



WILSONVILLE TOWN CENTER PLAN

Phase Three Community Outreach Summary

INTRODUCTION

The Town Center Plan will establish a community-driven vision for Town Center and create a set of strategic actions to support the vision. Since launching the Plan process in Fall 2016, the Project Team has reached out to the community and stakeholders through a variety of engagement activities, to ensure that the Town Center Plan will reflect community priorities, preferences, and values.

The first phase of the project established the community's vision and goals for the future of Town Center. The second phase identified a community concept for Town Center that illustrated the multimodal transportation, public spaces and types of development that community members want in Town Center in the future. During Phase 3, the Project Team translated the community concept into an actionable, long-range plan for Town Center. During this phase, community members and stakeholders provided input on priority projects, specific elements of the future Town Center, and ideas for implementing the Plan. This document summarizes the Phase 3 community outreach activities and input.

The attached compendium includes the materials and results from each of the activities listed.

ENGAGEMENT ACTIVITIES

- Pop-Up Main Street at the Community Block Party
- Town Center Plan Economic Summit Panel
- Technical Partner Meetings
- Meridian Creek 7th Grade Class Project
- Question of the Month
- Project Task Force
- Planning Commission Meeting
- Online Town Center Plan and comment form

ONGOING COMMUNICATIONS

Community members were provided with ongoing project updates and opportunities for input. This communication material is not included in the attached compendium but can be provided upon request.

- Idea Centers: Library, Parks and Wilsonville Community Sharing displays with project background, announcements and question of the month

- Town Center website
- Boones Ferry Messenger articles
- Press releases
- Interested Parties e-mails
- Business Newsletters
- School bulletin boards
- Social media
- Citizen comments (email, phone and comment cards)

COMMUNITY MEMBERS AND STAKEHOLDERS

Throughout the planning process, the outreach and engagement activities solicited input and ideas from a broad range of community members and stakeholders including but not limited to: City elected officials, Wilsonville residents, youth and seniors, Spanish-speakers, service providers in Town Center, Town Center employees, Town Center residents, Town Center business and property owners and City staff. In Phase 3, as the details of the plan were being developed, stakeholders who had participated in the planning process were invited to meet with the project team to provide feedback on the draft plan elements. The broader Wilsonville community was invited to provide feedback on the Draft Town Center Plan.

OUTCOMES

Community input in Phase 3 reinforced community priorities established in the first two phases of the planning process. Community members provided feedback on specific elements of the plan, including the proposed main street (extension of Park Pl.) and cycle track, as well as parking. Business stakeholders in Town Center shared their ideas and feedback on strategies for spurring investment and supporting existing businesses. This input informed recommended policies and design approaches included in the Plan. Additionally, technical partners, the Planning Commission and City Council refined Plan recommendations related to transportation, zoning, and development strategies. Ultimately, the community-driven plan will be reviewed by community members, the Planning Commission, and City Council. Any needed refinements will be made to ensure the Plan reflects the community's vision.

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Communication Materials

- Town Center Businesses Newsletters (August 2018)
- Boones Ferry Messenger Articles (April – December 2018)

Question of the Month

- April 2018: Which youth friendly amenities appeal to you?
- May-June 2018: What would encourage you to take SMART public transit to Town Center?
- July-August 2018: Which parking options do you prefer for future Town Center?
- September 2018: Place making projects are relatively quick and inexpensive ways to activate public spaces and create places to gather. Select two you would like to see in Town Center.
- October 2018: How have you been involved in the Town Center Plan?
- November/December 2018: Which element of the Town Center Plan are you most excited about?

Public Draft Plan

- Storymap Plan online
- Public Comment Form



Economic Summit Panel Event at
Regal Cinemas
(October 11, 2018)



WILSONVILLE TOWN CENTER PLAN

Join us at the Town Center Plan Economic Summit Panel

WHEN?

THURSDAY, OCTOBER 11TH
4:00PM-5:30PM

WHERE?

REGAL CINEMAS

STADIUM 9
29300 SW TOWN CENTER LOOP W.
WILSONVILLE, OR 97070

Light refreshments will be provided.

For more information, contact **Jordan Vance**, City of Wilsonville Economic Development Manager, at vance@ci.wilsonville.or.us or **503-570-1539**.

WHY?

The City is seeking to update the community on the Town Center Plan's development feasibility analysis, and how the results can support the Town Center vision. This event will also feature a panel discussion between development experts, who will offer their insight and experience in the development of mixed-use commercial centers and modern main streets throughout the region. At this event you will learn about future development options in Town Center and weigh in on potential economic implementation strategies.

REGISTER AT: <http://bit.ly/TownCenterSummit>

Featured Panelists:

Fred Bruning, *CenterCal Properties*
Lloyd Purdy, *Greater Portland Inc.*
Brian Vanneman, *Leland Consulting*
Others to be confirmed

Moderator:

Alex Dupey, *MIG Inc.*



WILSONVILLE TOWN CENTER PLAN

Town Center Plan Economic Summit Panel Summary

Date: October 11, 2018

Time: 4 PM – 5:30 PM

Location: Regal Cinemas, Stadium 9, 29300 SW Town Center Loop W., Wilsonville, OR

Summary of Event

The project team and the Wilsonville Chamber of Commerce jointly hosted the Town Center Plan Economic Summit Panel on the evening of October 11 at the Wilsonville Regal Cinemas. The panel provided an update to the community on the Town Center Plan's development feasibility analysis, and how the results can support the Town Center vision. This event featured a panel discussion between development experts, who offered their insight and experience in the development of mixed-use commercial centers and modern main streets throughout the region. Attendees provided input on potential economic implementation strategies.

Event panelists included:

- **Panel Moderator:** Alex Dupey, Northwest Director of Planning Services, MIG
- **Panelist:** Fred Bruning, CEO, CenterCal Properties
- **Panelist:** Leila Aman, Development Manager, City of Milwaukie
- **Panelist:** Lloyd Purdy, VP of Regional Competitiveness, Greater Portland Inc.
- **Panelist:** Rebecca Kennedy, Long Range Planning Manager, City of Vancouver
- **Panelist:** Chris Zahas, Managing Principal, Leland Consulting

Summary of Key Discussion Points:

- Alex Dupey provided a summary of the Town Center development feasibility analysis and what the key findings mean for Wilsonville Town Center.
- Lloyd Purdy gave overview on what is attracting businesses to Portland Metro Area, noting access to workforce talent, affordability and quality of life as key attributes.
- Chris Zahas of Leland Consulting (and part of the Town Center team) noted that retail design needs to be adaptable and flexible to adjust to unknown disruptions and changes in retail sector. Food, experiences and entertainment will continue to be vital, and housing will want to locate with these amenities.

- Leila Aman explained how Milwaukie used art as a strategy to create interest and buzz downtown. It is helping city take a more holistic approach to supporting arts and has increased the connection between local businesses on Main Street and artists.
- Aman also discussed a program at Prosper Portland created for use in the Lents District: a commercial affordability program offering tenant improvement grants and below market rate rents to support existing businesses from displacement and to attract local and minority-owned businesses to locate in new development in the corridor.
- The panel emphasized taking a district-wide approach to parking and highlighted several relevant parking strategies, including:
 - Milwaukie— Milwaukie downtown realized it did not have a parking problem; it just was not signed or managed well. The downtown workforce was using on-street parking in locations important for business activity. The City identified alternate parking options to free up downtown parking at key hours for local retail use.
 - Milwaukie – There is a need to move toward structured parking, so the City is looking to collaborate with developers to secure half of the parking in new multi-family residential projects in order to match-make with employers for their employees to utilize those spaces.
 - Vancouver—The City is working on a mix of shared parking structures and interim surface parking lots to support the vitality of an area. The lots are identified by long-term plans to become buildings, when achieving parking structures will be more financially feasible.
- Rebecca Kennedy explained how Vancouver revived its identity as a river city—the oldest on the Columbia-- and recently transformed its waterfront to a more vibrant, attractive, mixed-used area. This identity was a critical component.
- Kennedy also noted it was important for the City to work at different scales. Vancouver worked to own vacant land downtown, and helped to foster authenticity and identity downtown and support small, local businesses to locate there.
- Fred Bruning emphasized placemaking and gathering locations as two of the most important components of a successful town center. He provided an example CenterCal mixed-use development in a similar outer-suburban community, Farmington, Utah, where a new gathering space helped catalyze investment from high-tech business tenants. Companies are hiring young people who want experiences and a central place to be. Creating a special place will exponentially increase the choices in the future.
- Bruning underlined it is important to know what the community wants and how that intersects with the market.
- Participants expressed enthusiasm about the Plan and interest in accelerating implementation/construction timelines from 20-30 years to 5-10 years.

- One participant noted the Plan is well suited for senior community, and expressed interest in a community pool.
- Audience members filled out Participant Comment Cards in order to prioritize economic development strategies that have emerged through the Town Center planning process. The following strategies were highlighted in at least one participant's top three:
 - Create a Local Improvement District to fund capital improvement projects in Town Center.
 - Adopt a Vertical Housing Tax Credit to spur housing development in Town Center that will support businesses.
 - Establish business retention programs such as technical assistance to help strengthen and grow existing businesses.
 - Placemaking initiatives such as signage and wayfinding, community events and festivals, parklets and other engaging streetscape elements.
 - Establish a Business Improvement District or Economic Improvement District that would support initiatives in Town Center such as marketing, programming, maintenance, security, and/or beautification.
 - Designate the Town Center as a Main Street through the Oregon Main Street Program, leveraging the program's technical assistance, training and access to grants to develop revitalization strategies.
 - Form public-private partnerships to catalyze private investment and development in Town Center.



Pop-Up Main Street at the
Community Block Party
(August 22, 2018)



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Wilsonville Block Party: Town Center Plan Pop-Up Main Street Community Input Summary

August 22, 2018

Event Purpose

1. **Citywide Block Party:** Celebrate Wilsonville's 50th Birthday, while bringing the community together to connect with City staff and learn about City services
2. **Town Center Plan Activities:** Raise awareness about the Town Center Community Concept, provide an update on the project, receive input from a broad range of community members, and demonstrate potential future elements of the Plan

The Block Party...

- Had hundreds of participants
- Included food trucks, live music, lawn games, and more
- Included a temporary pop-up “Main Street” and interactive activities for community members of all ages to give their input on the Town Center Plan. Town Center activities included:
 - Temporary two-way cycle track for people to test with borrowed e-bikes
 - Temporary parklet with tables and seating, and an ice cream and a coffee shop vendor
 - Three different boards where people could “vote” with dot stickers. The boards included opportunities to vote on priority projects for Town Center and parking preferences
 - Chalkboard walls to provide ideas
 - Placards for people to write their ideas for the future Town Center Main Street



Park Ave. was temporarily closed so community members could experience a cycle track and parklet— streetscape elements that could be incorporated into a future main street as well as other areas of Town Center.



The parklet included seating near the ice cream and coffee shop vendors. Throughout the Town Center Planning process, participants have prioritized more outdoor seating and gathering places for Town Center.



Cynergy bikes loaned bikes to people who were interested in trying the temporary cycle track.



The cycle track was intended to provide the experience of separated bike facilities in Town Center, reflecting the community's desire for better multi-modal connectivity.



Participants used sticky dots to identify the projects they felt were priorities in making the Town Center Plan a reality.

Which projects do you think will be most important to making the Town Center Plan a reality?

(Select your top 3)



Bicycle/pedestrian bridge over I-5

32



Cycle track from the bicycle/pedestrian bridge to Memorial Park

16



Transforming Park Pl. into a pedestrian mall or festival street

35



Extending Park Ave. to become a Main Street that connects to Wilsonville Rd

18



Wilsonville Rd intersections improvements/additions

13



Extending Courtside Dr to connect to Town Center Loop W.

4

The most popular responses involved the bicycle/pedestrian bridge and transforming Park Place into a pedestrian mall or festival street.



Participants provided feedback about their preferred parking approaches for Town Center.

SHARE YOUR IDEAS! Place a dot next to your response below (select all that apply).

Covered Ground Floor Parking
Downtown Hillsboro



1

On-Street Parking
Downtown Hillsboro



0

Surface Parking Behind Buildings
Gresham Civic Drive



0

Parking Garage Wrapped w/ Mixed Use Buildings
Downtown Lake Oswego



27

Standalone Parking Garage Near Businesses
Bridgeport Village



2

Internal Parking Surrounded by Buildings
Kruse Village



1

Parking Lot in Front of Building
Town Center Shopping Center



4

Small Surface Parking Lots
Downtown Canby



2

Community members are most supportive of a parking garage wrapped by mixed-use buildings.



Community members indicated how they would be likely to use a cycle track through Town Center in the future.

How would you use a cycle track through Town Center?

(Select all that apply)

Run errands

9

Commute to/from work or school

2

Recreate/get exercise

15

Go to a park

10

Ride with my family

12

Ride to entertainment
(restaurants, movies, etc.)

12

Travel through Town Center
to other destinations

3

Other:

4



Community members indicated they would most use a cycle track to ride recreationally and with their families and to get to entertainment.

MY FUTURE MAIN STREET INCLUDES...
Office Jobs, Shopping
Multi use buildings

MY FUTURE MAIN STREET INCLUDES...
A fun place for our
teen's to hang up!!
"Safe to" 😊

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SHARE YOUR IDEAS



How would you use a cycle track through Town Center?
(Select all that apply)

Community members shared their ideas for the future Town Center "Main Street" on placards that were displayed throughout the night.

Next Steps

- The project team is using community input to refine the draft Community Concept into the Town Center Plan.
- Technical partners, the Planning Commission and City Council will refine priorities and provide feedback on the Draft Plan which will be available to the public this winter.
- Based on the public input, the Town Center Plan will be finalized and considered for adoption by City Council.



WILSONVILLE TOWN CENTER PLAN



Project Task Force
(June 5, 2018)
(October 23, 2018)



WILSONVILLE TOWN CENTER PLAN

Task Force Meeting #5

June 5, 2018

5:30 pm – 8:00 pm

AGENDA

5:30 pm	Food and Mingle
6:00 pm	Welcome and Agenda Overview (MIG)
6:05 pm	Public Engagement Results
6:20 pm	Design Recommendations <ul style="list-style-type: none">• Community Concept and Street Cross-sections• Harmonious Design and Design Guidelines
6:40 pm	Design Recommendations (Small Groups)
7:20 pm	Report-outs
7:30 pm	Preliminary Development Feasibility Results
7:55 pm	Close & Next Steps

**TOWN CENTER PLAN TASK FORCE
Meeting Summary**

DATE: JUNE 5, 2018	TIME END: 8:15 PM
LOCATION: 29799 SW TOWN CENTER LOOP EAST, WILSONVILLE, OR	
TIME START: 6:00 PM	

ATTENDANCE LOG

TASK FORCE MEMBERS		STAFF	OTHER
Hilly Alexander	Kristin Akervall, Chair	Miranda Bateschell	Alex Dupey, MIG
Ben Altman	Kamran Mesbah, Vice Chair	Jennifer Scola	Molly Cooney-Mesker, MIG
Darren Harmon	Kyle Bunch	Charles Tso	Jerry Greenfield, Planning Commissioner
Paul Diller	Rosalind Hursh	Zach Weigel	
Kate Johnson			
Marie Alaniz			
Scott Vosburg		TF MEMBERS ABSENT	
Doris Wehler		Terrence Clark	Lori Leon
Susan Myers		Bruce Eicher	Richard Spence
Rosalind Hursh		Kevin O'Malley	Sophia Lochner
Ron Heberlein		Hank Jarboe	Eric Hoem
		Shelly Tracy	

Overview

On June 5, 2018, fifteen members of the Taskforce Committee (including one Planning Commission and one City Council representative) gathered with City and consultant staff for their fifth meeting at Wilsonville City Hall to discuss draft elements of the Wilsonville Town Center Plan. This meeting focused on the public input on the Community Design Concept, design standard alternatives for implementing the vision, and initial results of the financial proforma analysis. The taskforce members gathered in three small groups to do an exercise on what regulations and guidelines they want to implement to achieve the goal of harmonious design.

Agenda Summary

AGENDA	ACTIONS
<p>Welcome and Agenda Overview (Alex)</p> <ul style="list-style-type: none"> • Introductions • Group Activities 	<p>Alex and Molly went over the agenda and provided an overview of the topics that the taskforce will discuss in small groups tonight.</p>
<p>Public Engagement results</p>	<p>Molly summarized the public involvement and events the project team hosted during winter and spring 2018. The</p>

<p>(Molly)</p>	<p>feedback and results from stakeholders and business owners were summarized:</p> <p>Most of the respondents agreed with the design elements in each of the proposed land use zones. The Main Street District received the highest approval rating.</p> <p>Overall, the community supports the main street district, green links and multimodal transportation facilities, mixed uses, retaining local businesses, bike/pedestrian bridge, more activated public spaces, and amenities for year-round pedestrian access.</p> <p>There is strong support for the bike/pedestrian bridge connection but there were some questions about how to make the landing location a park. There were also concerns for how the modified Town Center Loop West and increased development density would impact traffic congestion and local access to businesses.</p> <p>People are interested in consolidated parking but are also concerned about the need for parking with residential development. Lastly, there is a strong desire for improving transit services and providing more housing in Town Center.</p> <p>During the Q&A, the Task Force asked questions about the following topics: housing, market analysis, financial feasibility analysis, and traffic modeling analysis for future scenarios.</p> <p>Jerry asked specifically about property owners' feedback. Alex said that the project team spoke with and heard from property owners who own the largest parcels of land in Town Center and while some were concerned in the beginning of the meeting, by the end of the meeting they were supportive of the plan elements.</p> <p>Councilor Akervall asked about what themes came out of the meetings with students. Jenn and Miranda said they heard from students that they want places to hang out and spend time without spending money. In addition, local coffee shops, a community center, and a skate park are also popular ideas among students. They also said that students want better bus services to Town Center.</p>
<p>Design Recommendations: (MIG) (Presentation with Q&A)</p>	<p>Alex presented updated maps from the Community Design Concept based on refinements from the outreach with stakeholders and community members. He described</p>

	<p>changes made to the open space concept, proposed street network, and land use map. He also walked through the cross-sections for the various street types (and locations). The team developed these cross-sections based on the input received throughout the planning process.</p> <p>Alex also discussed the traffic modeling's results and implications on congestion. The modeling results show that the intersection of Town Center Loop W and Wilsonville Road fails in the future no build scenario, whereas the same intersection shows improvement in delay if Town Center Loop W is redesigned.</p> <p>Lastly, Alex went over the goal of harmonious design and highlighted major design elements that relate to achieving the public realm, land uses, and activities the community desires.</p> <p>These design elements include: (1) building frontage; (2) parking configurations; (3) consolidation of drive-ways; (4) building setbacks for activated public spaces; (5) parklets; (6) weather coverage; (7) mix of different materials such as brick, metal, glass, and wood; (8) architectural features that articulate the building façade; (9) setbacks on the third story; (10) percentage of glass glazing; (11) and the range of intersection densities and block sizes that many American cities have adopted.</p>
<p><i>Break into small groups (3)</i></p>	<p>Alex explained the small group exercise and asked the task force members to consider how to implement the design elements to achieve the goal of harmonious design.</p> <p>In three small groups, the taskforce members considered the following questions:</p> <p>(1) Are there specific building/street frontage requirements that should be considered throughout Town Center, or is it more location specific?</p> <p>(2) Are there specific development and site design standards that should be addressed as part of the Town Center Plan?</p> <p>(3) How stringent should the building standards be for new construction?</p>

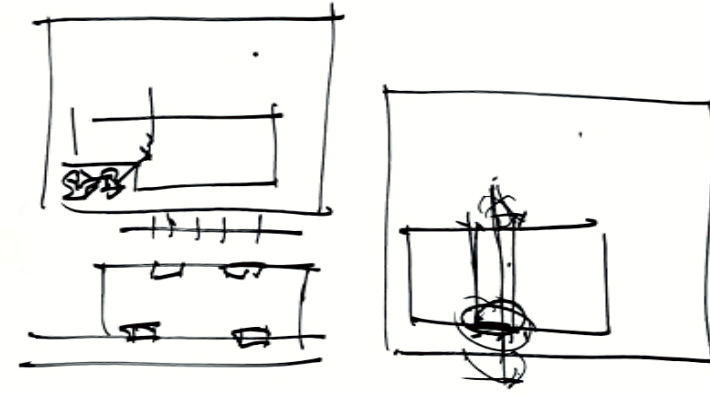
	(4) Does the street network create a more walkable area? Do they have the right amenities for each location?
Report-outs	<p>Overall, the group reported discussions on whether these building design elements should be adopted as design guidelines or standards. The group felt that incorporating these design elements into a project will ensure harmonious design but some sites may have difficulties to accommodate these design elements if they were adopted as requirements. Guidelines, on the other hand, provide more flexibility for each site's context but is non-binding. Key points from the Task Force small groups included:</p> <ul style="list-style-type: none"> • Site and building design should be regulated through standards for Main Street, but there was a desire for more flexibility in other locations. • Setbacks, if used for active pedestrian and retail/seating should be permitted in all areas. • Drive throughs should not be permitted on Main Street, but could be permitted in other areas provided they meet specific design standards. • Building design should require varied articulation and materials, but there were questions about whether specific materials should be required or only prohibit what is not desired. • Weather coverings should be required on Main Street and the C-MU area, but there should be more flexibility for N-MU and MU areas. • Generally, consensus on reducing the maximum block length to 400 feet, although there is the desire for flexibility in all areas except for Main Street, provided there are pedestrian connections. <p>The group also discussed transportation elements of different cross sections. Since there may not be enough right-of-way to accommodate all the desirable elements for a street (e.g. bike lanes, on-street parking, sidewalk seating etc.), the group discussed when and where we require or provide space for certain transportation amenities.</p> <p>Based on these results, the Task Force generally supports a higher degree of design standard for Main Street, but would like other areas to have some flexibility in how those areas develop. All areas should still be pedestrian friendly.</p>

	Small group results are attached for reference.
Financial Analysis	<p>Alex presented initial results from the financial analysis completed by Leland Consulting Group. The team tested development types related to the design concept (e.g. 4-story mixed-use retail/residential building on Main Street, single-story commercial building, and a 5-story office building). Alex also provided information comparing town centers in Lake Oswego's downtown and Orenco Station in Hillsboro to the Wilsonville Town Center.</p> <p>Alex presented the return on investment analysis for different types of uses. Using the baseline set of assumptions, the results show that for residential/mixed use only townhomes would achieve a positive ROI. Similarly, for retail uses, only rehabilitating existing buildings would bring a positive ROI.</p> <p>Based on these findings, Miranda noted the team would be bringing this topic back to the task force. The project team will want their input on whether or not the city should think about catalyzing investment in Town Center, and if so, what should the City do to incentivize private development? What economic development tools can we use?</p>
Close & Next Steps (MIG and Miranda Bateschell)	<p>Miranda noted the next meeting of the Task Force would focus on implementation measures and project lists. The team will seek the Task Force's assistance in prioritizing future actions to implement plan, and help the team prepare for adoption this fall / winter.</p> <p>The project team will also use this input to develop the draft development code and development standards as part of the Town Center Plan development process.</p> <p>Councilor Akervall thanked the group and expressed her appreciation for this process and this group's dedication and effort to shaping the Plan. She commended everyone for their hard work.</p>

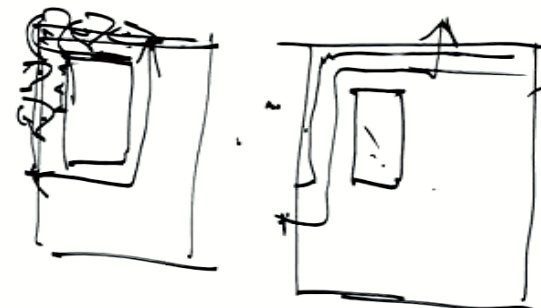
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WILSONVILLE TOWN CENTER PLAN



	Standard/ Guideline, or Do Not Agree	Town Center- Wide	Where should it be applied?				
			Town Center Sub-Districts				Special Areas (e.g. Bridge Landing Area, Linear Parks, Town Center Park)
			Main Street	C-MU	MU	N-MU	
BUILDING/STREET FRONTAGE REQUIREMENTS							
All <u>primary</u> building entrances should face the street, not a parking lot.			S	No, but if prim. Not on street standard for secondary entrance w/ equal access			G for commercial
Set-backs should be permitted provided they are used for active uses (pedestrian amenities, outdoor seating etc.)			S				
Buildings should be constructed at the street, with parking to the side or rear of the building.			S				
SITE DESIGN STANDARDS							
Auto-oriented uses (e.g. drive throughs) should be prohibited unless they can meet building orientation standards that maintain active pedestrian frontages.			S - auto oriented prohibited	G	S	S - prohibited	



#7



WILSONVILLE TOWN CENTER PLAN

#1

	Standard/ Guideline, or Do Not Agree	Town Center- Wide	Where should it be applied?				Special Areas (e.g. Bridge Landing Area, Linear Parks, Town Center Park)
			Town Center Sub-Districts				
			Main Street	C-MU	MU	N-MU	
Driveways should be consolidated to the greatest degree practicable and located to the sides of buildings.	§	S	S				
BUILDING DESIGN STANDARDS							
Buildings should have varied articulation and materials for primary facades.		S					
Buildings should provide weather coverage over pedestrian walkways. * covers should encourage natural light			S	S	S-for commercial		S for planned gathering spaces
Buildings should provide weather coverage in front of the building.							
Specific building materials should be required (e.g. wood, red brick, or stone). * Use materials menu w/ standard for # of materials used.							
Building should have a high percentage of glass on the ground floor to help activate the streetscape.		S	S	S	S	S	Not for residential



WILSONVILLE TOWN CENTER PLAN

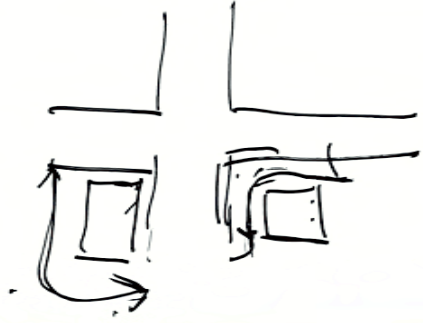
	Standard/ Guideline, or Do Not Agree	Town Center- Wide	Where should it be applied?				Special Areas (e.g. Bridge Landing Area, Linear Parks, Town Center Park)
			Town Center Sub-Districts				
			Main Street	C-MU	MU	N-MU	
STREET CONNECTIVITY (see the multi-modal network and street cross sections)							
The Town Center street plan should provide a street network with intersections spaced at max approximately 400 feet.		S					
On block frontages greater than 400 feet, pedestrian access/paths should be provided through the parcel to an adjacent street. <i>group had interest in this but wants to see 400 ft. block max so no need for paths</i>							
The elements illustrated in the street cross sections are a good fit for the location and surrounding proposed uses.							

#2



WILSONVILLE TOWN CENTER PLAN

	Standard/ Guideline, or Do Not Agree	Town Center- Wide	Where should it be applied?				Special Areas (e.g. Bridge Landing Area, Linear Parks, Town Center Park)
			Town Center Sub-Districts				
			Main Street	C-MU	MU	N-MU	
BUILDING/STREET FRONTAGE REQUIREMENTS							
All primary building entrances should face the street, not a parking lot.			S	G	DO NOT AGREE	DO NOT AGREE	RETAIL/OFFICE (standard)
Set-backs should be permitted provided they are used for active uses (pedestrian amenities, outdoor seating etc.)			S	S	G	G	
Buildings should be constructed at the street, with parking to the side or rear of the building.		DO NOT AGREE	S				
SITE DESIGN STANDARDS							
Auto-oriented uses (e.g. drive throughs) should be prohibited unless they can meet building orientation standards that maintain active pedestrian frontages.		Guideline throughout T.C. - Standard on Main St.	S	G	G	G	





WILSONVILLE TOWN CENTER PLAN

	Standard/ Guideline, or Do Not Agree	Town Center- Wide	Where should it be applied?				Special Areas (e.g. Bridge Landing Area, Linear Parks, Town Center Park)
			Town Center Sub-Districts				
			Main Street	C-MU	MU	N-MU	
Driveways should be consolidated to the greatest degree practicable and located to the sides of buildings.	GUIDELINE	YES					
BUILDING DESIGN STANDARDS							
Buildings should have varied articulation and materials for primary facades.	STANDARD	YES					
Buildings should provide weather coverage over pedestrian walkways.			S	G	G	G	
Buildings should provide weather coverage in front of the building.			S	G	G	G	
Specific building materials should be required (e.g. wood, red brick, or stone).	DO NOT AGREE	YES					
Building should have a high percentage of glass on the ground floor to help activate the streetscape.			S	G	G	G	



WILSONVILLE TOWN CENTER PLAN

#2

	Standard/ Guideline, or Do Not Agree	Town Center- Wide	Where should it be applied?				Special Areas (e.g. Bridge Landing Area, Linear Parks, Town Center Park)
			Town Center Sub-Districts				
			Main Street	C-MU	MU	N-MU	
STREET CONNECTIVITY (see the multi-modal network and street cross sections)							
The Town Center street plan should provide a street network with intersections spaced at approximately 400 feet.	STANDARD	YES					
On block frontages greater than 400 feet, pedestrian access/paths should be provided through the parcel to an adjacent street.	STANDARD	YES	BASED: YES	BASED: YES	LOCAL STREET: YES		
The elements illustrated in the street cross sections are a good fit for the location and surrounding proposed uses.	GUIDELINE	YES	BASED: YES	BASED: YES	LOCAL STREET: YES (OPTION # 1)		



WILSONVILLE TOWN CENTER PLAN

	Standard/ Guideline, or Do Not Agree	Town Center- Wide	Where should it be applied?				Special Areas (e.g. Bridge Landing Area, Linear Parks, Town Center Park)
			Town Center Sub-Districts				
			Main Street	C-MU	MU	N-MU	
BUILDING/STREET FRONTAGE REQUIREMENTS							
All primary building entrances should face the street, not a parking lot.		X	S	G/G		G/S	S
Set-backs should be permitted provided they are used for active uses (pedestrian amenities, outdoor seating etc.)	<i>Standard that means its permitted</i>	X	S	<hr/>			
Buildings should be constructed at the street, with parking to the side or rear of the building.		S	S	<i>no side on Main St</i>			
SITE DESIGN STANDARDS							
Auto-oriented uses (e.g. drive throughs) should be prohibited unless they can meet building orientation standards that maintain active pedestrian frontages.			<i>NO D.T.</i>	<i>NO D.T.</i>	<i>could be allowed w/design</i>	<i>NO D.T.</i>	<i>NO D.T.</i>

Guideline: what we want you have to show why you cant (w/o waiver process)



WILSONVILLE TOWN CENTER PLAN

	Standard/ Guideline, or Do Not Agree	Town Center- Wide	Where should it be applied?				Special Areas (e.g. Bridge Landing Area, Linear Parks, Town Center Park)
			Town Center Sub-Districts				
			Main Street	C-MU	MU	N-MU	
Driveways should be consolidated to the greatest degree practicable and located to the sides of buildings.		S					
BUILDING DESIGN STANDARDS							
Buildings should have varied articulation and materials for primary facades.		S					
Buildings should provide weather coverage over pedestrian walkways.			S	S	G	G	
Buildings should provide weather coverage in front of the building.			S	S	G	G	
Specific building materials should be required (e.g. wood, red brick, or stone).		G					
Building should have a high percentage of glass on the ground floor to help activate the streetscape.		S					

Further define active ped walkways

possibly prohibit some





WILSONVILLE TOWN CENTER PLAN

		Where should it be applied?					
	Standard/ Guideline, or Do Not Agree	Town Center- Wide	Town Center Sub-Districts			Special Areas (e.g. Bridge Landing Area, Linear Parks, Town Center Park)	
			Main Street	C-MU	MU		N-MU
STREET CONNECTIVITY (see the multi-modal network and street cross sections)							
The Town Center street plan should provide a street network with intersections spaced at approximately 400 feet.			S	G ⁺	G	G	S
On block frontages greater than 400 feet, pedestrian access/paths should be provided through the parcel to an adjacent street.				S	S	S	
The elements illustrated in the street cross sections are a good fit for the location and surrounding proposed uses.			WKA you can't ask this big of a				

QUESTION at the END!



TASK FORCE #5
JUN 15, 2018

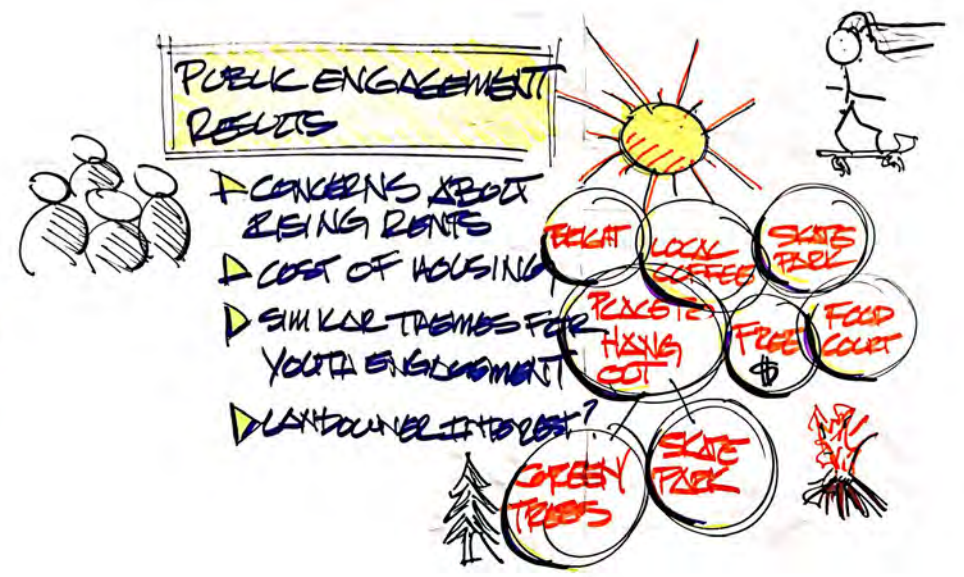
WILSONVILLE

TOWN CENTER PLAN

AGENDA

- FOOD
- PUBLIC ENGAGEMENT
- DESIGN RECOMMENDATIONS
- SMALL GROUPS
- FINANCIAL FEASIBILITY
- CLOSE

PUBLIC ENGAGEMENT RESULTS



STANDARDS + GUIDELINES

- PUBLIC TRANSIT
- STANDARD FOR MAIN STREET
- GUIDELINES FOR OTHER AREAS
- EXCEPT FOR



CATALYZE

- WHERE TO FOCUS?
- WHAT DO WE SUPPORT?
 - How?
- MIXED USE TO SUPPORT TC?
 - THE ENTIRE COMMUNITY



WILSONVILLE TOWN CENTER PLAN

Task Force Meeting #6

October 23, 2018

5:30 pm – 8:00 pm

AGENDA

5:30 pm	Food and Mingle
6:00 pm	Welcome and Agenda Overview (MIG)
6:10 pm	Project Update <ul style="list-style-type: none">• Public Engagement• Feasibility Analysis• Traffic Analysis
6:30 pm	Priorities (Small groups) <ul style="list-style-type: none">• Infrastructure• Programming and Placemaking
7:30 pm	Report-outs (MIG facilitating)
7:40 pm	Close & Next Steps
7:45 pm	Appreciation and Awards

Infrastructure Project Priorities (30 mins)

**TOWN CENTER MASTER PLAN TASK FORCE
Meeting Summary**

DATE: OCTOBER 23, 2018	
LOCATION: 29799 SW TOWN CENTER LOOP EAST, WILSONVILLE, OR	
TIME START: 6:04 PM	TIME END: :8:00 PM

ATTENDANCE LOG

TASK FORCE MEMBERS		STAFF	OTHER
Hilly Alexander	Kate Johnson	Miranda Bateschell	Alex Dupey, MIG
Kyle Bunch	Kamran Mesbah, Vice Chair	Tami Bergeron	Molly Cooney-Mesker, MIG
Paul Diller	Richard Spence	Tod Blankenship	
Bruce Eicher	Doris Wehler	Jordan Vance	
Kevin Ferrasci O'Malley		Zach Weigel	
		Tod Blankenship	
		TF MEMBERS ABSENT	
		Kristin Akervall, Chair	Ron Heberlein
		Ben Altman	Hank Jarboe
		Terrence Clark	Sophia Lochner
		Eric Hoem	Susan Myers
		Marie Alaniz	Shelly Tracy
		Darren Harmon	Lori Loen
		Rosalind Hursh	Scott Vosburg

AGENDA SUMMARY

AGENDA	ACTIONS
Welcome and Agenda Overview (MIG)	Alex and Molly asked everyone to reintroduce themselves. They welcomed the Task Force Members and thanked them for their time during the past two years of this project life.
Project Update:	<p>Public Engagement</p> <p>Molly summarized the various aspects of the public engagement throughout this phase of the project. She shared a PowerPoint presentation with some of the results received from the Block Party discussions and outreach efforts this summer.</p> <p>Alex said the Block Party was a smaller crowd but it was beneficial because we were able to spend more time talking with those that did attend the event. At the event, the team was able to convert a portion of Parkway into a Pop-up Main Street with a parklet, local food vendors, and the proposed cycle-track. This helped community members visualize the proposed changes and provide additional input.</p> <p>Alex discussed the Comprehensive Plan, Development Code and Design Guidelines would continue to be discussed with Planning Commission. Kyle Bunch asked if it is helpful for Task Force Members to be present at those Planning Commission and City Council Meetings. Miranda Bateschell said staff will continue to share</p>

updates with the task force as to upcoming Planning Commission and City Council Meetings and the project developments. It is always helpful if Task Force Members share their thoughts via their presence in a meeting or submitting their input for those meetings. Kate Johnson asked if there was anything in particular that needed Task Force Members to be promoting. Miranda said it is beneficial for TF Members to share with others their knowledge of the plan and the information TF knows about the project. Miranda also mentioned it will be helpful to have TF members present at the final adoption meetings

Alex defined the intended changes to Comprehensive Plan for the TF:

- Includes policies to implement the Town Center Plan; and
- Identifies new TC Comp Plan designation and implementation;

Development Code and Design Standards/Guidelines:

- Focus design guidelines on Main \Street, more flexible elsewhere;
- Minimum of 2 stories for new buildings;
- Open space/plaza standards; and
- Off-street parking recommendations

Kevin asked for clarification of the Planning Commission process. Miranda confirmed that the Planning Commission will be the group that would review final code changes for consistency with the proposed plan.

Alex said that if someone is interested in seeing what was presented to the Planning Commission in October, please speak to him at the end of the meeting.

Feasibility Analysis

Alex referred to the Feasibility Analysis handout. His PowerPoint shows examples in Lake Oswego that state that some retail and office spaces have increased but most development is due to the increase in housing development in their town center. Alex said that Wilsonville Town Center has a lot of retail currently and the market will lean toward more housing development in the future.

Alex posed the question – are there bonuses for creating/offering affordable housing? Those are policy questions that the City will need to look at.

Kevin said there needs to be “anchors” in the TC area. Alex said there are opportunities to have some anchor stores - 30000 square feet retail such as Trader Joes and such – not a Target “big box store”. Kate said that the smaller stores in Villebois are struggling to stay open. Miranda said there is a significant shift in retail – away from the larger, big box stores. She suggests that we plan for a mix of local, regional and national stores. There is space for those mixes in the proposed TC area and accompanying proposed policies.

Alex moved the group along to discuss the different development prototypes analyzed as part of the Town Center Development Feasibility Report.

Alternative 1 – Baseline

Without anything happening, the Town Homes, Garden Apartments, and some new build retail is possible today. Some of the more expensive development types with structured parking, the developer would be taking a higher than average risk to develop.

Alternative 2 – Reduction & Tax Abatement

More development types become feasible. Is there an incentive to share parking or reduce requirement in number of parking spots.

Alternative 3 – Rent Premium

In this scenario, higher rents were tested and most development types become feasible. Amenities start to drive the rents – rent prices have already increased 15% in the last year.

Alternative 4 – Favorable Development Conditions (includes parking reduction, tax abatement, and rent premium)

Alternative 5 – Baseline with Land/Building Acquisition

Alex said that it is going to be tough to build new when a developer has to purchase the land, often with existing buildings. A developer will most likely update an existing building and make it more desirable, or an existing property owner will invest in redevelopment.

Alternative 6 – Parking Reduction & Tax Abatement with Land/Building Acquisition

Alternative 7 – 20 Percent Rent Premium with Land/Building Acquisition

Alternative 8 – Favorable Development Conditions with Land/Building Acquisition

More development types are feasible under these conditions, but not all. The City may want to consider some of the policies and incentives tested in the feasibility analysis on a temporary or permanent basis if re-development is desired more quickly.

Traffic Analysis

Future Traffic Assumptions:

- Analyzed for TSP Horizon Year 2035 PM Peak Hour
- Updated Traffic Volumes
- TSP model assumed significant growth in the Town Center

Alex showed several slides showing current traffic patterns and then a slide showing future traffic.

2035 TSP Horizon Year Map: Alex said there are a couple of spots where mobility will be difficult based on the existing system.

With the improvements outline in the Town Center Plan, Main Street would be a new north-south street in the plan area and Town Center West would become a local street. The addition of another road and intersection shifts the traffic so it is more evenly distributed among three intersections. No changes to I-5 – that is an ODOT issue.

Alex showed a Wilsonville Road Network Modifications Map displaying Wilsonville Road/Town Center Loop West proposed changes. Alex said these intersections are currently working independently of each other, and with the Town Center proposal, they would work together.

	<p>(Kamran Mesbah excused himself at 6:52 pm)</p> <p>Doris Wehler and Kate Johnson asked for clarification of how you can travel to and from certain stores/restaurants with the proposed traffic pattern changes. Miranda Bateschell explained how some of those traffic situations would work.</p> <p>Alex confirmed that the Main Street changes will drive the changes in the Town Center Loop traffic modifications. Miranda stated that if we do nothing the traffic and safety situations will worsen. This is a plan to improve both.</p> <p>Alex moved the group to the next activity. He said we need to get to implementation. What are the Steps? What is the funding?</p> <ul style="list-style-type: none"> • Regulatory Actions • Infrastructure Investments <ul style="list-style-type: none"> ○ Framework Investments: Projects that define the Town Center Plan (Ped Bridge & Gateway; Park Place projects—creating Main Street) ○ Quick Wins: Low-cost catalyst projects (Town Center Loop West traffic control; Parkway promenade traffic control; Buffered bike lanes) ○ Other Projects: Local roads, parks, sewer, water and stormwater • Placemaking, Organizational and Economic Development Strategies <ul style="list-style-type: none"> ○ Placemaking Quick Wins: Citywide signage and wayfinding; Adding lights for bikes and peds; Parklet competition; Lunchtime farmers market; temporary/semi-permanent food carts; Branded bus stops; Temporary games, seating and art • Organizational and Economic Development <ul style="list-style-type: none"> ○ Strategies: Form business/district association; Establish a business/economic improvement district; Use Oregon main street program; Prioritize urban renewal funds; Form public-private partnerships to catalyze development in the town center • Next steps: Prioritization of all infrastructure projects and implementation actions with Task Force and City
<p>Priorities -- Small Groups:</p>	<p>Alex provided an overview of the small group exercise. Task members were asked to prioritize implementation projects.</p> <p>Broke into small groups at 7:08 pm</p>
<p>Report-outs (MIG facilitating)</p>	<p>Group reports:</p> <p>Paul Diller and Kyle Bunch reported their groups' discussions. Alex captured key takeaways on the wall graphic.</p> <p><i>See the meeting summary.</i></p>

<p>Close & Next Steps (MIG and Miranda Bateschell)</p>	<ul style="list-style-type: none"> • Revise draft code design standards/guidelines based on Planning Commission input; • Prioritize implementation actions • Finish draft plan and develop draft implementation strategies
<p>Appreciation Awards</p>	<p>Miranda announced the special award from OAPA for this project that the City received. She thanked the Town Center Task Force for their many hours and devotion to their neighbors and the project and that the award represents their commitment. She thanked the Task Force for their time, energy, and involvement. Miranda offered the Task Force members a wrapped gift (award) in thanks.</p> <p>She encouraged them all to stay engaged in the project as it moves through Planning Commission and City Council. She said we will have a gallery and mini-celebration when the project goes through adoption and will need TF members to support the project at that event/meeting.</p> <p>Doris Wehler stood and said that she has been involved in the City's meetings forever. She stated that this project engaged the public more than any other she has seen in the City. She appreciated everyone's efforts.</p>

Scribes: Tami Bergeron /Miranda Bateschell

Attachment A

TOWN CENTER MASTER PLAN TASK FORCE OCTOBER 23, 2018 Notes and Wallgraphics

Group/Table 1

Priority Infrastructure Improvements

- There was agreement among members of Group #1 that the priority infrastructure projects for implementing the Town Center Plan are the: 1) Park Place redesign and extension projects, 2) improvements to the Wilsonville Road intersections, and 3) improvements to Courtside Drive.
- The most important projects are the Park Place redesign and extension projects.
- There was one group member who indicated that the proposed I-5 pedestrian bridge is not important to the Town Center Plan.

1



	Estimated Cost	Priority (Select up to FIVE in each category. Mark with yellow dots.)	MOST Important (Select TWO in each category. Mark with green dots.)	Not Important (Select ONE in each category, if relevant. Mark with red dot.)
Infrastructure Investments. Public infrastructure, including roads, sewer, water, stormwater infrastructure, and parks, provides the foundation for a complete community. While some infrastructure projects will likely be completed as part of private development, there are several projects that could be publicly funded to catalyze development. All road construction projects assume that the facility will include stormwater management and green street amenities, such as stormwater swales and landscaping treatments.				
I-5 Pedestrian Bridge and Gateway (1-2.A)	TBD			●
Park Place Redesign (Town Center Loop to northern edge of Town Center Park) (1-2.B)	\$7.2m	● ● ● ● ●		
Park Place Redesign (Town Center Park to Courtside Drive) (1-2.C)	\$6.1m	● ● ● ● ●		
Park Place Extension (Courtside Drive to Wilsonville Road) (1-2.D)	\$10.5m	● ● ● ● ●	● ● ● ● ●	
Courtside Drive Improvements (Park Place to Town Center Loop E.) (1-2.E)	\$13m			
Courtside Drive Improvements (Park Place East to Town Center Loop W.) (1-2.F)	\$11m	● ● ● ● ●		
Wilsonville Road Intersection Modifications [update after Traffic Analysis is complete] (1-2.G)	\$1.8m	● ● ● ● ●	● ● ● ● ●	
Town Center Loop W. Modifications (1-2.H)	\$207k			
Local Road Network	N/A			
Parkway Promenade Redesign (1-2.J)	TBD			
Buffered Two-Way Bike Lanes (1-2.K)	\$204k			
Promenade (1-2.L)	TBD			
Construct the Town Center Skatepark (1-2.M)	800K			
Other (fill in) _____				

Priority Economic Development Strategies

- Group #1 had a brief discussion about potential economic development strategies. One group member indicated that a Town Center Businesses/District Association is not important, and another group member indicated Supplemental Fees are not important to realizing the Town Center Plan.

Programming and Placemaking

- Group #1 indicated that the following programming and placemaking initiatives are priorities for implementing the Town Center Plan: 1) signage and wayfinding, 2) hosting a parklet competition, 3) supporting a lunch-time farmers market, 4) encouraging food carts in areas not currently well-served by restaurants, 5) festivals, music and other performances in public spaces, and 6) working with SMART to improve bus stops.
- The group indicated that most important initiatives are the signage, food carts and SMART bus stop improvements.

①



	Estimated Cost	Priority (Select up to FIVE in each category. Mark with yellow dots.)	MOST Important (Select TWO in each category. Mark with green dots.)	Not Important (Select ONE in each category. If relevant, Mark with red dot.)
Organizational and Economic Development Strategies. A strategic approach that employs a variety of actions and strategies to economic development will support the revitalization of Town Center.				
Form a Town Center Business/District Association	N/A			●
Tenant and Business Retention Programs	TBD			
Form Public-Private Partnerships	TBD			
Streamline the Permitting Process	NA			
Local Improvement District	TBD			
Supplemental Fees	NA			●
Vertical Housing Tax Exemption Program	NA			
Programming and Placemaking. There are a variety of placemaking initiatives that can help spur economic development and generate excitement by starting to realize the community's vision for Town Center.				
Implementing the Citywide Signage and Wayfinding Plan throughout Town Center to contribute to a sense of place, orient people to Town Center destinations and support use of the existing paths and bicycle facilities.		●●●●●	●●●●●	
Enhancing existing pedestrian and bicycle pathways with lights, signage, pavement markings or even interactive art.		●		
Hosting a parklet competition to encourage the development of parklets that activate streetscapes and provide the outdoor gathering and seating opportunities desired by community members.		●●●●●		
Supporting a lunch-time farmers market in highly visible areas of Town Center.		●●●●●		
Encouraging food carts in areas of Town Center that are not currently well served by restaurants. This could include collaborating with Clackamas Community College to attract food carts to campus during lunch.		●●●●●	●●	
Continuing and expand the programming of public spaces in Town Center with festivals, music and other performances.		●●●●●		
Working with SMART to improve the visibility and amenities of bus stops, through lighting, creative shelters and seating.		●●●●●	●●	
Activate the area around City Hall through the installation of temporary games, seating and art.				
Other (fill in): <i>Advertising on Buses to offset Dial-a-ride help w/access</i>				

Group/Table 2

Priority Infrastructure Improvements

- Group 2 prioritized the following infrastructure projects for implementing the Town Center Plan: 1) Modifications to Town Center Loop W, and 2) the Park Place redesign and extension projects.
- The most important projects are the Park Place redesign and extension projects.

#2



	Estimated Cost	Priority (Select up to FIVE in each category. Mark with yellow dots.)	MOST Important (Select TWO in each category. Mark with green dots.)	Not Important (Select ONE in each category, if relevant. Mark with red dot.)
Infrastructure Investments. Public infrastructure, including roads, sewer, water, stormwater infrastructure, and parks, provides the foundation for a complete community. While some infrastructure projects will likely be completed as part of private development, there are several projects that could be publicly funded to catalyze development. All road construction projects assume that the facility will include stormwater management and green street amenities, such as stormwater swales and landscaping treatments.				
1-2A	I-5 Pedestrian Bridge and Gateway	TBD	●	
1-2B	Park Place Redesign (Town Center Loop to northern edge of Town Center Park) *	\$7.2m	●●●●●	
1-2C	Park Place Redesign (Town Center Park to Courthouse Drive)	\$6.1m	●●●●●	●●●●●
1-2D	Park Place Extension (Courthouse Drive to Wilsonville Road) ***	\$10.5m	●●●●●	●●●●●
1-2E	Courthouse Drive Improvements (Park Place to Town Center Loop E.)	\$13m		
1-2F	Courthouse Drive Improvements (Park Place East to Town Center Loop W.)	\$11m		
1-2G	Wilsonville Road Intersection Modifications (update after Traffic Analysis is complete)	\$1.8m	●●●	●
1-2H	Town Center Loop W. Modifications	\$207k	●●●●●	
	Local Road Network	N/A	●	
1-2J	Parkway Promenade Redesign	TBD		
1-2K	Buffered Two-Way Bike Lanes	\$204k	●	
1-2L	Promenade	TBD		
1-2M	Construct the Town Center Skatepark	800k	●	
	Other (fill in) <u>Vacating TC Loop West (off w/alternative route)</u>		●	

Priority Economic Development Strategies

- Group #2 briefly discussed potential economic development strategies. A Town Center Business District/Association was the group's priority and most important strategy.
- Tenant and business retention programs were also considered priorities.
- One group member indicated supplemental fees is not important to implementing the Town Center Plan.

Programming and Placemaking

- Group #2's programming and placemaking priorities included: 1) supporting lunch-time farmers market, 2) encouraging food carts in areas not well served by restaurants, 3) enhancing existing pedestrian and bicycle pathways, 4) improving SMART bus stops and 5) implementing the signage and wayfinding plan.
- The group was split on the most important initiatives, although the lunch-time farmers market had the most support.

#2



	Estimated Cost	Priority (Select up to FIVE in each category. Mark with yellow dots.)	MOST Important (Select TWO in each category. Mark with green dots.)	Not Important (Select ONE in each category, if relevant. Mark with red dot.)
Organizational and Economic Development Strategies. A strategic approach that employs a variety of actions and strategies to economic development will support the revitalization of Town Center.				
Form a Town Center Business/District Association	N/A	● ● ● ● ●	● ●	
Tenant and Business Retention Programs	TBD	● ●		
Form Public-Private Partnerships	TBD			
Streamline the Permitting Process	NA	●		
Local Improvement District	TBD			
Supplemental Fees	NA			●
Vertical Housing Tax Exemption Program	NA			
Programming and Placemaking. There are a variety of placemaking initiatives that can help spur economic development and generate excitement by starting to realize the community's vision for Town Center.				
Implementing the Citywide Signage and Wayfinding Plan throughout Town Center to contribute to a sense of place, orient people to Town Center destinations and support use of the existing paths and bicycle facilities.		●	●	
Enhancing existing pedestrian and bicycle pathways with lights, signage, pavement markings or even interactive art.		● ● ● ● ●	●	
Hosting a parklet competition to encourage the development of parklets that activate streetscapes and provide the outdoor gathering and seating opportunities desired by community members.				
Supporting a lunch-time farmers market in highly visible areas of Town Center.		● ● ● ● ●	● ●	
Encouraging food carts in areas of Town Center that are not currently well served by restaurants. This could include collaborating with Clackamas Community College to attract food carts to campus during lunch.		● ● ● ● ●	●	
Continuing and expand the programming of public spaces in Town Center with festivals, music and other performances.				
Working with SMART to improve the visibility and amenities of bus stops, through lighting, creative shelters and seating.		● ●		
Activate the area around City Hall through the installation of temporary games, seating and art.				
Other (fill in) <i>Form Town Council Agreement</i>			●	


Group Report-Outs

The Task Force reconvened and reported their groups' discussions. Across both groups, there was agreement that:

- The Park Place redesign and extension projects to create a main street are the most important infrastructure projects for implementing the Town Center Plan.
- Wayfinding, food carts, and SMART improvements are important placemaking initiatives.

The Task Force also discussed transit improvements that could help to support the Town Center Plan including: weekend service, better connections, commuter connections, and improved connections with stations.

WILSONVILLE TOWN CENTER TASK FORCE 10/25/18



QUESTIONS

- DRB REVIEW
- PHASING OF NEW/CHANGED STREETS
- AFFORDABILITY W/ RISING RENTS - INCENTIVES
- NEW PARKING FORMS/ STRUCTURED PARKING DESIGN
- ANCHOR TENANTS - WHAT FORM
- LOCATION OF BRIDGE LANDING - TBD W/ DESIGN ALTERNATIVES
- ELECTRIC BIKES IN BIKE FACILITIES? - POTENTIAL!
- TRANSIT OPPORTUNITIES W/ EMERG TECH

DROP OFF PARKING NEAR TRANSIT STOPS

WILSONVILLE TOWN CENTER PLAN					
Project	Amount (\$)	Priority	Notes	Phase	Timeline
1.1 Pedestrian Circulation Capacity	100	★			
1.2 Main Street Circulation	575	★	★ MAIN STREET		
1.3 Park Place Circulation	500	★	★ TOP OF MAIN STREET		
1.4 Other Circulation	225	★	★ IMPROVE HOUSES ELONG SIDE		
1.5 Other Circulation	100				
1.6 Other Circulation	100		STILL IMPORTANT		
1.7 Other Circulation	100				
1.8 Other Circulation	100				
1.9 Other Circulation	100				
1.10 Other Circulation	100				
1.11 Other Circulation	100				
1.12 Other Circulation	100				
1.13 Other Circulation	100				
1.14 Other Circulation	100				
1.15 Other Circulation	100				
1.16 Other Circulation	100				
1.17 Other Circulation	100				
1.18 Other Circulation	100				
1.19 Other Circulation	100				
1.20 Other Circulation	100				

SMART TRANSIT

- WEEKEND SERVICE
- BETTER CONNECTIONS
- COMMUTER CONNECTIONS
- IMPROVED RAIL SAFETY / EXTENSIONS

CONCERN ABOUT OTHER BUSINESSES

NO NEW FEES! :)

INCREASED SERVICE/INCREASED RETENTION FOR DEMAND



Technical Partners
(August 24, 2018)
(October 12, 2018)



WILSONVILLE TOWN CENTER PLAN

Town Center Technical Partners Meeting #3

Wilsonville City Hall
Willamette River II Conference Room
August 24, 2018
9:00 am – 11:00 am

Meeting Objectives: Provide an update on the project progress; discuss Community Concept/draft Plan and implementation

AGENDA

9:00 am	Welcome, Introductions and Agenda Overview
9:10 am	Winter/Spring Public Engagement Results
9:30 am	Draft Community Concept
10:15 am	Financial Feasibility Analysis and Implementation
10:50 pm	Close & Next Steps



WILSONVILLE TOWN CENTER PLAN

Town Center Technical Partners Meeting #4

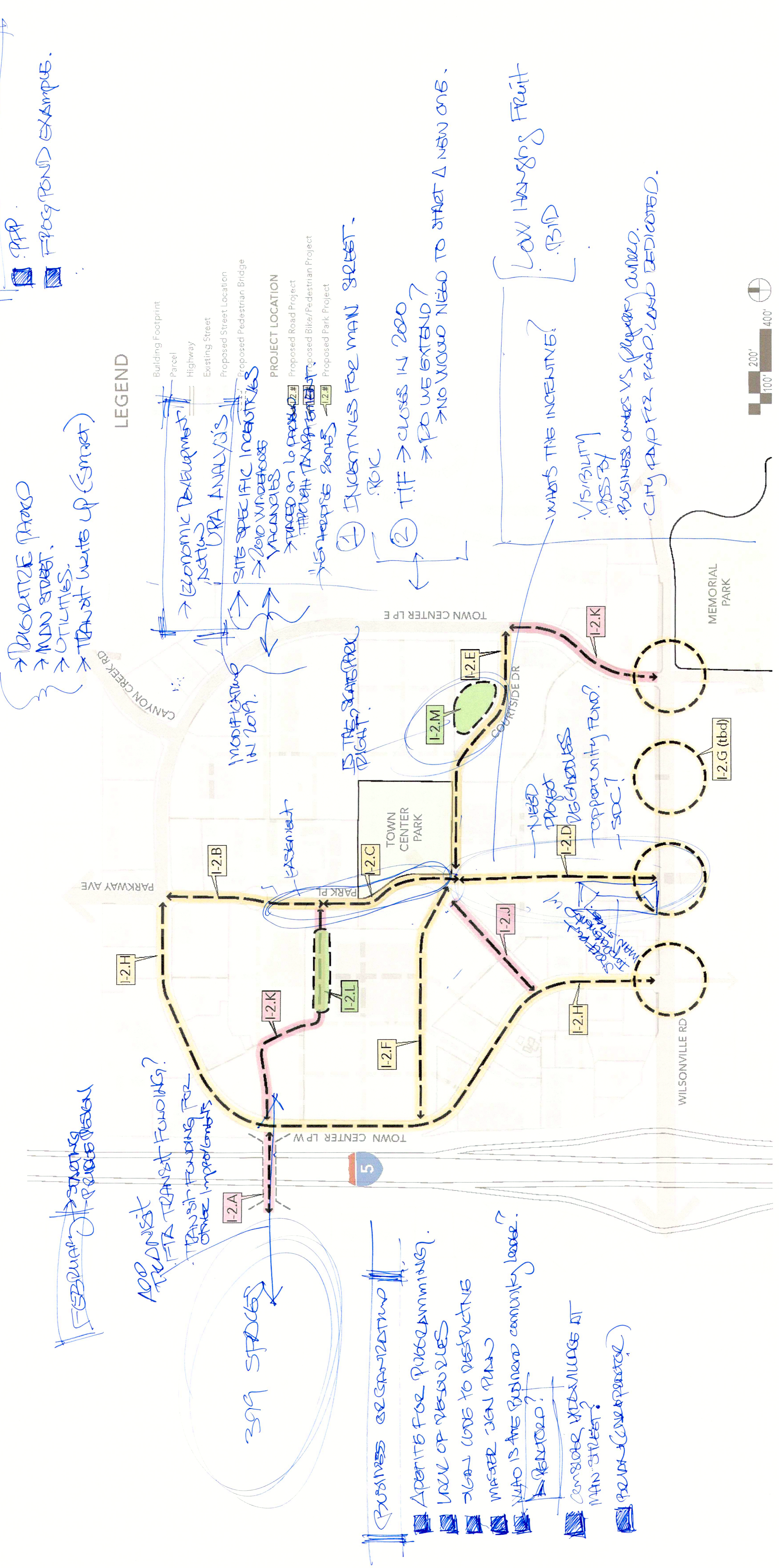
Wilsonville City Hall
Willamette River II Conference Room
October 16, 2018
1:00 pm – 3:00 pm

Meeting Objectives: Provide an update on the project progress; discuss development feasibility and traffic analyses, and prioritize projects

AGENDA

1:00 pm	Welcome, Introductions and Agenda Overview
1:05 pm	Draft Comprehensive Plan and Development Code/Design Guidelines
1:20 pm	Development Feasibility Analysis
1:35 pm	Traffic Analysis Results
2:00 pm	Projects and Implementation
2:50 pm	Close & Next Steps

Figure 1. Proposed Infrastructure Projects





Planning Commission

- [Planning Commission \(August 8, 2018\)](#)
- [Planning Commission \(October 10, 2018\)](#)
- [Planning Commission \(November 14, 2018\)](#)
- [Planning Commission Work Session \(January 9, 2019\)](#)

**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*

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

Chair Greenfield noted that since the hearing had been continued, the public record was still open. He read the legislative hearing procedure into the record.

Mike McCarty, Parks Director, noted the consultants from GreenPlay would not be present as he believed Staff could answer the Commission's questions. The final version of the Parks and Recreation Comprehensive Master Plan was being presented, and Staff believed both the Commission's and City Council's comments, concerns, and suggestions had been addressed. He thanked Recreation Coordinator, Erica Baylor, City Staff Charlie Tso, and GreenPlay. The planning process had not been easy, and GreenPlay had helped Staff make all of the changes.

Brian Stevenson, Parks and Recreation Program Manager, presented the Parks and Recreation Comprehensive Master Plan via PowerPoint presentation, which included a review of the Master Plan's process, its purpose, and a recap of the key findings heard from the community during the planning process. He also presented how the recommendations previously made by the Planning Commission and City Council had been addressed, all of which was included in the Staff report. Staff's key comments and responses to Commissioner questions were as follows with additional comments from the Commission as noted:

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)

Miranda Bateschell, Planning Manager, introduced project team members, Alex Dupey, Project Manager and MIG Consulting, and Associate Planner Jennifer Scola. The project team began visioning for Town Center with the community about 18 months ago, and since then a series of design workshops were held to talk with people about their preferences for Town Center as well as involvement with about 30 events last summer to hear the community's ideas for a community design concept. That community design concept was taken back out to the community to vet it and to ensure that what Staff had been hearing was right, to address any concerns, and to identify any areas needing more work before the concept was finalized into a plan and details regarding design, the Development Code, and implementation actions were created.

Ms. Bateschell and Mr. Dupey presented the Community Concept Plan for Town Center via PowerPoint, reviewing the key takeaways and feedback received from community outreach activities that influenced the revisions made to the community design concept since the June Task Force meeting, as well as the concept's key considerations and design elements. The project team also described components for implementing the Community Concept, noting that at this time, specific direction was needed from the Planning Commission with regard to design guidelines and the Development Code.

Comments from the Planning Commission as well as feedback on the questions from the project team were as follows with responses to Commissioner questions as noted:

- Although every detail did not need to be prescriptive, a higher level of design requirements made sense for the Main Street District (MSD) versus other areas.
- The entire Town Center area should have more stringent design standards. People tend to stretch guidelines as far as possible which results in losing a little of the character or the overall look and feel desired. For example, as time progressed, Villebois developments did not strictly adhere to the Pattern Book, which degraded the original vision. On the other hand, standards that were too stringent would discourage development.
- Land ownership consolidation and phasing were important to consider. Applying stringent standards to multiple property owners who might develop at different times could become a less workable.
 - Ms. Bateschell confirmed both the east and west sides of Main Street had only two land owners. When laying out the street plan, the team tried very hard to avoid existing businesses. For the Main Street extension from Courthouse south, the drive aisle would pretty much be within the parking lot (Slide 17). The other, more local streets would be constructed as part of a private development and would mimic the block pattern that had been discussed.
 - The City would have the freedom to be a bit more stringent with Main Street because the land ownership was more consolidated. The Courthouse extension going west only had a handful of owners as well.
- Should the Development Code focus on standards or guidelines? (Slide 30)
 - The Task Force recommended more regulations and stricter standards and design guidelines for the MSD because it was intended to be the central feature of the plan. (Slide 19) Concerns had been expressed that a lot of new urbanism resulted in a hokey, Disney-like downtown area. The idea was to make sure that the creativity of the owners and their architects were not stunted by a lot of short-sighted preferences that did not age well over time and to ensure authentic designs. The intent was that the guidelines be qualitative so designers would look at the motivation, hopes and ideas the community had for Town Center and then come up with creative ways to achieve it.

- Mr. Dupey confirmed that was the intent of the Task Force's recommendations. Initially, the design guidelines, particularly for Main Street, were developed with a heavy regulatory hand, spelling out which buildings should be made of wood with brick, for example. Now, the guidelines focused on building placement, the percentage of glass at the ground floor, where building entrances should be, and weather coverings, which were a big deal. The guidelines provided some direction about permeability and visibility through the building, but left that interpretation to the architect or designer. The question was how far to take that regulation versus the standard. The key thing for Main Street was the location of the parking and the building.
 - He explained that Belmar, a new urbanist development in Lakewood, Colorado created a main street similar to what Wilsonville was considering and had centralized parking by connecting adjacent parking lots. Parking behind the buildings could have multiple land owners, but the City could require that the parking areas be connected to avoid chopping up the spaces in the back. This would result in the desired development occurring at an incremental level rather than having a master developer for the entire MSD. Parking would be behind the buildings or on the street; whether it was structured or tuck under would be up to the City or the developer.
 - While there is a balance between design standards and form based code, pure form based code often gets away from prohibitive or permitted lists, which could be difficult because some items/elements are not wanted in a development. The project team was recommending a more balanced or hybrid approach of having a series of more traditional Code elements, as well as design standards, which would be similar to how a form based code might look.
 - For example, building location would likely be more flexible, depending on the area; however, the City would probably want to be more stringent about building location on Main Street to have a strong pedestrian orientation. Larger office buildings or mixed use residential buildings not on Main Street could have more flexibility. The overarching vision, particularly with the harmonious design, was to develop an area that was pedestrian oriented, easy to get around, and had buildings that were inviting to pedestrians. That could be accomplished in a number of ways and regulated at a number of different levels to provide flexibility, depending on the district.
 - Key concepts like being pedestrian friendly would be standardized but those elements would be a bit more prescriptive in the main area. (MSD) The Commercial Mixed Use (C-MU) District could allow parking behind and on the sides of buildings, but Main Street would only allow parking behind the buildings.
- Should we reduce the current maximum block length of 530 ft to 400 ft? (Slide 31)
 - If the City adopted the recommended block length of 400 ft, it would be critical to provide additional accessibility. Bike paths could be in amongst the blocks and even if not marked, they would be accessible. The key piece of the pedestrian access was that it could be combined with parking access if designed correctly. Additionally, the access could be shared by removing curb cuts, which was better for bicycles and pedestrians, and focusing on 200 ft to 250 ft connections between buildings. Consolidating the access to parking would also be critical in preventing parking lots from becoming through-ways.
 - The townhomes at Orenco Station had covered parking and the surface parking was for the apartments and commercial spaces.
 - The Orenco example showed a lot of asphalt; more greenscape was desired for Town Center. (Slide 33)
 - One concern with 400-ft blocks would be that mid-block pedestrian accesses would not be defensible spaces if not designed well. People would not want to use those areas as a thoroughfare on foot at night. Lighting would be important, and highlighting the access as a public path, even though it went through private parking would help. Perhaps vendor carts could be located in those areas, or some other stable activity so that those transitioning through were not going through no man's land.
 - The parking lots should not look like institutional parking lots.

- The Planning Commission generally consented to having a maximum 400 ft block length.
- Do the proposed cross-section types and locations fit the vision?
 - The bike/pedestrian transitions on Slide 35 were inconsistent going north and south along Park Place and the Park Place Extension. Bike lanes were on both sides on North Park Place and then on Park Place at Town Center Park, there was a buffered bike lane/cycle track on one side, so at each of those transition points families and children would be transitioning a street. The transitions should be minimized as much as possible for better flow specifically through that street area.
 - The project team explained that those transitions were developed based on feedback regarding the concept of the cycle track coming from the bridge, down Main Street, and along the southern part of the park to connect south to Memorial Dr. Additionally, due to the redesign of traffic flow on Wilsonville Rd, the intersection at Main Street allowed for people to go in any direction. Town Center Lp W had limited flow of direction. The community indicated a lot of support for most of the pedestrian and bike activity to go on Rebekah St. because the direct flow from the Town Center Lp W intersection south to the library would not have full vehicular traffic flow, which would feel safer. Currently, that intersection does not have full pedestrian connectivity, so in the long term, some of the traffic flow and how the intersections along Wilsonville Rd are handled would be modified, focusing pedestrian and bike connectivity north and south of Wilsonville Rd to Town Center Lp W and Rebekah St.
 - There were awkward transitions for bike and pedestrian connectivity because the community had prioritized the diagonal connection that split off. One split went down Town Center Lp W and south. The other split went down Rebekah St and south. That might not be where the City ultimately wanted the connectivity to occur in this plan. There were existing bike lanes on Parkway north of confluence of Town Center Lp W and Town Center Lp E, so a transition could be made there and continue the cycle track north. However, the size of the streets needed to be considered; particularly the Park Place Extension moving from Wilsonville Rd up to Town Center Park. The Concept Plan recommended on street parking and wide sidewalks. Bike lanes could be added, but that would require more right-of-way, which was why other roads were recommended. Bikes could share a slow traffic street.
 - Streets should not be so wide and complex that they divided Town Center into two distinct districts.
 - A cycle track or bike lane at the existing Park Place moving north from Town Center Park would be one good transition. It would be important to be aware of what the Main Street Extension cross section south would look like.
 - The burden of the MSD would be to clearly establish the sense of place for Town Center and that would certainly be more difficult if Park Place became too heavy with traffic.
 - A lot of pedestrian activity was expected in the MSD, so the plan recommended 10-ft travel lanes and on-street parking, which would help prevent through traffic. Town Center Lp E was the desired route to reach Town Center.
 - The transitions would be a design challenge because issues regarding existing conditions and desired functionality would have to be resolved at each point.
- Should specific building materials be required or more general building design standards? (Slide 37)
 - More eclecticism and architectural variety was preferred as long as it was not glaringly inconsistent. Town Center would take a long time to develop and development would start from an established built area.
 - For the most part, the Task Force wanted varied articulation to provide breaks in buildings and changes in planes. However, some people did not want stronger standards.
 - Both businesses and housing units would likely prefer having some distinction in their architecture.
 - Ms. Bateschell confirmed the Commission agreed to prohibiting a few things, and allowing articulation but also flexibility in terms of precise materials.
 - Main Street could have stronger weather protection, like marquee awnings that extend across the entire building, which were historic for a lot of buildings. The mixed-used areas might only need weather protection over entrances. A key recommendation from the Task Force was to have year-

round use, so a continuous weather protected pathway, especially for the Main Street Area, was critical.

- Should we permit one-story commercial buildings? Should the size of retail or commercial space be limited? (Slide 41)
 - No limitations should be set on height or square footage. The City would still have to let the market figure out what it could build. Too many limitations could prohibit development.
 - One-story commercial buildings were fine. Possibly limiting the size of retail use in the MSD or parts of the MSD was suggested, but not in other areas.
 - Proximity to some sort of anchor store was a determining factor as to whether some businesses would work, so having limits that would prohibit an anchor tenant was a concern.
 - One-story development would be a total waste of the Town Center in working to make it a gem of a downtown area. FAR requirements and prohibiting one-story developments were suggested.
 - One-story developments would not accommodate mixed-uses in most cases. The City should wait on development in Town Center until the market was ready to do at least a two-story development. Madison had to wait 12 years before well-designed, mixed-use developments were built on lots that were parking lots for car dealerships on their main thoroughfare.
 - One impetus for redeveloping Town Center was to make better use of the real estate, which currently was largely wasted.
 - It was okay to wait for the market to catch up in order to achieve the vision for Town Center. However, if the City was too restrictive, the market might just ignore Town Center.
 - Neither the Task Force nor the community feedback indicated any real push for single-story commercial in any part of Town Center.
 - Multi-story buildings were required to achieve a vibrant busy center, so at least two stories should be required.
 - Following a brief discussion about requiring multi-story buildings throughout the entire Town Center area, and the Commission generally agreed multi-stories were critical in the MSD. However, requiring multiple stories in the entire 100-acre area could be prohibitive to development.
 - Ms. Bateschell noted the project team was working a development feasibility analysis and the initial results had been shared with the Task Force. Staff intended to share the analysis with the Planning Commission in October. The Commission had provided clear direction about Main Street and the analysis would help inform the Commission's discussion on more specifically on other districts, particularly the mixed-use and neighborhood mixed-use districts.
 - The general principle of increasing massing toward the highway had already been discussed. The most logical place for single-story buildings would be in the neighborhood mixed-use area.

Ms. Bateschell suggested continuing the work session to the October meeting, noting the next topic, off-street parking, was a big one, but that time had run out for this agenda item. She asked that the Commissioners provide direction on off-street parking tonight so it could be incorporated into the rest of the presentation in October.

Mr. Dupey noted a high-level parking analysis was done of the area. Some of the parking in the area was heavily used, but much of it was not. Where there was more disconnected parking areas, like in the southwest corner, the parking was pretty occupied and active. Fry's, the theater, and the northwest corner had excess parking, so there were no parking problems within Town Center. Key considerations were the current parking standards, parking standards for mixed-use if mixed-use was introduced to Town Center, and smaller business exemptions for retail and restaurants less than 3,000 or 5,000 sq ft. Other jurisdictions like Tigard and Hillsboro had interesting parking standards. Tigard had a zero-minimum standard, which allowed the market to decide how much parking should be built. Downtown Hillsboro used a lot of Planning Director discretion for parking levels. Overall, parking spaces were going to a per unit basis as opposed to a per bedroom basis for residential. There was a variety of standards for mixed-use that used a graduated system. Wilsonville counted

up all the potential uses in a business and required that much parking. However, Town Center would be a different type of development than was typical in Wilsonville.

Comments and information requests from the Commission regarding parking and the Town Center Community Concept was as follows:

- Would mixed-use, commercial/residential, business/residential, or business/commercial areas reduce the net need for parking because of time sharing? Did it work to effectively reduce net required parking for mixed-use buildings? Examples of where that had been attempted were requested.
- The alignment on Town Center Lp W was important and had not yet been discussed as the existing alignment was a potential wasted opportunity.
- Although not part of the Town Center design, the other side of the bike/pedestrian bridge on the other side of I-5 did not have a lot of space. Boones Ferry Rd was very crowded and people drive very fast. Had any thought been given as to what would happen to the other side of that bridge?
 - It seemed that the I-5 bike/pedestrian bridge had moved to the south from where it had been drawn on earlier maps.
 - Ms. Bateschell responded that it had not moved too far. Originally, the vacant corner property across Town Center Lp W was marked with a big park and the bridge came straight into that property. A development application for that property had been submitted to the City during the Town Center planning process, so Staff marked the potential bridge location at the boundary line, thinking the City might look at a little bit of right-of-way from each parcel along the boundary line.
 - The Commission had heard earlier that this type of crossing could be a catalyst for development on either side of the bridge. The end section of Barber St as it came towards Boones Ferry Rd was probably also right for redevelopment given the large companies on the south side and much smaller buildings on the north side of that street. There was opportunity for cross town connectivity as well as for catalyzing further development adjacent to Town Center, so it was important to make sure that connection worked properly on both sides of the freeway.
 - That connection should extend to the transit center, especially if the City was trying to build an area where people did not have to use their cars. The connections should start at the transit mall, allowing people to walk or use scooters to cross over to the main area.
 - The project team responded that could certainly be put in the plan as a guideline for the bridge design and access. It was important to make a connection beyond the end of the bridge. The City was not designing that side of I-5, but the team could certainly include an item that connectivity had to be provided as future guidance for the bridge design.
 - Design work for the bridge would begin in early to spring of 2019 and including the recommendations in the plan could inform that design work.

Ms. Bateschell reviewed the Next Steps (Slide 47) and invited any Commissioners with thoughts on specific language email her so she could integrate their direction, comments, and edits as early as possible to get the process moving further along faster.

- She hoped to make the feasibility study available to the Commission prior to the October meeting, noting she had just received the revised draft and was waiting on one more piece. She hoped to have some type of economic summit or other event targeted toward the business community to discuss the feasibility study and development opportunities based on the plan. Staff was trying to determine a date, but hoped to hold the event this fall and that the Chamber of Commerce would help with the event.

Commissioner Postma said he would do what he could to help with that process. He noted it would take longer for the business community to digest the information, so it would be a harder to get quick input on those topics.

Chair Greenfield suggested having a short informational item on the feasibility study on the September agenda.

effective for SMART. If that service was offered at a discount or free, customers would be paying one fair versus two, but they would have to make a transfer. Their goal was to work with TriMet to make the connections smooth and cut costs.

- An update was requested on how Basalt Creek would work with TriMet.
 - Mr. Brashear stated the Mayor and TriMet General Manager Doug Kelsey agreed that Mr. Brashear and Mr. Kelsey would sit down after SMART drafted a position paper. The paper would not be a legal argument, but just SMART's position on investing in Basalt Creek and what SMART expected from a transportation standpoint. SMART would be expected to provide service for Basalt Creek. TriMet had no interest in Frog Pond, Coffee Creek, or Basalt Creek, but it did have interest in collecting that revenue. SMART planned to make a very strong argument, and the matter could get interesting soon.
 - SMART's project list was scalable, so more of something could be done and less of something else if customers wanted, especially if it increased ridership. Currently, because it was so new, ODOT was being very flexible with the funding. SMART was depending on TriMet to meet the deadline because if the deadline was missed for any reason, SMART could not submit its application. He was doing everything possible to ensure the deadline was met.

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

Miranda Bateschell, Planning Manager, confirmed that Boones Ferry Park would be revisited in October because September would include a public hearing on the SMART Program Enhancement Strategy and two work sessions, one on signage and wayfinding, and one on density inconsistencies.

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



WILSONVILLE
TOWN CENTER PLAN

Planning Commission Work Session

August 8, 2018

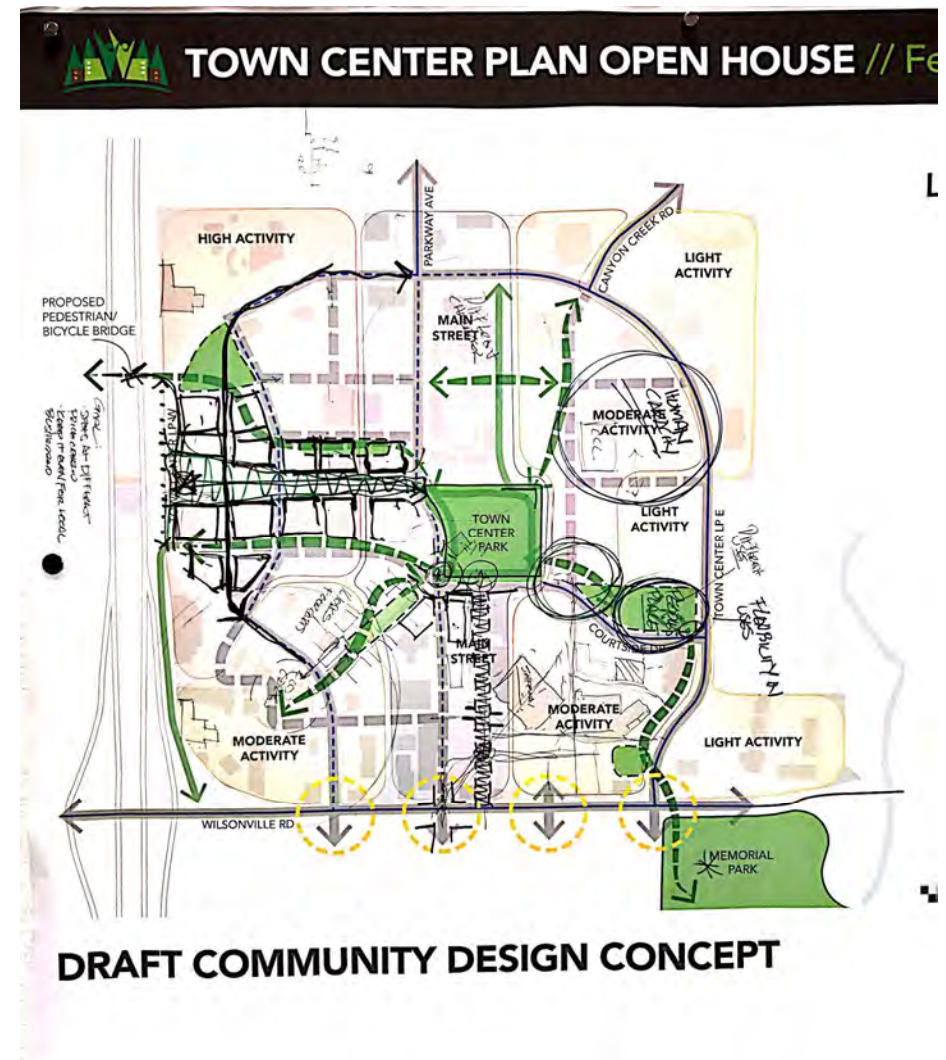


Community Concept: Update

Winter/Spring 2018

- Community Concept Open House
- Latino Family Night
- Online survey
- Out-and-about
- Question of the month
- Stakeholder meetings

Community Concept Open House



Latino Family Night



Online survey

Land Uses: Respondents who indicated "I agree" for each element of the proposed land use building block



Community supports...

- Main Street District
- Green links and multimodal transportation
- Mixed uses
- Retaining local business
- Ped/bike bridge connection and landing
- More activated public spaces
- Amenities for year-round pedestrian access

Community questions/concerns

- Bridge landing park type
- Modified Town Center Loop West
- Traffic congestion
- Parking
- Housing (both strong support and concerns)
- Need for transit

Community Concept

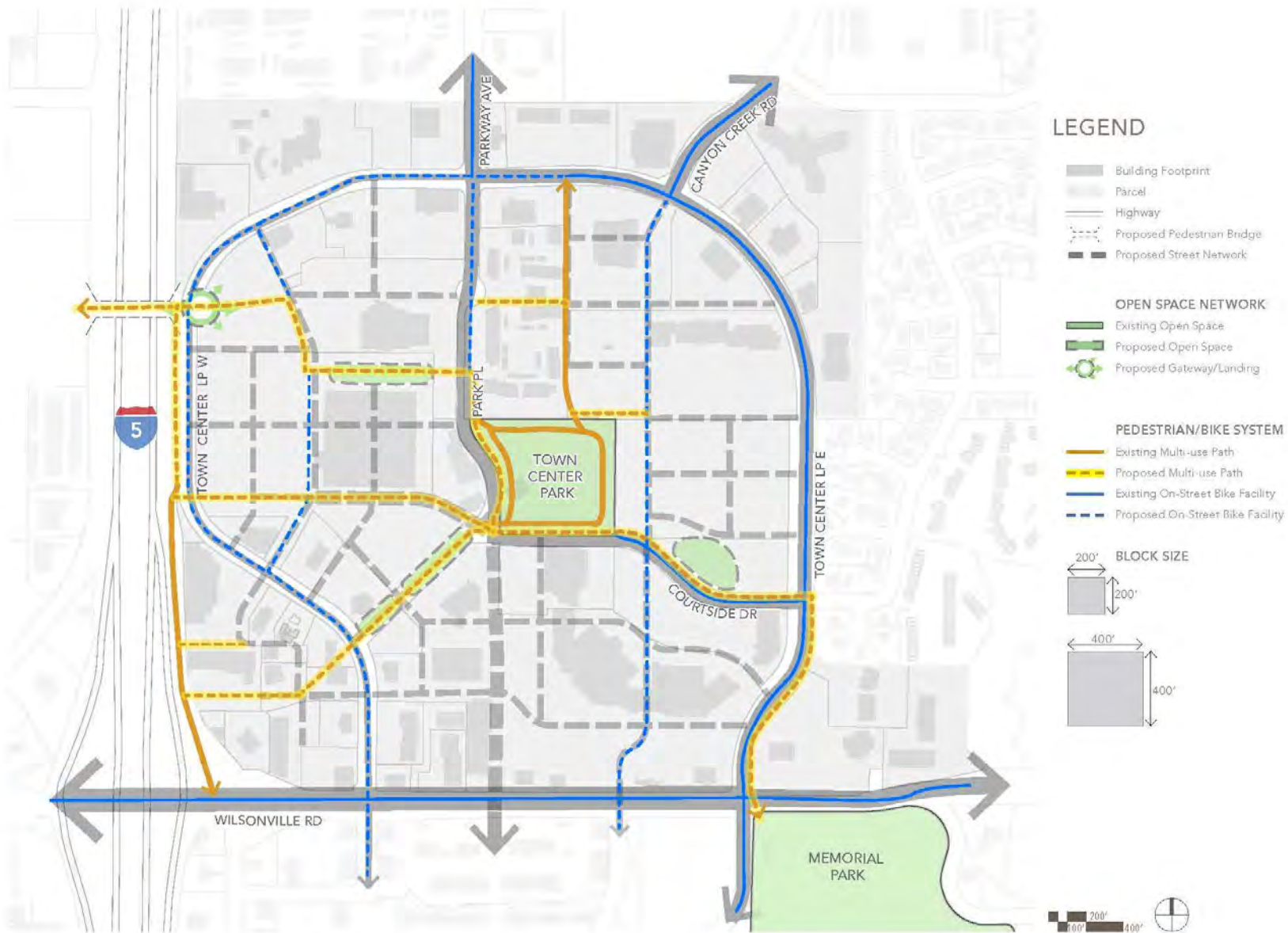
*Open space locations and sizes are approximate



PROPOSED OPEN SPACE NETWORK

City of Wilsonville Town Center Plan





PROPOSED MULTI-MODAL NETWORK

City of Wilsonville Town Center Plan

*Open space locations and sizes are approximate



PROPOSED OPEN SPACE NETWORK

City of Wilsonville Town Center Plan



1" = 10'

PROMENADE (PROPOSED) (LOOKING EAST)

existing theater



mix of office, entertainment,
hospitality, residential
and civic uses
(3 to 5 stories)

6'
greenwall
/mural

12'
cycle track



6'
sidewalk

10'
stormwater

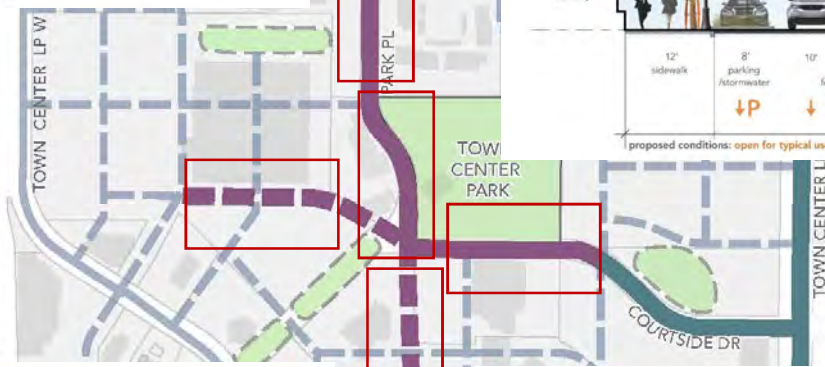
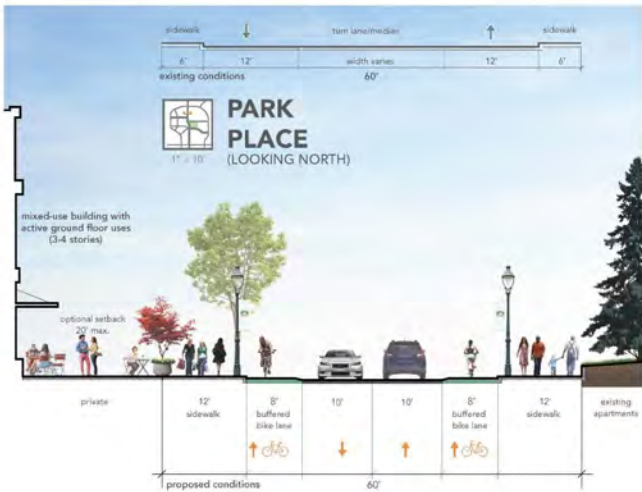
18'
promenade

proposed conditions

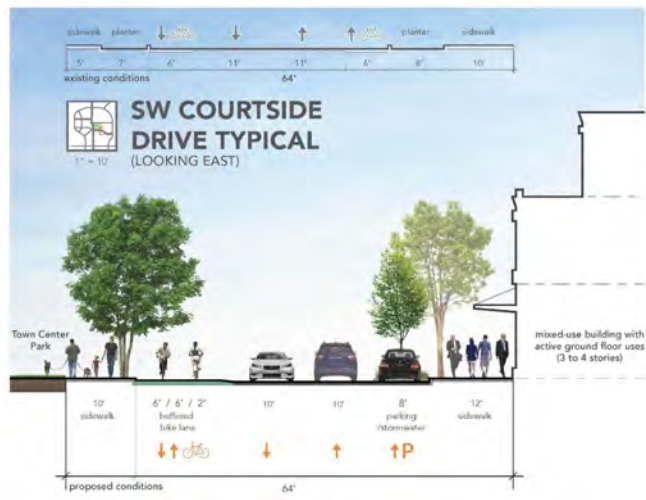
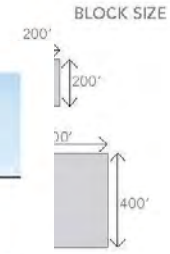
52'



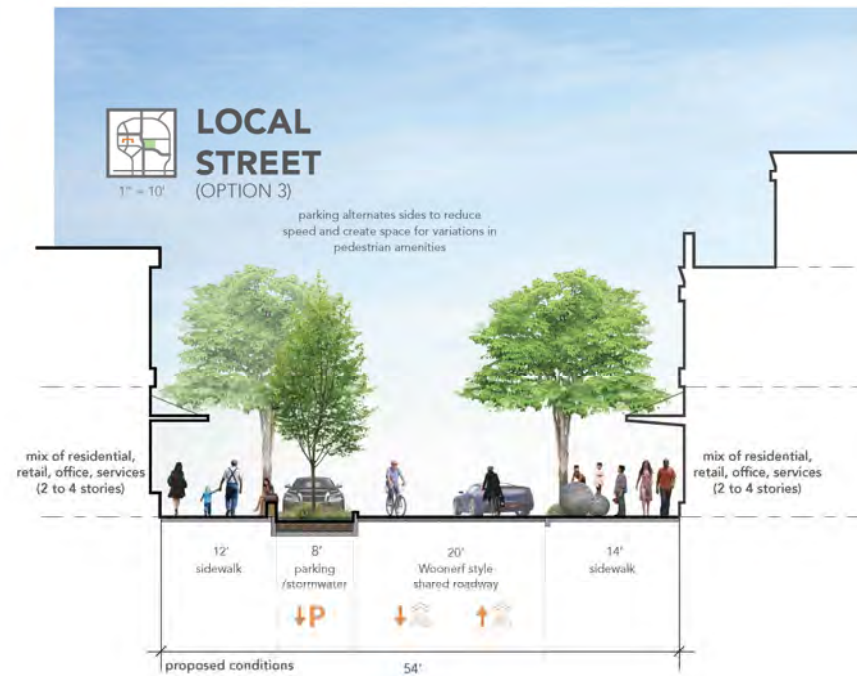
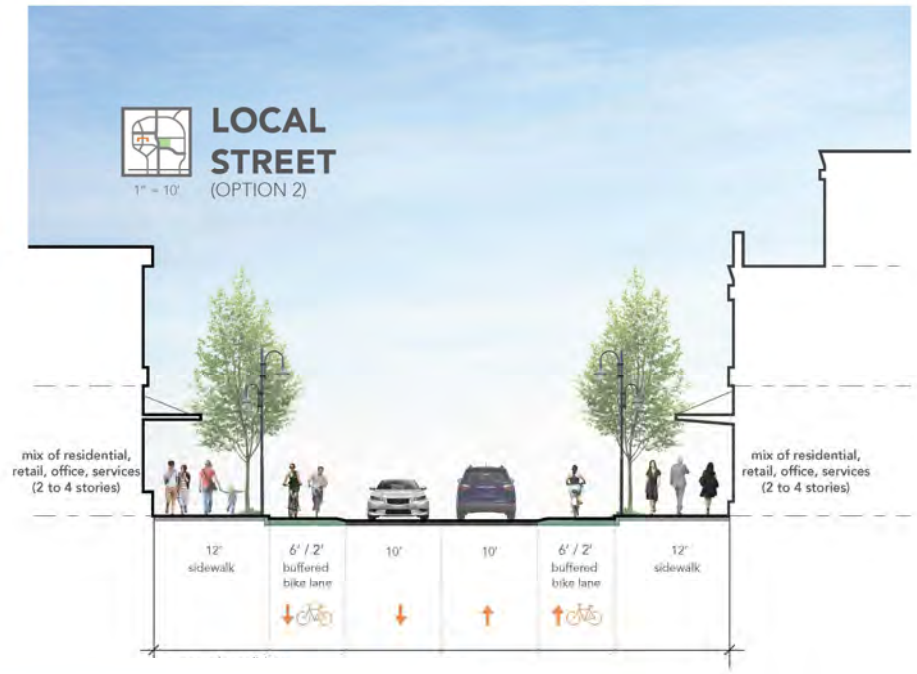




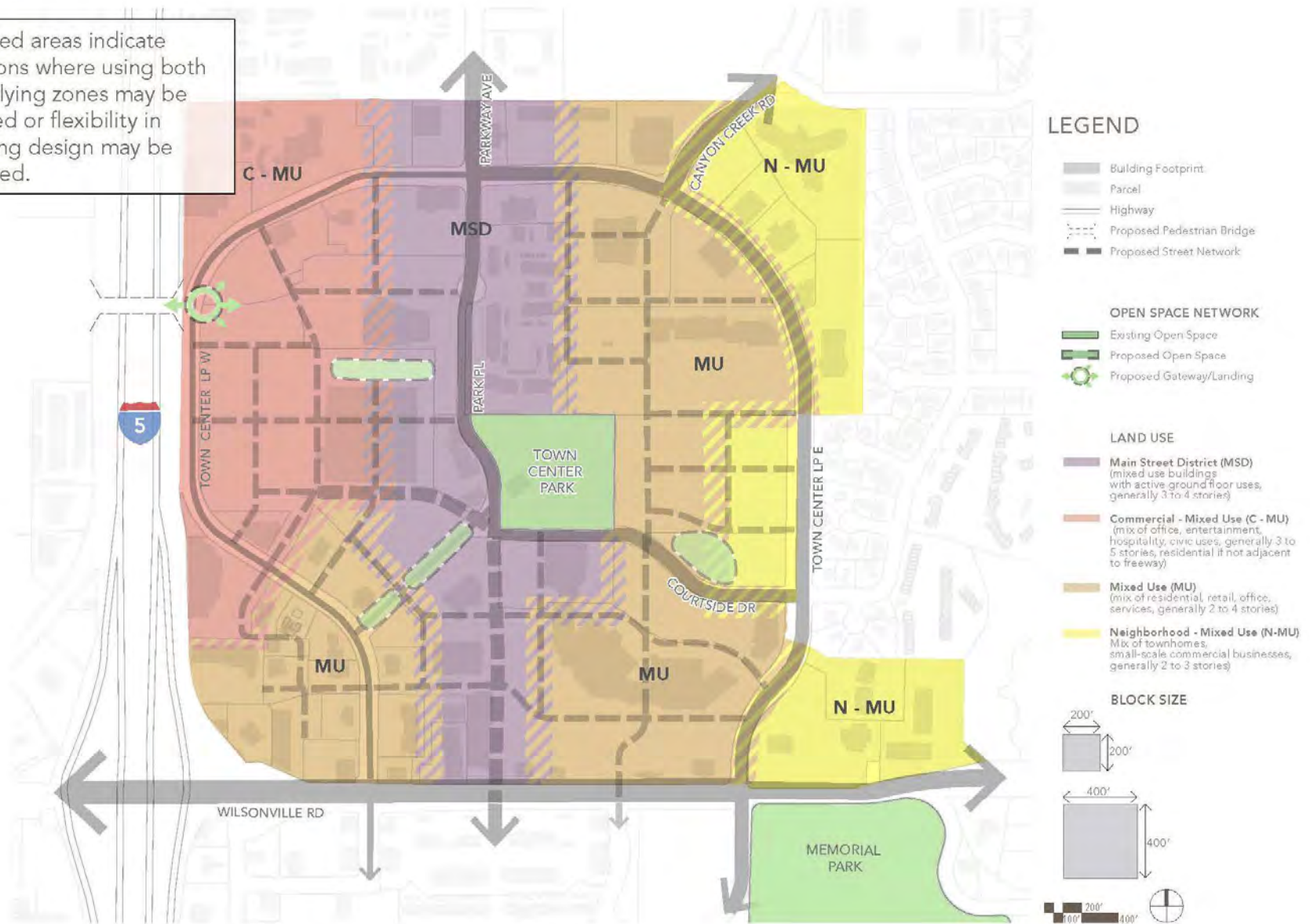
- Footprint
- Pedestrian Bridge
- Street
- Street Locations
- SPACE NETWORK
 - Open Space
 - Open Space
 - Gateway/Landing
- T HIERARCHY*
 - Main Street
 - Collector
 - Minor Arterial
 - Major Arterial



ETWOF



Hatched areas indicate locations where using both underlying zones may be allowed or flexibility in building design may be required.



PROPOSED LAND USE

City of Wilsonville Town Center Plan













Draft Development Code and Design Guidelines

Goal: Harmonious Design

Create urban design standards for pedestrian-oriented building and street design and a variety of quality building types and land uses.

Measures of Success:

- a. A cohesive design palette of aesthetic qualities, derived from community- identified features, both new and existing for the Town Center.
- b. Provide for a variety of building types and uses within Town Center.
- c. Development standards that bring buildings together, frame the street, and increase pedestrian comfort and visibility.

Major Elements

Recommend new Town Center Zone and design standards/guidelines

- Permitted/prohibited uses
- Building/street frontage requirements
- Site design standards (including parking)
- Building design standards
- Street connectivity

Questions for Planning Commission



Standards and/or Guidelines

Should the development code focus on standards or guidelines?

Task Force recommendation: vary by location

- Main Street should have more design requirements.
- Other areas should have greater flexibility.
- Permit setbacks for active frontages

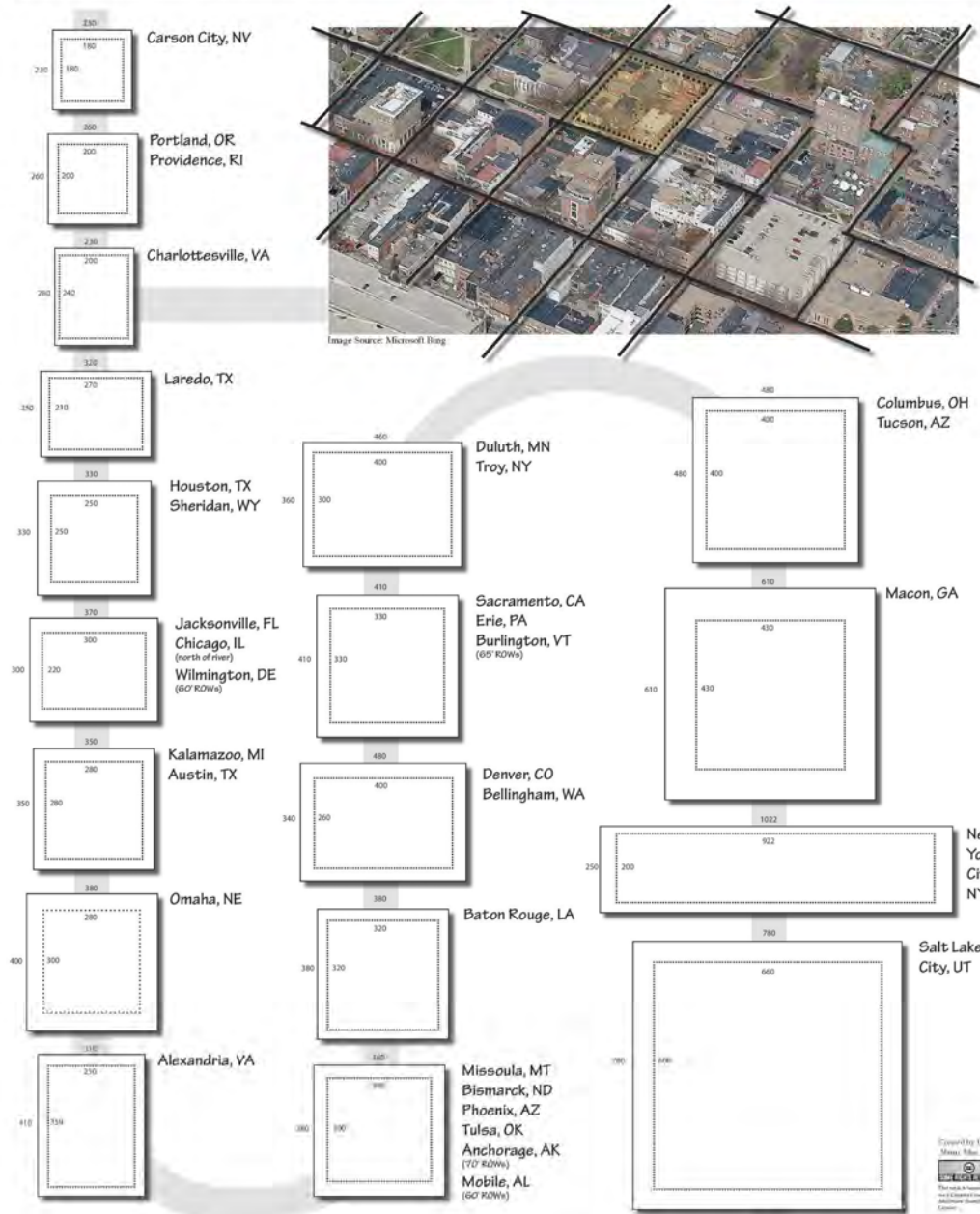
Maximum Block Length

Should we reduce the current maximum block length of 530 feet to 400 feet?

Task Force recommendation: reduce to 400 feet

- Require mid-block pedestrian access at least every 250 feet
- Can be combined with driveway access
- Shared access encouraged

THE VARIETY OF AMERICAN GRIDS



- Existing block length: Existing- 530 feet
- Recommended: Approximately 400 feet
- Pedestrian- scale
- Increased travel options



NE Brighton Dr

NE-63rd Ave

NE-61st Ave

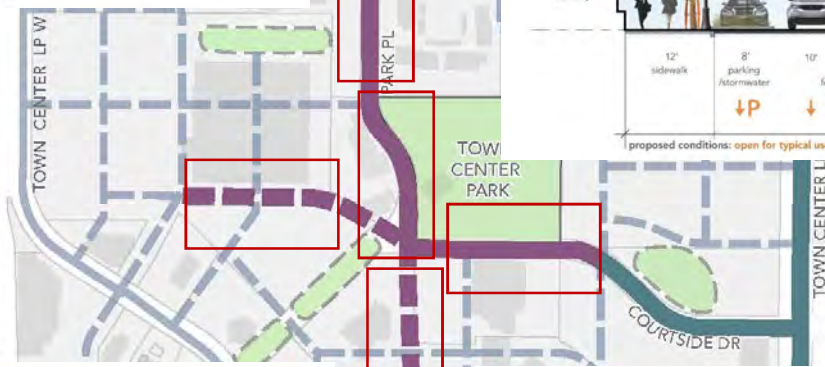
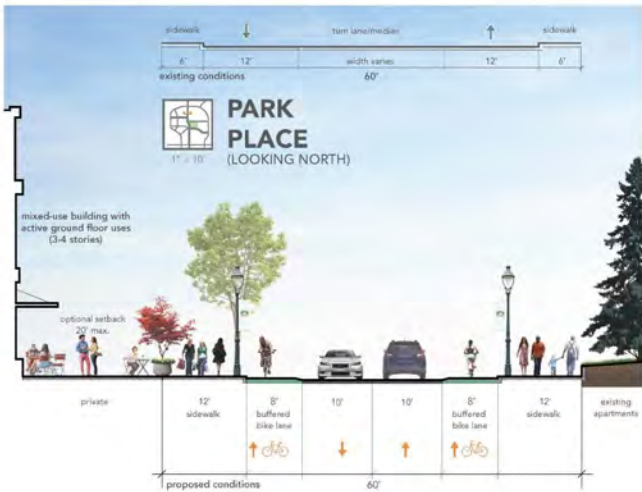
NE Orenco Station Pkwy

NE Cornell Rd

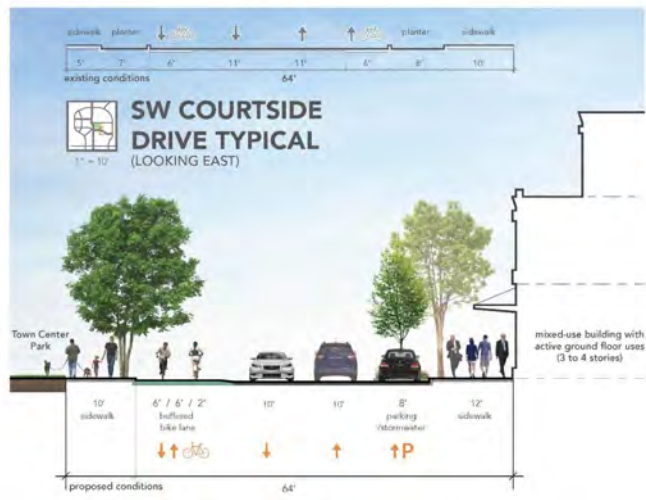
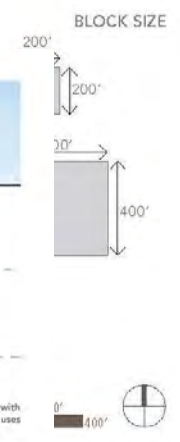
Street Location Framework

Do the proposed cross-section types and locations fit the vision?

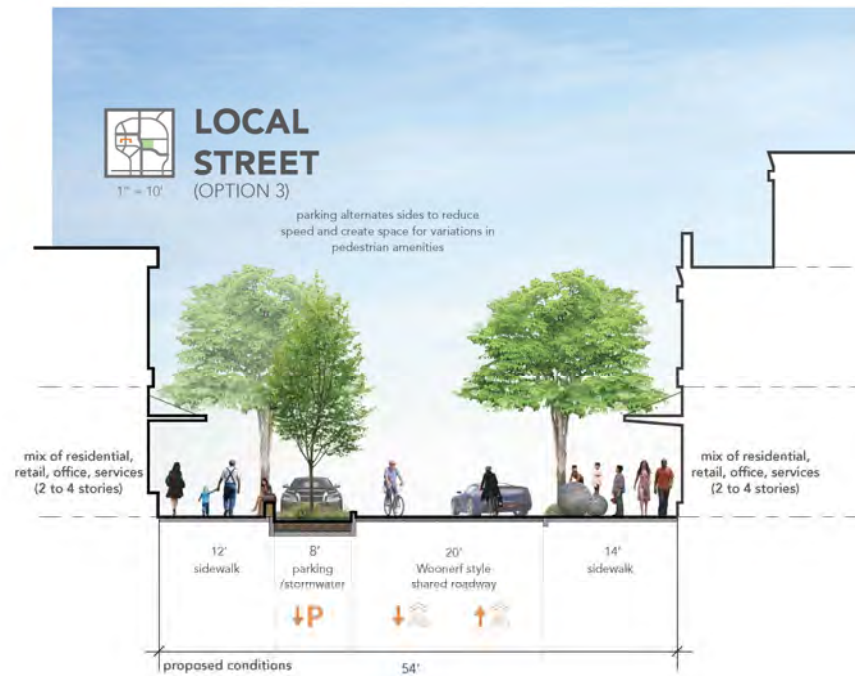
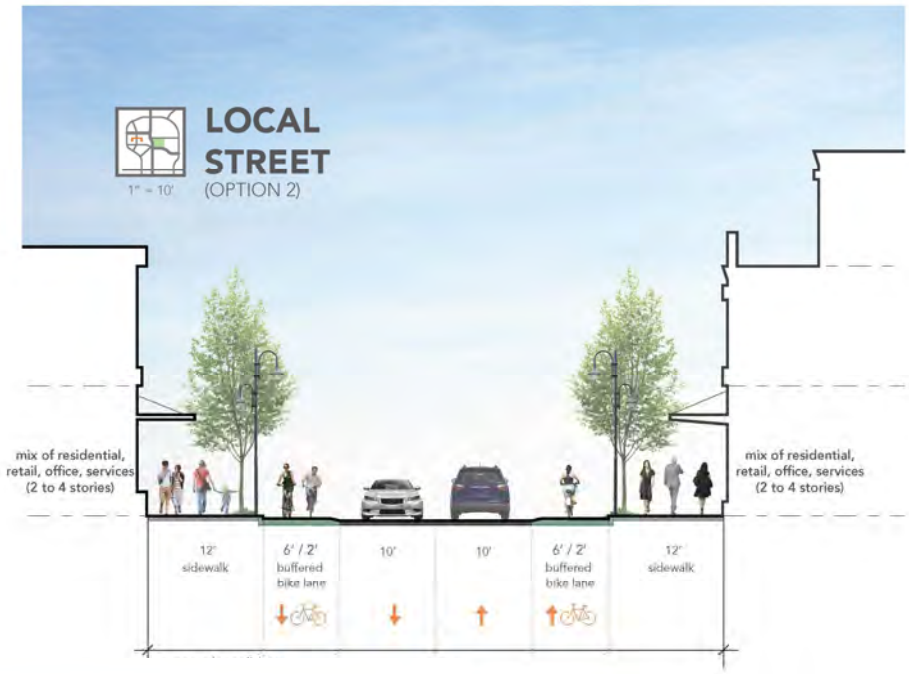
- Task Force recommendation: not discussed
 - Incorporates adjacent site design recommendations for active ground floor spaces
 - Prioritizes pedestrians and permits all modes of travel



- Footprint
- Pedestrian Bridge
- Street
- Street Locations
- SPACE NETWORK
 - Open Space
 - Open Space
 - Gateway/Landing
- T HIERARCHY*
 - Main Street
 - Collector
 - Minor Arterial
 - Major Arterial



ETWOF



Building Materials

Should there be specific building materials required or more general building design standards?

- Task Force recommendation: Mixed
 - Require varied articulation and materials
 - Require weather protection in most areas







Retail Building Size and Height

Should we permit one-story commercial buildings?

Are there areas that should limit the amount and size of retail uses?

Task Force input: not discussed

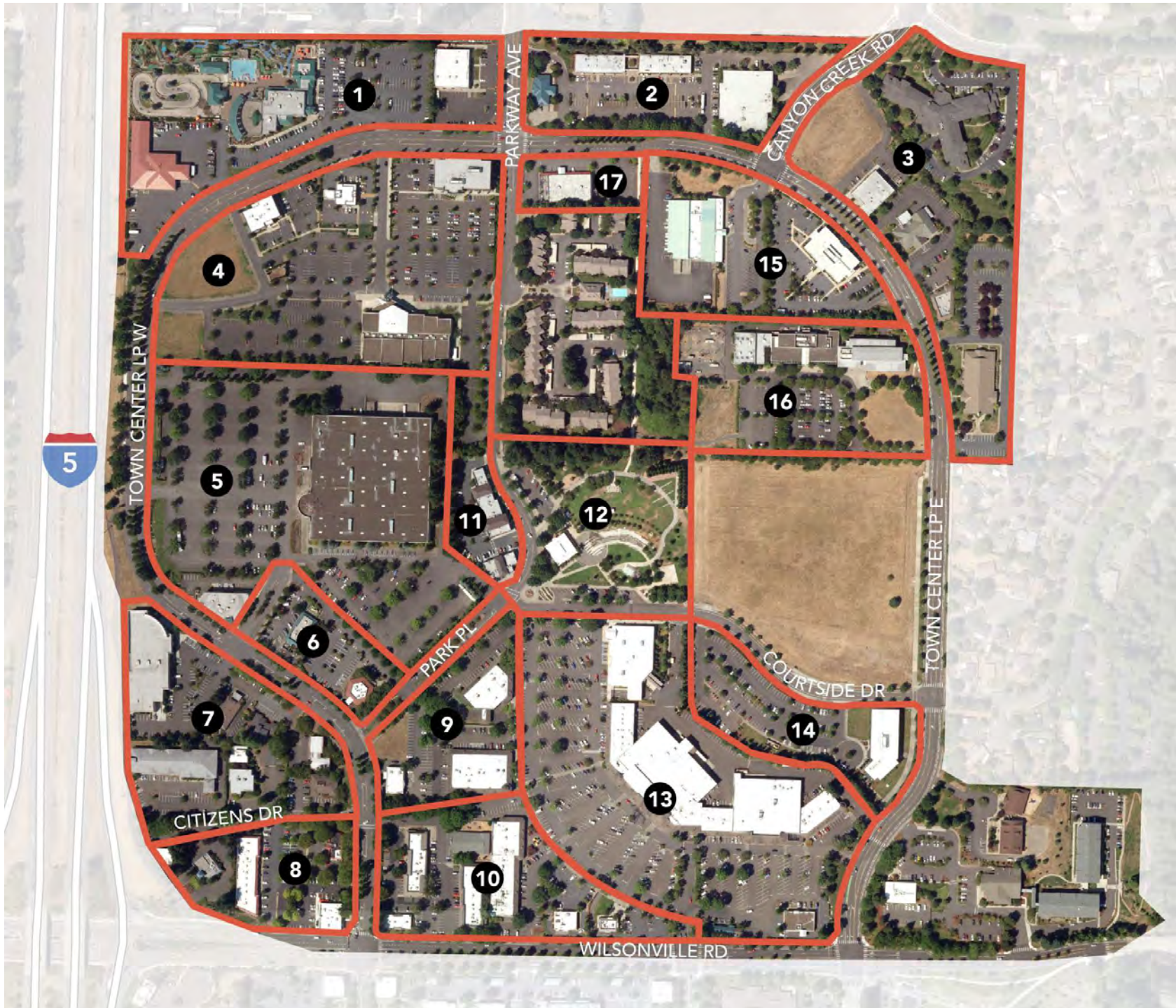
Off Street Parking

Should we consider special parking requirements for Town Center?

Task Force input: not discussed

Current Standards:

- Multi-family-spaces based on bedrooms (no max)
- Multiple tenant buildings require the sum of all uses
- No mixed-use standards
- Shared/off site parking permitted
- On street parking can be counted towards minimums
- No exemptions for small-scale retail or smaller restaurants





Precedent Examples

Tigard Triangle District

- No minimum for any use. Max set (by use)

Downtown Tigard District

- Multifamily: one space per unit
- New commercial (<20,000 sq. ft.): no minimum
- All other uses: 75 percent of total uses

Downtown Hillsboro

- No minimum for commercial
- .75 spaces for residential (including mixed-use)
- Planning Director Discretion

Parking: Potential Considerations

- Exempt small retail/restaurant (<5,000 sq. ft.)
- Institute graduated requirements for mixed use buildings
- Change multi-family from a per bedroom to per unit
- Reduce commercial and office/flex minimums

Next Steps

- Revise draft code design standards/guidelines based on Planning Commission input
- Vet results with the Task Force
- Develop draft Plan and implementation strategies



**PLANNING COMMISSION
WEDNESDAY, OCTOBER 10, 2018
6:00 P.M.**

**Wilsonville City Hall
29799 SW Town Center Loop East
Wilsonville, Oregon**

Minutes are draft to be
reviewed and approved
November 14, 2018

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

II. LEGISLATIVE HEARING

A. Boones Ferry Park Master Plan (McCarty)
(Public Hearing to be continued to a date certain of November 14, 2018)

III. WORK SESSIONS

A. Town Center Plan (Bateschell)

Miranda Bateschell, Planning Manager, reminded that the last updates to the Town Center Plan were presented to the Commission in August, which included comments from the community and task force, design and development details, and feedback from the Commission. The updates being presented tonight would provide more details, new and updated elements, highlights of the development feasibility analysis, and a traffic analysis. She introduced project team members, Alex Dupey, Project Manager, MIG Consulting and Associate Planner, Jennifer Scola. She noted that Staff had a number of questions for the Commission, which were included in the Staff report and PowerPoint presentation.

Alex Dupey, presented the Wilsonville Town Center Plan via PowerPoint, which included a review of proposed amendments to the Comprehensive Plan, revised zoning standards and design guidelines, draft implementation measures, the development feasibility analysis, and next steps. The presentation also included an overview of the draft implementation measures, which would be discussed in more depth at the next meeting.

Discussion and feedback from the Planning Commission was as follows with responses by Staff to Commissioner questions as noted:

- Was the language in Attachment A.3 (Section 4.155(.02).G) about removing the distance maximum for off-site parking (Slide 7) meant to convey that off-site parking would be allowed anywhere within the

Town Center District, or that there would be no distance limit to how far off-site parking could be, including outside of the Town Center zoning area. For example, in a gigantic parking structure across the pedestrian bridge.

- The idea was that each building would still require a certain amount of onsite parking. One space per dwelling unit had become standard for mixed-used type areas. Analyses done throughout the region showed that places like outer Portland were achieving parking ratios of 0.7. While there were different amenities in Wilsonville, even some of the suburbs were getting less than one and the team believed one space per dwelling unit for Town Center would be appropriate.
- The distance was up for debate should the Commission wanted to put a caveat on it to remain within Town Center. A developer could lease an existing surface parking lot and use it for overflow until it was developed. However, when the pedestrian bridge was connected, SMART said its parking garage, which was 40 percent full, could be used for overflow parking if it was connected well with transit. The Commission needed to consider whether to allow the off-site parking distance just within Town Center or someplace else. The goal was to right size parking as much as possible, to avoid overbuilding it and getting the same type of development pattern seen today, which was a lot of unused parking.
- Tigard's mixed-use standards allowed a 25 percent reduction within mixed-use buildings. Wilsonville would want to evaluate Tigard's performance of those standards as new mixed-use buildings were just coming online. The idea was to maximize the amount of building footprint, while still providing on-street parking and acknowledging that fitting more uses into a space would reduce the amount of parking needed. The recent Holland development in Orenco included a structure with one parking space per dwelling unit.
- With parking, there was no magic bullet, so cities try to right size the parking as much as possible to provide flexibility. The benefit with Town Center was that there was a lot of available parking now that could be used early on. Even if parking minimums were reduced for future development, there was a lot of parking that could be used as overflow until Town Center developed where structured types of uses could be built.
- Structured parking, like in Hillsboro and other locations, was rarely built by public agencies, but often developed through a public/private partnership or paid for on the private side. It was a risky proposition for a city to purchase a parcel and build a structure on it. The feasibility analysis also addressed who would pay for structured parking.
- The parking structure in Lake Oswego had a wrap format where the shops were on the outside, which a lot of people liked. A study about utilization of parking rates in downtown Lake Oswego helped inform decisions about the right number of parking spaces needed based on the mixed-use project, and there was a reduction in the initial number of parking spaces required, by about 20 to 25 percent. Lake Oswego's structure was considered a good example of parking.
- Lake Oswego's structure was essentially funded through the city's urban renewal and bank deposits made by developers. Instead of building their own spaces, developers paid so much money per space into a fund that helped pay for the structure. Opinions differed about whether the parking structure worked well in Lake Oswego.
- Over dedicating parking spaces for specific businesses might be the bigger problem in Town Center. Spaces were marked for a specific business in Town Center. The goal was to support mixed uses by allowing people to park once then go to several different places. Having time limits or designating certain spaces for shorter visits might be more beneficial.
- A fully utilized parking structure was successful. If the parking structure did not perform properly, residents would park on the street in front of retail building spaces for days at a time, so perhaps time limitations on street parking should be considered.
- On-street parking was a critical element for a successful main street, but with that came parking management. In the City of Renton, WA, the biggest issue in the downtown area was that employees were parking right in front of their businesses. That city's lack of enforcement to make parked cars move after the two-hour time limit created parking problems. Part of the implementation strategy would be to

develop enforcement of both on-street and off-street public parking, which would need to be addressed as the area became more active in the future.

- The Commission should also bear in mind the general concept of concurrency. Some businesses that come later might be profiting, or conversely, paying more than businesses that were there earlier, and yet, that must be traded with wanting to encourage development in the earlier years. He wanted to see more detail on the parking supply management concept and how that could be done in a business friendly and development equitable way.
- The Lake Oswego parking structure was a good example because it was the first corner in a revamped downtown. It took a long time to get that project going and determine the right size parking, how to pay for it, and how it was to be managed over time. Lake Oswego was just starting to deal with those issues as development came in and it was the first project to use private and public money. The question was how to deal with that over time as the area matured.
- The parking in Lake Oswego worked because the parking was there. The concern was that allowing off-site parking at SMART and providing a regular shuttle service would be inconvenient and discourage people from coming to the area.
- Town Center was a large area. If someone in the southwest quadrant leased parking in the northwest quadrant, their patrons would have a good distance to travel to get from parking to the business, which would not make sense if the City was trying to encourage people to be there.
- People were not expected to park across I-5 as the SMART parking lot would not be the first option if development came in tomorrow.
- The proposed parking requirements were trying to provide some flexibility to achieve more of a master development scale as opposed to just a single site scale. However, the project team could put more thought into what the right distance was and whether there should be modifications. No one would walk a mile to their car. The team just wanted the Commission to consider some flexibility for future development.
- From its center, Town Center was a quarter mile in any direction, so the entire area across was probably a bit more than a half mile. On-site parking requirements would still exist. The issue was more about spill over. If a developer had a tight site and could make the pro-forma and financing work, the City would allow for off-site parking by providing options for some creativity with regard to parking, at least initially. As more development came in, parking would get tighter. However, the first development in should have options since they were taking a risk.
- Flexibility should not undermine the City's investment in other systems, like transit. If everyone could drive to the store, no one would use transit. Wilsonville was trying to create a transit-oriented and walkable town center. Designing the area to be heavily car oriented would undermine all of the City's investment in other modes of transportation. Flexibility needed to address different uses and different populations. Someone who wanted to pick up dry cleaning on the way to work would need to find close five-minute parking. However, someone who would be window shopping would not need to go from store to store in their car. The design needed to dissuade people from doing that in a way that encouraged them to park in one place and catch a shuttle.
- The current standards resulted in the existing land use patterns in Town Center; however, the other piece would be the urban form requirements for where parking would be located, particularly along Main Street and other areas. Parking needed to be provided so people could park once and stay to enjoy the area, but a pleasant experience was also needed so they enjoyed walking around. There was a balance between making sure the parking was in the right location and that it was accessible for the right types of uses.
- The SMART transit system could be very nimble and flexible, which would support the Town Center Plan and policy decisions. Staff spoke with SMART earlier today about changing technology and ideas regarding shuttles in Town Center to access various locations easily. SMART was an asset that other cities in the region did not have. The Commission should keep that in mind going through the process and consider what the City wanted from transit's enhancements or investments; items that could be implemented to work toward on the transit side to help support some of the policy decisions.

The Commission discussed the proposed revisions to the Comprehensive Plan and Development Code as follows with responses from the project team as noted:

- The language in Section 4.155(.02).D on Page 141 of 267 regarding multi-use parking would be cleaned up. The idea behind the use of two “excepts” in the sentence was to have a 25 percent parking reduction for uses within a mixed-use building, not citywide, but focused on future development in Town Center.
- Section 4.155(.02).E, which discussed the owners of two different parcels or two different uses utilizing the same parking area, would permit shared parking as long as the uses did not overlap or that parking study supported the overlap. No changes were made to that existing City standard. Section 4.155(.02).E would apply for two land owners who wanted to share their parking space regardless of the type of building, while Section D would set the requirement for the number of spaces by the building and a shared parking component would be added. There was the number and then how it was used.
- Prohibiting drive through lanes on mixed use did not make sense in the southwest corner of Town Center, as it could be marketable property for a use with a drive through. Using a bank as an example of a drive through use seemed strange. Considering the space requirements, a single, drive-through lane might work along an alley in a mixed-use zone. Prohibiting drive through lanes might be too restrictive. Restricting queueing lanes instead might allow for businesses with a single, drive-through window. The standard was found on Pages 116 and 128 of 267.
- The existing drive-throughs in Town Center were challenging for pedestrians because the lanes were immediately adjacent to sidewalks. Design standards that put the drive to the side or back and kept queuing on site, away from pedestrian amenities could be considered.
- Prohibiting drive through windows from facing public streets should be revisited as some smaller roads and alleyways might still be public. (Page 128 of 267) Such restrictions might prevent a property from being marketable.
- The proposed side and rear setbacks in the Main Street District seemed too small to encourage the type of restaurant development that the City wanted. Some businesses in Bend have outdoor seating at the back of the building, so the 0-ft rear setback should be more flexible.
- A 20-ft setback on the street side would accommodate outdoor seating with a 12-foot sidewalk; however, flexibility on the rear setback could work well.
- Regarding the requirement that buildings must be habitable, Mr. Dupey clarified that a second story could be residential or office space. The requirement was meant to avoid single-story buildings, including single stories with a false front. There would be no minimum residential requirements for a mixed-use building, which would likely be multiple stories anyway. However, there should be some minimum residential requirements for residential buildings on the north portion of Main Street to ensure the desired density and quality were achieved.
- Stating that second stories had to be habitable indicated they had to be residential. Changing the word “habitable” to something like “designed for occupancy” was recommended. The City did not want a vacant second story that was not a finished space that could be rented.
- The Commission could determine if second story spaces could include storage or warehouse space. A two-story building built to spec before the office market needed space could be filled by allowing a business to move in to the ground floor, while they figure out how to finish out the second floor, whether it goes to housing or office. The key was to make sure the façade met the desired design standards as opposed to the use standards.
- Allowing an additional story for affordable housing projects could result in a lack of predictability and continuity as to where the higher buildings would be located.
- The Commission discussed organic quality at the last meeting, and heights could be organic. The Commission should consider whether it wanted a max envelope or to allow some flexibility for a housing project. Stories would not be added to a building after development. The developer would provide a certain percentage of affordable housing that would allow them a height or density bonus
- After a certain height, structures become more expensive to build due to requirements for a heavy-duty steel structure and reinforced concrete. Developments with maximum heights were visually very boring

because all the development would be built to the maximum. A dynamic silhouette was part of the visual interest that varied heights provided.

- Because of the way affordable housing financing works, the City might need a standard regarding a certain percentage.
- Any developer wanting the density bonus would need to demonstrate the benefit to the community.

Discussion regarding how the Development Feasibility Analysis (Attachment B) might impact the Town Center Vision (Slide 24) included the following key comments:

- Parking load and traffic were clearly different between Wilsonville and Orenco Station given the contrast between offices and housing. The pie charts demonstrated the mix of uses and that Town Center was a desirable place for people to be, which was why the area was being built out. (Slides 10 and 11)
- The return on investment (ROI) in the feasibility study was based on the current land owner doing the developing. Developers would only be interested in new development if it would result in a better return on their investment than the existing buildings, parking, etc. Was there a comparative analysis on how the ROI would compare to the current ROI?
- Leland would need to do a bit more analysis regarding site specific locations. A big box retailer would have different questions than a strip mall. Larger developments and vacant land would easily fit in the first four options where there was a lot of unused parking. A lot of infill could occur before developers would have to consider tearing down a building in order to redevelop.
- Given the feasibility analysis, it was difficult to see how the great vision for a Main Street would work out. Main Street did not currently exist. It was a section of a parking lot, but since it was partly adjacent to a strip mall it could have potential if the strip mall redeveloped as one side of the Main Street. Everything else was auxiliary, because the Main Street would be the pull and the heart of Town Center.
- The implementation strategy would include catalyst projects to start to change that. For example, was the extension of Main Street from the park to Wilsonville Rd a key catalyst project that both the landowner and City want to embark on? That type of investment would open opportunities for reconsidering how the adjacent properties would develop over time. Doing that would take both public and private money. Infill to the north where existing vacant spaces would not take that investment could happen today. In the coming weeks, the Task Force would be identifying what catalyst projects could kick off development and those would be discussed with the Planning Commission.
- There had been a number of meetings between the project team and land owners, as well as conversations by phone. An Economic Summit would be held on October 11th, which would include a panel that would talk about the feasibility results and the City's incentives and strategies that could be employed. Land owners continued to be engaged, but somewhat peripherally. Business and land owners in the area hold a lot of their business decisions close to their chest, but they still answered Staff's phone calls and the dialogue continued. Once the plan was adopted, people might feel more interested or secure about how the City's vision would be implemented.
- Land owners would likely be reluctant to do something on their own as opposed to a group taking the Plan on together. Having the City should try to facilitate that relationship would be ideal.
- The property owners definitely expressed interest in the increased opportunities the proposed Town Center Plan provided compared to the existing Town Center Plan and the existing Code for Town Center. Often, until a plan was actually adopted, not many business plans were made or detailed discussions had around that.
- The City needed a joint vision and everyone needed to see the new plan as a joint opportunity.
- The driving factor would be the rent premiums. Discussions regarding housing development have been about not increasing multi-family units, but the feasibility analysis recommended building them and making them more expensive. How was the assumption made that a premium cost for downtown units could work?
- Leland's research indicated that rents had increased 10 percent in the past year in Wilsonville. In Tigard and other suburban places, rents increased 20 percent as mixed-use products came online. In order to achieve those rents, Wilsonville would need to offer other services and amenities. Early developments in Town Center could be town homes and the services associated with them. Then, other products would start

to come in. There were opportunities for the City and private developers to work together to foster a certain type of development through tax credits or other things in the implementation program. The first few buildings were always the hardest. In order to achieve the vision, Wilsonville would need more people living in Town Center.

- Certainly, some sort of catalyst would be necessary; perhaps, it could be the Main Street District or a segment of the Main Street district. One challenge Wilsonville had over Orenco was that Town Center was huge area. Expecting things to happen would be difficult because available areas might not be the areas suited for catalyst developments. The City needed to be very thoughtful about how this plan was staged, so that money would be put where it could be used immediately.
- In a couple of weeks, the Task Force would be discussing what goes first, and then how should the development or money be tied to it.
- The Economic Summit Panel would be held at Regal Cinemas in Town Center from 4:00 pm to 5:30 pm and would include five developers who had worked on development in the private and public sectors, and had experience with financial incentives, tenant improvement programs, and parking projects. The panel would discuss the proposed implementation strategies and how they related to feasibility; how developments could occur over time; economic development ideas; how the public could invest in infrastructure and the impact to development; as well as what type of economic development strategies the City might be interested in. Attendees would be able to weigh in on which strategies they believed were most important. The panel discussion would feed into the project team's discussion with the Task Force and the Planning Commission next month. She would try to get the event recorded.

Additional comments regarding the Town Center Plan were as follows:

- The Commission had discussed restricting retail spaces to 30,000 sq ft last time, so the language on Page 115 about permitting retail spaces exceeding 30,000 sq ft might need revised to make sure the restrictions were stated correctly. The intent was to get away from big box stores.
- Doing a project like this would be difficult without an anchor tenant nearby, so an anchor was necessary.
- Goodwill and Rite Aid were 30,000 sq ft. The project team could ask the economic summit panel what the right size was for Town Center, which was a bit more commercially focused.
- The language did not reflect the conclusion from the previous discussion that the restriction would not apply to an anchor tenant in a standalone, mixed-use building.
- The goal was to encourage walkability, not driving from store to store within Town Center. How big would a larger building with multiple retail facilities be?

Scott Mansur, DKS Associates presented via PowerPoint the Traffic Impact Analysis, which was included in the packet.

He addressed questions from the Commission, and the Commission provided additional comments as follows:

- The traffic analysis did not assume any I-5 improvements at the Boone Bridge because there were no funded improvements; however, many agencies and ODOT were looking into improvements.
- When ODOT came before the Commission, there was a discussion about if nothing was done, there would be significant backlogs on Wilsonville Rd, 20 years from now; however, the traffic analysis did not correlate with that.
- I-5 was ODOT's facility and the traffic analysis considered what would be the City's responsibility for the intersections as development occurred. What could happen to I-5 was an unknown. Mr. Mansur agreed if ODOT did nothing and traffic volumes continued to increase on I-5, Wilsonville would have backups and continued congestion on Wilsonville Rd during the peak periods.
- The traffic analysis essentially ignored that I-5 existed and just showed the potential capacity for the interchanges that existed. While the analysis was based on actual traffic, it was not an everyday occurrence, like an accident. As traffic volumes increased on I-5, the merge and weaving would increase, which would add congestion. Wilsonville had done its part to add capacity at the I-5/Wilsonville Rd interchange.

- The alignment for Town Center Lp W would be discussed again at the next Task Force meeting.
- The alignment that came from the community discussion that would potentially move Town Center Lp W to the east and vacate part of the street on the west side received mixed reviews from the public. It was one of the less favorable concepts on the table, but it was not an overwhelming no. One question that was raised was whether it would really be worth the investment. The Task Force was continuing that conversation and would be discussing the pros and cons. There was a potential to include it as an alternative because vacating that portion of Town Center Lp W and relying solely on an eastern alignment would have to be the last improvement because it would rely on the Main Street and Courtside extensions, as well as having many other improvements, including the eastern alignment in place, to allow for vacating the western alignment. Once all those investments were made, there could be a discussion about vacating the western portion and allowing for additional development potential on the I-5 frontage. Following that discussion, the issue would be brought back to the Planning Commission.
- Having it as an alternative would depend on the plan that the Commission and City Council approved. Developers could not move a road, so the option needed to be in the plan if that was what the Task Force determined.
- The projected route went through Fry's parking lot. The equation would change quite a bit if the parking lot owner wanted to do it.
- The traffic study showed the connection on Town Center Lp W was still important regardless of its location. There might be a reason to move it in the long-term, but the connection would be essential to traffic function on Wilsonville Rd.
- Removing the connection that would distribute traffic on Main Street would alter the system a bit more.
- There would be a lot of projects and the City needed to decide where money should be spent. Perhaps, the scale of Town Center Lp W could be reduced to two lanes; some of it could be used for storm water or developed into a linear park. The Task Force should discuss aligning Town Center Lp W for the best use of the frontage on I-5. The bigger issue was where to invest the money and what the connection should look like in the future.

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



WILSONVILLE
TOWN CENTER PLAN



Planning Commission

October 10, 2018

Project Update and Discussion

- Comprehensive Plan, Development Code and Design Guidelines
- Feasibility Analysis
- Draft Implementation Measures
- Traffic Impact Analysis

Draft Comprehensive Plan, Development Code and Design Guidelines

New Elements: Comprehensive Plan

New “Town Center Development” section

- Includes policies to implement the Town Center Plan
- Identifies new “Town Center” Comprehensive Plan designation and implementing “Town Center” zoning district

Updated Elements: Development Code and Design Standards/Guidelines

- Focused design guidelines for Main Street, more flexible elsewhere.
- Updated height/floor requirements to require a minimum of two stories for new buildings
- Revised open space/plaza standards
- Incorporated off-street parking recommendations
- Developed additional cross sections for parking access/small lanes

New Elements: Off-Street Parking

Current Standards

- Multi-family-spaces based on bedrooms (no max)
- Multiple tenant buildings require the sum of all uses
- No mixed-use standards
- **Shared/off site parking permitted**
- **On street parking can be counted towards minimums**
- No exemptions for small-scale retail or smaller restaurants

New Elements: Off-Street Parking

Recommendations

- For mixed-use buildings, require 75 percent of the cumulative number of spaces required.
- Remove distance maximum for off-site parking
- Reduce residential parking minimum to 1 space per DU
- Require internal connections for parking
- Exempt commercial/retail less than 5,000 sq. ft. from requirements if within a mixed-use building

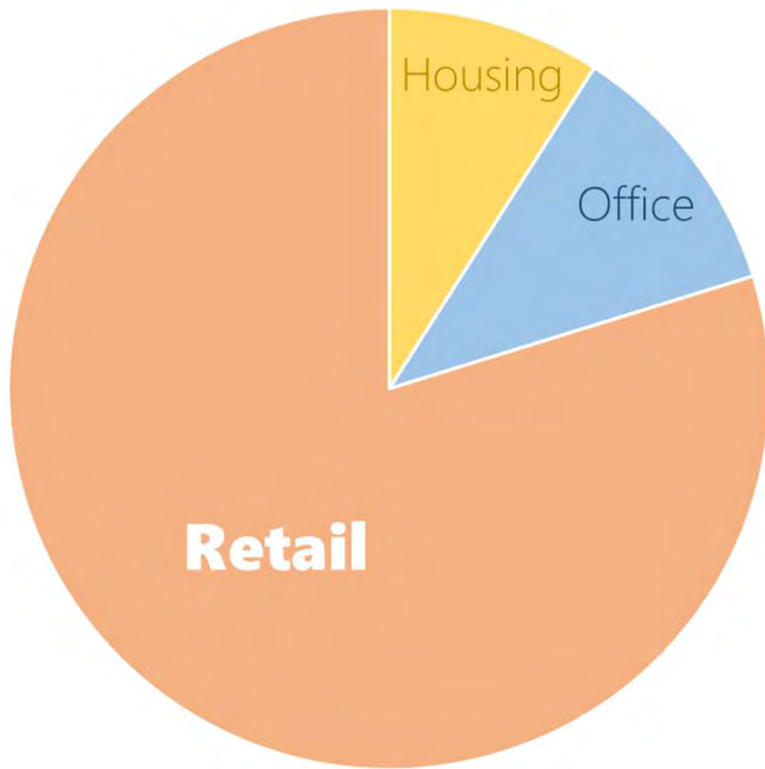
Questions: Comprehensive Plan and Code

- Do the Comprehensive Plan and development code revisions address comments on design specifics versus general guidelines?
- Are the proposed parking requirements acceptable given the desire for a more compact development type? Should parking reductions be considered as part of the development code?

Feasibility Analysis

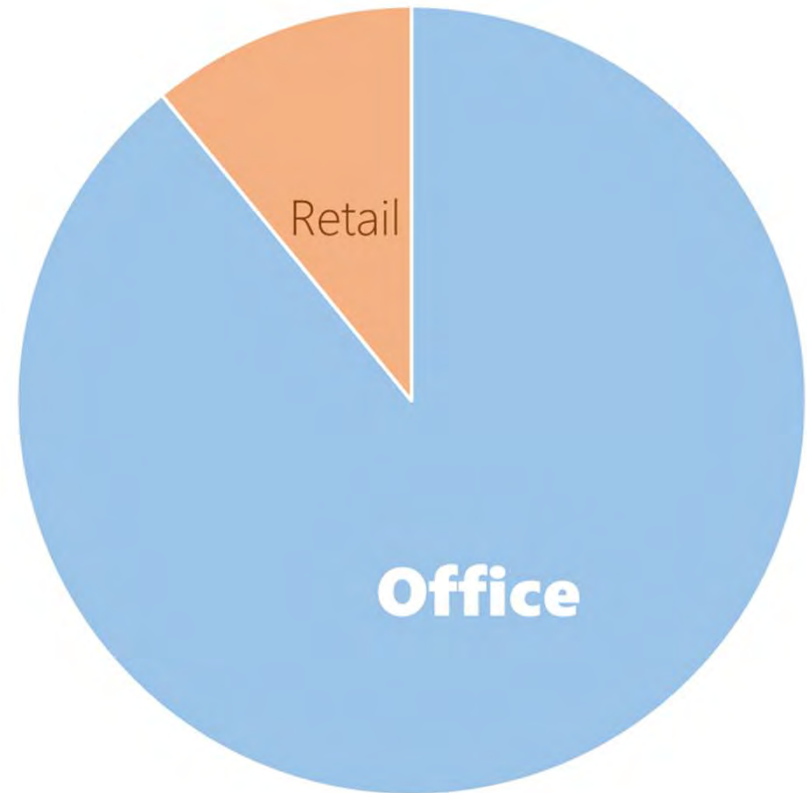
Development Types –Town Center

Land Use Mix, Wilsonville Town Center
Total MFR, Retail, and Office; All Years



Source: Costar.

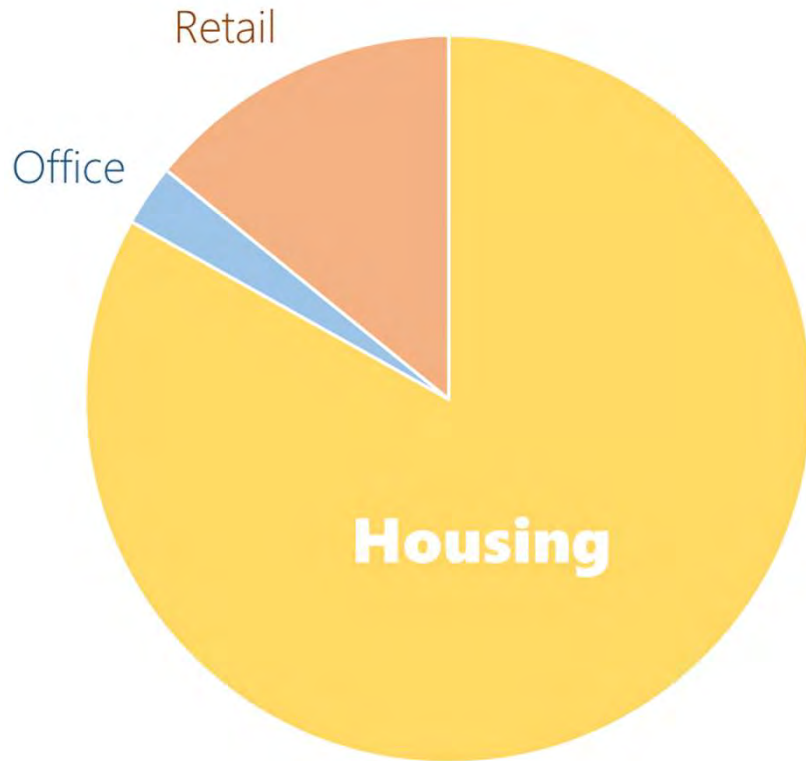
Land Use Mix, Wilsonville Town Center
Built 2007 to 2017



Source: Costar.

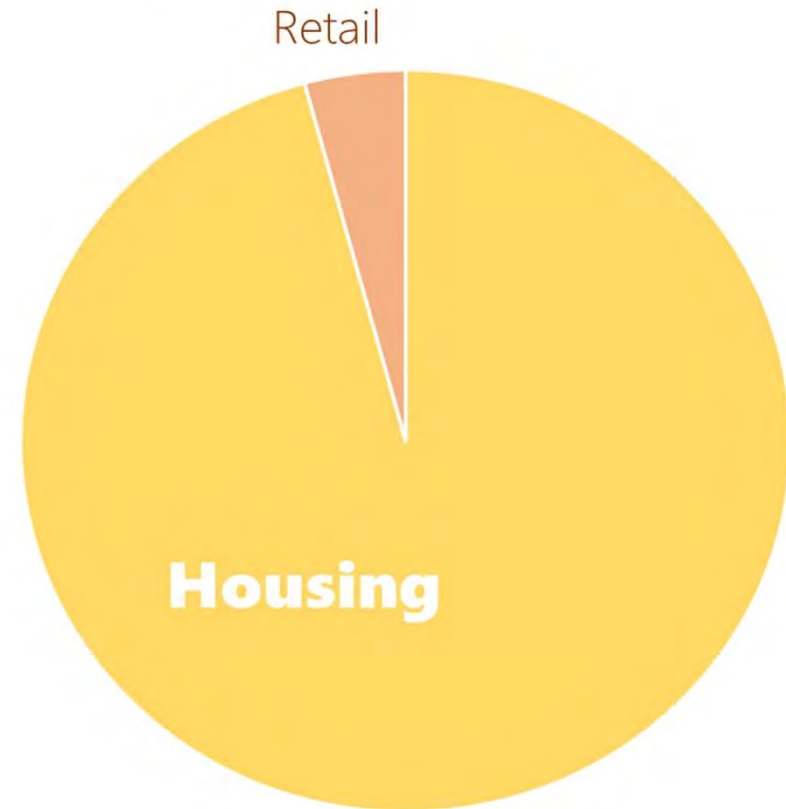
Development Types-Orenco Station

Land Use Mix, Orenco Station
Total MFR, Retail, and Office; All Years



Source: Costar.

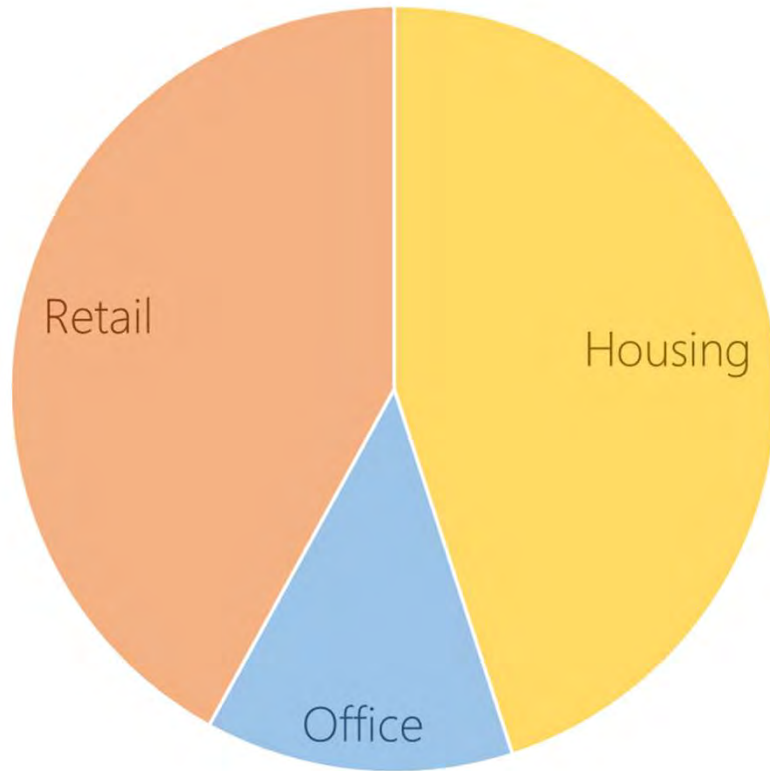
Land Use Mix, Orenco Station
2012 to present,



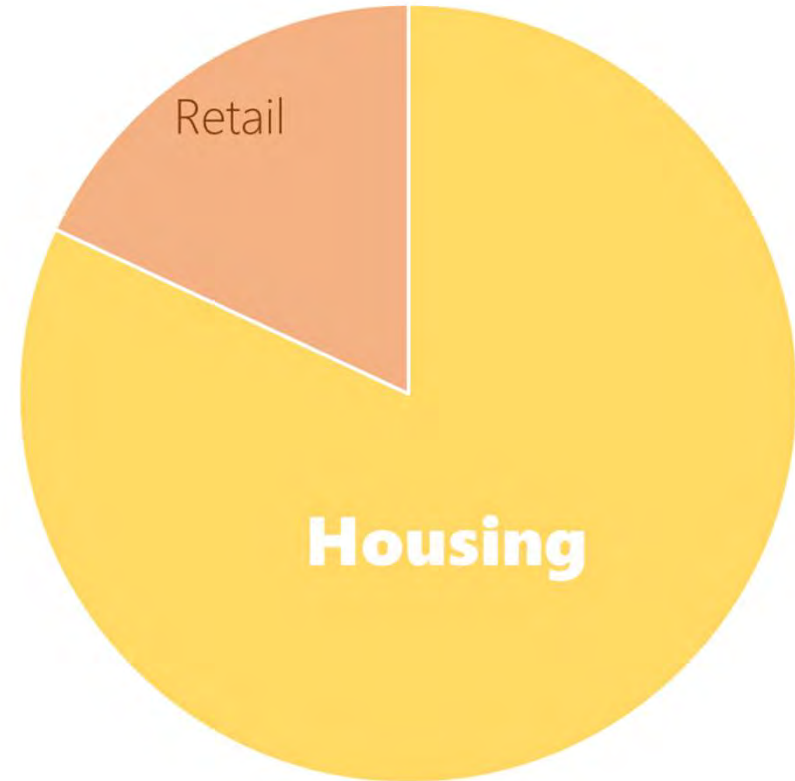
Source: Costar.

Development Types-Downtown Lake O.

Land Use Mix, Downtown Lake Oswego
Total MFR, Retail, and Office; All Years



Land Use Mix, Downtown Lake Oswego
Built since 2012



Source: Costar. The "Downtown" boundary is based on the City's downtown parking map.




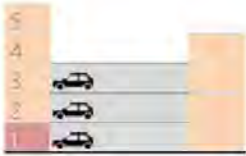

Development Feasibility Inputs

A number of different inputs—shown at right—are required in order to test the financial feasibility of various types of real estate development.

<p>Program Based on comparable projects throughout the region, as well as an estimated 1.5 acre site in the Wilsonville Town Center.</p>	<ul style="list-style-type: none"> • Site size • Square feet of retail/restaurant, office, or other commercial uses • Number of housing units • Parking: Number and type of spaces • Building height, floors, and other design attributes
<p>Timing Based market research and expected project deliveries.</p>	<ul style="list-style-type: none"> • Construction start • Certificate of Occupancy • Lease-up period
<p>Costs Based on market research and cost estimates from RSMMeans and industry experts.</p>	<ul style="list-style-type: none"> • Land or building purchase • Site preparation, e.g., demolition, grading • Hard Cost (construction) • Soft Costs (architecture and engineering; project management; permits and fees; insurance; construction loan interest; contingency; other.)
<p>Operating Revenue and Expenses Based on market research and data from industry experts.</p>	<ul style="list-style-type: none"> • Rent revenue from retail, office, residential, parking • Vacancy • Operating expenses for management, utilities, taxes, insurance, maintenance, etc. • Net Operating Income (NOI: revenue less expenses)
<p>Return on Investment Data from industry experts.</p>	<ul style="list-style-type: none"> • Comparison of NOI to Total Project Cost

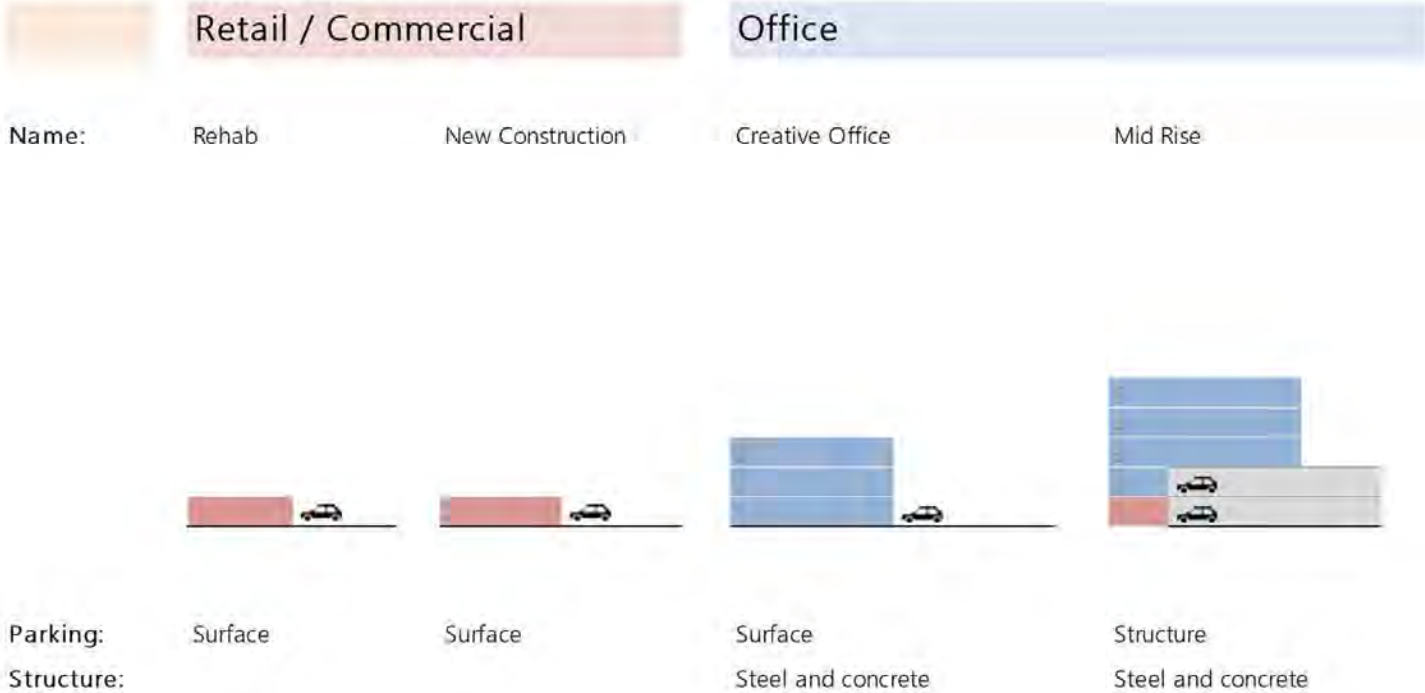
Prototypes: Housing

Most developments fall within a finite series of "prototypes," which group buildings by various aspects of their physical form. The way in which parking is provided (surface, tuck under, or structured) is a key influence on the physical form of these projects. The housing (multifamily) prototypes used for this feasibility analysis, including mixed-use residential development, are shown below.

	Housing				(Commercial)
Name:	Townhomes	Garden Apartments	Main St. Mixed Use	Wrap	Mid-Rise / Podium
					
Parking:	Surface / tuck under	Surface	Surface / tuck under	Structure	Structure
Structure:	Wood frame	Wood frame	Wood over concrete	Wood with concrete	Wood over concrete

Prototypes: Retail and Office

The retail and office prototypes used for this feasibility analysis are shown below. Like the housing prototypes, the way in which parking is provided (surface, tuck under, or structured) is a key influence on the physical form of these projects. For retail projects, we evaluated the rehab or renovation of existing retail/commercial buildings, since there are many of these buildings in the Town Center and rehab is a likely type of development to occur.



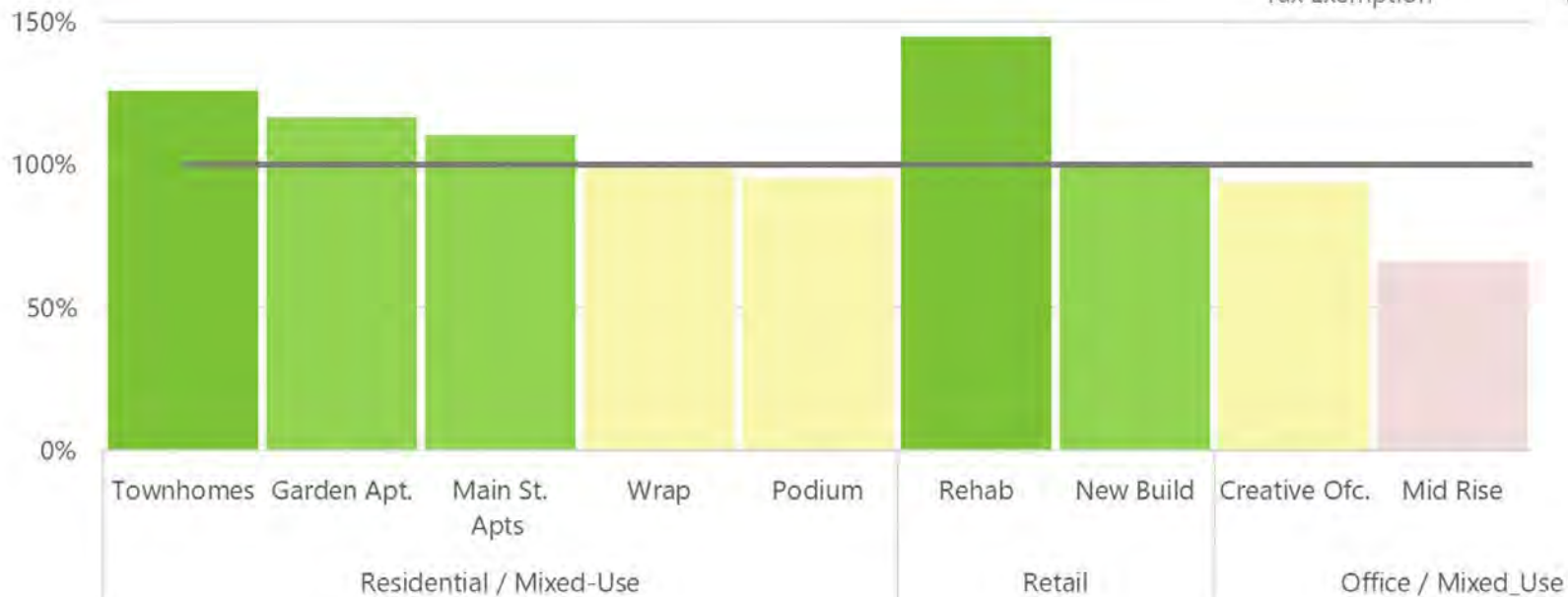
Alternative 1: Baseline

The ROI results for the baseline alternative are shown below for all 10 building prototypes assessed in this analysis. In this alternative, we assume the developers are building on property they already own, the project obtains baseline rents, builds to current parking ratios, and receives no tax abatement.

This analysis indicates a number of development types are feasible under these conditions, including townhomes, garden apartments, main street apartments, and both retail development types. The fact that retail renovations will generate strong returns suggests that existing retail buildings are likely to remain.

Higher density residential and all office development are below feasibility targets.

Land	Owned
Parking Reduction	0%
Rent Premium	0%
Tax Exemption	No



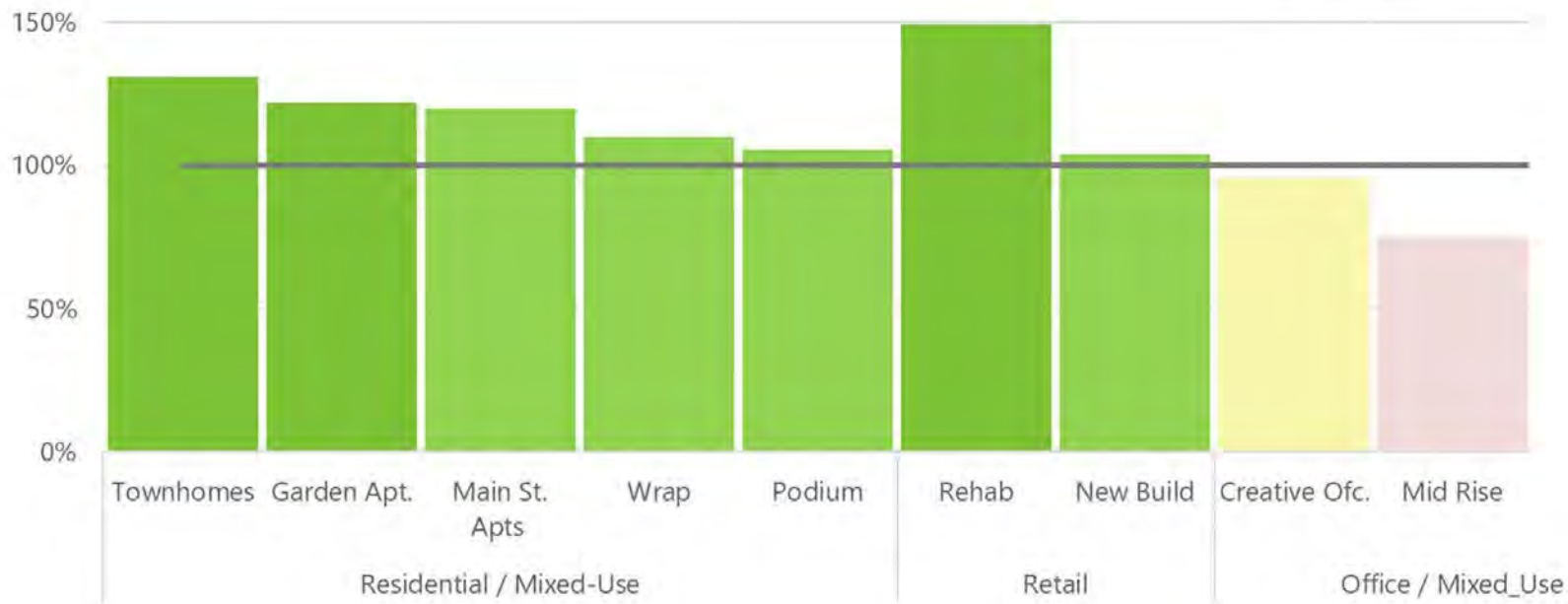
2: Parking Reduction & Tax Abatement

The ROI results for alternative 2 are shown below. The changes made from alternative 1 are: applying a 30 percent parking reduction and the temporary tax abatement. Making these changes improves feasibility for several reasons. Parking costs are reduced for both surface and

structured parking projects, and the space per square foot is converted to rent-generating uses. This cost reduction is modest for surface parked projects, but it is significant for structured parking projects such as the wrap and podium, which are now feasible.

Office development remains below feasibility targets.

Land	Owned
Parking Reduction	30%
Rent Premium	0%
Tax Exemption	Yes



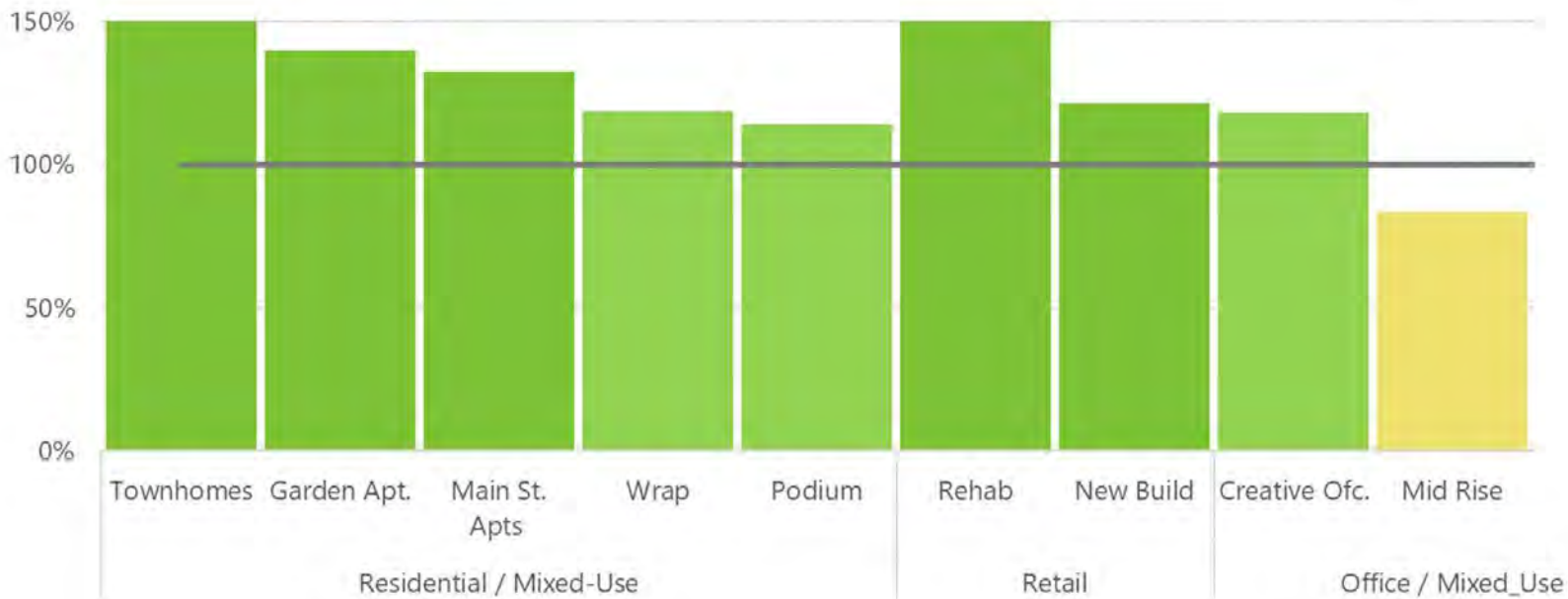
3: Rent Premium

The ROI results for alternative 3 are shown below. The change made from alternative 1 is to increase all rents by 20 percent. Increasing rents significantly makes all of the development types feasible—with the exception of mid rise office (assuming the developers build on their own underutilized land).

A significant residential rent premium may be achievable over time, as projects such as the Attwell are already achieving a premium (currently about 11 percent higher than the Town Center High).

A 20 percent office rent premium would mean that Wilsonville Town Center office space would be directly competing with Kruse Way.

Land	Owned
Parking Reduction	0%
Rent Premium	20%
Tax Exemption	No



4: Favorable Development Conditions

The ROI results for alternative 4 are shown below. In this alternative, the rent premium is paired with the parking reduction and tax abatement.

Once again, all of the development types are feasible (assuming the developers build on their own underutilized land), with the exception of mid rise office, which are marginal.

Land	Owned
Parking Reduction	30%
Rent Premium	20%
Tax Exemption	Yes

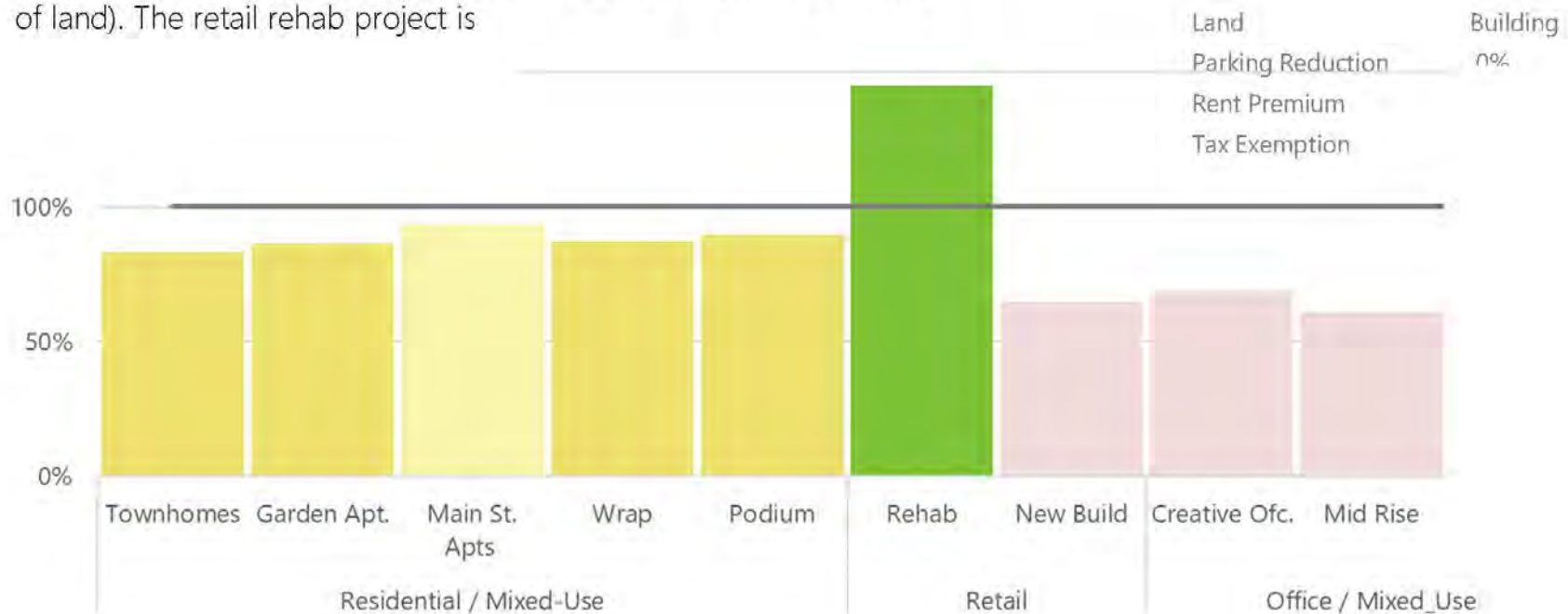


5: Baseline with Land/Building Acquisition

The ROI results for alternative 5 are shown below. The change made from alternative 1 is that the developer must acquire a one-story commercial building prior to development (at \$50 per square foot of land). The retail rehab project is

exempt from this assumption since a developer will *usually* own the building to be renovated. Therefore, retail rehab continues to be feasible. However, the other projects do not meet their return thresholds.

All housing projects are either challenged or marginal due to significant land costs, while new-construction retail and office projects are infeasible.



6: Parking Reduction & Tax Abatement

The ROI results for alternative 6 are shown below. The changes made from alternative 5 are to assume a 30 percent parking reduction and property tax abatement, similar to alternative 2. The tax abatement does not apply to retail and office projects.

Making these changes results in significant improvements to the feasibility of the residential development types. The most notable change is to the main street project, which becomes feasible.

The new-build retail and office projects continue to be infeasible, since the parking reduction does not lower costs enough to offset the higher land/building acquisition costs.

Land	Building
Parking Reduction	30%
Rent Premium	0%
Tax Exemption	Yes



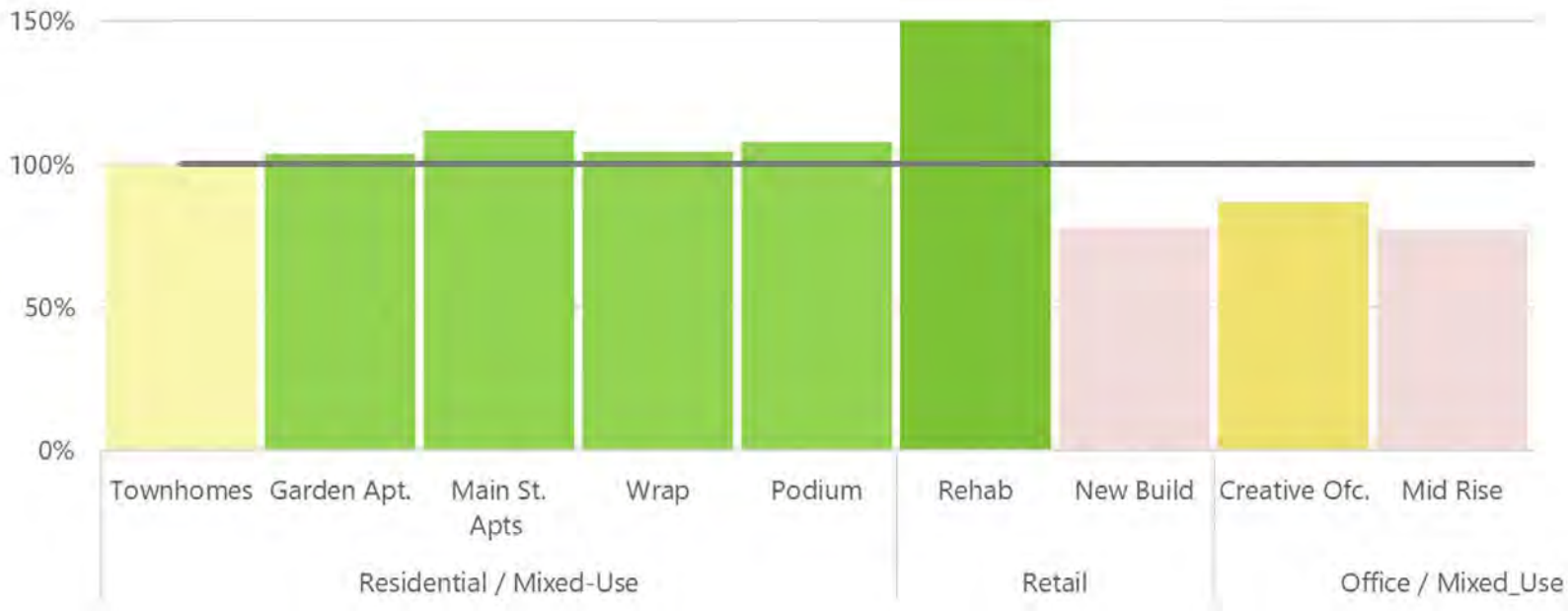
7: 20 Percent Rent Premium

The ROI results for alternative 7 are shown below. The change made from alternative 5 is to increase all rents by 20 percent, similar to alternative 2. This rent premium improves returns for all projects, particularly the housing/mixed use projects. The four denser housing types are now feasible.

Notably, office development remains infeasible, reflecting the fact that nearly all recent office development has taken place near Portland's central city, where gross rents are around \$40 per square foot, significantly higher than the \$23 to \$28 range in the Wilsonville Town Center.

Likewise, new retail development cannot overcome the costs of building acquisition.

Land	Building
Parking Reduction	0%
Rent Premium	20%
Tax Exemption	No



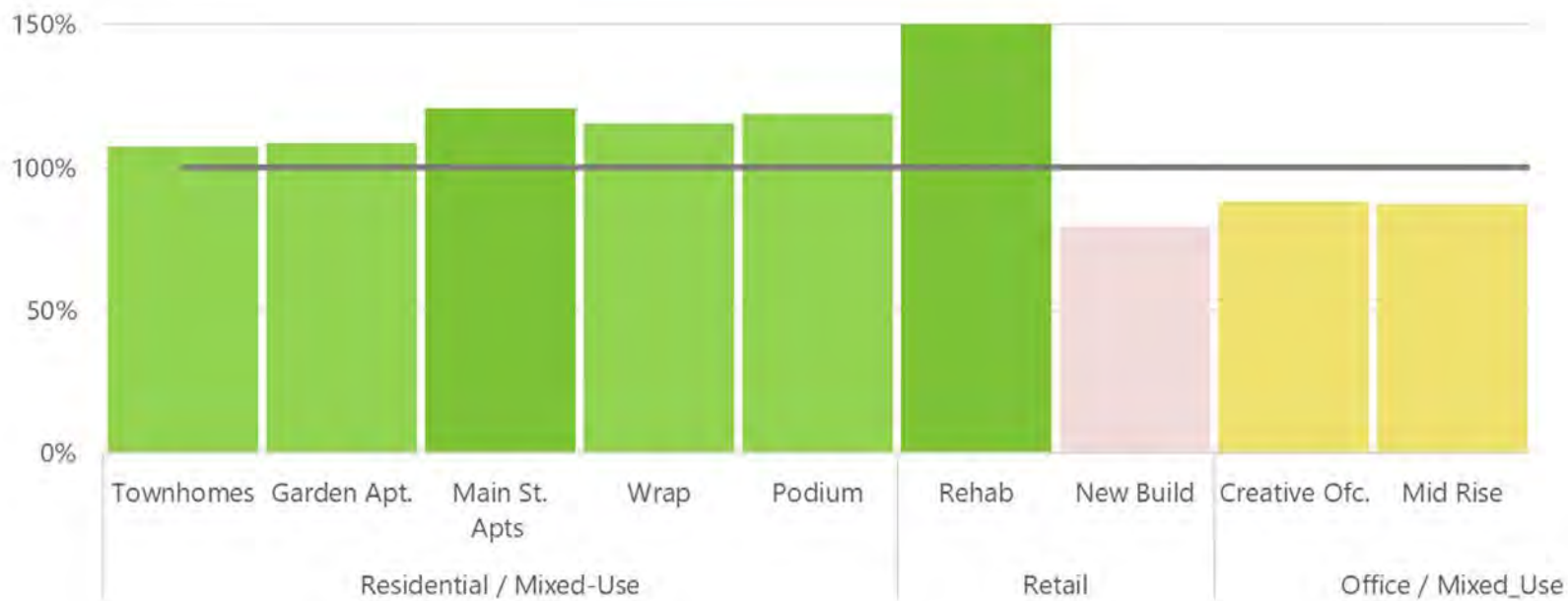
8: Favorable Development Conditions

The ROI results for alternative 8 are shown below. In this alternative, the 20% rent premium is paired with the parking reduction, property tax abatement, and acquisition of a one-story commercial building. Under these “optimal” economic conditions, the model indicates that developers

of mixed-use residential projects should be able to acquire and redevelop low to medium-value commercial buildings in the Wilsonville Town Center.

This would require the project to achieve significantly higher rents.

Consistent with the findings for alternative 4, some higher-density housing projects will be able to pay more for land than retail projects, and thus “out compete” retail projects to acquire commercial sites in the area.



Question: Development Feasibility

- What challenges do you see (based on the results of the feasibility analysis) in achieving the Town Center Vision?

Draft Implementation Measures

Actions, Investments and Strategies

- Regulatory Actions
- Infrastructure Investments
- Placemaking, Organizational and Economic Development Strategies

What is the City's role in supporting the plan's implementation?

Regulatory Actions

Staff Actions

- Comprehensive Plan and Development Code amendments
- Address existing covenants, conditions, and restrictions (CCRs)
- Update the TSP, Parks and Rec. Master Plan, utility plans (as necessary)

Additional Studies

- Develop a Parking Management Plan
- Develop a Streetscape Design Plan

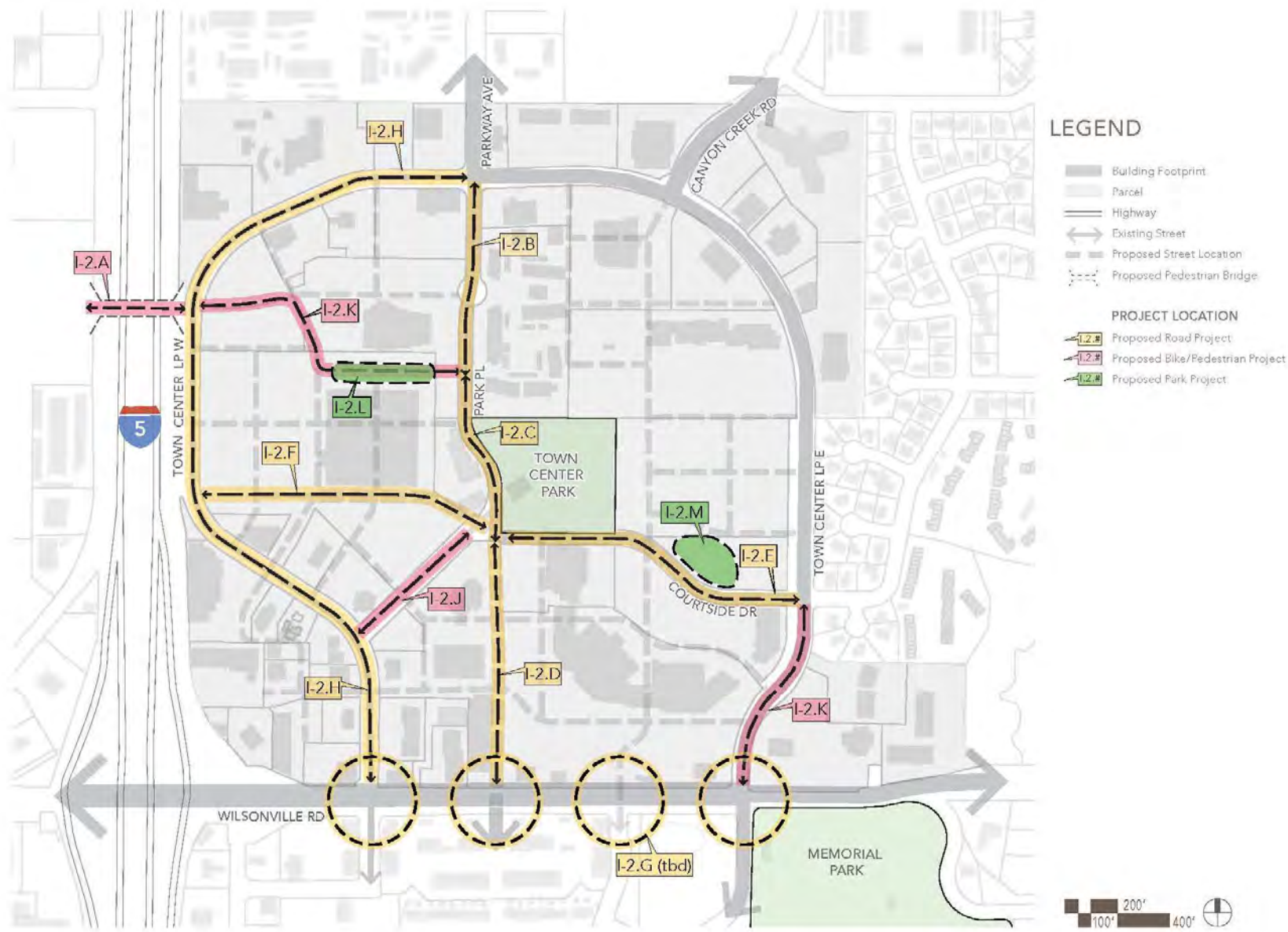
Infrastructure Investments

Framework Investments: Projects that define the Town Center Plan

- Pedestrian Bridge and Gateway
- Park Place projects (creating Main Street)

Quick Wins: Low cost catalyst projects

- Town Center Loop West traffic control
- Parkway promenade traffic control
- Buffered bike lanes



Infrastructure Investments

Other Projects

- Local roads
- Parks
- Sewer, water and stormwater

Next Steps: Prioritization of all projects with Task Force and City

Placemaking, Organizational and Economic Development Strategies

Placemaking Quick Wins

- Citywide signage and wayfinding
- Adding lights for bikes and peds
- Parklet competition
- Lunchtime farmers' market
- temporary/semi-permanent food carts
- Branded bus stops
- Temporary games, seating and art

Organizational and Economic Development Strategies

Organization and Economic Development:

- Form business/district association
- Establish a business/economic improvement district
- Use Oregon main street program
- Prioritize urban renewal funds
- Form public-private partnerships to catalyze development in the town center

Organizational and Economic Development Strategies

Funding and Financing:

- Create a local improvement district
- Create a supplemental fee for new development
- Adopt a vertical housing tax incentive program
- Evaluate opportunity zones and opportunity funds
- Other grants and programs

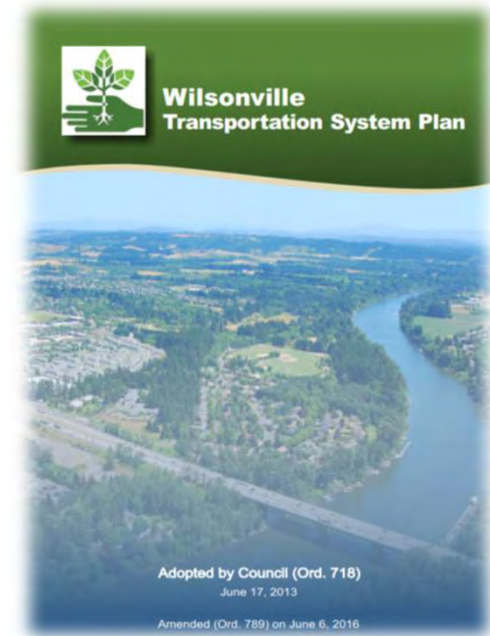
Questions: Implementation

- What would you consider a catalyst project? Are there first steps that you feel are most appropriate?
- What role do you think the City should play in future development in Town Center?
- What type of incentives, if any, should be considered for implementation of the Plan?

Traffic Impact Analysis

Future Traffic Assumptions

- Analyzed for TSP Horizon year 2035 PM peak hour
- Updated Traffic Volumes
 - Traffic counts collected in 2016
 - Additional growth forecasted for region, City, and Town Center
- TSP model assumed significant growth in the Town Center







Existing - Study Area Network



No Scale

 - Study Intersection

 - Bicycle & Pedestrian Path

 - Internal Roadways

Proposed Town Center Transportation Improvements



WILSONVILLE TOWN CENTER PLAN

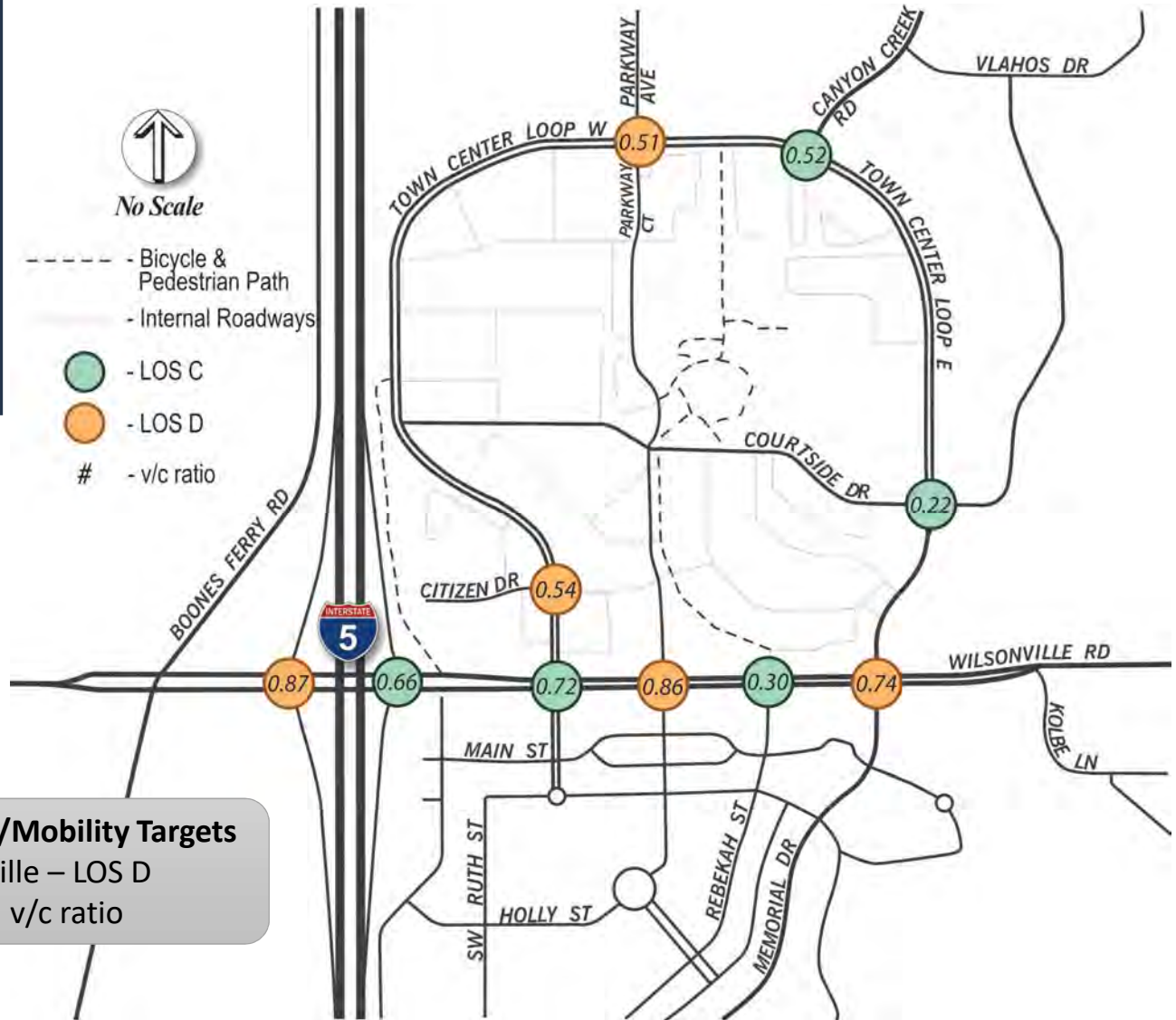
Future Traffic Operations

- Traffic operation scenarios analyzed
 - 2035 TSP Horizon Year Scenario
 - 2035 TSP Horizon Year + Town Center Transportation Improvements

2035 TSP Horizon Year

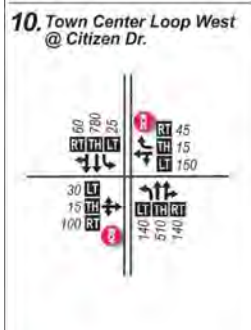
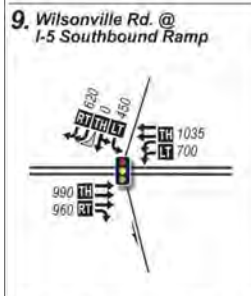
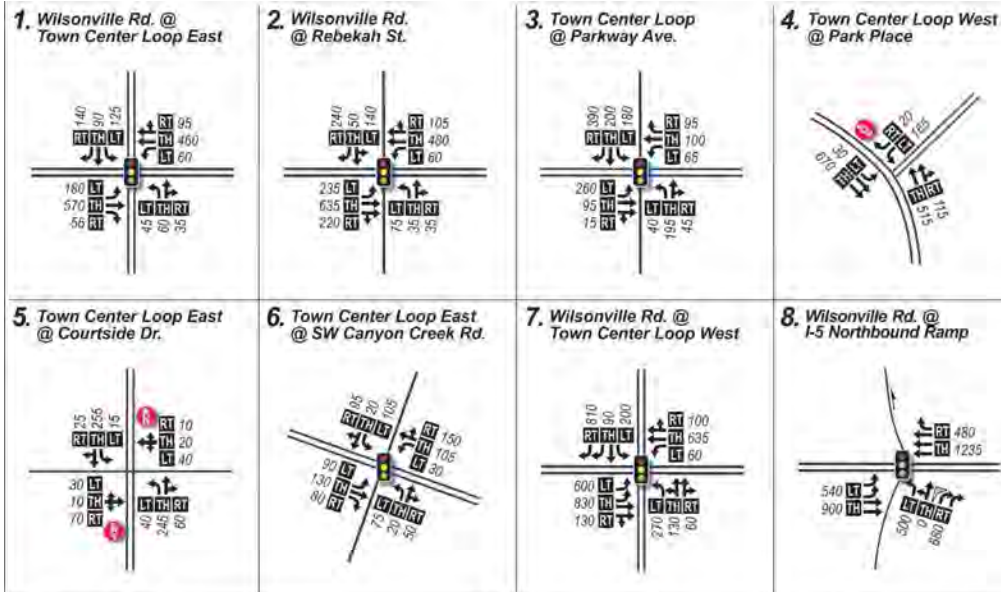


2035 TSP Horizon Year + Town Center Transportation Improvements



Operating Standards/Mobility Targets
 City of Wilsonville – LOS D
 ODOT – 0.90 v/c ratio

2035 TSP Horizon Year



Intersection	Jurisdiction	Operating Standard/ Mobility Target	PM Peak Hour		
			Delay	LOS	v/c
Signalized					
Wilsonville Road/Town Center Loop E	City of Wilsonville	LOS D	20.8	C	0.53
Wilsonville Road/Rebekah St	City of Wilsonville	LOS D	16.0	B	0.48
Wilsonville Road/Town Center Loop W ¹	City of Wilsonville	LOS D	41.2	D	0.75
Wilsonville Road/ I-5 NB	ODOT	0.90 v/c	27.7	C	0.67
Wilsonville Road/ I-5 SB	ODOT	0.90 v/c	45.1	D	0.87
Town Center Loop West/Parkway Avenue	City of Wilsonville	LOS D	25.5	C	0.47
Town Center Loop East/Canyon Creek Road	City of Wilsonville	LOS D	23.8	C	0.31
Unsignalized					
Town Center Loop West/Park Place	City of Wilsonville	LOS D	61.6	A/F	0.78
Town Center Loop West/Citizen Drive	City of Wilsonville	LOS D	>100	B/F	>1.0
Town Center Loop East/Courtside Drive	City of Wilsonville	LOS D	19.7	A/C	0.24

Signalized Intersections:
 Delay = Average Stopped Delay per Vehicle (sec)
 LOS = Level of Service of Intersection
 v/c = Volume-to-Capacity Ratio of Intersection

Unsignalized Intersections:
 Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement
 LOS = Level of Service of Major Street/Minor Street
 v/c = Volume-to-Capacity Ratio of Worst Movement

Bold/Highlighted: Fails to meet Operating Standards/Mobility Target
¹2035 TSP operations assumed a high priority project that included dual southbound right turn lanes. See TSP High

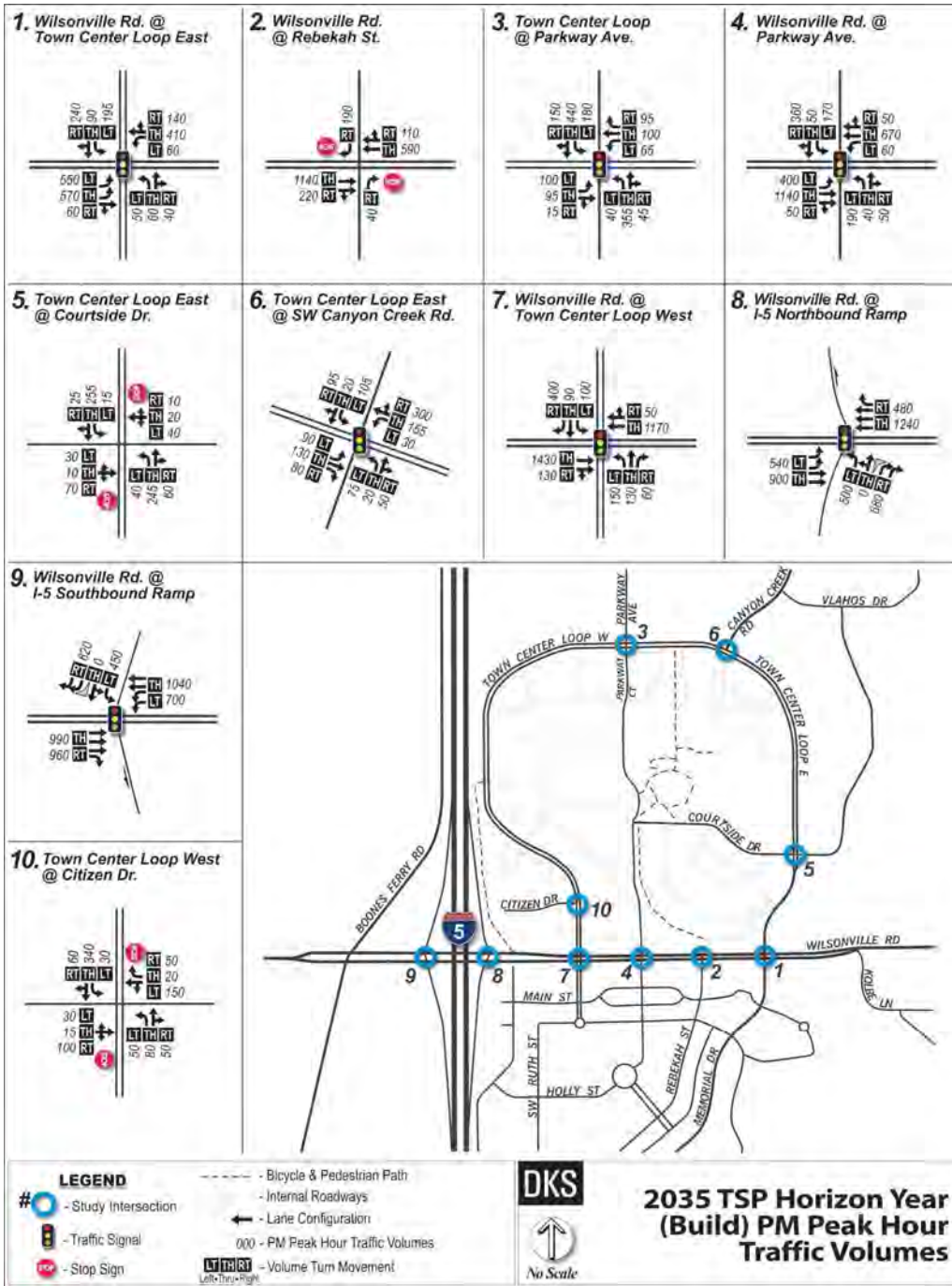
LEGEND

- # - Study Intersection
- - Bicycle & Pedestrian Path
- - Internal Roadways
- ← - Lane Configuration
- 000 - PM Peak Hour Traffic Volumes
- LT|TH|RT - Volume Turn Movement
- ⬇ - Traffic Signal
- ⬇ - Stop Sign

**2035 TSP Horizon Year
(No Build) PM Peak Hour
Traffic Volumes**

No Scale

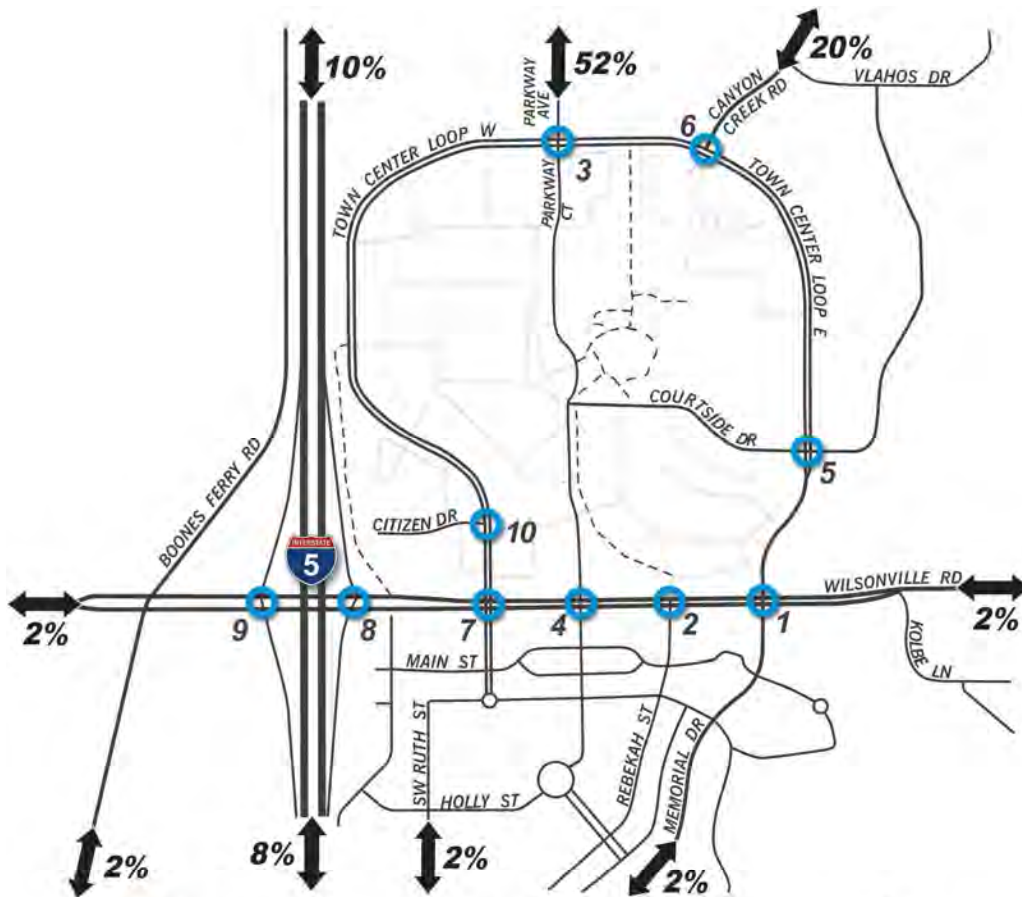
2035 TSP Horizon Year + Town Center Transportation Improvements



Intersection	Jurisdiction	Operating Standard/ Mobility Target	PM Peak Hour		
			Delay	LOS	v/c
Signalized					
Wilsonville Road/Town Center Loop E	City of Wilsonville	LOS D	39.2	D	0.74
Wilsonville Road/Parkway Avenue ¹	City of Wilsonville	LOS D	39.0	D	0.86
Wilsonville Road/Town Center Loop W	City of Wilsonville	LOS D	22.2	C	0.72
Wilsonville Road/ I-5 NB	ODOT	0.90 v/c	32.8	C	0.66
Wilsonville Road/ I-5 SB	ODOT	0.90 v/c	45.4	D	0.87
Town Center Loop West/Parkway Avenue	City of Wilsonville	LOS D	21.7	D	0.51
Town Center Loop East/Canyon Creek Road	City of Wilsonville	LOS D	25.2	C	0.52
Unsignalized					
Wilsonville Road/Rebekah St	City of Wilsonville	LOS D	15.5	B/C	0.30
Town Center Loop West/Citizen Drive	City of Wilsonville	LOS D	32.2	A/D	0.54
Town Center Loop East/Courtside Drive	City of Wilsonville	LOS D	18.7	A/C	0.22

Signalized Intersections:
 Delay = Average Stopped Delay per Vehicle (sec)
 LOS = Level of Service of Intersection
 v/c = Volume-to-Capacity Ratio of Intersection
¹New Intersection

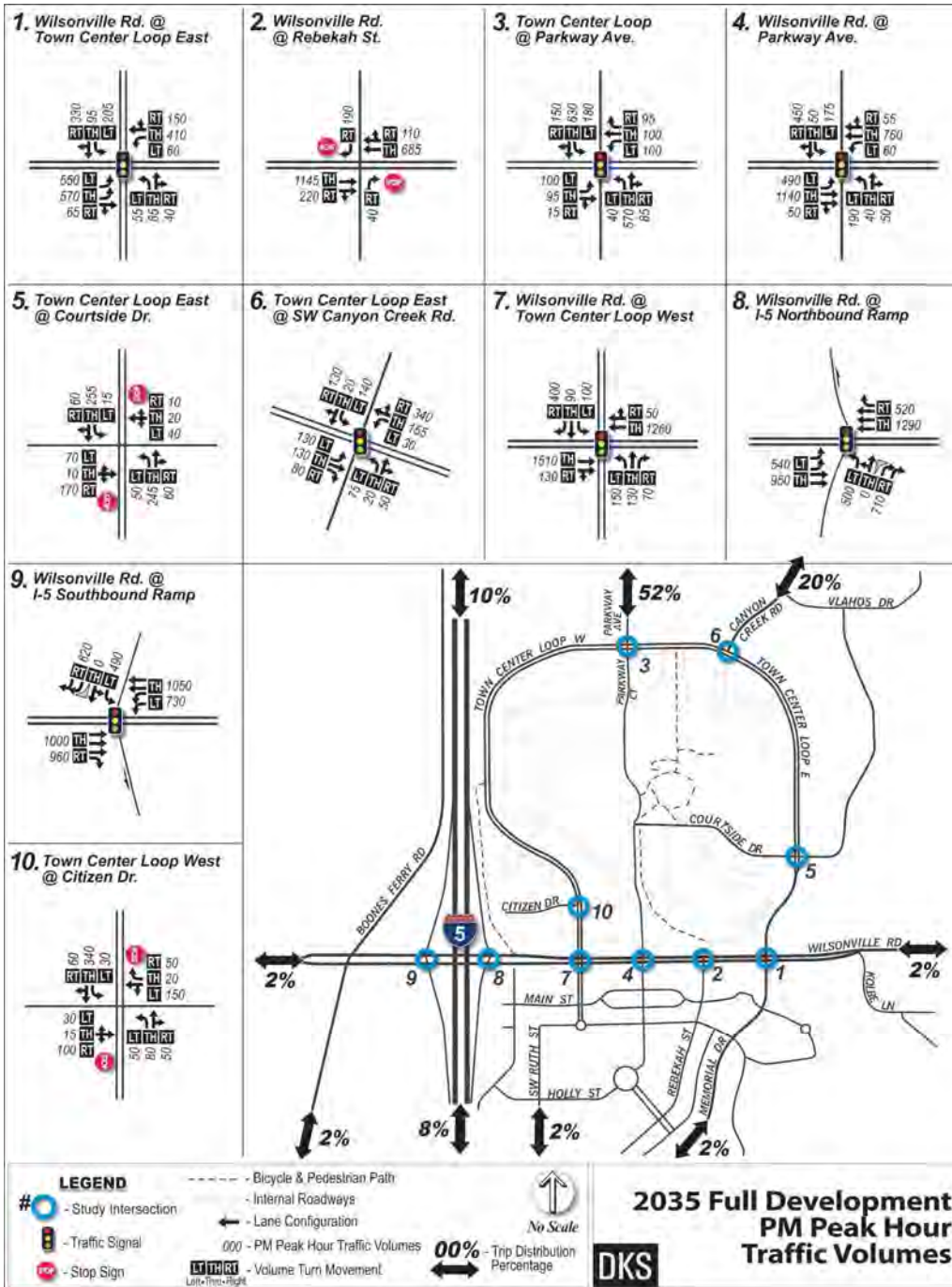
Unsignalized Intersections:
 Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement
 LOS = Level of Service of Major Street/Minor Street
 v/c = Volume-to-Capacity Ratio of Worst Movement



- LEGEND**
- # - Study Intersection
 - Traffic Signal
 - Stop Sign
 - - - - - Bicycle & Pedestrian Path
 - Internal Roadways
 - ← Lane Configuration
 - 000 - PM Peak Hour Traffic Volumes
 - Volume Turn Movement
Left • Thru • Right
 - No Scale
 - 00% - Trip Distribution Percentage

Full Development Trip Distribution

2035 Town Center Plan Full Development Buildout



Intersection	Jurisdiction	Operating Standard/ Mobility Target	PM Peak Hour		
			Delay	LOS	v/c
Signalized					
Wilsonville Road/Town Center Loop E	City of Wilsonville	LOS D	47.1	D	0.83
Wilsonville Road/Parkway Avenue ¹	City of Wilsonville	LOS D	49.5	D	0.99
Wilsonville Road/Town Center Loop W	City of Wilsonville	LOS D	24.0	C	0.79
Wilsonville Road/ I-5 NB	ODOT	0.90 v/c	34.9	C	0.71
Wilsonville Road/ I-5 SB	ODOT	0.90 v/c	48.6	D	0.88
Town Center Loop West/Parkway Avenue	City of Wilsonville	LOS D	27.9	C	0.67
Town Center Loop East/Canyon Creek Road	City of Wilsonville	LOS D	25.9	C	0.53
Unsignalized					
Wilsonville Road/Rebekah St	City of Wilsonville	LOS D	15.6	C ²	0.33
Town Center Loop West/Citizen Drive	City of Wilsonville	LOS D	33.0	A/D	0.55
Town Center Loop East/Courtside Drive	City of Wilsonville	LOS D	25.8	A/D	0.55

Signalized Intersections:

Delay = Average Stopped Delay per Vehicle (sec)
 LOS = Level of Service of Intersection
 v/c = Volume-to-Capacity Ratio of Intersection

Unsignalized Intersections:

Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement
 LOS = Level of Service of Major Street/Minor Street
 v/c = Volume-to-Capacity Ratio of Worst Movement

¹New Intersection

²No minor street level of service because this intersection is a right-in, right-out.

Street Network Modifications



Next Steps

- Revise draft code design standards/guidelines based on Planning Commission input
- Vet results and prioritize implementation actions
- Finish Draft Plan and develop draft implementation strategies



**PLANNING COMMISSION
WEDNESDAY, NOVEMBER 14, 2018
6:00 P.M.**

**Wilsonville City Hall
29799 SW Town Center Loop East
Wilsonville, Oregon**

Minutes approved as
presented at the
Dec. 12, 2018 PC
Meeting

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)

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)

Miranda Bateschell, Planning Manager, introduced project team members, Alex Dupey from MIG, the consulting firm helping with the project, and Associate Planner Kim Rybold. The final project Task Force meeting was held last month to discuss the implementation for the Town Center Plan. The team had been working diligently with the Planning Commission over a number of work sessions and had provided an overview of the implementation plan to the Commission last month. Tonight, the team would go more in-depth about the regulatory changes, infrastructure projects, as well as some placemaking and economic development programs. Feedback from the Task Force would also be discussed, and the Commission's input was requested on what the City's priorities should be and its role in the Plan, as well as what catalysts would make the community's vision for Town Center a reality.

Alex Dupey, MIG Consulting stated that during the last Task Force meeting, each of the major elements were reviewed and prioritized in terms of what the potential framework projects might be. The Planning Commission input was needed on whether those framework projects should continue through developing the draft plan over the next six weeks, before returning to the Planning Commission in the New Year. The project team had also been working on the Development Code and had provided revised language for discussion based on comments the Planning Commission had during the last meeting.

Mr. Dupey presented via PowerPoint updates to the Town Center Plan regarding Draft Implementation Measures, which focused namely on infrastructure, as well as Draft Comprehensive Plan and Development Code amendments, and recommended Design Guidelines.

Discussion and feedback from the Planning Commission regarding the Town Center Plan and responses to Commissioner questions was as follows:

- Ms. Bateschell agreed to email the detailed images of the intersections missing from the printed
- The bike/pedestrian project on Rebekah St (I-2.G, Slide 7) would be included with the Wilsonville Rd improvements, which would also incorporate a flashing pedestrian beacon and making Rebekah a right-in, right-out as opposed to the current signalized intersection. Rebekah St was part of the local street network, so if Safeway or Rite-Aid redeveloped over time, and the connection from Canyon Creek Rd to Rebekah St did occur, a variety of local road cross-sections in the Plan addressed bike/pedestrian connectivity, which could include bike lanes and shared lanes. However, the bike/pedestrian project was focused on Wilsonville Rd, and the costs involved with that element.
- Town Center Loop E would have cycle tracks, which were recommended throughout Town Center, essentially connecting the pedestrian bridge in the northwest corner to Memorial Park in the southeast quadrant. That project, shown as I-2.K, was a specific project within Town Center Loop E. The circle shown at the Town Center Loop E/Wilsonville Rd was just the intersection itself.
- How would this project impact the business community on Main St, specifically the streets leading into the intersections on the south side, and would those be affected?
 - The connections south of Wilsonville Rd would be maintained, and there might be some cut-through of the Main Street south of Wilsonville Rd, which could result in some circulation changes there. Most people leaving Town Center were expected to stay on Wilsonville Rd, but some additional vehicles could continue on Main Street. The benefit was that area had already been designed for that function. Based on the traffic analysis, no real impact was expected on the streets south of Wilsonville Rd.
- A “Town Center district association” could be organized in a variety of ways but were often non-profits, which was a typical downtown business association template. As a non-profit, a board would be established, and then a city would often provide seed-money to get it started. As businesses signed on, they would agree to tax or assess themselves whatever percentage they chose to fund projects or the organization. That could include hardscape items, like street sweeping and garbage pickup, or for programming, like festivals and events that generate interest in the area and also attract businesses.
 - The district could also be a subset of a Chamber of Commerce, and there was often a Chamber member on the board. The district would not replace the Chamber as an advocate; it was really more focused on that specific area. The Chamber had a large number of responsibilities, and often partnered with such districts to be certain that their interests being aligned.
- Were there any examples of such a district in the region?
 - Oregon City had a great Main Street Program that was responsible for a lot of the development there. Lloyd Purdy, who was on the Economic Development Forum, and Nancy Kraushaar, who was at the City of Oregon City at the time, were strong partners in streetscape improvements to attract specific businesses into downtown. Mr. Purdy learned what the business’s issues were and become an advocate for those businesses. Oregon City had become a very successful space. Milwaukee also had a burgeoning downtown district. It took time but even a little bit of advocacy helped to align businesses.

- Wilsonville Chamber of Commerce representatives were on the Task Force, so the district concept had been before them throughout the project. Chamber members also attended at all the different focus groups with small business where the district idea had come up in terms of an identified need. Better organization was needed, as well as the ability to have more capacity, more programming to liven up the area, and some type of coordination. The implementation portion of the Plan was where different ways of doing those things would be discussed, such as with a Main Street program, business district, subset of the Chamber, etc. Such questions would not be answered through this Plan, which looked at the concepts and implementation actions. The action item here could identify five organizations, for example, to partner to determine what that looked like.
 - As a follow up to the Task Force meeting three weeks ago, Staff had also discussed the district concept with the Chamber to determine what that might look like, and what its role would be in order to provide more direction in the Plan, so that it was not so open-ended but help direct what that future study or conversation would look like. None of the implementation items would lay out all the specifics, except for infrastructure projects and Code work. However, information in the Town Center Plan would determine what needed to be assessed in implementing the placemaking and economic development strategies, which were concepts and ideas that came from the process that needed to be fleshed out more.
 - The Chamber was engaged and the City was working with them, and Staff expected that would be an ongoing discussion.
- To move forward with the Plan, there had to be some coordinated interest on the part of the existing Town Center business owners. Wilsonville had an effective business organization, which could have a role in that. The City could not do it by simply laying out a concept of what it believed Town Center should look like in 20 years, but getting from here to there would require some movers to get it started.
 - The key piece was having an advocate within the business community, and the movers were there. The City could act as the initial catalyst through its Economic Development Department, but it would not always have to lead it; there needed to be interest from the businesses to do that. There were some very engaged businesses in Town Center that, if given the opportunity, would do that. Again, the district concept was just one option.
- Discussion regarding frameworks projects was as follows:
 - The complete extension of Park Place from beginning to end would be a priority framework project; regardless of whether it started at the north or south end. It would not work without the middle. The Park Place area would be the catalyst to start bringing the project together.
 - Without the Park Place extension, the plan became too abstract. Park Place gave Town Center a place to move out from. This was a critical piece in which the City could take a fairly active role and easily be a driver.
 - The framework must start with what was available for the businesses that were going to build in and operate in the Town Center area. The concern was the footprint limitations, and limiting things like drive-throughs, which would mean there could never be a Dutch Bros in this area. So many of the restrictions were based upon expectations of what the City would like to build, but it might not be what businesses could build and still make it economically sustainable because their hands were tied.
 - The catalyst was making sure that a plan was in place that made it possible to build something in Town Center in an economically feasible way. Experts in the field have stated that removing the potential for anchor tenants with the Code and some existing limitations might be disastrous.
 - Determining what framework project would be a catalyst was a struggle when the Plan was at a point where businesses could not get interested in doing anything yet. The concern amongst the Chamber and business community was that the Town Center must be a sustainable project they would want to invest and build in, and it was not there yet.
 - The square footage for an anchor tenant was 50,000 sq ft, but that was not sustainable or realistic on two floors. Some anchor tenants could work in smaller spaces, like Trader Joe's. If the market was limited based upon a footprint size, the City was just waiting for a particular

developer or business designated ahead of time to show up and invest; rather than opening it up to see what the business community could build.

- The concern was that this element keeps being discussed, but it had continued to be missed.
- Drive-throughs were not going away; they were lunch and destination opportunities and should not be legislated out of existence. The Town Center Plan was so limiting, and that was a concern. Therefore, the question about choosing the initial framework projects could be answered because the framework on what was possible to build was already a bit too limited.
 - There were currently two coffee shops in Town Center and one had a drive-through. The general idea was to provide a walkable, safe neighborhood. There was a general concern with vehicles and pedestrians and dealing with those conflicts. Not that there should never be drive-throughs; perhaps at the corner locations on the perimeter or close to Town Center Loop E. In general, the Main Street area should be considered as a walkable area and have the most restrictive codes, understanding that the rest of the area was fairly wide open.
 - One positive concept of the Town Center Plan was the invitation to tarry, the opposite extreme of driving through. There might be areas within Town Center where drive-through was antithetical to that concept. However, areas on the periphery might be more amenable to drive-throughs.
- The Main Street was the first thing that should be prioritized. It made sense for the southern part to be prioritized where possible. (I-2.D, Slide 7). It was not clear what would need to be done with the existing businesses and parking lots.
- The improved buffered bike lane on the southern section of Town Center Loop E as it approached Wilsonville Rd was exciting to see, as the current bike lane disappears at the bottom. The improvement would fix that and provide a more complete bike connection.
- Until the pedestrian bridge crossing I-5 was built, there was no point to prioritize that part of the bike lane.
- Park Place functioned as a main street for the Town Center area and received the main street district nomenclature mostly because the community kept coming back to the idea of a main street, where one could walk down the street; a destination with shops and restaurants. People did not want to create a historic main street, because Wilsonville did not have that history, but they were interested in a modern main street that was that kind of place. There was an actual Main St in town already, so this would be an extension of Park, and probably called Park Place, but it would serve as the main street for the town center area.
 - Calling it Park Place would probably be appealing to business developers.
- Was any of the Town Center planning likely to be a disincentive to businesses being interested in Town Center?
 - The Commission or City needed to determine what type of businesses it wanted to attract within Town Center. For example, increasing the street grid and providing these other connections would be a different land use form than Argyle Square, which was large format retail with large parking lots. The project team had been talking with the community to determine what exactly was Town Center, and the response was the hub or the heart of the City. Not Argyle Square, but a smaller scale, compact development pattern, possibly street-level businesses with residential above or other commercial spaces, but no big-box stores, and nothing with large parking areas.
 - Traditionally large format retailers were going into 25,000 to 50,000 sq ft sites. The selection was not as large, but the online portion of their selection was the same as the big box areas. Retail was transitioning to smaller floorplates. There would be a disincentive for a new business like Fry's to be built; however, for a mixed-use development that wanted to put in things like small-scale restaurants, being in Town Center would be an incentive.
 - The Town Center Plan could create incentives and new opportunities for existing property owners to do development that did not exist under the current Development Code and Town Center Plan.
 - Although some anchor stores were moving to smaller formats, it was still necessary to create a destination type of feel to attract people. The idea that a destination came from only small business

was concerning, which was why 50,000 sq ft sounded like about the right size for an anchor store. Many retailers have an online presence and could have a smaller physical location, creating a destination where customers would pick up orders, have lunch, and shop at other nearby stores. Other small businesses would be attracted if they could see the potential for foot traffic because other destination points were available.

- Town Center was next to I-5 and a major I-5 interchange. The concept that Town Center could stand on its own and be economically viable as just a walkable, tight-knit neighborhood, did not take into consideration that millions of people were traveling on I-5, which was a huge piece of the economics. Wilsonville did not have the density to keep stores alive.
- The City of Portland prohibited big box stores at Cascade Station near the airport, and the land sat vacant for more than a decade. The retail landscape was changing dramatically, but people still want to a hands-on shopping experience.
- The City must be careful about what was prescribed to the economics of Town Center, especially considering this could be a 30 to 40 year plan, so the plan should be elastic. For example, in the next 10 years, people would be asking for Uber or Lyft stops rather than bus stops.
- Having some or at least guiding the infrastructure in Town Center in a template for the desired vision and feel for Town Center was just the window dressing on the economics of it working. People working in flex spaces would be coming in on I-5 from Woodburn, which was recently dubbed the suburb of Wilsonville. People would still be driving to Wilsonville. Maintaining flexibility was important because things were so dynamic right now.
- The draft Code currently required a two-story minimum throughout the district with a 30,000 sq ft maximum per floor. Should the City consider allowing two stories of commercial with 30,000 or 50,000 sq ft per floor?
 - The thinking was to have multi-story mixed use, as in retail on the first floor and either office or residential on the upper floors. Ikea was an approximately 200,000 sq-ft, two-story building with retail and warehousing, so it might be possible to imagine two-story retail. The Commission probably had no business restricting that in the Commercial Mixed-Use (C-MU) District. (Slide 25)
 - The idea behind a minimum of two-stories was to ensure that higher density and higher activity was built into this area. Having two stories of commercial was fine and met the interest in seeing increased level of activity per acre of land developed.
 - Town Center had good exposure on I-5, so higher than two-stories would be expected. Having 30,000 to 50,000 sq ft of commercial on the first floor, and just offices on the second floor would be a strange use, unless it was all part of the same business. Bridgeport Village had two-story furniture and book stores.
 - Buildings in the area of Albertsons was 60,000 sq ft, not including Starbucks, and Trader Joe's in the Hollywood District was approximately 25,000 to 30,000 sq ft.
- Was street frontage more important than the general size of the building? The concern was about having a gigantic box on the street, so perhaps it was about geometry. Having other small businesses on the street frontage with a decent-sized entrance for a larger retailer tucked behind served the purpose of providing the necessary footprint for a larger retailer that could be an anchor tenant, yet still accomplished the City's goals of having that feeling of density and smaller places.
 - The concept of retail on one floor with a lobby area on the side for offices on upper floors could be considered; though the financial metrics would require a taller building.
 - The concern was more the streetscape environment as opposed to the scale of the building. If there was a larger floorplate, potentially some requirement for frontage should be considered. This would help create a sense of place, and not having a Home Depot sitting on the main street; yet there would still be the ability to generate anchor store traffic.
- One struggle with larger, commercial stores was that they created car-dependent destinations, not lingering traffic. The Town Center area was large enough to have anchor stores on the edges, close to the main arteries to get in and out. The idea that anchor stores were required to add to the core of this redevelopment area was not convincing. This might be just a transitional kind of development, and the

kinds of anchors that occur help develop the kind of residential and mixed use necessary in order to have residents who walking around to different businesses. Then, development would occur more organically from that more cohesive, substantive kind of community center. Nothing should inhibit that phased or organic type of development. The concern was that with too much flexibility; if anything goes, then anything goes and Town Center would become just anything. Town Center would not be able to compete with Bridgeport. Downtown Lake Oswego did not have those kinds of large anchors, and was doing fine, and it was not competing with Bridgeport. Wilsonville needed to find its place, making sure it fit and was culturally relevant and sustainable.

- The Lake Oswego area around the Salt and Straw was a compact area. Town Center was significantly larger. The drive to maintain a smaller footprint would make more sense if this were not such a huge area. How could that flexibility be included to make sure development would be successful, while still meeting the goals of having that active Park Place area?
- On the edges of downtown Lake Oswego, within walking distance, were car dependent business with easy access and egress. The Commission needed to create a similar dynamic and balance, where as one got closer to the Town Center core, it became smaller and more granular with more flexibility on the edges for the 365s.
 - From a Code standpoint, that was how this was being established. The floorplate maximum was being discussed primarily for this area because of the highway visibility and existing development pattern. If the Commission were to allow a bit more flexibility for that development type, it would not necessarily have to be on Main Street.
- The challenge was that the project was so massive; it was difficult to envision what it would look like. But designating the core area, and then having concentric rings out from that where different development types, like drive throughs and large retail, were permissible would not close off options. A finite area would be restrictive so that it could be something different; something special with the park and other little parks and things.
 - Perhaps the Code could designate that within a certain radius of Park Place, as the center street, certain standards or criteria applied, and then the Code could be more expansive moving away from that core as far as what was allowed, which made sense, even from a business standpoint.
 - The Main Street District (MSD) was already clearly identified in Attachment B.
- Page 2 of Attachment B discussed the prohibited and permitted usages with regard to C-MU, Main Street, and drive-throughs. However, the wording was not clear about whether these were permitted or prohibited.
 - 30,000 sq ft was currently the maximum floorplate everywhere within Town Center, but from the feedback, perhaps Commercial-Mixed Use (C-MU) should be increased a bit and the standard a bit more stringent in areas like the Main Street.
 - Having larger, two-story retailers in the mixed-use area should be permissible.
 - Ms. Bateschell agreed there was a disconnect between (.02)E on Page 1 and (.03)A.1 on Page 2 of Attachment B. The thinking was that it would be allowable anywhere as long as the footprint was not greater than 30,000 sq ft, which was part of tonight's discussion. 30,000 sq ft was chosen to maintain the community's vision of a walkable, friendly, less auto dependent uses on the center Main Street.
 - She agreed the wording needed to be clearer, but the maximum square footage per use needed to be determined.
 - Was an overall maximum important, or was it really about the footprint? If it was the footprint, the 30,000 sq ft maximum was clear on the Main Street in the MSD.
 - And then, should a larger footprint be allowed in other areas, and if so, which areas? The concern from the Task Force and the Commission was more about the footprint rather than the overall maximum footprint. If Target wanted a two- or three-story building, the concern would be about the footprint and what it created in terms of the public realm and the walkability.
 - While a 90,000 sq ft, three-story Target would create a parking dilemma, Target would have to provide parking, which might not be economically feasible without building a garage with additional parking spaces for others.

- Had any due diligence been done to determine if multi-floor retail would be prohibitive; whether cross-prohibitive or just not convenient to shop?
 - From a market standpoint, retail was moving away from a large 50,000 to 100,000 sq ft formats, whether it was single or multi-story. Multi-story Targets were seen in large metropolitan areas, but in general, larger retailers, like Target and even Amazon, were moving into much smaller floorplate buildings, whether single or multi-story. A feasibility analysis had been done, and a three- to four-story Target in Wilsonville Town Center would not financially pencil out in the next 5 years. On the 20-year horizon, it could be feasible, but the retail environment would shift significantly in the 20-year timeframe.
 - Were shoppers comfortable shopping in a two-story 50,000 sq ft facility with 25,000 on each floor?
 - The Target at Mall 205 with an 80,000 sq ft floorplate over two stories. From the retailer's standpoint, the idea was to maximize whatever space they got. The concern seemed to be about the overall scale and less to do with heights.
 - From the feasibility analysis, a multi-story office and multi-story commercial were challenging within the environment right now.
- A brief discussion ensued about the market and the ability of businesses to adapt, which was not a Code issue but it did affect the scale of buildings.
 - It was a Code issue in that the City had to code for the possibility of change and provide flexibility, adaptability, and resiliency to market trends. It was important not to code so tightly as to limit that flexibility.
- The Commission's input was summarized as follows:
 - A maximum square footage per floor was wanted, but that did not mean one had to build to that maximum. Building multiple stories would provide flexibility to build more square footage within certain areas of Town Center.
 - More flexibility would be allowed in the C-MU District, and limitations should still exist in the MSD.
- Was there a desire for a shift in the mixed-use sub-district, and would that only be in locations along the edges?
 - The two mixed-use districts along Wilsonville Rd felt very different than the mixed-use district on the north end, so perhaps something different should be done there. Having something like an anchor store would get people there, and then they could walk within the area.
 - That approach could be taken should the Commission choose to do so. The MSD had tighter design guidelines at the intersection by Memorial Park, since that was a critical place. The language could also state, "within the mixed-use district along or adjacent to Wilsonville Rd."
- Perhaps the area adjacent to Wilsonville Rd should be C-MU.
 - C-MU allowed for a lot more building height. Combining the two could result in five- or six-story buildings if there was residential. The Town Center Plan stated higher buildings alongside I-5, and there was no proposal to change that.
 - The mixed-use district was pretty open as far as what was permitted. There were some scale limitations, but it was two to four stories and allowed most everything; however, the drive-through was the question primarily for the mixed-use district adjacent to Wilsonville Rd. Perhaps that was the differentiation between Wilsonville Rd and the district in the northeast quadrant, just from a road visibility standpoint.
- The Commission did not want four-story buildings along Wilsonville Rd.
- The Commission supported allowing a floorplans greater than 30,000 up to 50,000 sq ft for an anchor store specifically within the mixed-use adjacent to Wilsonville Rd with some limitations on the frontage design. Maximum frontage and block size limitations did exist outside of the MSD.
- Businesses on Wilsonville Rd would be accessed from roads in the back, so design would be very critical.
 - The design standards for the Wilsonville Rd frontage would be reviewed to ensure not a lot of parking was fronting on Wilsonville Rd, particularly at the street corners, to keep the entrance into Town Center attractive. The project team would report back at the next work session.

- Wilsonville Rd needed to have texture; open, undulating, and inviting spaces, so it was not just a wall of glass with fake storefronts.
 - Old Town provided a great example of intent versus implementation. Several stores had put brown paper up in the windows along Boones Ferry Rd. Wilsonville Rd was susceptible to that because there would be no on-street parking to activate the streetscape. In Old Town, there was no reason for people to be back there because parking was on the other side. Fortunately, the streets on Wilsonville Rd were more closely spaced in the proposal which might be easier to mitigate.
- The traffic could also be a problem. Walking and sitting along Wilsonville Rd was not incentivizing, and it could be a pretty stark space, potentially.
 - The streets perpendicular to Wilsonville Rd were really where the activity would happen. Wilsonville Rd would remain busy; there was no reason to be there. From an environment standpoint, people would prefer to be on Park Place or Town Center Loop W. The team would put some thought into it and present a proposal to the Commission.
- Wilsonville Rd should have vistas that invite people into Town Center, as opposed to a wall.
- A number of drive-through facilities existed within the Town Center, and currently, design guidelines were provided for drive-throughs within the proposed Code.
 - Mr. Dupey understood from the Commission that drive-throughs would be permitted on the periphery, but not on Main Street, provided design guidelines were provided to help with the pedestrian qualities. The drive-throughs would likely be on Town Center Loop W, where there was visibility. Town Center Loop W would change from its current traffic pattern. If Wilsonville Rd changed, no left turn would be permitted onto Town Center Loop W, but it could still be accessed coming from the east.
- The Commission discussed the purposes, pros and cons of having drive-throughs in Town Center. Key comments regarded the negative impacts on traffic, walkability, and the vision for Town Center, as well as the positive need for creating destinations and economic viability.
- The Commission agreed drive-throughs should be prohibited in the Main Street District, but permitted in the mixed-use areas along Town Center Loop East and West with design requirement to improve pedestrian qualities.
 - Drive-throughs were permissible along Wilsonville Rd, but would not have access to Wilsonville Rd, which was similar to the existing design pattern with access coming from Town Center Loop W.
 - Drive-throughs were initially prohibited due to public opinion regarding safety concerns, particularly with existing drive-through facilities. The language allowing existing facilities to continue was to get at the concept of creating value when something was prohibited. Allowing businesses to redevelop and reincorporate the drive-through made the property more valuable and more likely to be redeveloped, provided the design standards were met, as opposed to prohibiting any altogether because the drive-through would not be allowed with redevelopment.
 - During lengthy conversations with the public, there was almost unanimous concern about having any drive-throughs near the neighborhood mixed-use.
 - Traffic and safety were primary concerns, especially with access to drive-throughs that were too deep on the east or west loop.
 - The public was clear regarding the transition from residential into Town Center. The ideal location for drive-throughs would be from Town Center Loop W, where they were now.
 - One way to keep from having a row of drive-throughs would be to limit the proximity or spacing of them.
- Traffic had been discussed at the last Planning Commission meeting, and addressed with a new system that worked better than what was proposed in the Transportation System Plan (TSP). That presentation could be provided again at a later date if needed.
- The parking draft was revised to clarify questions raised at the last meeting.

- Parking was still a grave concern, especially the off-site parking and how that would affect the viability of the plans for businesses and customers. It would affect residential especially, which was very important in regards to feet-on-the-ground to provide viability to businesses.
- More discussion was needed about the residential planning in Town Center and parking for residents in particular. Clarification was also needed about the viability of off-premises parking at any distance from the residential premises.
 - Currently, the language for residential uses stated that one parking space per unit was required on the site of the development, and more parking could be provided on the site. If additional overflow parking was provided, it could be located off-site. The current Code allowed parking within 500 ft of a development. The subject Code expanded that a bit more to include the Town Center boundary due to the amount of unused existing parking.
 - To catalyze development, it was important to provide every opportunity to not overbuild supply on a single site, but then also provide the opportunity for the person coming in and taking the biggest risk with the first project to allow some flexibility in how parking was addressed by allowing the existing adjacent parking to be used.
 - The Town Center Plan would also allow flexibility later so when development did occur and there was opportunity to partner on some type of parking facility, like a garage, that any use adjacent to that garage could potentially utilize a portion of those parking spaces, and pay into it. That would be another opportunity for a share of or overflow parking in addition to the existing requirements. The proposed requirements would allow flexibility now when adequate parking existed, but also set up the ability to use the same type of standard to use other types of parking when more feasible in the Town Center.
- Parking would shift over time as the area transitioned and based on how Town Center developed over time, which was difficult to predict. A parking management plan was recommended, as well as a more detailed analysis as Town Center evolved, all of which would be described in the full draft plan presented in January.
- In response to a request for the Commission to receive the entire draft Town Center Plan early, the project team offered to send completed portions of the Plan for the Commission to review as a refresher; however, the holiday schedule was a factor.

IV. INFORMATIONAL

- A. City Council Action Minutes (October 1 & 15, 2018)

V. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 9:19 pm.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Tami Bergeron, Administrative Assistant-Planning



WILSONVILLE TOWN CENTER PLAN



Planning Commission

November 14, 2018

Project Update and Discussion

- Draft Implementation Measures
- Comprehensive Plan, Development Code and Design Guidelines



Draft Implementation Measures



Actions, Investments and Strategies

- Regulatory Actions
- Infrastructure Investments
- Placemaking, Organizational and Economic Development Strategies

What is the City's role in supporting the plan's implementation?



Regulatory Actions

Staff Actions

- Comprehensive Plan and Development Code amendments
- Address existing covenants, conditions, and restrictions (CCRs)
- Update the TSP, Parks and Rec. Master Plan, utility plans (as necessary)

Additional Studies

- Develop a Parking Management Plan
- Develop a Streetscape Design Plan



Infrastructure: Assumptions

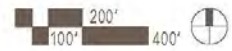
- Street projects built to proposed street cross sections and assume full buildout or reconstruction
 - Currently refining some areas where full buildout not necessary
- Sewer, water and stormwater infrastructure assumed within cost estimates
- Where possible, projects are broken into sections





LEGEND

- Building Footprint
 - Parcel
 - Highway
 - Existing Street
 - Proposed Street Location
 - Proposed Pedestrian Bridge
- PROJECT LOCATION**
- Proposed Road Project
 - Proposed Bike/Pedestrian Project
 - Proposed Park Project





WILSONVILLE TOWN CENTER PLAN

	Estimated Cost	Priority (Select up to FIVE in each category. Mark with yellow dots.)	MOST Important (Select TWO in each category. Mark with green dots.)	Not Important (Select ONE in each category, if relevant. Mark with red dot.)
Infrastructure Investments. Public infrastructure, including roads, sewer, water, stormwater infrastructure, and parks, provides the foundation for a complete community. While some infrastructure projects will likely be completed as part of private development, there are several projects that could be publicly funded to catalyze development. All road construction projects assume that the facility will include stormwater management and green street amenities, such as stormwater swales and landscaping treatments.				
I-5 Pedestrian Bridge and Gateway (1-2.A)	TBD			
Park Place Redesign (Town Center Loop to northern edge of Town Center Park) (1-2.B)	\$7.2m			
Park Place Redesign (Town Center Park to Courtside Drive) (1-2.C)	\$6.1m			
Park Place Extension (Courtside Drive to Wilsonville Road) (1-2.D)	\$10.5m			
Courtside Drive Improvements (Park Place to Town Center Loop E.) (1-2.E)	\$13m			
Courtside Drive Improvements (Park Place East to Town Center Loop W.) (1-2.F)	\$11m			
Wilsonville Road Intersection Modifications [update after Traffic Analysis is complete] (1-2.G)	\$1.8m			
Town Center Loop W. Modifications (1-2.H)	\$207k			
Local Road Network	N/A			
Parkway Promenade Redesign (1-2.J)	TBD			
Buffered Two-Way Bike Lanes (1-2.K)	\$204k			
Promenade (1-2.L)	TBD			
Construct the Town Center Skatepark (1-2.M)	800K			
Other (fill in) _____				

#2



WILSONVILLE TOWN CENTER PLAN

	Estimated Cost	Priority (Select up to FIVE in each category. Mark with yellow dots.)	MOST Important (Select TWO in each category. Mark with green dots.)	Not Important (Select ONE in each category, if relevant. Mark with red dot.)
<p>Infrastructure Investments. Public infrastructure, including roads, sewer, water, stormwater infrastructure, and parks, provides the foundation for a complete community. While some infrastructure projects will likely be completed as part of private development, there are several projects that could be publicly funded to catalyze development. All road construction projects assume that the facility will include stormwater management and green street amenities, such as stormwater swales and landscaping treatments.</p>				
1-2.A	I-5 Pedestrian Bridge and Gateway	TBD	●	
1-2.B	Park Place Redesign (Town Center Loop to northern edge of Town Center Park) *	\$7.2m	● ● ●	
1-2.C	Park Place Redesign (Town Center Park to Courtside Drive)	\$6.1m	● ● ●	● ● ●
1-2.D	Park Place Extension (Courtside Drive to Wilsonville Road) ***	\$10.5m	● ● ●	● ● ●
1-2.E	Courtside Drive Improvements (Park Place to Town Center Loop E.)	\$13m		
1-2.F	Courtside Drive Improvements (Park Place East to Town Center Loop W.)	\$11m		
1-2.G	Wilsonville Road Intersection Modifications [update after Traffic Analysis is complete]	\$1.8m	● ●	●
1-2.H	Town Center Loop W. Modifications	\$207k	● ● ● ●	
	Local Road Network	N/A	●	
1-2.J	Parkway Promenade Redesign	TBD		
1-2.K	Buffered Two-Way Bike Lanes	\$204k	●	
1-2.L	Promenade	TBD		
1-2.M	Construct the Town Center Skatepark	800K	●	
	Other (fill in) <u>Vacating TC Loop West (off w/alternative route)</u>		●	

Infrastructure Investments: Task Force



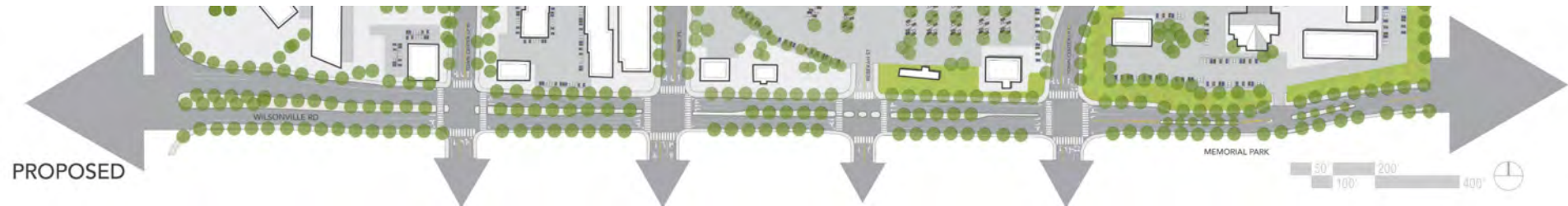
Task Force Recommendations

- **Park Place projects (1-2.B-1-2.D)**
- **Wilsonville Road intersections (1-2.G)**
- **Courtside Drive (1-2.F)**
- **Town Center Loop W. Modifications (1-2.H)**

Task Force Framework Projects: Park Place Extension (1-2.D) and Wilsonville Road the most important (1-2.G)

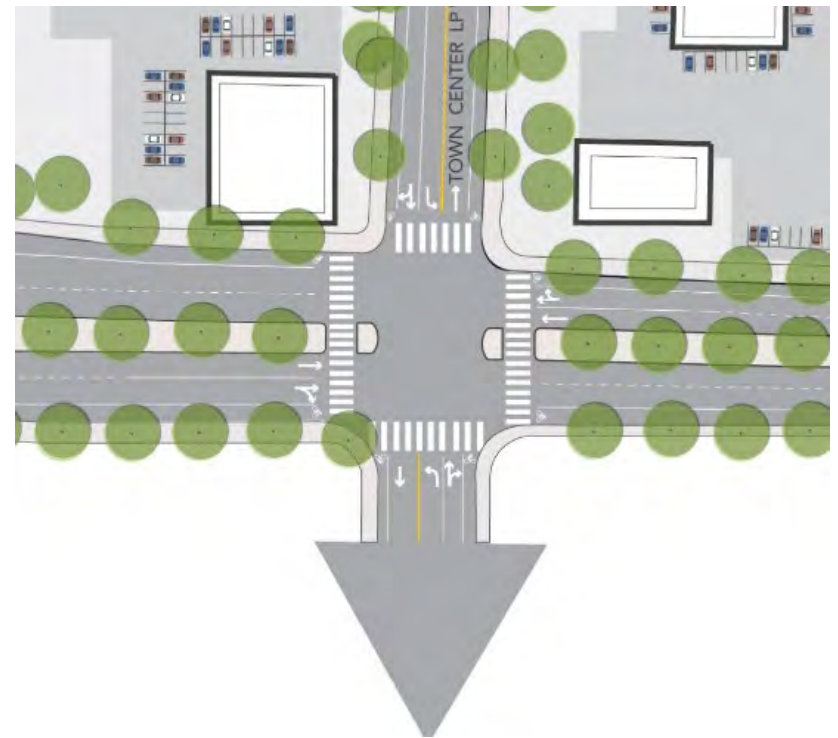


Wilsonville Road Network Modifications

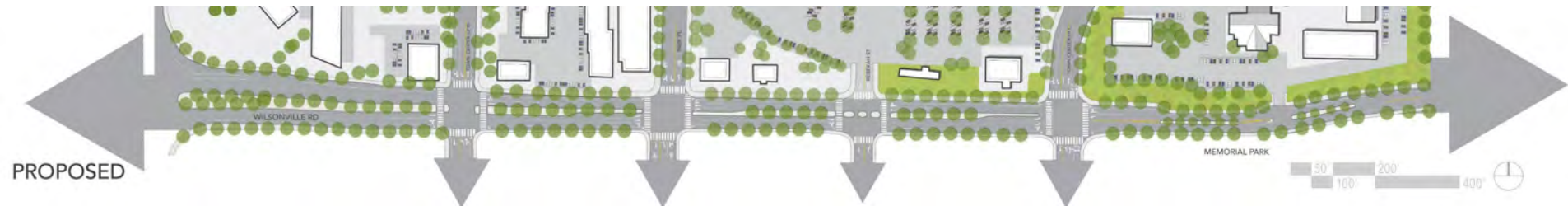


Wilsonville Road/Town Center Loop West

- Modify signal to eliminate EB/WB left turns
- Improve pedestrian and bicycle safety
- Add landscape median on west leg

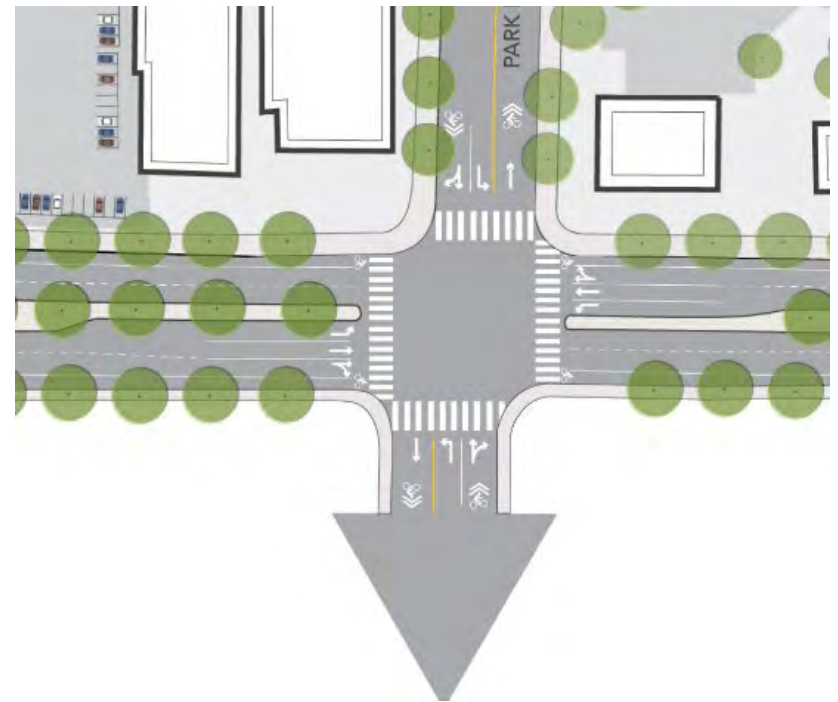


Wilsonville Road Network Modifications

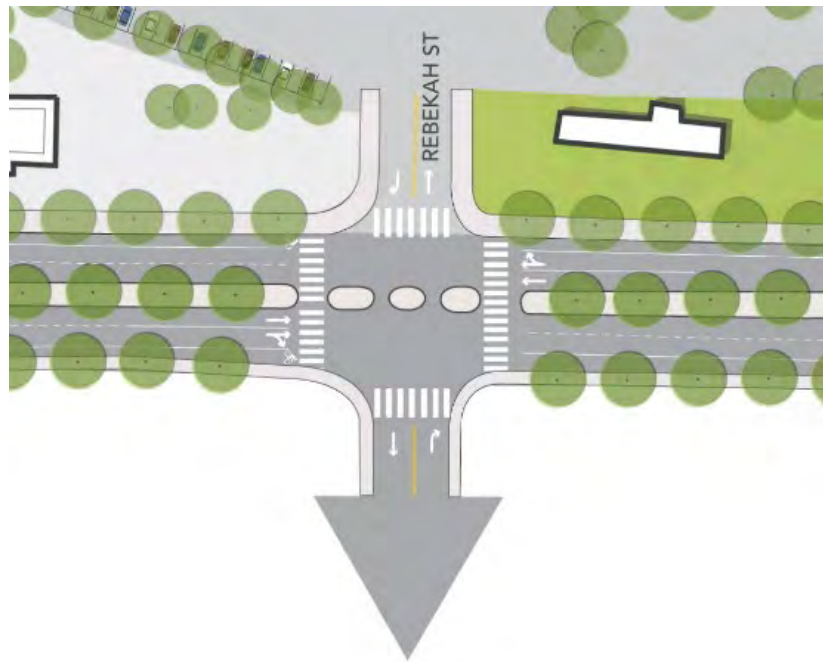
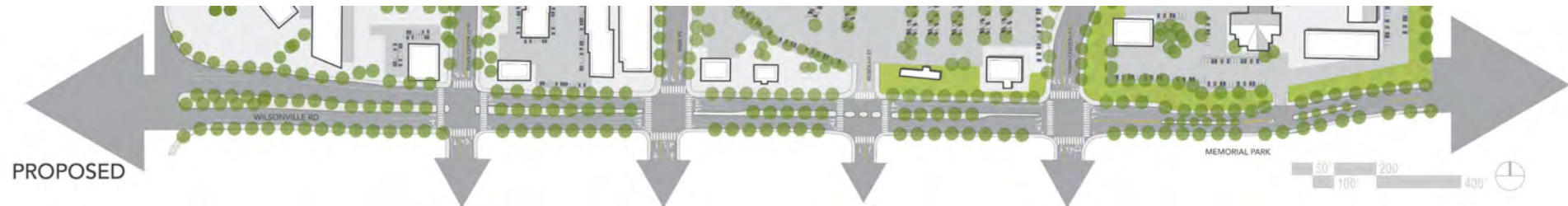


Wilsonville Road/Park Place

- New signal with left turns
- Circulation changes to connect to Parkway Avenue



Wilsonville Road Network Modifications

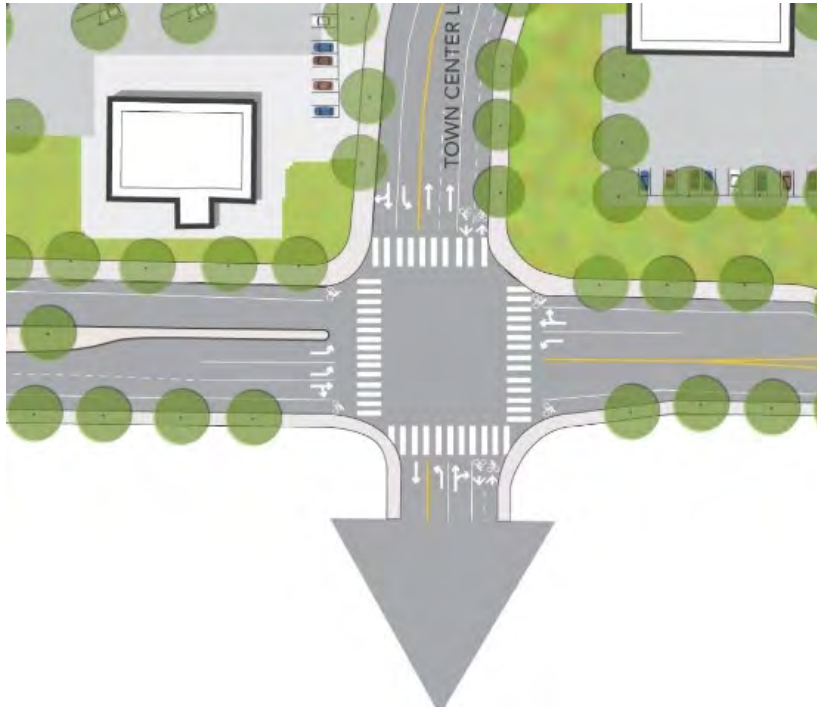
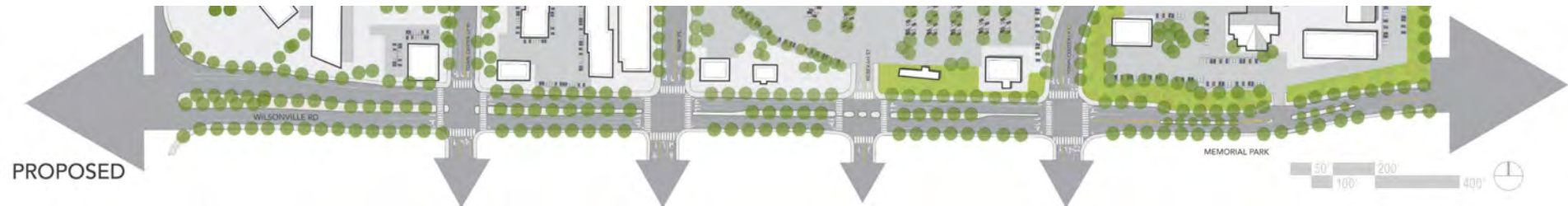


Wilsonville Road/Rebekah Street

- Remove signal
- Right-in/right-out vehicle movements only
- Enhanced pedestrian/bike crossing
 - Refuge median and flasher
- Add landscape median on west leg



Wilsonville Road Network Modifications



Wilsonville Road/Town Center Loop East

- Modify signal
- Dual EB left turns with dual NB receiving lanes



Placemaking, Organizational and Economic Development Strategies

- Quick Wins
- Funding and managing Town Center



Placemaking Quick Wins

- Signage and wayfinding
- Parklet competition
- Lunch-time farmers market
- Food carts
- Festivals, music and other performances
- Improve bus stops
- Temporary games, seating, art
- Enhancing existing pathways



Organizational and Economic Development Strategies

- Organizational framework for businesses (“Town Center district association”)
- Tenant and business retention programs
- Form Public-Private Partnerships
- Local Improvement District
- Supplemental fees
- Vertical Housing Tax Exemption Program



1



WILSONVILLE TOWN CENTER PLAN

	Estimated Cost	Priority (Select up to FIVE in each category. Mark with yellow dots.)	MOST Important (Select TWO in each category. Mark with green dots.)	Not Important (Select ONE in each category, if relevant. Mark with red dot.)
Organizational and Economic Development Strategies. A strategic approach that employs a variety of actions and strategies to economic development will support the revitalization of Town Center.				
Form a Town Center Business/District Association	N/A			●
Tenant and Business Retention Programs	TBD			
Form Public-Private Partnerships	TBD			
Streamline the Permitting Process	NA			
Local Improvement District	TBD			
Supplemental Fees	NA			●
Vertical Housing Tax Exemption Program	NA			
Programming and Placemaking. There are a variety of placemaking initiatives that can help spur economic development and generate excitement by starting to realize the community's vision for Town Center.				
Implementing the Citywide Signage and Wayfinding Plan throughout Town Center to contribute to a sense of place, orient people to Town Center destinations and support use of the existing paths and bicycle facilities.		● ● ● ●	● ● ● ●	
Enhancing existing pedestrian and bicycle pathways with lights, signage, pavement markings or even interactive art.		●		
Hosting a parklet competition to encourage the development of parklets that activate streetscapes and provide the outdoor gathering and seating opportunities desired by community members.		● ● ● ●		
Supporting a lunch-time farmers market in highly visible areas of Town Center.		● ● ●		
Encouraging food carts in areas of Town Center that are not currently well served by restaurants. This could include collaborating with Clackamas Community College to attract food carts to campus during lunch.		● ● ●	● ●	
Continuing and expand the programming of public spaces in Town Center with festivals, music and other performances.		● ● ●		
Working with SMART to improve the visibility and amenities of bus stops, through lighting, creative shelters and seating.		● ● ●	● ●	
Activate the area around City Hall through the installation of temporary games, seating and art.				
Other (fill in) <u>Advertising on Buses to offset Dial-a-ride</u> <u>help w/access</u>				

#2



WILSONVILLE TOWN CENTER PLAN

	Estimated Cost	Priority (Select up to FIVE in each category. Mark with yellow dots.)	MOST Important (Select TWO in each category. Mark with green dots.)	Not Important (Select ONE in each category, if relevant. Mark with red dot.)
Organizational and Economic Development Strategies. A strategic approach that employs a variety of actions and strategies to economic development will support the revitalization of Town Center.				
Form a Town Center Business/District Association	N/A	● ● ●	● ●	
Tenant and Business Retention Programs	TBD	● ●		
Form Public-Private Partnerships	TBD			
Streamline the Permitting Process	NA	●		
Local Improvement District	TBD			
Supplemental Fees	NA			●
Vertical Housing Tax Exemption Program	NA			
Programming and Placemaking. There are a variety of placemaking initiatives that can help spur economic development and generate excitement by starting to realize the community's vision for Town Center.				
Implementing the Citywide Signage and Wayfinding Plan throughout Town Center to contribute to a sense of place, orient people to Town Center destinations and support use of the existing paths and bicycle facilities.		●	●	
Enhancing existing pedestrian and bicycle pathways with lights, signage, pavement markings or even interactive art.		● ● ●	●	
Hosting a parklet competition to encourage the development of parklets that activate streetscapes and provide the outdoor gathering and seating opportunities desired by community members.				
Supporting a lunch-time farmers market in highly visible areas of Town Center.		● ● ● ●	● ●	
Encouraging food carts in areas of Town Center that are not currently well served by restaurants. This could include collaborating with Clackamas Community College to attract food carts to campus during lunch.		● ● ● ●	●	
Continuing and expand the programming of public spaces in Town Center with festivals, music and other performances.				
Working with SMART to improve the visibility and amenities of bus stops, through lighting, creative shelters and seating.		● ●		
Activate the area around City Hall through the installation of temporary games, seating and art.				
Other (fill in) <u>Evolve Transit frequency</u>			●	

Placemaking Quick Wins: Task Force Priorities

- **Signage and wayfinding**
- Parklet competition
- **Lunch-time farmers market**
- **Food carts**
- Festivals, music and other performances
- **Improve bus stops**
- Temporary games, seating, art
- **Enhancing existing pathways**



Organizational and Economic Development Strategies: Task Force Priorities

- **Organizational framework for businesses (“Town Center district association”)**
 - Some disagreement between TF members
- **Tenant and business retention programs**
- Form Public-Private Partnerships
- Local Improvement District
- **Supplemental fees**
- Vertical Housing Tax Exemption Program



Questions: Implementation

- What would be your Framework project(s)?
- What role do you think the City should play in implementing those framework projects?
- What organizational and economic development strategies should the City initiate? Who should the City coordinate with?



Draft Comprehensive Plan, Development Code and Design Guidelines



New Elements: Comprehensive Plan

New “Town Center Development” section

- Includes policies to implement the Town Center Plan
- Identifies new “Town Center” Comprehensive Plan designation and implementing “Town Center” zoning district

No changes were identified during the last meeting



Development Code Updated Elements: Permitted/Prohibited Uses

- .03.A: Updated C-MU standards for size of maximum floorplate



Development Code Updated Elements: Design and Development Standards

- .06.B (Table __): Revised description of parking location
- .06.C: Updated to permit rear setbacks
 - Footnote #8: Changed from “habitable” to “useable”
- .06.D: Modified off-site parking boundary to the Town Center
- .06.H: Modified to restrict designation of parking spaces for individual businesses (except for ADA). Time limitations for good/services permitted
- .06.L.2.: Permit frosted glass for bathrooms



Development Code Updated Elements: Section 4.155 Off-Street Parking

4.155.02.D Updated language for clarity:

“For locations within the Town Center Zoning District and developed with multiple uses within a single building (mixed-use), parking requirements shall be 75 percent of the cumulative number of spaces required if uses are counted separately.”



Questions: Comprehensive Plan and Code

- Drive through facilities may be continued, but are not permitted. Should drive-through facilities be permitted in Town Center?



Next Steps

- Complete draft implementation recommendations
- Revise draft code design standards/guidelines based on Planning Commission input
- Complete Draft Plan (January work session)





WILSONVILLE TOWN CENTER PLAN

**PLANNING COMMISSION
WEDNESDAY, JANUARY 9, 2019
6:00 P.M.**

**Wilsonville City Hall
29799 SW Town Center Loop East
Wilsonville, Oregon**

*Accepted as presented
at Feb. 13, 2019 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, Kamran Mesbah, and Ron Heberlein

City Staff: Chris Neamtzu, Miranda Bateschell, Amanda Guile-Hinman, Kimberly Rybold, and Jordan Vance

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 December 12, 2018 Planning Commission minutes

II. WORK SESSIONS

A. Town Center Plan (Bateschell/Rybold)

Miranda Bateschell, Planning Manager, said she was excited to be presenting a draft of the entire Town Center Plan after two and a half years of work. While a few new maps and images had been added, everything in the document had been previously presented to the Commission. Using a slideshow on project's website, www.wilsonvilletowncenter.com, she briefly highlighted the Town Center Plan's background and key elements. The slideshow was created to provide a sense of what the community's input had created and to understand the Plan's key elements and how they were shaped by the community. At the end of the presentation, people could submit comments, which would provide more input going into the hearing process. The entire Town Center Plan would be posted to the site later this week. A tremendous amount of outreach had been done and the project team was grateful for all the valuable community input, and it was important to go back and share with them the value that they had provided, so the quick, easily scannable presentation was created for the public to access.

Molly Cooney-Mesker, MIG Consulting, thanked the Planning Commission, many of whom attended several community outreach events. She presented the Draft Town Center Plan via PowerPoint, highlighting the community outreach and input received, which informed the Plan's goals and vision, proposed land use, transportation, and infrastructure, as well as strategies for implementing the Plan.

Discussion and feedback from the Planning Commission was as follows with responses to Commissioner and questions as noted:

- Table 3.1 on Page 31 of the Town Center Plan was connected to the Plan view diagrams regarding the phasing. It was uncertain when any given property would develop or what would be developed on any site. The project team looked at current land availability and the more feasible types of development in the Development Feasibility Report, and projected those building types in those places first.
 - The market analysis showed that office space was not as strong right now, although office was expected as the area developed and some of the mixed-use development came on line. When looking at the different sites, the team merged those uses together so different development types could be placed on those properties. The property owners could also sell a site 5 or 10 years earlier or later, or put a different building type on the site. With what was currently on the property and the likelihood of the use shifting, matching up the market and development analyses was the best the project team could do at this time. While one version of the analysis, it was the best guess that could be made given the situation.
- Transparency in government was important, and the project team was commended for making the Town Center Plan accessible for the layperson to read and understand. The implementation maps were helpful in visualizing what Town Center would look like in the future.
- On Figure 3.8 on Page 39 of the Town Center Plan, the Plan should make clear the location of the Korean War Memorial, which was critically important to people in the community, was not being encroached upon.
 - The green belt in the upper left quadrant of Figure 3.8 appeared to be a walkway, and needed to be more prominently shown as an open-space promenade, especially considering the intent was to connect the pedestrian bridge to Town Center Park.
 - The promenade cross-section depicted on Page 66 of the Plan illustrated what the promenade could potentially look like.
- The infrastructure, particularly the stormwater, seemed to be cost prohibitive.
 - Infrastructure cost estimates had not been done for the stormwater lines the private side of the development would put in. The majority of the stormwater lines were on local roads, so it was about getting the connections back to the mains. That analysis to determine if that infrastructure would be prohibitive or not was a recommended action item of the Town Center Plan.
 - On site stormwater quality and management and the requirement to connect to the main lines were consistent with the City's existing policies regarding infrastructure development. Based on the Code's requirements, the public cost of installing the lines was fairly minimal, but one recommendation in the economic development section was to determine if infrastructure would be cost prohibitive on the private side, and what funding strategies could be considered to address that.
- Local Improvement Districts (LIDs) and the evaluation of tax incentives were all programs that were allowed to be put in place at the local level in the State of Oregon.
 - The Mixed-use Tax Incentive, known as the Vertical Development Housing Zone, was a State-enabled program, but all the authority rested with the local government. The incentive has been used in a number of cities in the Portland region, and could be explored as an opportunity, particularly to focus on the Main Street. The incentive, which was only a partial tax abatement, could be put in place for a certain timeframe to get a few projects in the door. It would not need to be kept long-term. The recommendation was to do some analysis to determine the potential abatement, how long would it last, how much area was involved, and the time frame, such as for a year or the length of project.
 - Local and business improvement districts were both tools used within the Portland region and were set up at varying levels, often not by the local government. The LID could be done in partnership. Such districts were often self-imposed by a business district who wanted to pitch in a certain amount of money to get a unified benefit. With LIDs specifically tied to infrastructure, all property owners within the area would essentially self-impose a fee to pay for that infrastructure. The Plan described each of those tools. While many answers were uncertain, tools were available.
- The promenade cross-section depicted on Page 66 of the Plan illustrated what the promenade could potentially look like in cross section view.

- Nothing specifically noted who would be responsible for building the infrastructure; it looked like a private/public partnership. Typically, the developer builds the infrastructure; however, the City had not done that 100 percent of the time.
 - The map showed replacing a large stormwater pipe running diagonally through Town Center with the streets and the stormwater associated with the streets to redirect the run-off to the southeast corner of the Town Center and into the stream and Memorial Park. This made sense from an engineering and planning standpoint. From a cost perspective, this could affect the phasing of the development of some of the sites.
 - One concern was that the new sewer lines go with the roads, but some development might precede the roads. Town Center might need to be phased according to gravity, which could be challenging.
 - The same approach could be seen with the transportation network. At some point, the City might have to step in, saying the upstream area was getting developed, and do the street network in order to have a connector to the existing pipe until development filled in downstream. The analysis showed connectivity and existing flows would be accommodated. The detailed assumptions on the infrastructure were appreciated, as they were not wishful thinking assumptions. The City should be looking at this as a worst case scenario due to the uncertainty involved.
 - When installing new stormwater lines, the City could zigzag around existing buildings with future roads in mind, so when the road was built, the pipe was there. That funding would be aided from the downstream development as it occurred later on; typically, the infrastructure was done for them, but they paid for it later. The detailed analysis addressed the fact that all of this would be dependent on the elevation of the pipes' inverts. The capacity was there, it would just need to go downhill, which the engineers would ensure.
- The Emerald Chain idea was important and exemplified what everyone wanted in terms of an open space, connection to nature, and the environment. The promenade and pedestrian bike overpass would be a catalyst in communicating the Emerald Chain/new Town Center in a tangible way. Developing the promenade and gateway project at the bridge landing sooner should be considered. Those two elements would bring people into the area, which would be a destination for pedestrians.
- No accessible bike parking currently existed in Town Center. It would be great to be able to ride a bike from any neighborhood in the city, park at a centralized location in Town Center, and then walk to visit retail. That was the image the community wanted.
 - Currently, there was no easy bike access into this area without crossing major highways.
 - Fortunately, bicycle parking could be done with minimal infrastructure and expense.
- The project team had not formalized who would be the lead for creating a programming plan to activate year-round events.
 - Currently, multiple names were listed in the implementation matrix table, probably because a number of entities already did a lot of programming. Parks would be the first consideration on that, as they already did a tremendous amount of programming in Town Center. The new arts and cultural group would be a great group to coordinate with if it continued. A lot of opportunities exist for partnerships with a number of groups throughout the city that were already hosting events in Town Center.
 - As outlined in the implementation item, many downtown business groups or associations often take the lead on a programming plan, especially if a Business Improvement District was set up where they were all contributing and events throughout the year help promote that area.
- With regard to funding or grants to make Opportunity Zone Funds a reality, a recent federal-level bill might provide some potential funds for the City of Portland. Wilsonville was in an opportunity zone, so the City would be watching and tracking to see if funds were available to invest in Town Center projects. Economic Development Manager Jordan Vance recently attended a meeting on Opportunity Zones and would be working with Staff to help promote, to potentially get funding, or to make the right connections to bring projects to the area.
 - The whole idea was to get that catalyst for Town Center businesses to want to do Plan, which would require someone to be actively working that.

- Building Public-Private Partnerships was a prioritized action item and would explore how the City could find property owners, potential developers, and Opportunity Zone funds to bring those connections and projects together through economic development.
- The promenade idea was really interesting. One challenge for the City was that this was a long-range vision and plan and it needed to maintain enthusiasm for the Plan and keep the vision alive.
 - The Emerald Chain could be a short-term project, since it would not go through anyone's building, and provided a walking path designated on a map. Information placards could be placed every 300 yards or so to visually communicate the vision the City had for the profile in that area for plazas and activities. The placards would keep the idea alive for people biking or walking through and give them something to look forward to.
 - A 3-D fly-through video would be a good idea to show the ultimate vision of the promenade with the glazing, massing, vistas, etc. as the spatial articulation as one walked through the fully developed Town Center.
 - Clackamas County had a Main Street program with grants to do such 3-D flyover projects. Although normally for a block or a project site, they might be open to doing the promenade, which was only a few blocks long, or perhaps, the entire Emerald Chain, rather than just the street piece. It was something the Team could look into.
 - A 3-D video might encourage investing. The Plan was difficult to wrap one's head around. People were excited, but 10 or 20 years was a long time. Things like the video and placards would reinforce all the work, and what the people wanted and could spur investment interests. Keeping the picture in people's minds was important, as it could be easily lost with so many other things going on.
- The Bike-Ped Bridge was the top priority project for Infrastructure Investments (Table 5.1 Implementation Matrix); however not a lot of bicycle facilities exist on the west side of the bike-pedestrian bridge for the bridge to be useful.
 - The Bike-Ped Bridge project was waiting for the Town Center Plan to be done in order to begin design work for both the east and west side landings, as well as the bridge itself. That work would include looking at how the west side landing would connect to existing infrastructure. The connection from Boones Ferry Rd to Barber St would definitely be needed as part of the bridge project.
 - Without any real connection between the bike-ped bridge and Park Place with its improvements (Infrastructure Projects IN.2, IN.3, and IN.4 on Slide 28), the bridge would be useless.
- Bike-ped Project IN.11 and the promenade would be the natural connection from the bridge to Park Place, but it might not be built for another 10 years.
 - The team could consider modifications on the Town Center Loop W to add additional bike facilities in the interim, or create some other type of interim connection in that timeframe so people have a safe access point to get into the rest of Town Center.
 - The promenade was listed at Priority #12, but the projects were not listed in the order they would be phased; the projects were more clustered together. For example, Infrastructure Project 14, which included water, sewer, and stormwater, would happen as other developments and road projects occur. City Staff would look at how those could be integrated with private development. If the promenade was a higher priority, the project might be more publicly led if development in that area took too long.
- The connections needed to be in place to encourage people to come from the bike/pedestrian bridge to Town Center Park and the central Town Center area. Using Town Center Lp W to access existing connections was not as conducive for those traveling there on a regular basis.
 - The TBD estimated cost for the Promenade (IN.12) was partly because the initial thought was that it might be built as part of development. The team wanted to make sure the promenade was very embedded and well-designed with the surrounding development and land use. The project team did an at cost estimate for building the Promenade as part of the City's park system. That estimate could be put into the park system so SDCs could be collected to build it. The City did have that

avenue as an opportunity. The City might be interested in doing that, depending on the development pattern built out in Town Center in the next 10 years. The language would be added to the Plan.

- Thus far, Ms. Bateschell had been the point person described on Page 96 of 107. The City needed to identify someone with more focused responsibility on the coordination, planning, and resources for the Town Center development to fill that role, especially with Planning Staff already overburdened. That person would take the vision that had been developed with broad, diffused input from the community and provide the implementation to make it happen. It should be someone with a foot in the business community to not just let inspiration happen, but to cause it to happen in the business community. There was a need to excite investors to get the ball rolling.
 - The project team was not actively working to find the point person or agency, since it was an Implementation Action from the Plan. As an economic development strategy, Staff would be looking at a partnership between the City's economic development manager and the Planning Division to work together on how to implement some of the actions. That would also depend on the direction received through the adoption process, the priorities the City and City Staff should be working on, and the work goals set for Staff. Staff was looking for direction on whether finding that point person or agency would be an area of focus for the Community Development Department to be working on as part of its work program.
- The Chamber of Commerce had participated throughout the planning process. Chamber representatives were on the Task Force, and the project team hosted a number of events with the Chamber, targeting the business community. As the economic development strategies had come together, Staff met with Mr. Ferrasci O'Malley from the Chamber, and he had talked to the Chamber's board about the different strategies and which ones would be essential. The Chamber was called out as a partner the City would be collaborating with on Town Center. The question was whether the Chamber had the organizational structure for a Town Center business coalition, or was that something that would be led by Town Center businesses. It was unknown at this point. Some Town Center businesses believed it would be beneficial for them to be able to coalesce and work together.
 - There was already an existing structure through the Chamber, but more dialogue would be necessary with those different parties to determine the best structure. Although the City would be coordinating with the Chamber, it might not be the lead. The Chamber would be participating, but the specific structure was not clear yet.
 - No structure was emerging yet among the Town Center businesses. In the focus groups that included many Town Center businesses, there was a lot of excitement about this idea, but no one had taken the lead. Small business groups came together at different points in the project to talk about their questions and concerns; however no person or group had consistently said they wanted to be charged with setting it up or actively working on the project. It had been established more as a need rather than people self-identifying to take that action.
 - Commissioner Postma confirmed the Chamber had been very engaged, working with Ms. Bateschell and Mr. Vance quite frequently. The subject had been a topic of conversation at each monthly Chamber Board meeting. Various members and Board members participated on the Task Force.
 - The Chamber had the same problem as the City; how to pay for a point person. It was probably going to be a combination of City, Chamber, and some business people in this particular area coming together to take on this multi-tiered task.
- The need for transportation management would come with more business and commercial development, more local streets, and the need to manage parking. It would depend on development and demand, but probably in the 5 to 10 year timeframe, depending on parking demand. The project team recommended doing the Town Center Parking Management Plan around the 5 to 10 year timeframe, depending on the speed of redevelopment. That would help the City better understand when transportation management organization would come into play. If the businesses were working together or wanted to be proactive about certain areas, they might be interested in implementing it earlier.

- The Transportation Management Assessments (TMAs) in some communities help with transportation options, such as bike shares, shuttle services, or subsidizing Lifts. TMA's had many tools at their disposal, and could take many roles and use many strategies depending on the need and interest of the businesses.
- There was a parallel between the Main Street Program throughout the country, and what the City was trying to emulate here. The Economic Development Strategy recommended looking into whether Oregon's Main Street Program was an appropriate designation to go after, and if that program could provide additional support and direction to move some of this Plan forward.
 - The City could use that organization structure for how to address coordination in Town Center, which was much bigger than a typical main street, but large main streets as districts had used that model successfully.
 - A footnote on Page 90 of 107 stated the funds would be available for the Main Street Program in Spring 2019; however, since the Town Center Plan would be adopted in the spring, staff would look into the application timeframe to see if it was appropriate, and if the Planning Commission and City Council were interested in getting more information to see if that was too soon.
- High priority should be given both to the Emerald Chain, as a visible manifestation of the overall high-level plan, and to the development of Main Street, which should be the place maker for the entire Town Center development.
 - The Emerald Chain from the bike-pedestrian bridge over to Memorial Park, and the development of those few blocks at the heart of Main Street, would be very important to selling the Plan in the long-range, when people would not have to imagine it, and in the short-term, the Main Street development in particular ought to be where the City could get the most interest in smaller scale development; though a huge developer would be wonderful. In the short-term, having that perfect two or three-block part would express what the City had in mind for the entire area. It would be important to get that going with as much City support as possible.

Ms. Bateschell acknowledged meeting audience Ms. Meyers, Mr. Altman, and Mr. Spence, who all participated on the Project Task Force, noting they had done an amazing job on the project. She invited them to share any comments.

Ben Altman, 29515 SW Serenity Way, stated this Town Center Plan had been a long time coming. When on the Planning Commission, he made an attempt to get a Master Plan in place in the late 1980's, and he was the only one, other than Harold Long on the Design Review Board, that had any interest in it. They had some workshops and got people talking about. The process at that time was driven by the property owners and developers, and they were trying to hang on to what was at that time, a very vague Town Center Plan, which was essentially a colored map. Since then, Town Center was implemented through the Code, and that general master plan. While it was disappointing to him at that time, the community now saw what was missing, and through this process, developed a vision of what could be. The Commission had a really good start to reestablish that. He agreed the key was organizing the leadership process to deliver and keep the vision alive, which would be a challenge. There would be no energy if the Plan was just embedded in the Code as an adopted plan with some Code Amendments. He agreed with the priorities of creating the green link or Emerald Chain, and then realigning Park Place, which was a critical element to reorient the focus of the Town Center and begin to establish a real Main Street connection. In the 1990's, there was an effort by Payless and Albertsons to do a similar realignment, but due to the existing plan and Town Center Loop just having been built, there was no energy to change it. He had always believed realigning that was a missing link to get more of a north-south, center main street going through Town Center. The more that could be done early on to create the image, and hold onto it, the more the City would be able to deliver in the long run. He was very pleased with the Town Center Plan so far.

Commissioner Postma noted this Town Center Plan would become a bit of a marketing tool of sorts. He asked if Mr. Altman saw anything in the Plan that would be a disincentive or cause concerns.

- Mr. Altman replied he did not see anything alarming as he had more of a long-range planning focus. The key element that would be a challenge would be to work with the existing businesses to get them fully engaged in that they would not be destroyed with this Plan. There was still some question about how the businesses fit into the Plan in the long run. This would become even more important when realigning the road, especially for those that face the loop road. How the City packaged that leadership piece would be a key element. One way to get the organizational aspect started would be to identify a couple businesses that have an interest and would benefit from the realignment, even in terms of a relocation of their business. That might be a way to get the champion the City was looking for. The Chamber had been very active throughout this process, and at one time, having a subcommittee of the Chamber from Town Center business people had been discussed, similar to the industrial sector group.

Susan Meyers, Capital Realty and Task Force member, commended the City for taking this on and coming up with a wonderful plan. Years ago, Capital Realty bought farm-land, developed the shopping center and then sold to Fry's Electronics and Regal Wilsonville Stadium 9 theatre. Capital Realty currently owned only the three-story office building at the corner of Parkway and Town Center Loop. When Capital Realty started construction in the 1990s, it was dealing with a plan devised in the 1970s and 1980s. The company built for the town and demographic that existed at that time, which has changed substantially. The proposed Town Center Plan looked to the future, which was a smart thing to do, because if the City did not plan for the future, it would be left with whatever the market was driven towards, and without something to aspire to, that vision would never be achieved. The Plan might scare some business owners currently in the Town Center, thinking the buildings might be demolished and how the Plan might affect them in the future. When the landowners want to redevelop, this Plan would drive the direction. There might be some opportunity for some outside parties to do some major investment and redevelopment of the Town Center, and without the Plan in place, the City would get a lesser product. She appreciated all the hard work from Staff and the volunteer citizens.

Commissioner Mesbah:

- Noted that without a vision, results from outside developers would be uncertain. He asked if a visionary plan would attract the kind of developer-investor wanting to develop that higher type of product, as opposed to run-of-the-mill. Would having a visionary plan make Town Center more attractive to investors?
 - Ms. Meyers believed adopting a visionary plan was part of it, along with the City actually pursuing high-end investors that have the money and willingness to invest significant dollars to create a sense of place. Bridgeport was one example; though Town Center would be something different. Having that kind of visioning to create a sense of place could be done in Town Center, which would take the City going after a high-end partner. She cautioned the City from doing that until some of this planning tool was in place as a bigger picture, so it would be a more coordinated effort.
- Cited a BMW advertisement that noted the difficulty of predicting the future, so they decided to create it. The City needed to have the same approach, otherwise the future would be just whatever happened, rather than having a preference for what was desired.

Ms. Cooney-Mesker continued the PowerPoint presentation, noting the two outstanding issues regarding the maximum building floor plate and drive-throughs in Town Center and reviewing the project team's proposed options for the Commission's consideration on Slides 42 and 43.

Key comments and discussion points regarding the outstanding issues were as follows:

Floor Plate Options (Slide 43):

- The potential increase up to 50,000 sq ft, whether per floor or single story, was provided because the project team looked at what different industries were doing and the types of uses that might locate in Town Center. Based on the Commission's discussion regarding grocery stores, local gyms, etc., most were less than 30,000 sq ft. Some in the grocery store category and gym uses were larger than 30,000 sq ft. Most of the uses that exceeded 30,000 sq ft were in the 40,000 to 50,000 range, unless it was a large user like Sam's or Costco, which was not called for in Town Center. Option 1 would maintain the 30,000 sq

ft, which allowed for most of the uses. Option 2 provided more flexibility for larger users, but maintained the multi-story building. Grocery stores at 40,000 to 50,000 sq ft still had to comply with the high-scale design standards. If the Commission wanted to allow up to 50,000 sq ft, they needed to determine if single-story buildings should be allowed where 50,000 sq ft buildings were allowed, or should the two-story requirement be maintained.

- The examples presented in the PowerPoint were specific to locations in the Portland metro region. National trends regarding floor plates of approximately 50,000 sq ft showed very broad variations even within stores like Target or Whole Foods, but no details were provided about where stores were located or the sizes of the populations they served.
- Discussion regarding whether Wilsonville was big enough for anchor stores like Target, and how the floor plate area requirements would attract and encourage certain types of uses and businesses. Key comments included:
 - The Commission and community had discussed the Town Center being more of a local town center as opposed to people coming from Portland to shop.
 - People south of the river frequently went to Costco and Target, and people 50 miles away came to Fry's and Camping World. Although, it did create a parking necessity not wanted for Town Center. Fry's brought a lot of people to the area, who then patronize other businesses in the region, which should not be limited.
 - The biggest concern was the City might be underserved in the grocery-type area, and they still needed a footprint.
 - Taking away a regional draw might be okay if Fry's was not going to be there someday, but local mom-and-pop clothing stores on the Main Street would still need people to come from places outside Wilsonville to survive.
 - Anchor was usually associated with some regional, national chain, but a grocery-type business would be needed, especially with more housing being added in Town Center, and it could draw the people needed to patronize smaller businesses. Small, locally-owned businesses were necessary, but they would still need a draw.
 - Mr. Gibbs, retail expert, had referenced a split between local, regional, and national-type industries and chains. A number of national chains were looked at and two issues were at play:
 - First, the different levels of retail, including national chains, were providing uses envisioned for Town Center at well below 30,000 sq ft, so national, regional, and local retail experiences could still be achieved.
 - Second, involved building form. A multi-story grocery stands out, and was probably less achievable in a market like Wilsonville within the 10 to 20 year timeframe. The existing grocery store in Town Center had a building footprint that was unlikely to change in the next 15 years. Was a multi-story building feasible for that use, or did the Commission want to allow a larger square footage to allow grocery stores like Whole Foods, which were under 30,000 or 40,000 sq ft?
- Limiting the floor plate to 30,000 sq ft could create a situation where Fry's would be a prize. Walmart could easily move in if Fry's went out of business, which could become an incentive for not redeveloping that old property. Essentially, a 100,000 sq ft building would be grandfathered in, and no one else would be able to build that. It could become a commodity, similar to drive-throughs in Portland.
 - The city should not be held hostage for what currently existed. The solution could be Option X. However, it could be an invitation to challenging the standards, and the results would depend on who sat on the Development Review Board (DRB) and who was on Staff at the time. During recessions, any kind of hare-brained development idea became prized when development was needed, which would be very dispiriting considering the vision for Town Center.
- No matter which option the Commission chose, there was always the potential of getting a waiver.
 - It was important to have something in the Plan about larger stores being a possibility; otherwise mom-and-pop businesses would be scared to invest on Main Street because they needed traffic in order to

invest. Small businesses needed to know it was a viable option without leaving the door so wide-open the City ends up with something it did not want.

- Parking was more of a concern than store footprint, since multiple stories could be added and smaller storefronts could front the street with larger stores behind them.
- Developers should propose creative, innovative projects that were beneficial to all concerned. The issue was getting the Code to achieve that.
- The Commission did not want to exclude innovative ideas. Option 2, along with some language from Option X, would allow the developer to propose different ideas in keeping with the Town Center vision. Option 2 addressed more of the initial vision, whereas Option 3 moved away from that.
 - Creating a list of items to make a project more active, pedestrian friendly, etc. was suggested, much of which had already been done with Form-based Code, so there was already precedent. Developing the list of indicators would be a little tricky.
- Taking a harder stance on footprint rather than on maximum floor space was favored because with the pressure of parking and traffic, going up added considerable mass to the business space without increasing the crowding of the acreage, which was very important. Even with more expansive building on the periphery, having a huge footprint together with a huge parking lot was a waste of space. A smaller footprint, more floor space above, and parking underneath was desirable. A small-town feel should be maintained for Main Street. With online options, a big floor print was not necessary to have a large business, which was what the City was trying to attract. Option 2 was preferred.
- Option 2 added flexibility without moving too far away from the vision developed for Town Center. Whether a waiver process was needed to allow something special was the uncertainty.
 - If the intent and vision were made clear in the Plan, there would be a basis for judging applications for exceptions that did not stray too far from the vision.
 - Maintaining the look and feel, especially in Main Street (MS) district was especially important. As discussed at the last meeting, Main Street frontage for large buildings should be limited so smaller and larger businesses would together, preventing a giant block of New Seasons, for example, and losing out on that frontage which would draw traffic. This should be addressed in the Code. This would allow larger uses without taking away from the vision of the MS district.
 - Including Neighborhood Mixed Use (N-MU) in Option 2 did not seem to fit the definition or placement of what had been discussed for the N-MU category. Having “the per floor” ability on the MU and Commercial Mixed Use (C-MU) was favored; 30,000 sq ft per use for MS and N-MU, and then 30,000 sq ft per floor for MU and C-MU.
- Upon reviewing pictures of other building sizes, a 30,000 sq ft building might not fit in the N-MU. Crate and Barrel, which was 20,000 sq ft per floor would not fit, but possibly a neighborhood Whole Foods type of design, though whether the Town Center could support such a facility was difficult to say.

Ms. Bateschell summarized the Planning Commission’s direction thus far and provided comments as follows:

- Several Commissioners were comfortable with Option 2.
 - Because the idea was to have things quieter in the N-MU, it might not be appropriate to expand the per floor requirement in that district, but maintain the square footage per use requirement. The MS and N-MU would have 30,000 sq ft per use, and MU and C-MU would have 30,000 sq ft per floor.
 - Half of the Commission was open to the potential to exceed the 30,000 sq ft per floor in the MU and C-MU if additional criteria were met. The project team would draft some indicators of success that were in line with the Town Center vision and goals. A menu-based approach would likely be used, where a developer would have to meet a certain number of elements to be granted a waiver.
 - Design guidelines already exist in the Development Code, with frontage, setback, pedestrian orientation and articulation requirements. The menu-based approach would allow extra community benefits in a project should a waiver to exceed the square footage be granted.

Discussion continued as follows:

- In addition to aesthetics, the criteria or items a developer could choose from in order to be granted a waivers should include functional public spaces, public services, meeting space, performance space, outdoor seating and other elements that add to the success of Town Center. What was being presented on the street was another big consideration to avoid having a full block of one building. The façade should be broken up with other smaller stores along the street frontage.
- Clear and objective criteria were needed regarding the maximum floor plate to provide a benchmark or parameter as guidance for Staff and the DRB to consider. No parameters meant anything could be proposed.
 - The maximum could be attached to the block and a certain coverage amount.
 - Blocks in Portland, which was known for its walkability, were 200 sq ft by 200 sq ft, a 40,000 sq ft block. The old Meier & Frank building was one of the few that still took up all four corners of a block, and that building was vastly out of scale for Wilsonville.
 - If the building was designed to be more than just a box, with an entrance on more than one street, and a multitude of things happening in between, the scale or square footage could be achieved without having it look that big.
 - The City should not stifle the creativity of businesses that could make use of the space. Fry's could be redeveloped into something amazing and not just a box.
 - Based upon the proposed street layout, the largest block standard was 250 ft by 250 ft, so the building could not be any larger than that. The City's block standards would constrain the maximum floor plate allowed.

Ms. Bateschell confirmed the Planning Commission's direction regarding floor plates was as follows:

- With Option 2 as the primary driver, Option 1.5 was 30,000 sq ft per use for MS and N-MU and 30,000 sq ft per floor for MU and C-MU. And, Option X would allow a waiver process to exceed the maximum square footage per floor in the MU and C-MU process.
- There would not be a maximum square footage but to get a waiver, the applicant would have to prove the proposal met the intent of the vision and achieved some of the performance standards from the menu of success indicators.

Additional comments included:

- Given the existing empty spaces in malls, not having a maximum size was fine if the applicant could provide an analysis showing the proposal was viable, and good for the city and Town Center. The block size would limit building sizes anyway, which was comforting.
 - While all local streets were depicted on the map, the street map was not official. Because larger parcels in Town Center might get broken up and developed over time, the project team wanted to allow some flexibility for how the streets would be aligned. The Code stated projects must be consistent with the proposed street network. If modifications were proposed, the project would need to meet criteria and receive approval from the DRB. Spacing standards would still have to be met, but the road did not have to go exactly as shown on the map. The map was based on the spacing standards, but the roads could potentially shift for development.
 - At one point, the Commission discussed having a slightly larger spacing between two roads as long as pedestrian access was maintained at the 250 ft space interval. There would still be maximum spacing standards, but some streets might be bike-ped only and not a vehicular road.

Staff would move forward with Option 2 with the amendment for 30,000 sq ft per use for MS and N-MU and provide a menu-based approach for a waiver process.

Drive through Options (Slide 44):

- Drive-throughs were more appropriate on the Loop segments rather than Wilsonville Rd or within the interior of Town Center. In November, the Commission discussed having drive-throughs only in the two MU districts along Wilsonville Rd, but not in the northern MU area.

- With too much constriction, like in Options 1 and 2, grandfathered drive-throughs would never go away, which was the market being created in Portland with its new drive through standards. Existing drive-throughs in Portland were gold. The danger of being too restrictive was keeping drive-throughs where they were, which could be an impediment to what Wilsonville wanted to develop in Town Center.
 - A drive through option was still need in the MU, except in the northern quadrant due to traffic concerns, though queuing standards could help.
- The quantity of drive-throughs could be limited in Option 3 to a specific amount or spacing, so drive-throughs would still be allowed, but not too many in a row.
- Allowing transferrable rights for drive-throughs was suggested, which would prevent specific tax lots from being grandfathered and enable existing drive-throughs to potentially transfer into a higher use. As streets move during the redevelopment, businesses with existing drive-throughs could relocate within Town Center and might transfer to a higher use.
- Drive thoughts create a car-dependent characteristic and the idea was to make Town Center pedestrian friendly. Drive-throughs create hazards for bike trails and other elements.
- Drive-throughs could be a part of a redeveloped area, even in downtown pedestrian areas, if located in parking lots or at the back of the business, for example. Since vehicles did not exit the drive through at the same place as the parking lot, it did not cause an additional point of impact with bike and pedestrian paths, and the ambiance would not be as affected.
- There was a dissonance between a drive through and the pedestrian, walkable neighborhood and the lingering desired on the Main Street, currently Park Place. They were completely different types of activity. However, the radical changes in the business model, which was going toward online and online with pick-up, which would be facilitated with a drive through option
- The Commission agreed drive-throughs were not being advocated in the Main Street district or within the interior of Town Center, only in the MU districts on the Loop.
- Allowing drive-throughs in all MU districts was suggested. In the northern MU area, Town Center Lp E was a collector and Parkway Ave and Canyon Creek Rd were minor arterials, so why not allow a drive through in that area as well?
- A clear definition of drive through was needed before the Commission could determine how many was acceptable. Currently, banks, car washes, and Goodwill all had drive through facilities.
- Spacing requirements could be used to determine the number of drive-throughs allowed on the periphery, rather than an arbitrary number.
 - Concern was expressed about drive-throughs on the periphery along Town Center Lp E because included of the N-MU district and people living very close to the street.
 - Perhaps drive-throughs would not be allowed to enter/exit from Town Center Lp E, but from an interior circulation road. Pedestrians would be everywhere and drive-throughs had to be allowed somewhere. Defining drive-throughs might help; not every drive through was for 24-hour fast food.
- How the transferrable right would work for a different developer needed to be determined. Also, if a business eliminated a drive through, would they get a credit toward a waiver, such as to increase building height?
- After full development of Town Center, people would not likely want to drive there just to go thru a drive through, so future drive-throughs should be outside the Town Center area on high-traffic streets.
- Spacing or using existing driveways for drive-throughs to minimize impacts was suggested.
- The existing standards would help accomplish the ideas the Commission had discussed should a site redevelop.
 - Because Option 2 allowed drive-throughs to be rebuilt, standards for drive through facilities were included in Section K of Appendix A, which was available online. The standards excluded drive-throughs from the MS district; required traffic queuing on site; prohibited the traffic lane between the building and public street to maintain buildings fronting the street for the pedestrian experience; meeting standards for primary building access which was pedestrian oriented; and clearly marking drive-throughs to avoid conflict with pedestrian and bike facilities.

- Something could be added about the driveway access being the primary access point or being the access point for the drive through. Spacing could be a way to reduce conflicts by reducing the number of driveways and still achieve what was envisioned for Town Center.
- Setting a hard number for drive-throughs was not favorable and prohibiting new drive-throughs (Option 2) tied the City's hands. No one knew the direction business was going in the next 10 to 20 years, so the Code must be flexible.
- Maintaining pedestrian access and feel was critical, as well as encouraging people to get out of their cars, and yet recognize people would not always do that.
- The vision for Town Center needed to be considered in the approval process. Clear and objective standards were a real problem for creative development.
 - "Does not meet project Vision" in Option 3 was an issue, because it was possible to allow an increase in the number of drive-throughs while meeting the project vision, which should not be so limited as to specify how many drive-throughs were permitted, only that the drive-throughs were consistent with the overall use, ambiance, intent, and feel of the project.
- The Commission favored Option 3 with the modified language for spacing standards, or some sort of limiting factor.
 - Spacing standard currently existed for curb cuts, but not all would work as drive-throughs.
 - There was concern about the enforcement mechanism to ensure a drive through's internal queuing was sufficient to avoid spillover. On site enforcement would ensure drive-throughs were operating in an acceptable manner.
 - The Human Bean drive through was a contentious issue at the DRB. It had very limited, shared space with other businesses, and the applicant was required to provide a very detailed traffic analysis.
 - Looking at Portland's new standards was suggested, especially with regard to access details and projecting queuing to ensure drive lanes were appropriate. Portland's standards might help Staff address the Commission's concerns.
- With regard to the desired spacing standard, Staff would review the existing driveway standards to see what made sense as far as the number of curb cuts and pedestrian spacing standards.
- Performance standards around the queuing and any conflicts with pedestrians and bikes were requested.

Following the discussion, Ms. Bateschell offered to send an update via email regarding the number of driveways in Town Center; the potential to transfer drive through rights; current driveway spacing standards and Portland's new queuing and access design standards to see how Wilsonville might be able to be consistent. If further discussion was needed a short work session would be added to the February agenda.

- The project team intended to include the Commission's recommendations on the outstanding issues in the City Council packet or call them out during the presentation.

III. INFORMATIONAL

A. City Council Action Minutes (December 3 & 17, 2018)

B. 2019 Planning Commission Work Program

IV. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 9:06 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Tami Bergeron, Administrative Assistant-Planning



WILSONVILLE
TOWN CENTER PLAN



Planning Commission

January 9, 2018



DRAFT

WILSONVILLE TOWN CENTER PLAN 01.02.2019



Tonight's Agenda

- Project Background and Introduction
- Draft Plan-Major Elements
- Development Code Refinements/Recommendations
- Timeline

Introduction

Project Development Process

Community Outreach



CONCEPTUAL OPEN SPACES



CONCEPTUAL LAND USE



CONCEPTUAL STREET HIERARCHY



TOWN CENTER PLAN TIMELINE







OUTREACH EVENTS

 **1,195** Monthly Poll Participants

 **100+** Community Events

 **1,871** Survey Respondents

 **80+** Youth Participants



Community Vision

Vision, Goals and Measures of Success

COMMUNITY PRIORITIES

Established the foundation for creating a unified vision



VISION

Synthesized the community's values and priorities for the desired future Town Center

Town Center is a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work. Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to Town Center for shopping, dining, culture, and entertainment.

GOALS

Established specific direction for major elements

- 1 Environmental Stewardship
- 2 Harmonious Design
- 3 Mixed Uses
- 4 Safe Access and Connectivity
- 5 Community Gathering Places
- 6 Economic Prosperity

MEASURES OF SUCCESS

Provide guidance for implementation

GOALS

The Goals reflect the community's priorities and will guide future decisions to ensure consistent implementation of the Plan. The Success Measures for each goal drive many of the strategies included in Chapter 5 and several success measures have already been achieved with adoption of the Plan.

GOAL 1



Environmental Stewardship.

Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.

Measures of Success:

- Identify appropriate landscaping that provides visual interest, minimizes City maintenance requirements, and is appropriate for walkable, mixed-use areas.
- Design and implement stormwater management and treatment facilities to provide both functional and aesthetic value.
- Incorporate natural features such as rain gardens, eco-roofs, and community gardening areas into Town Center.

GOAL 2



Harmonious Design. Ensure buildings and streets are pedestrian-oriented and there are a variety of quality building types and land uses.

Measures of Success:

- A cohesive design palette of aesthetic qualities, derived from community-identified features, both new and existing for the Town Center.
- Provide for a variety of building types and uses within Town Center.
- Development standards that bring buildings together, frame the street, and increase pedestrian comfort and visibility.

GOAL 3



Mixed Uses. Encourage development that provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment

options, and increased opportunities for residential and employment uses.

Measures of Success

- Create an urban design plan that removes physical barriers and promotes walking and biking as easy and safe ways to travel between different buildings and areas of recreation, residential and commercial/retail uses.
- Identify locations where increased building heights, mixed-use buildings, and new housing opportunities are appropriate and complementary with surrounding residential neighborhoods.
- Organize and manage parking to minimize visual impacts, support surrounding land uses, and improve pedestrian safety.



GOAL 4



Safe Access and Connectivity.

Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center,

foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.

Measures of Success

- Create multimodal connections in and through Town Center that provide multiple, safe routes for residents, businesses and visitors.
- Identify priority locations to connect to adjacent neighborhoods and land uses.
- Integrate the multimodal transportation system with urban design and development standards developed for Town Center.
- Incorporate wayfinding elements into Town Center's multimodal transportation system.

GOAL 5



Community Gathering Places.

Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.

Measures of Success

- Identify locations, and necessary improvements, where year-round activities and events can be held in Town Center.
- Increase programming at public facilities and park spaces to provide year-round interest and gathering opportunities.
- Provide flexible public gathering spaces that provide opportunities for unprogrammed seasonal activities and pop-up events.

GOAL 6



Economic Prosperity.

Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.

Measures of Success

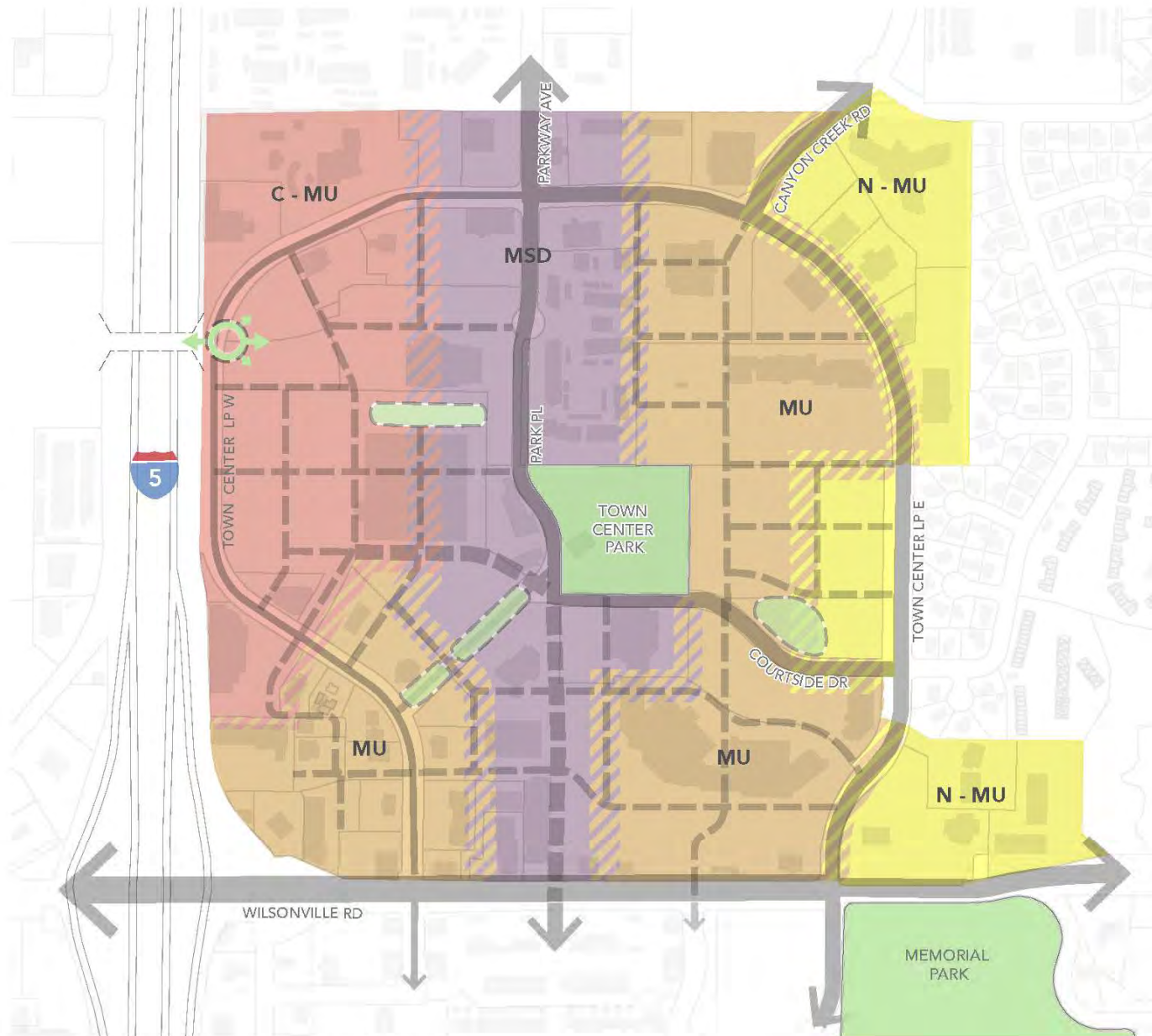
- Programs and policies that support the development of a variety of small, medium, and large businesses that provide local and regional needs and increase tourism.
- Identify ways to organize and support businesses in Town Center to retain existing businesses, attract additional business and retail diversity, and increase economic development opportunities.
- Attract development that supports the use of existing transit and non-motorized travel options.
- Identify strategies to fund public improvements through a combination of public and private sources.

Defining Town Center

Land Use and Transportation

The Future Town Center

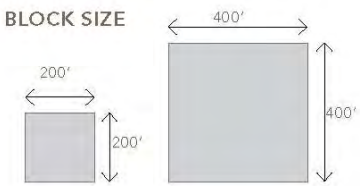




LEGEND

- Building Footprint
- Parcel
- Highway
- Proposed Bike/Pedestrian Bridge
- Proposed Street Network
- OPEN SPACE NETWORK**
- Existing Open Space
- Proposed Open Space
- Proposed Gateway/Landing
- LAND USE**
- Main Street District (MSD)**
(mixed use buildings with active ground floor uses, generally 3 to 4 stories)
- Commercial - Mixed Use (C - MU)**
(mix of office, entertainment, hospitality, civic uses, generally 3 to 5 stories, residential if not adjacent to freeway)
- Mixed Use (MU)**
(mix of residential, retail, office, services, generally 2 to 4 stories)
- Neighborhood - Mixed Use (N-MU)**
Mix of townhomes, small-scale commercial businesses, generally 2 to 3 stories)

BLOCK SIZE



Hatched areas indicate locations where using both underlying zones may be allowed or flexibility in building design may be required.

PROPOSED LAND USE

FIGURE 3.1





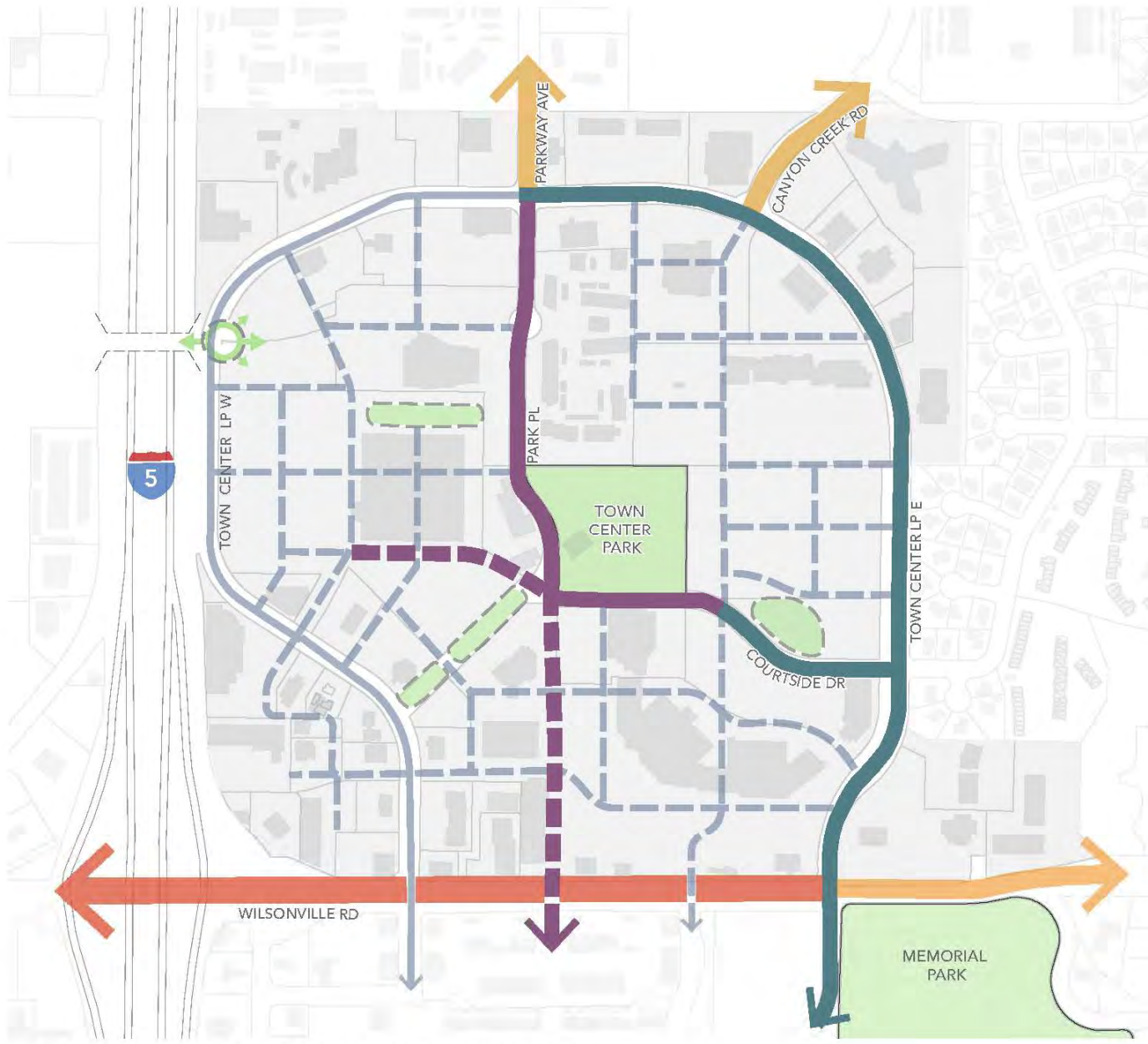
- LEGEND**
- Building Footprint
 - Parcel
 - Highway
 - Proposed Bike/Pedestrian Bridge
- OPEN SPACE NETWORK**
- Existing Open Space
 - Proposed Open Space
 - Gateway/Landing

**Open space locations and sizes are approximate*



PROPOSED OPEN SPACE NETWORK

FIGURE 3.2



LEGEND

- Building Footprint
- Parcel
- Highway
- Proposed Bike/Pedestrian Bridge
- Existing Street
- Proposed Street Locations

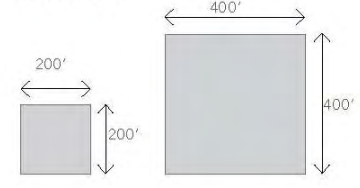
OPEN SPACE NETWORK

- Existing Open Space
- Proposed Open Space
- Proposed Gateway/Landing

STREET HIERARCHY*

- Local
- Main Street
- Collector
- Minor Arterial
- Major Arterial

BLOCK SIZE

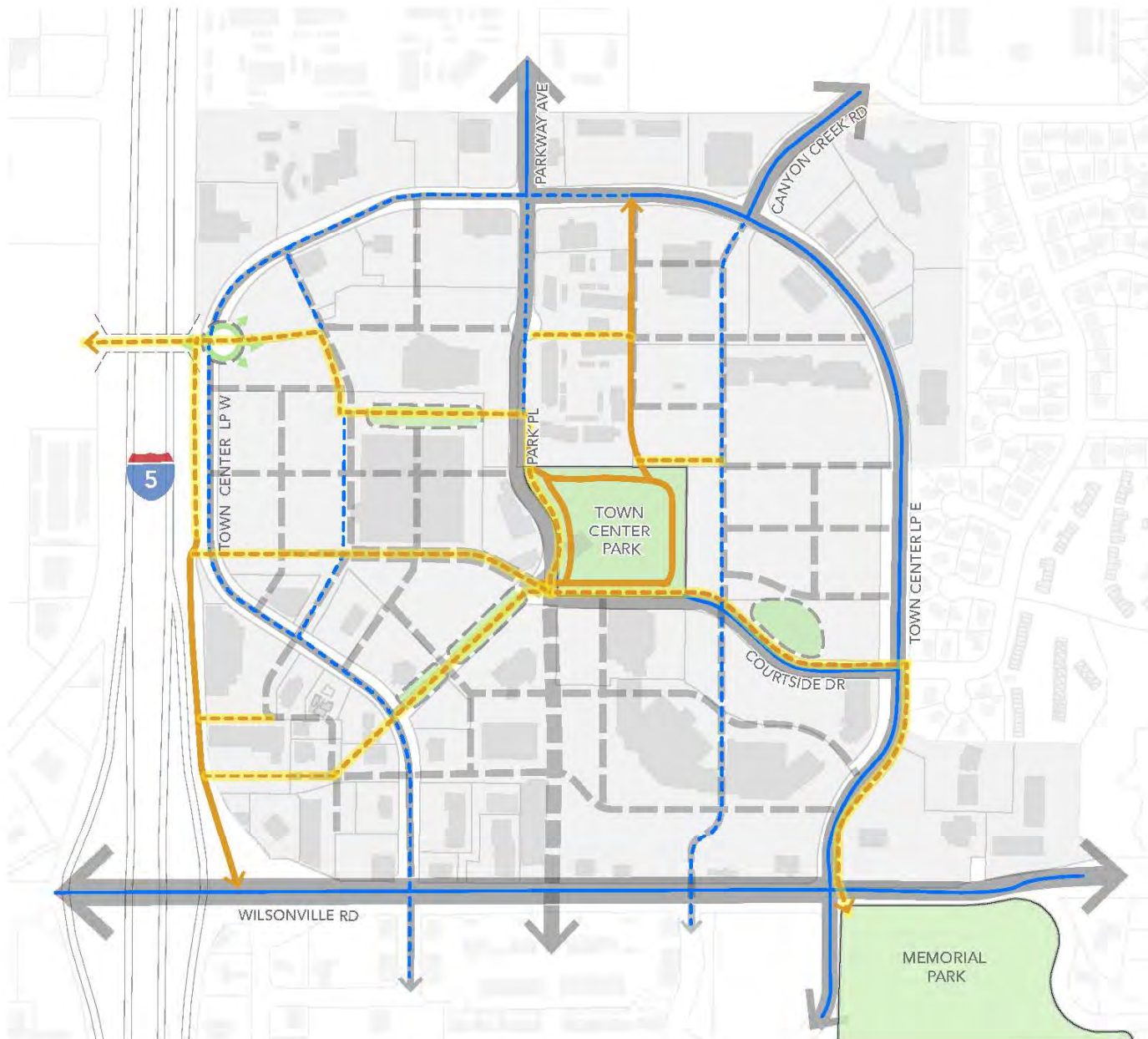


**Road locations are conceptual. Alignment of local roads to be determined and constructed as part of future private development*



PROPOSED STREET NETWORK

FIGURE 3.3



LEGEND

- Building Footprint
- Parcel
- Highway
- Proposed Bike/Pedestrian Bridge
- Proposed Street Network

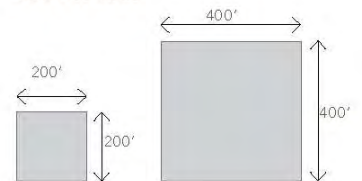
OPEN SPACE NETWORK

- Existing Open Space
- Proposed Open Space
- Proposed Gateway/Landing

PEDESTRIAN/BIKE SYSTEM

- Existing Multi-use Path
- Proposed Multi-use Path
- Existing On-Street Bike Facility
- Proposed On-Street Bike Facility

BLOCK SIZE



PROPOSED MULTI-MODAL NETWORK

FIGURE 3.4



Future Development Scenarios

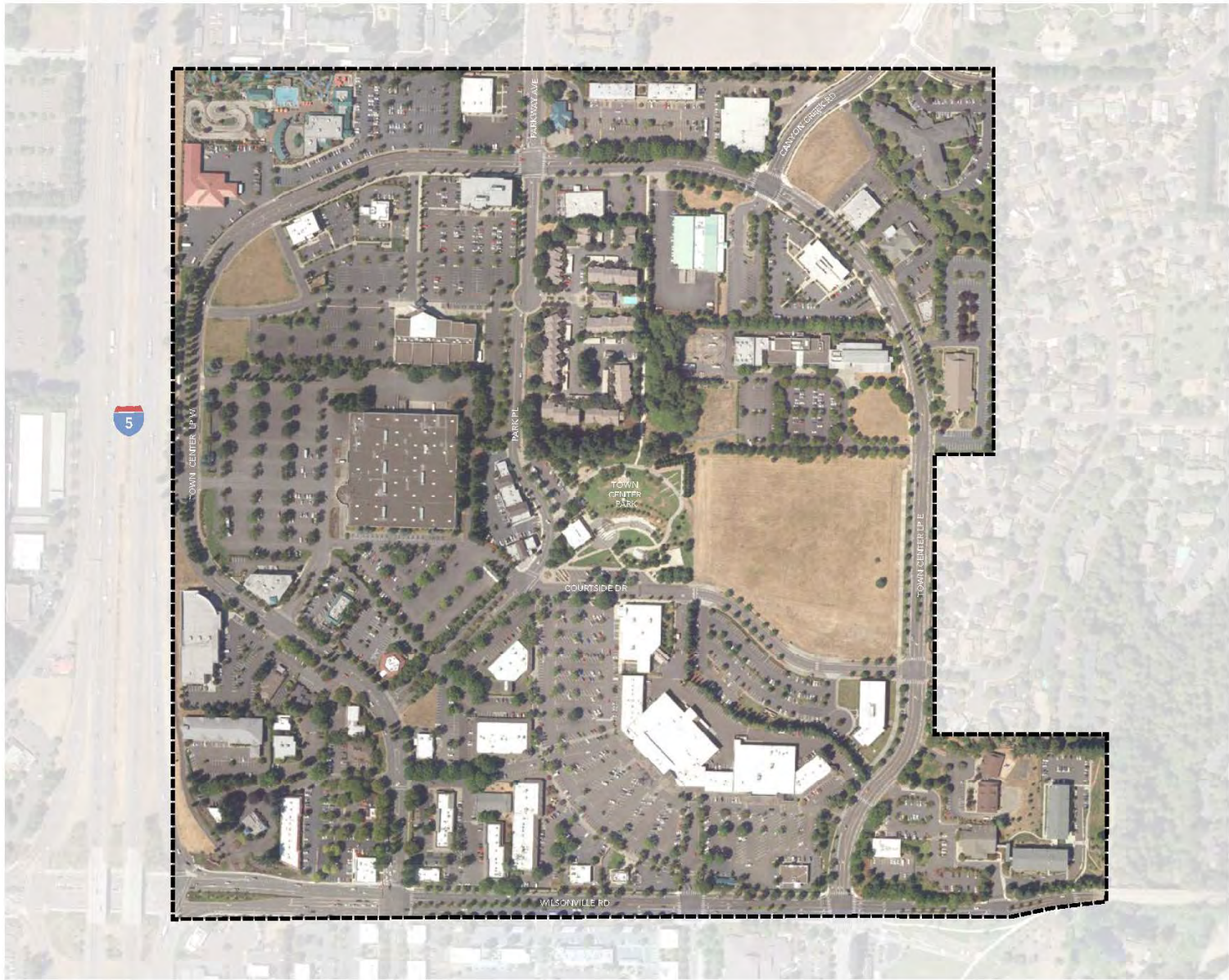
Creating the hub/heart of Town Center is a long-term process

- Scenarios based on market and feasibility analyses
- Infill development on vacant lots/unused parking
- Gradual transition to Main Street concept over time with construction of the transportation system

Potential Future Development (40 Years)

	Commercial (sq. ft.)	Retail (sq. ft.)	Office (sq. ft.)	Residential (units)
Existing	299,240	321,340	178,950	80
net new development (20 year)	130,230	31,860	297,440	880
net new development (40 year)	204,595	50,000	541,050	1,600
Net Total	503,835	371,340	720,000	1,680
PROJECTED Employees	1,000	740	2,880	N/A

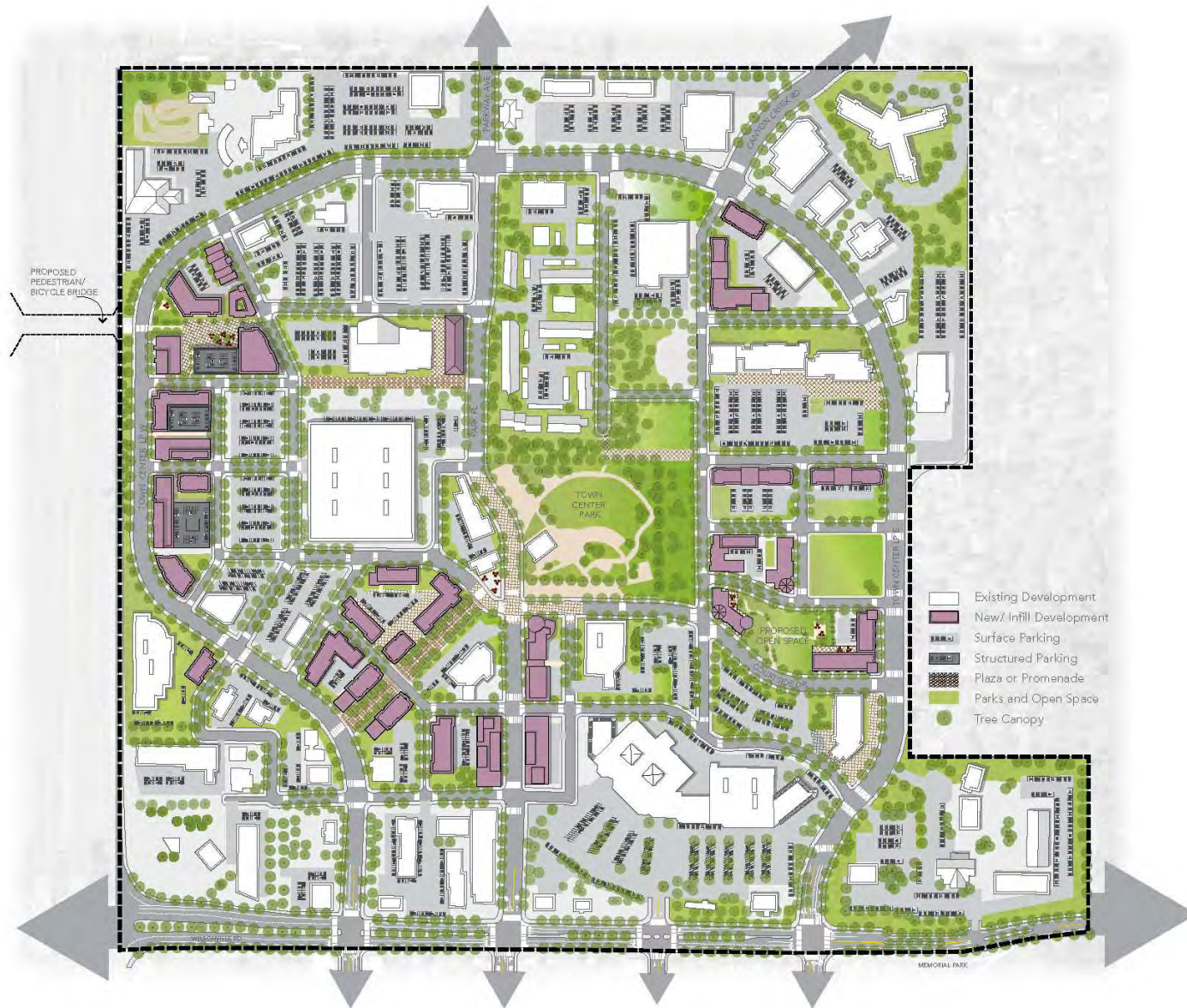
- Development is likely incremental, happening over time.
- Infill first, then redevelopment
- Proposed transportation system is adequate to accommodate growth



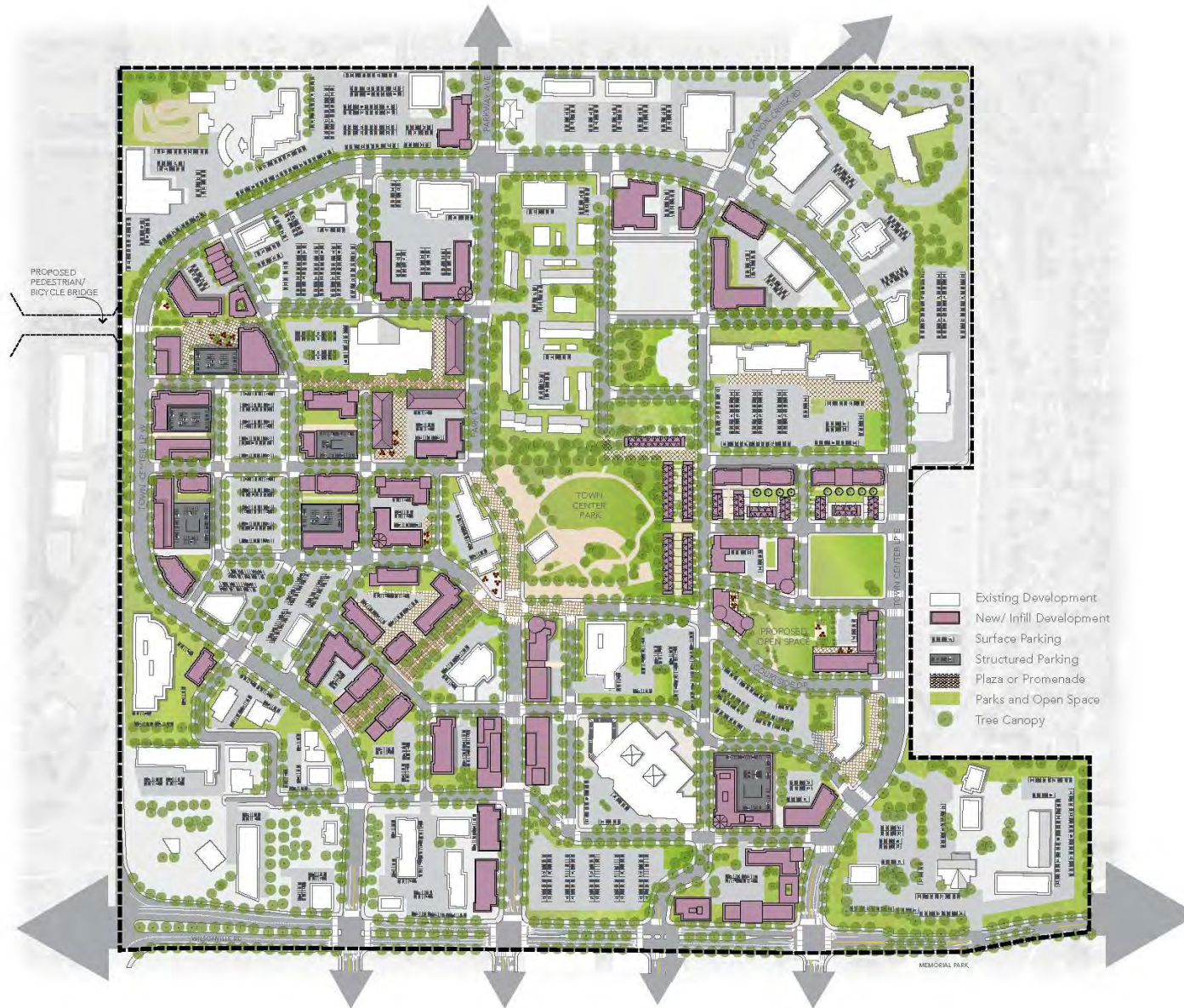
TOWN CENTER VISION PLAN EXISTING CONDITIONS

FIGURE 3.5 

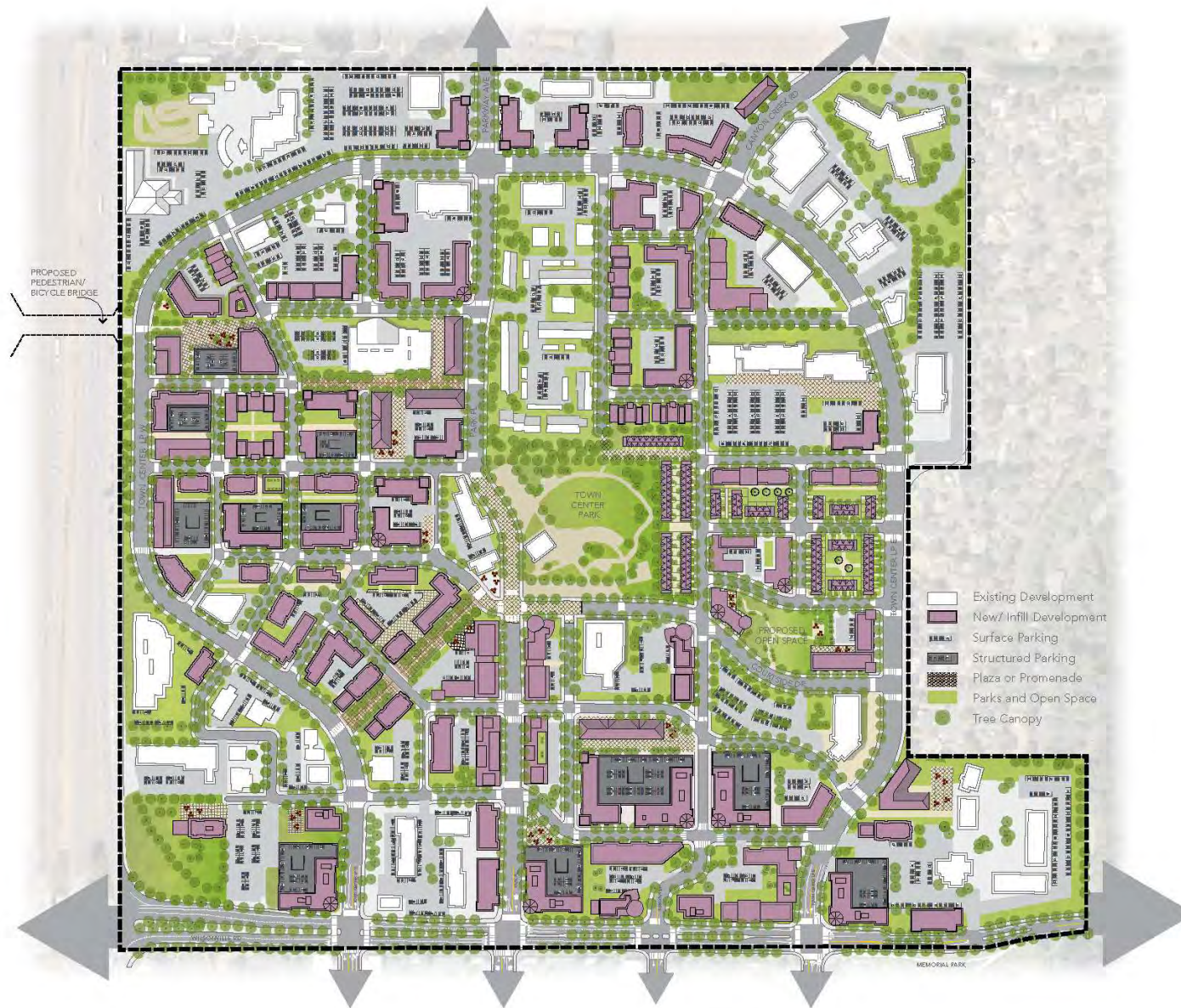
Phase 1: Infill (now-10 Years)



Phase 2: Main Street (10-20 Years)



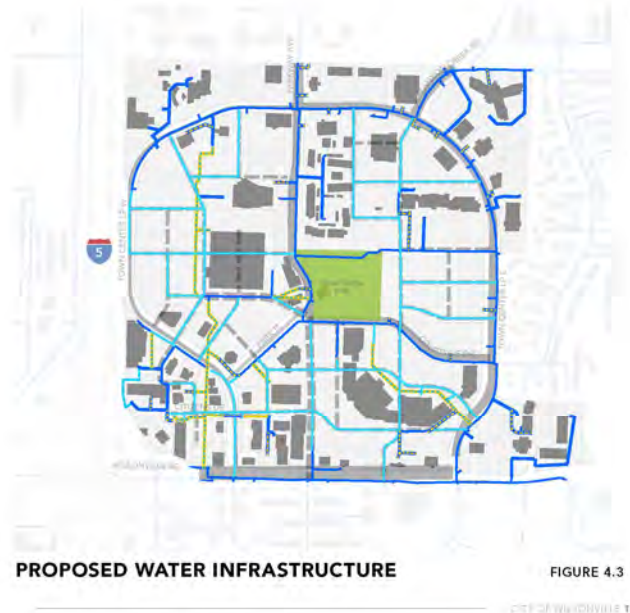
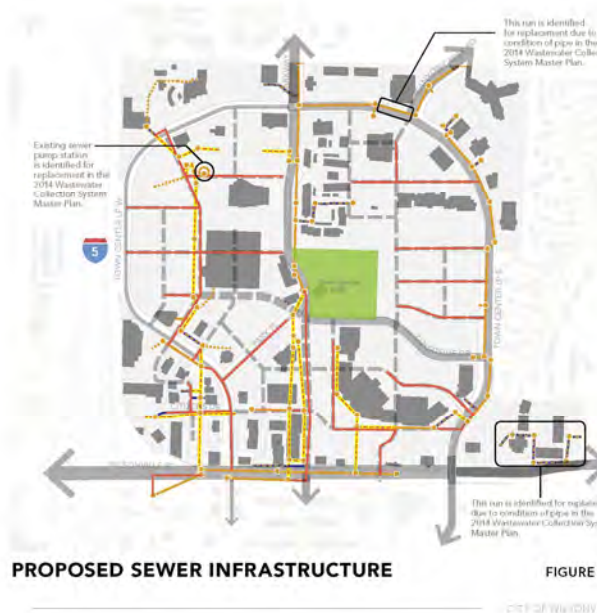
Phase 3: Full Build out (Beyond 20 Years)



Infrastructure Systems

Sewer, Water and Stormwater

- Some existing lines will be moved when development occurs
- Infrastructure costs incorporated into the plan.
- There is adequate capacity to accommodate growth



Implementation

Implementation Categories

- Regulatory Actions
- Infrastructure Investments
- Parking Strategies
- Placemaking Strategies, Guidelines and Projects
- Economic Development Strategies
- Transit Investments

Regulatory Actions

Staff Actions




- Comprehensive Plan and Development Code amendments
- Address existing covenants, conditions, and restrictions (CCRs)
- Update the TSP, Parks and Rec. Master Plan, utility plans (as necessary)

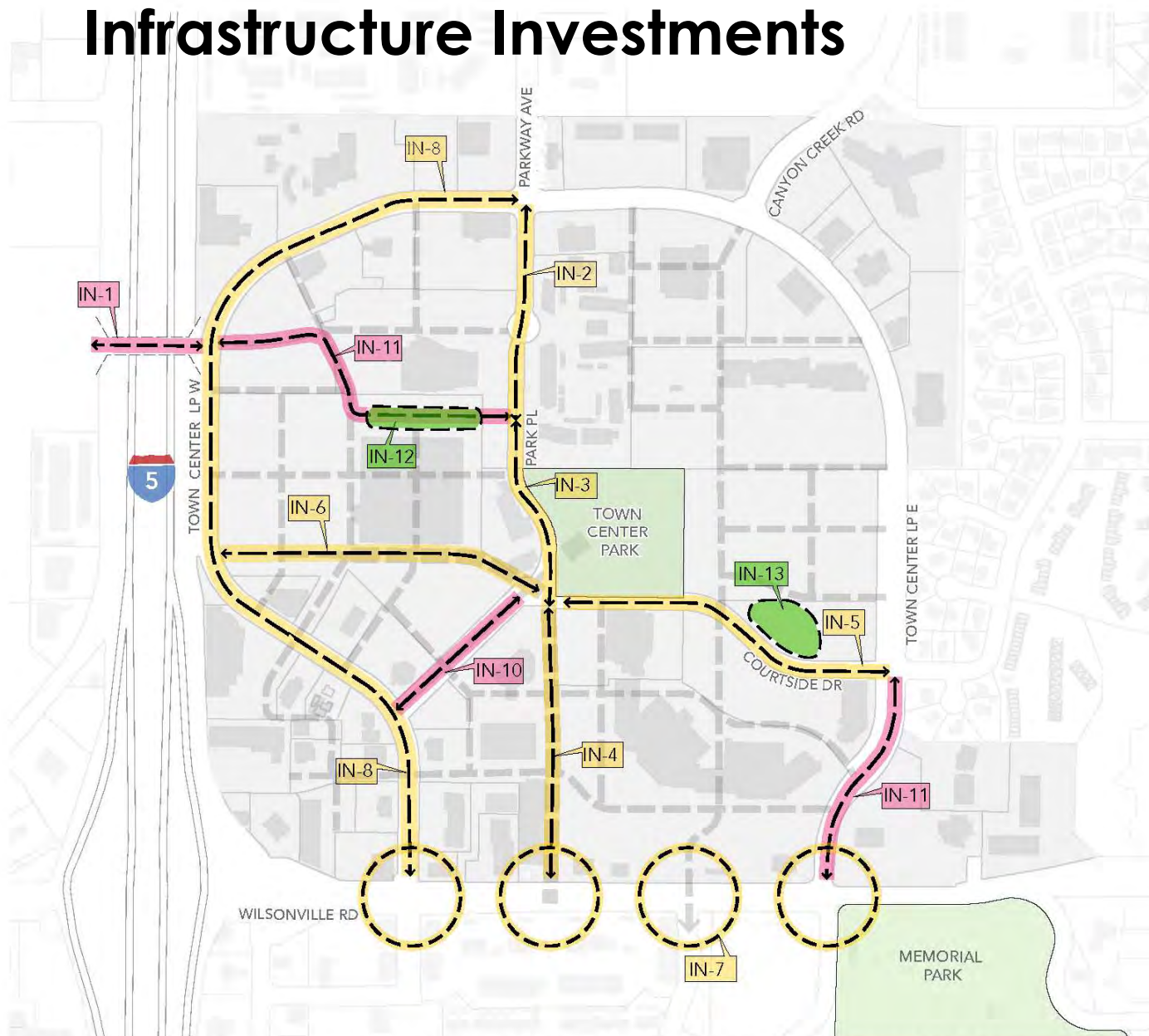
Infrastructure Investments

LEGEND

-  Building Footprint
-  Parcel
-  Highway
-  Existing Streets
-  Proposed Street Locations
-  Proposed Bike/Pedestrian Bridge

PROJECT LOCATION

-  Proposed Road Project
-  Proposed Bike/Pedestrian Project
-  Proposed Park Project



PROPOSED INFRASTRUCTURE PROJECT LOCATIONS FIGURE 5.2



Parking Strategies

Staff Actions

- Comprehensive Plan and Development Code amendments
- Address existing covenants, conditions, and restrictions (CCRs)
- Update the TSP, Parks and Rec. Master Plan, utility plans (as necessary)

Placemaking Guidelines and Strategies

Short-Term

- Temporarily restripe Park Place and Courtside Drive
- Lunchtime food trucks near Town Center Park
- Parklet competition

Medium/Long Term:

- Semi-permanent food cart pod
- Citywide signage and wayfinding
- Farmers market
- “Adopt a transit shelter” program

Economic Development Strategies

- Form a business organization (“Town Center district association”)
- Local/business improvement district
- Business retention and location assistance
- Public-Private Partnerships

Transit Investments

- Increase headways and improve ped connections
- Improve shelters and weather protection
- Consider smaller shuttles and transit vehicles unique to Town Center
- Improve accessibility (e.g. fares, ADA)

Questions?

Questions: Development Code

Regulatory Actions

Planning Commission Direction Needed:

- Maximum building floorplate
- Drive through facilities

Questions: Comprehensive Plan and Code

Question: Should there be a maximum floor plate for commercial uses?

Proposed Code

- Permit up to 30K sq. ft. per use, except in C-MU, where the limitation is 30K sq. ft. by floor (no max per structure)

Floor Plate Options

	Additional Standards	Site/ Building Design	Sub-District (Floor Plate sq. ft.)			
			MS	MU	N-MU	C-MU
Option 1 (Proposed)		X	30K/use			30K/ floor
<p>Pro: Supports smaller-scale development in two story or larger buildings. Larger uses located in C-MU subdistrict. Same building footprint but larger uses permitted.</p> <p>Con: May restrict some anchor uses</p>						
Option 2 (Larger Floor Plates in MU/C-MU)		X	30K/ use	50K/ floor	30K/ use	50K/ floor
<p>Pro: More flexibility in C-MU and MU zones. No change in MS or N-MU subdistricts</p> <p>Con: Building mass larger, may be difficult to park if not structured or incorporated into building</p>						
Option 3 (Larger Floor Plate-Single Story)	X	X	30K/ use	50K/floor		
<p>Pro: Most flexibility. No change to MS subdistrict</p> <p>Con: Residential less likely. Less efficient use of land. Additional requirements needed</p>						



Crate and Barrel

- ~20k sq. ft. per floor
- Two floors





Container Store

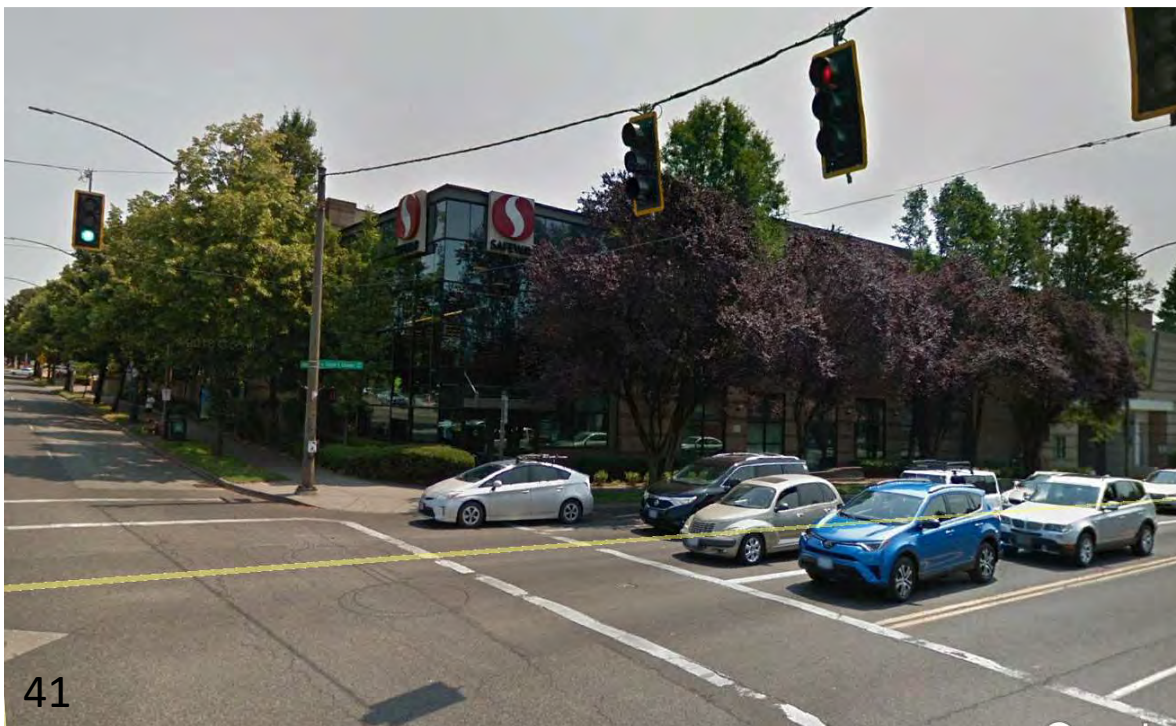
- ~ 18k





Safeway

- ~43 sq. ft.
- Integrated parking (surface and tuck under)





Whole Foods

- ~37K (Scholls Ferry)
- ~25K (E Burnside)





New Seasons

- ~28K (N. Williams)
- ~37K (NW Portland)



Questions: Comprehensive Plan and Code

Question: Should drive throughs be permitted in Town Center? If so, where?

Proposed Code:

- Permit existing drive throughs can be continued (and rebuilt in the C-MU) if they meet new design requirements. **No new drive throughs**

Potential Options

- Permit new drive throughs in the MU District. (Does not meet project Vision)
- Prohibit drive throughs in all districts

Timeline

January 2019

- Planning Commission review Draft Plan

February 2019

- Public review and input on Draft Plan
- City Council review of Draft Plan

March/April 2019

- Plan Adoption





City Council

- [City Council Meeting \(August 20, 2018\)](#)
- [City Council Meeting \(November 5, 2018\)](#)
- [City Council Meeting \(December 3, 2018\)](#)
- [City Council Meeting \(February 4, 2019\)](#)

Staff showed a variety of photos showing how the design concepts included in the Town Center Plan could look once developed. The project team was working on a list of projects and other implementation strategies.

Mayor Knapp noted any potential limits to single-story buildings or the footprint of a single-user retail building would be critical in creating the desired environment in this area of town.

Councilor Akervall agreed with the comments to not have single-story buildings, as well with the emphasis on Main Street. However, she wanted to make sure effort would be put into making the area a place people want to be outside even in winter. She shared details about how Denver accomplished this with restaurants that had outdoor seating, patio heaters, and an amphitheater. People would need to be pulled across the foot bridge to the main street because it would be detrimental if there were nothing to connect the two.

Ms. Bateschell noted the promenade would be that type of dynamic space; it just had not been designed yet.

Councilor Lehan asked for more details about the shared parking.

Ms. Bateschell displayed the results of the Existing Conditions Parking Analysis and explained that in areas with a lot of smaller shops or activity, parking spaces had a lot higher usage, like in the southwest corner of the area. Businesses with different peak times could share parking, which would work well in the low occupancy areas. The City was still discussing parking, the current parking standards, best practices in the region, and potential parking strategies and improvements. Updates on parking would be presented at the next meeting.

Councilor Lehan said almost all parking in the southwest corner was designated. No one follows the designations, which undercuts the notion of trying to get people go to more than one place while parked in one spot. If people were following the rules, they would have to move their vehicle each time they wanted to go to a different store. The City should allow limited parking for a time, so that all of the parking was not taken up by people who would be there for two hours; that was reasonable, but it should not be limited by the retailer because that defeated the whole notion of a village. She asked to see photographs of the different types of parking, and the City needed to be upfront about parking. She did not believe the types of structures proposed could be developed without some kind of structured parking. She was also concerned about the existing trees in the Town Center area. Some trees might need to be removed and she believed a bunch of trees should just be removed, especially in the southwest corner. A tree survey should be completed to identify which trees needed to be removed and which trees should remain. In 30 to 40 years, Town Center would be redone because the buildings would only last 30 or 40 years, but trees live longer.

Ms. Bateschell noted a tree survey was not included in the scope of work for this project. Staff could add it to the project list as an implementation item.

Councilor Lehan said the cherry trees in front of Safeway were pretty, but they were the wrong height and obstructed the business signage. The same cherry trees on the inlet road that lead to Town Center Park were in the right place because they did not obstruct anything.

Mayor Knapp said if the intent was to get people to do multiple things while they were in Town Center, he did not want people to be worried about having to get back to their cars quickly. Using an urban renewal approach to build structured parking could allow the City to offer private businesses an opportunity to buy into the structure instead of having to build their own spaces.

Councilor Lehan understood it was not the planner's job to figure out who went where, but Wilsonville had an eclectic assortment of business that was international in orientation, which she believed had grown organically. Parking was always short because it was a very popular place. It would be nice to design some place with an outdoor food court area built on what was already there.

Ms. Bateschell said she had heard similar comments from many other community members. The project team would take that into consideration when drafting economic development strategies.

Councilor Lehan stated the City might end up with different parts of Town Center that have different flavors instead of a homogenous retail center.

B. Chapter 8 Updates (Guile-Hinman/Rappold)

Assistant City Attorney Amanda Guile-Hinman along with Natural Resources Manager Kerry Rappold provided an update via PowerPoint on all the work Staff had done on the recommended revisions to Wilsonville Code Chapter 8 – Environment. Staff had requested the public hearing scheduled for the tonight's regular City Council meeting be continued to September 6, 2018. Their brief presentation included historical context and an overview of the proposed revisions to sections on erosion prevention and sediment control regulations, stormwater enforcement regulations, and some housekeeping matters. These changes would add clarity to the Code and put Wilsonville in line with the other municipalities in Clackamas County that were also under the same National Pollution Discharge Elimination System (NPDES) permit.

Councilor Akervall asked how people would be educated about these changes.

Mr. Rappold explained that the stormwater management coordinator and pretreatment coordinator spent a lot of time in the field and kept in contact with a lot of people in the community. So, most of the information would be provided to the community through that one-to-one contact, specifically related to the site, activities, and issues involved with a particular situation or violation. Additionally, a community survey provided an opportunity to communicate with industries. Information could also be published in the *Boones Ferry Messenger* or *The Spokesman*, or online.

Councilor Akervall wanted Staff to make sure the business community was aware of the changes.

Mayor Knapp believed businesses should be able to read the Code and understand what they were supposed to be doing. If businesses could not clearly understand the Code, then the City still had more work to do. However, he believed the City was getting close, but the details were difficult to follow.

C. Street Maintenance Professional Services Agreement (Huffman)

Zach Weigel, Capital Projects Engineering Manager and Civil Engineer Dominique Huffman provided a quick overview of Resolution No. 2707, a resolution of the City of Wilsonville authorizing the City Manager to execute a professional services agreement with Kittelson & Associates, Inc. for design and construction engineering services for the 2018 Street Maintenance of Wilsonville Road and Boones Ferry Road (CIP #4104 and #4118). Staff displayed a map of the project area and noted that construction would begin in the spring.

Councilor Lehan said the timing for the pipeline on the east section of Wilsonville Road needed to be coordinated with the street maintenance work because the City would be criticized if the road was torn up twice.

Staff confirmed the intersection at Kinsman Road was not part of the street maintenance work.

City Manager Cosgrove confirmed Mayor Knapp could continue with the Metro Regional Housing Bond discussion.

Mayor Knapp noted the packet at the dais regarded Metro's Regional Affordable Housing Bond that would be on the November ballot. A companion measure would also be on the ballot, which would change the Oregon constitution to allow public/private partnerships for housing projects. Polls indicated voters in the region consider housing and homelessness to be more important than transportation. He believed a transportation measure would be on the ballot in November of 2020. He reviewed the details of the bond measure, reading from the following portion of the packet:

“This measure will authorize Metro to issue \$652.8 million in general obligation bonds to provide affordable housing for low-income families, seniors, veterans and people with disabilities in the Metro region, which includes Washington, Clackamas and Multnomah counties. Metro will use the bond funds for its affordable housing program, and will work cooperatively with local housing providers to provide them with bond funds to build affordable housing for low-income households, to purchase and rehabilitate existing housing to preserve its affordability and prevent displacement, and to buy land for the immediate or future construction of new affordable housing.

For purposes of the bond measure, “Affordable Housing” means land and improvements for residential units occupied by low-income households making 80% or less of the area median income, which in 2018 for a family of four was \$65,120. The improvements constructed or purchased with bond funds may be composed of a mix of unit sizes, and may include spaces for community and resident needs and services, such as, without limitation, spaces for childcare services, healthcare services, greenspace, grocery, coffee shop, onsite utility and building facilities, and other commercial, office and retail uses. Some units will be accessible

for people with disabilities and seniors. The income eligibility rules may provide for a waiver or temporary relief from the limitations on qualifying income, if needed to avoid undue hardship or displacement of persons living in existing housing. The measure will create an affordable housing function for Metro. The administrative costs of Metro and local housing providers paid for by the measure will not exceed 5% of bond funds. Metro may issue the bonds over time in multiple series. Metro estimates that the cost of the measure to the average homeowner to be 24 cents per \$1,000 of assessed value annually, or approximately \$5.00/month. An independent community oversight committee will review bond expenditures and provide annual reports, and an independent public accounting firm will perform an annual financial audit of the expenditure of bond funds.”

Mayor Knapp shared information about the committee assigned to work on this bond measure and said the committee was looking for support from mayors and cities. He planned to formally endorse the constitutional change and the housing measure. He asked if City Council wanted to take any on this as well. He had spoken to Councilor Starr, who said he would most likely vote against supporting the bond, but he would be interested in facilitating a shared equity housing program.

The Council discussed whether to support the bond measure. If the Council took action tonight, the City could be added to the list of supporters for the bond. The bond measure had the potential to help Wilsonville residents, but would likely require the City to start a housing project like the Creekside Woods project. Wilsonville Community Sharing could only do so much and rents were so high that even working people were sleeping in their car because they could not afford to keep a roof over their head.

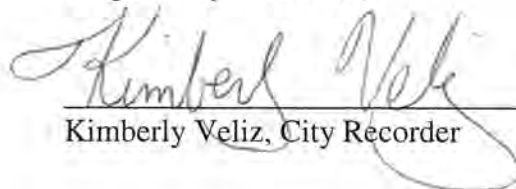
Councilor Lehan stated she would be fine endorsing the bond measure, adding it would be nice if all the cities endorsed it. Providing affordable housing anywhere in the region would be beneficial, even if the City did not have any specific projects.

Councilor Stevens believed Staff could do something for the community and wanted the Council to endorse the bond measure.

City Manager Cosgrove confirmed that in order for Council to take action, the regular City Council meeting agenda would need to be amended to add the resolution of support for the housing bond to New Business.

The Work Session adjourned at 6:40 p.m. to convene the regular City Council meeting.

Respectfully submitted,



Kimberly Veliz, City Recorder

CITY COUNCIL MEETINGS

MEETING MINUTES FOR THE FOLLOWING MEETINGS HAVE
NOT YET BEEN COMPILED.

2018.11.05 City Council Meeting

2018.12.03 City Council Meeting

2019.02.04 City Council Meeting



Meridian Creek 7th Grade Class
Project
(April 6 and May 4, 2018)



WILSONVILLE TOWN CENTER PLAN

Meridian Creek Seventh Grade Class Visit 4 and 5 Summary

Date(s): April 6, 2018 (Visit 4) / May 4, 2018 (Visit 5)

Time: First Period (9:15–10:11) / Second Period (10:14–11:11) / Sixth Period (2:48–3:45)

Location: Meridian Creek Middle School, Wilsonville

Summary of Event

During the fourth visit to Meridian Creek's Seventh Grade Class, staff delivered a presentation on what land use is, and how it relates to the Town Center Plan. The presentation specifically focused on the four types of activity areas and the types of land uses that would be appropriate for each one: High Activity, Moderate Activity, Light Activity, and Main Street. This information provided necessary background information for the class' subsequent land use assignment, where students were asked to design their own site plan and building elevation of a development they thought should be constructed in one of the four activity zones of future Town Center.

During a subsequent visit (Visit 5), each student (some in small groups) presented their project to the class and were prompted by the following talking points:

- Explain the building use, location, scale, interior/exterior, and parking provided
- Describe the proposed landscaping
- Explain and present the proposed elevation drawing
- Explain why the project should be built in Wilsonville Town Center
- Provide any other additional key points/components not otherwise covered

MATERIALS

1. Land Use Presentation – PowerPoint
2. Student Assignment Directions/Parameters
3. Student Site Plan Assignments
4. Student Elevation Assignments

Summary of Input Received

The major themes/types of development projects presented by the seventh grade class are summarized below, according to activity zone.

High Activity:

- Museum
 - o Focused on science and arts
 - o Included a convertible space for other community uses
 - o OMSI was cited as an inspiration by one group
 - o At least two stories tall
 - o Suggested near highway or high activity areas
 - o Proposed adding a movie theater in the museum
 - o Included interactive exhibits and experiences
 - o Much of the parking was placed in front
 - o Students felt it was a good fit as it not only provides learning experiences, but also in that it would draw visitors to the area
- Arcade
 - o Focused on game console platform (with potential internet café)
 - o Two stories tall
 - o Restaurant on ground floor with outside patio
 - o Projecting 20-30 staff members
 - o Parking on sides / to rear of building
 - o Could be a component of Fry's (utilize areas of the existing parking lot that are unused)
 - Customers could test out games in the arcade and stop at Fry's to purchase the ones they like
- Hotel
 - o 5-story building in the quieter area of the High Activity zone
 - o Lobby and computers downstairs with snack area
 - o Approximately 75 rooms
 - o Parking in front as well as underneath building
- Shopping Mall
 - o Including a food court
 - o Many students believed there should be a children's play area
 - o One group prioritized glass façade in terms of materials
 - o Include space for smaller vendors
 - o Position building along I-5 for visibility
 - o One group suggested display areas for local businesses
 - o Students thought a mall would be appropriate for Town Center so that people in the area did not have to drive all the way to Portland or Washington Square for a mall
 - o Students liked the idea that everything is in one building, it is convenient and fun

Moderate Activity:

- Bright and open cafés (also recommended for Main Street and Light Activity areas)
 - o Cozy places to "hang out" (included items like couches, bean bags, blankets, and fireplaces)
 - o Emphasis on many windows and open floor plans
 - o Dog-friendly

- Designed to be in small buildings
- Some were single-story and others included a second story with additional commercial uses such as a bakery and book store
- Several groups mentioned a garden component for both outdoor seating and the growth of food for the café/restaurant, located on patios, balconies, and/or rooftops
- Emphasis on “local”
- Both bakeries and coffee shops were popular amongst many groups
- Some included vehicle parking and some included bike parking as well
- Students do not see many buildings like this in Town Center now and would like to
- Community Food Court
 - 4-story mixed-use building
 - Food court on 1st floor
 - Apartments on three upper floors (mix of small and large units)
 - Deck and couches for outdoor seating, including heat lamps for year-round use
- Skate Park
 - Most groups proposed indoor skate park for year-round use with outdoor portions for nice days
 - Including storage
 - Should be located near shops/restaurants
 - Foam pits and smaller ramps proposed so that skaters can learn tricks and not get hurt; proposed different areas based on skill level
 - A couple groups proposed a retail skate shop component and/or food/snack area that would be elevated for parents viewing
 - Parking wrapped around, including bike parking
 - One group noted that having a nice, dedicated skate park in a convenient location, that addresses the different skill levels for all age groups or experience levels, would decrease the likelihood of people skating in places that the community might not want skaters
 - Would be good for Town Center because the City does not have many skate parks, the one in Villebois is too far for many people, and the one in Memorial Park is too small and often overrun by younger children
- Apartment Building
 - Three floors
 - Includes penthouse units on top floor
 - Features an open field (park-like) for both residents and community members
 - Accounting for 10-15 employees
 - Locate near commercial buildings for convenience and employment
 - Parking in front, with a pathway through the parking lot for access to the entrance
- Humane Society (could also be located on Main Street)
 - Live-work setup
 - Apartment/condos second floor, intended for an employee
 - Quaint/small building with brick and oak trees and planter boxes
 - Estimated 10-13 total employees
 - Felt this was important in Town Center as there are not enough humane societies and to avoid businesses that perpetuate puppy mills

Low Activity:

- Small Bakeries
 - o One group presented the idea of a “bean bag café”
 - o Outdoor seating
 - o Similar to cafés, students wanted small, cozy spaces to hang out or study
 - o Proposed gardens as landscaping for the bakery
 - o
- House
 - o Single family
 - o Large yard
- College Dorms
 - o For Clackamas Community College and OIT
 - o Proposed a cluster of 3-story buildings
 - o Includes a cafeteria space and study area (first floor)
 - o 4-5 parking spaces to the side of each dorm building
 - o 4 rooms proposed for each dorm building
 - o Trees for landscaping and an outdoor seating area with umbrellas

Main Street:

- Gift Shop, bakeries, coffee shops (as described above)
- Cafés / Restaurants
 - o Importance of “dog friendly” cafés, so that people walking their dogs are able to stop in mid-walk
 - o Include a party room that people can rent for special occasions
 - o Interest in a Mexican restaurant, want a piece of home/culture here in Wilsonville
- Three Story Retail Building
 - o Including coffee shop with outdoor seating (first floor)
 - o Animal supply/grooming space (second floor)
 - o Clothing store (third floor)
 - o Utilize foliage to make building more inviting from the street
- Bookstore/Library
 - o With music room component
 - o Outdoor seating area

Overall Summary:

Overall, many students prioritized comfortable and open communal gathering areas, such as airy coffee shops or bakeries, and shopping centers with seating areas. Many projects contained some type of outdoor seating/eating component, with emphasis on landscaping to help make the development more enticing. Of the retail proposed, much of it consisted of local or small businesses, which supported the “quaint” and neighborhood-serving image portrayed by several students. A skate park was also a popular idea presented by the students. Several groups noted that the Memorial Park skate park does not work well to accommodate skaters of varying skill levels, as many older/more advanced skaters often find themselves dodging less experienced skaters, which can be dangerous. A lack of variety in skate park elements that offer a range of difficulty was noted to be a major contributor to the conflicts between skaters of differing skill levels in Memorial Park. Lastly, the Villebois skate park was identified as being too far for many students, and was difficult to access, therefore many groups thought Town Center was a good and convenient location for a new one.

Regarding structures, there was a range of building heights presented, although in general most assignments showed between 2-4 floors. Parking was often proposed in front of or on the sides of buildings, with landscaping scattered throughout the parking areas. As for design, many students opted for modern designs, and focused on greenery, open floor plans, and an abundance of windows to allow for well-lit interiors. Many retail spaces, including some within a proposed mall, were small in size and designed to attract local/small businesses as opposed to department stores.

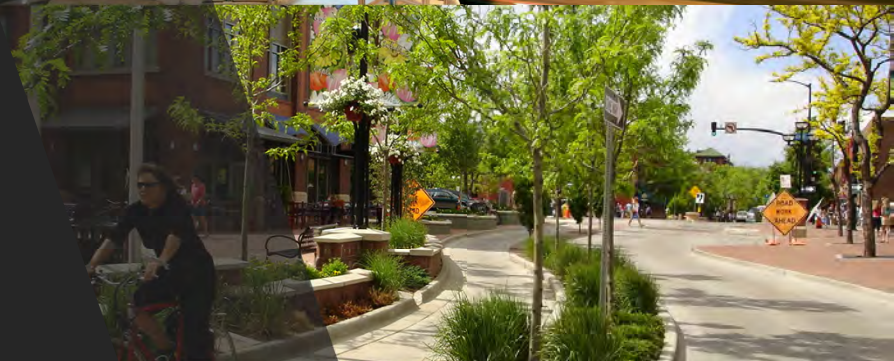


MERIDIAN CREEK SEVENTH GRADE CLASS
VISITS 4 AND 5 -
APRIL 6, 2018 (VISIT 4) / MAY 4, 2018 (VISIT 5)
EXHIBITS



Town Center Building Blocks: Land Use

Meridian Creek
Middle School
April 6, 2018

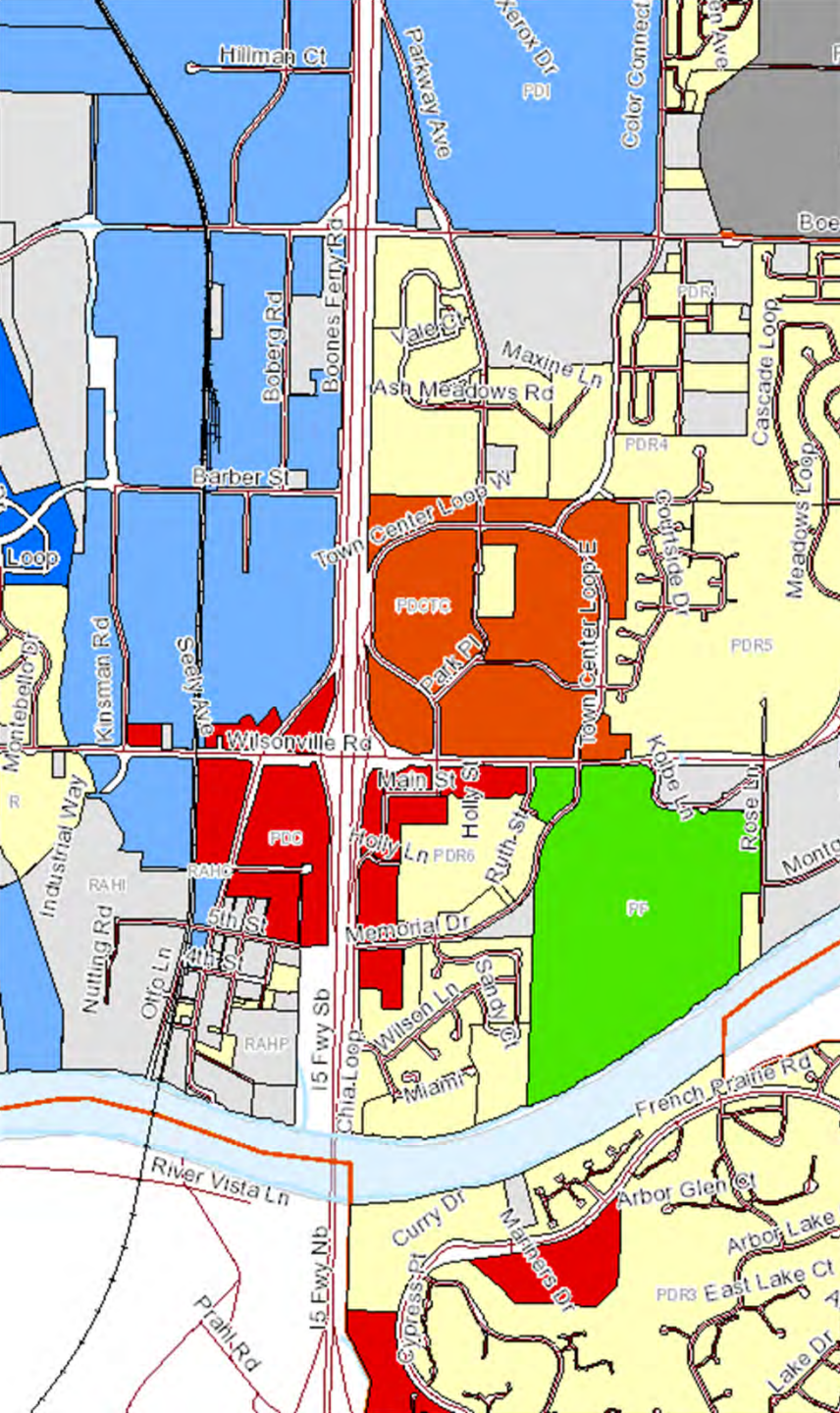


Let's Talk About...

1	Quick Refresher: Land Use
2	Land Uses Proposed in Town Center
3	Site Plans and "Elevations"
4	Your Project
5	Questions

Land Use What is it Again?





Land Use

what is it again?

- Breaks up areas into “zones”
- Allows us to shape growth
- “Zones” regulate:
 - what can be built
 - how it should look

C. Food and Sundries:

Bakery, retail
Banks, loan companies, other financial institutes
Barber Shop
Beauty Parlor, Nail salon
Bicycle, retail sales & service
Bookstores
Clothes Cleaning Pick-up Agencies
Clothes Pressing Establishment
Coffee shop
Confectionery
Custom Dressmaking
Dance or martial arts studio
Delicatessen
Dentist, medical and eye clinics, including drug testing and labs
DMV (Department of Motor Vehicles office)
Drug Store
Dry Goods Store
Electronics, retail sales & service
Florist Shop
Frame shop
Furniture stores
Gifts, stationery, card, party supplies
Grocers, Fruit or Vegetable Store
Hardware Store
Health club, gym, personal trainer, tanning salon
Insurance agencies
Jewelry store, watch and clock repair shops
Internet, sales & service
Investment, real estate and law offices
Locksmiths, security systems
Mail, shipping and photocopying
Meat Market
Music, sales & service, including lessons
Nail Salon
Notions or Variety Store
Office supplies
Pet shop, bird store
Photography, photo processing and film exchange
Printing, blueprinting, other reproduction processes
Restaurants
Shoe Repair Shop
Tanning Salon
Telecommunication, sales & service
Temporary employment and placement agencies
Title companies
Travel agencies
Video, retail and rental
Other uses in character of neighborhood food and services

[Section 4.131.05(.03)(C.) amended by Ordinance No. 538, 2/21/02.]

Land Use

what is it again?

- Tons of options
- Main categories:
 - Commercial
 - Industrial
 - Residential
 - Open Space
 - Mixed-Use

Land Uses Proposed in Town Center





- Mixed-Use Throughout
- Light – High Activity “zones”
- Main Street “zone”



High Activity

- Taller buildings (up to 5 stories)
- Mixed-use, commercial focus - NO residential
- Typical uses:
 - Offices
 - Entertainment
 - Hospitality





Moderate Activity

- Mix of buildings (2-4 stories)
- Mixed-use
- Typical uses:
 - Residential
 - Commercial
 - Office





Light Activity

- Shorter buildings (up to 3 stories)
- Mixed-use
- Typical uses:
 - Neighborhood-serving commercial
 - Residential





Main Street

- Mid-sized buildings (3-4 stories)
- Mixed-use- NO residential on ground floor
- Typical uses:
 - Active Commercial/Retail
 - Restaurants
 - Apartments (2nd floor+)



Site Plans What to Include



TARROW STREET (60' ROW)

F
HOTEL
Ground Level
12,810 GSF
(15 keys)

NEW ENTRANCE

EX. 101
DATE
SEE PARKING RAMP UP TO LEVEL 2
GATE
25 PARKING SPACES

G

Ab
RETAIL
4,300 SF

LOADING OFFICE
1,800 SF

RESIDENTIAL LOBBY
2,200 SF

RESIDENTIAL OFFICE
1,800 SF

12' BUILDING SETBACK
8 SURFACE SPACES
9 SURFACE SPACES
10 SURFACE SPACES

ALTERNATE
HOTEL
DROP-OFF

HOTEL DROP-OFF
2 SURFACE SPACES

TAPAS BAR
1,870 SF
1,000 SF

RETAIL
1,500 SF
1,000 SF

3 SURFACE SPACES

B
LEASED RETAIL
1 STORY
4,100 SF

NEW ENTRANCE

E
LEASED RETAIL
1 STORY
7,300 SF

D
RETAIL
1 STORY
7,800 SF

Ca
RETAIL
1 STORY
4,800 SF

Cb
RETAIL
1 STORY
3,600 SF

13 SURFACE SPACES

13 SURFACE SPACES

14 SURFACE SPACES

37 SURFACE SPACES

4 SURFACE SPACES

5 SURFACE SPACES

5 SURFACE SPACES

6 SURFACE SPACES

27 SURFACE SPACES

13 SURFACE SPACES

UNIVERSITY DRIVE - F.M. 60

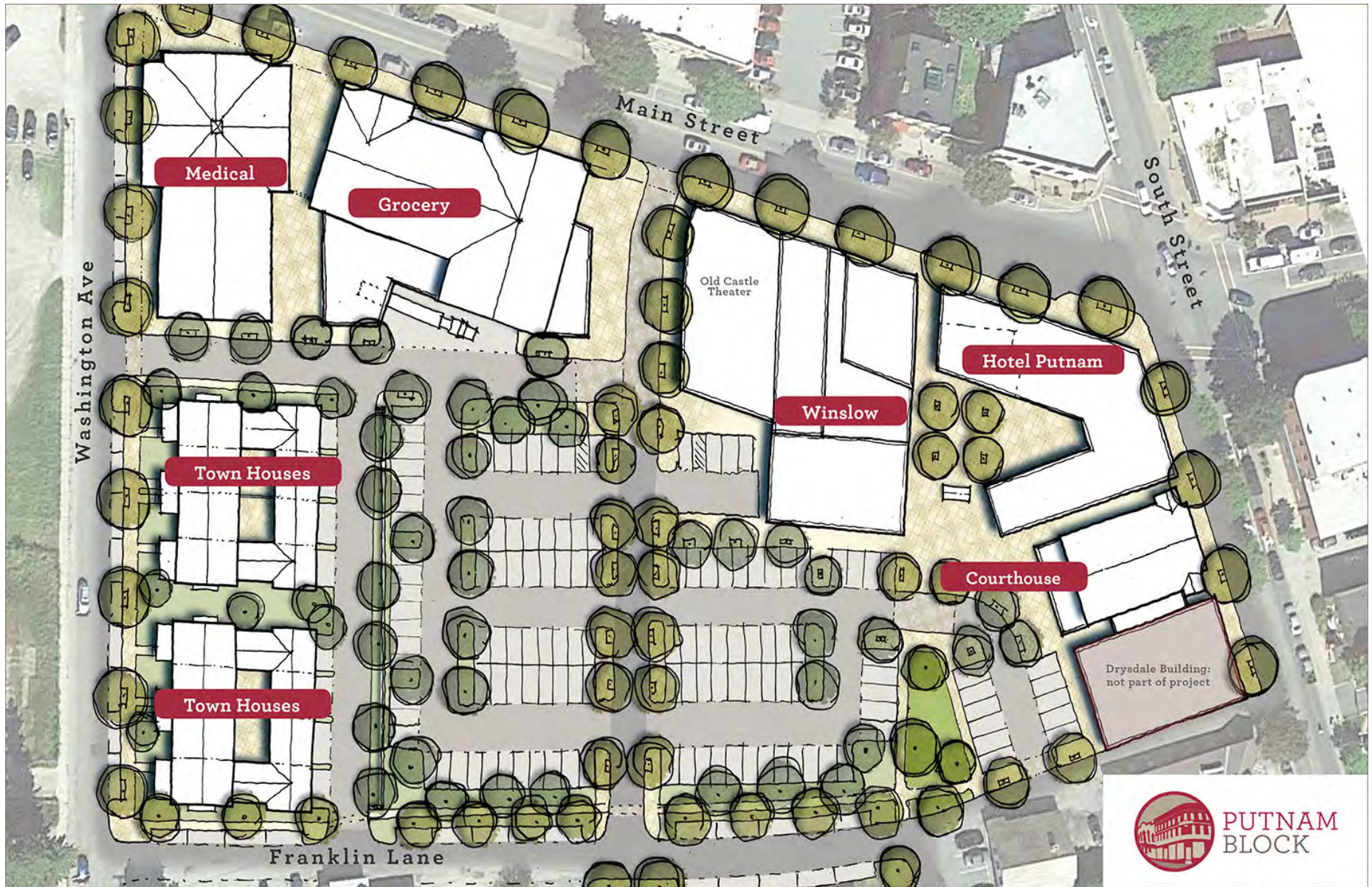
NEW ENTRANCE

0' 40' 10'





- Shows things like:
 - Use
 - Locations
 - Sizes
 - Streets
 - Circulation/Connectivity
 - Landscaping



Site Plans

What's an Elevation?





BLOCK B AT CRAWFORD STREET



BLOCK B AT GRAY STREET



Rear Elevation

scale: 3/16" = 1'-0"



Front Elevation

scale: 3/16" = 1'-0"



TUTTLE PARK PLACE ELEVATION

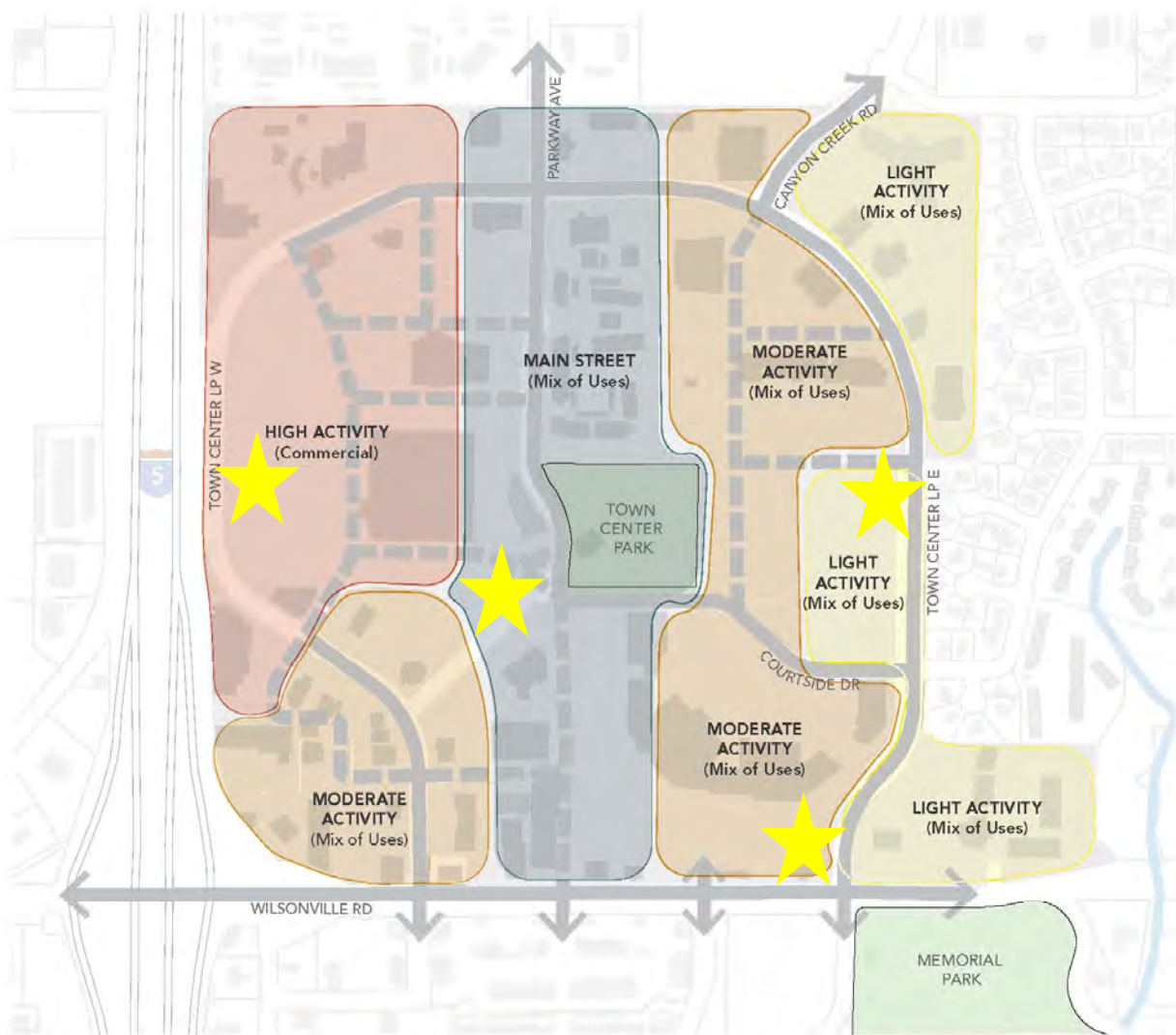


- Shows things like:
 - Height
 - Number of stories
 - Design
 - Materials

Your Assignment

A Site in Town Center





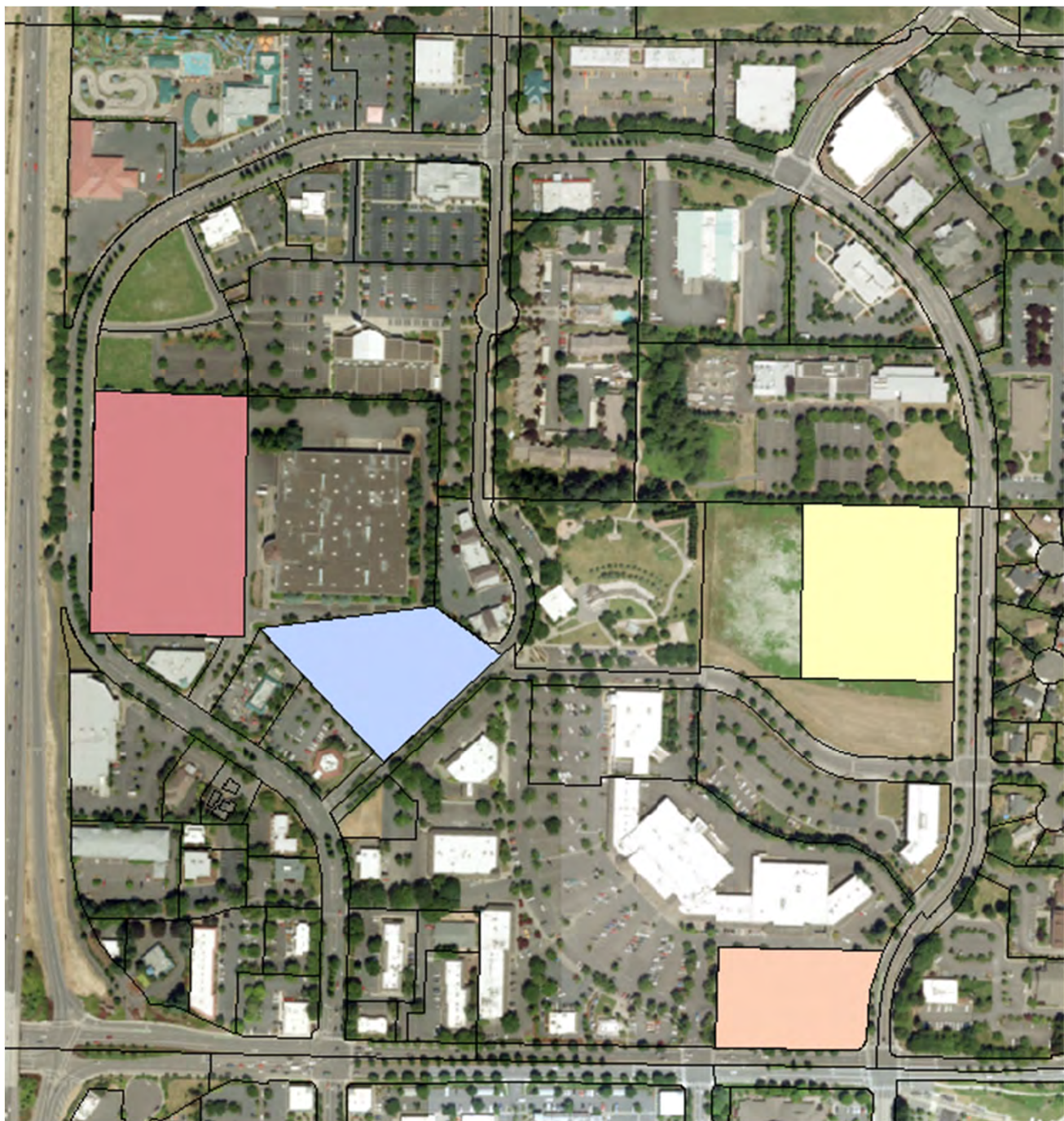
LEGEND

- Building Footprint
- Parcel
- Highway
- Existing Street Network
- Proposed Multimodal Street Network
- Existing Park
- LAND USE**
- Main Street (Mix of Uses, 3 to 4 stories)
- High Activity (Commercial, 4 to 5 stories)
- Moderate Activity (Mix of Uses, 2 to 4 stories)
- Light Activity (Mix of Uses, 2 to 3 stories)

SCALE: 1" = 500'

COMMUNITY DESIGN CONCEPT: PROPOSED LAND USE





Questions?



Tutorial

STUDENT LAND USE/SITE PLAN ASSIGNMENT

Step 1: Design Your Site (the “Site Plan”)

1. Choose your subarea: the different subareas have different kinds of buildings
2. Decide what you are putting **inside** your building – do this for each floor of your building
3. Decide what you are putting **around** your building

Use the chart below to design your site plan. It will determine what kind of building can go in your subarea, how many floors it can have, what can go inside it, and all of the other things you need to provide on-site.

<u>Land Use Subarea</u>	<u>Required Elements of Site Plan</u>	<u>Constraints / Parameters</u>
<u>High Activity</u>	<ol style="list-style-type: none"> 1. <u>Number of Floors</u> 2. <u>Land Uses</u> 3. <u>Setbacks</u> 4. <u>Parking requirements</u> 5. <u>Landscaping</u> 	<ol style="list-style-type: none"> 1. 3-5 floors (5 max) 2. Office, commercial retail, hospitality, entertainment, no residential by I-5 3. No setback requirements 4. 1 parking space per 1,000 square feet of building area 5. 3 point minimum, using “Green Factor” list attached
<u>Main Street</u>	<ol style="list-style-type: none"> 1. <u>Number of Floors</u> 2. <u>Land Uses</u> 3. <u>Setbacks</u> 4. <u>Parking requirements</u> 5. <u>Landscaping</u> 	<ol style="list-style-type: none"> 1. 2-4 floors (4 max) 2. Active ground floor uses, retail commercial, office, and residential uses allowed (no residential on ground floor). No drive-thrus or driveways connecting to Main Street 3. Buildings along Main Street have a 0’ required setback from sidewalk 4. 1 parking space per 1,000 square feet of building area / 1 parking space per residential unit 5. 4 point minimum, using “Green Factor” list attached
<u>Moderate Activity</u>	<ol style="list-style-type: none"> 1. <u>Number of Floors</u> 2. <u>Land Uses</u> 3. <u>Setbacks</u> 4. <u>Parking requirements</u> 5. <u>Landscaping</u> 	<ol style="list-style-type: none"> 1. 1 – 4 floors (4 max) 2. Commercial and office buildings/ spaces; commercial retail; hospitality or entertainment; residential townhomes or apartments/condos 3. No setback requirements 4. 1 parking space per 1,000 square feet of building area / 1 parking space per residential unit 5. 4 point minimum, using “Green Factor” list attached
<u>Light Activity</u>	<ol style="list-style-type: none"> 1. <u>Number of Floors</u> 2. <u>Land Uses</u> 3. <u>Setbacks</u> 4. <u>Parking requirements</u> 	<ol style="list-style-type: none"> 1. 1-3 floors (3 max) 2. Small commercial and office buildings/ spaces; Residential townhomes or apartments/condos

	5. <u>Landscaping</u>	3. No setback requirements 4. 1 parking space per 1,000 square feet of building area / 1 parking space per residential unit 5. 5 point minimum, using “Green Factor” list attached
--	-----------------------	--

PARAMETERS – elements that limit how many/the size of different uses a student can accommodate

-Number of floors allowed for particular subarea

-High Activity: 5

-Moderate Activity: 4

-Light Activity: 3

-Main Street: 4

-Types of uses that are prohibited in particular subareas

-No residential in High Activity Subarea near freeway

-No high-use/high-activity in Light Activity area; limit to townhomes, small-scale

-Only active ground floor uses in Main Street Subarea; no housing on ground floor

-Minimum or maximum setbacks:

-NA for High/Moderate/Light Activity Subareas

-Buildings fronting Main Street have a 0’ required setback – must be built to the sidewalk

-Parking requirements

- 1 per 1,000 square feet of building area

- 1 per residential unit

-Minimum landscaping

-Must choose from “green factor” point-value list; minimum number based on subarea:

-High Activity: 3 point minimum

-Moderate Activity: 4 point minimum

-Light Activity: 5 point minimum

-Main Street: 4 point minimum

Step 2: Design Your Building (the “Building Plan”)

1. Calculate the Total Square Footage for each use you put your building

- Do this by using the dimensions of each floor in your building, and how you designated uses on each of those floors
2. Calculate the number of housing units provided
 - Minimum area required based on the number of rooms in each unit:
 - Studio: 500 square feet
 - One-Bedroom: 750 square feet
 - Two-Bedroom: 1200 square feet
 - Three-Bedroom: 1350 square feet
 - Four-Bedroom: 1500 square feet
 3. Calculate the number of employees/jobs provided
 - Minimum area required for each employee, based on use:
 - Office: 300 square feet
 - Retail/Civic: 450 square feet
 4. Calculate the Parking spaces provided
 - 1 parking space is required per 1,000 square feet of building area
 - 1 parking space is required per each residential unit
 - Remember: each parking space needs to be at least 9 feet wide and 18 feet long
 - Remember: cars have to be able to drive to your parking spaces, so make sure any driveways or drive lanes are at least 12 feet wide

Step 3: Present Your Plan

1. Identification of chosen Land Use Subarea
2. Building height (floors) of proposed project and the uses within each story
3. Presentation of the “Building Plan” - the calculations from the project
4. Presentation of the “Site Plan” - What their calculations meant for their site layout (what had to be left out/changed/moved around?) Students can use this step to give a more in depth overview of their site plan
5. What amenities they included in their project, such as their green factors and any other elements they added that would benefit the community or help achieve the “vision and goals”

Green Factor Points Sheet

Landscaped Area/Garden = 0.2 points for each square foot in size

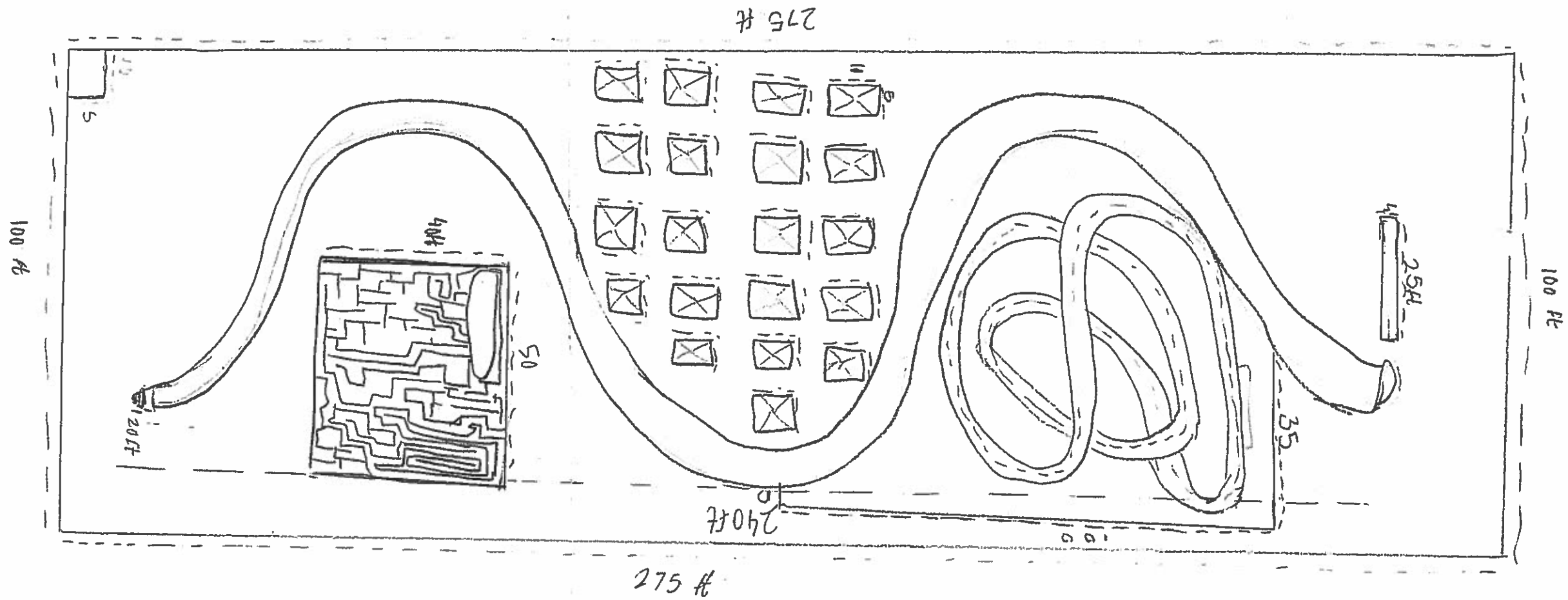
Trees = 1 point for 5 trees planted

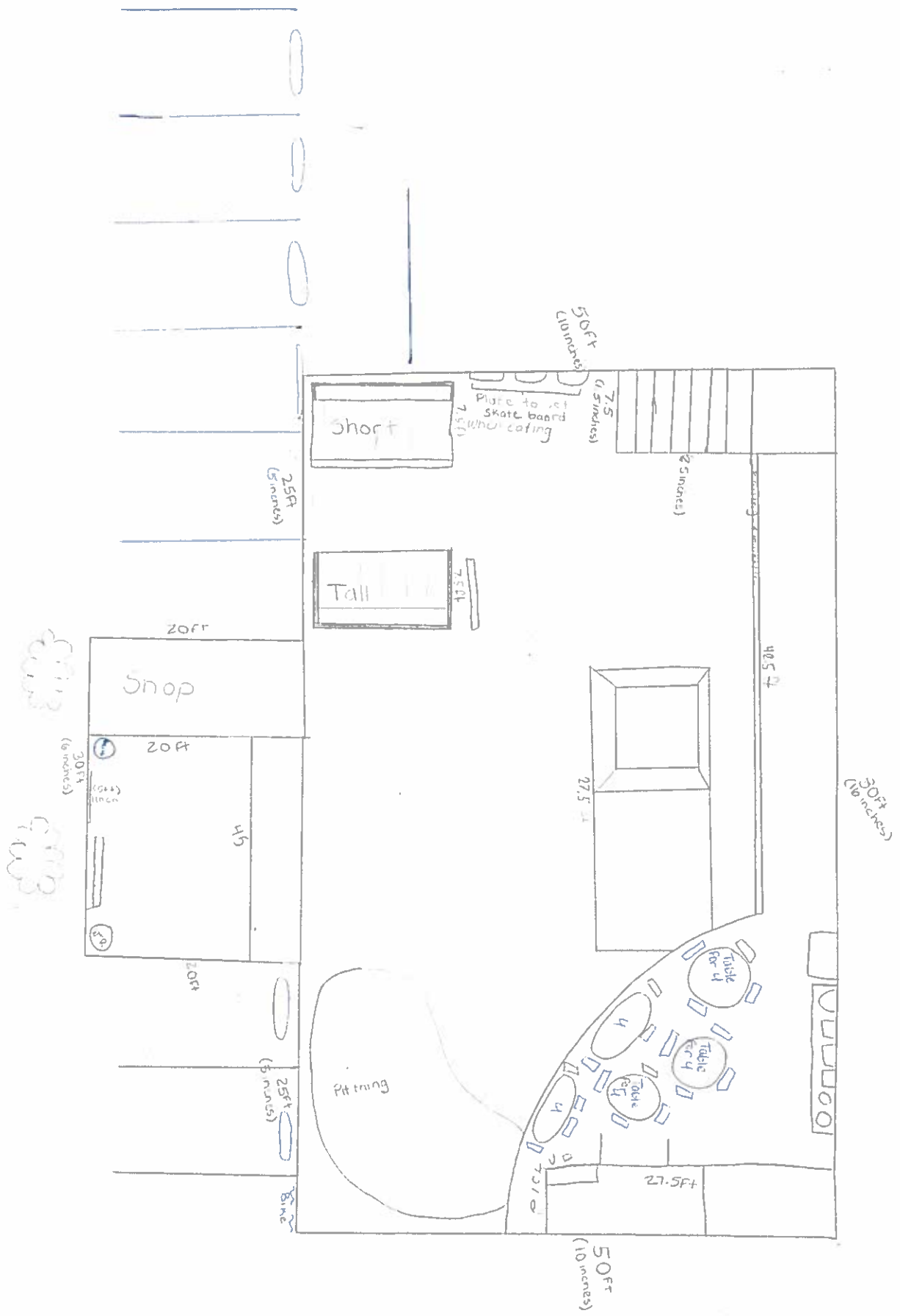
Green Roof = 1 point for each square foot in size

Garden Wall = 0.7 points for each square foot in size

Rain Garden = 0.7 points for each square foot in size

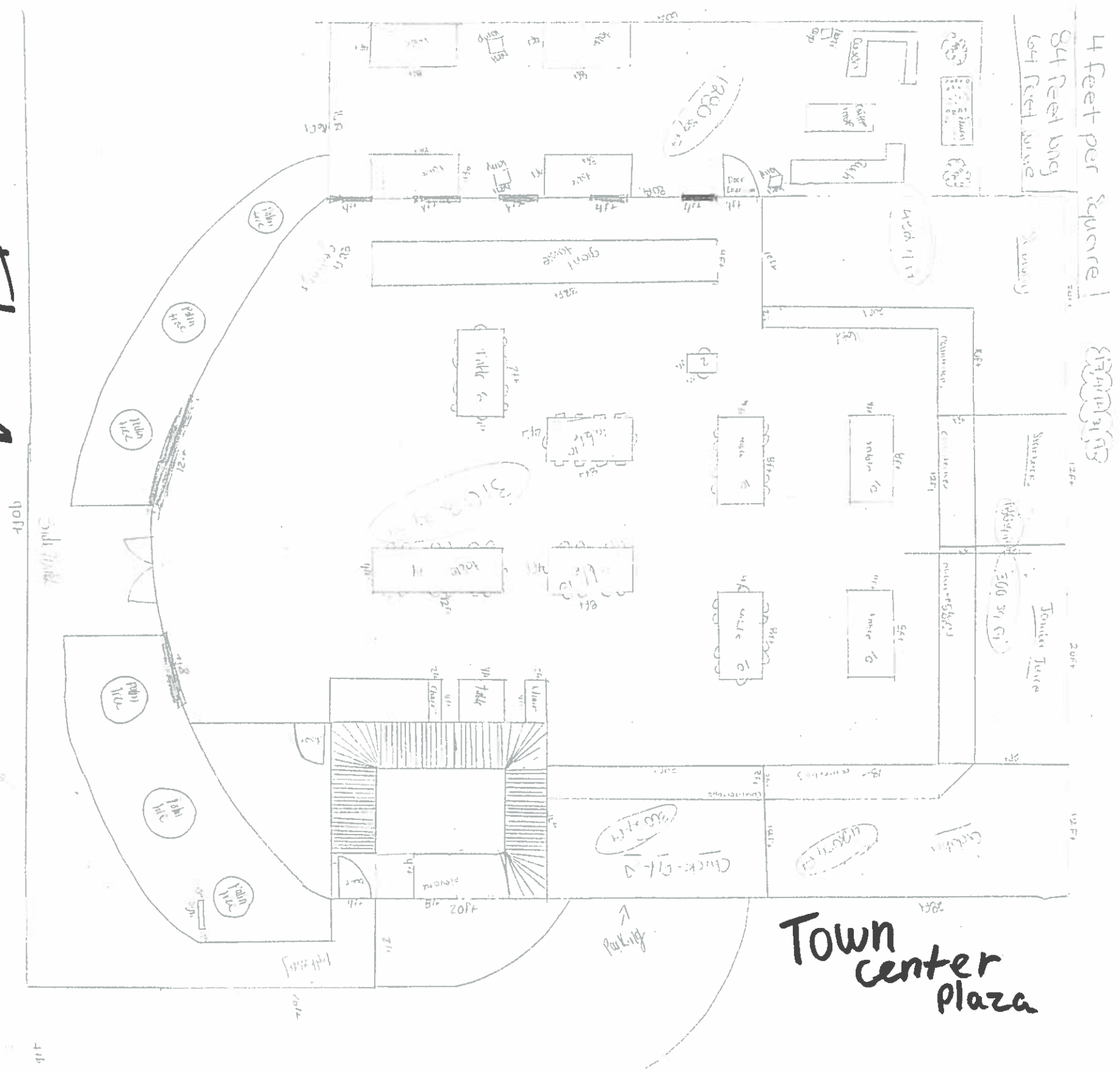
2nd Floor





100 sq ft per person

Floor 1



Town Center Plaza

4 Feet per square

84 Feet long
64 Feet wide

Sitting Area
1300

Tables
3100

Tables
3100

Check-out
1300

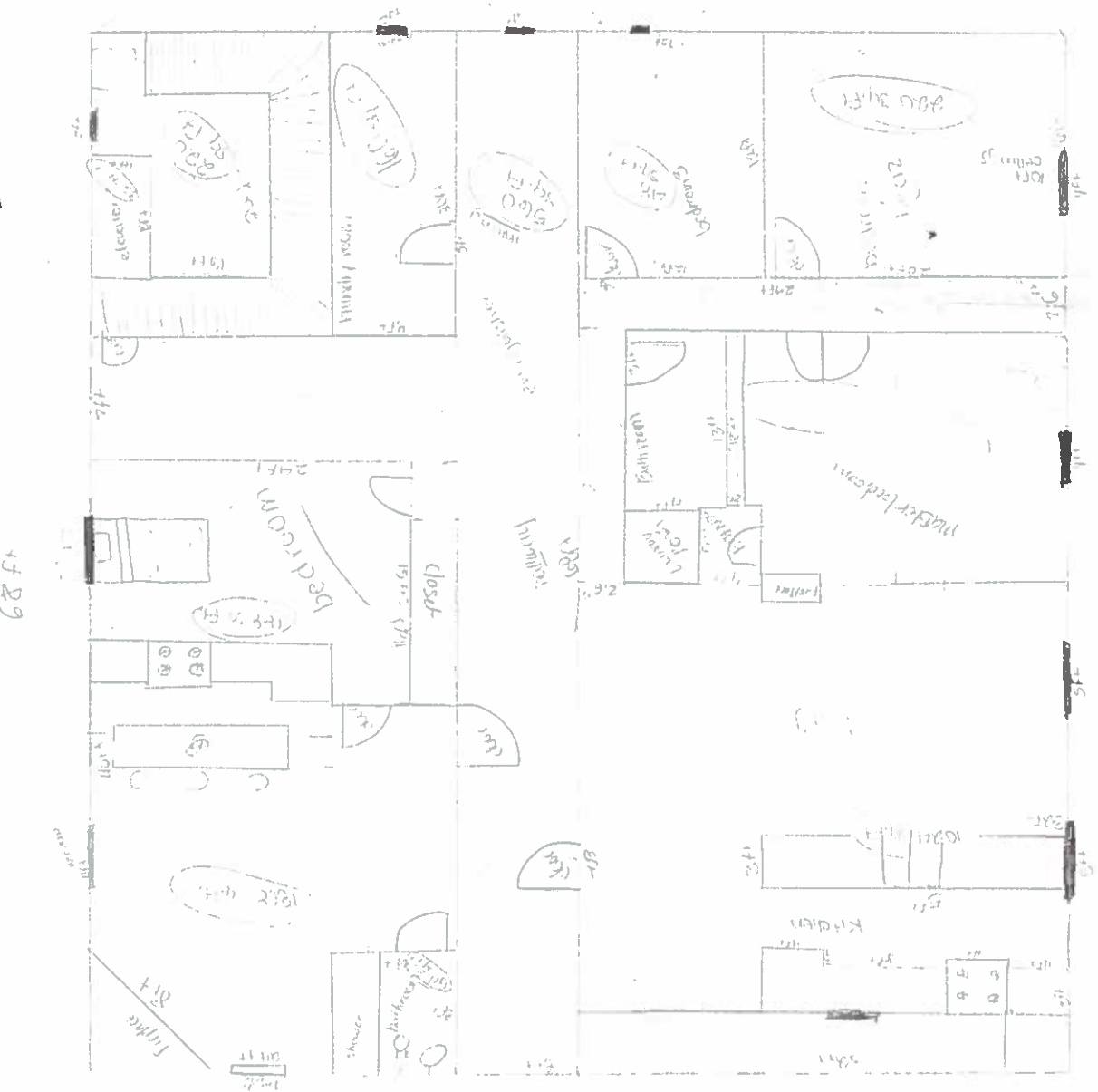
Check-out
1300

Parking

Town Center Plaza

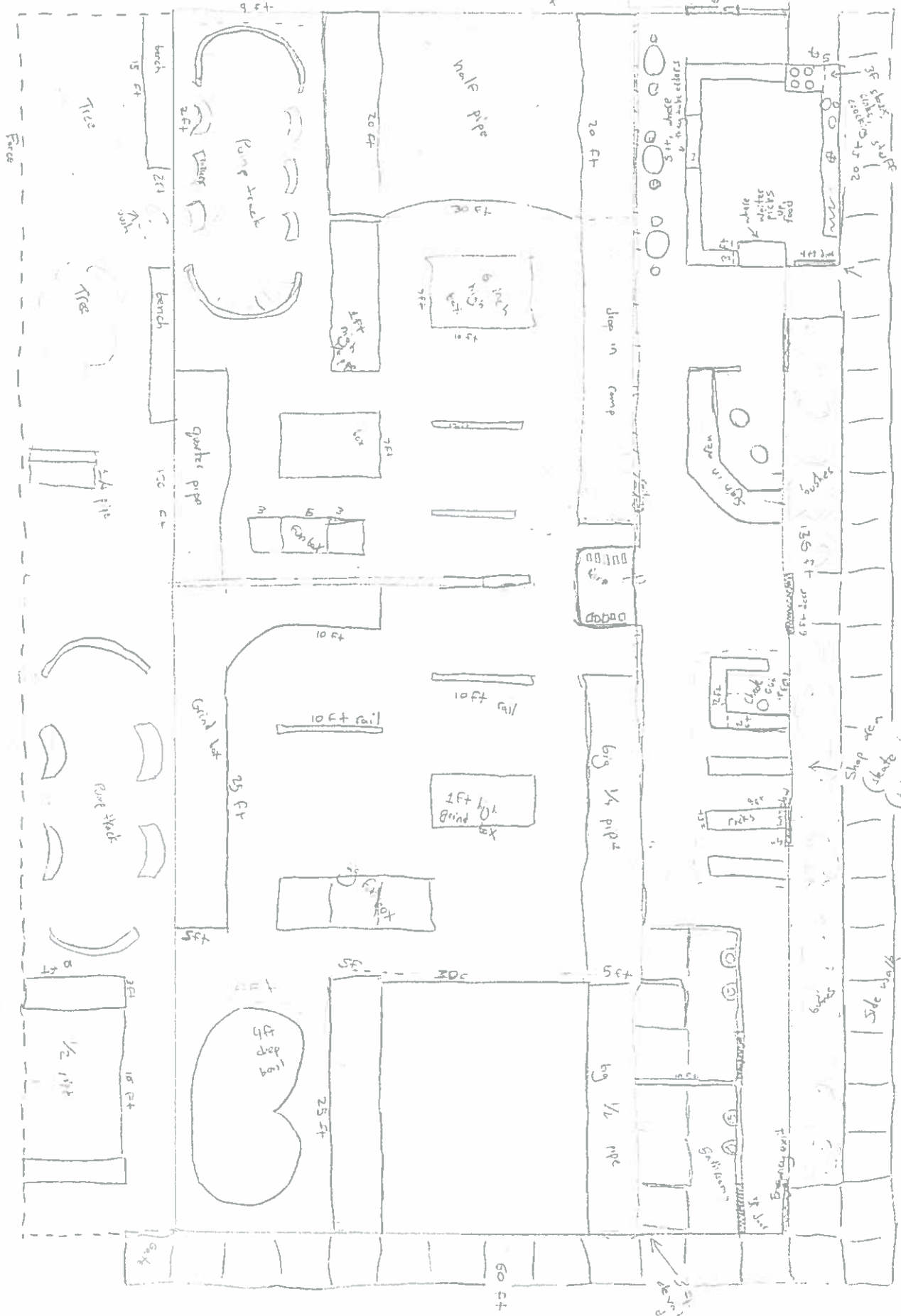
By
Clara &
Callan

Floor 2-4



64N

outdoor area
for hot days



cells
1 row
2nd cycle 5ft

(for
table, bench,
table, and
table)

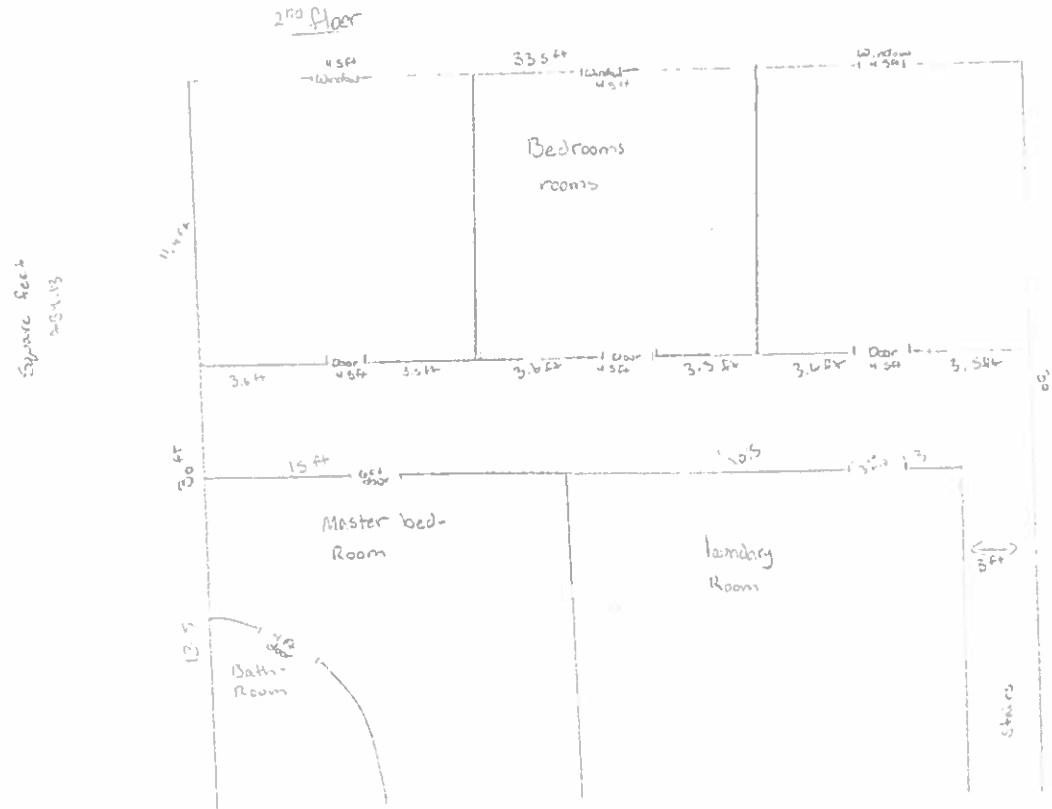
table
table

Ellie Kim +
Lillian Carvano

REPORT

We designed a house because the population in Wilsonville will increase slowly each year. Some houses will be old & unstable so they need to be rebuild to be safer and secure

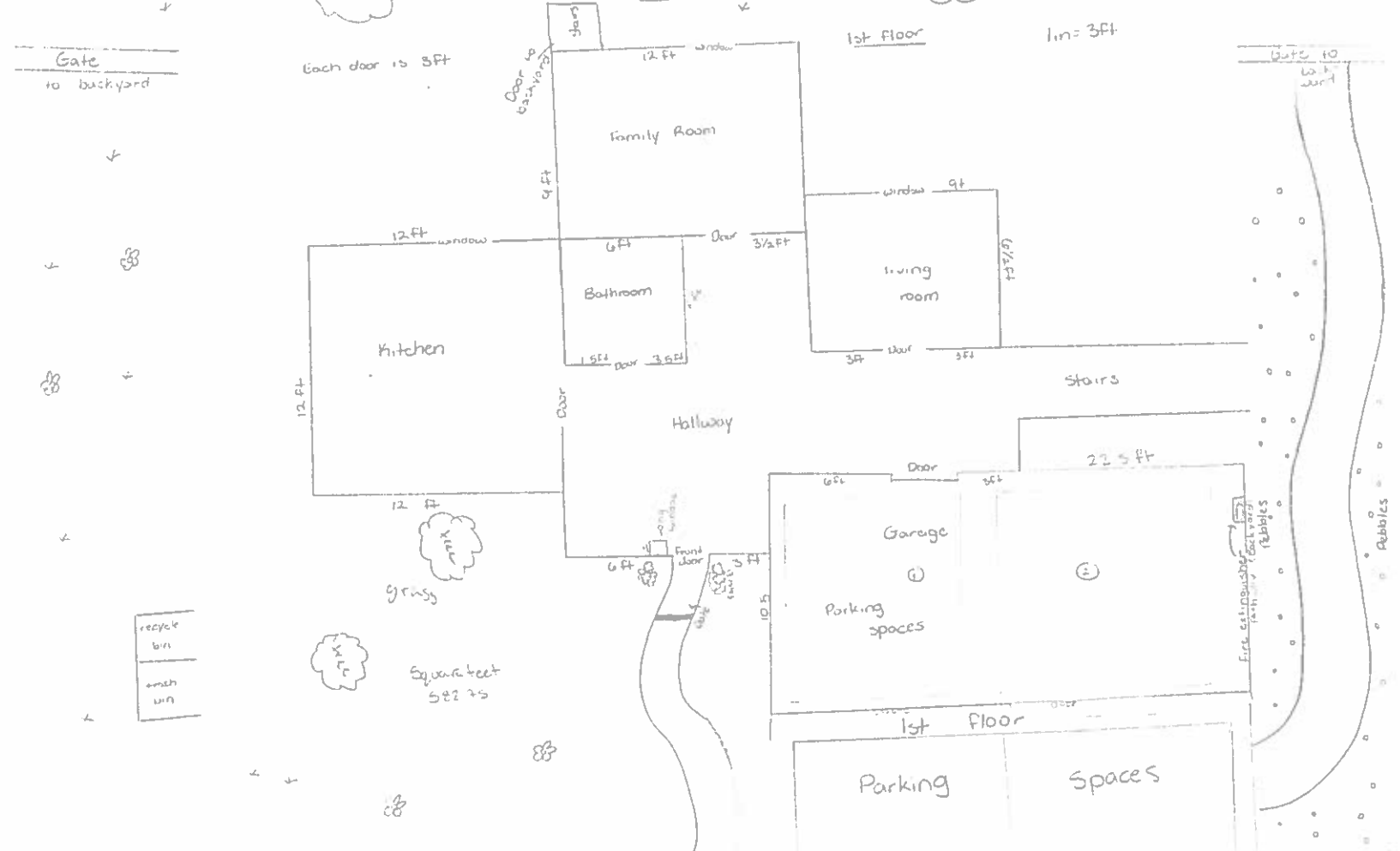
2nd Floor



REPORT

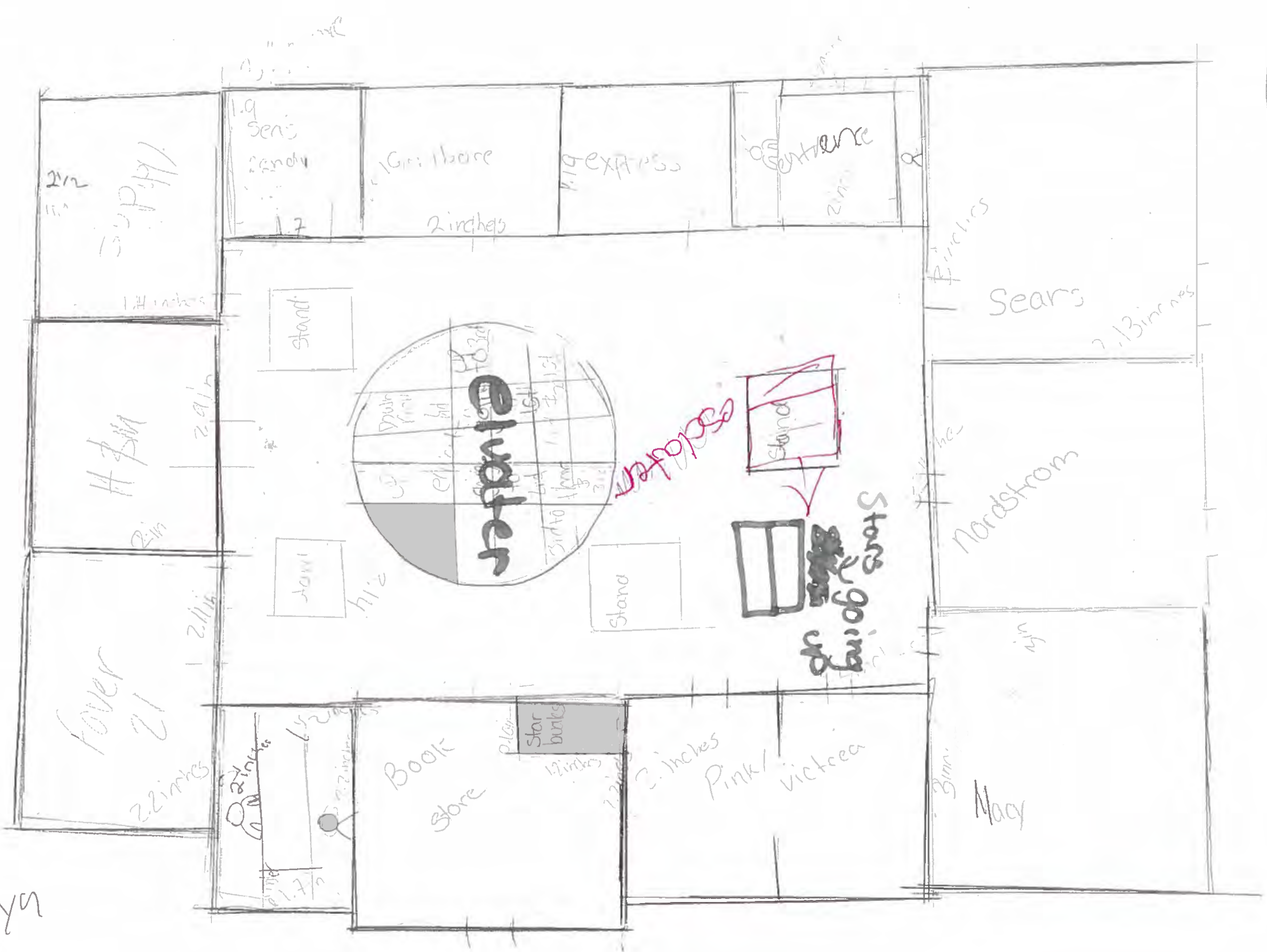
We think our buildings fit into Wilsonville Town center because it is not a complicated looking house. The house also includes a backyard that is 8712 sq feet

Grass BACKYARD

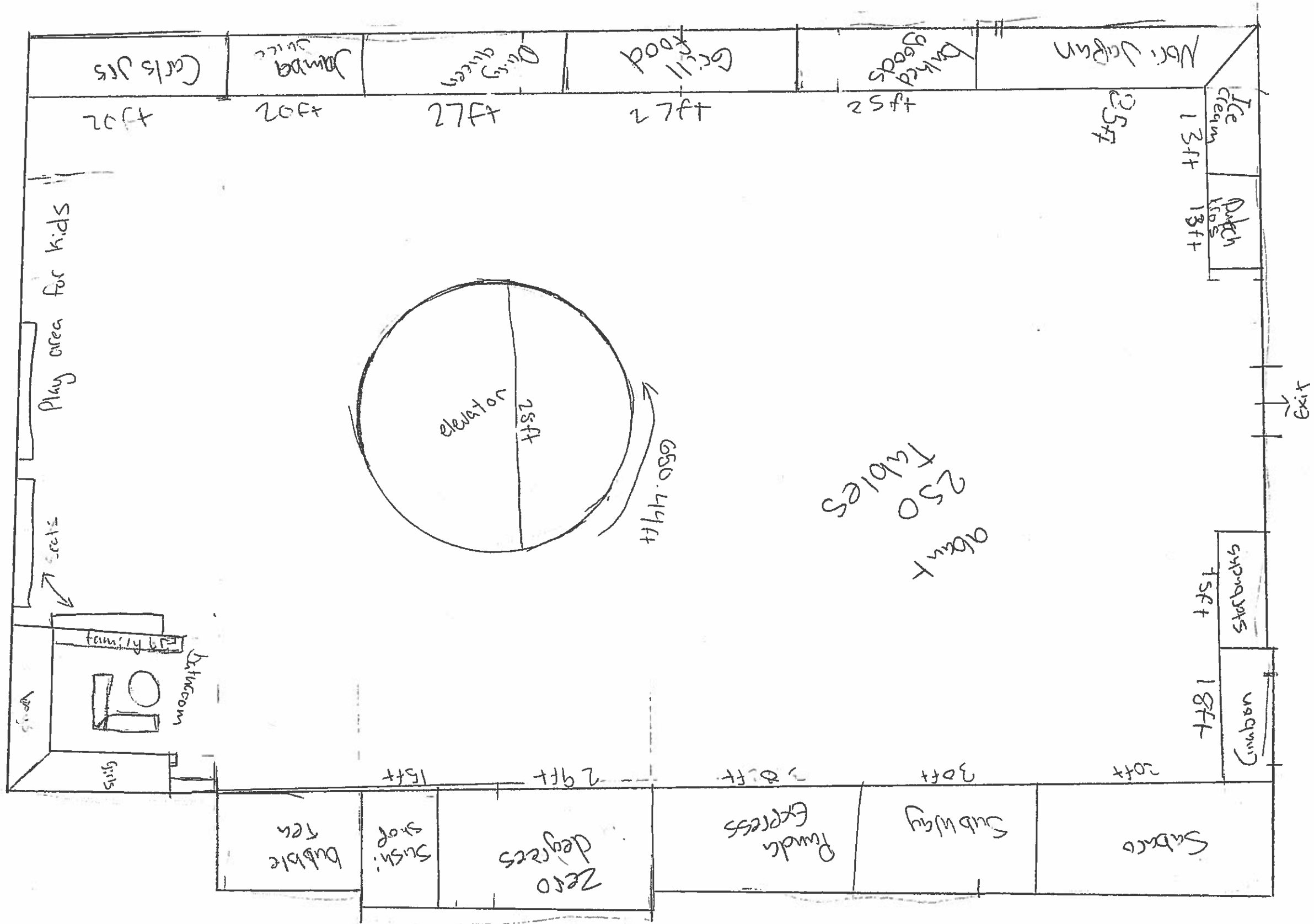


1st floor

4 stand each floor
1.11 store each
Y/CRY



Evelyn
+
Maya



Top Parking lot

Evelyn + Mayra

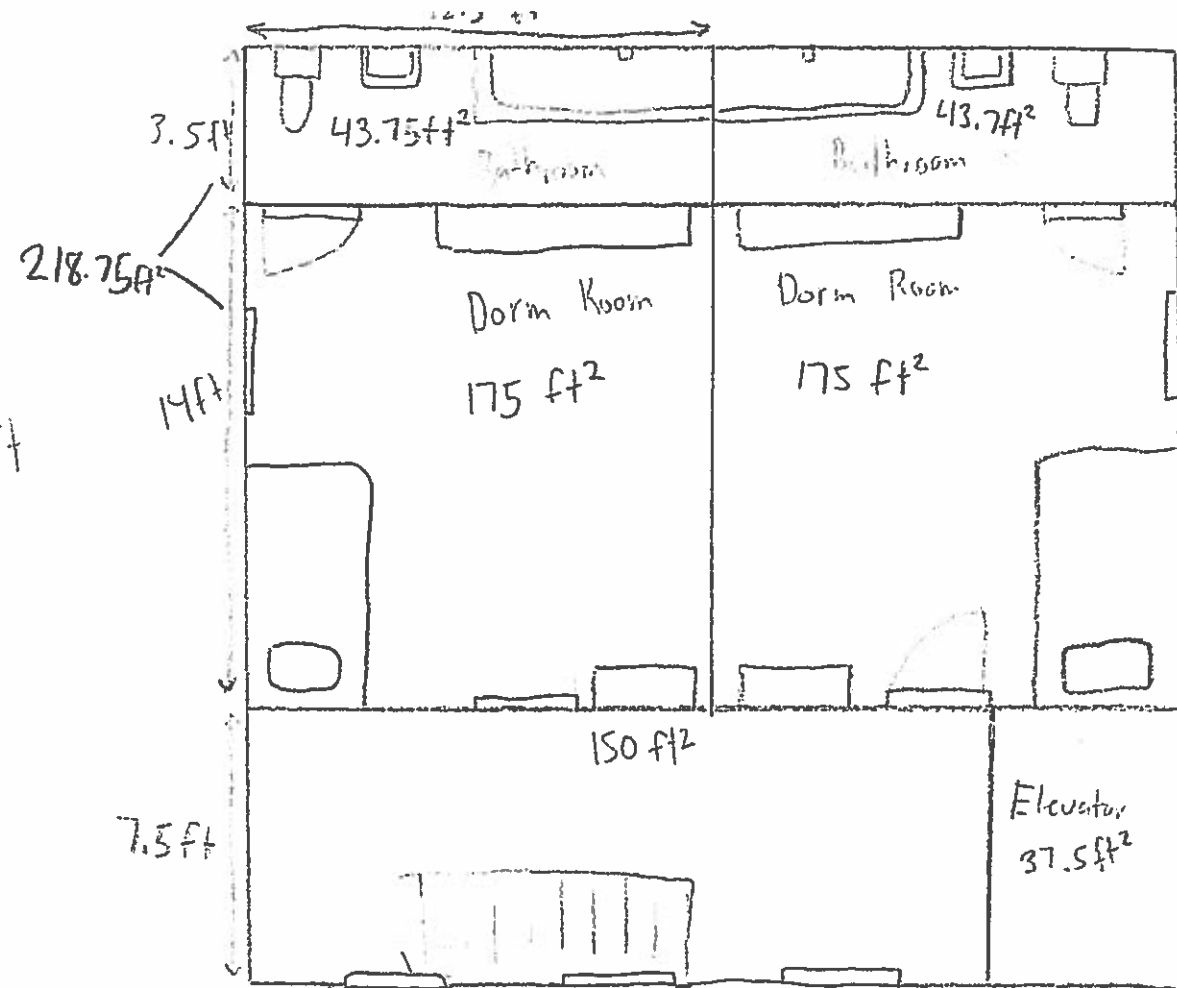
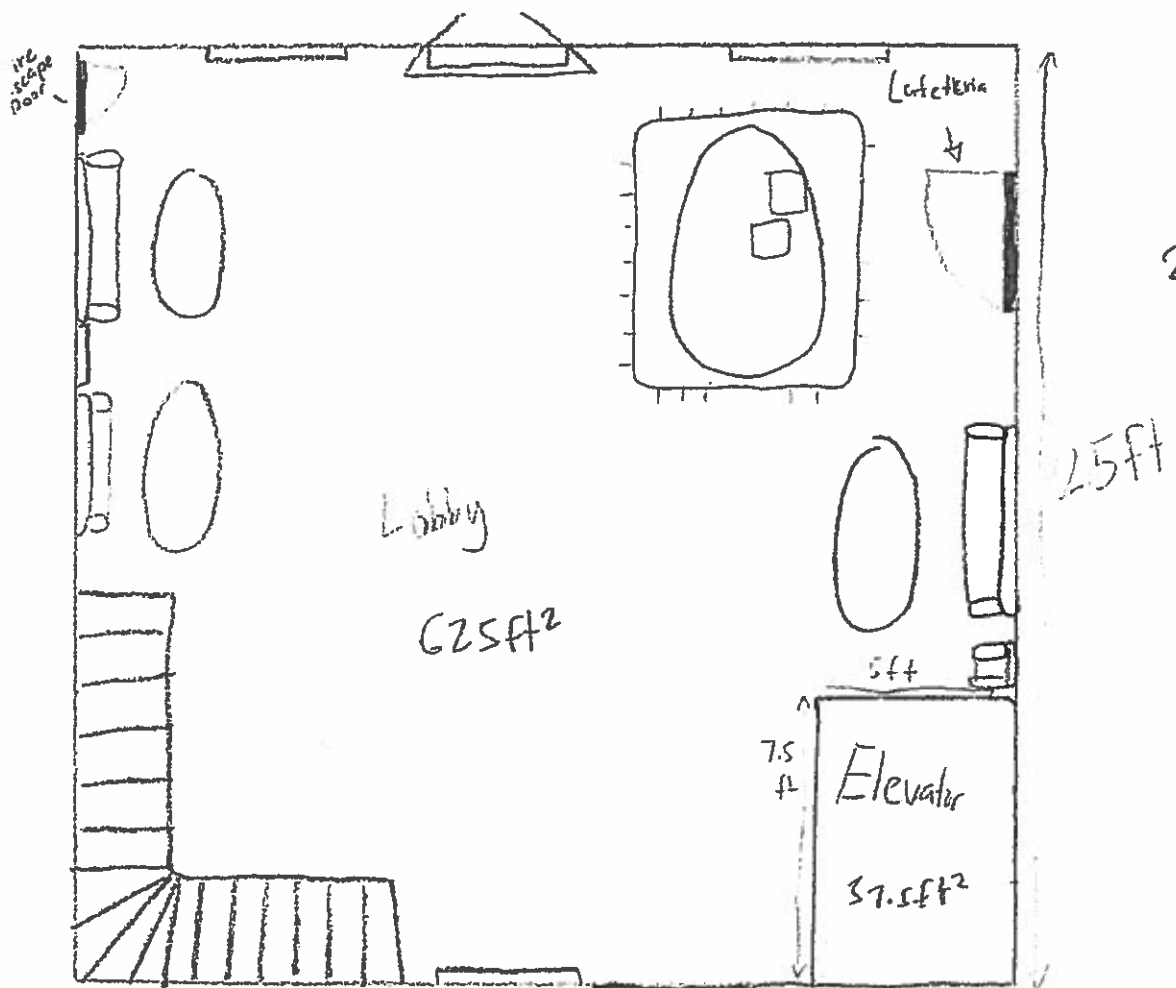
Same
Measurements
as
1st
Floor

Floor 2

Margra
+
Evelyn



CJ 8
Jordan



scale factor =
1 inch = 5 feet
218.75 ft²



218.75 ft²

Callie + Karim

TOWN CENTER Coffee & Bakery

Measurements

- SQ. Footage \approx 2,100'ft per floor, 4,200'ft in total
- At least 5+ parking spaces
 - 1 8ft x 8ft bathroom

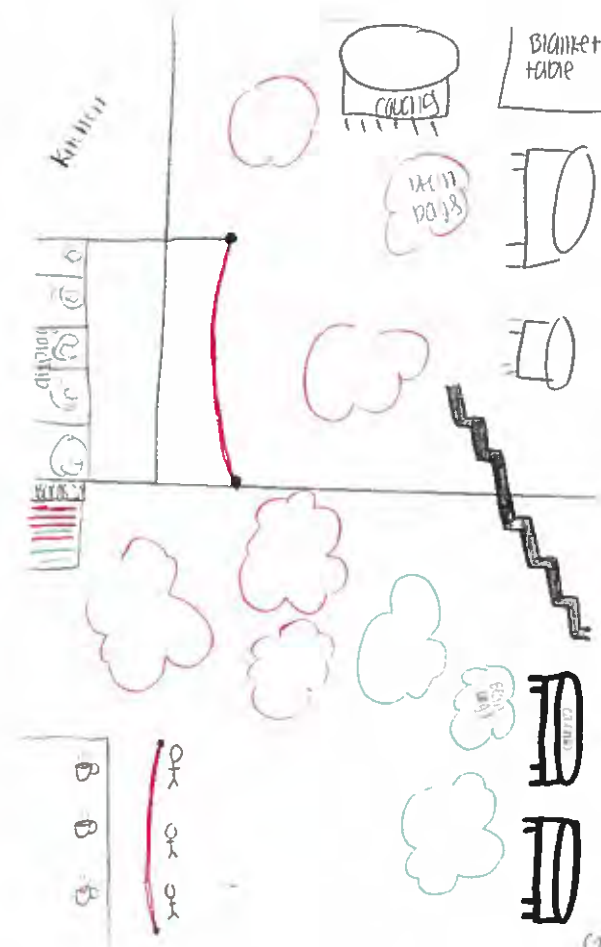
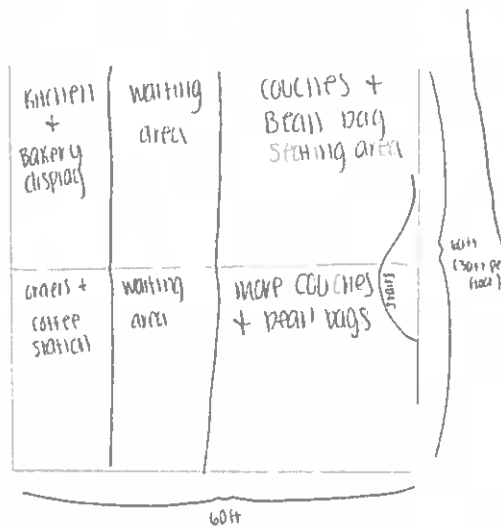
landscape

* 100ft x 100ft
 Peice of land on town center main street.

Elevation drawing

KEY

Each inch = 10ft



landscape drawing!





300 ft

100 ft

SCIENCES
AND
ARTS
MUSEAM

SCIENCES

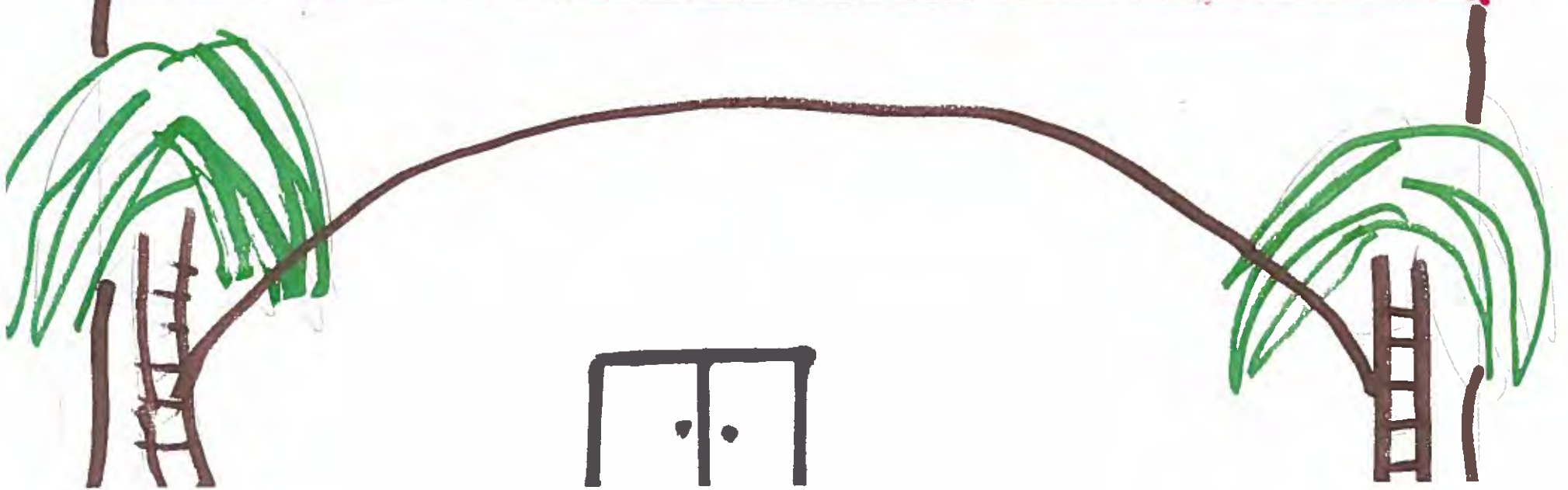
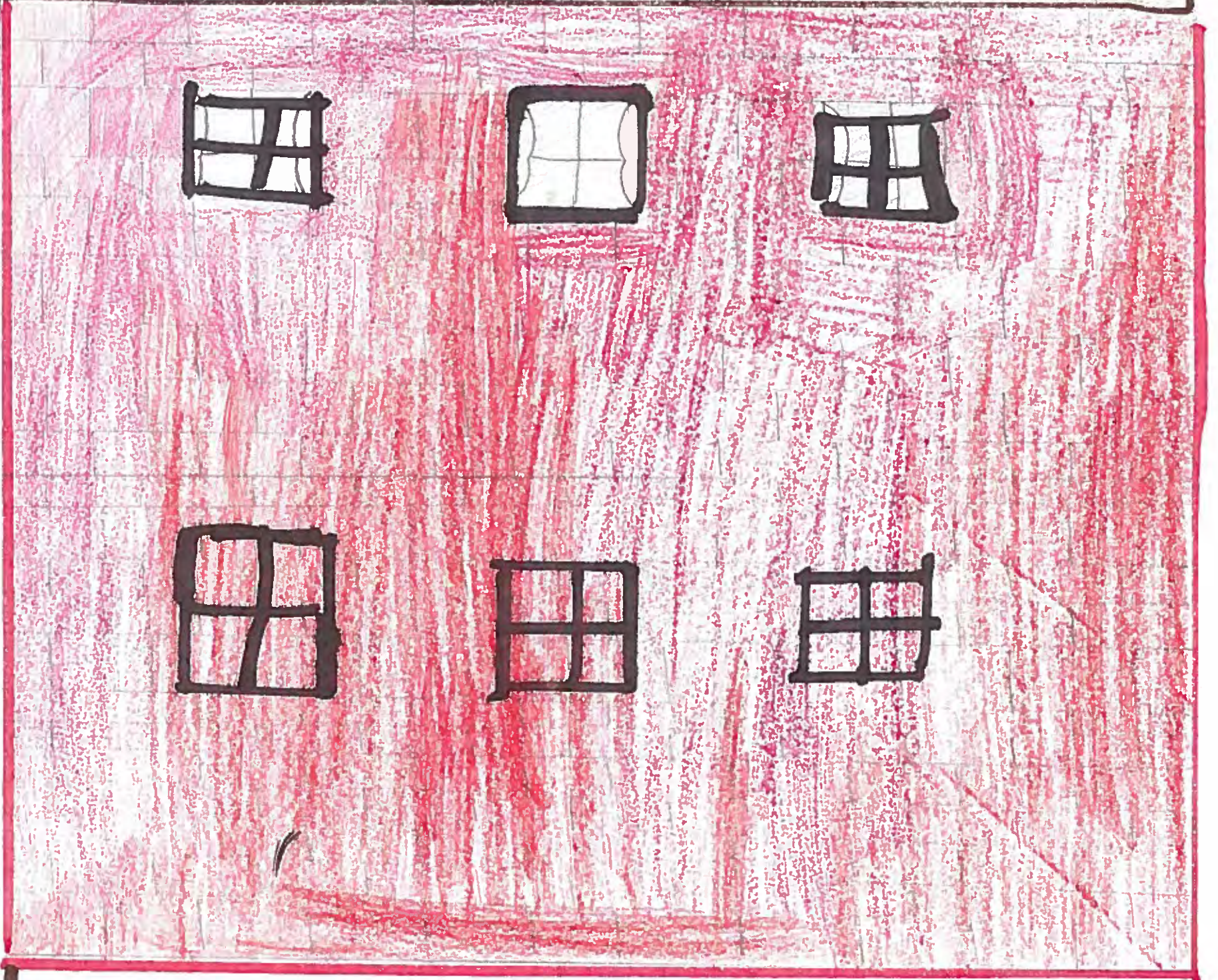
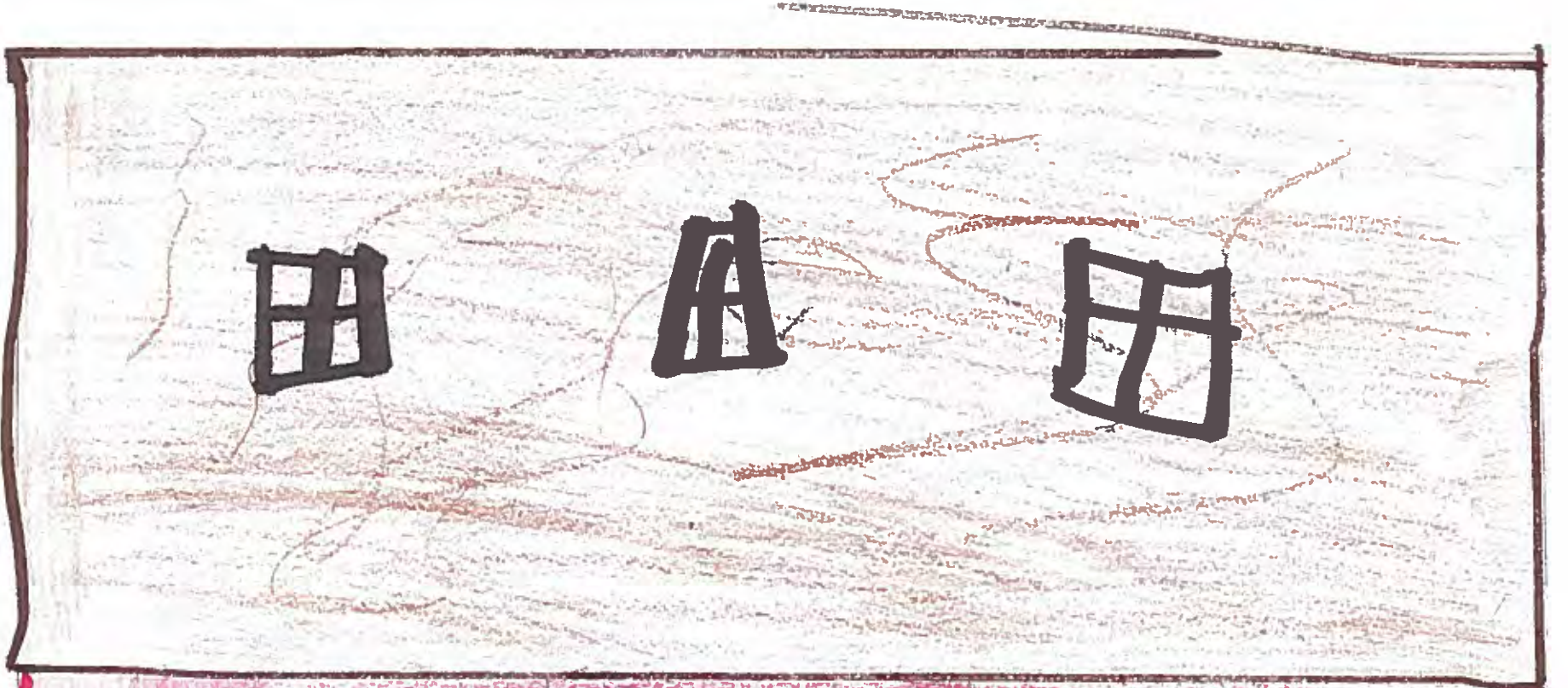
ARTS

160 ft

90 ft

Allison Nowack & J. Pond

Town center Plaza

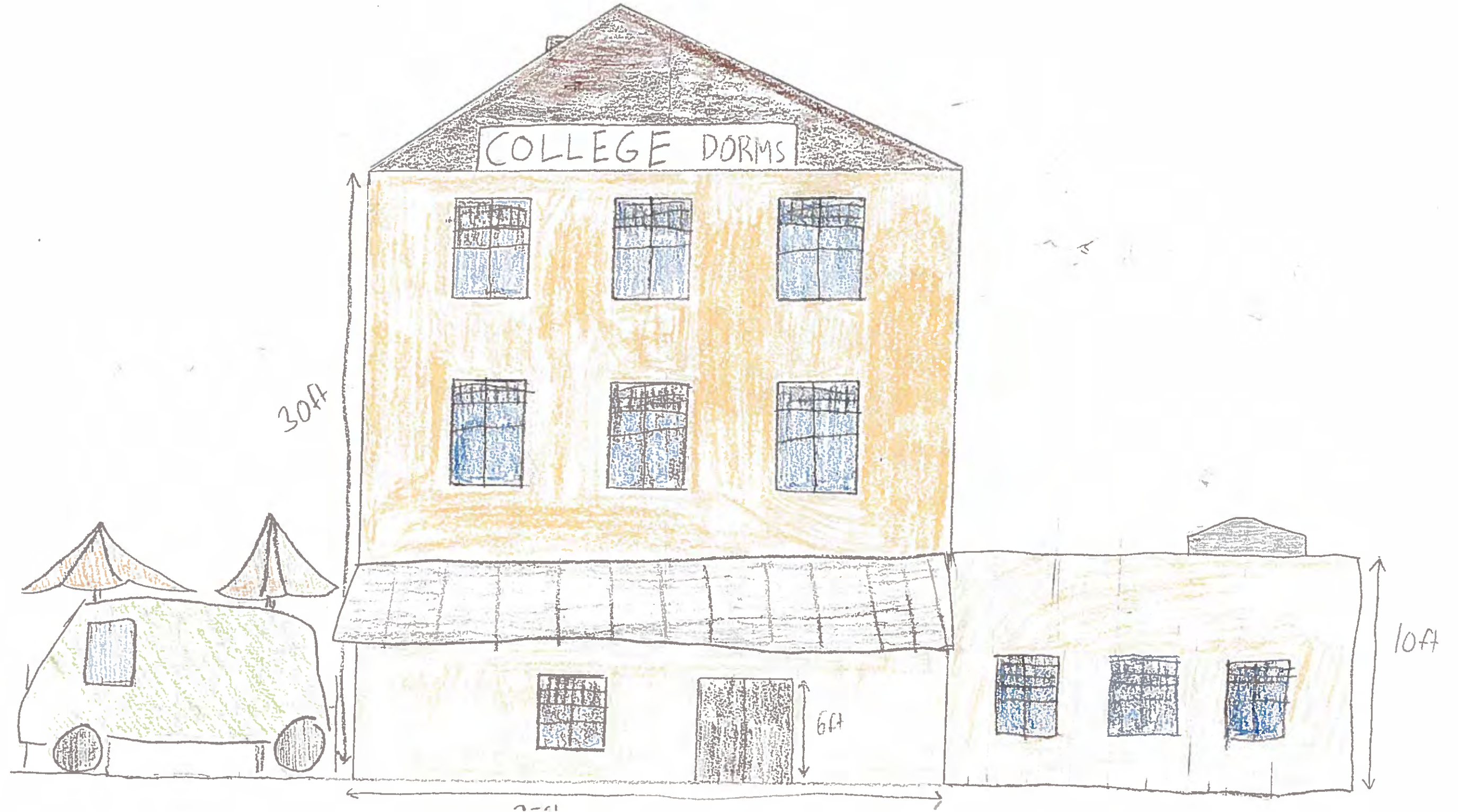




- Brick
- flower boxes
- 6 Windows
- 4 Doors
- Shingles

elevation

W D Jordan
Street View



1 in = 10 feet

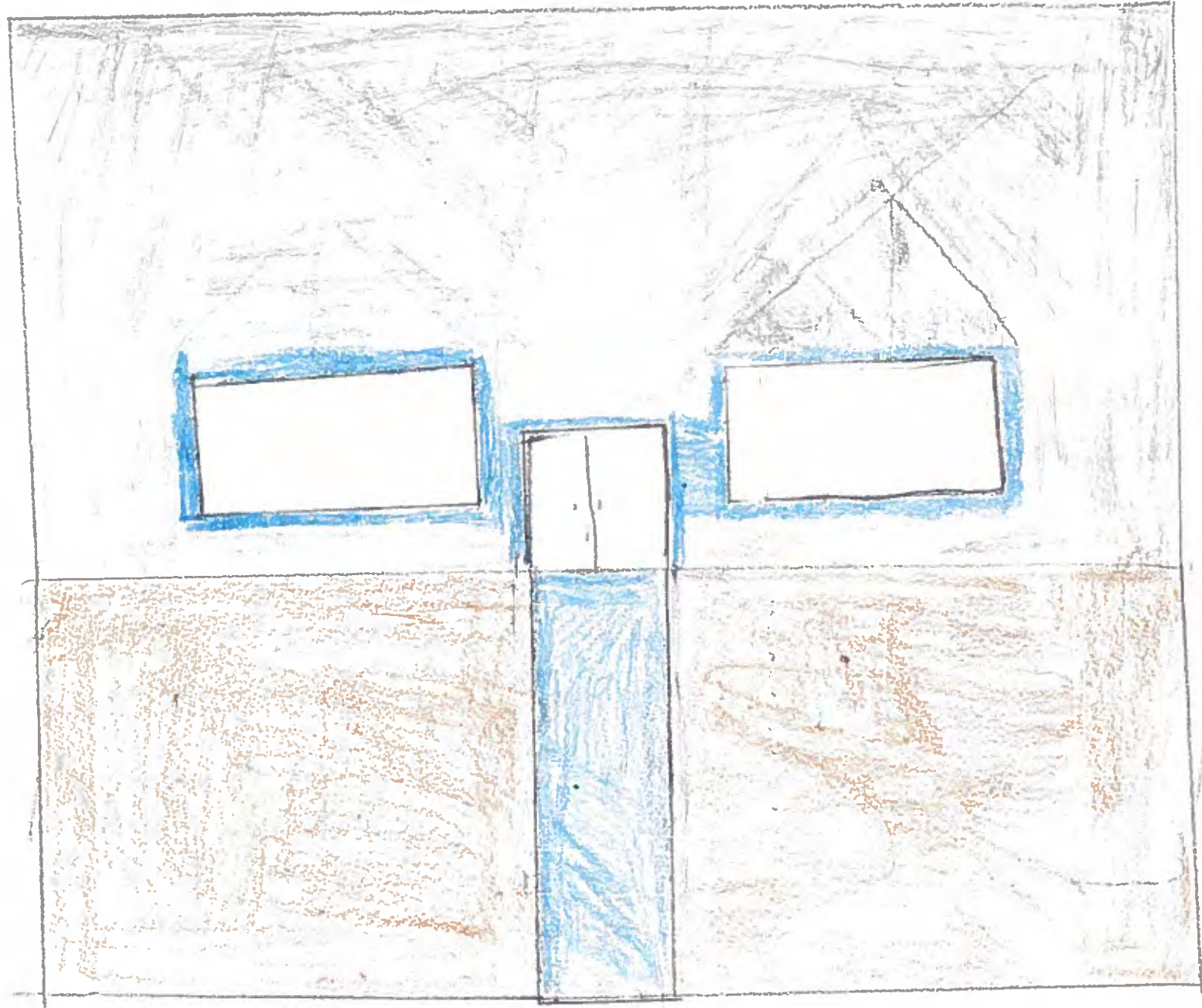
Lucas Jack

Generic Mall Name

3 in
(30')

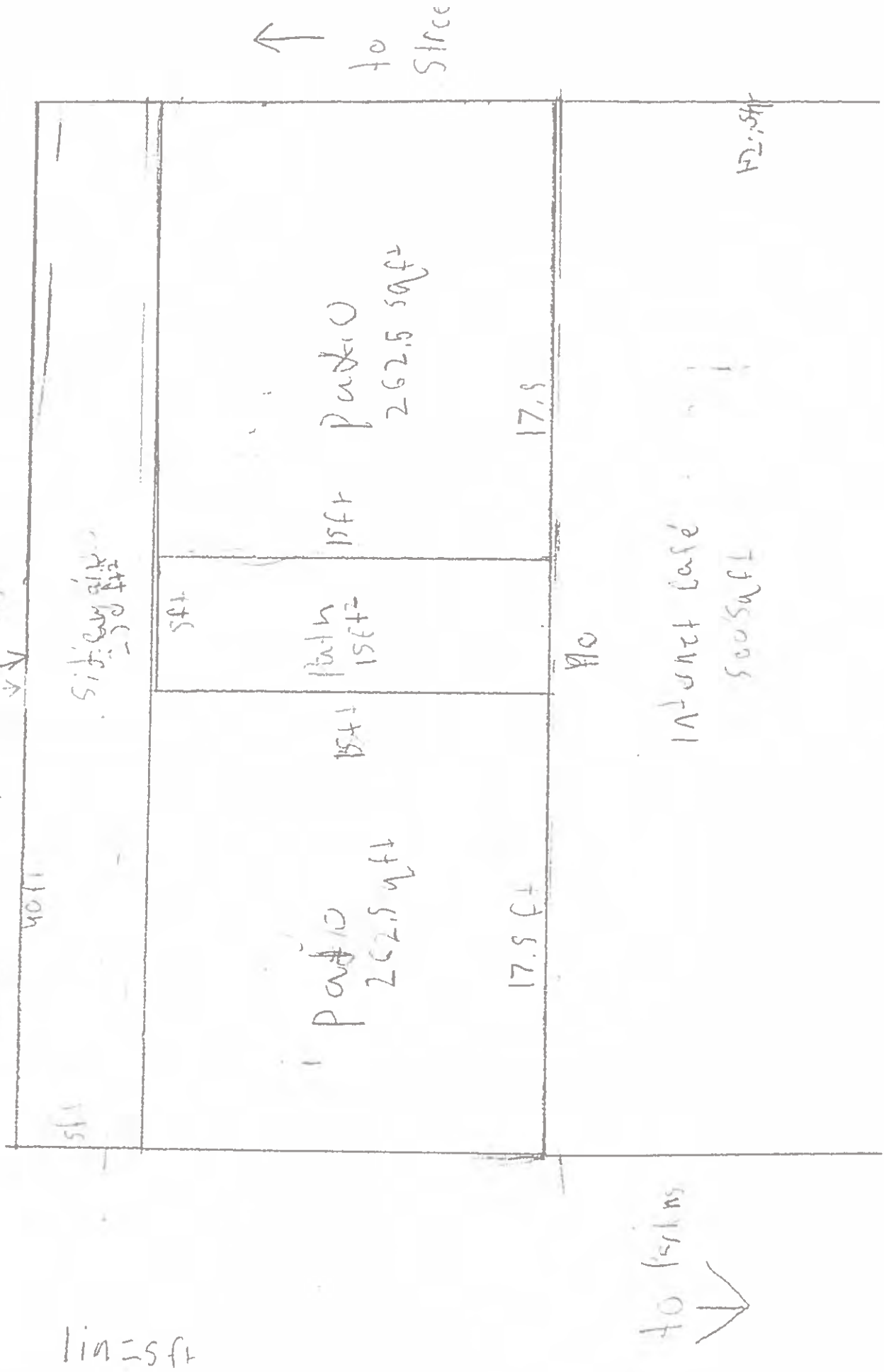


13.8 in
(138')



LANDSCAPE INS

1 in = 5 ft



50 ft

Trinity and Tate

Bricks

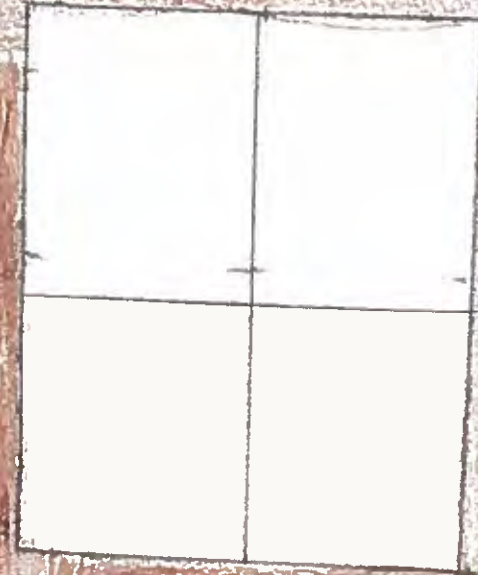
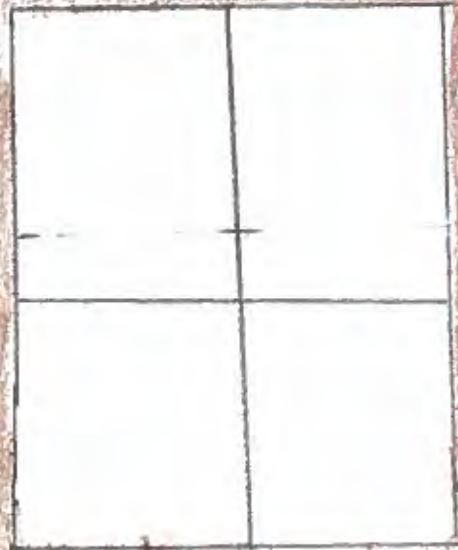
12 ft

12 ft

50 ft

12 ft

12 ft



Cafe Chill 

Pot of flowers



10 ft

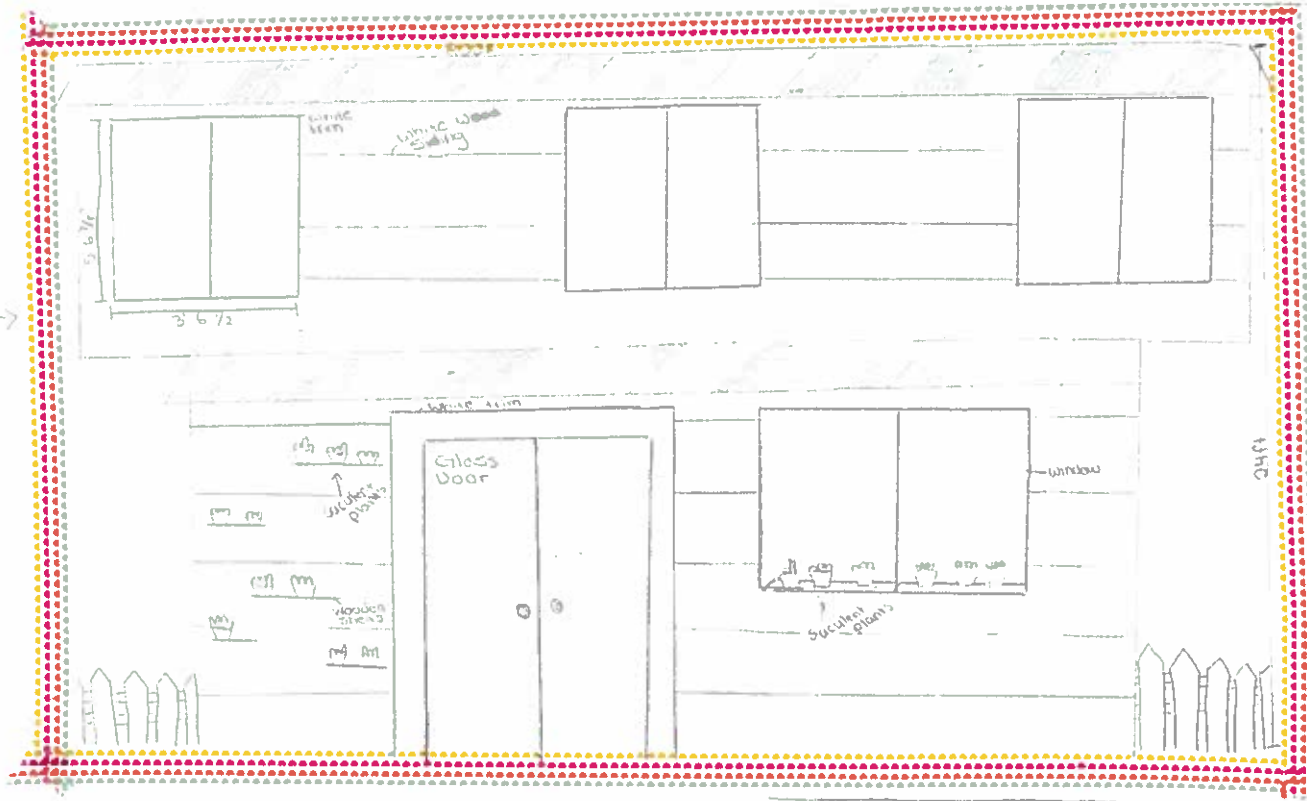


50 ft

open



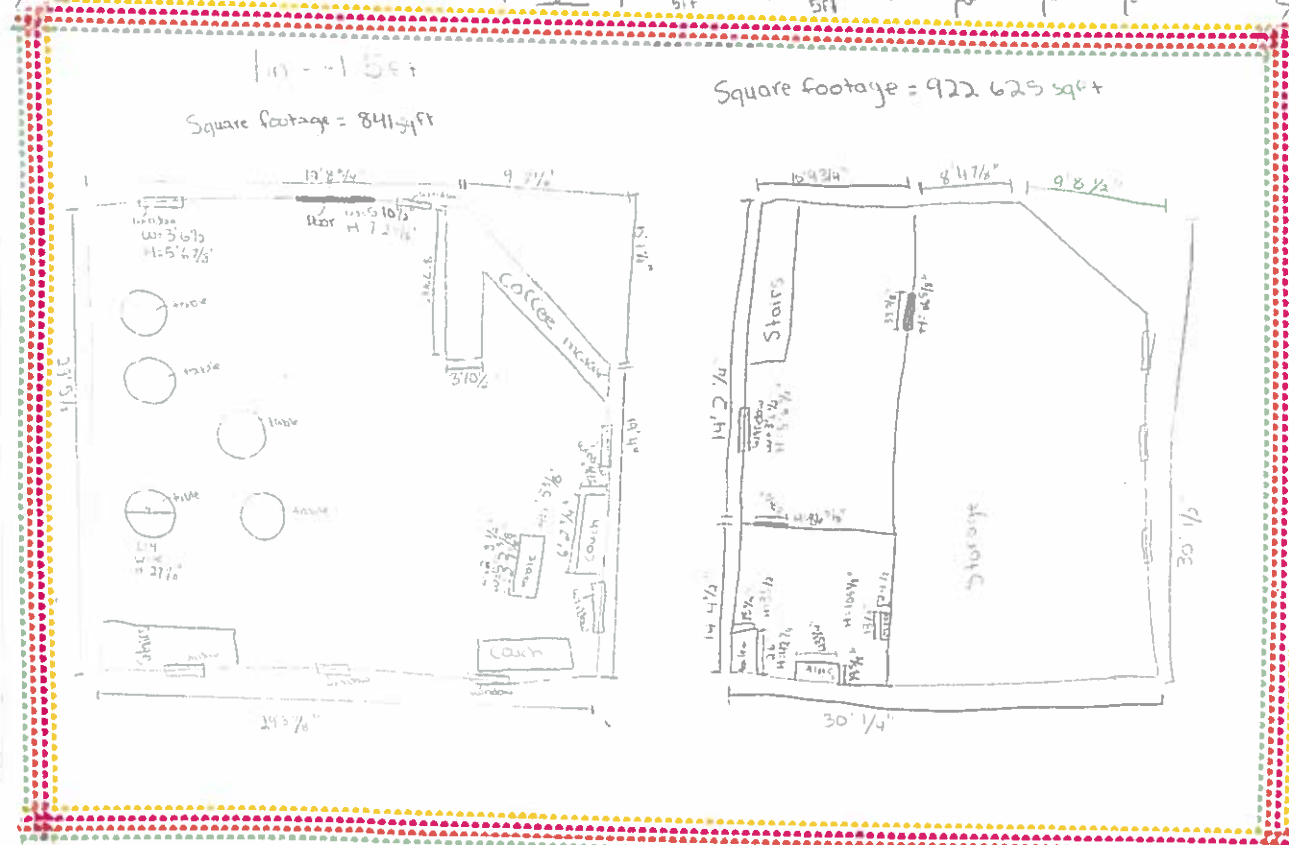
ELEVATION



Outside square footage in ft² = 372.59 ft²



7ft (fresh goods)
20ft
Garden Bed



Square footage = 841 ft²

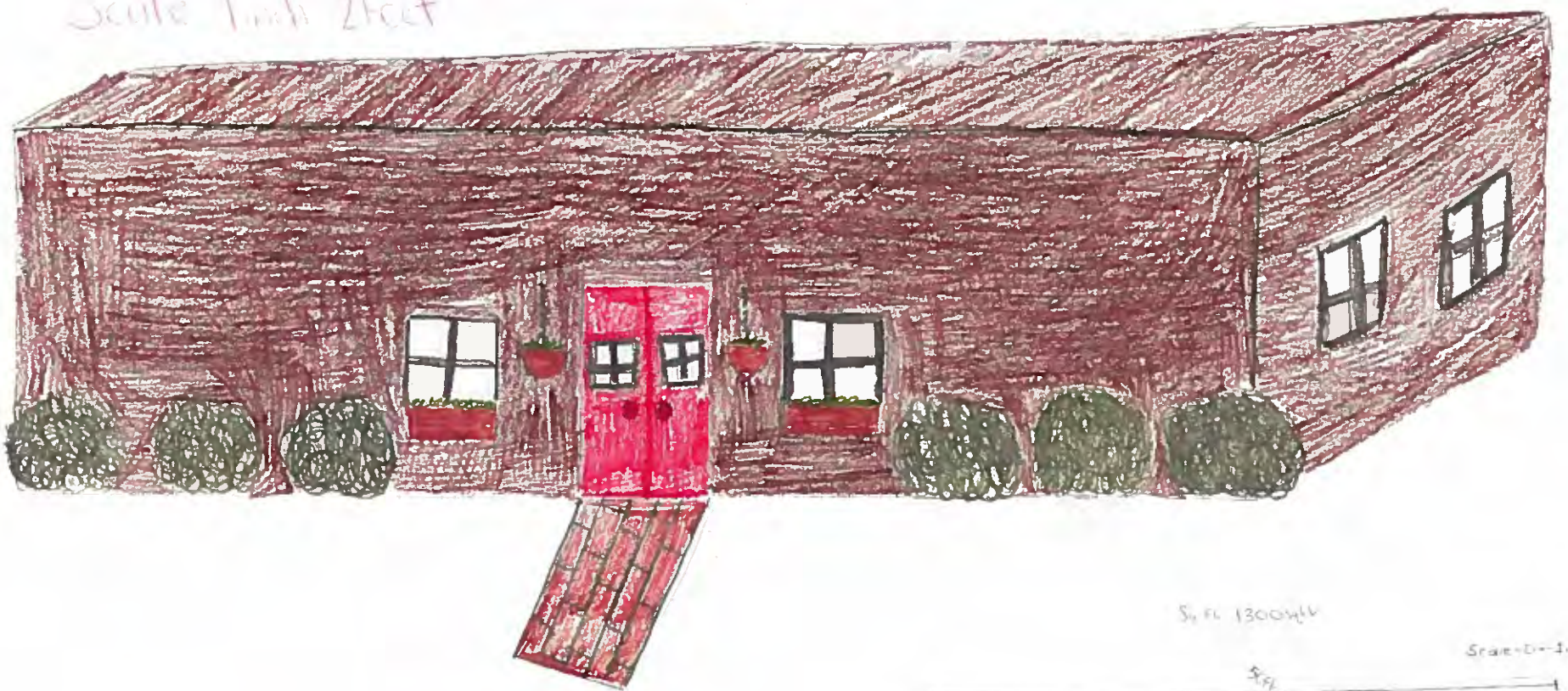
Square footage = 922.625 sq ft

7ft (fresh goods)
20ft
Garden Bed (food for waste)

BY
o Natalie Kendig
o Ainsley Kennedy

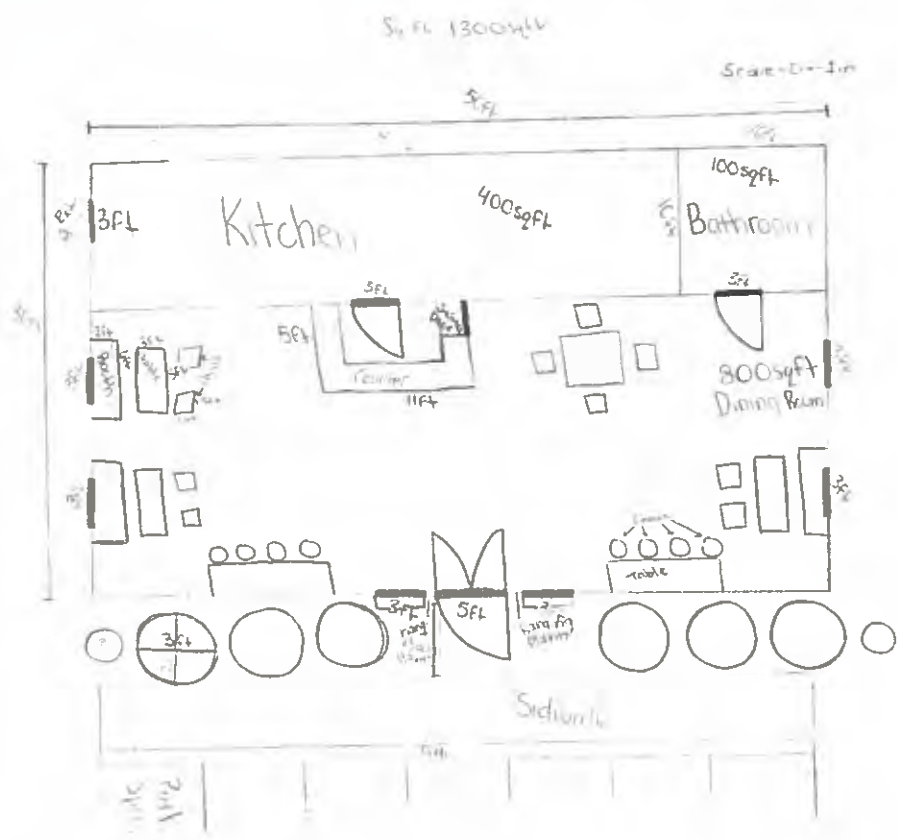
Key
 = fence
 = Plant/flowers
 = Benches
 = tables

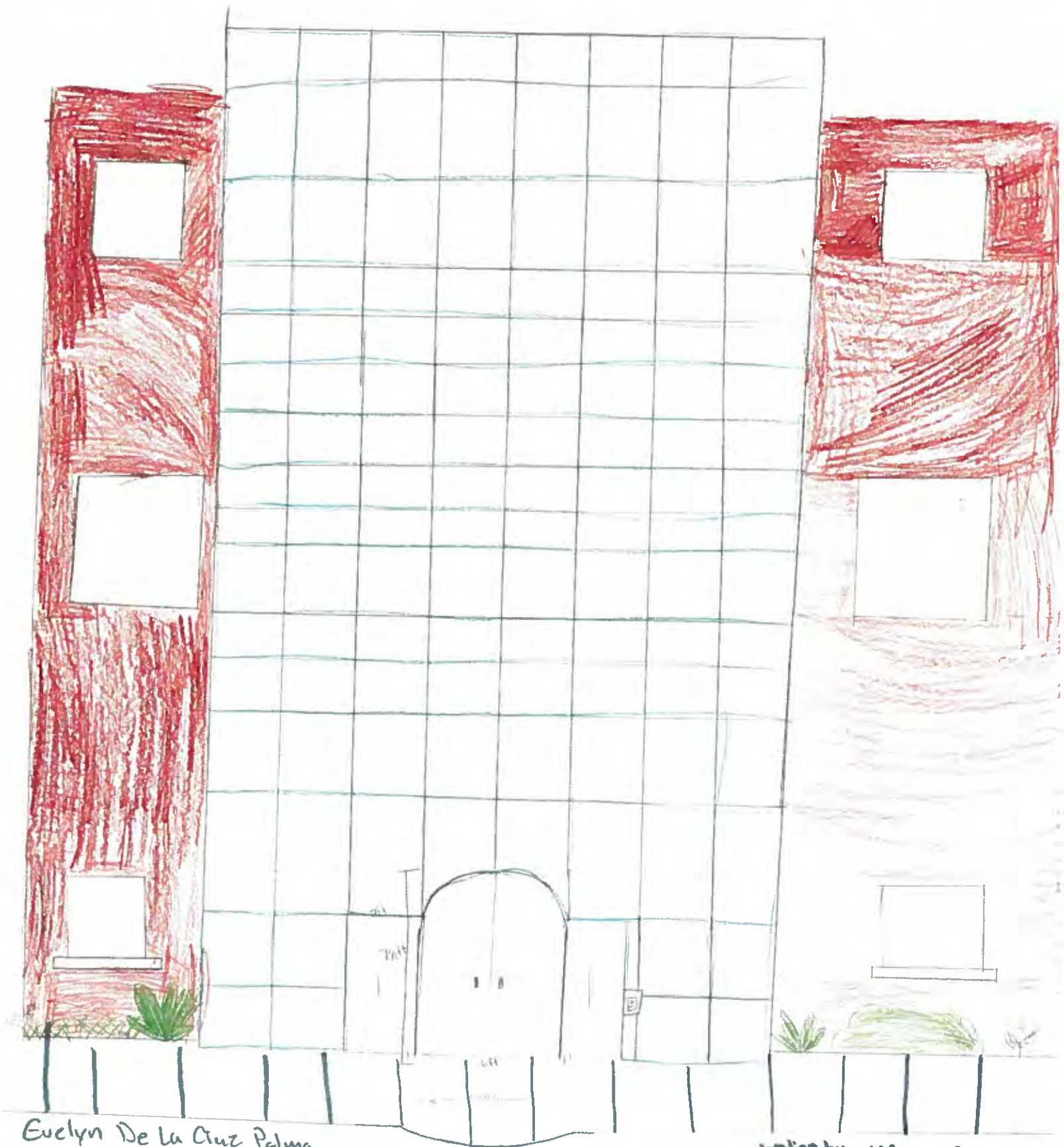
Scale 1 inch 2 feet



Summary:

Our building is a local cafe. We are set to have 100 people who live in the neighborhood. The cafe will be a 300 sq ft. Since this cafe will be open 24 hours a day, we will have some neighborhood and have 2 more square ft.

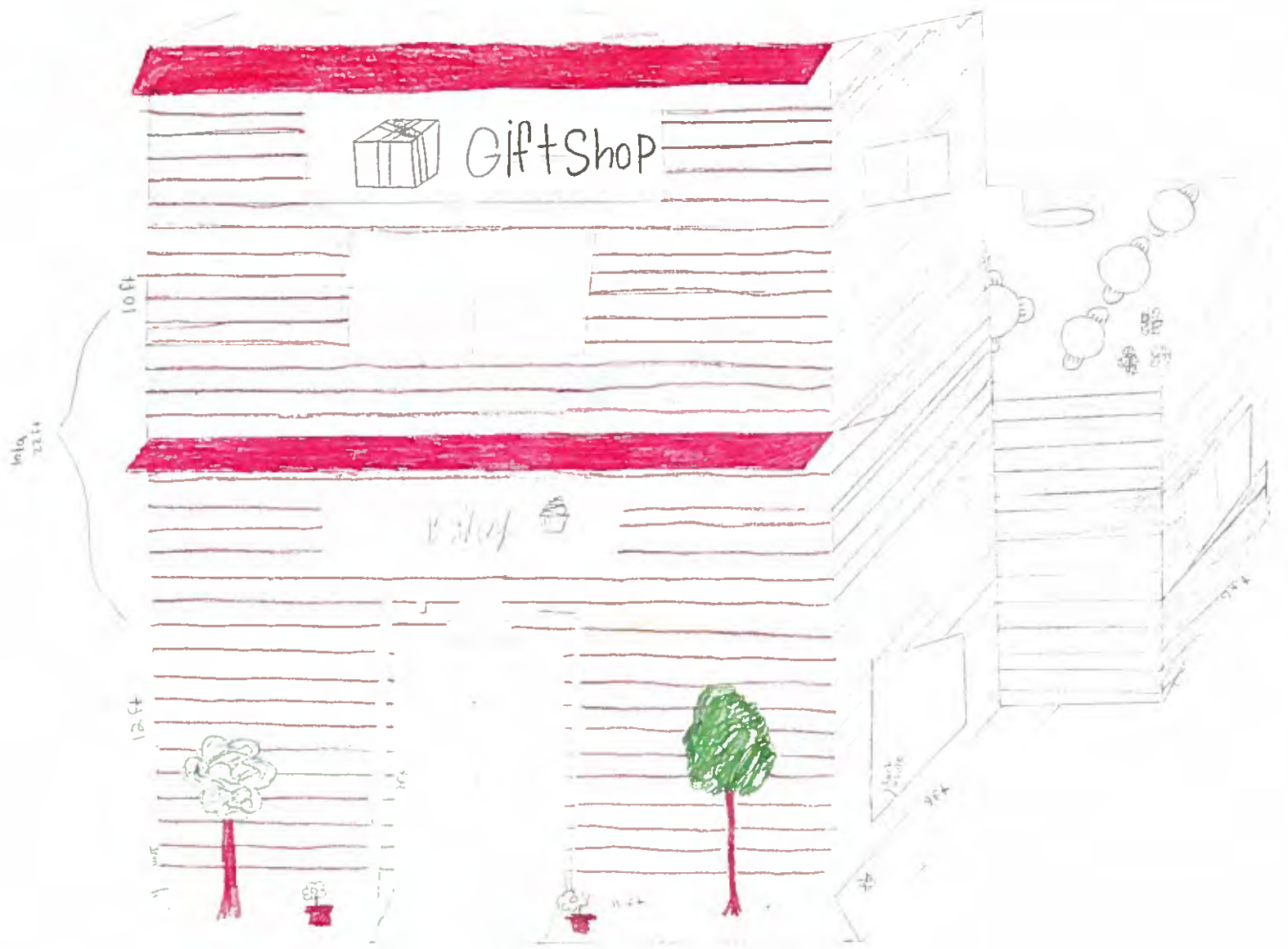


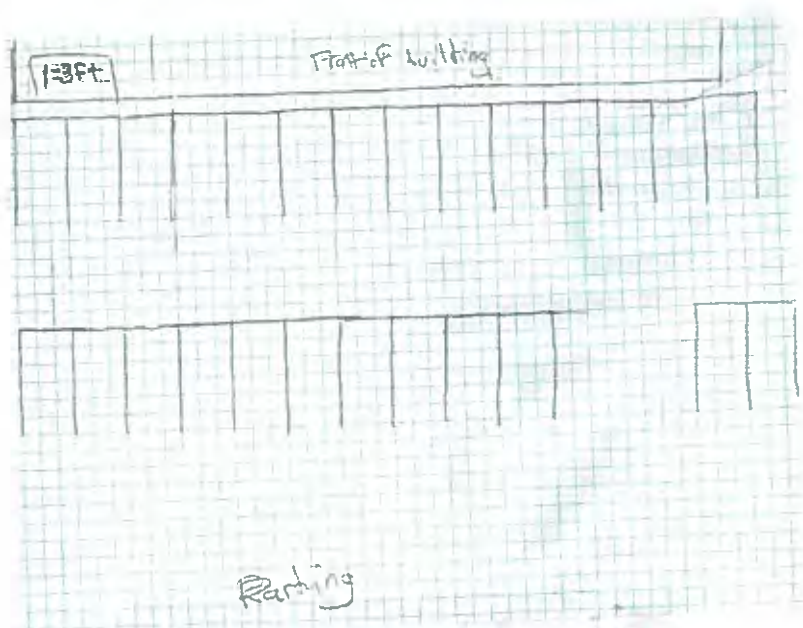


Evelyn De la Cruz Palma
+
Mayra Pacheco

location by
I-5
666
each floor 2,000
feet \div 3
feet employees 300
Panda Parking 600

1 inch = 2 feet





25 parking
spaces

50 people Max



Communication Materials
Town Center Business
Newsletters (August 2018)
Boones Ferry Messenger (April –
December 2018)



Project Update

August 2018

A CLOSER LOOK AT MAIN STREET DESIGN

The Town Center Task Force met in June to review the Community Design Concept and potential design standards for the Main Street district that would help shape future development into the walkable, mixed-use Main Street desired by community members. Discussions focused on the requirements for pedestrian pathways, limitation of certain auto-oriented uses, appropriate parking locations, and prioritization of street amenities. This input will inform proposed Main Street standards in the Plan, and will be presented in detail at the August 8th Planning Commission meeting.

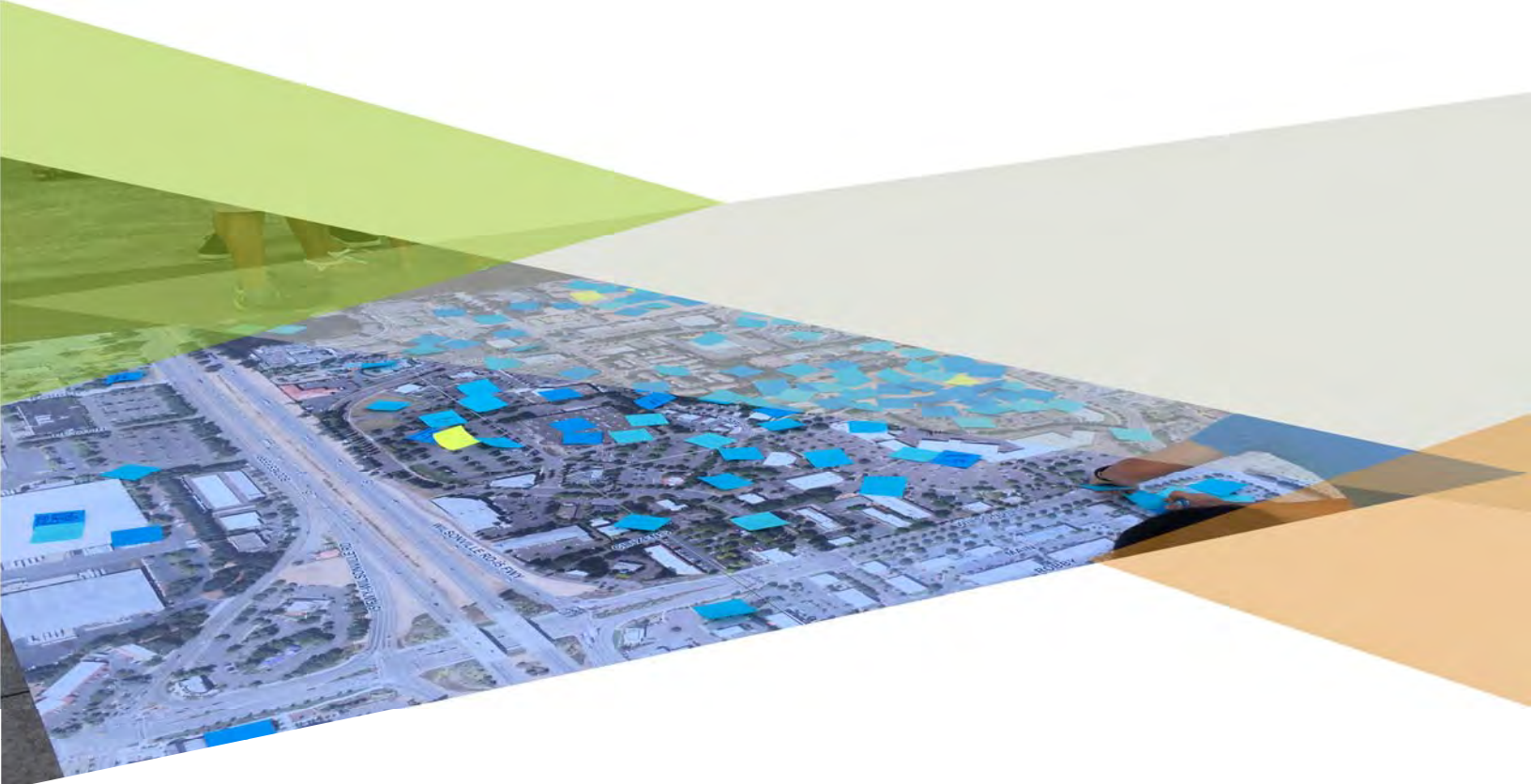
YOU'RE INVITED!

PLANNING COMMISSION

Aug. 8, 6 PM — Wilsonville City Hall
Weigh in on potential design guidelines, parking policies, and implementation strategies at this public meeting.

ANNUAL BLOCK PARTY

Aug. 22, 5 PM — Town Center Park
Join us in celebrating Wilsonville's 50th birthday at the Second Annual Community Block Party. The Town Center team will be there to demonstrate the community's ideas for their future Main Street with a pop-up Main Street.



HELP SHAPE POSSIBLE ECONOMIC DEVELOPMENT PROGRAMS FOR TOWN CENTER

The City has held several meetings and met with Town Center business and property owners, whose valuable insights have generated many program ideas — storefront improvement grants, transitional assistance, the creation of a Main Street business district — to support the retention and growth of existing businesses as envisioned in the Town Center Plan.

There are more opportunities this summer and fall for you and other local businesses to weigh-in on the Town Center Plan and potential economic development programs. The Planning Commission would love to hear from you on August 8 (details on front).

Comments, concerns, and ideas about the Town Center Plan are always welcome and can be submitted by contacting Economic Development Manager **Jordan Vance** at: **503-570-1539** or **vance@ci.wilsonville.or.us**.

Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译
Turjumida ama Fasiraadda | 翻訳または通訳 | Письменный или устный перевод
Traducere sau Interpretare | 번역 및 통역 | الترجمة التحريرية أو الشفوية
ጥቅምቲ ን ጥቅምቲ ብጥቅምቲ | Письмовий або усний переклад
Tami Bergeron | 503.682.4960 | Bergeron@ci.wilsonville.or.us



City of Wilsonville staffers Miranda Bateschell and Zach Weigel (standing) look over a main street plan drawn to scale by seventh graders at Meridian Creek Middle School. As part of their math curriculum, Meridian Creek students are learning about city planning. Their work is informing the City's plan for Wilsonville Town Center.

Meridian Creek Students Get Year-Long Lesson in City Planning

If you studied math in middle school, you may remember asking *why on Earth* you'd ever need it in the real world.

Kemble Schnell's seventh grade math students at Meridian Creek Middle School won't have to ask.

Their curriculum includes a lesson in city planning,

in partnership with the Wilsonville Town Center project.

It's important for us to reach youth, especially with long-term planning. They'll enjoy the benefits longer than the rest of us.

"Seventh grade students spend a lot of time with scale factors, ratios and proportions, so this is perfect,"

Schnell said. "Looking at maps, analyzing maps and then creating a map to scale. It helps students see how they can apply their learning to the world they live in."

Wilsonville planners visited three math classes in January to discuss their role and share the Wilsonville Town Center vision with about 80 students. The students were assigned to work groups and tasked to design a Town Center "main street," mindful of the same goals, restrictions and guidelines that planners must consider.

Should on-street parking be included? How wide should sidewalks be? What is the right mix of retail and residential space? Should the road include a bike lane?

"We had to use a lot of geometry and make measurements to see if our plan would actually work in a certain space," said Callan Keo, a Meridian Creek student.

The Town Center project team returned to Meridian Creek in February so that each group could present a plan for consideration.

"We want to meet the needs and desires of all members of the community," said Miranda Bateschell, planning manager for the City. "It's important for us to reach youth, especially with long-term planning. They'll enjoy the benefits longer than the rest of us."

Not surprisingly, many student plans included retail amenities designed for young shoppers — candy store, donut store, ice cream store — though less obvious themes also emerged.

"They had less concern for parking, even on-street parking," Bateschell said. "Instead, they used that space for trees down the median to create a greener, more pleasant walking environment."

Keo said his workgroup sought "a gathering place where everyone can come and be together."

Other groups had a similar desire.

"They all put in wide sidewalks, and almost all had some type of outdoor community gathering space," Bateschell said. "Students want places to gather where they don't have to spend money. They want to hang

Continued on page 2

Mayor's Message

How Do We Get It All Done? It Starts with Great Volunteers

On behalf of the Wilsonville City Council and the greater community, I want to express our deep appreciation to the hundreds of community members who generously volunteer countless hours of their own time to help improve our community.

I'm amazed and appreciative that residents and employees of local businesses — people of all ages and backgrounds — are so willing to share so much time and effort to make Wilsonville a better place to live, work and enjoy. Thank you.



Community engagement inspires volunteerism. One reason that I believe people are so willing to help is because they are vested in Wilsonville's success — they genuinely enjoy working and living here. Of course, volunteering is also a great way to meet your neighbors, get exercise or bolster a college admission application.

Whatever your reason, the opportunities to support this community are everywhere. At the Library, volunteers perform a wide variety of tasks that improve the quality and expand the range of services. At the Community Center, they serve meals, deliver meals to homebound seniors, help prepare income taxes and assist seniors getting to medical appointments.

The people in positions of leadership on City boards and commissions are volunteers. Many

get their start by participating in the City's Citizens Academy, a six-month-long program that provides a foundation of

local government knowledge and prepares its graduates for continued service.

With spring's arrival, the City offers many opportunities for people to volunteer outdoors, including the upcoming Arbor Day Tree Planting on April 7 (see page 8) and the annual W.E.R.K. Day event on May 12 (see page 4), which attracts hundreds of community members to spread bark, rake debris and remove invasive plants to get our parks in shape for summer. Wilsonville Rotary volunteers and local businesses support this effort with a free warm-up breakfast. June's annual Wilsonville Festival of Arts at Town Center Park is yet another outdoor event made possible by the substantial contributions from hard-working volunteer art enthusiasts.

Volunteers really are critical to Wilsonville's suc-

Meridian Creek Math Students Get City Planning Lesson

continued from page 1

out in a space that feels like it was designed especially for them.”

Throughout the school year, the students will continue to engage with the project.

“They’ll choose a building among the different land-use types from our community design concept, design it, and make some calculations,” Bateschell said. “With apartments, for example, how many units can you build? What’s the square footage? How many people could live there? With retail and office, how many jobs can you support? What’s the square footage of the retail space?”

“Surface area and volume are big standards in seventh grade,” Schnell said. “This is a beautiful, authentic progression.”

Additionally, the project aligns well with the Wilsonville-West Linn School District’s theme of “Leading Together.”

“There’s been a lot of teamwork and community building with the students working with each other, listening to each other’s ideas and valuing each other’s opinions,” Schnell said. “They’re coming together, taking bits and pieces from one another, and learning to put it together as a whole group.”

Students are also getting a civics lesson in community engagement.

“I didn’t know what city planning was when I was in middle school,” Bateschell said. “This project is increasing students’ knowledge around community development. They are probably more likely to become engaged, and to think about the place they live and how it changes over time.”

Mission accomplished, Keo said.

“I think we really got to learn city planning, and how a city works,” he said. “We can appreciate what happens.”

For more information on the community vision for the Town Center, visit www.WilsonvilleTownCenter.com.



Meridian Creek Middle School math students jot down notes and review their main street renderings just before presenting their concepts to Wilsonville Town Center staff in February. The students drew their plans to scale and submitted them as part of a collaboration with the school to involve youth in Town Center planning.

Question of the Month

Each month, we’re asking a question designed to help us gather feedback to help us develop a community-driven vision for the Wilsonville Town Center. This month’s question is inspired by presentations from Meridian Creek Middle School students. To share your answer, sign up for project updates and get more information, visit www.WilsonvilleTownCenter.com

or contact Miranda Bateschell, Planning Manager, at 503-570-1581 or bateschell@ci.wilsonville.or.us.



WILSONVILLE TOWN CENTER PLAN

Which youth-friendly amenities appeal to you? (check all that apply)

- Bike Shop
- Skate Park
- Youth Center
- Coffee Shop
- Ice Cream / Donut Shop
- Dog-Friendly Café
- Book Store
- Outdoor Plaza / Seating

Clackamas Community College Welcomes New President

The Clackamas Community College Board of Education has named its next president. Dr. Tim Cook, vice president of instruction at Clark College, Wash., takes over July 1. He replaces Dr. Joanne Truesdell, who has served as president since 2007.

“He brings with him extensive community college experience, and, as a native of Oregon City, he already has strong connections to the community and college district,” said Jane Reid, CCC Board of Education chair.

Cook’s accomplishments at Clark College include leading implementation of the college’s initial two applied bachelor’s degrees, championing the redesign and remodel of a culinary institute, and leading Clark’s guided pathways initiative.

He began working at Clark College in 1997 as a faculty counselor and taught courses in human development and sociology for more than 14 years.

“I’ve spent the last 26 years working to improve student success so all students can achieve their education goals,” Cook said. “As a first-generation college student, I know the impact community colleges have on students and the communities where they live.”



Free Career Workshops Available

CCC’s Oregon City campus is hosting a series of College Success and Career Workshops to connect future and current students with resources, improve their job exploration skills, and more. These workshops are free and open to the public. To RSVP, visit www.clackamas.edu/success.

Resume Writing

May 9, noon-1 pm, Community Center, Room 126
Work with advisors to fine-tune or develop a resume.

Financial Literacy

May 21, noon-1:30 p.m., Gregory Forum, Room C

Town Center Plan Informed, Improved by Local Business Owners

Local business owners are among those community stakeholders providing valuable insight to inform a new vision for Wilsonville Town Center.

The City’s project team has engaged Wilsonville businesses at meetings with Town Center property owners, roundtable lunches, Chamber of Commerce events and focus groups. Additionally, several Chamber members and business owners are on the project task force.

This outreach has generated several economic development program ideas — such as transitional assistance, storefront improvement grants and the creation of a Main Street program — that support the retention and growth of existing businesses.

These conversations have also revealed concerns about parking availability, new construction, and displacement caused by rising rents that planners can attempt to mitigate through strategic programs and policies in the plan.

Project leaders are shaping this community-driven plan, which is to be presented to Planning Commission and City Council in the coming months.

In the meantime, planners are seeking further input. Business owners are encouraged to email Eco-

nomics Development Manager Jordan Vance, vance@ci.wilsonville.or.us, to discuss needs, concerns and economic development strategies.

To be informed of additional engagement opportunities, including an event with renowned retail expert Bob Gibbs, business operators can sign up for project updates at www.wilsonvilletowncenter.com.

For more information on Wilsonville Town Center, contact Planning Manager Miranda Bateschell, 503-570-1581, Bateschell@ci.wilsonville.or.us.



Jordan Vance, Wilsonville’s Economic Development Manager (left) is meeting with local business owners to discuss concerns and economic development strategies that will inform the Wilsonville Town Center plan.

Question of the Month

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WILSONVILLE TOWN CENTER PLAN

What would encourage you to take SMART to Town Center? (select two)

- More frequent SMART service
- Service that starts earlier
- Service that ends later
- Fewer transfers
- Improved reliability
- More convenient locations
- More / better lighting at bus stops
- Better bus stop amenities
- Safer crossings / improved sidewalks

Memorial Day Observance Set

The Korean War Veterans Association (KWVA) is holding a free, public Memorial Day Observance

When Solicitors Knock, Be Cautious and Ask For ID

Business License Renewals, Fees Due to City By June 30

Wilsonville's Business License renewal period occurs each June; all business licenses expire on June 30. To expedite renewals, the City mails renewal application forms to all currently licensed businesses starting the first week of June.

Renewing a business license is an easy three-step process:

1. Complete the information at the top of the form.
2. Calculate the amount due according to the fee schedule.
3. Insert the signed and dated form with the fee in the return envelope and mail back or place in the drop box at City Hall.

When the renewal application is processed, a new business license is issued and is mailed to the business for display.

If you have questions regarding a business or renewal application please contact Shelly Marcotte at 503-570-1586.

A Few Simple Steps Can Decrease Chance of Getting Injured in a Fall

As people age, the consequences of a fall grow more serious.

Unintentional falls are the leading cause of injury deaths for adults ages 65 and older, according to the Centers for Disease Control and Prevention. Falls are the most common cause of traumatic brain injuries and account for more than 95 percent of hip fractures. In addition, fractures from falls are a leading cause of disability and often result in entering a nursing home.

Tualatin Valley Fire & Rescue crews responded to 5,624 reports of falls within its service area in 2017.

"Most falls happen in the home and can be avoided," said Cassandra Ulven, TVFR's Public Affairs Chief. "Factors such as poor lighting, narrow stairs, and slippery surfaces can increase the chances of a fall. In addition, problems with glare, depth perception, tiredness or dizziness from prescription medications contribute to falls."

Research conducted by Yale University showed that older adults are also most at risk of falling when they fail to use handrails on stairs, reach for objects overhead, and climb on chairs or ladders.

TVFR reminds seniors, and children of older adults, to take the following precautions:

Take Care of Yourself: Get regular medical check-ups and talk to your doctor to ensure appropriate levels and types of medication. Have your vision checked and replace eyeglasses as needed. Have your healthcare provider also check your feet to ensure you can walk comfortably. Exercise regularly to improve your balance and strength, and eat nutritious meals to fuel your body.

Remove Existing Hazards: Remove throw rugs or fasten them to the floor with double-backed tape to keep them from slipping. Keep cords out of pathways, and clean up spills as soon as they happen. Arrange furniture to minimize obstructions, and remove clutter. Fix loose or uneven steps. Make sure carpet is firmly attached to every step, or remove the carpet and attach non-slip rubber treads to the stairs. In the kitchen, keep items you use often in easy-to-reach cabinets.

Add Protection: Wear well-fitting shoes with good support and non-skid soles. Turn on lights when walking through dark rooms or hallways. Use nightlights in all rooms. Install grab bars in the bathtub, shower, and toilet areas, and add handrails on stairwells. Place phones in multiple rooms or keep a cellphone with you in case you need to call for emergency assistance.

For more life safety information, visit www.tvfr.com.

Find Us on Facebook:

www.Facebook.com/CityofWilsonville

POLICE CHIEF'S CORNER

Play it Safe When You're Out in the Water this Summer

Summer is just around the corner and, with it, the fun-in-the-sun and water activities.

For many years, I worked as a water rescue specialist. I know from experience that drowning is a preventable tragedy. We can do many things to make water activities — including boating, swimming, floating, and fishing — fun and safe.

One of the most common excuses I used to hear about people not wearing personal flotation devices (PFDs) was, "I'm a good swimmer!" Even good swimmers are overcome by injury, cold, exhaustion or fear. Wear it! Understand how to fit PFDs on yourself and on children properly.

Other water-safety tips from the National Institutes of Health include:

- Learn CPR.
- Never swim alone.
- Don't dive into water unless you're sure of the depth.
- Know your limits — don't over-exert yourself.
- Avoid drinking alcohol during water activities, including swimming, diving and boating. Do not drink while supervising children. The risk is high and the consequences can be lethal.
- Do not leave children unattended around water. This includes wading pools and bathtubs.
- Provide children with swim lessons. Understand that attempting to rescue another swimmer in distress is very dangerous. Trained rescuers teach and use a protocol called "Talk, Reach, Throw, Row."

Talks: Call 911 — then see if you can coach the person to swim to you on shore or to a boat.

Reach: Try to reach to them by extending a pole,

branch, or inflatable boat. Do not allow them to grab hold of your body, as they may try to pull you in.

Throw: You can throw a distressed person a life jacket, life ring, rope or any other object that will help them stay afloat.

Row: If necessary, use a boat to get to the person.

Other important safety tips to remember:

- The water is colder than you think. Even in late spring, the water is still bone-chilling. Underestimating river swiftness and temperature has led to several tragic drownings on county waterways in recent years.
- Check river conditions before going out on Clackamas County rivers. If it seems like the water may be too treacherous, wait until later in the season when the waters have receded and warmed.
- Be knowledgeable of potential hazards, including deep and shallow areas, currents, depth changes, obstructions and also know where entry/exit points are located. If you aren't sure you're swimming in a safe place, DON'T SWIM.
- If you operate a power boat, be sure to get your Boater Education Card.
- All boats, no matter how big or small, need one wearable PFD for each person on board, anyone under the age of 12 has to wear it at all times while the boat is underway.



Police Chief Rob Wurpes

Robert Wurpes, Chief of Police

Service with a Smile

The Wilsonville Police Department supports the Community Center's efforts to provide home delivered meals to those in need.

Chief Rob Wurpes (right) and Officer Brett Ethington delivered meals in April, and enjoyed a short visit with the residents they served.

To learn more about receiving home delivered meals, please call 503-682-3727.



Three Wilsonville High Schoolers Earn Scholarships from Area Chamber of Commerce

At its inaugural Trade and Workforce Scholarship Celebration in April, the Wilsonville Area Chamber of Commerce (WACC) presented scholar-

ships to Gavin Moss (Wilsonville HS), Julia Laws (Arts and Technology HS) and Jacob Thompson (Arts and Technology HS).



"These amazing young adults are the future business leaders of Wilsonville, and we are excited to help them on their journey to successful careers," said WACC Membership and Communications Manager Laurie Tartier.

The scholarships, which can be used for college tuition, books, or tools for job experience, are aimed at incentivizing WLWV students to remain involved in the Wilsonville community as professionals. To qualify, students completed applications and formal in-person interviews.

Question of the Month

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WILSONVILLE TOWN CENTER PLAN

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- Improved reliability
- More convenient locations
- More / better lighting at bus stops
- Better bus stop amenities
- Safer crossings / improved sidewalks

News Briefs

Frog Pond Nears Development, Possible UGB Expansion

The City of Wilsonville's Development Review Panels have unanimously approved development applications for the first two residential subdivisions in Wilsonville's Frog Pond West neighborhood.

- On May 14, DRB Panel A approved the 44-lot Stafford Meadows Subdivision on the north side of Boeckman Road just west of Stafford Road.
- On May 31, DRB Panel B approved the 82-lot Morgan Farm Subdivision on the north side of Boeckman Road just east of Boeckman Creek.

Both board actions include recommendations to City Council to approve the necessary annexations and zone map amendments. Applications are scheduled for consideration by City Council in June. With approval, construction is expected to begin this summer.

As Frog Pond West nears construction activity, the City is aiding long-term development plans by requesting that Metro include Frog Pond East and Frog Pond South in the Urban Growth Boundary.

The proposed 275-acre expansion area surrounds newly-built Meridian Creek Middle School, a 40-acre school/park site added to the UGB as a Major Amendment in 2013.

Wilsonville is one of four cities requesting UGB expansion; in September Metro officials intend to announce UGB expansion recommendations to the Metro Council for consideration before the end of the year.

For information on Metro's 2018 growth management decision, visit oregonmetro.gov/public-projects.

City Receives Excellence Award for Financial Reporting

For the 21st consecutive year, since 1997, the Government Finance Officers Association of the United States and Canada (GFOA) has awarded the City of Wilsonville with the Certificate of Achievement for Excellence in Financial Reporting for the City's Comprehensive Annual Financial Report (CAFR).

Attainment of the Certificate of Achievement, the highest form of recognition in the area of governmental accounting and financial reporting, represents a significant accomplishment by a government's management.

Drinking Water Continues to Meet, Exceed Regulatory Standards

The City of Wilsonville has released its 2018 Annual Water Quality Report, which provides water-quality information and testing results for calendar year 2017.

For the 16th consecutive year since the treatment plant opened, the City's water met or exceeded all regulatory drinking water standards.

"The results continue to demonstrate our ongoing commitment to providing high-quality drinking water to Wilsonville consumers," said Delora Kerber, Public Works Director.

The report details the amounts of regulated con-

taminants detected in Wilsonville's drinking water throughout the year.

Publication and distribution of a Water Quality Report by July 1 is required annually under the 1996 Safe Drinking Water Act amendments. The 2018 Annual Water Quality Report is available online at the City's website, www.ci.wilsonville.or.us/WaterQualityReport.

Printed copies may be obtained at City Hall or the Wilsonville Public Library.

For more information contact Jason Labrie, Utilities Supervisor, labrie@ci.wilsonville.or.us; 503-570-1584.

Town Center Task Force Takes Closer Look at Main Street Design Options

A June meeting of the Wilsonville Town Center Task Force helped the project team move a step closer to refining the community's new plan for a vibrant Town Center.

The task force reviewed public input on the Community Design Concept and began to identify design standards and guidelines that would help achieve the walkable, mixed-use Main Street and Town Center desired by the Wilsonville community.

"The group spent a lot of time identifying general guidelines that might help us ensure consistent and harmonious Main Street design," Planning Manager Miranda Bateschell said. "Discussions touched on whether or not to limit drive-thrus or require

covered pedestrian pathways and where to locate parking in relationship to buildings."

Small workgroups also spent time considering how streets, sidewalks, bike lanes, street trees and other amenities might vary in design to serve the different areas and types of development throughout Town Center.

Input from this meeting is shaping the Town Center Plan and informing the next step: a presentation of elements of the plan and potential design guidelines to the Planning Commission on August 8.

For more information, visit WilsonvilleTownCenter.com.

Question of the Month

Each month, we're asking a question designed to help us gather feedback to help us develop a community-driven vision for the Wilsonville Town Center.

To share your answer, sign up for project updates and get more information, visit WilsonvilleTownCenter.com or contact Miranda Bateschell, Planning Manager, at 503-570-1581, bateschell@ci.wilsonville.or.us.



WILSONVILLE TOWN CENTER PLAN

Which parking options do you prefer? (see photos online)

- On-street parking
- Stand-alone parking garage
- Garage with mixed-use building
- Small surface parking lots
- Covered ground floor parking
- Parking lot surrounded by buildings
- Parking lot in front of buildings
- Parking lot behind buildings

WLWV School News

Kids Home Alone After School? Talk to Them About Fire, Life Safety

Wilsonville students are back in class. Many, for the first time, are being trusted to be home alone after school.

Tualatin Valley Fire & Rescue encourages parents and caregivers to review fire and life safety tips with them.

Talk to your kids about how and when to call 911 for police, fire, or medical assistance in the event of an emergency. Children should know their address, phone number, and your contact information so that they can provide that information to the emergency dispatcher.



It's also a good idea to have phone numbers for family and neighbors posted on the refrigerator, near the phone, or on a designated bulletin board in the event kids need assistance but it's not an emergency.

This is also a good time to set house rules on using the stove or microwave. Cooking is one of the leading causes of home fires.

Cooking is one of the leading causes of home fires. Most start on the stovetop due to food or oil being left unattended while being heated.

Most start on the stovetop due to food or oil being left unattended while being heated. The following tips may help your child avoid a fire:

- Allow cooking privileges based on age and maturity. Consider allowing younger children to use a microwave or oven (not the stovetop) to heat food.
- Use caution when heating food in a microwave due to the potential for burn injuries.
- If allowed to use the stovetop, never leave food (especially oil) unattended — even for a moment! Pre-teens and teenagers enjoy many activities that can cause them to be distracted and/or forget they're cooking. Remind children to stay by the

New Lowrie Primary Principal Excited to Get Back to School



As the 2018-19 school year begins, Wilsonville welcomes Sarita Amaya as the new principal at Lowrie Primary School.

Amaya most recently served as Assistant Administrator for Multilingual Programs for the Beaverton School District. She brings a broad and diverse background in education to Lowrie Primary, including 14 years as a dual language teacher and a stint at the Oregon Department of Education.

The first-time principal is excited to get the school year underway.

"My little gut feeling always tells me to get back to where you're closest to, which is working with students and teachers," Amaya said. "I think by listening to their stories and building those relationships day in and day out, it makes your decision-making as an administrator that much more effective. I'm excited for children to be in the building so that I can start building those relationships with our students and families."

Amaya says she was drawn to West Linn-Wilsonville because of the district's educational philosophy. She strongly believes in the workshop model and in the district's emphasis on creating lifelong readers and learners. Lowrie's Dual Language Program was an added enticement.

"Growing up with a multi-cultural background I know how important it is to have those cultural ties in a school," she says. "The fact that we can support family connection with this program is huge."

For more information about West Linn-Wilsonville School District's 2018-19 school year, visit wlvk12.or.us.

- stovetop when cooking. If they need to leave — turn off the burner.
 - Keep combustibles such as pot holders, dish towels, food boxes, and magazines away from the stovetop.
 - Water and oil do not mix! Never throw water on a grease fire or try to move the flaming pan. Doing so cause the fire to spread or cause burns.
 - If a fire occurs, leave the home and call 911 from a cellphone or a neighbor's home.
- Other safety tips to share include:
- Keep matches, lighters, or candles away from children and remind them that they are not to be touched by anyone other than an adult.

- Know two escape routes from every room in the house. One of those could be a window. Create and practice a home fire escape plan.
 - Do not place combustibles like clothes, blankets, or scarves, over a lamp.
 - Do not play with electrical cords or insert anything other than a plug into an electrical socket.
 - Never mix cleaning products.
 - Know where first-aid supplies are located, and consider signing up older children for a first-aid and CPR class.
- For additional fire and life safety information, visit www.tvfr.com.

WLWV Schools Offer Back-to-School Checklist for Parents

With school now back in session, here is a checklist of important back-to-school information from our partners at West Linn-Wilsonville School District.

2018-19 Bus Routes Now Available

Many stops and routes remain the same, but several have changed to optimize efficiency. To view up-to-date routes, including snow routes, visit the district's website: wlvk12.or.us/buses.

Get Connected! Sign up for ListServ

ListServ is the primary method that West Linn-Wilsonville schools communicate with families, sending regular newsletters, timely information, and even emergency notifications.

Visit wlvk12.or.us/News/LatestNews/ListservSS to sign up. Check "WLWV Homes" to get information from the district office!

Sign up for FlashAlert

West Linn-Wilsonville uses FlashAlert to notify students and families of school closures, delays, and similar events. The system filters out unused accounts; previous subscribers should verify subscriptions at flashalert.net/login.html.

Emergency announcements are also displayed on local TV news channels and posted at the district's website: wlvk12.or.us

Register to Volunteer in WLWV Schools

Last year, the district launched a new volunteer registration system to improve student safety and security. The HelpCounter system helps school staff monitor exactly who is working in WLWV schools.

Interested volunteers can register by visiting HelpCounter.com and clicking "Start" to fill out an application (which includes a background check). Applications may take up to a week to process, at which time applicants will receive an email of approval.

Volunteers must re-register every three years, or when volunteering at a new school.

Review the 2018-19 School Calendar

The school year calendar is available at the WLWV website's "About Us" tab. Calendars differ slightly at the primary, middle, and high school levels.

A recent change was made to the PRIMARY calendar. Primary school students will now attend a full day of school on Monday, April 8. On February 20, March 6, April 10 and May 8, students will be released two hours early to allow teachers time for collaboration.



Question of the Month

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WILSONVILLE TOWN CENTER PLAN

Which placemaking options do you prefer? (select two online)

- Artistic crosswalks / intersections
- Parklets
- Street furnishings
- Outdoor 'reading room'
- Street closures for festivals/markets
- Street closures for cycling events
- Pop-up games
- Food carts

City and Republic Services Add Fall Bulky Waste Day, Oct. 27

Wilsonville's popular annual "Bulky Waste Day" is now happening twice a year.

The City and Republic Services will hold a fall disposal event on Saturday, Oct. 27, 9 am-1 pm, at 10295 SW Ridder Road in Wilsonville.

Bulky Waste Day
Sat, Oct. 27, 9 am-1 pm
Republic Services
10295 SW Ridder Rd.

Leaf Drop-Off Day
Sat, Nov. 17, 9 am-2 pm
Wilsonville City Hall
29799 SW Town Center Loop E.

The free event provides an opportunity for residents to dispose of large, hard to dispose items that don't fit into standard-sized garbage cans, including clean

untreated wood, dishwashers, televisions, refrigerators, computers, monitors, stoves, dryers, water heaters, couches, mattresses, scrap metal, tables and chairs.

Participating households must provide proof of Wilsonville residency and are encouraged to provide a donation of toiletries (shampoo, soap, deodorant, etc.) to benefit low-income households served by Wilsonville Community Sharing.

Some items **are not accepted**, including construction debris of any type; propane bottles/canisters; paint; batteries; solvents; thinners; household garbage; tires; and related items.

For information contact Matt Baker, Public Works Supervisor, at mbaker@ci.wilsonville.or.us;



Development Experts to Discuss Town Center Plan at Oct. 11 Panel

Are you curious about what future development may look like in Wilsonville's Town Center?

Join us on Thursday, Oct. 11, at a special Economic Summit Panel to learn about future development options in Wilsonville

Town Center and the completed analysis for the plan.

City staff and the project's economic development specialists are presenting the project's economic feasibility analysis, and discussing how it can support the Town Center vision that businesses and community members have created. In addition to an update on the Plan, the event features a panel discussion among development experts, who offer their insight and experience in development of mixed-use commercial centers, modern main streets, and retail sites in and around the region.

The event takes place at Wilsonville's Regal Cinemas, 29300 SW Town Center Loop W, 4-5:30 pm.

For more information, contact Jordan Vance, City of Wilsonville Economic Development Manager, at 503-570-1539; vance@ci.wilsonville.or.us.

Wilsonville Town Center Economic Summit Panel
Thu, Oct. 11, 4-5:30 pm
Wilsonville Regal Cinemas,
29300 SW Town Center Loop W

Question of the Month

Each month, we ask a question to gather feedback that helps us develop a community-driven vision for the Wilsonville [Town Center](#).

Share your answer, sign up to receive updates and learn more at WilsonvilleTownCenter.com or contact Miranda Bateschell, Planning Manager, at 503-570-1581, bateschell@ci.wilsonville.or.us.



WILSONVILLE TOWN CENTER PLAN

How have you been involved in Town Center Planning? (select all answers that apply)

- Attended workshops and/or open house events
- Filled out an online survey
- Participated in focus group and/or meeting with City staff
- Answered Question(s) of the Month online
- Answered Question(s) of the Month in person.
- Participated in Town Center activities at my school
- Participated in Town Center activities at Community Block Party.
- Provided feedback directly to project team at a community event.
- I have not been involved in Town Center Planning.



Pay Attention in the Kitchen: Put a Lid on Cooking Fires

Cooking is one of the leading causes of home fires and fire injuries. Last year, about one-third of the residential fires that Tualatin Valley Fire & Rescue responded to began in a kitchen.

TVF&R encourages you to minimize your risk of a fire by organizing a safe kitchen and practicing these safe cooking tips:



- Keep a watchful eye on what you are cooking — never leave cooking unattended.
- Keep your cooking area clean, including the stove top, oven, and exhaust fan.
- Keep dish towels and pot holders away from the burners on your stove.
- Watch your sleeves to prevent them from catching fire or getting caught on pan handles.
- Heat oil slowly and watch it closely; oil can ignite quickly.
- Keep a fire extinguisher in an easy-to-reach location in your kitchen and know how to use it. The discharge of a portable fire extinguisher only lasts between eight and 10 seconds.

Put a lid on it

The easiest way to extinguish a small pan fire is with a pan lid. Turn off the burner and carefully slide a pan lid over the pan from the side. The lid will "smother" the fire, while turning off the burner removes the heat. Do not move the pan until the fire is completely extinguished and the pan is cool. If you do not have a pan lid, you may also use a baking sheet or pizza pan.

Never transfer a burning pan from the stove top in the sink or out an exterior door. The fire may grow in size and burn you or spread to a counter top, cabinets, or curtains.

Grease and water do not mix

Never pour water on a grease fire. Water causes these fires to explode as the burning material stays on top of the water, causing it to spread and putting you at severe risk of getting burned.

If the fire is large and/or continues to grow, do not attempt to extinguish it. Quickly get everyone outside and immediately call 911 from a cellphone or neighbor's house.

For additional safety tips, visit tvfr.com.

Enroll to Receive Emergency Alerts From Clackamas County

Clackamas County has upgraded its emergency notification system, and is encouraging residents to opt-in now to receive critical emergency alerts should they become necessary.

Sign up at publicalerts.org/ to receive critical emergency messaging via email, phone call, and text during times of disasters. Important messages that could be relayed include notices to evacuate, shelter-in-place, shelter locations, and other extremely important information.

"This new system — #ClackCo Public Alerts — allows us to utilize Wireless Emergency Alerts and integrate the Emergency Alert System for critical life safety messages," stated Clackamas County Disaster Management Director Nancy Bush.

For more information, contact Jamie Poole, Clackamas County Outreach and Technology Coordinator, at 503-655-8838, jpooles@clackamas.us.

POLICE CHIEF'S CORNER

Stay One Step Ahead of Package Thieves This Holiday Season

It's the holiday season already? How quickly time goes by.

For many of us, myself included, holiday shopping begins this month.

Online shopping is very popular. Unfortunately, so is package porch theft.

Here are several tips to help prevent the "Porch Pirates" from ruining your holiday:

- Choose a shipping option that allows you to schedule for a time you will be home or that requires a signature. Tell friends and relatives to do the same when shipping to you.
- Know how to track packages so you know when they are scheduled to arrive.
- Coordinate with your neighbors to pick up packages for one another.
- Keep an eye out for suspicious vehicles and people unfamiliar to your community.
- Get to know your carriers. Introduce yourself. Having a connection to the people delivering



Police Chief
Rob Wurpes

your packages helps you get better service. If there has been a problem with stolen packages in your neighborhood, tell them.

- If you aren't typically home when packages are delivered, ship them to your office (with your employer's permission) or to a friend or neighbor.
- Instruct carriers where to drop packages if you are not going to be home or choose "delivery pick up" so your package is held rather than delivered to your vacant doorstep.
- Consider the purchase of a porch camera to monitor your house. This technology has become more affordable and easier to use.

What happens if your package is stolen?

Give us a call, and we'll file a report. Be ready to provide camera footage if it is available. Also report the theft to the business you ordered from, let your neighbors know, and contact your credit card company to find out if they offer purchase protection. Have a great Thanksgiving!

Robert Wurpes, Chief of Police

Town Center Planners Earn OAPA Public Involvement Award

The Oregon Chapter of the American Planning Association (OAPA) has recognized the City of Wilsonville with a 2018 OAPA Award for Public Involvement and Participation.

The award, presented to City staff in Bend in October, recognizes the City's work to develop a vision and plan for the Wilsonville Town Center.

For two years, the City (with MIG consulting) has sought the perspective of residents, business owners and other stakeholders to inform the City's future development of 100 acres in and around Town Center Loop.

"Our intention was that every community member with an opinion about Town Center had an opportunity to have their voice heard," said Miranda Bateschell, the City's planning manager. "Every aspect of our draft plan — from the project vision to the proposed land uses to building design, community gathering spaces and street orientations — has been considered and influenced by a diverse cross-section of community stakeholders."

The City's extensive outreach includes a dedicated website featuring monthly polls, videos, surveys, an idea center at the City's Library, a 24-member task force of community members, workshops and open houses, and innovative approaches to engage hard-to-reach segments of the population, including:

- Working with a 7th grade teacher at Meridian Creek MS to integrate year-long planning activities into the math curriculum.
- A workshop hosted exclusively in Spanish with assistance from Wood MS Spanish Club students.
- Visits to the Wilsonville Community Center and Wilsonville Community Sharing to engage seniors and low-income residents.
- Events in partnership with the local Chamber of Commerce to get feedback from business owners.
- A community block party at Town Center Park



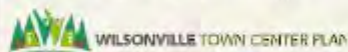
The Community Block Party in August was one of more than 100 public events that provided an opportunity for community members to weigh in on the Town Center Plan.

For more information on Wilsonville Town Center, visit WilsonvilleTownCenter.com or contact Miranda Bateschell, Planning Manager at 503-570-1581; bateschell@ct.wilsonville.or.us.

Answer our Question of the Month

Each month, we ask a question to gather feedback that helps us develop a community-driven vision for the Wilsonville Town Center.

Share your answer, sign up to receive updates and learn more at WilsonvilleTownCenter.com or contact Miranda Bateschell, Planning Manager, at 503-570-1581; bateschell@ct.wilsonville.or.us.



Which element of the Town Center Plan are you most excited about? (select all that apply)

- A new, modern Main Street
- A cycle track extending from a future 1-5 pedestrian bridge to Memorial Park
- More community gathering places
- More mixed-use development, retail variety, and activity year-round
- More housing options
- Enhanced bicycle and walking facilities, including promenades
- "Emerald Chain" of open spaces & parks
- More street connections inside Town Center Loop

Ride for Free on In-Town Routes in Wilsonville!



Connect Outside Town to:

- Portland Metro Tri-Met/WES
- Salem-Keizer 'Cherriots'
- Canby CATS

For info: www.RideSmart.com

Have a Big Idea? City Seeks Community Enhancement Projects for Funding Consideration

The City is accepting online project nominations for the Wilsonville-Metro Community Enhancement Program, which offers local stakeholders an opportunity to seek funding for a wide array of projects beneficial to the community.

Community Enhancement Project Submission Deadline
Mon, Jan. 21
ci.wilsonville.or.us/communityenhancementproject

Eligible projects can improve the appearance or environmental quality of the community, increase reuse and recycling opportunities or improve recreational areas and programs.

Projects may be nominated until Monday, Jan. 21, via the City's website: ci.wilsonville.or.us/CommunityEnhancementProject. Nominations may be submitted by individuals or organizations seeking to oversee a sponsored-project.

Proposals are evaluated by the Wilsonville-Metro Community Enhancement Committee, composed of four community members (Purity Case, David Davis, Amanda Johnson and Jimmy Lee), two City Council members and Metro Councilor Craig Dirksen.

Funded by a per-ton charge on biodegradable solid-waste, the Community Enhancement Program is provided to all cities with a waste-transfer facility, including the Willamette Resources Inc. facility in Wilsonville operated by Republic Services.

Metro estimates about \$90,000 in community enhancement funds are available to Wilsonville to fund projects that "rehabilitate and enhance" city areas.

Funds may be used annually or accumulated for up to three years to underwrite a larger project.

Project goals can include:

- Improving the appearance or environmental quality of the community.

- Reducing the amount or toxicity of waste and increase reuse and recycling opportunities.
- Upgrading property owned or operated by a non-profit organization.
- Preserving or enhancing wildlife habitat, riparian zones, wetlands, forest lands, and/or improving the public awareness and access.
- Expanding recreational areas and programs.
- Benefiting underserved populations.

In 2017, this program funded the development of a community Arts, Heritage & Culture Strategic Plan (see below) as well as recent projects to relocate the Memorial Park dog park, develop the "Bee Stewards" pollinator improvement project, and many others.

Award announcement are expected in early spring.

For more information, contact Mark Ottenad, Public/Government Affairs Director, at 503-570-1505; ottenad@ci.wilsonville.or.us.

Wilsonville Moves One Step Closer to Strategy for Development of Arts, Heritage and Cultural Programs

More than 30 community stakeholders gathered at the Wilsonville Library in late October to discuss development of the City's public investment strategy for Arts, Heritage and Culture.

The Clackamas Arts Alliance (CCAA), is managing the project, which has been informed by one-on-one interviews with key community stakeholders, an on-line survey, and community input gathered at several Wilsonville-area events, including the Wilsonville Festival of the Arts.

Included in the presentation, led by CCAA and Taylor Consulting, was the 2016 Arts & Economic Prosperity Study, compiled by Americans for the Arts, with details demonstrating how the arts benefit Clackamas County. In 2015, Arts and Culture spending in Clackamas County exceeded \$14 million.

Successes from similar communities were shared, including the Chehalem Cultural Center in Newberg and Sherwood's Center for the Arts. The discussion included crowdsource funding for community arts projects and funding for community foundations.



Funding options through Transient Occupancy Tax, Percent for Art, Metro Community Enhancement Grants and other sources were also discussed.

Participants engaged in lively discussion about leveraging the Parks and Recreation Master Plan and the **Town Center** Plan to develop future arts opportunities, and created a diverse wish list for Wilsonville that included repurposing vacant buildings, creating a Culture Commission, expanding joint use of City and WLWV School District buildings, establishing a community foundation, enhancing parks to include event

space and expanding exhibit space at the library.

A report to provide City Council with updates and strategic recommendations was scheduled for mid-November. A public strategy document for arts, heritage and culture is soon being made available for public comment, which is taken into consideration as a final plan is prepared for City Council consideration and adoption in 2019.

To learn more, contact Mark Ottenad, Public/Government Affairs Director, at 503-570-1505; ottenad@ci.wilsonville.or.us.

Town Center Team Recognized by OAPA

City planners Miranda Bateschell and Jenn Scola display the Public Involvement and Participation Award that the City of Wilsonville recently received from the Oregon Chapter of the American Planning Association (OAPA).

The award recognizes the City's work to develop a community-driven vision for the Wilsonville Town Center.

More than 100 public events provided community members with opportunities to share feedback about the project, which is being presented to the Planning Commission and City Council for consideration this winter.

For information on the long-term project to reimagine the Town Center area, visit WilsonvilleTownCenter.com.



CD Director Kraushaar Retires; Two Join City's Executive Team

In late November, City of Wilsonville employees bid a fond farewell to retiring Community Development Director, Nancy Kraushaar, who has provided oversight of the City's building, engineering, natural resources, planning and urban renewal divisions since 2012.

"I'll always value working with our talented staff and forward-thinking elected officials," Kraushaar said. "I've enjoyed playing a role in implementing the great planning the City has done for decades, including new parks and neighborhoods in Villebois and safe, improved connections throughout the city for motorists, cyclists and pedestrians."



Kraushaar

Kraushaar's contributions have better prepared the city for the eventual buildout of the Coffee Creek and Basalt Creek employment areas, secured more sustainable funding resources to build and maintain the City's infrastructure, and ensured that the I-5 Southbound Boone Bridge ramp-to-ramp improvements were included in the Oregon Transportation Commission's 2018 Oregon Highway Plan update.

"The City has been very fortunate to benefit from Nancy's leadership and expertise for six great years," City Manager Bryan Cosgrove said. "She's capably managed many community improvements while also providing support and guidance to lift the talented team of people who will continue to innovate and move Wilsonville forward."

As the City begins a search for Kraushaar's successor, two long-time employees join the executive team following recent promotions.

Cathy Rodocker, who served as Assistant Director of Finance since 2004, is the City's new Finance Director.



Rodocker

State Scheduled to Consider Aurora Airport Expansion This Month

The Aurora State Airport, located less than five miles south of Wilsonville in neighboring Marion County, has been a hot topic among many local legislators since the Oregon Department of Aviation applied for a \$37 million federal grant with the Federal Aviation Administration (FAA) to fund expansion of the airport's runway and other improvements.

Expanding the runway would allow the airport to accommodate larger aircraft, likely increasing air traffic in and out of the largest State-run airport. The project is scheduled for consideration by the legislature's Joint Emergency Board during "Legislative Days" in Salem, Dec. 12-14.

While the proposal has generated a wide array of opinions about the potential benefits, negative impacts, consequences and mitigations necessary should the project proceed, the public has had limited opportunity to comment.

Wilsonville City Council convened a special public meeting in late November to provide residents and other stakeholders an opportunity to learn more and provide public testimony to be presented for consideration by the Governor, members of the Oregon Congressional delegation and the Federal Aviation Administration at the mid-December hearing. To provide public testimony, community members may submit written statements to the City Recorder, 29799 SW Town Center Loop East, Wilsonville, OR 97070; cityrecorder@ci.wilsonville.or.us.

Specific suggestions or questions concerning the proposed may be directed to Mark Ottenad, Public/Government Affairs Director, at 503-570-1505; ottenad@ci.wilsonville.or.us.

For more information on the proposed Aurora State Airport expansion, visit ci.wilsonville.or.us/AuroraStateAirport.

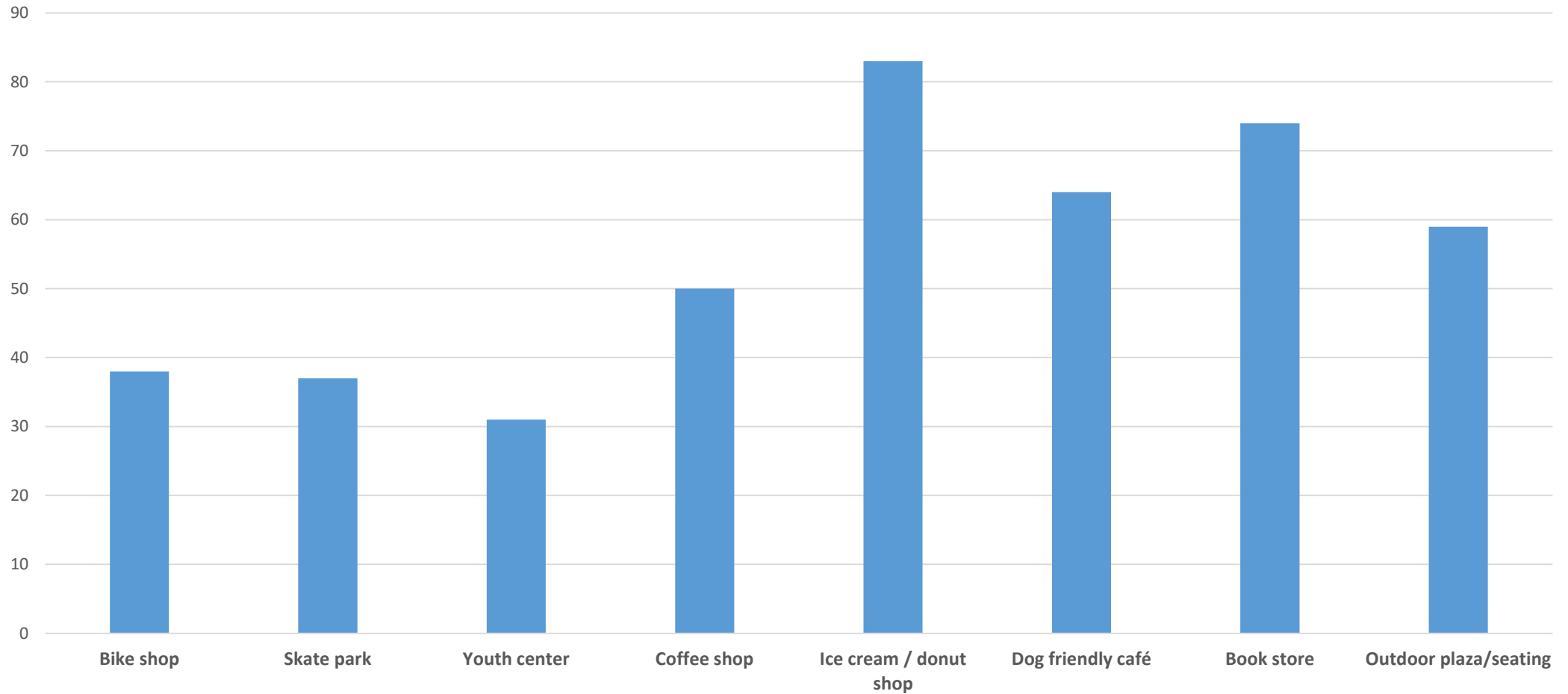


Question of the Month

April 2018

Which youth friendly amenities appeal to you?

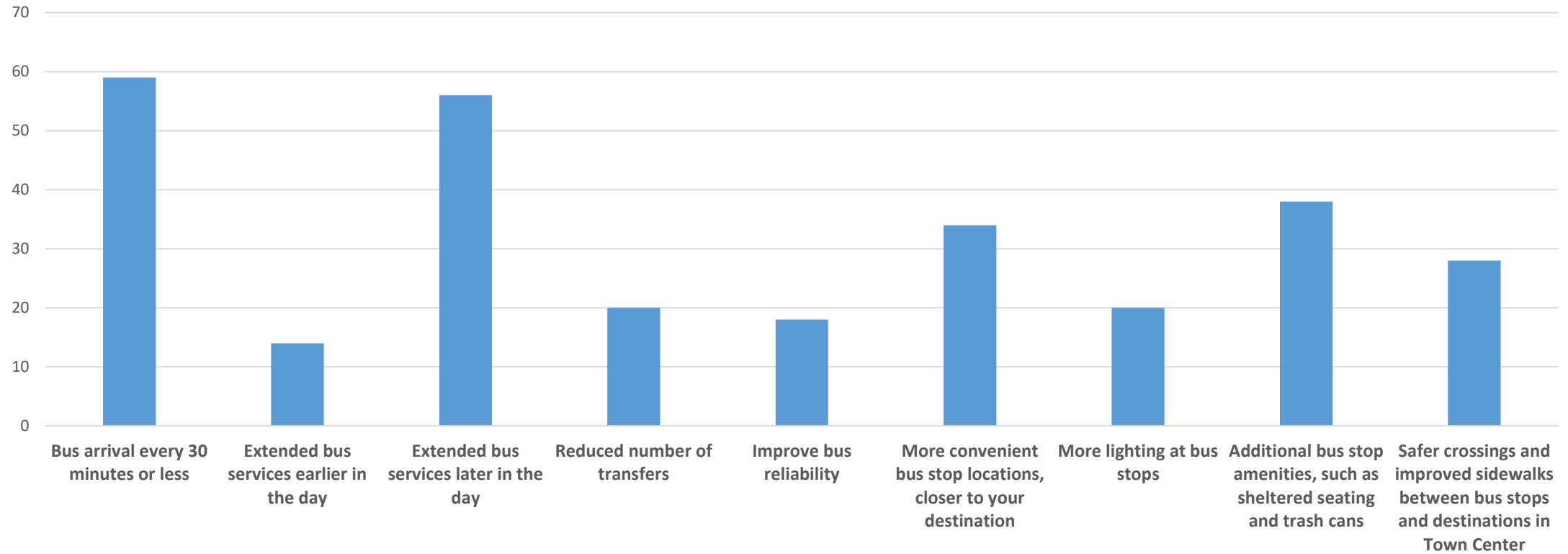
Select all that apply



May/June 2018

What would encourage you to take SMART public transit to Town Center?

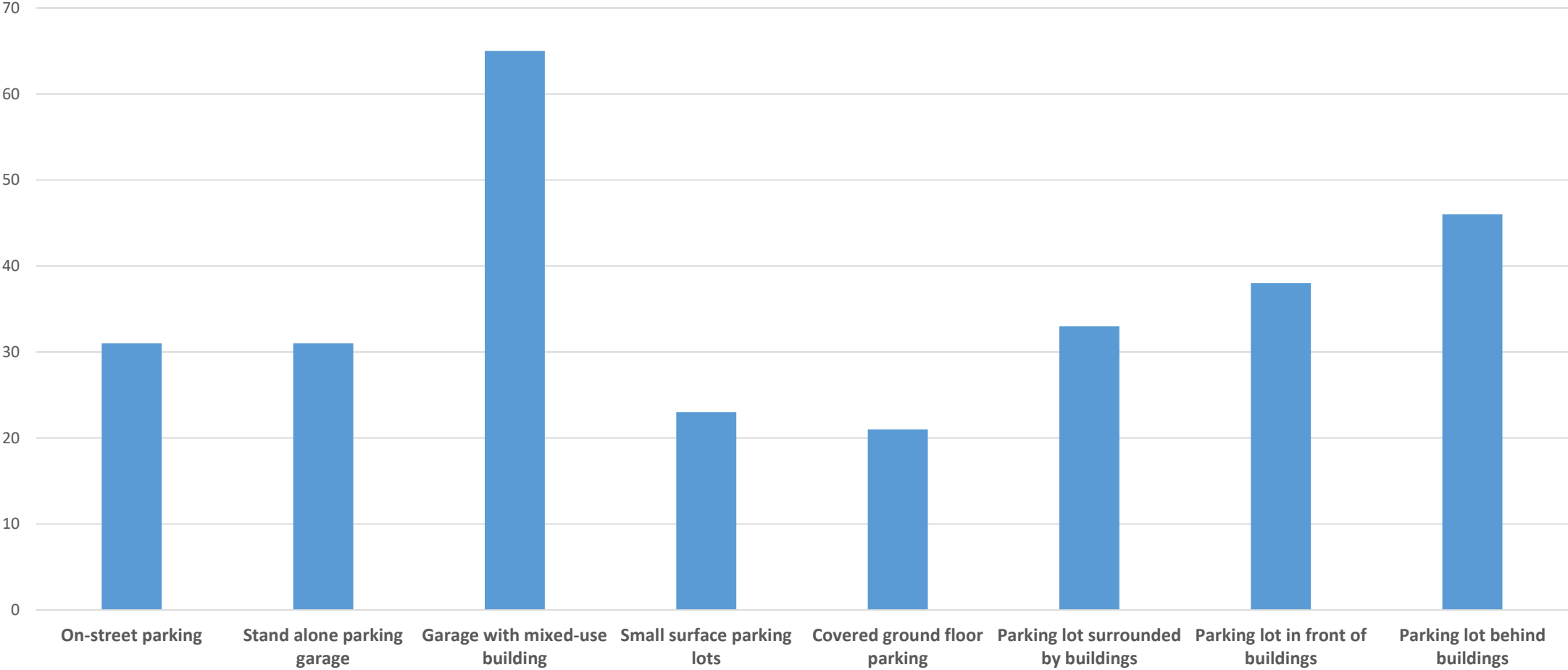
Select all that apply



July/August 2018

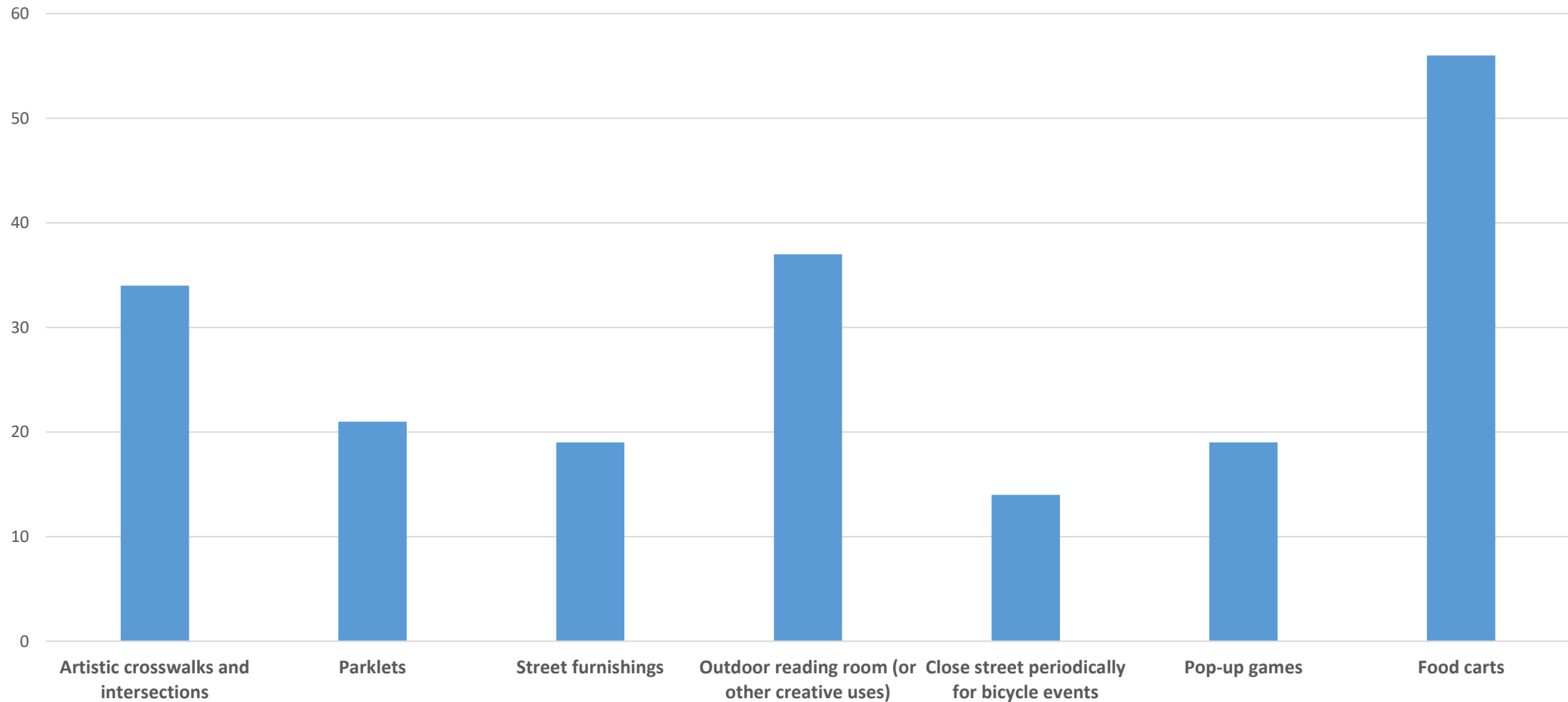
Which parking options do you prefer for future Town Center?

Select all that apply



September 2018

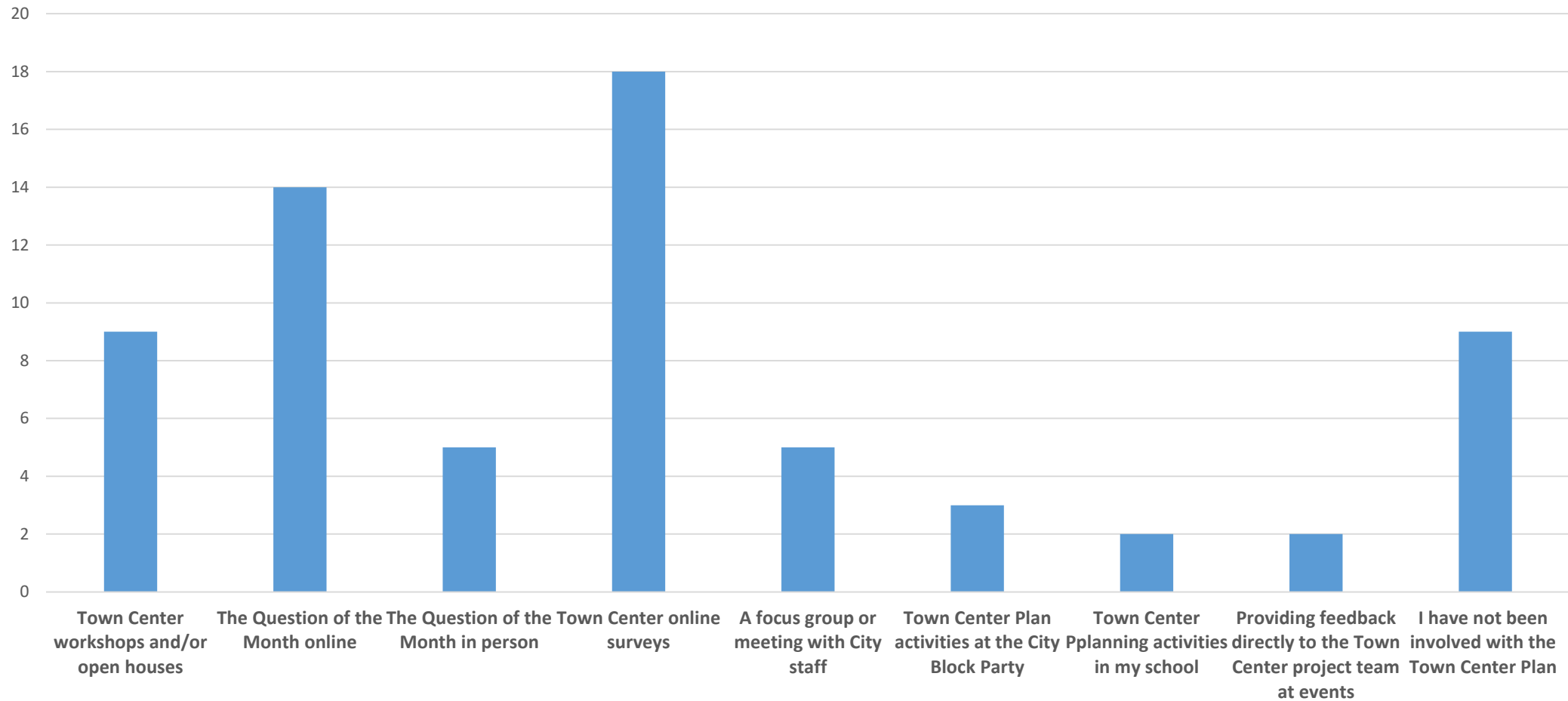
Place making projects are relatively quick and inexpensive ways to activate public spaces and create places to gather. Select two you would like to see in Town Center



October 2018

How have you been involved in the Town Center Plan?

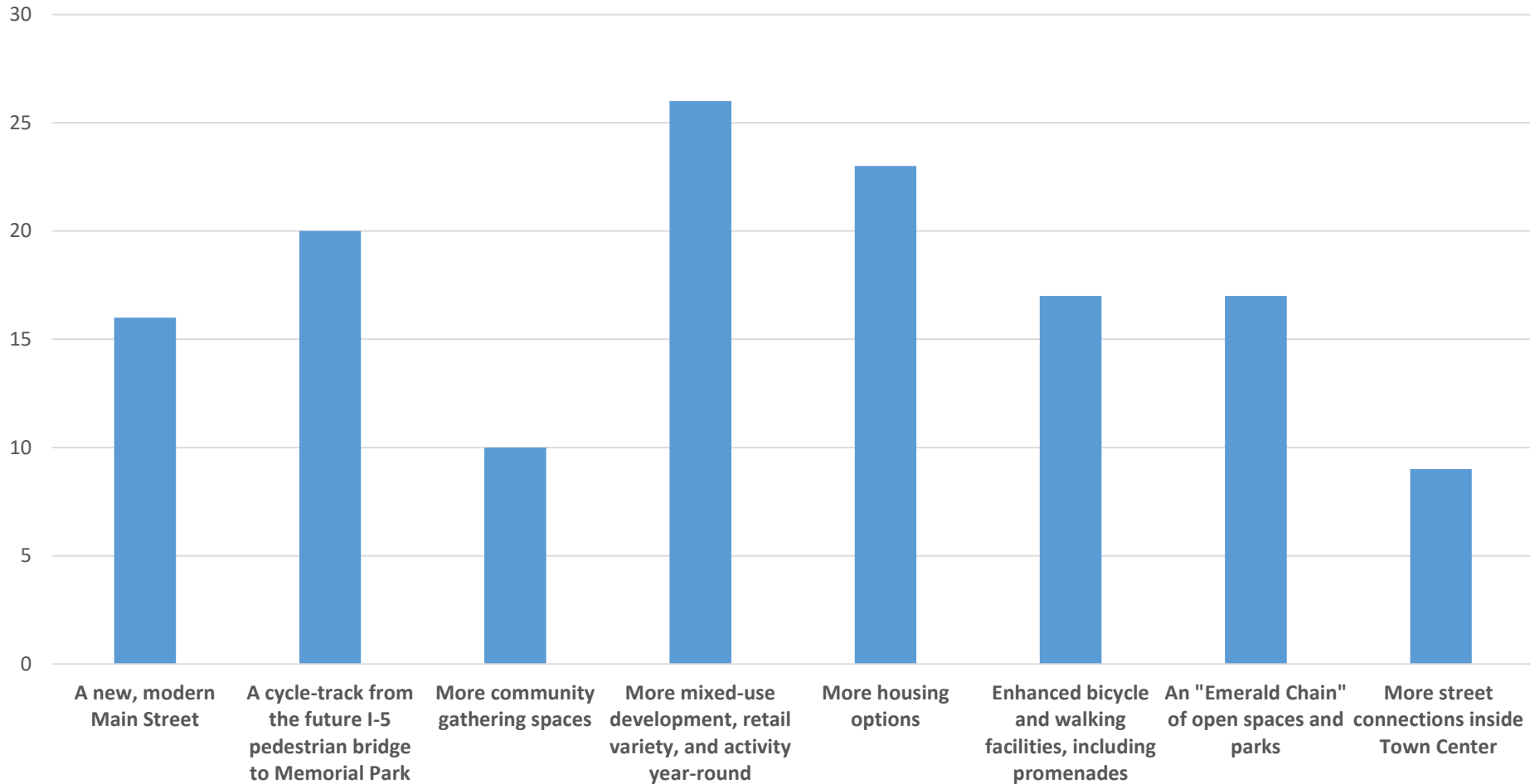
Select all that apply



November/December 2018

Which element of the Town Center Plan are you most excited about?

Select all that apply





Public Draft Plan



[Storymap Plan](#)



Conceptual rendering for future development opportunities, 20-year scenario

Town Center Plan

Scroll down to learn more about the future of Town Center

- Existing Development
- Future Development
- Surface Parking
- Structured Parking
- Plaza or Promenade
- Parks and Open Space
- Tree Canopy

MEMORIAL PARK

The Town Center Plan (the Plan) is a community-driven project, developed with the input from a broad cross-section of Wilsonville residents, business owners, and employees through a variety of public engagement opportunities.



A resident shared her vision for future Town Center at the February 2017 Project Kick-off Open House



A community member shared what she likes about Town Center at the 2017 Community



07/28/2017

Community Engagement



SHARE YOUR IDEAS

COMMUNITY CONCEPT

Neighborhood plans include... (text partially obscured)

Which projects do you think will be most important to making the Town Center Plan a reality?
(Select your top 3)

	Bicycle/pedestrian bridge over I-5		Cycle track from the bicycle/pedestrian bridge to Memorial Park
	Transforming Park Pl. into a pedestrian mall or festival street		Extending Park Ave. to become a Main Street that connects to Wilsonville Rd
	Wilsonville Rd intersections improvements/additions		Extending Courtship Dr to connect to Town Center

OUTREACH EVENTS

- 1,195** Monthly Poll Participants
- 100+** Community Events
- 1,871** Survey Respondents
- 80+** Youth Participants

Summary of outreach events for the Town Center Plan

Future Town Center

Community members led this process through their in-person and online input.

Surveys, focus groups, neighborhood meetings, and outreach events resulted in thousands of touchpoints with the community.



Community members answering online surveys about design alternatives.



Future Town Center

The community is passionate about the future of Town Center and has voiced a vision for the next stage in Town Center's evolution.



Community members gather at the Project Kick-Off Event to share their input on the Town Center Plan Vision



Town Center Vision & Goals

ENVIRONMENTAL STEWARDSHIP



Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.

HARMONIOUS DESIGN



Create urban design standards for pedestrian-oriented building and street design and a variety of quality building types and land uses.

MIXED USES



Development provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.

COMMUNITY GATHERING PLACES



Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.

ECONOMIC PROSPERITY



Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment and commercial activities.

SAFE ACCESS AND CONNECTIVITY



Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.

Vision for the Future
Town Center is a vibrant and walkable destination that inspires people to come together and socialize, shop, live, and work. Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to Town Center for shopping, dining, culture, and entertainment.

Town Center Vision & Goals

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Town Center Vision & Goals

The community's priorities for the future of Town Center are the foundation of this plan. The Plan offers recommendations on how the following community priorities can be achieved.



Walkable and Bike-Friendly Town Center



The future Town Center should be a place where people of all ages and abilities can safely bike and walk to local destinations and the regional trail network.

THE TOWN CENTER PLAN WILL INCLUDE RECOMMENDATIONS FOR IMPROVED BICYCLE CONNECTIONS. OF THE BICYCLE FACILITIES LISTED BELOW, WHICH WOULD YOU BE MOST LIKELY TO USE IN TOWN CENTER? (SELECT ALL THAT APPLY)

Place a dot on your favorite photo(s) below or vote online: www.wilsonvilletowncenter.com

LIBRARY

DEC. 2017 QUESTION OF THE MONTH

Protected Bike Lane **Sharrows (shared lane markings)**

Community input showed a preference for protected and buffered bike lanes in Town Center.

Walkable and Bike-Friendly Town Center

The Plan's recommendations are informed by the community's feedback. Many residents said they want to be able to park once and easily and safely walk to multiple locations on covered sidewalks.

PARTICIPANTS AT OUR JUNE 2017 DESIGN EVENT CAME UP WITH SEVERAL OPTIONS FOR LAND USES IN TOWN CENTER. WHICH LAND USE IDEAS DO YOU LIKE BEST? (SELECT ALL THAT APPLY.)

Place a dot next to your response below or vote online: www.wilsonvilletowncenter.com

WILSONVILLE TOWN CENTER PLAN
LIVE HAPPY HERE
CENTER
JUNE 17, 2017

- Improve bike and pedestrian connections. 
- Add new public streets within Town Center Loop. 
- Place buildings along streets with parking to the side or rear. 
- Centralize parking in key locations. 
- Add mixed-use buildings around Town Center Park that include small-scale retail (coffee, small restaurants, services etc.) on the ground floor. 
- Focus new development along Wilsonville Road and the Loop. 
- Add multi-story, smaller-scale buildings at the edges of large format retail (e.g. Fry's) properties. 
- Include 4-6 story mixed-use buildings (office, residential, retail) in the central and western portions of Town Center. 

Community members expressed strong support for improving bike and pedestrian connections in Town Center



Equally important, community stakeholders

Walkable and Bike-Friendly Town Center

- Centralize parking in key locations.
- Add mixed-use buildings around Town Center Park that include small-scale retail (coffee, small restaurants, services etc.) on the ground floor.
- Focus new development along Wilsonville Road and the Loop.
- Add multi-story, smaller-scale buildings at the edges of large format retail (e.g. Fry's) properties.
- Include 4-6 story mixed-use buildings (office, residential retail) in the central and western portions of Town Center.

Community members expressed strong support for improving bike and pedestrian connections in Town Center

Equally important, community stakeholders voiced a desire for better and safer bicycle facilities.

Which projects do you think will be most important to making the Town Center Plan a reality?

(Select your top 3)

 <p>Bicycle/pedestrian bridge over I-5</p> <p>32</p>	 <p>Cycle track from the bicycle/pedestrian bridge to Memorial Park</p> <p>16</p>
 <p>Transforming Park Pl. into a pedestrian mall or festival street</p> <p>35</p>	 <p>Extending Park Ave. to become a Main Street that connects to Wilsonville Rd</p> <p>18</p>
 <p>Wilsonville Rd intersections improvements/additions</p> <p>13</p>	 <p>Extending Courtside Dr to connect to Town Center Loop W.</p> <p>4</p>

The most popular responses involved the bicycle/pedestrian bridge and transforming Park Place into a pedestrian mall.



Walkable and Bike-Friendly Town Center



LEGEND

To bring a more walkable and accessible Town Center into reality, the Plan proposes a walkable street grid that incorporates transit service, on-street improvements for bicycles and pedestrians, and connections to off-street trails.

OPEN SPACE NETWORK

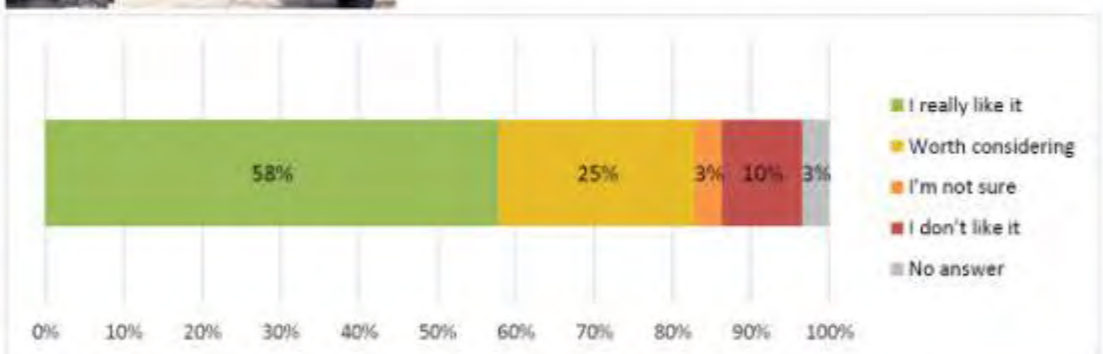
There is a desire within the community for better biking facilities in Town Center.

Future Main Street

Throughout the project, we heard the desire for a walkable main street with a variety of restaurants, stores, and an active street life.

The Plan proposes creating a main street that will offer a rich array of retail and entertainment opportunities, making it a destination for the community.

C4. Two-to-three-story retail in mixed-use buildings with frontages facing a pedestrian-friendly streetscape



Total Responses= 387

The Wilsonville community strongly supports the concept of a mixed-use and pedestrian-oriented main street.



Future Main Street





In addition, the future main street will offer more bicycle and pedestrian amenities, wider sidewalks, and active storefronts to reflect the community's preferences.


SENIOR LUNCH • QUESTION OF THE MONTH • TAKE A SURVEY • ONLINE


ONE OF THE COMMUNITY'S CONCEPTS FOR TOWN CENTER IS A MAIN STREET. WHAT TWO AMENITIES WOULD YOU PRIORITIZE FOR A FUTURE MAIN STREET IN TOWN CENTER?


Place a dot next to your response below or vote online: www.wilsonvilletowncenter.com


Wider sidewalks 

Outdoor seating / vendor space 

Bike Lanes 

A wide planting and landscaping strip for street trees 

On-street parking 

Public street furniture / places to sit or gather 

The community wants street furniture, wider sidewalks, and outdoor seating space as part of the future main street.

*Road locations are conceptual. Alignment of local roads to be determined and constructed as part of future private development

As a central spine of the Town Center Plan, the future main street will extend Parkway to create a linear and walkable street connection between Town Center Loop and Wilsonville Road.



A main street with mixed-use buildings and active store fronts will become the focal point of future Town Center.



LEGEND

- Building Footprint
- Parcel
- Highway
- Proposed Pedestrian Bridge
- Existing Street
- Conceptual Street Locations

OPEN SPACE NETWORK

- Existing Open Space
- Proposed Open Space

STREET HIERARCHY*

- Local
- Main Street
- Collector
- Minor Arterial
- Major Arterial

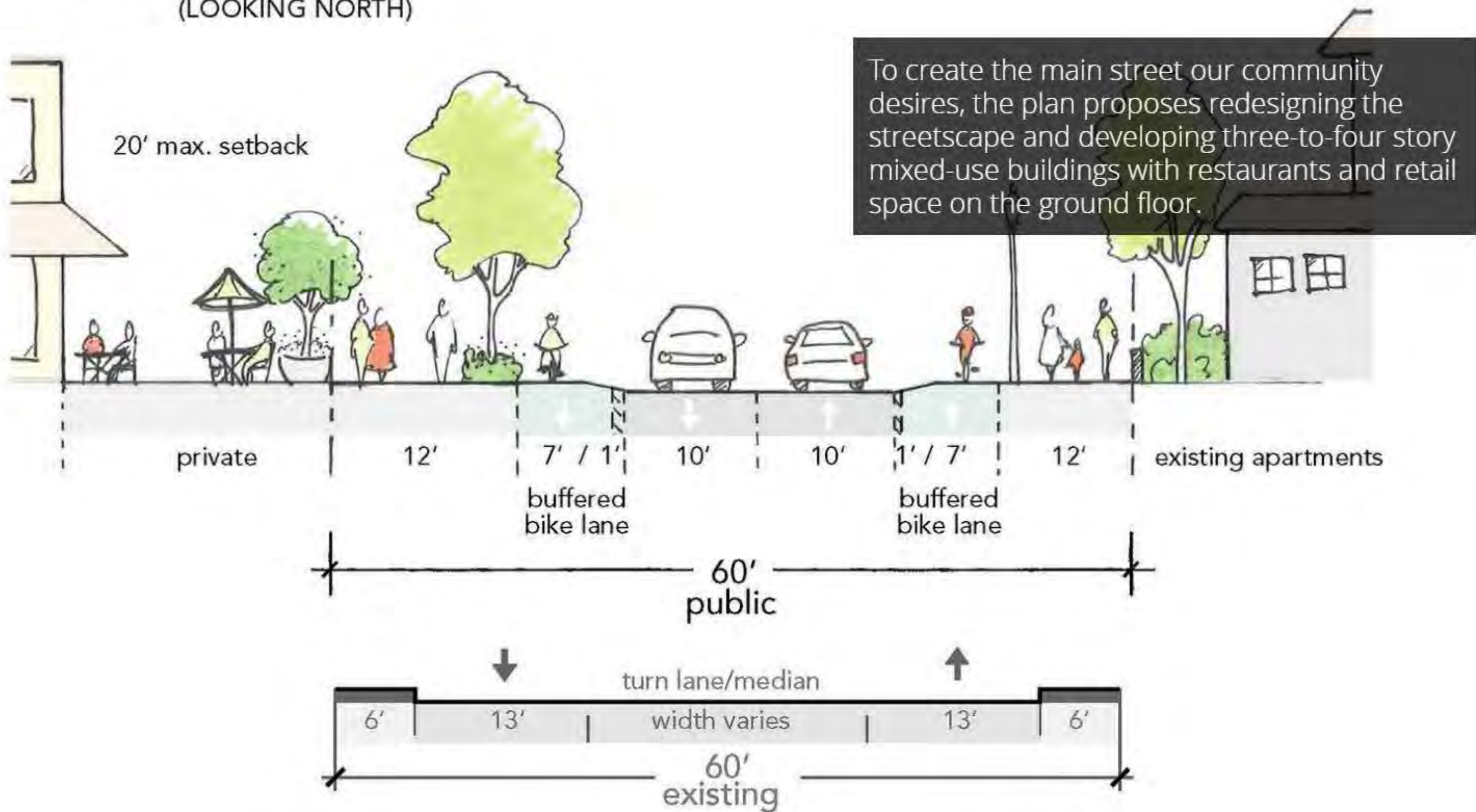
BLOCK SIZE

- 200' x 200'
- 400' x 400'

Future Main Street



PARK PLACE (LOOKING NORTH)



To create the main street our community desires, the plan proposes redesigning the streetscape and developing three-to-four story mixed-use buildings with restaurants and retail space on the ground floor.

PROPOSED STREET CONCEPT D

Active Public Spaces

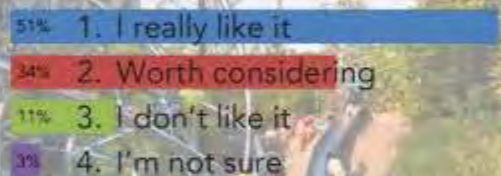
The community was clear about the importance of gathering spaces and destinations that bring people together. Future Town Center will have active public spaces and provide year-round opportunities for recreation, activities, and social gatherings.

The Town Center Plan recommends developing buildings with active street frontage and providing sidewalk seating to create an engaging and welcoming streetscape.



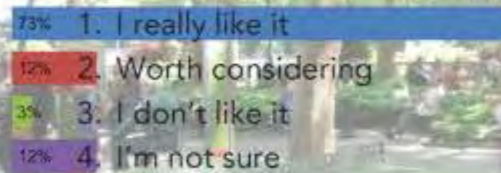
destination play area

Do you like this idea for Town Center?



multigenerational activities

Do you like this idea for Town Center?



The Wilsonville community strongly supports creating public spaces with interactive and all-age friendly activities in future Town Center.



Active Public Spaces



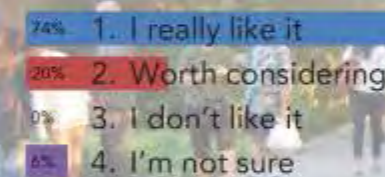
Murase Plaza

MEMORIAL PARK

The community also desires additional green space and opportunities to enhance the natural environment. In the future, active public spaces will be interconnected with natural elements and green spaces.



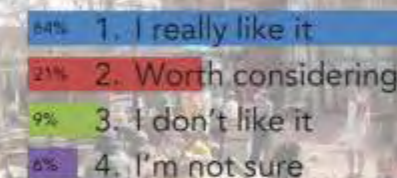
Do you like this idea for Town Center?



nature integration and plaza space



Do you like this idea for Town Center?

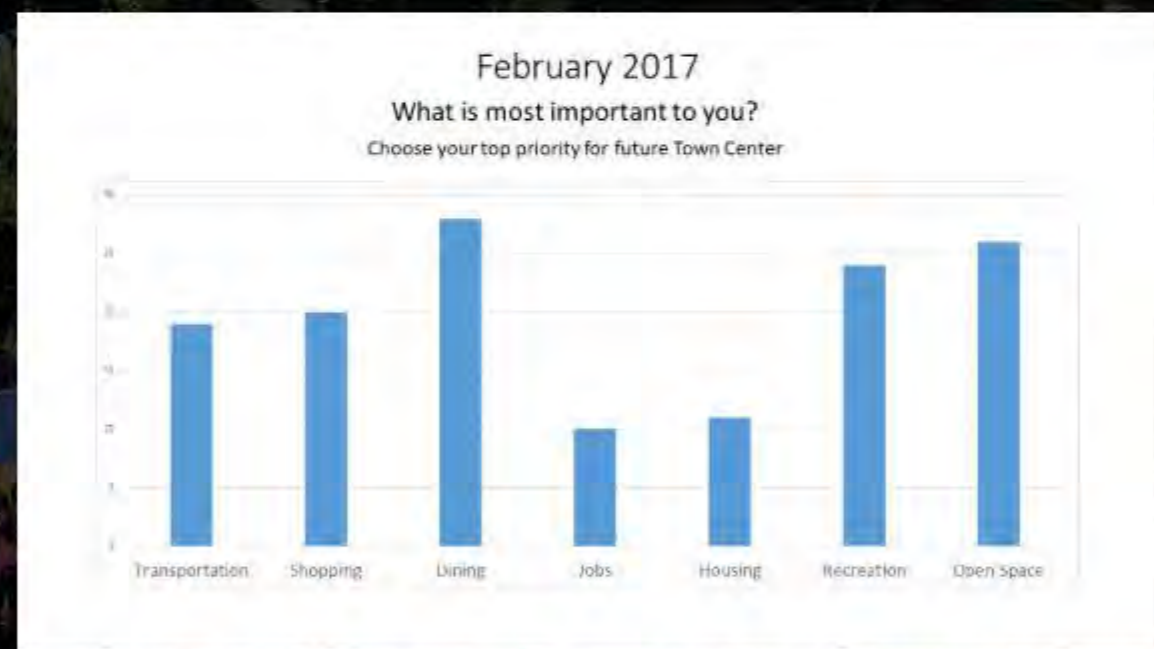


small plaza

The Wilsonville community strongly supports public plazas in future Town Center.

Parks and Open Spaces

Parks and open spaces are treasures that draw families, children, and workers to Town Center. Community members really enjoy the Town Center Park, Memorial Park, and Murase Plaza. These parks are the cornerstones of the existing green space network.



From the start of the project, community members identified open space as one of their top priorities for future Town Center via Question of the Month.



Parks and Open Spaces

With these valuable assets, the community is interested in additional green spaces, community gathering spaces, and opportunities to enhance the natural environment.

WHICH YOUTH-FRIENDLY AMENITIES APPEAL TO YOU? (CHECK ALL THAT APPLY)
 Place a dot next to your responses below or vote online: www.wilsonvilletowncenter.com

- Bike Shop
- Skate Park
- Youth Center
- Coffee Shop
- Ice Cream / Donuts
- Dog-Friendly Cafe
- Book Store
- Outdoor Plaza Seating

The community expressed a desire for many amenities in Town Center, including a skate park and outdoor plazas for gathering.



Parks and Open Spaces

LEGEND

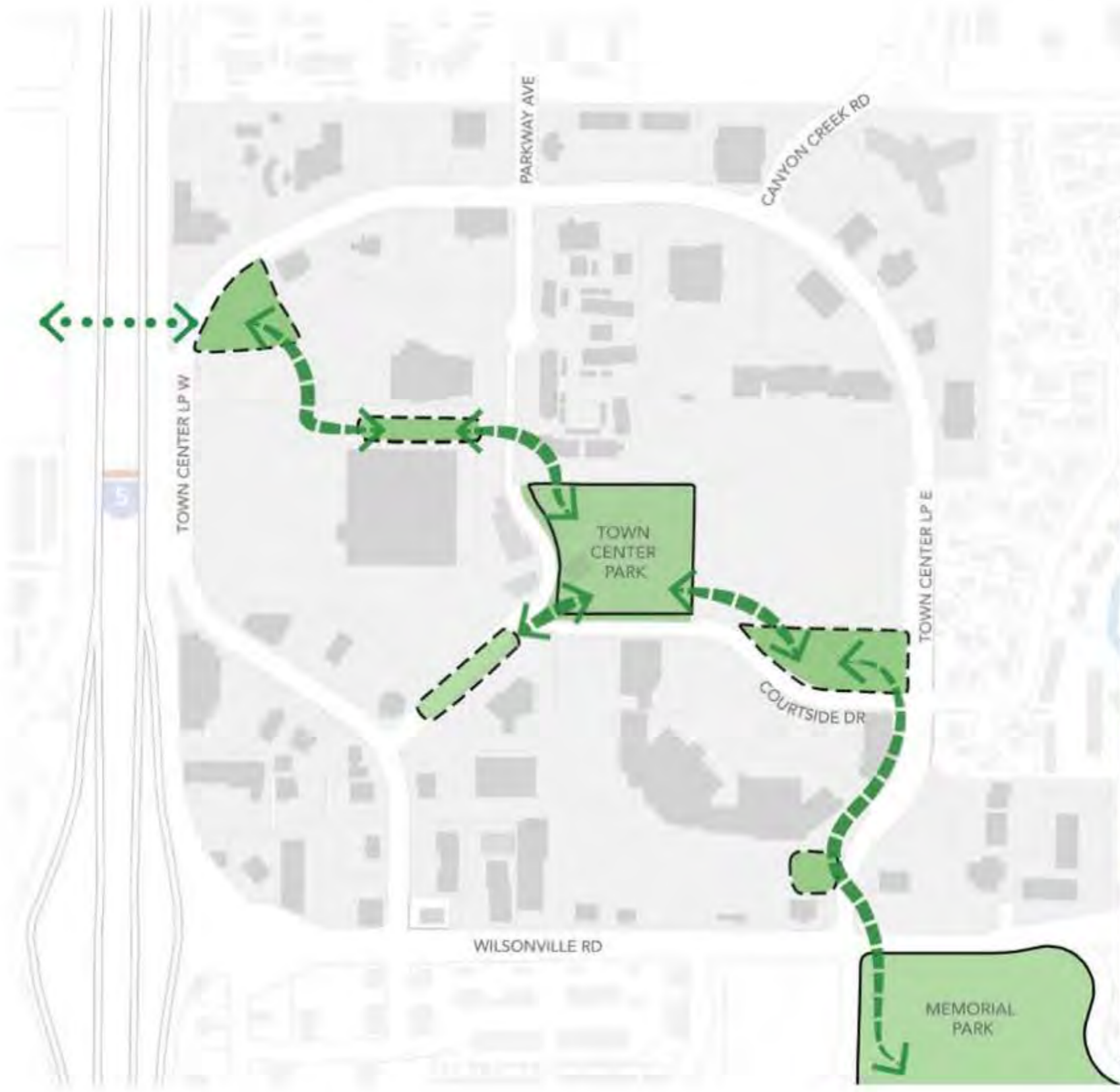
- Building Footprint
- Parcel

- Existing Park
- Proposed Park

The Town Center Plan recommends building an "Emerald Chain" of parks, small plazas, green streets, and trails that will connect the future I-5 pedestrian and bicycle bridge to the Town Center Park, Memorial Park, and Murase Plaza.



The community shared ideas for future green spaces at the 2017 Block Party.




Thriving Local Businesses

Both businesses and residents are looking for an active, thriving Town Center with a variety of things to do and places to visit.

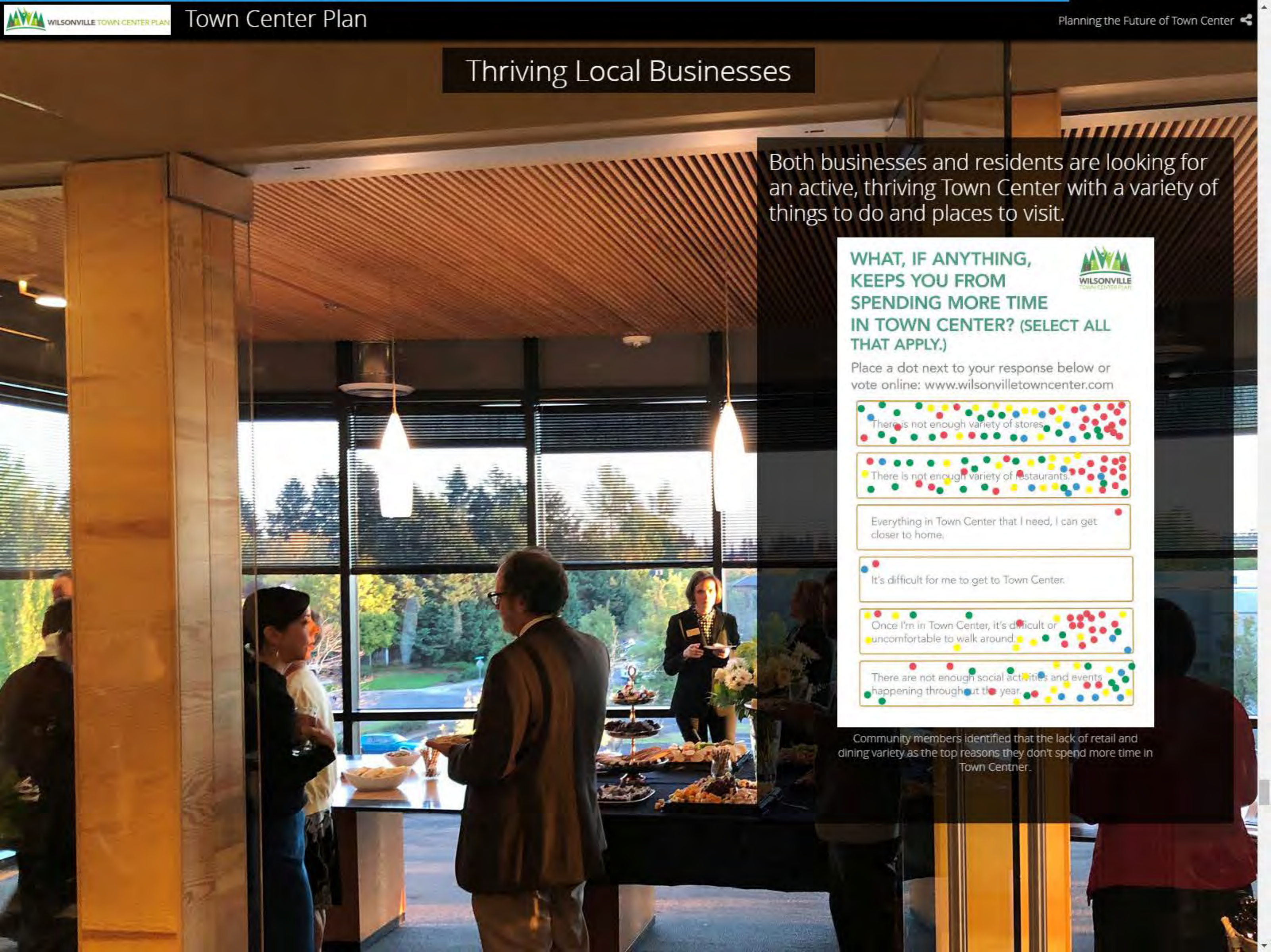
WHAT, IF ANYTHING, KEEPS YOU FROM SPENDING MORE TIME IN TOWN CENTER? (SELECT ALL THAT APPLY.)



Place a dot next to your response below or vote online: www.wilsonvilletowncenter.com

- There is not enough variety of stores. 
- There is not enough variety of restaurants. 
- Everything in Town Center that I need, I can get closer to home. 
- It's difficult for me to get to Town Center. 
- Once I'm in Town Center, it's difficult or uncomfortable to walk around. 
- There are not enough social activities and events happening throughout the year. 

Community members identified that the lack of retail and dining variety as the top reasons they don't spend more time in Town Center.



Thriving Local Businesses

With the help of business and property owners, the Plan proposes a set of strategies to support existing businesses and bolster future economic activities within Town Center. These strategies include but are not limited to:

- **Business retention and location assistance programs**
- **An organized Town Center business coalition**
- **Development of a programming plan**
- **Forming public-private partnerships (PPPs) to catalyze new development**
- **Creating of a Local Improvement District (LID) to fund projects**
- **Evaluating feasible tax incentives for the construction of mixed-use buildings**

Thriving Local Businesses

Implementing these strategies to achieve the goal for economic vitality in Town Center will continue to be a coordinated effort between the city and the businesses community.

WHAT TYPE OF STORES DO YOU FEEL WOULD BE GOOD ADDITIONS TO THE WILSONVILLE TOWN CENTER? (SELECT ALL THAT APPLY.)

Place a dot next to your response below or vote online: www.wilsonvilletowncenter.com

Library Idea Center May 2017

- Small, local, independent shops (e.g. coffee shop, bakery, gift shop) **(61)**
- Large format national retail chains with a variety of merchandise (e.g. Fred Meyer or Target) **(9)**
- Medium or small-size specialty stores focused on specific merchandise (e.g. stationary, book store, clothing, shoes) **(24)**
- Flexible sized spaces with shared amenities to attract emerging and growing businesses (e.g. shared office buildings, small storefronts, commercial kitchen facilities) **(12)**
- Marketplace with multiple vendors in a shared building (e.g. Portland's Pine Street Market, Seattle's Pike Street Market, San Francisco Ferry Building) **(12)**

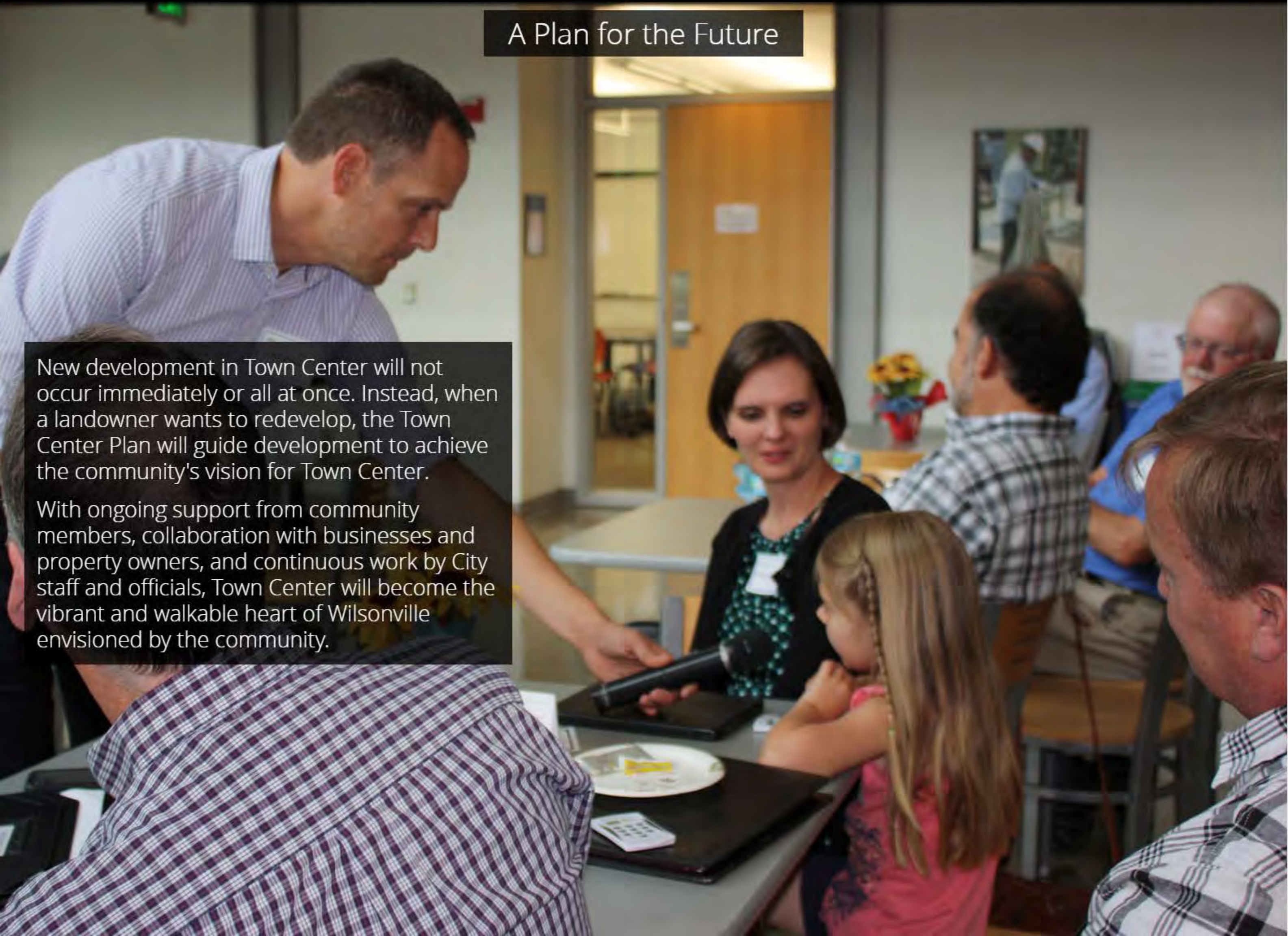
The community expressed their preferences for small, local shops and a marketplace with multiple vendors.



A Plan for the Future

New development in Town Center will not occur immediately or all at once. Instead, when a landowner wants to redevelop, the Town Center Plan will guide development to achieve the community's vision for Town Center.

With ongoing support from community members, collaboration with businesses and property owners, and continuous work by City staff and officials, Town Center will become the vibrant and walkable heart of Wilsonville envisioned by the community.



A Plan for the Future



Conceptual rendering for future development opportunities, 20-year scenario

Tell us what you think! Submit comments [here](#)

Questions?

Go to the [project website](#) and Read the Plan

Contact Miranda Bateschell, Planning Manager
 bateschell@ci.wilsonville.or.us
 503-682-4960



- Existing Development
- New/ Infill Development
- Surface Parking
- Structured Parking
- Plaza or Promenade
- Parks and Open Space
- Tree Canopy



[Public Comment Form](#)



Provide your comments about the Draft Town Center Plan.

Name *

First

Last

Email

Comments

How did you participate in this plan?

- Community workshops
- Focus groups
- Chamber of Commerce events
- Online surveys
- Question of the Month online or at the library or other venues
- School
- Town Center activities at the Community Block Parties
- Conversations with City staff
- Other
- I did not participate in any Town Center activities

Entry Id	Name	Comments	How did you participate	How did you participate	How did you participate	How did you participate	How did you participate	How did you participate	How did you participate	Date Created	Created By	Last Updated	Updated By	IP Address	Last Page	Completion
4	Theresa	I was not sure what this part of the plan meant: As a central spine of the Town Center Plan, the future main street will extend Parkway to create a linear and walkable street connection between Town Center Loop and Wilsonville Road. I am concerned if it means more traffic to Parkway because that street is already getting heavy with traffic which is increasing noise, congestion and impacting wild life in the area. Thank you	Community workshops	Focus groups						2019-01-30 19:59:10	public			71.63.170.22	1	1