows)
Lawn Play: 0.11 Acres (30' x 80') (40' x 50')	Lawn Play (7,207 square feet or 0.17 acres)
LG-16	
0.19 Acres in size	0.36 Acres in size (plus area in Right-of-Way)
Lawn Play: 0.2 Acres (60' x 70') (60' x 70')	Lawn Play (22,557 square feet or 0.52 acres)
PP-9	
0.21 Acres in size	0.13 Acres in size (plus 0.04 in Tonquin Meadows and Right-of-Way)
Child Creative Play: 1	Child Creative Play: 1

The proposed RP-6 will retain multiple healthy trees that are currently existing on the subject site. This park is split into two halves by SW Barcelona Street with the western portion accessible by SW Barcelona Street, SW Orleans Avenue, and SW Palermo Street. The other half of the park is located in the northeastern quadrant of the subject site and is accessible by Tooze Road, SW Barcelona Street and Verdun Loop. RP-5, which is in the southwestern quadrant of the subject site will be completed with this development. The proposed parks in Phase 5 each have an asphalt trail system that connects to the wider Tonquin Trail, a regional trail that meanders through the Villebois development. These hard trail systems allow for the ability to recreate in all seasons of the year (Implementation Measure 7) and they allow for an improved pedestrian network. The trail also provides loops of varying lengths for running, walking, and roller blading (Policy 2). The proposed RP-6 park system provides a play structure in the left half and a dog park in the right while the proposed portion of RP- 5 that is to be completed with this development will include two tennis courts. LG- 15, LG-16 and PP-9 were partially constructed with the Tonquin Meadows development to the east and will include additions of a Lawn Play area and a Child Creative Play

area, respectively, with the proposed development. These proposed uses add potential layers of social interaction to the park system (Policy 5) and encourage a juxtaposition of various age-oriented facilities and activities, while maintaining adequate areas of calm (Policy 3, Implementation Measure 15). The location of the dog park in RP-6 has moved closer to SW Tooze/Boeckman Road than was shown in the Master Plan, but the use and the availability of the dog park is not hindered by the new location. The dog park has been moved to the northeastern

end of RP-6 so that it can be accessed by SW Tooze/Boeckman Road and be near the small parking lot along the northeastern border of the subject site. Additionally, the applicant is proposing to construct a Rainwater Swale instead of a Rainwater Cell as shown on the Master Plan, which will be located in the western portion of RP-6. These parks will be relatively similar in size to that are shown in the Master Plan.

Utilities and Storm Water Facilities

The Master Plan for the subject area shows Onsite Water Quality along Tooze Road and a larger area reserved for Rainwater Management. Tooze Road improvements affect the location and space of onsite stormwater and rainwater facilities. Water quality facilities have been moved off-site and retrofitted to meet Tooze Road improvements. The refinements to rainwater management within PDP 5N include street trees and bio-retention cells located in planter strips in rights-of-way, as shown within the attached utility plans (see applicant's notebook, Exhibit B1, Section IVC), in order to utilize the space available

Land Use and Density

The Master Plan for the subject area shows estate, large, standard, medium, small, and row houses within the Phase 5 area. PDP 5N proposes 89 single family detached dwellings – 32 small lots, 9 medium lots, 41 standard lots, and 7 large lots. The refinements to the Master Plan include a change in mix and unit counts. The refinement removes estate lots but introduces single-level homes in the large and standard-sized lots. The transition from standards and larges moving toward the Villebois Greenway, then south of the Greenway with smalls and mediums, increasing in density and massing toward the core of the Village Center is consistent with the Master Plan.

The submitted plans illustrate that SAP North provides a mix of housing types generally consistent with the Master Plan. Phase 5 provides a mix of housing types to the greatest extent possible, ranging from small to large, while also providing a similar land use pattern to the other edges of Villebois. Additionally, this request adds single-level homes to the range of housing options.

	Currently Approved Count in SAP N	Proposed Unit Count in SAP N	% Change
Medium/Standard/Large/Estate	179	197	10%
Small Detached/Small Cottage/Row Homes/Neighborhood Apt.	246	271	10%
Total	425	468	10%

The table above shows that the proposed refinements do not exceed the 10% standard. This proposal results in a total of 2,558 units within Villebois. This is above the density of 2,300 units required to be obtained across Villebois, meeting the refinement criteria.



Master Plan

Proposed with Refinement

PDP 5 North Preliminary Development Plan (DB18-0051)

The proposed Preliminary Development Plan 5 of Specific Area Plan North (also known as Clermont) comprises 26.65 acres. The applicant proposes a variety of single-family housing types totaling 89 units, 8.63 acres of parks and open space, 7.71 acres of public streets, and associated infrastructure improvements. The front of all the houses will face tree lined streets, parks and green spaces.



Proposed Housing Type	Number of Units
Large Size Single Family	7
Standard Size Single Family	41
Medium Size Single Family	9
Small Size Single Family	32
Total	89

Final Development Plan for Parks and Open Space (DB18-0052)

Submitted plans provide details all the parks and open space matching the requirements of the Community Elements Book. Street trees, curb extensions, street lights, and mail kiosks are also shown conforming to the Community Elements Book or are required to by condition of approval. In particular, the plans show the details of the design of Regional Park 6 and a portion of Regional Park 5 consistent with the requested Villebois Master Plan refinement.

Tentative Subdivision Plat (DB18-0053)

The applicant is proposing the subdivision of the properties into 89 residential lots, along with alleys, park areas, and street rights-of-way consistent with the requested Preliminary Development Plan. The name of the proposed subdivision approved by Clackamas County is "Clermont."

Type C Tree Plan (DB18-0054)

The applicant worked closely with City staff and the project arborist to understand the trees on the site, look at development alternatives, and design the proposed park, streets, and lot layouts to maximize protection of existing trees, particularly trees rated good and important by the arborist. Specific measures taken include siting Regional Park 6 to include the maximum number of good and important trees and minimizing grading within the park area with preserved trees; adding a linear green to preserve additional important trees; and designing grading to preserve important trees in rear yards where possible. Trees proposed for removal are due to tree conditions and unavoidable construction impacts. 64.3% of the trees on the site are Douglas-fir, other species can be seen in the table below.

Table 1. Count of Trees by Species – Villebois PDP 5N Clermont.

Common Name	Species Name	Total	%
apple	<i>Malus spp.</i>	1	0.2%
Atlas cedar	<i>Cedrus atlantica</i>	1	0.2%
bignea maple	<i>Acer macrophyllum</i>	62	11.4%
black hawthorn	<i>Crataegus douglasii</i>	42	7.7%
cascara	<i>Rhamnus purshiana</i>	1	0.2%
cherry	<i>Prunus spp.</i>	5	0.9%
Douglas-fir	<i>Pseudotsuga menziesii</i>	349	64.3%
English hawthorn	<i>Crataegus monogyna</i>	12	2.2%
madrone	<i>Arbutus menziesii</i>	1	0.2%
pear	<i>Pyrus spp.</i>	1	0.2%
plum	<i>Prunus spp.</i>	1	0.2%
red oak	<i>Quercus rubra</i>	1	0.2%
saucer magnolia	<i>Magnolia × soulangeana</i>	1	0.2%
Scouler's willow	<i>Salix scouleriana</i>	3	0.6%
sweet cherry	<i>Prunus avium</i>	60	11.0%
sweetgum	<i>Liquidambar styraciflua</i>	2	0.4%
Total		543	100%

Figure 1. Count of Trees by Species and Condition Rating – Villebois PDP 5N Clermont.

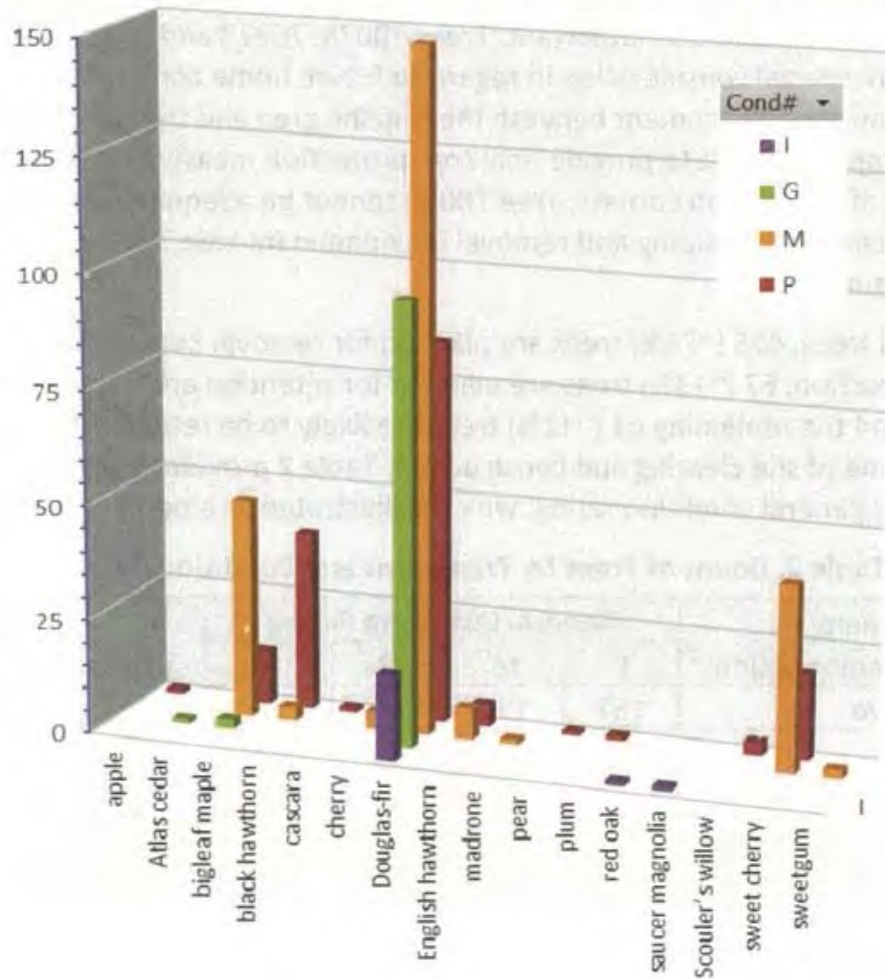


Table 2. Count of Trees by Treatment and Condition Rating.

Treatment Recommendation	General Condition Rating				Total	%
	P	M	G	I		
Remove	167	196	45	7	415	76%
Retain	-	12	44	11	67	13%
Likely to Retain	-	47	11	3	61	11%
Total	167	255	100	21	543	100%
Percent	31%	47%	18%	4%		

Abbreviated SRIR Review (SI 18-0005)

Wetlands A and B, which are associated with a drainage ditch, are classified as palustrine emergent (PEM). Whereas, Wetland C is classified as a palustrine scrub-shrub (PSS) and

PEM/slope. Wetlands A is located in a horse pasture and Wetland B is primarily non-native reed canary grass. Wetland C is a combination of reed canary grass and native Sitka willow. The primary source of hydrology for the wetlands is surface runoff and groundwater. The applicant has provided a wetland delineation that provides substantially more detail, which brings into question the inclusion of the wetlands in the SROZ. Due to their size (both are less than the minimum 0.5-acre requirement) and isolated location, hydrologically and physically, in regards to the Coffee Lake wetlands/floodplain complex, they do not qualify as locally significant wetlands. Therefore, staff concurs with the applicant and authorizes an amendment to the SROZ.

Traffic Impact

The City's traffic consultants have previously studied the transportation impacts for Specific Area Plan (SAP) North, including the project area. Exhibit B5 is a memorandum comparing the proposal with the previously approved traffic generation for SAP North. As proposed the development will generate 23 additional p.m. peak hour trips from the previous planned traffic impact for SAP North. Existing and planned transportation infrastructure adequately accommodates the additional trips while meeting or exceeding Level of Service D, as required by City Code.

Public Comments and Responses:

Tennis Courts

Concerns raised include the amount of the existing open green space the tennis courts take up, blocking a planned Mt. Hood View, increased noise, and parking impacts. The design team examined different options the location in Regional Park 5 remains the preferred alternative due to the flat open location away from trees, and proximity to other amenities including the restrooms. To help mitigate many of the concerns, the applicant proposes a single tennis court instead of the two listed in the Master Plan. One commenter asks about eliminating the tennis courts all together. No public tennis courts exist on the west side of Wilsonville and it an amenity park user groups desire both of tennis and pickle ball. Removing the tennis courts all together would remove an amenity requested by the racquet-sport user groups in recent park master planning discussions.

Change/Removal of Open Space, Maintaining Enough Green Space

Some misunderstandings appear to exist in the community about the nature of the request in regards to open space. The proposal is not to remove open space, but rather to relocate open space to better accommodate health tree groves and individual trees. The proposed size of Regional Park 6 is approximately 0.5 acres larger than shown in the Villebois Village Master Plan. The applicant proposes another smaller open space not shown in the Villebois Village Master Plan to preserve an important group of trees.

Keeping Some Non-Treed Open Space

With all the effort to move the park location to accommodate the best trees on the property, one nearby resident expresses a desire for some of the non-treed area to be left as open space as well. The Villebois Village Master Plan describes Regional Park Component 6 as follows: “Regional Park component 6 preserves several large groves of trees while also providing active and passive recreation opportunities. The park includes a two tennis court facility, a child play structure, a dog park, picnic tables, benches, a minor water feature and may include stormwater/rainwater features.” Many of the other Regional Park components include “open lawn play” providing ample opportunities throughout Villebois. A large open lawn area will be built in Regional Park 8 along Coffee Lake Drive. The design of the subject park is not focused on the open non-treed park amenities due to its topography and treed nature of the subject property.

Removal of Estate Lots, Possibility to Preserve Trees with Estate Lots

The Villebois Village Master Plan shows “Estate sized” lots on a portion of the property. The Village Zone allows flexibility in the type of lot within one of two categories, one being medium sized lots and larger. The applicant proposed large and standard sized lots rather than estate lots. Tree preservation works best in parks and open space rather than private yards. The level of preservation in the area the park is located would not be possible with homes and streets to access them. For the remainder of the site the topography is not supportive of creating feasible and accessible lots with preserved trees. The proposed mix of standard and large lots is similar to other edges of Villebois including the subdivisions to the west along the south side of Tooze Road.

Removal of Trees along Tooze Road

Many of the trees in the area just south of Tooze Road are in poor health. In addition, removing part of a grove in poor health often opens the remaining moderate condition trees to wind throw. In the area proposed for lots between Barcelona Avenue and Tooze Road only one tree is rated in good condition or better.

Burden on Transportation

As discussed above, the traffic generated by the project will be allow the continued meeting of the City’s Level of Service.

Streets Too Narrow, Not Enough Parking

The street design follows the remainder of Villebois. The design team and City’s Engineering team did examine and design additional on-street parking, particularly to serve park uses that are likely to attract vehicle traffic including the dog run and tennis court.

~~Abbreviated SRIR Review (S118-0001)~~

~~The applicant is requesting approval of a Significant Resource Impact Report (SRIR) for exempt development that is located within the Significant Resource Overlay Zone and its associated 25-foot Impact Area. The impacts to the SROZ are necessary for the construction of the road network and stormwater infrastructure.~~

~~Proposed exempt development in the SROZ and its associated 25-foot Impact Area include the following:~~

- ~~1) Street A—minor grading for the construction of curbs and sidewalks.~~
- ~~2) Street C—a proposed crossing incorporating a concrete box culvert and retaining wall on the downstream side.~~
- ~~3) Boeckman Road—frontage improvements.~~
- ~~4) Stormwater Outfalls—installation of pipe and outfall structures.~~

Parks and Recreation Advisory Board Recommendation

During their October 11 meeting, the Parks and Recreation Advisory Board (Parks Board) received a presentation on the proposed changes to the park layout from the Villebois Village Master Plan and the reasons behind it. After the discussion, the Parks Board forwarded a recommendation for approval to the Development Review Board.

Conclusion and Conditions of Approval

Staff reviewed the applicant's analysis of compliance with the applicable criteria. Based on the information included in this Staff Report, and information received from a duly advertised public hearing, staff recommends that the Development Review Board approve the proposed applications (DB18-0050, DB18-0051, DB18-0052, DB18-0053, and DB18-0054) and recommend approval of the zone map amendment to City Council (DB18-0049) with the following conditions:

The Developer is working with the City to reach agreement on the apportionment of fair and equitable exactions for the subject applications through a Development Agreement. Such agreement is subject to approval by the City Council by resolution.

Planning Division Conditions:

Request A: DB18-0049 Zone Map Amendment

This action recommends adoption of the Zone Map Amendment to the City Council. Case files DB18-0050, DB18-0051, DB18-0052, and DB18-0053 are contingent upon City Council's action on the Zone Map Amendment request.

Request B: DB18-0050 SAP-North Amendment and Master Plan Refinements

PDB 1. Approval of DB18-0050, SAP North Amendment and Master Plan Refinements, is contingent upon City Council approval of the Zone Map Amendment (Case File DB18-0049).

PDB 2. Curb extensions shall be provided in the locations and orientations shown in the SAP North Community Elements Book. See Findings B29 and B52.

PDB 3. Applicant shall modify plans and construct additional paved pedestrian and bicycle connections at least 5 feet wide at the following locations:

<ul style="list-style-type: none"> • From the Verdun Loop sidewalk immediately east of the Tract J alley connection to Verdun Loop connecting to the northeast to the trail running north-south in Linear Green 16. • From the Barcelona Street Sidewalk to the Tooze Road sidewalk east of Orleans Avenue and west of Palermo Street ensuring spacing between pedestrian/bicycle connection of no more than 330 feet. <p>Final approval of location and design shall be approved by the Planning Division through a Class I Administrative Review process. See Finding B43.</p>
<p>PDB 4. The applicant shall gain final approval of any street grades between 8% and 12% from the City Engineer. See Finding B53.</p>

Request C: DB18-0051 SAP-North PDP 5, Preliminary Development Plan

<p>PDC 1. Approval of DB18-0051 SAP-North PDP 5, Preliminary Development Plan is contingent on City Council approval of the Zone Map Amendment (Case File DB18-0049).</p>
<p>PDC 2. Street lighting types and spacing and site furnishings shall be as shown in the Community Elements Book. See Findings C28 and D9.</p>
<p>PDC 3. All park and open space improvements approved by the Development Review Board shall be completed prior the issuance of the 45th house permit for PDP 5 North. If weather or other special circumstances prohibit completion, bonding for the improvements will be permitted. See Finding C54.</p>
<p>PDC 4. The applicant/owner shall enter into an Operations and Maintenance Agreement for the subdivision that clearly identifies ownership and maintenance for parks, open space, and paths. Such agreement shall ensure maintenance in perpetuity and shall be recorded with the subdivision for 'Clermont.' Such agreement shall be reviewed and approved by the City Attorney prior to recordation. See also Finding D4.</p>
<p>PDC 5. The applicant/owner shall install courtyard fencing in the front yard of no less than thirty percent (30%) of the houses, which is 27 of the 89 houses. The applicant/owner is especially encouraged to place the courtyards in the front yard of homes facing the open space or linear greens and that do not have a porch as well as alley loaded homes. The design and placement of the required courtyard fencing shall be consistent with the Architectural Pattern Book and the architectural style of the house. The courtyard area enclosed by the fence shall not exceed a 5 percent slope from front building line of the house to the point of the courtyard closest to the front lot line or between the points of the courtyard closest to opposite side lot lines. Where necessary, the applicant shall install dry stack rock or brick wall along the front or side of the lot to ensure a 5 percent or less slope is maintained. See Finding C25.</p>
<p>PDC 6. Where a building foundation is exposed in the public view shed more than would be typical on a level lot, the foundation shall have a brick or stone façade matching the design of the house.</p>

Request D: DB18-0052 Final Development Plan for Parks and Open Space

PDD 1.	Approval of DB18-0052 Final Development Plan is contingent on City Council approval of the Zone Map Amendment (Case File DB18-0049).
PDD 2.	All plant materials shall be installed consistent with current industry standards. See Finding D24.
PDD 3.	All construction, site development, and landscaping of the parks shall be carried out in substantial accord with the Development Review Board approved plans, drawings, sketches, and other documents. Minor alterations may be approved by the Planning Division through the Class I Administrative Review process. See Finding D29.
PDD 4.	All retaining walls within the public view shed shall be a decorative stone or brick construction or veneer. Final color and material for the retaining walls shall be approved by the Planning Division through the Class I Administrative Review Process. See Finding D34.
PDD 5.	All hand rails, if any, within the parks and open space shall be of a design similar to the approved courtyard fencing shown in the Architectural Pattern Book. Final design of any hand rails in parks and open space shall be approved by the Planning Division through the Class I Administrative Review Process. See Finding D34.
PDD 6.	All landscaping shall be continually maintained, including necessary watering, weeding, pruning, and replacing, in a substantially similar manner as originally approved by the Development Review Board. See Finding D38 through D40.
PDD 7.	The applicant shall submit final parks, landscaping and irrigation plans to the City prior to construction of parks. The irrigation plan must be consistent with the requirements of Section 4.176(.07)C.
PDD 8.	Prior to occupancy of each house the Applicant/Owner shall install landscaping along the public view-sheds of each house, unless otherwise approved by the Community Development Director. Homeowners association shall contract with a professional landscape service to maintain the landscaping.
PDD 9.	No street trees shall be planted where there growth would interfere with preserved trees. Street trees shall be appropriately placed between curb cuts.
PDD 10.	Street trees shall be planted as each house or park is built.
PDD 11.	The street tree plan shall be revised as necessary, based on construction drawings, to comply with the spacing requirements of Public Works Standards Detail Drawing RD-1240 "Street Tree Location and Clearances."

Request E DB18-0053 Tentative Subdivision Plat

PDE 1.	Approval of DB18-0053 Tentative Subdivision Plat is contingent on City Council approval of the Zone Map Amendment (Case File DB18-0049).
PDE 2.	Any necessary easements or dedications shall be identified on the Final Subdivision Plat.
PDE 3.	Alleyways shall remain in private ownership and be maintained by the Homeowner's Association established by the subdivision's CC&Rs. The CC&Rs shall be reviewed and approved by the City Attorney prior to recordation.

PDE 4.	The Final Subdivision Plat shall indicate dimensions of all lots, lot area, minimum lot size, easements, proposed lot and block numbers, parks/open space by name and/or type, and any other information that may be required as a result of the hearing process for PDP-5N or the Tentative Plat.
PDE 5.	A non-access reservation strip shall be applied on the final plat to those lots with access to a public street and an alley. All lots with access to a public street and an alley must take vehicular access from the alley to a garage or parking area. A plat note effectuating that same result can be used in the alternative. The applicant shall work with the County Surveyor and City Staff regarding appropriate language. See Finding E2.
PDE 6.	All reserve strips and street plugs shall be detailed on the Final Subdivision Plat. See Finding E2.
PDE 7.	All tracts shall, except those indicated for future home development, shall include a public access easement across their entirety.
PDE 8.	The applicant/owner shall submit subdivision bylaws, covenants, and agreements to the City Attorney prior to recordation. See Finding E4.
PDE 9.	The applicant/owner shall record with Clackamas County Recorder's Office a waiver of remonstrance against formation of a local improvement district as part of the recordation of the final plat.
PDE 10.	Easements for sanitary or storm sewers, drainage, water mains, or other public utilities shall be dedicated wherever necessary consistent with the City's Public Works Standards. This includes over park and open space and alley tracts with public utilities beneath them. See Finding E26.

Request F: DB18-0054 Type C Tree Plan

PDF 1.	Approval of DB18-0054 Type C Tree Plan is contingent on City Council approval of the Zone Map Amendment (Case File DB18-0049).
PDF 2.	Trees planted as replacement of removed trees shall be, state Department of Agriculture Nursery Grade No. 1. or better, shall meet the requirements of the American Association of Nursery Men (AAN) American Standards for Nursery Stock (ANSI Z60.1) for top grade, shall be staked, fertilized and mulched, and shall be guaranteed by the permit grantee or the grantee's successors-in-interest for two (2) years after the planting date. A "guaranteed" tree that dies or becomes diseased during that time shall be replaced. See Findings F21 and F22.
PDF 3.	Solvents, building material, construction equipment, soil, or irrigated landscaping, shall not be placed within the drip line of any preserved tree, unless a plan for such construction activity has been approved by the Planning Director or Development Review Board based upon the recommendations of an arborist. See Finding F24.
PDF 4.	In order to ensure proper preservation and clear responsibility for maintenance and due to their good or important rating, the applicant/owner shall grant a tree protection and maintenance easement to the City over the area of private lots within the drip line of preserved trees rated good or important in the arborist report. The easements shall be shown on the Final Plat. The applicant/owner shall enter into an

<p>easement agreement regarding this tree preservation easement which, among other provisions typical of such agreements, shall include the following provisions:</p> <ul style="list-style-type: none"> • City and HOA access to inspect health of trees and condition of area within easement and perform any necessary activity to preserve the tree and maintain appropriate landscaping within the easement area. • Limit landscaping within the tree protection easements to understory plantings compatible with the preserved trees. • Require temporary and permanent drainage and irrigation be designed around easement area to optimize the amount of water in the root zone of the tree to support its health. • Establish that if the tree dies or structurally fails beyond preservation, that an additional tree of the same species is planted in its place. • Establish HOA responsibility for tree maintenance within the easement area and replacement, if needed. <p>See Finding F3.</p>
<p>PDF 5. A five foot access easement shall be provided between the street adjoining the front lot line of lots subject to tree protection and maintenance easements required by Condition of Approval PDF 4 and the tree protection and maintenance easement area. Such easement shall allow for access by the authorized representatives and contractors for the HOA or City to reach the tree preservation and maintenance easement area. Such easement shall be shown on the final plat with a plat note defining the scope of the easement. No other obstructions other than a fence with an unlocked gate shall be allowed within the easement area. See Finding F3.</p>
<p>PDF 6. Before and during development, land clearing, filling or any land alteration the applicant shall erect and maintain suitable tree protective barriers which shall include the following:</p> <ul style="list-style-type: none"> • 6' high fence set at tree drip lines. • Fence materials shall consist of 2 inch mesh chain links secured to a minimum of 1 ½ inch diameter steel or aluminum line posts. • Posts shall be set to a depth of no less than 2 feet in native soil. • Protective barriers shall remain in place until the City authorizes their removal or issues a final certificate of occupancy, whichever occurs first. • Tree protection fences shall be maintained in a full upright position. <p>See Findings F24.</p>
<p>PDF 7. Prior to issuance of any public works permits or building permits the applicant shall obtain a Type C Tree Removal Permit from the City.</p>
<p>PDF 8. Prior to issuance of Type C Tree Removal Permit for the project the applicant shall provide a final accounting of the number of trees planned for removal and planting. For each tree planned for removal not mitigated on a one to one basis by planned planting prior to Type C Tree Removal Permit issuance the applicant shall pay \$300 into the City's tree fund or other amount approved by the Planning Director in writing as representing the cost of replacement trees meeting City standards,</p>

	installed.
PDF 9.	Prior to approval of occupancy of the final home in the subdivision or City acceptance of Regional Park, whichever is later, the applicant shall provide a full accounting of the number of trees actually planted. Based on this accounting, the applicant will receive a refund of \$300 for each tree over the amount determined per Condition of Approval PDF 8, or will pay an additional \$300 for each tree less than the amount determined per Condition of Approval PDF 8 planted prior to approval of occupancy or park acceptance, as applicable. In See Finding G24.

The following Conditions of Approval are provided by the Engineering, Natural Resources, or Building Divisions of the City's Community Development Department or Tualatin Valley Fire and Rescue, all of which have authority over development approval. A number of these Conditions of Approval are not related to land use regulations under the authority of the Development Review Board or Planning Director. Only those Conditions of Approval related to criteria in Chapter 4 of Wilsonville Code and the Comprehensive Plan, including but not limited to those related to traffic level of service, site vision clearance, recording of plats, and concurrency, are subject to the Land Use review and appeal process defined in Wilsonville Code and Oregon Revised Statutes and Administrative Rules. Other Conditions of Approval are based on City Code chapters other than Chapter 4, state law, federal law, or other agency rules and regulations. Questions or requests about the applicability, appeal, exemption or non-compliance related to these other Conditions of Approval should be directed to the City Department, Division, or non-City agency with authority over the relevant portion of the development approval.

Engineering Division Conditions:

Request C: DB18-0051 Preliminary Development Plan

PFC 1.	Public Works Plans and Public Improvements shall conform to the "Public Works Plan Submittal Requirements and Other Engineering Requirements" in Exhibit C1.
PFC 2.	Applicant shall enter into a Development Agreement with the City that clarifies the responsibilities, reimbursements and/or estimated costs for construction of Regional Park (RP-6), city sanitary sewer main between Tooze Road and Verdun Loop, and street improvements or modifications.
PFC 3.	Recent traffic analysis reports done for Villebois have indicated that the intersection of Grahams Ferry Road and Tooze Road would operate at LOS F with the build-out of this and other approved Villebois subdivisions. Improvements to this intersection have been underway with CIP 4146 and construction work is anticipated to be completed by the end of 2018.
PFC 4.	In the 2013 Transportation Systems Plan Tooze Road is identified as a Minor Arterial. Sufficient right-of-way exists to accommodate Tooze Road and no additional right-of-way dedication is required.
PFC 5.	With completion of this development, 110 th Avenue will be closed. Applicant shall submit the required exhibits and work with the City to abandon or transfer the

	existing right-of-way and create easements for the underground private and/or public utilities that remain.
PFC 6.	City staff have worked with the applicant in redesigning the proposed Regional Park (RP-6) location and the street layout. The street pattern in plans dated 9/28/2018 is approved by engineering.
PFC 7.	With previous development a stub of Cherbourg Lane was constructed off the north side of Berlin Avenue. Applicant shall submit the required exhibits and work with the City to abandon or transfer the existing right-of-way, demolish the roadway and reconstruct the north edge of Berlin Avenue with curb & gutter, sidewalk, landscape and irrigation.
PFC 8.	A majority of the paved 110 th Avenue will be demolished. However, a small remnant section of pavement near Tooze Road will be kept and restriped for a minimum 6-space parking area. Access from the parking area to Tooze Road shall be reduced to a 24-ft width and Applicant shall reconstruct the south side curb & gutter, landscaping and irrigation in this area to match existing.
PFC 9.	Public access to SAP North PDP 5 development shall be via the constructed streets, alleys and intersections as shown on submitted plans dated 9/28/2018. Outside of the parking area noted in PF 8 no other direct vehicle access from the development to Tooze Road shall be allowed.
PFC 10.	Applicant shall abandon and demolish the current private driveway access to Tooze Road, construct curb & gutter and add landscaping and irrigation to match existing.
PFC 11.	On the section of Orleans Avenue adjacent to proposed lots 5, 6, and 7, the cross-section of the street is allowed an exception to use street type L2 in order to have less impact on existing trees in the proposed RP-6.
PFC 12.	On the section of Verdun Loop at Cherbourg Lane, approximately 80 feet adjacent to RP-6, the cross-section of the street is allowed an exception to use street type K to allow additional on-street parking.
PFC 13.	A section of Berlin Avenue adjacent to the proposed development lacks sufficient width for parking on both sides of the roadway. Applicant shall dedicate an additional 14.5 feet of right-of-way on the north side of Berlin Avenue from Orleans Avenue to the proposed alley and reconstruct the street to match street type K.
PFC 14.	Alleys that are identified by Tualatin Valley Fire and Rescue (TVF&R) as possible routes for medical and/or fire emergencies shall meet TVF&R's design requirements.
PFC 15.	On Berlin Avenue, opposite from proposed lot 85 there is an existing curb extension and ADA ramp. With the north side of the street switching from park use to residential this ADA ramp is no longer needed. Applicant shall remove this curb extension and ADA ramp and reconstruct the south side curb & gutter, landscaping and irrigation in this area to match existing.
PFC 16.	Adjacent to the proposed lot 88 and the alley on Tract T there are existing paired ADA ramps. Applicant shows the north side ADA ramp being eliminated (plans

	dated 9/28/2018). Applicant shall remove the south side ADA ramp and reconstruct the curb & gutter, landscaping and irrigation in this area.
PFC 17.	With RP-6 shifting to the north side of Palermo Street it creates a diagonal connection to RP-5. To enhance pedestrian safety Applicant shall construct the intersection of Palermo Street and Orleans Avenue as a platform intersection with 4-way stop.
PFC 18.	The applicant shall provide two perpendicular directional pedestrian ramps at intersection curb returns (outside of the raised intersection of Palermo Street and Orleans Avenue).
PFC 19.	Applicant shall complete the pedestrian connection to the SAP North PDP 4 development (shown on Tract C, plans dated 9/28/2018).
PFC 20.	Applicant shall add a pedestrian connection from Barcelona Street to Tooze Road (shown on Tract E, plans dated 9/28/2018).
PFC 21.	Where the proposed minor pathway crosses Verdun Loop and Stockholm Avenue, Applicant shall install curb extensions to provide for better pedestrian safety.
PFC 22.	All internal streets shall be lighted with approved Westbrooke style street lights per the Villebois street lighting master plan.
PFC 23.	City records show an existing street light on the stub to Cherbourg Lane; Applicant shall have a photometric analysis done at this location. If sufficient lighting exists such that this street light is not needed, Applicant shall salvage the street light and provide it to the City. If insufficient lighting is found here, then Applicant shall reinstall the street light adjacent to Berlin Avenue.
PFC 24.	Applicant shall connect to the existing storm line located in Stockholm Avenue or the alley in Fir Terrace. For that portion of the subdivision that naturally released into the wetlands east of 110 th Avenue, stormwater shall continue to be directed there, after receiving water quality treatment in conformance with City Standards.
PFC 25.	The proposed subdivision lies within the Coffee Lake storm basin which is exempt from stormwater detention requirements as established per City Ordinance No. 608.
PFC 26.	Rainwater management components will be allowed to be located in the public right-of-way, however such components shall be maintained by the Applicant, or subsequent HOA, and this shall be included in the Ownership and Maintenance agreement per Exhibit C1, Item 26.
PFC 27.	City records show an existing storm line from the stub to Cherbourg Lane running east to tie into another storm system. This existing line underlies several proposed tax lots and homes. Applicant shall reroute this storm line to an approved location and properly abandon the pipe per a City approved recommendation from a Registered Geotechnical Engineer. City records indicate this storm line to be abandoned could underlie lots 52, 53, 54, 55, 56, 57, 88 and 89.
PFC 28.	Applicant shall connect to the existing 8" public water main lines located in Barcelona Street, Palermo Street, Stockholm Avenue and Verdun Loop.
PFC 29.	City records show an existing water line and fire hydrant on the stub to Cherbourg Lane. Applicant shall remove the water line, fire hydrant and 8" valve (salvage fire

	hydrant and valve and provide to City), and install a blind flange on the north arm of the tee in Berlin Avenue.
PFC 30.	With the adjacent Fir Terrace subdivision (SAP North PDP 2), lots 1, 2, 3, and 4 were allowed to connect to a bank of water meters located adjacent to lot 5, with the understanding that these water services would be relocated with the extension of Stockholm Avenue, and installed in conformance to City Standards.
PFC 31.	The City has a dry sanitary sewer line in Tooze Road. Applicant shall work with the City in adding a manhole at the 10" stub-out and determining the best location to run this sanitary sewer line and connect to the proposed sanitary sewer line in Verdun Loop. Cost of this work is SDC creditable/reimbursable and will be included in the development agreement.
PFC 32.	Applicant shall connect to the existing public sanitary sewer lines located in Stockholm Avenue, Verdun Loop and the alley in Fir Terrace.
PFC 33.	The subdivision is located within a sanitary sewer reimbursement district adopted with Resolution No. 2350 and is subject to the requirements established by this resolution.
PFC 34.	Construction of the proposed RP-6 will include installing a segment of the Ice Age Tonquin Trail; applicant shall work with city staff with final location of this trail and meeting U.S. Access Board accessibility requirements.
PFC 35.	Applicant shall provide sufficient mail box units for this proposed phasing plan; applicant shall construct mail kiosk at locations coordinated with City staff and the Wilsonville U.S. Postmaster.

Request E: DB18-0053 Tentative Subdivision Plat

PFE 1.	The existing Public Utility Easement (PUE) along Tooze Road does not meet current City Standards. The Applicant shall dedicate an additional four feet of easement to provide a total PUE width of 10 feet.
PFE 2.	Subdivision or Partition Plats: Paper copies of all proposed subdivision/partition plats shall be provided to the City for review. Once the subdivision/partition plat is approved, applicant shall have the documents recorded at the appropriate County office. Once recording is completed by the County, the applicant shall be required to provide the City with a 3 mil Mylar copy of the recorded subdivision/partition plat.
PFE 3.	Subdivision or Partition Plats: All newly created easements shown on a subdivision or partition plat shall also be accompanied by the City's appropriate Easement document (on City approved forms) with accompanying survey exhibits that shall be recorded immediately after the subdivision or partition plat.

Natural Resources Division Conditions:

No conditions

Building Division Conditions:

All Requests

BD1. Construction documents and a schedule for demolition of the existing structures shall be submitted to the building department when application is made for a Demolition Permit. At the same time an application for a Utility Permit shall be made if the site contains wells, septic tanks or piping to be removed. Section 3303.1, 2017 OPSC.

Master Exhibit List:

The entry of the following exhibits into the public record by the Development Review Board confirms its consideration of the application as submitted. The exhibit list below includes exhibits for Planning Case File DB18-0049 through DB18-0054. The exhibit list below reflects the electronic record posted on the City's website and retained as part of the City's permanent electronic record. Any inconsistencies between printed or other electronic versions of the same Exhibits are inadvertent and the version on the City's website and retained as part of the City's permanent electronic record shall be controlling for all purposes.

- A1.** Staff report and findings (this document)
- A2.** Slides and notes for Staff's Public Hearing Presentation (*available at Public Hearing*)
- B1.** Applicant's Notebook for PDP/Tentative Plat/Zone Change/Tree Removal Plan/Final Development Plan: *Under separate cover*

Section I: General Information

- IA) Introductory Narrative
- IB) Form/Ownership Documentation *See Exhibit B6*
- IC) Fee Calculation
- ID) Mailing List *This information has been revised*

Section II: SAP Amendment (Master Plan Refinements)

- IIA) Supporting Compliance Report
- IIB) Reduced Drawings *Note: see PDP/FDP Drawings for updated location and layouts of tennis court and dog run*
- IIC) Updated Master Plan and SAP Unit Counts
- IID) Historic/Cultural Resource Inventory
- IIE) Tree Report
- IIF) Community Elements Book Amendments (Maps Only)
- IIG) Architectural Pattern Book Amendments (Maps Only)
- IIH) Master Signage and Wayfinding Plan Amendment (Maps Only)

III) Significant Resource Impact Report

Section III: Preliminary Development Plan

- IIIA) Supporting Compliance Report
- IIIB) Reduced Drawings *See Exhibit B3*
- IIIC) Utility & Drainage Reports

- IIID) Traffic Analysis
- IIIE) Tree Report
- IIIF) Conceptual Elevations
- Section IV: Tentative Subdivision Plat
 - IVA) Supporting Compliance Report
 - IVB) Tentative Plat
 - IVC) Draft CC&R's
 - IVD) Copy of Certification of Assessments and Liens
 - IVE) Subdivision Name Approval
- Section V: Zone Change
 - VA) Supporting Compliance Report
 - VB) Zone Change Map
 - VC) Legal Description & Sketch
- Section VI: Tree Removal Plan
 - VIA) Supporting Compliance Report
 - VIB) Tree Report
 - VIC) Tree Preservation Plan
- Section VII: Final Development Plan
 - VIIA) Supporting Compliance Report
 - VIIIB) Reduced Plans
- B2.** Applicant's SAP Large Format Plans (Smaller 11x17 plans included in Sections IIB of the applicant's notebook Exhibit B1.) *Under separate cover. Note: see PDP/FDP Drawings for updated location and layouts of tennis court and dog run.*
 - Sheet 1 Cover Sheet
 - Sheet 2 Phasing Plan
 - Sheet 3 Existing Conditions
 - Sheet 4 Aerial Photograph
 - Sheet 5 Land Use Key
 - Sheet 6 Land Use Plan
 - Sheet 7 Circulation Plan
 - Sheet 8 Street Sections
 - Sheet 9 Park/Open Space/Pathways Plan
 - Sheet 10 SROZ Plan
 - Sheet 11 Street Tree Plan
 - Sheet 12.1 Tree Preservation Plan
 - Sheet 12.2 Tree Preservation Plan Phase 5N
 - Sheet 13 Grading Plan
 - Sheet 14 Utility Plan
- B3.** Applicant's Large Format Plans PDP/Tentative Plat/Tree Plan (Smaller 11x17 plans included in Sections IIIB of the applicant's notebook Exhibit B1.) *Under separate cover.*
 - Sheet 1 Cover Sheet
 - Sheet 2 Existing Conditions

Sheet 3 Site Plan/Land Use Plan
 Sheet 4 Preliminary Plat
 Sheet 5 Preliminary Grading & Erosion Control Plan
 Sheet 6 Composite Utility Plan
 Sheet 7 Circulation Plan & Street Sections
 Sheet 8 Parking Plan
 Sheet 9.1 Tree Preservation Plan
 Sheet 9.2 Tree Preservation Plan
 Sheet 9.3 Tree Preservation Plan
 Sheet 9.4 Tree Preservation Plan
 Sheet 9.5 Tree Preservation Plan
 Sheet 10 Street Tree/Lighting Plan

B4. Applicant's Large Format Plans Final Development Plan (Smaller 11x17 plans included in Section VIIB of the applicant's notebook, Exhibit B1.) *Under separate cover.*

Sheet 1 Cover Sheet
 Sheet L1 Street Tree Planting Plan
 Sheet L2 Planting Legend & Details
 Sheet L3 Cavallo (RP-6) Park Layout Plan
 Sheet L4 Cavallo (RP-6) Park Planting Plan
 Sheet L5 Open Space Planting Plan
 Sheet L6 Open Space Planting Plan
 Sheet L7 Open Space Planting Plan
 Sheet L8 Details
 Sheet L9 Details

- B5.** DKS Trip Generation Memorandum
B6. Signed Application Forms
B7. Utility Memorandum
C1. Comments and Conditions from Engineering Division
D1. Email Correspondence with Eric Wonderly
D2. Email Correspondence with Teresa Denney
D3. Email Correspondence with Nicole Jackson
D4. Email Correspondence with Sarah Ochs
D5. Email Correspondence with Shelley Parker
D6. Email Correspondence with Orlando Ferrer
D7. Email Correspondence with Joseph Tucker
D8. Email Correspondence with Steve Gaschler
D9. Email Correspondence with Betsy Imholt
D10. Letter from and Email Correspondence with Craig Eggers
D11. *Email Correspondence with Pauline*
D12. *Materials submitted during November 26 hearing by Betsy Imholt*

Findings of Fact:

1. The statutory 120-day time limit applies to this application. The City received the application on July 30, 2018. On August 29, 2018, staff conducted a completeness review within the statutorily allowed 30-day review period and found the application to be incomplete. The applicant submitted additional material, including on October 8, 2018. On November 2, 2018 the City determined the application was complete. The City must render a final decision for the request, including any appeals, by March 2, 2018.
2. Surrounding land uses are as follows:

Compass Direction	Zone:	Existing Use:
North:	Clackamas County EFU	Agriculture
East:	V	Residential
South:	V	Residential
West:	V	Residential

3. Prior land use actions include:

Legislative:

02PC06 - Villebois Village Concept Plan
 02PC07A - Villebois Comprehensive Plan Text
 02PC07C - Villebois Comprehensive Plan Map
 02PC07B - Villebois Village Master Plan
 02PC08 - Village Zone Text
 04PC02 – Adopted Villebois Village Master Plan
 LP-2005-02-00006 – Revised Villebois Village Master Plan
 LP-2005-12-00012 – Revised Villebois Village Master Plan (Parks and Recreation)
 LP10-0001 – Amendment to Villebois Village Master Plan (School Relocation from SAP North to SAP East)
 LP13-0005 – Amendment to Villebois Village Master Plan (Future Study Area)

Quasi Judicial:

DB07-0054 et seq – SAP-North
 DB07-0087 et seq – PDP-1N, Arbor at Villebois
 DB11-0024 et seq – PDP-1N Modification, SAP North Amendment Polygon NW
 DB12-0066 et seq – PDP-1N Modification, SAP North Amendment Polygon NW
 DB13-0020 et seq – PDP-2N, SAP North Amendment Polygon NW
 DB14-0009 et seq – PDP-3N, SAP North Amendment Polygon NW
 DB15-0084 et seq – PDP 4N, SAP North Amendment Polygon NW

4. The applicant has complied with Sections 4.013-4.031 of the Wilsonville Code, said sections pertaining to review procedures and submittal requirements. The required public notices have been sent and all proper notification procedures have been satisfied.

Conclusionary Findings

NOTE: Pursuant to Section 4.014 the burden of proving that the necessary findings of fact can be made for approval of any land use or development application rests with the applicant in the case.

General Information

Application Procedures-In General

Section 4.008

The City's processing of the application is in accordance with the applicable general procedures of this Section.

Who May Initiate Application

Section 4.009

The owners of all property included in the application signed the application forms. Polygon Northwest initiated the application with their approval.

Pre-Application Conference

Subsection 4.010 (.02)

Following a request from the applicant, the City held a pre-application conference for the proposal (PA18-0004) in accordance with this subsection.

Lien Payment before Application Approval

Subsection 4.011 (.02) B.

No applicable liens exist for the subject property. The application can thus move forward.

General Site Development Permit Submission Requirements

Subsection 4.035 (.04) A.

The applicant has provided all of the applicable general submission requirements contained in this subsection.

Zoning-Generally

Section 4.110

This proposed development is in conformity with the applicable zoning district and general development regulations listed in Sections 4.150 through 4.199, applied in accordance with this Section.

Request A: DB18-0049 Zone Map Amendment

As described in the Findings below, the request meets the applicable criteria.

Comprehensive Plan

Development in “Residential Village” Applicable Plans and Code
Implementation Measure 4.1.6.a. and c.

- A1.** The review of the proposed developed includes reviewing and applying applicable portions of the Villebois Village Concept Plan, Villebois Village Master Plan, the Comprehensive Plan, and the Development Code. Rezoning the property to “Village” will allow application of the Village Zone standards created to implement these plans, policies, and codes.

Contents of Villebois Village Master Plan
Implementation Measure 4.1.6.b.

- A2.** The concurrent proposal for a preliminary development plan implements the procedures as outlined by the Villebois Village Master Plan, as previously approved.

Applying “Village” Zone to Residential-Village Comprehensive Plan Designation
Implementation Measure 4.1.6.c.

- A3.** The request is to apply the Village Zone to an area designated as Residential-Village in the Comprehensive Plan.

Wide Range of Uses in “Village” Zone
Implementation Measure 4.1.6.d.

- A4.** The proposed residential uses as well as parks and open space use are amongst the wide range of uses allowed in the Village Zone.

Development Code

Zoning Concurrent with Planned Development Approval
Section 4.029

- A5.** The applicant is applying for a zone change concurrently with a Preliminary Development Plan, which is equivalent to a Stage II Final Plan for a planned development.

Base Zoning Designations
Subsection 4.110 (.01)

- A6.** The requested zoning designation of Village “V” is among the base zones identified in this subsection.

Village Zone Purpose

Subsection 4.125 (.01)

- A7.** Consistent with the Village Zone purpose, the proposal is for land designated Residential-Village on the Comprehensive Plan map and within the Villebois Village Master Plan area to receive the zoning designation of Village "V".

Village Zone Permitted Uses

Subsection 4.125 (.02)

- A8.** The proposed residential and park uses are consistent with the uses permitted in Village Zone and Villebois Village Master Plan.

Zone Change Concurrent with PDP Approval

Subsection 4.125 (.18) B. 2.

- A9.** The requested zone map amendment is concurrent with a request for PDP approval. See Request C.

Zone Change Procedures

Subsection 4.197 (.02) A.

- A10.** The applicant submitted the request for a zone map amendment as set forth in the applicable code sections.

Conformance with Comprehensive Plan Map, etc.

Subsection 4.197 (.02) B.

- A11.** The proposed zone map amendment is consistent with the Comprehensive Map designation of Residential-Village and as shown in Findings A1 through A4 comply with applicable Comprehensive Plan text.

Residential Designated Lands-Housing Variety

Subsection 4.197 (.02) C.

- A12.** Implementation Measures 4.1.4. b, d, e, q, and x require a variety of housing. The proposed zone map amendment allows for furthering of these implementation measures by permitting development of the diverse housing types called for in the Villebois Village Master Plan, which development on the subject property must conform.

Public Facility Concurrency

Subsection 4.197 (.02) D.

- A13.** The Preliminary Development Plan compliance report and the plan sheets demonstrate that the existing primary public facilities are available or the developer can provide in conjunction with the project. Section IIIC of the applicant's notebook, Exhibit B1, as well as

Sheet 6 of Exhibit B3, and Exhibit B7 include supporting utility and drainage information. Exhibit B5 is a Trip Generation Memo confirming traffic concurrency.

Impact on SROZ Areas

Subsection 4.197 (.02) E.

A14. No SROZ is within the area to be rezoned.

Development within 2 Years

Subsection 4.197 (.02) F.

A15. Related land use approvals for PDP 5 North expire after 2 years, so requesting the land use approvals assumes development would commence within two (2) years. However, in the scenario where the applicant or their successors due not commence development within two (2) years allowing related land use approvals to expire, the zone change shall remain in effect.

Development Standards and Conditions of Approval

Subsection 4.197 (.02) G.

A16. As can be found in the findings for the accompanying requests, the applicable development standards will be met either as proposed or as a condition of approval.

Request B: DB18-0050 SAP-North Amendment and Master Plan Refinements

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Wilsonville Comprehensive Plan

Development in the "Residential-Village" Map Area Directed by Concept Plan

Implementation Measure 4.1.6.a.

B1. As found in this report, the applicant proposes development consistent with the Villebois Village Master Plan and the "Village" Zone District. See Findings B3 through C75.

Application of the "Village" Zone District to All Residential-Village Designated Land

Implementation Measure 4.1.6.c.

B2. The entire project area has the Comprehensive Plan designation of Residential-Village. The applicant proposes applying the "Village" Zone to the portions of the project nor previously rezoned to "Village". See Request A.

Villebois Village Master Plan General- Land Use Plan

Complete Community/Range of Choices

General-Land Use Plan Policy 1

- B3.** The proposed SAP amendment continues the provision of a mix of types and densities resulting in a minimum of 2,300 dwelling units within the Villebois area. Commercial areas continue to be concentrated around the Village Center.

Compliance with Figure 1 – Land Use Plan or SAP Master Plan Refinements

General-Land Use Plan Policy 2

- B4.** The proposed SAP Amendment further defines the residential uses in the subject area and other components are in the general configuration shown in the Master Plan as proposed for refinement. As can be seen on Sheet 6 Land Use Plan of the applicant's submitted plan set, Exhibit B3, the residential uses include large, standard, medium, and small detached single-family. They are arranged as a similar pattern as other areas in Villebois with large lots on the edges with a mix of lot sizes on the interior of the site. See Findings B94 through B99 regarding Master Plan land use mix and density refinements as part of the SAP Amendment request.

Civic, Recreational, Educational, and Open Space Opportunities

General-Land Use Plan Policy 3

- B5.** The Master Plan shows a portion of Regional Park 5 (Trocadero Park) and Regional Park (6) with Phase 5 North affected by the SAP Amendment. The applicant proposes the park and recreational uses consistent with the Master Plan as proposed for refinement.

Full Public Services Including Transportation, Rainwater Management, Water, Etc.

General-Land Use Plan Policy 4

- B6.** The proposal demonstrates the availability of all the listed public services including transportation; rainwater management; water; sanitary sewer; fire and police services; recreation, parks and open spaces; education; and transit, consistent with the Master Plan as proposed for refinement.

Development Guided by Finance Plan and CIP, Concurrency

General-Land Use Plan Policy 5

- B7.** All city requirements for concurrency and Development Agreements remain in effect and will be applied, including concurrency requirements with the PDP approval. See Request C.

Unique Planning and Regulatory Tools Including SAP, Pattern Books, Community Elements Book

General-Land Use Plan Implementation Measure 1

- B8.** The proposal utilizes all the tools, including the Pattern Book and Community Element Book as used throughout previous phases of SAP North and other Villebois SAP'.

Master Plan Refinements Anticipated and Allowed with Specific Area Plans

General-Land Use Plan Implementation Measure 3

- B9.** The applicant proposes refinements to the Master Plan concurrent with an amended Specific Area Plan.

General-Land Use Plan Implementation Measure 4 Coordinating Finance Plan and Development Agreements, Concurrency.

- B10.** All city requirements for concurrency and Development Agreements remain in effect and will be applied, including concurrency requirements with the PDP approval. See Request C.

Villebois Village Master Plan Residential Neighborhood Housing

Variety of Housing Options

Residential Neighborhood Housing Policy 1

- B11.** The proposed mix of housing for the subject area is consistent with the Villebois Village Master Plan and allowed refinements.

Affordable Rental and Ownership Opportunities

Residential Neighborhood Housing Policy 2

- B12.** Affordable rental and home ownership opportunities at the level shown in the adopted Master Plan remain.

Average Density Requirement

Residential Neighborhood Housing Policy 3

- B13.** The proposed development helps maintain an overall average density in Villebois of more than 10 dwellings units per net residential acre with the type of residential development shown in Figure 1 of the Villebois Village Master Plan.

Minimum Total Dwelling Units for Villebois 2,300

Residential Neighborhood Housing Policy 4

- B14.** With the proposal, Villebois will continue to exceed the 2300 dwelling unit minimum.

Mix of Housing Types in Neighborhoods
Residential Neighborhood Housing Policy 5

B15. The applicant proposes a variety of housing types in Phase 5 North consistent with Figure 1 of the Villebois Village Master Plan and allowed refinements.

Community Housing Requirements-Retention of 10 Acres
Residential Neighborhood Housing Policy 5

B16. None of the designated 10 acres are within Phase 5 North.

Consistency with Governor's Livability Initiative
Residential Neighborhood Housing Policy 7

B17. As further explained by the applicant on page 6 of their supporting compliance report for amendment to Specific Area Plan-North (Section IIA of Exhibit B1) the Specific Area Plan is consistent with the objectives and initiative referenced in this subsection.

Increasing Transportation Options, Bike and Pedestrian Friendly
Residential Neighborhood Housing Policy 8

B18. The proposed SAP amendment continues to show paths, bike facilities, block lengths, etc. to be pedestrian friendly and increase transportation options.

Incorporating Natural Features
Residential Neighborhood Housing Policy 10

B19. The applicant has taken care to incorporate the most important trees on the site to preserve the forested look of the much of the property visible from a broad area. The additional information about and desire to preserve the natural features of the site drive much of the proposed Master Plan refinements.

Compact, Pedestrian Oriented Character
Residential Neighborhood Housing Implementation Measure 1

B20. Development standards and a Pattern Book for SAP North ensure the required design and scale of dwellings.

Pattern Books
Residential Neighborhood Housing Implementation Measure 2

B21. The adopted Architectural Pattern Book used for the entirety of SAP North has only minor changes proposed for consistency with the updated layout and plan for Phase 5 North..

Villebois Village Master Plan Parks & Open Space

Incorporating Existing Trees, Planting Shade Trees Parks and Open Spaces Policy 1

- B22.** The applicant has taken great care to incorporate the most important trees on the site to preserve the forested look of the much of the property visible from a broad area. The additional information about and desire to preserve the natural features of the site drive much of the proposed Master Plan refinements, including the change of location and shape of Regional Park 6.

Sanitary Sewer Goal, Policy, and Implementation Measures

- B23.** The Composite Utility Plan, Sheet 6 of Exhibit B3, shows the approved sanitary system. The sanitary system within Phase 5 of SAP North will comply with Policies 1 through 7 of the City of Wilsonville Wastewater Master Plan, as demonstrated by the Utility Plan, see Exhibit B7. No refinements to sanitary sewer are proposed.

Water System Goal, Policy, and Implementation Measures

- B24.** The Utility Plan, Sheet 6 of Exhibit B3, shows the water system for SAP North, reflecting the proposed water system for Phase 5. The proposed water system will comply with Policies 1 through 7 of the Water System Master Plan.

Storm Water Goal

Meeting Stormwater Master Plan and Public Works Standards Storm Water Policy 1

- B25.** The Utility Plan, Sheet 14 of Exhibit B2, shows the stormwater system for SAP North, reflecting the proposed stormwater system for Phase 5. A supporting Utility and Drainage Report is included in Notebook (Exhibit B1) Section IIIC, which demonstrates that the stormwater system will meet the necessary requirements of the City of Wilsonville Stormwater Master Plan and Public Works Standards.

Minimizing Development "Footprint" on Hydrological Cycle, Rainwater Management Storm Water Policy 2 and 3

- B26.** The submitted plans show Rainwater Management Systems integrated into parks and open space areas. See Sheet 9 of Exhibit B2. The applicant proposed a minor refinement to water quality/stormwater/rainwater facilities. See Findings B88 through B93.

Stormwater Facility Maintenance
Storm Water Implementation Measure 11

- B27.** Ownership and maintenance of stormwater conveyance facilities in SAP North Phase 5 and other future phases will be addressed through the Ownership & Maintenance Agreement prepared with Final Plat Review.

Circulation System Goal

Encourage Alternative Modes, Accommodate All Modes
Circulation System Policy 1

- B28.** The applicant proposes transportation facilities including streets, sidewalks, and trails consistent with the Master Plan, as proposed for refinement, accommodating different travel modes.

Curb Extensions
Circulation System Implementation Measure 5

- B29.** The Condition of Approval PDC 2 requires curb extensions in locations shown in the Community Elements Book, as amended, and meeting the minimum 20 foot curb to curb width.

Statewide Planning Goals

Citizen Involvement
Goal 1

- B30.** The adoption process for the proposed SAP amendment includes duly noticed public hearings before the Development Review Board. The current process was preceded by a Master Plan adoption and SAP North review processes found compliant with Goal 1.

Land Use Planning
Goal 2

- B31.** The City is currently in compliance with Goal 2 because it has an acknowledged Comprehensive Plan and regulations implementing the plan. The Villebois Village Master Plan was adopted consistent with the planning policies in the Comprehensive Plan. The Villebois Village Master Plan was found to be consistent with Goal 2 because it creates a more specific plan for a portion of the City that provides additional guidance for future regulations. The proposed SAP amendment does not alter these circumstances. No additional needed connections beyond what is proposed by the applicant in Phase 5 North have been identified.

Natural Resources, Scenic and Historic Areas, and Open Spaces

Goal 5

- B32.** The proposed SAP amendment complies with local and regional policies and requirements to implement this goal.

Air, Water and Land Resource Quality

Goal 6

- B33.** The Villebois Village Master Plan is consistent with the air, water and land resources policies of the Comprehensive Plan. The Villebois Village Master Plan protects water and land resources by providing protection for natural resource areas and limiting development to areas that have less impact on natural resources. The Master Plan does not propose any residential structures within the 100-year floodplain. The Plan also calls for measures to use environmentally sensitive techniques for storm drainage. The Plan provides for a mixed-use, compact, interconnected Village that will provide transportation benefits by reducing the need for lengthy vehicle trips and increase the opportunity for bicycle and pedestrian transportation. The proposed SAP amendment does not alter these conditions as it remains consistent with the Master Plan in this regard.

Areas Prone to Natural Disasters and Hazards

Goal 7

- B34.** No areas prone to floods, erosion, landslides, wildfire, etc. have been identified in the area affected by the SAP Amendment.

Recreational Needs

Goal 8

- B35.** Consistent with the Master Plan the applicant proposes a number of parks and open spaces within Phase 5 North to provide for the recreational needs of residents.

Housing

Goal 10

- B36.** The Villebois Village Master Plan complies with local and regional policies and requirements to implement this goal. The housing density and number goals for Villebois continue to be met with the number units and type of housing proposed for SAP North, including Phase 5.

Public Facilities and Services

Goal 11

- B37.** The Villebois Village Master Plan is consistent with the applicable provisions of the City's various utility plans (see Chapter 4 – Utilities of the Master Plan). It proposes to coordinate future development with the provision of the public facility infrastructure in the area (Figure 6 – Conceptual Composite Utilities Plan). The proposed SAP amendment does not change the overall approach to planned utilities as shown in the Master Plan.

Transportation

Goal 12

B38. The Villebois Village Master Plan provides plans (Figure 7 – Street Plan and Figure 8 – Proposed Arterial/Collectors Street System) for a transportation system that is integrated with the transportation system existing and proposed for the City and surrounding areas of Clackamas County. Street sections (Figures 9A and 9B – Street and Trail Sections) are designed to slow traffic, encourage walking and bicycling, and create a pleasant environment. The proposed SAP amendment remains consistent with the transportation components of the Villebois Village Master Plan, as proposed for refinement, and thus this goal.

Energy Conservation

Goal 13

B39. The Comprehensive Plan has been acknowledged to be consistent with Goal 13, and the Villebois Village Master Plan is consistent with Comprehensive Plan energy conservation policies. The Villebois Village Master Plan provides for a compact mixed-use development that will conserve energy by reducing the amount of and length of vehicle trips by making bicycle and pedestrian transportation viable alternatives for many trips. The proposed SAP amendment remains consistent with the Villebois Village Master Plan in this regard, and thus Goal 13.

Urbanization

Goal 14

B40. The Villebois Village Master Plan is consistent with Comprehensive Plan urbanization policies and the Residential – Village Land Use designation. The proposed SAP amendment for SAP North continues to comply with and further the intent of Goal 14 by providing a coordinated plan for urbanization of the Master Plan area that coordinates development of the area with development of public facilities, including the transportation system, and protects natural resources. The SAP amendment continues to provide more detailed plans for the urbanization of an area already determined to be within the City’s urban growth boundary.

Village Zone Generally

Permitted Uses in Village Zone

Subsection 4.125 (.02)

B41. The uses proposed includes the Village Zone permitted single-family homes and parks and open space.

Villebois Block, Alley, Pedestrian and Bicycle Standards:

Maximum Block Perimeter (1800 ft)

Subsection 4.125 (.05) A. 1.

B42. The following blocks are less than the maximum block perimeter (blocks are described beginning with the southern most street then moving to the east, north, and west):

- Block bounded by Palermo Street, Orleans Avenue, Barcelona Street, Amsterdam Avenue
- Park block bounded by Palermo Street, Barcelona Street, Orleans Avenue
- Block bounded by Stockholm Avenue, Cherbourg Lane, Verdun Loop, Palermo Street

The following blocks exceed the maximum block perimeter but barriers, as described, permit approval as proposed.

- Block bounded by Barcelona Street/Verdun Loop, Villebois Drive North, Tooze Road, Paris Avenue. Circulation patterns within Phase 5 of SAP North are dictated by the 600-foot access spacing standard along SW Tooze Road, located along the northern site boundary (City of Wilsonville Transportation System Plan requirement for a minor arterial) and by the planned locations for the Villebois Greenway as well as existing street patterns west, east and south of Phase 5. The City has preferred that the applicant reduce the number of vehicular connections to Tooze Road and because of this decision, no connection to Tooze Road is proposed with PDP 5N. The spacing between the Tooze Road Connection in Phase 4 and the connection to Tooze Road in Tonquin Meadows exceeds the City's spacing requirements.
- Block bounded by Stockholm Avenue, Villebois Drive North, Verdun Loop, Cherbourg Lane. While this block doesn't have specific barriers preventing an additional street both the blocks to the northeast and southwest have barriers for the street continue preventing a street in this block from having significant connectivity value. See barrier discussion for adjacent blocks.
- Block bounded by Berlin Avenue, Villebois Drive North, Stockholm Avenue, Palermo Street, Orleans Avenue. Looking at a plan two-dimensional view a couple street connections look possible to break up this block, continuation of Dundee Lane from the south or Cherbourg Lane from the north. However, both connections have topographic barriers making them infeasible. In addition, the Dundee Lane connection would impact existing buildings. As discussed below, the applicant proposes mid-block pedestrian connections in alignment with Dundee Lane and Chergourg Lane.

Maximum Spacing Between Streets (530 ft)

Subsection 4.125 (.05) A. 2.

B43. In conjunction with the longer block perimeters discussed in Finding B42 above, a number of streets exceed the maximum 530 feet spacing for local access. As shown in the submitted plans, the required intervening pedestrian and bicycle access is provided with the required maximum of 330 feet except as listed below. Exceptions to the spacing requirements due to barriers are noted, otherwise Conditions of Approval require additional connections.

Between Verdun Loop and Tooze Road from current 110th right-of-way to path aligned with southeast side of Cherbourg Lane connecting with Tonquin trail in northern portion of Regional Park 6.

Between Barcelona Street and from the Tonquin Trail in the northern portion of Regional Park 6 to the connection just east of Orleans Avenue. Currently the spacing is approximately 533 feet.

Condition of Approval PDB 3 requires a pedestrian/bicycle connection immediately east of the Tract J alley connection to Verdun Loop adjacent to Linear Green 16 to intersection with the main path in Linear Green 16. This will provide a 318 foot spacing. The Condition of Approval additionally requires an additional pedestrian between Barcelona Street and the Tooze Road east of Orleans Avenue and west of Palermo Street.

Access

Subsection 4.125 (.05) B.

B44. The design of the subdivision shown in the SAP allows access from the alley where required.

Fences

Subsection 4.125 (.05) D.

B45. The City previously approved a Master Fencing Plan for the SAP, which the applicant proposes to follow as it pertains to special fence treatments.

Parks & Open Space

Subsection 4.125 (.08)

B46. Figure 5 – Parks & Open Space Plan of the Villebois Village Master Plan indicates that approximately 33% of Villebois is in Parks and Open Space. This SAP amendment continue to meet the open space requirements for Villebois.

Villebois Street Alignment and Access Improvements

Conformity with Master Plan, etc.

Subsection 4.125 (.09) A. 1. a.

B47. The street alignments are generally consistent with those shown in the Villebois Village Master Plan, as proposed for refinement. See Findings B76 through B81.

Conformity with Public Works Standards and Continuation of Streets

Subsection 4.125 (.09) A. 1. a. i.

B48. The proposed street network will enable conformance with the Public Work Standards. As the final single-family subdivision within Villebois, adjoining properties have street to which this subdivision will connect.

Streets Developed According to Master Plan

Subsection 4.125 (.09) A. 1. a. ii.

B49. The submitted plans show all streets developed with cross sections shown in the Master Plan except as noted in the Conditions of Approval from Engineering.

Intersections Angles

Subsection 4.125 (.09) A. 2. a. and b.

B50. The applicant's drawings in Exhibits B2 and B3 show all proposed streets are developed consistent with these standards.

Intersection Offsets

Subsection 4.15 (.09) A. 2. c.

B51. Proposed intersection meet the defined offsets.

Curb Extensions

Subsection 4.125 (.09) A. 2. d.

B52. Condition of Approval PDC 2 requires curb extensions consistent with the Community Elements Book, as amended, and the proposed curb to curb width will be at least 20 feet.

Street Grades 8% Maximum on Local Street, Up to 12% for Short Distances

Subsection 4.125 (.09) A. 3.

B53. The applicant proposes a number of street grades between 8% and 12% due to the relatively steep natural contours of the site. The City Engineer continues to review the exact slope of these street segments. Condition of Approval PDB 4 requires final approval of any street grades between 8% and 12% by the City Engineer.

Centerline Radius Street Curves

Subsection 4.125 (.09) A. 4.

B54. The submitted plan sheets, see Exhibits B2 and B3, show all street curves meet these standards.

Rights-of-way

Subsection 4.125 (.09) A. 5.

B55. Proposed rights-of-way are shown on the applicant's plan sheets, Exhibits B2 and B3. Rights-of-way will also be reviewed as part of the Preliminary Development Plan and Tentative Plat to ensure compliance. Rights-of-way will be dedicated and a waiver of remonstrance against the formation of a local improvement district will be recorded with recordation of a final plat in accordance with Section 4.177.

Access Drives

Subsection 4.125 (.09) A. 6.

B56. The applicant states in the narrative in Exhibit B1, "Access drives (alleys) will be paved at least 16-feet in width within a 20-foot tract, as shown on the Circulation Plan. In accordance with Section 4.177, all access drives will be constructed with a hard surface capable of carrying a 23-ton load. Easements for fire access will be dedicated as required by the fire department. All access drives will be designed to provide a clear travel lane free from any obstructions."

Clear Vision Areas

Subsection 4.125 (.09) A. 7.

B57. The applicant states that clear vision areas will be provided and maintained in compliance with the Section 4.177.

Vertical Clearance

Subsection 4.125 (.09) A. 8.

B58. The applicant states that Vertical clearance will be provided and maintained in compliance with the Section 4.177.

Sidewalk and Pathway Improvement Standards

Subsection 4.125 (.10)

B59. The applicant states, "All sidewalks and pathways within SAP SAP North Phase 5 will be constructed in accordance with the standards of Section 4.178 and the Villebois Village Master Plan." Sidewalks and pathways are shown in the circulation plan and street cross-sections (Sheets 7 and 8, Exhibit B2).

Other Village Zone Standards

Landscaping, Screening and Buffering, Street Trees Match Community Elements Book
Subsection 4.125 (.11)

B60. The submitted plans show the appropriate landscaping. Review of the Preliminary Development Plan and Final Development Plan will ensure street trees match the Community Elements Book.

Signage and Wayfinding

Subsection 4.125 (.12)

B61. The City previously adopted a Master Signage and Wayfinding Program for SAP North and the proposed development will remain consistent with the previous approval including signage at the SW Paris Avenue entrance to Villebois.

Village Zone Design Principles

Subsection 4.125 (.13)

B62. The SAP Drawings, Exhibit B2, the Architectural Pattern Book, and the Community Elements Book are intended to guide the Preliminary Development Plan and Final Development Plan applications to achieve a built environment that reflects the fundamental concepts and objectives of the Master Plan. The Design Principles of Section (.13) have driven the development of the SAP Drawings, the Architectural Pattern Book and the Community Elements Book, which the City previously approved for SAP North and will work in concert to assure that the vision of Villebois in Phase 5 of SAP North.

Design Standards: Flag Lots

Subsection 4.125 (.14) A. 1. a.

B63. No flag lots are proposed.

Building and Site Design Requirements

Subsection 4.125 (.14) A. 2. a. - e. and h. - k.

B64. The Architectural Pattern Book and Community Elements Book ensure compliance with these standards and consistency with surrounding development.

Lighting and Site Furnishings

Subsection 4.125 (.14) A. 3.

B65. The SAP North Architectural Pattern Book and Community Elements Books ensure compliance with these criteria.

Building Systems Requirements

Subsection 4.125 (.14) A. 4.

B66. Subsequent Building Permit applications will review proposed buildings for consistency with the criteria of Table V-3 and the Architectural Pattern Book for SAP North.

Villebois Specific Area Plan Approval

Specific Area Plan Purpose-Advance Design of the Villebois Village Master Plan

Subsection 4.125 (.18) C. 1.

B67. As shown in Findings B3 through B66 above, the proposed SAP amendment is advancing the design of the Villebois Village Master Plan.

Who Can Initiate a SAP Application

Subsection 4.125 (.18) C. 2.-3.

B68. The Master Planner previously submitted SAP North, which included the approval of many SAP elements. Some elements were not defined because they were not yet known. A subsequent SAP amendment defined the additional components for Phases 2 through 4.

With Phase 3 approval was granted for SAP Components for future additional phases that did not require access to the properties, including definition of street alignment and land uses consistent with the Master Plan. This request provides the required additional details for Phase 5, and has been signed by the property owners of Phase 5.

SAP Submittal Requirements: Existing Conditions

Subsection 4.125 (.18) D 1.

B69. The applicant submitted all the required existing condition information. See Sheet 3 of Exhibit B2.

SAP Submittal Requirements: Development Information

Subsection 4.125 (.18) D. 2.

B70. The applicant's submittal, particularly the SAP plan set, provides all the required information. See Exhibit B2.

SAP Submittal Requirements: Architectural Pattern Book, Community Elements Book, Rainwater Management Program, and Master Signage and Wayfinding

Subsection 4.125 (.18) D. 3.-6.

B71. The City previously approved the SAP North Architectural Pattern Book, Community Elements Book, Rainwater Management Program, and Master Signage and Wayfinding program for the entirety of SAP North, including Phase 5. The only proposed changes relate to correctly showing the lot types, street orientation, and park locations proposed with this application.

SAP Submittal Requirements: SAP Narrative Statement

Subsection 4.125 (.18) D. 8.

B72. The applicant submitted the required narrative. See Exhibit B1.

SAP Elements Consistent with Villebois Village Master Plan

Subsection 4.125 (.18) E. 1. b. i.

B73. Findings B3 through B66 above demonstrate compliance of proposed SAP amendment with the Villebois Village Master Plan.

SAP Phasing Reasonable

Subsection 4.125 (.18) E. 1. b. i.

B74. Proposed Phase 5 is the final phase of SAP North and is contiguous with the previously approved phases of SAP North and SAP East following long anticipated phasing.

DRB Modification of SAP to Ensure Compliance with Master Plan, Etc.

Subsection 4.125 (.18) E. 1. b. iii.

B75. Staff does not recommend any modifications pursuant to this subsection.

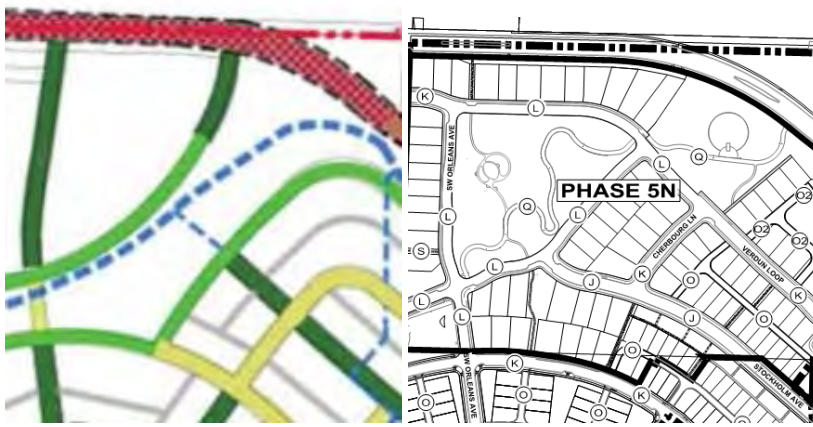
SAP Refinements to Villebois Village Master Plan

Refinement 1 Street Network

Refinements to the Master Plan: Streets

Subsection 4.125 (.18) F. 1. a. i.

B76. As stated by the applicant, “A comparison of the Circulation Plan from the proposed SAP North Amendment for Phase 5 and the Circulation Plan from the Master Plan shows updates to the circulation system. The Master Plan showed two connections at the northern edge of the site connecting with SW Tooze Road. The City has since evaluated planned improvements for Tooze Road and determined to limit to one access point which exists in PDP 4N. Therefore, the previously shown street connection to Tooze Road in PDP 5N has been eliminated. There are now no vehicular connections to Tooze Road within Phase 5. Additionally, when Tonquin Meadows was reviewed (Phase 3 East), the extension of Coffee Lake Drive across Villebois Drive was eliminated in order to retain an existing wetland area along the eastern portion of the property. This has resulted in some minor changes to the residential streets in these intervening areas. Verdun loop and Stockholm Avenue now provide the connections from Tonquin Meadows across Villebois Drive into the site and both streets extend west to meet SW Palermo Street at RP-6. The proposed street alignment was chosen in order to preserve as many healthy trees as possible. RP-6 has been moved to the western portion of the site where the bulk of the trees are located. Local streets (Barcelona, Orleans, and Palermo) surround RP-6 and linear greens have been proposed to both preserve important trees and to provide better pedestrian and cyclist circulation. Specifically, a linear green is proposed between SW Palermo Street and SW Berlin Avenue to preserve three important trees. A second linear green has replaced the street segment between Cherbourg Lane and Berlin Avenue due to the steepness of the terrain and to minimize grading and thereby enable more tree preservation. A pedestrian and cyclist accessway is provided between SW Barcelona Street and Tooze Road and pedestrian/cyclist connections are provided throughout RP-6, which abuts and connects to Tooze Road.



Master Plan

With Proposed Refinements

Refinements: Definition of Significant-Quantitative

Subsection 4.125 (.18) F. 1. b. i. and a. vi.

B77. Quantifiable measures related to this refinement request include circulation system function and connectivity. Level of Service (LOS) is the quantifiable performance measure related to circulation system function for motor vehicles. No data is available nor practical to obtain regarding the circulation system function for bicycles and pedestrians. Pedestrian and bicycle connections will be maintained or increased. Vehicle connectivity to SW Tooze has been balanced with the desired through function of SW Tooze Road. While the number of connection points to arterials in an quantifiable matter, and the small number of connection points would make this proposed change significant. In addition, the overall change in street layout would be significant. However, the changes are necessary to substantially improve the function of SW Tooze Road, an arterial, and necessary to preserve the greatest amount of important and good trees, an important community resource, as possible thus allowed as a refinement. While the traffic study did not compare LOS as various intersections with and without the proposed refinements, LOS of service continues to be met with the proposed changes.

Refinements: Definition of Significant-Qualitative

Subsection 4.125 (.18) F. 1. B. ii.

B78. This subsection does not provide clear definition of what an important qualitative feature might be. Absent details in this subsection, staff interprets the primary qualitative factors to consider being the three guiding design principles of the Villebois Village Master Plan: Connectivity, Diversity, and Sustainability. The three guiding design principles are further defined by the goals, policies, and implementation measures of the Master Plan. By virtue of better or equally implementing the goals, policies, and implementation measures of the Villebois Village Master Plan, as described in Finding B79 below, the proposed refinements do not negatively affect qualitative features of the street network.

Refinements: Equally or Better Meeting Master Plan

Subsection 4.125 (.18) F. 2. a.

B79. The following are the relevant goals and policies from the Villebois Village Master Plan followed by discussion of how the refinements better or equally meet them:

Circulation System Goal: The Villebois Village shall provide for a circulation system that is designed to reflect the principles of smart growth.

The refinement better meets the smart growth principle of preserving open space and natural features by allowing preservation of important and good trees better than the previously planned transportation networks. The preservation of trees also better reflects the principle of distinctive, attractive communities as the preserved trees at a high point in the topography is the primary existing identity of the subject properties. The refinements

provide a similar function as the previously contemplated network equally meeting the principles of walkable neighborhoods and a variety of transportation choices.

Circulations System Policy 1: The Villebois Village shall encourage alternatives to the automobile, while accommodating all travel modes, including passenger cars, trucks, buses, bicycles and pedestrians.

There will continue to be access to all homes and destinations from a variety of travel modes.

Refinements: Avoiding Detrimental Impacts on Resources

Subsection 4.125 (.18) F. 2. b.

- B80.** Among the refinement's primary purposes is avoiding detrimental impacts to the natural and scenic resource of important and good trees at a high point of Villebois's topography.

Refinements: Relation to Adjoining Areas' Ability to Develop Per Master Plan

Subsection 4.125 (.18) F. 2. c.

- B81.** All adjoining SAP areas are developed consistent with the Master Plan, thus the refinement does not preclude their development consistent with the Master Plan.

Refinement 2 Parks, Trails, and Open Spaces

Refinements to the Master Plan: Parks, Trails, and Open Space

Subsection 4.125 (.18) F. 1. a. ii.

- B82.** As stated by the applicant, " The proposed refinements to RP-6, LG-15 & 16, and PP-9 do not significantly reduce function, usability, connectivity, or overall distribution or availability of these park uses in the PDP. The table below offers a side-by-side look at the Parks Master Plan and the proposed plan. Changes are highlighted in bold font. A brief description of the refinements follows the individual table, explaining how the proposed design meets the goal for the Villebois Village Parks Master Plan. Relevant policies and implementation measures from the Villebois Village Master Plan are noted in parentheses in the following descriptions:

Master Plan	Proposed Plan
RP-6	
5.93 Acres in size	6.42 Acres in size
Stormwater/Rainwater Features: Cell	Stormwater/Rainwater Features: Swale
Minor Water Feature: 1	Dog Bowl Fountain / Minor Water Feature
Benches	Benches
Picnic Tables	Picnic Tables

Child Play Structure: 1	Play Area - Totlot
Sport Court: 2 Tennis Courts	Moved to RP-5
Dog Park	Dog Park
RP-5	
No Special Features Provided	2 Tennis Courts
LG-15	
0.35 Acres in size	0.05 Acres in size (plus 0.25 in Tonquin Meadows)
Lawn Play: 0.11 Acres (30' x 80') (40' x 50')	Lawn Play (7,207 square feet or 0.17 acres)
LG-16	
0.19 Acres in size	0.36 Acres in size (plus area in Right-of-Way)
Lawn Play: 0.2 Acres (60' x 70') (60' x 70')	Lawn Play (22,557 square feet or 0.52 acres)
PP-9	
0.21 Acres in size	0.13 Acres in size (plus 0.04 in Tonquin Meadows and Right-of-Way)
Child Creative Play: 1	Child Creative Play: 1

The proposed RP-6 will retain multiple healthy trees that are currently existing on the subject site. This park is split into two halves by SW Barcelona Street with the western portion accessible by SW Barcelona Street, SW Orleans Avenue, and SW Palermo Street. The other half of the park is located in the northeastern quadrant of the subject site and is accessible by Tooze Road, SW Barcelona Street and Verdun Loop. RP-5, which is in the southwestern quadrant of the subject site will be completed with this development. The proposed parks in Phase 5 each have an asphalt trail system that connects to the wider Tonquin Trail, a regional trail that meanders through the Villebois development. These hard trail systems allow for the ability to recreate in all seasons of the year (Implementation Measure 7) and they allow for an improved pedestrian network. The trail also provides loops of varying lengths for running, walking, and roller blading (Policy 2). The proposed RP-6 park system provides a play structure in the left half and a dog park in the right while the proposed portion of RP- 5 that is to be completed with this development will include two tennis courts. LG- 15, LG-16 and PP-9 were partially constructed with the Tonquin Meadows development to the east and will include additions of a Lawn Play area and a Child Creative Play area, respectively, with the proposed development. These proposed uses add potential layers of social interaction to the park system (Policy 5) and encourage a juxtaposition of various age-oriented facilities and activities, while maintaining adequate areas of calm (Policy 3, Implementation Measure 15). The location of the dog park in RP-6 has moved closer to SW Tooze/Boeckman Road than was shown in the Master Plan, but the use and the availability of the dog park is not hindered by the new location. The dog park

has been moved to the northeastern end of RP-6 so that it can be accessed by SW Tooze/Boeckman Road and be near the small parking lot along the northeastern border of the subject site. Additionally, the applicant is proposing to construct a Rainwater Swale instead of a Rainwater Cell as shown on the Master Plan, which will be located in the western portion of RP-6. These parks will be relatively similar in size to that are shown in the Master Plan.

Refinements: Definition of Significant-Quantitative
Subsection 4.125 (.18) F. 1. b. i.

B83. As shown in Finding B82 above, the refined Parks and Open space maintain significantly the same nature and features as Master Planned parks.

Refinements: Definition of Significant-Qualitative
Subsection 4.125 (.18) F. 1. B. ii.

B84. This subsection does not provide clear definition of what an important qualitative feature might be. Absent details in this subsection, staff interprets the primary qualitative factors to consider being the three guiding design principles of the Villebois Village Master Plan: Connectivity, Diversity, and Sustainability. The three guiding design principles are further defined by the goals, policies, and implementation measures of the Master Plan. By virtue of better or equally implementing the goals, policies, and implementation measures of the Villebois Village Master Plan, as described in Finding B85 below, the proposed refinements do not negatively affect qualitative features of the parks, trails, and open space.

Refinements: Equally or Better Meeting Master Plan
Subsection 4.125 (.18) F. 2. a.

B85. By maintaining significantly the same park and open space nature and features, the refinement equally meets parks related goals, policies, and implementation measures of the Villebois Village Master Plan.

Refinements: Impact on Resources
Subsection 4.125 (.18) F. 2. b.

B86. Among the refinement's primary purposes is avoiding detrimental impacts to the natural and scenic resource of important and good trees at a high point of Villebois's topography.

Refinements: Relation to Adjoining Areas
Subsection 4.125 (.18) F. 2. c.

B87. All adjoining SAP areas are developed consistent with the Master Plan, thus the refinement does not preclude their development consistent with the Master Plan.

Refinement 3 Utilities and Storm Water Facilities

Refinements to Utilities and Storm Water Facilities

Subsection 4.125 (.18) F. 1. a. iii.

B88. The Master Plan for the subject area shows Onsite Water Quality along Tooze Road and a larger area reserved for Rainwater Management. Tooze Road improvements affect the location and space of onsite stormwater and rainwater facilities. Water quality facilities have been moved off-site and retrofitted to meet Tooze Road improvements. The refinements to rainwater management within PDP 5N include street trees and bio-retention cells located in planter strips in rights-of-way, as shown within the attached utility plans (see Exhibit B1 section IIIC and Exhibit B7), in order to utilize the space available.

Refinements: Definition of Significant-Quantitative

Subsection 4.125 (.18) F. 1. b. i.

B89. The performance measures, etc. being measured for the purpose of this refinement are the reduction of service and function of the utility or facility. The service or function is not being reduced.

Refinements: Definition of Significant-Qualitative

Subsection 4.125 (.18) F. 1. B. ii.

B90. This subsection does not provide clear definition of what an important qualitative feature might be. Absent details in this subsection, staff interprets the primary qualitative factors to consider being the three guiding design principles of the Villebois Village Master Plan: Connectivity, Diversity, and Sustainability. The three guiding design principles are further defined by the goals, policies, and implementation measures of the Master Plan. By virtue of better or equally implementing the goals, policies, and implementation measures of the Villebois Village Master Plan, as described in Finding B91 below, the proposed refinements do not negatively affect qualitative features of the parks, trails, and open space.

Refinements: Equally or Better Meeting Master Plan

Subsection 4.125 (.18) F. 2. a.

B91. Keeping the similar level of service and function will equally meet the Master Plan.

Refinements: Impact on Resources

Subsection 4.125 (.18) F. 2. b.

B92. No evidence has been provided that changes will have a negative impact on the environment or natural or scenic resources.

Refinements: Relation to Adjoining Areas

Subsection 4.125 (.18) F. 2. c.

B93. The proposed refinements do not impact the surrounding areas.

Refinement 4 Land Use and Density

Refinements to the Master Plan: Mix of Land Uses and Density

Subsection 4.125 (.18) F. 1. a. iv. and v.

B94. The Master Plan for the subject area shows large, standard, medium, small, and neighborhood apartment uses within the Phase 5 area. PDP 5N proposes 89 single family detached dwellings – 32 small lots, 9 medium lots, 41 standard lots, and 7 large lots. The refinements to the Master Plan include a change in mix and unit counts. The refinement removes estate lots but introduces single-level homes in the large and standard-sized lots. The transition from standards and larges moving toward the Villebois Greenway, then south of the Greenway with smalls and mediums, increasing in density and massing toward the core of the Village Center is consistent with the Master Plan.

The attached plans (see Notebook Section IIB) illustrate that SAP North provides a mix of housing types generally consistent with the Master Plan. Phase 5 provides a mix of housing types to the greatest extent possible, ranging from small to large, while also providing a similar land use pattern to the other edges of Villebois. Additionally, this request adds single-level homes to the range of housing options through a minor refinement to the Master Plan.

	Currently Approved Count in SAP N	Proposed Unit Count in SAP N	% Change
Medium/Standard/ Large/Estate	179	197	10%
Small Detached/ Small Cottage/ Row Homes/ Neighborhood Apt.	246	271	10%
Total	425	468	10%

Table A shows that the proposed refinements do not exceed the 10% standard. This proposal results in a total of 2,558 units within Villebois. This is above the density of 2,300 units required to be obtained across Villebois, meeting the refinement criteria.

Refinements: Definition of Significant-Qualitative

Subsection 4.125 (.18) F. 1. B. ii

B96. This subsection does not provide clear definition of what an important qualitative feature might be. Absent details in this subsection, staff interprets the primary qualitative factors to consider being the three guiding design principles of the Villebois Village Master Plan: Connectivity, Diversity, and Sustainability. The three guiding design principles are further defined by the goals, policies, and implementation measures of the Master Plan. By virtue of better or equally implementing the goals, policies, and implementation measures of the Villebois Village Master Plan, as described in Finding B97 below, the proposed refinements do not negatively affect qualitative features of the street network.

Refinements: Equally or Better Meeting Master Plan

Subsection 4.125 (.18) F. 2. a.

B97. As further explained by the applicant on pages 43-44 of their supporting compliance report for the SAP Amendment (Exhibit B1), the change in housing products in Phase 5 equally or better meets the Villebois Village Master Plan

Refinements: Impact on Resources

Subsection 4.125 (.18) F. 2. b.

B98. Among the refinement's primary purposes is avoiding detrimental impacts to the natural and scenic resource of important and good trees at a high point of Villebois's topography.

Refinements: Relation to Adjoining Areas

Subsection 4.125 (.18) F. 2. c.

B99. All adjoining SAP areas are developed consistent with the Master Plan, thus the refinement does not preclude their development consistent with the Master Plan.

Protection of Natural Features & Other Resources

General Terrain Preparation

Subsection 4.171 (.02)

B100. The applicant's proposal maximizes preservation of important and good trees and works with the natural contours of the site to do so. Grading will be required to follow the Uniform Building Code, as will be reviewed for grading permits for the site.

Trees and Wooded Area

Subsection 4.171 (.04)

B101. The applicant and the City have carefully worked together to maximize retention of important and good trees as well as other trees on the site. The layout of the park space for Regional Park 6, for which preservation of trees is a major Master Plan focus, other open space, streets, and lots focuses on tree preservation. With additional information

concerning the location and other details of trees on the site the applicant proposes a number of refinements to support maximizing retention as a major design tenant of the parks, open space, and subdivision.

Historic Protection Subsection 4.171 (.09)

B102. A cultural resource inventory has been performed. See Section IID of Exhibit B1. According to a professionally preferred historic inventory of the subject site, no resources exist worthy for preservation or listing, and no further research or inventory is needed.

Request C: DB18-0051 SAP-North PDP 5, Preliminary Development Plan

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Village Zone

Permitted Uses in Village Zone Subsection 4.125 (.02)

C1. The uses proposed include the Village Zone permitted uses of single-family homes and parks and open space.

Block, Alley, Pedestrian, and Bicycle Standards Subsection 4.125 (.05) A.

C2. The Preliminary Development Plan drawings, Exhibit B4, shows blocks, alleys, pedestrian, and bicycle paths consistent with this subsection and the SAP, as proposed for amendment.

Vehicle Access Via Alley When Available Subsection 4.125 (.05) B.

C3. A condition of approval for the Tentative Subdivision Plat will ensures vehicle access to lots via an alley when available.

Development Standards in the Village Zone Table V-1

C4. In previous PDP's it has consistently been interpreted to allow the lot width and lot sizes to be governed by the Pattern Book. All lot dimensions and sizes meet the standards established in the SAP North Pattern Book with allowed variations for block shapes, street alignment and topography.

Off-Street Parking, Loading & Bicycle Parking
Subsection 4.125 (.07) Table V-2

- C5. The applicant proposes at least two (2) vehicle parking spaces for each home, exceeding the minimum of one (1).

Parks & Open Space
Subsection 4.125 (.08)

- C6. Figure 5 Parks & Open Space Plan of the Villebois Village Master Plan states that there are a total of 159.73 acres within Villebois, which is approximately 33% of Villebois. As described in the Parks, Trails, and Open Space refinement as part of the SAP Amendment, Request B, provides for the continued provision of the required open space. See Findings B82 through B87.

Street Alignment and Access Improvements

Conformity with Master Plan, etc.
Subsection 4.125 (.09) A. 1. a.

- C7. The street alignments and access improvements conform with SAP North plans, as proposed for amendment, which have been found to be in compliance with the Villebois Village Master Plans. See Request B Findings B76 through B81.

Conformity with Public Works Standards and Continuation of Streets
Subsection 4.125 (.09) A. 1. a. i.

- C8. All street improvements within this PDP will comply with the applicable Public Works Standards and make the connections to adjoining properties as shown in the Villebois Village Master Plan, as refined in Request B.

Streets Developed According to Master Plan
Subsection 4.125 (.09) A. 1. a. ii.

- C9. The applicant will develop all streets within this PDP with curbs, landscape strips, sidewalks, and bikeways or pedestrian pathways as depicted on the Circulation Plan and Street Sections, Sheet 7 of Exhibit B4, , which are consistent with the cross sections shown in the Master Plan and as approved by the City Engineer.

Intersections of Streets: Angles and Intersections
Subsection 4.125 (.09) A. 2. a. & b.

- C10. The Circulation Plan, Sheet 7 of Exhibit B4, demonstrates intersections designed for street to intersect at 90 degrees.

Intersection of Streets: Offsets

Subsection 4.15 (.09) A. 2. c.

- C11.** Circulation Plan, Sheet 7 of the applicant's plan set, demonstrates that opposing intersections on public streets are offset, as appropriate, so that no danger to the traveling public is created.

Curb Extensions as Shown in SAP and Maintain 20 foot wide clearance

Subsection 4.125 (.09) A. 2. d.

- C12.** The Circulation Plan, Sheet 7 of the applicant's plan set, shows curb extensions as shown in the SAP, as proposed for amendment. Curb extensions will not obstruct bicycle lanes on collector streets. The plan sheets illustrate that all local street intersections will have a minimum 20 foot wide clear distance between curb extensions.

Street Grades: 8% Max, Up to 12% for Short Distances approved by City Engineer

Subsection 4.125 (.09) A. 3.

- C13.** Due to the natural topography of the site a number of street grades exceed 8%. Condition of Approval PDB 4 ensures the City Engineer approves street grades exceeding 8%. See also Finding B53.

Centerline Radius Street Curves

Subsection 4.125 (.09) A. 4.

- C14.** Compliance is shown on the Circulation Plan, Sheet 7 of the applicant's plan set.

Rights-of-way, Waiver of Remonstrance to Local Improvement District

Subsection 4.125 (.09) A. 5.

- C15.** The applicant's plan set shows the proposed rights-of-way, including Sheet 4, Preliminary Plat. The applicant will dedicate rights-of-way and will record a waiver of remonstrance against the formation of a local improvement district with recordation of a final plat in accordance with Section 4.177.

Access Drives Width, Carrying Load, and Other Standards

Subsection 4.125 (.09) A. 6.

- C16.** The applicant states, "Access drives (alleys) will be paved at least 16-feet in width within a 20-foot tract, as shown on the Circulation Plan. In accordance with Section 4.177, all access drives will be constructed with a hard surface capable of carrying a 23-ton load. Easements for fire access will be dedicated as required by the fire department. All access drives will be designed to provide a clear travel lane free from any obstructions."

Clear Vision Areas

Subsection 4.125 (.09) A. 7.

C17. The applicant states that clear vision areas will be provided and maintained in compliance with the Section 4.177.

Vertical Clearance

Subsection 4.125 (.09) A. 8.

C18. The applicant states that Vertical clearance will be provided and maintained in compliance with the Section 4.177.

Interim Improvement Standards

Subsection 4.125 (.09) A. 9.

C19. The applicant does not propose any interim improvement standards.

Sidewalk and Pathway Improvement Standards

Subsection 4.125 (.10)

C20. All sidewalks and pathways within PDP 5 North will be constructed in accordance with the standards of Section 4.154 (which replaced 4.178) and the Villebois Village Master Plan. Sidewalks and pathways are shown in the Circulation Plan and Street Cross-sections, Sheet 7 of the applicant's plan set.

Landscaping, Screening and Buffering: Match Community Elements Book

Subsection 4.125 (.11)

C21. The appropriate landscaping is provided. The proposed street trees are among the choices provided in the Community Elements Book.

Signage and Wayfinding Plan Conformance

Subsection 4.125 (.12)

C22. The applicant will install signage consistent with the SAP North Signage & Wayfinding Plan.

Design Principles Applying to the Village Zone

Subsection 4.125 (.13)

C23. The Architectural Pattern Book and Community Elements Book ensure the design meets the fundamental design concepts and support the objectives of the Villebois Village Master Plan. By complying with an Architectural Pattern Book and Community Elements Book, the design of the PDP will satisfy these criteria. See also Final Development Plan, Request D.

Design Standards: Flag Lots

Subsection 4.125 (.14) A. 1. a.

C24. The applicant does not propose flag lots.**Building and Site Design Requirements**

Subsection 4.125 (.14) A. 2. a. - e. and h. – k.

C25. The application requests PDP approval for single family detached houses. Conformance with the Pattern Book and Community Elements Book will assure consistency with the Design Standards of subsection (.14). Conformance with the Architectural Pattern Book will be reviewed at the issuance of each building permit. Conceptual front elevations of the planned homes are provided. See Section IIIIF of Exhibit B1. Compliance with the Community Elements Book is being reviewed as part of Request D Final Development Plan. In order to increase consistency with the Architectural Pattern Book and other development elsewhere in Villebois Condition of Approval PDC 5 requires courtyard fencing consistent with the pattern book and the architectural style of the home for at least 30% of the homes with usable courtyards not exceeding a 5% slope.

Landscape Plans

Subsection 4.125 (.14) A. 2. g.

C26. The appropriate landscape plans have been provided. See Final Develop Plan plan set.**Protection of Significant Trees**

Subsection 4.125 (.14) A. 2. f.

C27. The applicant provides tree protection information. See also Request F.**Lighting and Site Furnishings Comply with Community Elements Book**

Subsection 4.125 (.14) A. 3.

C28. Condition of Approval PDD 2 ensures lighting and site furnishings comply with the Community Elements Book for SAP North.**Building Systems**

Subsection 4.125 (.14) A. 4.

C29. Subsequent Building Permit applications will review proposed buildings for consistency with the criteria of Table V-3 and the Architectural Pattern Book.**Preliminary Development Plan Approval****Submission Timing**

Subsection 4.125 (.18) G. 1. a.

C30. This PDP addresses Phase 5 on the SAP North Phasing Plan approved with Phase 4 North.

Owners' Consent

Subsection 4.125 (.18) G. 1. b.

C31. This application is made by Jason Baker of Polygon Homes. The PDP application has been signed by owners Victor C. Chang, Allen Y. Chang, City of Wilsonville, Polygon at Villebois III LLC, and Sparrow Creek LLC.

Proper Form & Fees

Subsection 4.125 (.18) G. 1. c.

C32. The applicant used the prescribed form and paid the required application fees.

Professional Coordinator Required for Professional Design Team

Subsection 4.125 (.18) G. 1. d.

C33. A professional design team is working on the project with Stacy Connery AICP from Pacific Community Design as the professional coordinator.

Mixed Uses

Subsection 4.125 (.18) G. 1. e.

C34. The proposed PDP includes only residential and park uses with supporting amenities and utilities.

Land Division Concurrent with Preliminary Development Plan

Subsection 4.125 (.18) G. 1. f.

C35. The applicant submitted a preliminary subdivision plat concurrently with this request. See Request E.

Zone Map Amendment Concurrent with Preliminary Development Plan

Subsection 4.125 (.18) G. 1. g.

C36. For portions of the subject properties not previously rezoned to Village, the applicant requests a zone map amendment concurrently with this request. See Request A.

Information Required

Subsection 4.125 (.18) G. 2. a. – c.

C37. The applicant provided the required information including a boundary survey, topographic information, SROZ information. See applicant's submitted plan sets.

Land Area Tabulation

Subsection 4.125 (.18) G. 2. d.

C38. Following is a tabulation of land area devoted to the various uses and a calculation of net residential density:

Approx. Gross Acreage	26.65 Acres
Parks and Open Space	8.63 Acres
Public Streets	7.71 Acres
Lots and Alleys	10.31 Acres

Net Residential Density: 89 lots / 10.31 Acres = 8.63 units per net acre

Streets, Alleys, and Trees

Subsection 4.125 (.18) G. 2. e.

C39. Information on planned alleys and streets are provided or the information is readily available. Easements, sidewalks, bike routes and bikeways, trails, and other relevant features are shown. The required trees are shown. See applicant's submitted plan sets.

Building Drawings

Subsection 4.125 (.18) G. 2. f.

C40. The proposed PDP includes Large, Standard, Medium, and Small detached single-family housing products. Conceptual elevations have been provided. See Section IIIF of Exhibit B1.

Utility Plan

Subsection 4.125 (.18) G. 2. g.

C41. Sheet 6 of the applicant's plan set provides the required composite utility plan.

Phasing Sequence

Subsection 4.125 (.18) G. 2. h.

C42. The applicant proposes executing the PDP in a single phase.

Security for Capital Improvements

Subsection 4.125 (.18) G. 2. i.

C43. The applicant states "the applicant will provide a performance bond or other acceptable security for the capital improvements required by the project."

Traffic Report

Subsection 4.125 (.18) G. 2. j. and H. 2.

C44. Exhibit B5 is the required trip generation memorandum from DKS Associates.

PDP Submittal Requirements

Matching SAP and General PDP Submission Requirements

Subsection 4.125 (.18) H. 1.

C45. The PDP matches the requested approval of the SAP North, as requested to be amended in Request B, and the application includes all of the requested information including location of utilities, conceptual building and landscape plans, the general type and location of signs, specified topographic information, plans showing all uses, and a grading and erosion control plan.

Level of Detail

Subsection 4.125 (.18) H. 3.

C46. The submitted plans show the required level of detail similar to other PDP's approved throughout Villebois.

Copies of Legal Documents

Subsection 4.125 (.18) H. 4.

C47. The applicant provided the required legal documents for review.

PDP Approval Procedures

Subsection 4.125 (.18) I.

C48. The review of the request follows the defined procedure including public notice, a public hearing, and a determination by the Development Review Board.

PDP Approval Criteria

PDP Consistent with Standards of Section 4.125

Subsection 4.125 (.18) K. 1. a.

C49. As shown elsewhere in this request, the proposed Preliminary Development Plan is consistent with the standards of Section 4.125.

PDP Complies with the Planning and Land Development Ordinance

Subsection 4.125 (.18) K. 1. b.

C50. Findings are provided showing compliance with applicable standards of the Planning and Land Development Ordinance. Specifically Findings C56 through C58 address Subsections 4.140 (.09) J. 1. through 3.

PDP Consistent with Approved SAP

Subsection 4.125 (.18) K. 1. c.

C51. The requested PDP approval is consistent with the SAP, as requested to be amended by Request B.

PDP Consistent with Approved Pattern Book

Subsection 4.125 (.18) K. 1. d.

- C52.** The proposed conceptual drawings have been found by the consultant architect to be consistent with the Architectural Pattern Book. The proposed lots are of sizes enabling conformance with the Architectural Pattern Book.

Reasonable Phasing Schedule

Subsection 4.125 (.18) K. 2.

- C53.** The applicant proposes completion of the PDP in a single phase.

Parks Concurrency: Parks Completion Prior to Occupancy of 50% of Homes

Subsection 4.125 (.18) K. 3.

- C54.** Condition of Approval PDD 3 ensures the completion of parks within PDP 5 North prior to occupancy of 50% of the housing units of the phase or bonding if special circumstances prevent completion. Specifically, park improvement shown must be completed prior to the granting of the building permit for the 45th house in the PDP.

DRB Conditions

Subsection 4.125 (.18) K. 5.

- C55.** Staff does not recommend any additional conditions of approval to ensure compliance.

Planned Development Regulations

Consistency with Comprehensive Plan and Other Plans, Ordinances

Subsection 4.140 (.09) J. 1.

- C56.** The applicant's findings demonstrate the location, design, size, and uses proposed with the PDP are both separately and as a whole consistent with SAP North as proposed for amendment in Request B, and thus the Villebois Village Master Plan, the City's Comprehensive Plan designation of Residential – Village for the area, and any other applicable ordinance of which staff is aware.

Meeting Traffic Level of Service D

Subsection 4.140 (.09) J. 2.

- C57.** The location, design, size and uses are such that traffic generated within the PDP at the most heavily used intersection(s) can be accommodated safely and without congestion in excess of Level of Service D. The proposed uses and the circulation system are consistent with SAP North, as requested to be amended in Request B. Exhibit B5 is the required traffic generation memorandum.

Concurrency for Other Facilities and Services Including Utilities
Subsection 4.140 (.09) J. 3.

- C58. As shown in the Utility and Drainage Report, Section IIIC of the applicant's notebook, Exhibit B1 and Exhibit B7, and the applicant's Composite Utility Plan, Sheet 6 of Exhibit B4, adequate or immediately planned facilities and services are sufficient to serve the planned development.

Protection of Natural Features & Other Resources

General Terrain Preparation
Subsection 4.171 (.02)

- C59. The City worked carefully with the applicant to ensure the proposed developments is designed, constructed and maintained with maximum regard to natural terrain features and topography, including the many mature healthy trees and steep terrain of the subject site. The review process changes the layout of the park, streets and lots, were adjusted from that shown in the Villebois Village Master Plan, subject to the provided refinement process, to maximize the regard given.

Hillsides
Subsection 4.171 (.03)

- C60. No development is proposed on such slopes.

Trees and Wooded Area
Subsection 4.171 (.04)

- C61. The applicant worked closely with City staff and the project arborist to understand the trees on the site, look at development alternatives, and design the proposed park, streets, and lot layouts to maximize protection of existing trees, particularly trees rated good and important by the arborist. Specific measures taken include: siting Regional Park 6 to include the maximum number of good and important trees and minimizing grading within the park area with preserved trees; adding a linear green to preserve additional important trees; and designing grading to preserve important trees in rear yards where possible.

High Voltage Power Lines
Subsection 4.171 (.05)

- C62. The development area and surrounding area are not around high voltage power lines.

Safety Hazards
Subsection 4.171 (.06)

- C63. The applicant states that development of the subject area will occur in a manner that minimizes potential hazards to safety.

Earth Movement Hazard Areas

Subsection 4.171 (.07)

C64. No areas of land movement, slump, earth flow, or mud or debris flow have been identified in the project area.

Standards for Soil Hazard Areas

Subsection 4.171 (.08)

C65. No soil hazard areas have been identified within the subject area.

Historic Protection

Subsection 4.171 (.09)

C66. The PDP matches the SAP North approvals, as requested to be amended in Request B and found to meet the requirements of this subsection.

Landscaping, Screening, and Buffering

Section 4.176

C67. Landscaping will be provided in accordance with the standards in Section 4.176. The Street Tree/Lighting Plan depicts street trees along rights-of-way within the subject Preliminary Development Plan area. The plan has been developed in conformance with the *Community Elements Book* and the applicable standards of Section 4.176. Landscaping in the parks and linear green areas will be reviewed with Request D, Final Development Plan.

Street Improvement Standards

Section 4.177

C68. The PDP matches the SAP North approvals, as requested to be amended in Request B and found to meet the requirements of this subsection.

Request D: DB15-0090 Final Development Plan for Parks and Open Space

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Parks and Open Space in the Village Zone-Amount Required

Subsection 4.125 (.08) A.

D1. The applicant proposes parks and open space consistent with the PDP found to meet the required amount of parks and open space.

Parks and Open Space in the Village Zone-Ownership

Subsection 4.125 (.08) B.

D2. Ownership will be by the homeowners association with the Regional Park being turned to the City after a 5-year period of homeowner association ownership and maintenance.

Parks and Open Space in the Village Zone-Protection and Maintenance
Subsection 4.125 (.08) C.

- D3.** Protection and maintenance of the open space and recreational areas are covered in the CCR's being reviewed by the City, and Operation and Maintenance Agreements between the developer and the City.

Landscaping Screening and Buffering
Subsection 4.125 (.11)

- D4.** Findings D15 through D26 pertain to Section 4.176. Plans show street trees consistent with the Community Elements Book.

Signs Compliance with Master Sign and Wayfinding Plan for SAP
Section 4.125 (.12) A.

- D5.** The Master Signage and Wayfinding Plan does not require any signs subject to the Final Development Plan within the subject development and the applicant does not propose any.

Design Standards Applying to the Village Zone

Details to Match Architectural Pattern Book and Community Elements Book
Subsection 4.125 (.14) A. 2. b.

- D6.** The Architectural Pattern Book is not applicable to the parks except that any retaining walls within the public view shed must be consistent with the materials in the Architectural Pattern Book and the Master Fencing shown in the pattern book. Proposed plant materials are consistent with the Community Elements Book.

Protection of Significant Trees
Subsection 4.125 (.14) A. 2. f.

- D7.** The applicant proposes protecting significant trees. See Request F, particularly Finding F6.

Landscape Plan
Subsection 4.125 (.14) A. 2. g.

- D8.** The applicant's plan set includes landscape plans providing the required information.

Lighting and Site Furnishings to Match Community Elements Book, Etc.
Subsection 4.125 (.14) C.

- D9.** Condition of Approval PDC 2 requires the lighting and site furnishings to be consistent with the Community Elements Book.

Final Development Plan Approval Procedures
Subsection 4.125 (.18) L.

- D10.** The proposal is subject to the applicable procedures set out in this subsection for approval of a FDP.

Final Development Plan Submittal Requirements

Subsection 4.125 (.18) M.

D11. The applicant submitted the necessary materials review of the FDP.**Final Development Plans Subject to Site Design Review Criteria**

Subsections 4.125 (.18) N. and P. 1.

D12. The proposal is subject to the provisions of Section 4.421 as criteria in the review of the FDP.
See Findings D30 through D34.**Refinements to Preliminary Development Plan as part of Final Development Plan**

Subsection 4.125 (.18) O.

D13. The applicant does not request any refinements as part of the requested FDP.**Final Development Plan Compliance with Architectural Pattern Book, Community Elements Book, and PDP Conditions of Approval**

Subsection 4.125 (.18) P.2.

D14. Overall, as demonstrated by Finding D6 above, the FDP demonstrates compliance with the SAP North Community Elements Book. The proposed landscaping is in conformance with the Community Elements Book. There are no relevant portions of the Architectural Pattern Book, or Conditions of Approval for a previously approved PDP to which to demonstrate compliance.**Landscape Standards****Landscape Standards and Compliance with Code**

Subsection 4.176 (.02) B.

D15. The applicant has not requested for any waivers or variances to landscape standards. Thus all landscaping and screening must comply with standards of this section.**Landscape at least 15% of Site Area and Landscape Locations Spread Through Site**

Subsection 4.176 (.03)

D16. Landscaping or vegetation covers the majority of the proposed parks.**Buffering and Screening**

Subsection 4.176 (.04)

D17. No conditions requiring buffering and screening are within the area covered by the subject FDP request.

Plant Materials-Shrubs and Groundcover

Subsection 4.176 (.06) A.

D18. Applicant's sheet L2 in their FDP plan set, Exhibit B4, indicates the requirements established by this subsection will be met by the proposed plantings.

Plant Materials-Trees

Subsection 4.176 (.06) B.

D19. Applicant's Sheet L1 and L2 in their FDP plan set, Exhibit B4, indicates the requirements established by this subsection will be met by the proposed plantings.

Plant Materials-Street Trees

Subsection 4.176 (.06) D.

D20. Applicant's Sheets L2 in Exhibit B4, indicate the requirements established by this subsection as well as the Community Elements Book are generally met.

Types of Plant Species

Subsection 4.176 (.06) E.

D21. The allowed plant materials are governed by the Community Elements Book. All proposed plant materials will be consistent with the SAP North Community Elements Book.

Tree Credit

Subsection 4.176 (.06) F.

D22. The applicant is not requesting any of the preserved trees be counted as tree credits pursuant to this subsection.

Exceeding Plant Material Standards

Subsection 4.176 (.06) G.

D23. The selected landscape materials do not violate any height or visions clearance requirements.

Installation and Maintenance of Landscaping

Subsection 4.176 (.07)

D24. Installation and maintenance standards are or will be met by Condition of Approval PDD 2 as follows:

- Plant materials are required to be installed to current industry standards and be properly staked to ensure survival
- Plants that die are required to be replaced in kind, within one growing season, unless appropriate substitute species are approved by the City.
- A note on the applicant's Sheet L2 in their FDP plan set, Exhibit B4, indicates "coordinate landscape installation with installation of underground sprinkler and drainage systems."

Landscape Plans
Subsection 4.176 (.09)

D25. The applicant's plan set includes landscape plans with the required information. See Exhibit B4.

Completion of Landscaping
Subsection 4.176 (.10)

D26. As a condition of PDP approval the parks for the PDP or PDP phase must be completed prior to fifty percent (50%) of the house permits are issued unless certain conditions exist, similar to what is described in this subsection, in which case a bond can be posted. See Finding C54 and Condition of Approval PDC 3.

Site Design Review

Excessive Uniformity, Inappropriateness of Design, Etc.
Subsection 4.400 (.01)

D27. *Excessive Uniformity:* A variety of parks with a variety of features and amenities are provided consistent with the diversity of park uses described in the Villebois Village Master Plan avoiding excessive uniformity in park and open space design.

Inappropriate or Poor Design of the Exterior Appearance of Structures: No structures are proposed in the parks.

Inappropriate or Poor Design of Signs: Signs within parks and open spaces are required to be consistent with the Master Sign and Wayfinding program which is a comprehensive signage package that ensures signs in parks and open spaces, like elsewhere in Villebois, are of a quality design and appropriate for the Villebois context.

Lack of Proper Attention to Site Development: The appropriate professional services have been used to design the park and open spaces incorporating unique features of the site including natural features, demonstrating appropriate attention being given to site development.

Lack of Proper Attention to Landscaping: Landscaping has been professionally designed by a landscape architect, and includes a variety of plant materials, all demonstrating appropriate attention being given to landscaping.

Purposes of Objectives of Site Design Review
Subsection 4.400 (.02)

D28. It is staff's professional opinion that the applicant has provided sufficient information demonstrating compliance with the purposes and objectives of site design review. In addition, site features are consistent with the Community Element Book, which has previously been reviewed to ensure consistency with the Villebois Village Master Plan which has similar purposes and objectives as site design review.

Site Design Review-Jurisdiction and Power of the Board
Section 4.420

D29. Condition of Approval PDD 3 ensures construction, site development, and landscaping are carried out in substantial accord with the Development Review Board approved plans, drawings, sketches, and other documents. No grading or other permits will be granted prior to development review board approval. No variances are requested from site development requirements.

Site Design Review-Design Standards
Subsection 4.421 (.01)

D30. The scope of design standards refers only to the parks and open spaces, as the single-family homes are not subject to site design review. The park elements are appropriate for the topography of the site by working with the existing slopes. Surface water drainage has been thoroughly reviewed consistent with the Villebois Village Master Plan and the Rainwater Master Plan for SAP North.

Applicability of Design Standards to Various Site Features
Subsection 4.421 (.02)

D31. All applicable site features, which does not include single-family homes, are subject to design standards.

Objectives of Section 4.400 Serve as Additional Criteria and Standards
Subsection 4.421 (.03)

D32. The purposes and objectives in Section 4.400 are being used as additional criteria and standards. See Finding D28 above.

Site Design Review-Conditions of Approval for Proper and Efficient Site Function
Subsection 4.421 (.05)

D33. Staff does not recommend any additional conditions of approval pursuant to this subsection.

Color or Materials Requirements
Subsection 4.421 (.06)

D34. Conditions of Approval PDD 4 and PDD 5 require specific materials for any retaining walls or hand rails to ensure a quality of design consistent with the Architectural Pattern Book.

Site Design Review-Procedures, Required Materials
Section 4.440

D35. The applicant submitted the applicable required materials.

Time Limit on Approval
Section 4.442

D36. It is understood that the approval will expire after 2 years if a building permit hasn't been issued unless an extension has been granted by the board.

Landscape Installation or Bonding

Subsection 4.450 (.01)

D37. As a condition of PDP approval the parks for the PDP or PDP phase must be completed prior to fifty percent (50%) of the house permits being issued. See Finding C54 in Request C and Condition of Approval PDC 3.

Approved Landscape Plan Binding

Subsection 4.450 (.02)

D38. Condition of Approval PDD 6 provides ongoing assurance the approved landscaping plan is binding upon the applicant.

Landscape Maintenance and Watering

Subsection 4.450 (.03)

D39. Condition of Approval PDD 6 will ensure landscaping is continually maintained and watered in accordance with this subsection.

Addition and Modifications of Landscaping

Subsection 4.450 (.04)

D40. Condition of Approval PDD 6 prevents modification or removal of landscaping without the appropriate City review.

Request E: DB18-0053 Tentative Subdivision Plat

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Development Standards Applying to All Development in Village Zone

Block, Alley, Pedestrian, and Bicycle Standards

Subsection 4.125 (.05) A.

E1. The tentative subdivision plat shows blocks, alleys, pedestrian, and bicycle paths consistent with this subsection and the proposed PDP.

Access Standards: Access Required Via Alley Where Available

Subsection 4.125 (.05) B.

E2. Condition of Approval PDE 5 requires a non-access reservation strip on the street side of lots with alley access.

Development Standards in the Village Zone

Table V-1

- E3.** As been consistently interpreted for PDP approvals in Villebois, lot dimensions in the Architectural Pattern Book can govern such things as lot width and size even when it is not consistent with the table. The proposed lots facilitate the construction that meets relevant standards of the table and the Architectural Pattern Book for SAP North.

Open Space Requirements

Subsection 4.125 (.08)

- E4.** The tentative subdivision plat shows open space consistent with the requirements of the Village Zone and the proposed PDP. Consistent with the requirements of (.08) C. Condition of Approval PDE 8 requires the City Attorney to review and approve pertinent bylaws, covenants, or agreements prior to recordation.

Street and Improvement Standards:

General Provisions

Subsection 4.125 (.09) A. 1.

- E5.** The tentative subdivision plat shows street alignments, improvements, and access improvements consistent with the proposed PDP and SAP found, with proposed refinements, to be consistent with the Master Plan and Transportation Systems Plan.

Intersection of Streets

Subsection 4.125 (.09) A. 2.

- E6.** The tentative subdivision plat shows street intersections as proposed in the proposed PDP consistent with these standards.

Centerline Radius Street Curves

Subsection 4.125 (.09) A. 4.

- E7.** The tentative subdivision plat shows streets found to meet these standards under Requests B and C.

Street and Improvement Standards: Rights-of-way, Waiver of Remonstrance

Subsections 4.125 (.09) A. 5. and 4.177 (.01) C.

- E8.** As stated by the applicant, "rights-of-way will be dedicated and a waiver of remonstrance against the formation of a local improvement district will be recorded with recordation of a final plat in accordance with Section 4.177." Condition of Approval PDE 9 requires the waiver of remonstrance.

Plat Review Process

Plats Reviewed by Planning Director or DRB

Subsection 4.202 (.01) through (.03)

- E9.** The tentative subdivision plat is subject to review by the Development Review Board according to this subsection. The final plat is subject to review by the Planning Division under the authority of the Planning Director to ensure compliance with the DRB review of the tentative subdivision plat.

Legal Creation of Lots Prior to Selling Land

Subsection 4.202 (.04) A.

- E10.** It is understood that no lots will be sold until the final plat has been approved by the Planning Director and recorded.

Undersized Lots

Subsection 4.202 (.04) B.

- E11.** No lots will be divided into a size smaller than allowed.

Pre-Application Conference

Subsection 4.210 (.01)

- E12.** A pre-application conference was held in accordance with this subsection.

Preparation and Submission of Tentative Plat

Subsection 4.210 (.01) A. and B.

- E13.** Sheet 4 of Exhibit B3, as shown revised in Exhibit B6, is a tentative subdivision plat prepared by a licensed surveyor and including the required information.

Land Division Phases to Be Shown

Subsection 4.210 (.01) D.

- E14.** The applicant indicates a plan to subdivide and develop the land in a single phase.

Remainder Tracts

Subsection 4.210 (.01) E.

- E15.** The proposed tentative plat incorporates all affected property.

Conformity to the Master Plan or Map

Subsection 4.236 (.01)

- E16.** The tentative subdivision plat is consistent with applicable plans including the Transportation Systems Plan and Villebois Village Master Plan as requested to be refined.

Relation to Adjoining Street System

Subsection 4.236 (.02)

E17. The tentative subdivision plat shows streets meeting connecting to the adjoining existing streets consistent with the proposed PDP.

Streets: Conformity to Standards Elsewhere in the Code

Subsection 4.236 (.03)

E18. The tentative subdivision plat shows streets consistent with the proposed Master Plan refinement, SAP Amendment, and PDP and meeting Section 4.177 and the block requirements of the zone.

Creation of Easements for Future Land Divisions

Subsection 4.236 (.04)

E19. The applicant proposes no specific easements pursuant to this subsection.

Topography

Subsection 4.236 (.05)

E20. The tentative subdivision plat shows street alignments recognizing topographic conditions consistent with the requested PDP.

Reserve Strips Controlling Street Access for Specific Purposes

Subsection 4.236 (.06)

E21. No reserve strips are being required for the reasons listed in this subsection. However, reserve strips are being required by Condition of Approval PDE 5 to prevent access to the front side of lots served by an alley. See also Findings E2.

Future Expansion of Street

Subsection 4.236 (.07)

E22. Adjoining land is all developed, no future street extensions are planned. The proposed streets connect with street stubs created in previous adjoining subdivisions.

Additional Right-of-Way for Existing Streets

Subsection 4.236 (.08)

E23. The applicant proposes to dedicate any necessary right-of-way.

Street Names

Subsection 4.236 (.09)

E24. Street names will be reviewed by Engineering staff and be subject to approval by the City Engineer consistent with this subsection.

Blocks

Subsection 4.237 (.01)

E25. The tentative subdivision plat shows blocks consistent with those proposed Preliminary Development Plan. See Request C.

Easements

Subsection 4.237 (.02)

E26. Condition of Approval PDE 10 requires the necessary easements for utility lines.

Mid-block Pedestrian and Bicycle Pathways

Subsection 4.237 (.03)

E27. The submitted plans show pathways consistent with the proposed PDP.

Tree Planting & Tree Access Easements

Subsection 4.237 (.04)

E28. The proposed street trees are within the proposed public right-of-way.

Lot Size and Shape

Subsection 4.237 (.05)

E29. Proposed lot sizes, widths, shapes and orientations are appropriate for the proposed development and are in conformance with the Village Zone requirements as discussed under Requests B and C.

Access, Minimum Frontage

Subsection 4.237 (.06)

E30. Each lot has the minimum frontage on a street or greenbelt, as allowed in the Architectural Pattern Book.

Through Lots

Subsection 4.237 (.07)

E31. While certain lots front both SW Tooze Road and SW Barcelona Street, no access will be allowed directly from SW Tooze Road.

Lot Side Lines

Subsection 4.237 (.08)

E32. Generally side lot lines are at right angles with the front lot line. Where they do not, they run at the closest possible angle to 90 degrees as allowed by block shape, adjacent lot shape, and required alley orientation.

Large Lot Land Divisions

Subsection 4.237 (.09)

E33. Staff does not anticipate any future divisions of the lots included in the tentative subdivision plat.

Building Line and Built-to Line

Subsection 4.237 (.10) and (.11)

E34. No building lines or built-to lines are proposed or recommended.

Land Reserved for Public Acquisition

Subsection 4.237 (.12)

E35. No property reservation is recommended as described in this subsection.

Corner Lots

Subsection 4.237 (.13)

E36. All proposed corner lots meet the minimum corner radius of ten (10) feet.

Lots of Record

Section 4.250

E37. The parcels and tracts being divided are of record, and the resulting subdivision lots will be lots of record.

Request F: DB15-0089 Type C Tree Plan

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Access to Site for Tree Related Observation

Subsection 4.600.50 (.03) A.

F1. The ability for the City to inspect tree conditions on the site is understood.

Type C Tree Removal Review Authority

Subsection 4.610.00 (.03) B.

F2. The requested tree removal is connected to site plan review by the Development Review Board for the proposed development. The tree removal is thus being reviewed by the DRB.

Conditions to Minimize Damage to and Encroachment

Subsection 4.610.00 (.06) A.

F3. Staff recommends two additional conditions pursuant to this subsection. A number of good and important trees have root zones/drip lines partially or entirely on individual lots. In consideration of the health and value of the tree Conditions of Approval PDF 4 and PDF 5

impose reasonable conditions to encourage proper long-term preservation and maintenance as well as clearly identify maintenance responsibility. Condition of Approval PDF 4 requires a tree preservation and maintenance easement and associated easement agreement allowing for inspection of the tree condition and assigning tree maintenance responsibility to the homeowners association as well as limiting plantings and irrigation that could damage the health of the tree. As a practical matter, Condition of Approval PDF 5 requires access easements on affected lots to allow necessary access for inspection and maintenance activities.

Completion of Operation in Reasonable Time Frame

Subsection 4.610.00 (.06) B.

- F4. It is understood the tree removal will be completed by the time construction of all homes, parks, and other improvements in the PDP are completed, which is a reasonable time frame for tree removal.

Security for Tree Removal

Subsection 4.610.00 (.06) C.

- F5. As allowed by Subsection 1 the bonding requirement is being waived as the application is required to comply with WC 4.264(1).

Standards for Tree Removal, Relocation or Replacement, Residential Development

Standards for Preservation and Conservation and Development Alternatives

Subsection 4.610.10 (.01) B., C., and E.

- F6. The applicant worked closely with City staff and the project arborist to understand the trees on the site, look at development alternatives, and design the proposed park, streets, and lot layouts to maximize protection of existing trees, particularly trees rated good and important by the arborist. Specific measures taken include: siting Regional Park 6 to include the maximum number of good and important trees and minimizing grading within the park area with preserved trees; adding a linear green to preserve additional important trees; and designing grading to preserve important trees in rear yards where possible. Trees proposed for removal are due to tree conditions and unavoidable construction impacts.

Standards for Land Clearing

Subsection 4.610.10 (.01) D.

- F7. This standard is being followed as shown in the applicant's plan set, Exhibit B3.

Standards for Compliance with Statutes and Ordinances

Subsection 4.610.10 (.01) F.

- F8. This standard is broad and duplicative. As found elsewhere in this report, the applicable standards are being applied.

Standards for Relocation and Replacement

Subsection 4.610.10 (.01) G.

- F9.** The proposed tree activity is being reviewed in accordance to the referenced sections related to replacement and protection.

Limitation on Tree Removal

Subsection 4.610.10 (.01) H.

- F10.** The proposed tree removal is either necessary for construction or is due to the health and condition of the trees.

Additional Standards for Type C Permits: Tree Survey and Maintenance and Protection Plan

Subsection 4.610.10 (.01) I. 1.-2., Section 4.610.40 (.02)

- F11.** The applicant's submitted materials include the required Tree Maintenance and Protection Plan has been submitted. See Section VIC of Exhibit B1.

Additional Standards for Type C Permits: Tree and Utility Conflicts

Subsection 4.610.10 (.01) I. 3.

- F12.** The Composite Utility Plan, Sheet 6 of Exhibit B2, shows little potential for environmental adverse consequences of utility placement. Utility placement in relation to the preserved tree will be further reviewed during review of construction drawings and utility easement placement on the final plat.

Type C Tree Plan Reviewed with Stage II Final Plan

Subsection 4.610.40 (.01)

- F13.** The proposed Type C Tree Plan is subject to review concurrently with the Preliminary Development Plan, which is the equivalent of a Stage II Final Plan in the Village Zone.

Tree Replacement Requirement

Subsection 4.620.00 (.01)

- F14.** Conditions of Approval PDF 8 and 9 ensures tree mitigation requirements are met by either replanting street trees and landscaping trees or paying into the tree fund an amount determined by the City based on the cost of replacement trees.

Basis for Determining Replacement

Subsection 4.620.00 (.02)

- F15.** Conditions of Approval PDF 8 and 9 requires tree mitigation on a basis of one tree mitigated for one tree removed. Each planted tree, including street trees and trees in parks and linear greens will meet the minimum diameter requirement.

Replacement Tree Requirements

Subsection 4.620.00 (.03)-(.04)

- F16.** Replacement trees will be appropriate for the site by conforming the Community Elements Book. Condition of Approval PDF 2 ensures trees have the proper staking and care and will be of the required quality. The Condition of Approval further ensures the replacement of planted trees that dies or becomes diseased.

Replacement Trees Locations

Subsection 4.620.00 (.05)

- F17.** The applicant proposes planting trees on site and in the appropriate locations for the proposed development meeting spacing in the Community Elements Book and avoiding utility and other conflicts.

Tree Protection During Construction

Section 4.620.10

- F18.** Conditions of Approval PDF 3 and PDF 6 ensures protection of trees during development consistent with the requirements of this section..

Request G: SI 18-0005 Abbreviated SRIR Review/SROZ Map Refinement

As described in the Findings below, the request meets the applicable criteria.

Findings of Fact:

1. Pursuant to Section 4.139.05 (Significant Resource Overlay Zone Map Verification), the map verification requirements shall be met at the time an applicant requests a land use decision. The applicant conducted a detailed site analysis consistent with code requirements, which the Natural Resources Manager reviewed and approved.
2. The delineated wetlands, identified as Wetlands A-C, are located in the project area. Wetlands A and B were included in the City's Natural Resources Inventory and were deemed locally significant due to their connectivity to the Coffee Lake wetlands/floodplain complex. Wetland C was not included in the Natural Resources Inventory due to its size (i.e., less than 0.5 acre). Wetlands A-C are likely jurisdictional and subject to regulation by the Oregon Department of State Lands and the U.S. Army Corps of Engineers.
3. Wetlands A and B, which are associated with a drainage ditch, are classified as palustrine emergent (PEM). Whereas, Wetland C is classified as a palustrine scrub-shrub (PSS) and PEM/slope. Wetlands A is located in a horse pasture and Wetland B is primarily non-native reed canary grass. Wetland C is a combination of reed canary grass and native Sitka willow. The primary source of hydrology for the wetlands is surface runoff and groundwater. The total size of the wetlands is 0.15 acres.

4. The Significant Resource Overlay Zone ordinance prescribes regulations for development within the SROZ and its associated 25-foot Impact Area. Setbacks from significant natural resources implement the requirements of Metro Title 3 Water Quality Resource Areas, Metro Title 13 Nature in Neighborhoods, and Statewide Planning Goal 5. All significant natural resources have an Impact Area. Development or other alteration activities may be permitted within the SROZ and its associated Impact Area through the review of a Significant Resource Impact Report (SRIR). The primary purpose of the Impact Area is to insure that development does not encroach into the SROZ.
5. Pursuant to the city's SROZ ordinance, development is only allowed within the Area of Limited Conflicting Use (ALCU). The ALCU is located between the riparian corridor boundary, riparian impact area or the Metro Title 3 Water Quality Resource Area boundary, whichever is furthest from the wetland or stream, and the outside edge of the SROZ, or an isolated significant wildlife habitat (upland forest) resource site.
6. The applicant's Significant Resource Impact Report delineated specific resource boundaries. The applicant's SRIR contained the required information, including an analysis of the natural resource conditions.

Amendment to SROZ Boundary

Amending SROZ Boundary Based on Whether Land is a Significant Resource

Subsection 4.139.10 (.01) D. 4. and (.02)

- G1. Wetlands A and B were included in the City's Natural Resources Inventory and SROZ map. The inventory relied on a wetland determination with little in the way of specific information. The applicant has provided a wetland delineation that provides substantially more detail, which brings into question the inclusion of the wetlands in the SROZ. Due to their size (both are less than the minimum 0.5-acre requirement) and isolated location, hydrologically and physically, in regards to the Coffee Lake wetlands/floodplain complex, they do not qualify as locally significant wetlands. Therefore, staff concurs with the applicant and authorizes an amendment to the SROZ.
- G2. ~~Wetlands A and B were included in the City's Natural Resources Inventory and SROZ map. The inventory relied on a wetland determination with little in the way of specific information. The applicant has provided a wetland delineation that provides substantially more detail, which brings into question the inclusion of the wetlands in the SROZ. Due to their size (both are less than the minimum 0.5-acre requirement) and isolated location, hydrologically and physically, in regards to the Coffee Lake wetlands/floodplain complex, they do not qualify as locally significant wetlands. Therefore, staff concurs with the applicant and authorizes an amendment to the SROZ~~



NOVEMBER 2018 MONTHLY REPORT

From The Director's Office

Happy Thanksgiving and upcoming Holidays! We welcomed Megan Munsterman as our new Permit Tech in the Building Division.

November brought more progress on the Basalt Creek Concept Plan Area. We met with Tualatin and Washington County staff to set the schedule to adopt Comprehensive Plan amendments to prepare for our requisite Urban Planning Area Agreements with the County. The Comprehensive Plan amendments will be considered by the Planning Commission followed by the City Council in early 2019.

Public Works, Jacobs (our Wastewater Treatment Plant Operator), and CD staff worked together to consider a request by Swire Coca-Cola to modify their high-strength industrial wastewater discharge permit to mitigate recent limitations. They reported that two of their three off-site locations will no longer accept their discharge. Together we analyzed their request and concluded the permit adjustment request can be approved. According to design memos, the adjustment was anticipated for the 2014 Wastewater Treatment Plant upgrade.

Please find much more information about recent CD activities in the following pages.

This is my last monthly report. In my extremely rewarding 6 1/2 years in Wilsonville, I have learned the City can take great pride in CD. From addressing citizen concerns with timely responses; from development ideas to DRB packets and hearings; from sign permits to Comprehensive Plan amendments with Planning Commission hearings; from right-of-way permits to new roads and bridges; from 8-inch sewer extensions to the future Memorial Park Pump Station; from bare ground to new pipes and sidewalks that serve new homes with building permits that create great neighborhoods; from underutilized land to economic development with permitted and inspected big buildings that house new jobs; from urban pollutants to cleaner water in our streams and healthier salmon; from barriers to better connections for all modes—including comfortable walking and biking and access to SMART connections; this is what CD strives to achieve.

I now pass the baton to Chris Neamtzu! Thank you for the opportunity to serve such a wonderful community. -Nancy Kraushaar, PE, Director



Building Division

Staying Connected

This month the Building Division hosted two major events that placed the spotlight directly on the City of Wilsonville and all the great things we are doing in our region.

The first event was a regional Building Official and Contractor Round Table. This event was jointly sponsored by the Home Builders Association of Portland Metro and the City of Wilsonville. Over 25 area contractors and building officials from our area connected for two hours to discuss a variety of mutually engaging topics. These included the impacts of permit and SDC fees on affordable housing, new energy code initiatives from the State, electronic plan review and inspections, industry housing trends, labor shortages and the future labor pool, innovative permit processes, and how best to communicate and work together.

This event, which is held twice a year, continues to produce positive results in providing a forum for facilitating open communication and mutual understanding of issues impacting both the Homebuilders and Building Officials.



The second event was a quarterly Oregon Building Officials Association meeting where over 60 code officials from across the state gathered to network and hear updates from the State Building Codes Administrator, Mark Long, about building code related legislation, energy codes, tiny houses, fire codes, and others. In addition, a peer-to-peer round-table session was facilitated over topics that included marijuana facilities and building codes, tiny houses, affordable housing, existing building challenges, and other industry topics like innovative permitting processes and labor shortages.



It's a privilege to host forums such as these and to provide a gathering place for industry professionals to engage in productive conversation. This improves communications, promotes regional consistency, creates an environment for positive relationships and networking, and helps our region to have a stronger built environment.

Economic Development

- **Coffee Creek Industrial Area**

- Development: Acquisition efforts appear to be progressing for an industrial developer seeking to develop a 700,000 square foot speculative industrial development. The site is 40 acres of land west of Garden Acres in the Coffee Creek Industrial Area.
- Financing: The City is proceeding with an application for \$3.6 million loan from Business Oregon to help finance construction of Garden Acres Road in Coffee Creek Industrial Area, to be repaid with TIF revenue over time. Staff desires to submit application in December in anticipation of a Business Oregon IFA Board decision in February 2019.

- **Business Recruitment**

- A Wholesale distributor of luxury vehicles is considering relocating from Texas to Wilsonville. They are looking for 20,000 square feet of leasable industrial space.
- An industrial laundry business from Gresham with 17 employees is considering relocation to Wilsonville. They are looking for 5,000 square feet of leasable industrial space.

- **Business Retention & Expansion**

- SWIRE Coca-Cola expanded into an adjacent 30,000 square foot building at 29900 SW Kinsman Road, which resulted in a consolidation of multiple regional locations into one presence in Wilsonville. At a November 14 grand opening event, we heard from SWIRE leadership about the company's 200 year history and how it became the world's largest beverage company. They also discussed their commitment to the environment through innovative packaging design, internal waste management programs, and community programs to drive improvements in recycling and recovery. Swire currently employs over 600 people in Wilsonville.

- **Regional Activities**

- Metro Site Readiness Grant: Wilsonville is participating in an effort to develop a region-wide toolkit for employment land site readiness to help remove barriers to private investment and redevelopment of region's employment lands, specifically for Coffee Creek Industrial Area as it relates to Wilsonville's participation. The first project advisory meeting was held on November 14.
- Greater Portland Inc:
 - Board Meeting: Economic Development Manager Jordan Vance attended the November 15 board meeting where GPI notified stakeholders they will be considering a deeper role in regional business retention/expansion efforts and will be exploring potential alliances with other organizations like PBA and CREDC to achieve this goal.
 - Small Cities Consortium: Mayor Knapp was voted in as new Chair of GPI Small City Consortium, which is a group of small cities in the region that will be represented by Mayor Knapp on the GPI Board. Economic Development Manager Jordan Vance will coordinate monthly meetings in Tualatin with small city mayors and staff to discuss economic development issues.

Engineering Division, Capital Projects

5th to Kinsman Road Extension (4196)

Staff is working with our consultant (Otak) to finalize the 100% project plans and specifications for bidding the project in January/February 2019. Construction is anticipated to start in spring/summer 2019.

124th Avenue Extension

Washington County's contractor continues construction of the 124th Avenue Extension project. Grahams Ferry Road was reopened on Friday, November 30. Washington County is working with their contractor to complete all outstanding items of work as quickly as possible. The new section of 124th will not be open until early 2019.

Boones Ferry Road / Fred Meyer Improvements (4199)

Project is complete.

Charbonneau Utility Repairs – French Prairie Drive Phase II and Old Farm Road Phase I (1500/2500/4500/7500)

This project involves repair and replacement of deficient storm, sewer, and water pipe lines in the Charbonneau District, as identified in the Charbonneau Consolidated Improvement Plan. Design work began in November. Public outreach with the neighborhood is planned for early 2019 to gather resident input.

Coffee Creek Industrial Area Regional Stormwater Facility Project (7060)

This project involves modeling the current and future stormwater runoff conditions within portions of the Coffee Creek and Basalt Creek basins. The design and construction improvements will alleviate existing seasonal flooding to allow for future development within both the Coffee Creek Industrial Area and the Basalt Creek Concept Area. The Professional Services Agreement for Phase 1: Alternative Analysis and Preliminary Design is going to Council in early December and the project will kick-off in the middle of December.

Coffee Creek Sewer Facilities (2101)

This project involves the preliminary design of sanitary sewer facilities required to support future development of the Coffee Creek and Basalt Creek development areas. Preliminary sewer infrastructure maps are under review. Planning work is anticipated to be complete by the end of the year.

Engineering Division, Capital Projects

French Prairie Bridge (9137)

This project will determine the final location, alignment, and design type. It includes preparation of preliminary construction and environmental documents for a new pedestrian, bike, and emergency vehicle bridge over the Willamette River in the vicinity of Boones Ferry Road. The project Task Force will receive an overview of the five bridge types under consideration and a summary of the feedback received from the Technical Advisory Committee (TAC) and public events on December 5. The Task Force is expected to identify the top two bridge designs for City and County consideration at a work session on January 7.



Garden Acres Road (4201)

The project involves the design and construction of Garden Acres Road from a rural local access road to an urban industrial roadway as part of the Coffee Creek Industrial Area plan. Property acquisition work is underway. The consultant team is coordinating with Willamette Water Supply Program to incorporate the 66" water pipeline into the Garden Acres construction plans.

Graham Oaks Pedestrian Enhancements (0012)

The construction contract is out for bids. We will be reviewing bids in early December and we anticipate construction starting early January.

I-5 Pedestrian Bridge (4202)

This project involves the design and preparation of construction documents for a pedestrian and bicycle bridge over Interstate 5 from Town Center Loop West to Boones Ferry/Barber Street. Staff is working to lift covenants and restrictions on the east bridge landing property as part of a sale agreement approved by Council in November. Design of the bridge will begin after completion of the Town Center Plan.

Engineering Division, Capital Projects

Memorial Park Pump Station (2065)

We are working with our consultant team on 60% plans. Unforeseen soil conditions have resulted in additional geotechnical investigation and design requirements. An amendment will be coming to council to capture these additional items of work.

Street Maintenance (4014/4118)

We are on track to get the street maintenance work done in the spring on Wilsonville Road and Boones Ferry Road. Our consultant team has finished surveying, pavement corings, and preliminary ADA design. We are working with them to proceed to 60% design plans and develop preliminary cost estimates.

Tooze Road to Grahams Ferry Road (4146)

The project is almost complete. The roads have been striped and street lights are activated. Signal lights should go live within the next few weeks.

Water Telemetry (1114)

Brown and Caldwell is putting together the network and communication upgrade plan which will include a project list and estimates for future upgrades.

Willamette River Storm Outfalls (7053)

Staff is working with our consultant (AKS Engineering) to finalize the 100% project plans and specifications for bidding the project in January/February 2019. Construction is anticipated to start in spring/summer 2019.

WTP Surge Tank (1111)

Bids opened and authorization to award was given by City Council. Construction is anticipated to start in the winter.

WWSP Coordination (1127)

Ongoing coordination efforts are occurring for the Garden Acres Road project (4201), the 5th/Kinsman project (4196), and the Kinsman/Wilsonville Road truck turning improvements. Staff expects to receive final review plans and specifications from WWSP for the 5th/Kinsman project and Kinsman/Wilsonville Road truck turning improvements within the next month. Staff is reviewing a draft IGA to incorporate the WWSP 66" water line into the Garden Acres project.



Tooze Road, looking west to new traffic signal at Grahams Ferry Road.

Engineering Division, Private Developments

Frog Pond—Morgan Farm Phase 1

Public Works Permit issued and construction is underway on this 37-lot subdivision. Installation of a new sanitary sewer main line connecting from our existing sewer main near Boeckman Creek. The crossing and following along Boeckman Road to this project has been completed.

Frog Pond—Stafford Meadows

Public Works Permit has been issued and construction is underway on this 44-lot subdivision. Paving of streets is expected to occur in December, weather permitting.

Villebois Mont Blanc

Public Works construction is almost complete for this 68-lot subdivision near Villebois Drive and Orleans Avenue.

Natural Resources

Coffee Lake Creek and Sediment-Laden Runoff

In August, staff deployed temperature data loggers within Coffee Lake Creek and Boeckman Creek. The small, inexpensive loggers capture daily temperature measurements, which are retrievable with a mobile device. Staff will remove the data loggers before winter and will then redeploy them in spring.

In order to retrieve the data logger from Coffee Lake Creek, staff need to access the mouth of the creek. During a recent site visit, staff noticed a sediment-laden discharge in the water. The creek was a milk chocolate color, which was unusual considering there had been no rain over the previous week. In response to this condition, staff investigated all of the upstream areas draining directly to the creek, including the Wilsonville Concrete plant.

In the end, it turned out the source of the sediment discharge was coming from the plant. The plant is a closed system that should not allow any runoff, including stormwater, to leave the site. Staff immediately contacted the plant operators, and they were able to quickly identify the source and take corrective action. They also reported the discharge to the appropriate authorities and arranged a tour of the plant, which allowed staff to gain a better understanding of the plant's operation.

The incident has led to improved communication and coordination between the plant's operators and City staff, which will benefit the plant's operation and the City's ability to monitor water quality conditions in the future.



The green circle on the photo above shows the brick that the temperature loggers are strapped to and placed in Boeckman Creek.

Planning Division, Current

Projects Being Prepared for DRB Hearings

- New Hotel Adjacent to Holiday Inn
- Frog Pond Meadows, 74-lot single-family development in Frog Pond West by West Hills Development

Administrative Land Use Decisions Issued

- Class II Administrative Review of new wireless communication antenna on City pole near wastewater treatment plant.
- Class II Sign Permit for new monument sign for Coca-Cola at 29900 SW Kinsman Road
- 1 Final Plat Approval
- 13 Type A Tree Permits
- 1 Class I Sign Permits
- New Single-family building permits

Board and Commission Updates

Development Review Board (DRB)

Development Review Board Panel A did not meet in October.

Development Review Board Panel B met November 26, after conducting a public hearing, unanimously approved Phase 5 North of Villebois which includes 89 homes and Regional Park 6. The DRB approval is contingent on City Council approval of a Zone Map Amendment request scheduled for a City Council hearing on December 17.

Planning Commission

On November 14, the Planning Commission conducted a hearing on the Boones Ferry Park Master Plan, presented by Mike McCarty. The Planning Commission unanimously voted to adopt Resolution LP18-0008 that recommended the Boones Ferry Park Master Plan be adopted by City Council.

Directly following, Miranda Bateschell, Kimberly Rybold, and MIG consultant Alex Dupey provided a Town Center Plan project update. They shared and received Planning Commission feedback on the proposed development code and design guidelines and the draft implementation measures related to the Town Center Plan.

The next regular Planning Commission meeting will be Wednesday, December 12 at 6:00 PM, which will include a work session on the Comprehensive Plan Amendments for the Basalt Creek Concept Plan.

Planning Division, Long Range



Basalt Creek Concept Plan

City staff set up a schedule with Washington County staff to amend the City's Urban Planning Area Agreement with Washington County and complete Transportation Planning Rule findings as part of the update to the City's Comprehensive Plan, which is scheduled for spring 2019. The City held a meeting on November 30 with the project team to discuss necessary amendments to the City's Transportation System Plan as part of this update and is preparing for a Planning Commission work session on December 12 at 6:00 PM at City Hall.

General project information is available on the City's project website <https://www.ci.wilsonville.or.us/planning/page/basalt-creek>.

Citywide Signage and Wayfinding Plan

Planning Director Chris Neamtzu and Mary Stewart of Alta Planning + Design presented the draft Signage & Wayfinding Plan to the City Council in work session on November 5. The next step is the creation of design intent drawings and cost estimates. Staff is targeting a public hearing before Planning Commission on the final plan in early 2019.

For more information, please visit the project web page at www.ci.wilsonville.or.us/planning/page/citywide-signage-and-wayfinding-plan.

Equitable Housing Strategic Plan

In November, staff worked with the consultant team, led by ECONorthwest, to finalize a scope of work and contract. Work is expected to start in January with public outreach activities beginning in spring after the pending adoptions of several other planning projects.

Planning Division, Long Range



The project team drafted and updated various components of the Draft Town Center Plan, for further review and refinement by the City Council on November 5 and December 3 and the Planning Commission on November 14. The project team is busy preparing the draft plan to release for public review in January 2019.

For additional information about the Town Center Plan project, visit the project website www.wilsonvilletowncenter.com.





NOVEMBER MONTHLY REPORT

From the Director:

Happy Holidays from Finance!

As expected, the City has started to receive its share of property taxes from Clackamas and Washington counties this month. The property taxes are one of the major funding sources for the General Fund as well as the City's three Urban Renewal Districts: Eastside, Westside and Coffee Creek.

In addition to completing the Comprehensive Annual Financial Report, Finance also completed the financial portion of the annual reporting for our Federal Grant programs. Additionally, the City's auditors its comprehensive review of the grant accounting as required.

On October 25, 2018, a multi-agency traffic patrol operation was held in the City. Five officers participated including officers from Lake Oswego and Tualatin Police Departments. In total, 39 citations were issued. What violation has received the largest number of citations through November? Cell Phone Violations.

The Finance Department has welcomed two new members to our staff. Xia Ly is the City's new Utility Billing Accounting Specialist and Christie Dalberg will be job sharing our front desk duties with existing staff. Welcome Xia and Christie!

-Cathy Rodocker

By the Numbers:

Finance Statistics for July 1, 2018-October 30, 2018

Utility Billing:		Accounts Payable:		Municipal Court:	
Total Monthly Bills	26,199	Invoices Processed	3,018	Total Citations Issued	1,085
New Customers	405	Payments Processed	1,868	Total Suspensions Issued	186
New Service Locations	75			Ticket Revenue	\$ 116,838
					*29% increase over same period, FY18

Fund Updates:

Attached please find the fund summaries through November 30, 2018. The reports note the revenues and expenditures accounted for during the first five months of the fiscal year.

With the majority of the property tax revenues received, the General Fund revenues are once again exceeding the year-to-date expenditures. As of November 30th, operating expenditures recorded are at 20% of total budget.

As expected, the Building Fund and Community Development Fund operating expenditures exceeded their year-to-date operating revenues. Both departments rely on permit fees as their primary funding source. Permit Fees are collected prior to construction which typically results in a delay between the revenue being received and the expense being incurred.

The revenues received to date for all other operating funds exceeded their respective operating expenses. The funds include: Fleet, Road Operating, Road Maintenance, Transit, Water Operating, Sewer Operating, Street Lighting and Stormwater Operating Funds.

Please join us in Congratulating Keith Katko, MBA!

Following three years of spending his spare time attending classes through the Oregon State University's Master of Business Administration program, Keith Katko, the City's Assistant Finance Director, has completed the program and his thesis project! As of December 7th, he can officially add MBA to his name. Congrats Keith-Now what will you do with all of that spare time?



	Budget	Activity	% Used
Fund 110 General Fund:			
Taxes	11,213,487	5,684,553	51%
Intergovernmental	2,141,825	196,567	9%
Licenses and Permits	176,510	210,974	120%
Charges for Services	753,480	246,402	33%
Fines	315,000	168,021	53%
Investment Revenue	206,000	117,545	57%
Other Revenues	3,557,120	102,006	3%
Transfers	3,369,303	1,294,589	38%
Total Revenue	21,732,725	8,020,657	37%
Personal Services	8,347,532	3,206,886	38%
Materials and Services	12,483,715	1,541,016	12%
Capital Outlay	110,300	0	-%
Transfers	4,445,000	396,537	9%
Total Expense	25,386,547	5,144,440	20%
Fund 210 Fleet Fund:			
Charges for Services	1,343,601	559,830	42%
Investment Revenue	23,690	9,346	39%
Other Revenues	0	4,200	-%
Total Revenue	1,367,291	573,376	42%
Personal Services	750,366	237,134	32%
Materials and Services	616,708	243,009	39%
Capital Outlay	188,000	23,031	12%
Transfers	2,400	600	25%
Total Expense	1,557,474	503,773	32%
Fund 230 Building Fund:			
Licenses and Permits	588,000	246,616	42%
Licenses and Permits-Villebois	547,000	103,125	19%
Charges for Services	8,600	3,580	42%
Investment Revenue	56,650	27,798	49%
Transfers	37,701	1,459	4%
Total Revenue	1,237,951	382,577	31%
Personal Services	1,030,960	374,795	36%
Materials and Services	186,691	39,103	21%
Transfers	900,660	123,331	14%
Total Expense	2,118,311	537,229	25%
Fund 235 Community Development Fund:			
Intergovernmental	62,500	0	-%
Licenses and Permits	563,413	438,983	78%
Licenses and Permits-Villebois	45,567	62,992	138%
Charges for Services	909,732	311,025	34%
Investment Revenue	39,140	23,983	61%
Other Revenues	200	612	306%
Transfers	3,208,167	497,764	16%
Total Revenue	4,828,719	1,335,360	28%
Personal Services	3,177,336	1,094,783	34%
Materials and Services	713,323	152,972	21%
Capital Outlay	28,000	2,567	9%
Transfers	551,172	214,458	39%
Total Expense	4,469,831	1,464,781	33%
Fund 240 Road Operating Fund:			
Taxes	0	11,040	-%
Intergovernmental	1,642,800	612,238	37%
Investment Revenue	17,510	8,432	48%
Other Revenues	2,000	911	46%
Total Revenue	1,662,310	632,620	38%
Personal Services	412,651	143,550	35%
Materials and Services	490,632	137,040	28%
Capital Outlay	51,500	29,295	57%
Debt Service	82,000	0	-%
Transfers	696,851	100,038	14%
Total Expense	1,733,634	409,924	24%

Budget Year Elapsed → 42%

	Budget	Activity	% Used
Fund 245 Road Maintenance Fund:			
Charges for Services	1,792,369	753,965	42%
Investment Revenue	27,268	17,692	65%
Total Revenue	1,819,637	771,657	42%
Transfers	2,946,935	16,461	1%
Total Expense	2,946,935	16,461	1%
Fund 260 Transit Fund:			
Taxes	5,232,266	2,490,047	48%
Intergovernmental	2,323,474	275,882	12%
Charges for Services	185,000	45,440	25%
Investment Revenue	41,050	20,170	49%
Other Revenues	14,000	12,318	88%
Total Revenue	7,795,790	2,843,857	36%
Personal Services	3,526,766	1,384,185	39%
Materials and Services	1,916,029	712,539	37%
Capital Outlay	2,157,569	100,783	5%
Transfers	669,002	227,014	34%
Total Expense	8,269,366	2,424,521	29%
Fund 310 Water Operating Fund:			
Charges for Services	8,384,355	6,077,393	72%
Fines	19,000	7,561	40%
Investment Revenue	100,000	97,990	98%
Other Revenues	195,550	5,530	3%
Transfers	350,000	0	-%
Total Revenue	9,048,905	6,188,474	68%
Personal Services	581,820	240,260	41%
Materials and Services	4,220,553	1,045,113	25%
Capital Outlay	690,644	24,469	4%
Debt Service	1,875,000	757,637	40%
Transfers	2,647,753	336,628	13%
Total Expense	10,015,770	2,404,107	24%
Fund 320 Sewer Operating Fund:			
Charges for Services	7,996,145	3,539,671	44%
Investment Revenue	127,602	96,448	76%
Other Revenues	27,000	5,760	21%
Transfers	600,000	0	-%
Total Revenue	8,750,747	3,641,878	42%
Personal Services	383,530	114,424	30%
Materials and Services	3,392,646	1,097,190	32%
Capital Outlay	29,833	0	-%
Debt Service	3,030,000	546,131	18%
Transfers	2,714,974	480,840	18%
Total Expense	9,550,983	2,238,586	23%
Fund 350 Street Lighting Fund:			
Charges for Services	518,250	218,918	42%
Investment Revenue	16,789	10,096	60%
Total Revenue	535,039	229,014	43%
Materials and Services	359,651	117,825	33%
Transfers	442,270	0	-%
Total Expense	801,921	117,825	15%
Fund 370 Storm Water Operating Fund:			
Charges for Services	2,928,917	1,200,146	41%
Investment Revenue	30,900	16,022	52%
Total Revenue	2,959,817	1,216,168	41%
Personal Services	259,270	88,297	34%
Materials and Services	474,041	139,656	29%
Capital Outlay	161,964	0	-%
Debt Service	508,500	0	-%
Transfers	2,169,419	123,515	6%
Total Expense	3,573,194	351,469	10%



NOVEMBER 2018 MONTHLY REPORT

From the IT Director:

November has flown by and I hope everyone had a great Thanksgiving holiday! All of our projects continue to march on but I wanted to tell you about one in particular.

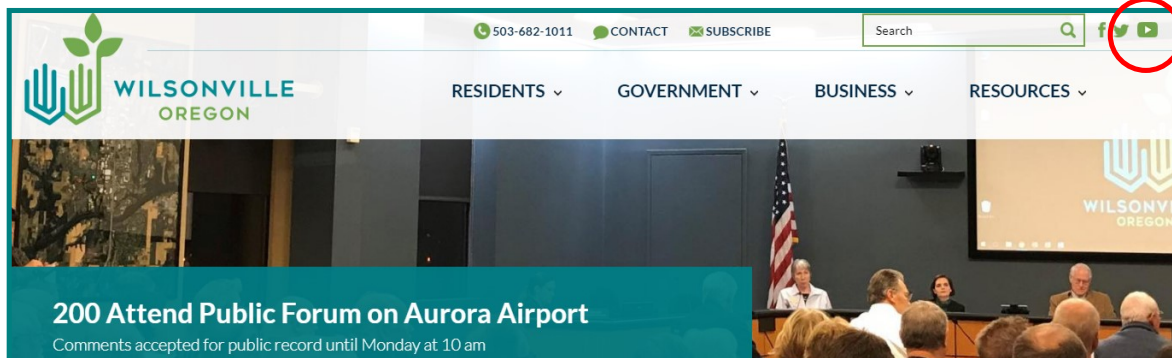
Have you ever had a chance to watch a City Council or Planning Commission meeting online? We have made some improvements in the technology that delivers these broadcasts to the web, your phone or tablet that I am excited to share with you.

Over the last year we have worked on improving the quality of the broadcast for Wilsonville's citizens and anyone else interested in the Willamette River Conference rooms at the City. High definition cameras have been installed in the Council Chamber and the meeting rooms where the work sessions are held. We have also installed new equipment to produce the broadcasts. You will see new banners and new features such as an information crawl to let everyone know about upcoming events.



The most exciting aspect of the new upgrades is the ability to live stream the meetings on YouTube. The new equipment allows the City to broadcast meetings live in high definition and store them in easy to find categories for future reference. YouTube also offers features that we have not had in the past like closed captioning on the archived videos.

Bill Evans, Communications and Marketing Manager for the City, will be adding content and developing Wilsonville's YouTube page over the coming months. Eventually we hope to have a library of past Council and Planning commission meetings and other Wilsonville specific content to enjoy. You can find the page by clicking on the YouTube icon on the upper right of the City's homepage or go directly to it here: <https://www.youtube.com/user/CityofWilsonville/videos>



Our first large scale trial run of this technology was during the Public Hearing for the Proposed Aurora State Airport Expansion. The City set up overflow seating in the Willamette River Conference Room and streamed the entire meeting. Over 200 people attended the meeting and those that watched it from the overflow area commented on the quality of the presentation. Others mentioned, after the event, that they watched it at home on their phones and were impressed with the quality!



We have plans to upgrade the signal for those of you that watch the Wilsonville Government channel at home also. Currently we are limited to delivering a standard definition signal out to the TV carriers. We are working on a plan to deliver a high definition feed in the coming year.

I wanted to extend a big thank you to everyone that has helped us get to this point, especially Bill Evans and Mark Ottenad of the City and our partners at Willamette Falls Media Center who advised us on issues and air the broadcasts on meeting nights. Everyone's help is greatly appreciated!

In addition to the broadcast upgrades, we are also exploring converting the lighting in the Council Chamber from incandescent to LED based lighting. Several people in the industry have stated that the City has one of the best lit Council Chambers in the region. We are very proud of that fact but in recent years the system has become more difficult to maintain due to aging equipment. Lights and ballasts are no longer available locally and have to be special ordered, increasing lead times for replacement. A LED system features long life lights and reduces the number of components that need to be serviced over the life of the fixture.

The current incandescent fixtures are energy efficient but not as efficient as new LED fixtures. The new lighting plan should reduce overall costs in regards to both energy consumption and time and materials cost for our facilities crews. We are anticipating that a new lighting system could be installed by the end of June 2019.

Speaking of 2019, the New Year is just around the corner. The IT department wishes everyone a very happy and safe Holiday season!

Until next time,

Andy Stone

IT Director



NOVEMBER 2018 MONTHLY REPORT



Sean Gaskell shares his knowledge of the West African kora, a 21-string harp, at the November Book Notes concert.

Manager's Report

This November the library fully embraced the start of the holiday season. We put up our holiday decorations as well as displays highlighting topics of interest as patrons prepare for family time, cooking, traveling, or the simple pleasure of settling in with a good book.

The library also hosted a friendly, non-partisan election night results party.

As we reflect on thankfulness this month, we are especially grateful for a community that values, celebrates, and utilizes the library.

-Shasta Barnes, Interim Library Director

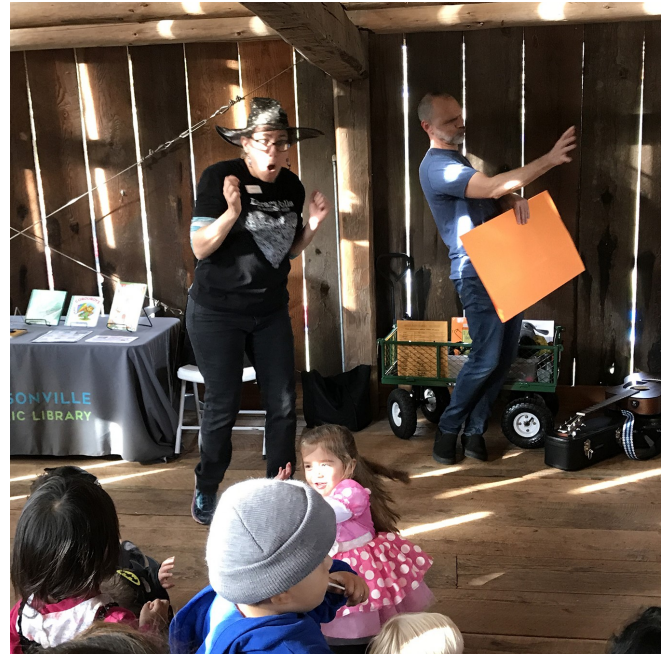
Children's Services

Mr. Ben in Concert

Local performer Mr. Ben performed at Storytime during the week of Thanksgiving. At his performance, library staff handed out toy shakers for children to keep. The performance and shakers were paid for by a "Ready to Read" grant from the Oregon State Library.

UPCOMING:

- Santa is coming to the library! Children can look forward to meeting Santa at all youth programs during the week of December 3rd.
- Mexican Folk Dancing class for kids will have their performance on Tuesday, Dec. 11, at 6:30 pm.
- "Science Zone" will be held on the West Linn-Wilsonville School District early release day (Wednesday, Dec. 5) at 1:30 pm.



Youth Services staff perform at the City's Harvest Festival



The Breakout Box used for the Teen After-Hours Event on November 9.

Teen Services

November Teen After-Hours Event

Teens in grades 6-12 solved puzzles, unraveled clues, and figured out how to unlock the secret of the Breakout Box at the Teen After-Hours Event on Friday, Nov. 9. This fun program was inspired by "escape room" challenges.

UPCOMING:

- Teen After-School Activities: fun for teens on early release day. Wednesday, Dec. 5, 4:00-6:00 pm.
- "Winter Lounge": Teens in grades 6-12 sing karaoke and compete in quiz tournaments. Friday, Dec. 12, 6:30-8:00pm.

Adult Services

Election Night Results Party

The library held a non-partisan, friendly election night results party on Tuesday, November 6, from 6-9pm. Staff kept the building open late for the event, which included live results coverage and hearty appetizers.

Card Making class ends

Over four weeks, eight students made greeting cards appropriate for each of the four seasons, and in the process learned techniques they can use in future projects.



Students make Christmas cards in the Card Making for Adults class.

UPCOMING:

- Book Club discusses "Code Girls" by Liza Mundy on Thursday, December 13
- Book Notes Concert featuring Jass Two Plus One performing holiday favorites in a jazz style on Saturday, December 8
- Adult Winter Reading Program begins January 2



Potential new chairs being tested in the library staff break room.

Around the Library

ODHS weekly hours at the library

The Oregon Department of Human Services started holding open hours on Tuesday and Wednesday mornings from 10am-12pm in the library's Rose Room. During those hours, an ODHS representative is available for the public to sign up for assistance.

New furniture plan in development

A furniture planning meeting with the renovation designers was held, and a new updated furniture plan is coming soon. Some example chairs were placed in the staff break room for testing.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
		<ul style="list-style-type: none"> ● Playgroup 10:30 am-12 pm 	<ul style="list-style-type: none"> ● Toddler Time 10:30 am ● Baby Time 11:30 am-12:15 pm ● Stafford Cello Ensemble Holiday Concert 5-5:30 pm ● Family Storytime 6:30-7 pm ● ESL Conversation Group 6:30-7:30 pm 	<ul style="list-style-type: none"> ● Family Storytime 10:30-11 am ● Read to the Bunny 3:30-4:30 pm ● Science Zone 1:30-2:30 pm ● Teen After School Activities 4-6 pm ● Marriage of Art & Fiction 6-8 pm 	<ul style="list-style-type: none"> ● Family Storytime 10:30-11 am ● Redistricting Forum presented by the League of Women Voters 6-8 pm 	<ul style="list-style-type: none"> ● Booknotes Concert Series 2-3 pm Jass Two Plus One
9	10	11	12	13	14	15
		<ul style="list-style-type: none"> ● ESL Conversation Group 6:30-7:30 pm 	<ul style="list-style-type: none"> ● Marriage of Art & Fiction 6-8 pm 	<ul style="list-style-type: none"> ● Book Club 6-8 pm <i>Code Girls</i> by Liza Mundyhe 	<ul style="list-style-type: none"> ● Teen Advisory Board Meeting 4:30-6:30 pm ● Teen After Hours Event 6:30-8:30 pm Teen Lounge Night 	
16	17	18	19	20	21	22
	<ul style="list-style-type: none"> ● Genealogy Club 1-2:30 pm 	<ul style="list-style-type: none"> ● Great Books Discussion Group 6-8 pm <i>First Principles of Morals</i> by Immanuel Kant ● ESL Conversation Group 6:30-7:30 pm 	<ul style="list-style-type: none"> ● Lego Night 6:30-7:30 pm 			
23	24	25	26	27	28	29
	<p style="color: red;">Christmas Holiday Library Closes at 2pm</p>	<p style="color: red;">Christmas Holiday Library Closed</p>				
30	31	<p>PROGRAM TYPE</p> <ul style="list-style-type: none"> ● Children ● Teen ● Adult ● Special Storytime 				



NOVEMBER MONTHLY REPORT

From the Director:

The month of November ended with a FANTASTIC lighting of the City's Holiday Tree. The event kicked off with a Story Time from our first rate library crew followed by songs performed by Lowrie Primary Choir and then the lighting of our Community Tree by Mayor Tim Knapp. The Boeckman Choir took the stage next followed by Wood Middle School and Wilsonville High School Choirs. All of the groups sounded fantastic. The event included pictures with Santa, cookies and hot chocolate graciously provided by Therapeutic Associates, candy canes were distributed by the Boy Scouts and the City provided free craft activities.



The Toy Drive continues through December 14, at the Parks and Recreation Administration Building. You can provide an unwrapped toy for youngsters to brighten up their holiday season.

The Parks and Recreation Department completed a City Wide Comprehensive Parks and Recreation Plan a few months back and in November had the draft of our Boones Ferry Park Master Plan approved by Planning Commission. This document will go in front of the City Council for approval on Monday, December 17. Both plans are a result of outstanding public input as to how Wilsonville Parks should be structured for years to come.

The Korean War Veterans Association (KMVA), Oregon Trail Chapter, presented a plaque of appreciation to the Parks and Recreation Team and a \$1,000 check to support maintenance of the Oregon Korean War Memorial. Chuck Lusardi, KMVA past president, presented the plaque to the Parks and Recreation Staff and the check to City Council. They gave a special thanks to Program Manager Brian Stevenson for the dedication he has shown over the years supporting the KWVA and the many events held at the Memorial. A huge shout out to the Parks Staff, in particular Roger Moher, for the constant upkeep to make the Korean War Memorial picturesque.

From the Parks and Recreation staff wishing everyone a happy and healthy holiday season and amazing 2019.

Board Updates:

Parks and Recreation Board: The Parks and Recreation board now has two open positions. The board will meet next on Thursday, December 13th.

WCSI: The Wilsonville Community Seniors Inc. is working with staff to create a survey to gather information on nutrition program menu preferences.

Upcoming Events:

Registration Opens for Winter/Spring– December 12

Daddy Daughter Dance– February 22





Recreation Updates:

Holiday Event:

This month the Parks and Recreation team hosted the annual Community Tree Lighting in Town Center Park. The event kicked off at 5:30pm with the Wilsonville Library and their popular story time performance. The evening continued with several musical performances by local primary, middle and high school choirs, and at 6pm, Mayor Knapp gave the big countdown to the lighting of the holiday tree. Therapeutic Associates handed out cocoa and cookies, while a local Boy Scout troop handed out candy canes. Santa stopped in for visits and photographs. Additionally, holiday crafts were set up in the Mt. Hood room in the Parks and Recreation administration building adjacent the park. As always, this event was popular, with an estimated 800 attendees. The Community Toy Drive is still running– non-wrapped gifts are being accepted through Friday, December 14, and may be dropped of at Wilsonville Orthodontics, Wilsonville Parks and Recreation Administrative Building, OCCU, and Wilsonville Office Depot.





A Special Meal:

The Community Center hosted a special Thanksgiving Meal this month. Holiday favorites like turkey and mashed potatoes were served. A total of 42 community members attended. A total of 1,225 meals were served at the Community Center and sent to home-delivered meal clients in November.



Veterans Day Observance Ceremony:

The Parks and Recreation department had the honor of assisting the Korean War Veterans Association—Oregon Trail Chapter this month, in hosting a Veterans Day observance in Town Center Park.

The Oregon Trail Chapter also presented a plaque to the Parks and Recreation department (with a special thank you to Program Manager, Brian Stevenson) for the continued support and upkeep of the Korean War Memorial at the City Council Meeting hosted on November 19. The award was presented by Oregon Trail Chapter members, Chuck Lusardi and Bob Cassidy.



Parks Maintenance Updates:

- * Prepared for and hosted Community Tree Lighting at Town Center Park →
- * Responded to Pager Call(s)
- * Continued to monitor Japanese Knotweed at Tivoli Park
- * Continued to monitor athletic fields
- * Continued Tetherball improvements at Palermo Park
- * Monitored and cleaned all catch basins at Palermo Park
- * Cleaned up storm damage →
- * Prepared for and hosted Veteran’s Day Celebration at Town Center Park Korean War Memorial
- * Continued “Leafagedon” 2018
- * Attended Oregon Recreation and Park Annual Conference (Reeder, Burdick, Behler, Stevenson, Blankenship)
- * Presented on IPM at annual ORPA Conference (Blankenship)
- * Continued Community Garden Dog Run parking lot construction ↓



MONTHLY NEWS

City of Wilsonville Police

VOLUME 1 | ISSUE 7 | PUBLISHED DECEMBER 10, 2018 | **November 2018**



(1)



(2)



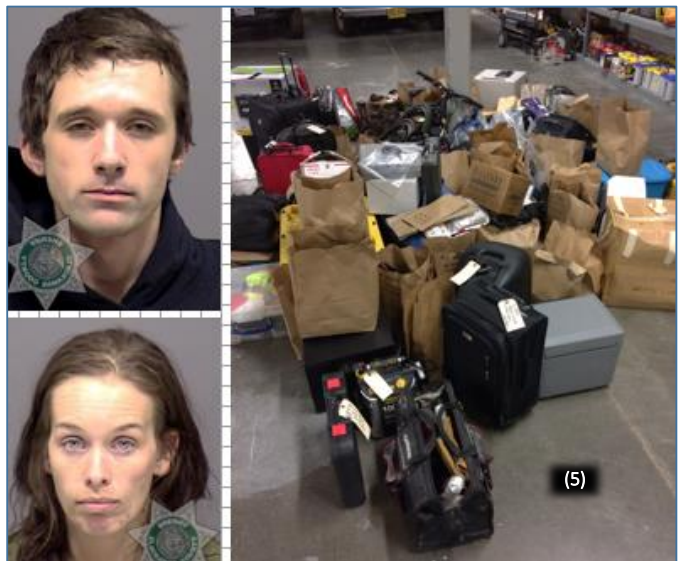
(3)



(4)

Highlights

- 1) On November 13, 2018, our truck inspection officer, Deputy Ben Toops, encountered a semi that had stopped for a break. On board was the Capital Christmas Tree, en route from Oregon to Washington D.C.
- 2) TriMet, WES, Transit Police, TVFR, and Wilsonville Police conducted full scale Emergency Response training on the Wilsonville heavy rail line.
- 3) #SeeSomethingSaySomething: We received a tip early November 20, 2018, that led to the arrest of a subject removing property from a construction site in the Villebois area.
- 4) **Thank you local Cub Scout Troop 199!** The popcorn was a real Thanksgiving treat!
- 5) Coordinated efforts in resolving a recent spike in burglaries and thefts from vehicles resulted in the arrest of Jessica and Skylar Tweedle, local residents. An untold amount of property was recovered.



(5)

Wilsonville November 2018



City of Wilsonville Police Department

30000 SW Town Center Loop E
Wilsonville, OR 97070

In Partnership with



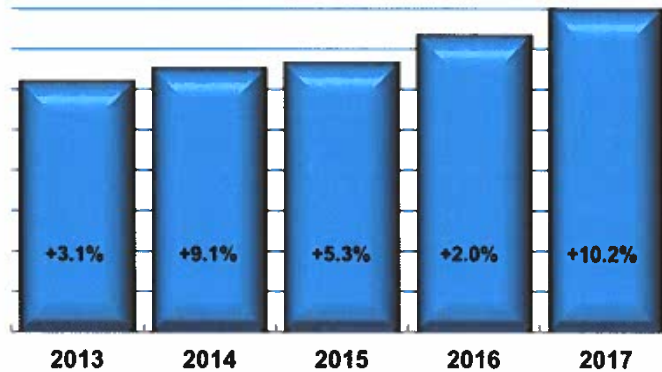
**Clackamas County
Sheriff's Office**

Monthly Summary

During November 2018, the Clackamas County Sheriff's Office provided law enforcement service to the City of Wilsonville on a 24 hour a day basis. During this time deputies assigned to Wilsonville responded to 743 calls for service, which was an average of 24.8 calls a day.

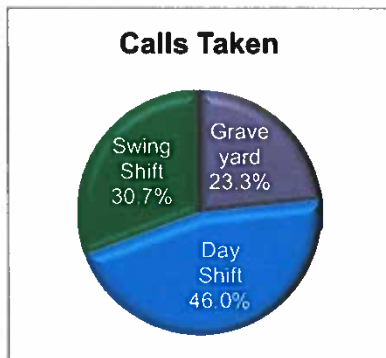
Below is a chart showing the number of calls for service in the City during the last 5 years.

<u>Year</u>	<u>Number of Calls</u>	<u>Monthly Average</u>	<u>Daily Average</u>
2013	6,230	519.2	17.1
2014	6,558	546.5	18.0
2015	6,689	557.4	18.3
2016	7,369	614.1	20.2
2017	8,021	668.4	22.0



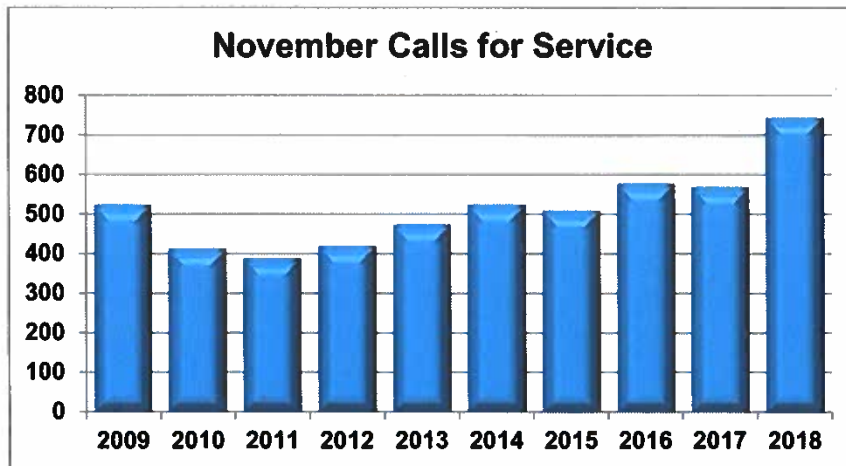
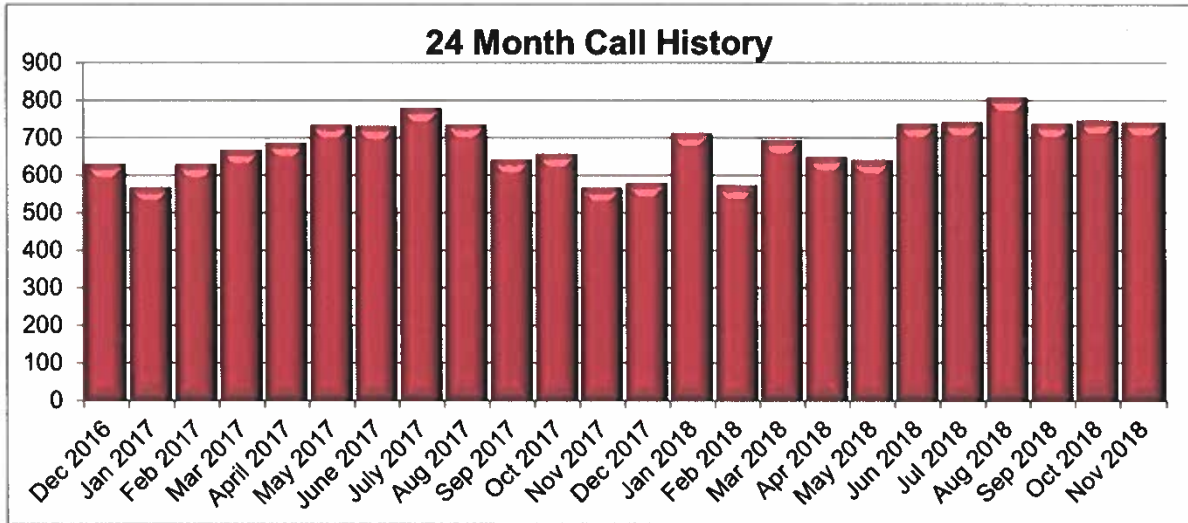
An overall look at the shift activity shows the following percentages of calls taken, traffic stops made and reports written for November.

	<u>Percentage of Calls Taken</u>	<u>Percentage of Traffic Stops</u>	<u>Percentage of Reports Written</u>
Graveyard	23.3%	28.0%	14.4%
Day Shift	46.0%	51.9%	52.7%
Swing Shift	30.7%	20.2%	32.8%



Calls for Service

Number of Calls Per Shift	November 2018	November 2017	Monthly Average 2017
Graveyard (2100-0700)	173	102	131.4
Day Shift (0700-1700)	342	290	320.3
Swing Shift (1100-0300)	228	176	216.7
Monthly Total	743	568	668.4
Daily Average	24.8	18.9	22.0



Types of Calls

This chart shows the types of calls for service during the month. These calls do not reflect actual criminal activity. In some cases the call was dispatched as a particular type of incident, but it was later determined to be of a different nature.

Type of Call	November 2018	November 2017	2017 Monthly Avg.
Theft	101	43	42.0
Alarm	61	68	66.8
Assist Public	43	28	42.8
Disturbance	40	40	34.5
Parking Complaint	37	41	51.6
Traffic Crash	35	23	27.8
Welfare Check	33	27	27.9
Traffic Complaint	32	32	35.0
Assist Agency	31	26	30.5
Threat / Harassment	29	24	20.0
Suspicious Circumstances	28	11	13.8
Suspicious Person	26	24	33.2
Unwanted / Trespass	20	13	20.5
Fraud	15	23	18.6
Suicide Attempt / Threat	15	6	8.2
Criminal Mischief	14	12	12.1
Suspicious Vehicle	14	10	16.2
Property Investigation	12	11	16.2
Animal Complaint	11	5	12.4
Noise Complaint	10		7.7
Fire Services	9	7	9.7
Stolen Vehicle	9	6	5.7
Hazard	8	11	10.3
Juvenile Problem	8	8	17.0
Unknown / Incomplete	7	5	9.0
Assault	6	2	5.3
Mental	6	5	6.1
Missing Person	5	4	3.9
Vice Complaint	5	5	8.7
Burglary	4	6	5.0
Open Door / Window	4	2	1.2
Runaway	4	3	5.3
Sex Crimes	4	1	2.7
Extra Patrol Request	3	6	2.1
Viol. Restraining Order	3	2	2.3
Abandoned Vehicle	1	3	3.5
Death Investigation	1	3	1.8
Minor in Possession	1	3	1.9
Robbery	1		0.8
Shooting	1		0.1
Promiscuous Shooting		1	1.1
Provide Information		3	13.5
Prowler		1	0.5
Recovered Stolen Vehicle		1	1.9
Other	46	13	11.2
Total Calls:	743	568	668.4

Median Response Times to Dispatched Calls

	All Calls	Priority 1 & 2 Calls
Input to Dispatch (Time call was on hold)	1:46 Minutes	1:04 Minutes
Dispatch to Arrival (Time it took the deputy to arrive after being dispatched)	5:49 Minutes	4:52 Minutes

Other / Self-Initiated Activity

Type of Call	November 2018	November 2017	2017 Monthly Avg.
Traffic Stop	322	322	339.8
Follow-Up Contact	87	98	92.3
Suspicious Veh. Stop	71	47	53.4
Subject Stop	51	23	28.2
Detail	19	29	32.7
Premise Check	17	6	8.8
Warrant Service	9	13	7.7
Suspect Contact	5	5	4.6
Court		6	4.8
Foot Patrol		1	4.2
Meeting		8	10.6
Training		16	15.5
Total Calls:	581	574	602.6

Reports Written

During November, 201 reports were written. 14.4% were written by the graveyard shift, 52.7% by the dayshift units and 32.8% were written by the swing shift units.

Type of Report	November 2018	November 2017	2017 Monthly Avg.
Theft	66	35	31.1
Traffic Crash	18	9	10.9
Criminal Mischief	8	8	9.0
Drug Crimes	7	4	6.3
Burglary	5		3.2
Stolen Vehicle	5	3	3.6
Assault	5	5	4.9
Identity Theft	1	3	2.5
Other Reports	86	123	114.4
Total Calls:	201	190	185.9

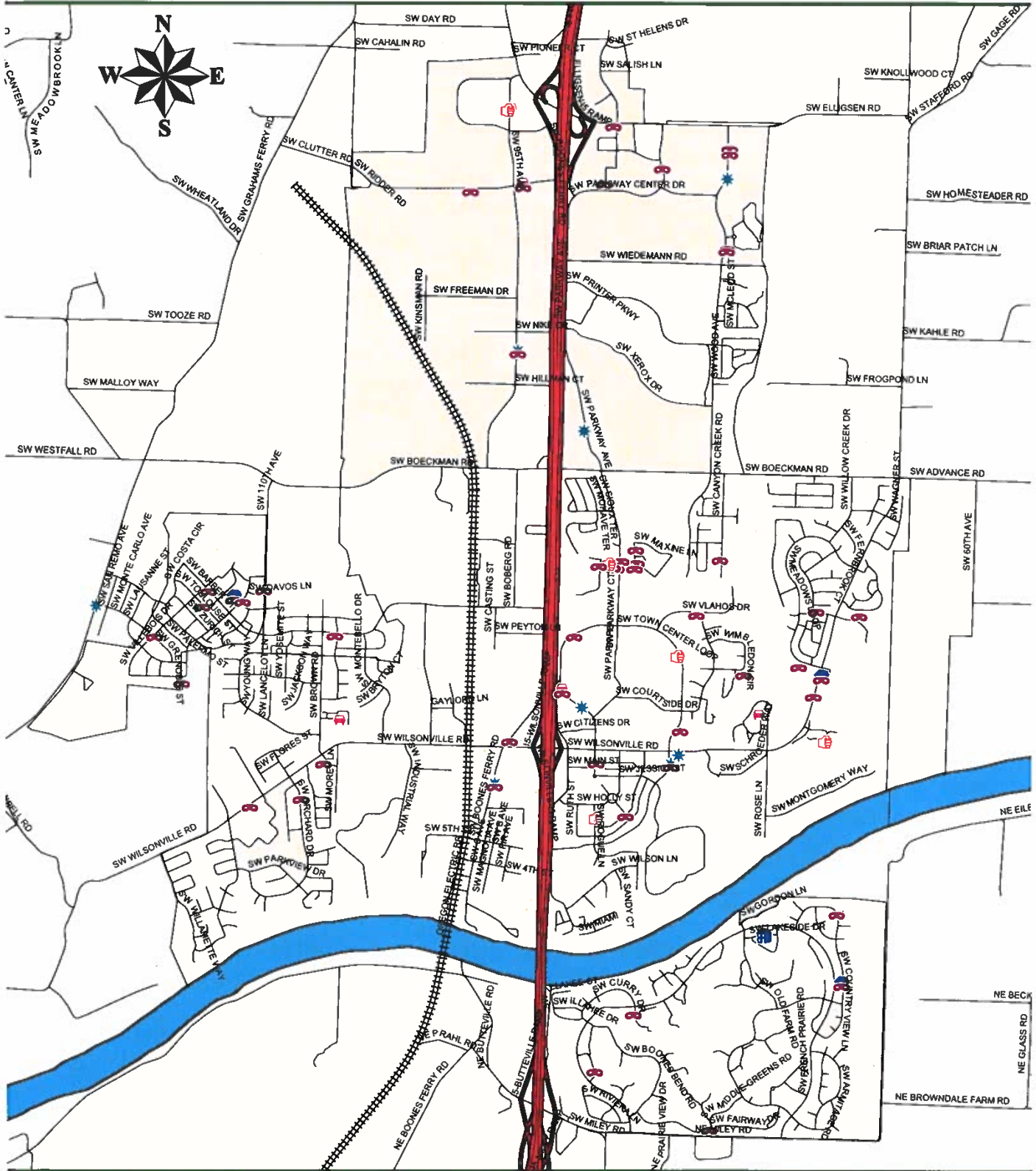
Shift Totals	November 2018	November 2017	2017 Monthly Avg.
Graveyard	29	31	38.2
Day Shift	106	94	86.0
Swing Shift	66	65	61.7



Wilsonville November 2018



- Assault
- Burglary
- Criminal Mischief
- Stolen Vehicle
- Theft

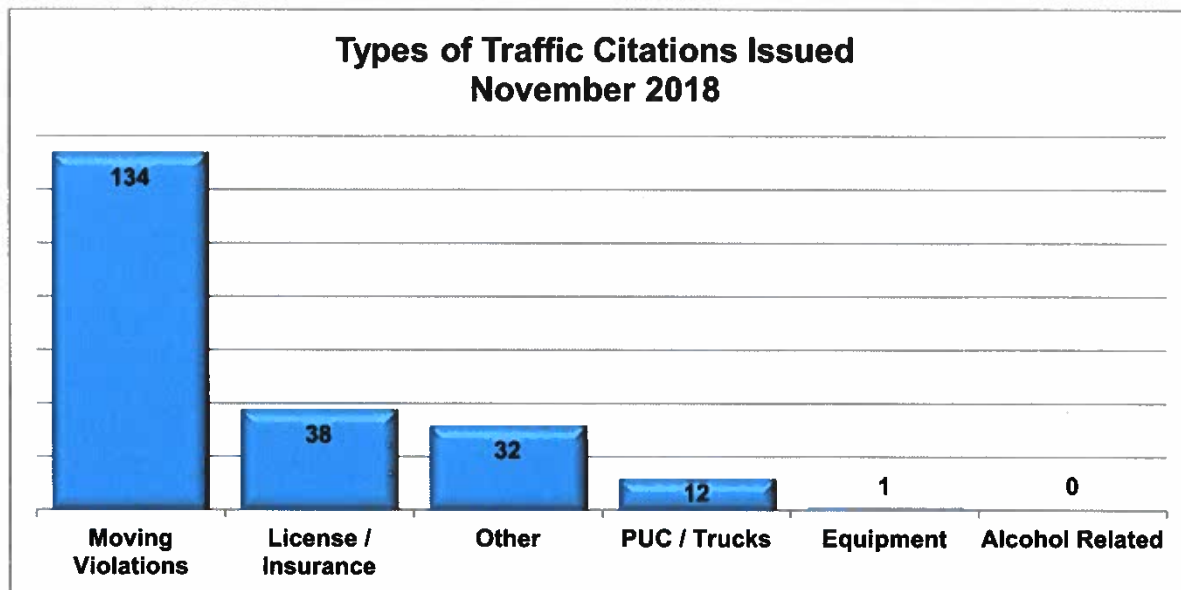
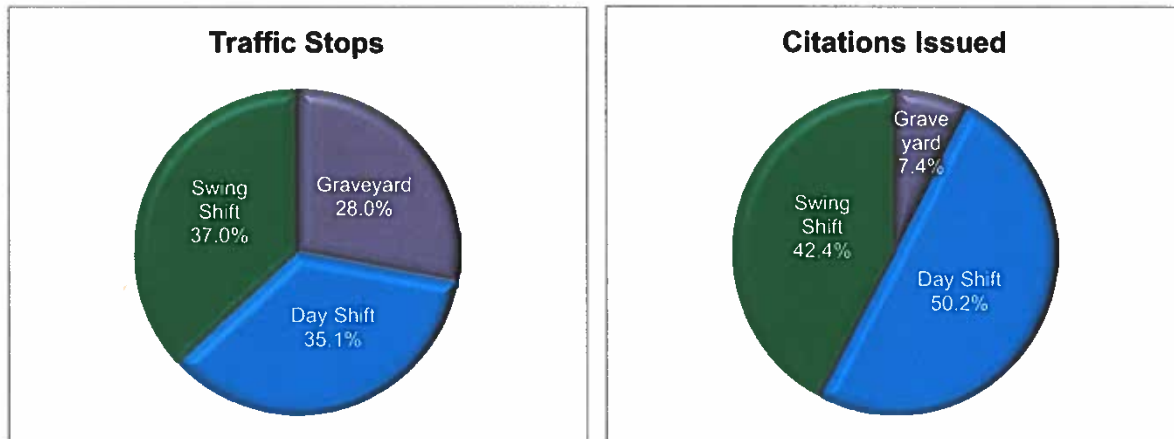


Traffic

During November 2018, 322 traffic stops were made in the City and 217 traffic citations were issued. Included in these totals are 156 traffic stops (48.4%) and 183 (84.3%) citations issued by the traffic deputies.

There were 2 arrests for Driving Under the Influence of Intoxicants (DUII).

Shift	Traffic Stops	Citations Issued
Graveyard	90	16
Day Shift	113	109
Swing Shift	119	92
Total:	322	217





NOVEMBER 2018 MONTHLY REPORT

From The Director's Office:

November was a month of gratitude. On Veteran's Day we acknowledged our appreciation of veteran's service to our county and on Thanksgiving Day we celebrated our good fortunes of the past year.

Keeping with the theme of thankfulness, I would like to express my gratitude for being able to work with an outstanding group of employees in the Public Works Department. Each day staff works hard to ensure the City's assets are well maintained and operated.

My appreciation goes to staff for testing water samples to make sure our drinking water is safe and for performing locates to protect our utility assets. I am grateful for staff coordinating volunteers for the Adopt-a-Road program which helps keep our street clean and for installing crosswalks and signs to provide for pedestrian and duckling safety. I am indebted to our employees who keep the City's building heating and ventilation systems working property thereby keeping our patrons comfortable and for tending our landscaping areas to keep our City looking sharp. I give tribute to team members who protect our wastewater system and the Willamette River through monitoring use permits and cleaning the pipe network. Recognition goes to staff maintaining the stormwater swales and ponds to help support water quality. These are just a few of the large number tasks that staff complete each day, week and month.

A big thanks to you -
Public Works employees.



Utilities Division

Locating Services

The Utilities Division performed over 600 utility locates this month to mark out the locations of buried utilities owned by the City prior to excavation activity. Locating is accomplished in a variety of ways from the surface, but there are times when physically verifying the location of an underground utility is required to provide the most accurate information to an excavator working in the area. Sam Kinnaman and Paul Walker use the combination vacuum truck to hydro-excavate a water main near a business on Ridder Road.

Location information gathered in this way is used to verify and sometimes update the City's GIS data. Sam Kinnaman, Andy Sheehan and Susan Rothenberger (Engineering) are pictured below at the Ridder Road business collecting data points over the water line. The blue paint represents the location of the main feeding the hydrant in the foreground. In this case, the location of the water main was adjusted in the City's GIS database to increase the accuracy of its physical location in the field.



Facilities Division

Holiday Lighting

Utility Maintenance Specialists Robb Rollins and Robert Todd along with Facilities Technician Ivan Crumrine have been helping spread holiday cheer by decorating some of the City building entrances. City Hall, Public Works/Police, Library, Community Center, Parks and Recreation and Smart/Fleet were decorated with wreaths. Additionally, City Hall has holiday lighting in the roundabout landscape and Public Works showed off its newest decoration of an elf loading gifts with an excavator.



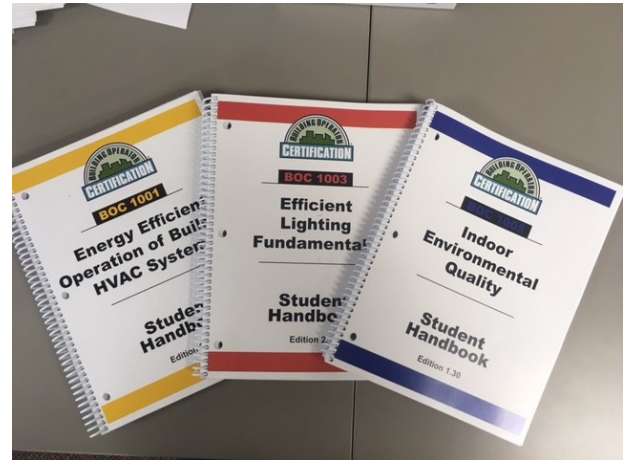
Facilities Division

Nationally Accredited Building Operator Certifications

Facility Technicians Javid Yamin and Ivan Crumrine along with Facility Supervisor Matt Baker, have been attending a series of classes in efforts to obtain their Building Operator Certifications (BOC).

The BOC Certification is a Nationally Accredited program that is recognized by the International Association for Continuing Education and Training (IACET), the Green Building Certification Institute (GBCI), and the Building Owners and Managers Institute (BOMI). Certifications are obtained after successfully completing the Level 1 course series containing eight one-day classes and Level 2 course series made up of an additional seven one-day classes.

Once Level 1 and Level 2 have been successfully completed, applicants must pass a three-hour exam consisting of 100 questions. With the completion of the program, staff will have the knowledge and ability to assure that City facilities are operating at their peak performance and improve facility efficiency. Finally, the Energy Trust of Oregon offers a \$600 cash-back incentive to organizations that send their facility personnel through the BOC program.



Facility Parking Lot Striping

Facility Maintenance Specialists Robert Todd and Rob Rollins managed to take advantage of the last dry days of November to sneak in some parking lot striping. After being notified that users were having a difficult time seeing the parking stall lines at the Community Center parking lot, crews quickly went to work freshening up the painted lines to the parking stalls as well as the cross walk, narrowly beating the rain.



Road and Stormwater Division

Outfall Repair—Coffee Lake

The City stormwater outfall on Coffee Lake Drive was failing and water was being bypassed around the outfall, allowing debris into the system. After some investigative work, we realized that the outfall was not properly installed and sat below the water table. Engineering and Public Works discussed various solutions and the team decided to install a concrete trench to allow the water to flow evenly across the ground. Additionally, the new trench will allow full access to the structure for more efficient maintenance. The finishing touch on the trench is the installation of a grate over the top which will prevent accidental access into the trench. By performing this work in-house we were able to save thousands of dollars which can be used on other stormwater repair projects.



Outfall Repair—Parkway

A limb fell and crushed a City stormwater outfall pipe which emptied into the Willamette River. Stormwater workers had to climb down to the river to cut out the crushed section of pipe in order for the water to flow freely once again.



Road and Stormwater Division

Repair and Crack Seal on 95th Avenue

In July, the City became aware of a failing concrete panel on 95th Avenue which appeared to be sinking. The Roads crew applied a temporary asphalt patch to stabilize the area while investigating the issue. A cause for the panel sinking could not be identified, therefore, the asphalt patch was removed and a hot mastic self-leveling patch was placed.



The mastic covering will provide a smoother driving surface and a more permanent solution. Additionally, crack sealing was applied to the concrete panel to prevent any extra water from getting in to the subgrade and eroding away the base rock.

French Prairie Ducks in the Roadway

Kerry Rappold (Natural Resources) received a phone call regarding ducks and ducklings being run over on French Prairie Road in Charbonneau. It became such an issue that residents were standing in the road trying to prevent the ducks from being hit. As many can imagine the City needed to come up with a solution that saved the ducks, was safe, and in the best interest of the citizens.

After meeting with the area residents, it was decided to install four "Duck Crossing" signs. Two signs in each direction. As you can see the signs grab the driver's eye and greatly increases awareness.

The very next day after installation, we started to receive phone call and emails, thanking us for the action we took and appreciation to the City for protecting the wildlife.

Hopefully, the signs will help save the duck population in Charbonneau.





SMART

SOUTH METRO AREA REGIONAL TRANSIT

**November Report
December 5, 2018**

thankful

"Dwight, what are you thankful for?" A question posed to me during a recent executive team meeting. Merriam-Webster defines thankful as a "consciousness of benefit received." In other words, being thankful is a realization that something or someone has improved your life.

As I contemplated my response, sure, I thought of how thankful I am for my health, for my wife and kids, and the life that we have. I even thought about how fortunate I was to have been raised by two incredibly caring and nurturing parents, but then it hit me, there is more...so much more that I am thankful for, so I felt obliged to share the comprehensive version of my Thankful List.

I am thankful for Jeanna Troha. She provided me with the opportunity to become part of the SMART/ Fleet team. Her leadership and support continue to be invaluable.

I am thankful for our drivers, for you see; they protect our brand through their unrelenting commitment to safety and customer service.

I am thankful for our fleet team. Their hard work keeps the City's fleet in tip-top shape, thus improving our image with every turn of a wheel.

I am thankful for the supervisors. Their passion for supporting the drivers keeps the service humming along nicely.

I am thankful for our dispatchers. They are the voice of the department. Their kindness shines through with every greeting they provide.

Finally, I am thankful for the support team. They tolerate both my wild ideas and me. Their stick-to-it-iveness gets things done right the first time every time.

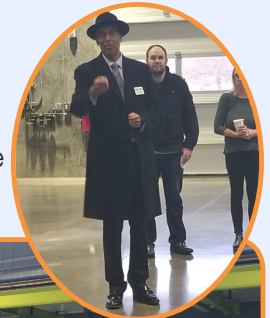
I now realize that we all have so much to be thankful for, or do we? Sometimes putting it down on paper helps us to realize just how much we actually have to be truly thankful for...at least it worked that way for me.

**Dwight Brashear
Transit Director**



Events and Marketing - Michelle Marston Marketing and Outreach Coordinator

Once again the day after the time change SMART hosted its Be Seen. Be Smart. campaign at the SMART transit center in two shifts. The morning shift from 6am-830am and the evening from 4pm-630pm. Over 300 safety lights and reflectors were distributed to interested wearers. Hopefully this will keep more passengers safe during the dark months.



SMART hosted a *Morning Spark* through the Wilsonville Chamber on Wednesday November 7 from 730am-9am. Mayor Knapp and Dwight Brashear shared information about SMART's history and where it is moving in the future to over 40 local business owners and/or representatives.



Planning - Nicole Hendrix Transit Management Analyst

SMART has been notified of an award from ODOT in the amount of \$96,000 to establish another transportation option for employers in Wilsonville: vanpool. This is an identified point of interest in the Transit Master Plan from employers, the Chamber, and Council. Funding will allow SMART to provide subsidies of up to 50% of the cost of a van, significantly reducing costs, making it a viable option for those commuting a long and costly distance to work in Wilsonville. SMART is currently working on the procurement process to have vans maintained and provided by a third-party vendor.

Operations - Eric Loomis Operations Manager

Route	1X Salem	2X Barbur	2X Sat Barbur	3X Canby	4 Wilsonville	4 Sat Wilsonville	5 95th Commerce	6 Argyle Square	C Charb Shuttle	7 Villebois	Villebois Shuttle	Total
November 2018	2898	5475	193	636	6565	358	884	1395	N/A	146	1218	19768
November 2018	3131	5616	233	836	8253	483	1048	1450	80	172	1639	22941
% Change	+8.04%	+2.58%	+20.73%	+31.45%	+25.71%	+34.92%	+18.55%	+3.94%	N/A	+17.81%	+34.56%	+16.05%

Fleet - Scott Simonton Fleet Manager

The Fleet Division welcomed two new employees in November. Daniel Bryant started November 19th as our Service Worker. Daniel's position became necessary as cleaning and maintenance of the SMART bus stops and shelters was moved under Fleet. Previously, this work was fragmented, with a portion being done by Transit/Fleet staff, a portion being done by Public Works, and yet another portion being handled by an outside contractor. Our goal is to streamline the required work, and improve the aesthetics and cleanliness of SMART's stops.

On November 14th, Justin Frantz came on board as our Fleet Shop Foreman. Justin's main responsibilities will be responding to the vehicle and equipment needs of internal customers. His other duties will include assisting with inventory of parts and supplies, while overseeing the daily work flow through the repair facility. Justin will be working evenings, providing a point person for the second shift employees. We are excited to welcome both Justin and Daniel to our team!

