

ORDINANCE NO. 718

AN ORDINANCE OF THE CITY OF WILSONVILLE ADOPTING THE 2013 TRANSPORTATION SYSTEM PLAN AND ASSOCIATED COMPREHENSIVE PLAN TEXT AMENDMENTS AND REPLACING THE 2003 TRANSPORTATION SYSTEMS PLAN

WHEREAS, Oregon law requires that state, regional and local governments adopt interrelated Transportation System Plans (TSPs); and

WHEREAS, an integrated and well-planned transportation system benefits citizens and business by providing a safe, convenient and economical system for vehicles, bicycles, pedestrians and freight; and

WHEREAS, TSP adoption will result in compliance with Statewide Planning Goal 12-Transportation, the Transportation Planning Rule and Metro's Urban Growth Management Transportation Functional Plan; and

WHEREAS, TSP adoption was a City Council Goal for FY 2011-12; and

WHEREAS, the TSP update was funded by a grant from the state of Oregon Transportation and Growth Management (TGM) Program; and

WHEREAS, since the last Transportation System Plan adoption (2003), the City has experienced significant growth that has placed demands on the transportation system, necessitating a re-evaluation of the transportation needs, services and facilities; and

WHEREAS, preparation of the TSP included extensive policy, planning and engineering analysis to inventory current transportation conditions and facilities, determine the needs and community desires for roadway networks and non-motorized facilities, identify and address gaps and deficiencies in the system, develop and evaluate transportation system alternatives, analyze level of service standards, plan for multi-modal connectivity, forecast future funding, and identify projects and programs to meet the transportation needs over a 20-year timeframe; and

WHEREAS, the TSP project was guided by a Technical Advisory Committee (TAC) comprised of local, regional and state agency representatives and local business freight interests; and

WHEREAS, the Wilsonville Planning Commission conducted ten work sessions, two joint work sessions with the City Council and three public open houses (including an

on-line open house) as part of their work engaging the community and shaping the TSP;
and

WHEREAS, the City provided notice of the TSP public hearings before the Planning Commission and City Council by sending a Measure 56-compliant public hearing notice to 4,506 property owners within the city limits affected agencies, and 131 interested persons; additionally, the notice was posted in three locations throughout the City, on the City web site, as well as in a newspaper with local circulation; and

WHEREAS, on April 8, 2013, the Planning Commission conducted a duly noticed public hearing on the TSP, affording all citizens an opportunity to be heard on the subject; and

WHEREAS, following receipt of public testimony at the April 8, 2013 public hearing, the Planning Commission deliberated and made modifications to the TSP and associated Comprehensive Plan text amendments and forwarded a unanimous recommendation of approval to the City Council; and

WHEREAS, on June 3, 2013, the City Council conducted a duly noticed public hearing on the draft TSP considering the entire public record herein and finds that the proposed TSP and Comprehensive Plan text amendments comply with the applicable review criteria and are in the best interest of the community by providing for a comprehensively planned multi-modal transportation network; and

WHEREAS, the City Council has considered the Planning Commission's recommendation, the staff reports in this matter, and testimony and evidence of interested parties, and has evaluated the draft TSP against the Statewide Goals, state, county, and regional requirements, the Comprehensive Plan, and other applicable standards;

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

Section 1. Findings. The City Council hereby adopts as findings and conclusions the foregoing recitals and the conclusionary findings in this matter attached hereto as Exhibit 1 and adopted as if set forth fully herein.

Section 2. Order. The City Council hereby adopts the 2013 City of Wilsonville Transportation System Plan attached as Exhibit 2 and associated Comprehensive Plan text amendments attached as Exhibit 3 incorporated as if set forth fully herein.

Section 3. Staff Directive. To reflect adoption of the TSP and Comprehensive Plan text amendments, Staff is directed to make conforming changes to the Comprehensive Plan necessary to incorporate the amendments adopted herein.

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting thereof on the 3rd day of June, 2013, at the hour of 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon, and scheduled for second reading on the 17th day of June, 2013, commencing at the hour of 7:00 p.m. at Wilsonville City Hall.

SANDRA C. KING, CMC, City Recorder

ENACTED by the City Council on the 17th day of June 2013, by the following votes:

YEAS: -4-

NAYS: -0-

SANDRA C. KING, CMC, City Recorder

DATED and signed by the Mayor this 18th day of June 2013.

TIM KNAPP, Mayor

SUMMARY OF VOTES:

Mayor Knapp - Yes
Council President Starr - Yes
Councilor Goddard - Yes
Councilor Fitzgerald - Excused
Councilor Stevens - Yes

Exhibits:

- § Exhibit 1: TSP Conclusionary Findings
- § Exhibit 2: Transportation System Plan dated June, 2013

§ Exhibit 3: Comprehensive Plan text amendments underline and strikethrough and clean versions

Attachment A, Exhibit 1:

CONCLUSIONARY FINDINGS

June 3, 2013

**In support of Approval of Application #LP13-0003
2013 Transportation System Plan and associated Comprehensive Plan text
amendments**

Section 4.032. Authority of the Planning Commission.

(.01) As specified in Chapter 2 of the Wilsonville Code, the Planning Commission sits as an advisory body, making recommendations to the City Council on a variety of land use and transportation policy issues. The Commission also serves as the City's official Committee for Citizen Involvement and shall have the authority to review and make recommendations on the following types of applications or procedures:

B. Legislative changes to, or adoption of new elements or sub-elements of, the Comprehensive Plan;

Response: The TSP is a sub-element of the Comprehensive Plan. The Planning Commission conducted a public hearing and has provided the City Council with a recommendation of approval with minor modifications. The City Council is the final local authority on this Master Plan. **These criteria are satisfied.**

Section 4.033. Authority of City Council.

(.01) Upon appeal, the City Council shall have final authority to act on all applications filed pursuant to Chapter 4 of the Wilsonville Code, with the exception of applications for expedited land divisions, as specified in Section 4.232. Additionally, the Council shall have final authority to interpret and enforce the procedures and standards set forth in this Chapter and shall have final decision-making authority on the following:

B. Applications for amendments to, or adoption of new elements or sub-elements to, the maps or text of the Comprehensive Plan, as authorized in Section 4.198.

E. Consideration of the recommendations of the Planning Commission.

Response: The City Council has received a recommendation from the Planning Commission on the TSP. The City Council is the final local authority regarding adoption of the TSP, which will be adopted via Ordinance as a sub-element of the City's Comprehensive Plan. **These criteria are satisfied.**

(.02) When a decision or approval of the Council is required, the Planning Director shall schedule a public hearing pursuant to Section 4.013. At the public hearing the staff shall review the report of the Planning Commission or Development Review Board and provide other pertinent information, and interested persons shall be given the opportunity to present testimony and information relevant to the proposal and

make final arguments why the matter shall not be approved and, if approved, the nature of the provisions to be contained in approving action.

(.03) To the extent that a finding of fact is required, the Council shall make a finding for each of the criteria applicable and in doing so may sustain or reverse a finding of the Planning Commission or Development Review Board. The Council may delete, add or modify any of the provisions pertaining to the proposal or attach certain development or use conditions beyond those warranted for compliance with standards in granting an approval if the Council determines the conditions are appropriate to fulfill the criteria for approval.

Response: Following the public hearing before the Planning Commission, the Planning Director scheduled additional public hearings before the City Council at which time the Council will review the findings and recommendations provided by the Planning Commission. **At conclusion of the public hearing process, these criteria will be satisfied.**

STATEWIDE PLANNING GOALS

Statewide Planning Goal #1 - Citizen Involvement (OAR 660-015-0000(1)): *To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

Response: Work sessions were held with both the Planning Commission and City Council throughout the project. Staff also conducted two public open houses and a virtual on-line open house. A project web page was created and maintained to inform interested parties about the TSP update, encourage participation and feedback, and provide access to documents and analysis that informed the content of the TSP. The City of Wilsonville has provided notice of public hearings before the Planning Commission consistent with the Planning and Land Development Ordinance requirements. Such notices were posted in the newspaper, and were provided to 4,605 property owners, a list of interested agencies, emailed to 131 interested parties, and were posted in three locations throughout the City and on the City's website. The City has conducted an extensive public involvement process. To date, there has been moderate interest in the Plan and there appears to be no major areas of controversy. At the upcoming public hearing, the public will be afforded an opportunity to provide public testimony to the City Council (Please See Attachment C, Public Involvement Summary). **This goal is met.**

Statewide Planning Goal #2 - Land Use Planning (OAR 660-015-0000(2)): *To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

Response: This goal is implemented through the applicable Goals and Policies in the Land Use and Development section of the Wilsonville Comprehensive Plan. Because the

TSP is a sub-element of the City's Comprehensive Plan, the application to adopt the TSP was processed pursuant to the legislative decision process outlined in Section 4.032 and Section 4.033 of the Development Code. The TSP document and its projections, recommended improvements, and proposed funding sources are based the series of analyses and evaluations that were prepared as part of developing the TSP update, including the existing conditions report, future conditions report, and solutions analysis and funding package (see TSP Appendix, Attachment B).

Consistent with Goal 2, all local governments and state agencies involved in the land use action must coordinate with each other. City, county, state and federal agency, and special districts' plans and actions related to land use must be consistent with the Comprehensive Plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268. In addition to the City's Comprehensive Plan, a review of other existing state, regional, and local plans, policies, standards, and laws that are relevant to local transportation planning was conducted at the beginning of the TSP update process, and is documented in TSP Appendix, Attachment B (Policy Framework). The TSP update and associated amendments were developed in coordination with ODOT, Metro, surrounding cities, counties and TriMet and were developed to be consistent with those applicable regulations, as is provided later in this set of findings.

The proposed TSP update and associated amendments are consistent with Statewide Planning Goal 2. **This goal is met.**

Statewide Planning Goal #5 – Natural Resources, Scenic and Historic Areas, and Open Spaces (OAR 660-015-0000(5)): *To protect natural resources and conserve scenic and historic areas and open spaces.*

Response: This goal is implemented through the applicable Park/Recreation/Open Space Goals and Policies in the Public Facilities and Services section of the Comprehensive Plan. The City code contains specific review criteria for uses within a Significant Resource Overlay Zone (Development Code Section 4.139.00, SROZ Ordinance) to ensure that designated Goal 5 resources are appropriately considered when development is proposed.

Goal 5 resources were considered part of the alternatives analysis that is included in Attachment B of the TSP. Several projects in the proposed Financially-Constrained Solutions Package that will enhance access to and enjoyment of natural resources and open spaces including those related to the Tonquin Trail, Boeckman Creek Trail and the Frog Pond Trail.

Proposed street cross-section design standards include standards for Low Impact Development (LID). Further, the proposed amendments to the Development Code (separate case file LP13-00004) allow for a modification to the street design standard to allow improvements to be designed and sized appropriately for the surrounding land uses and environment.

The draft TSP details the stages of the Capital Project Process (Figure 6-1), which includes an environmental assessment. An environmental assessment may be required at the time of project development pursuant to applicable federal, regional, and/or local regulations. **This goal is met.**

Statewide Planning Goal # 6 – Air, Water and Land Resource Quality (OAR 660-015-0000(6)): *To maintain and improve the quality of the air, water and land resources of the state.*

Response: Air, water and land resources have been considered in the development of the planned transportation system to ensure that impacts on these resources are minimized. See the alternatives analysis in the Appendix of the TSP. Appropriate measures will be taken at the time of project development on a site-specific basis to ensure that applicable state and federal regulations are met.

By planning system improvements based on projected demand and land use patterns, the updated TSP will ensure that land planned for development will be served efficiently. In terms of air quality in particular, the improvements recommended in the TSP update include projects related to walking, biking, and taking transit, which in turn will provide increased opportunities to travel by modes other than the automobile. Table 7-1 lists performance measures that the City will use to evaluate progress towards meeting targets related to reducing vehicle miles traveled and congestion, and increasing walking, biking and transit mode share – targets that serve to maintain and improve air quality. Updated street cross-section designs (TSP Chapter 3) also allow for “context-sensitive” roadway design to ensure that land is used efficiently, while at the same time ensuring that the roadway can meet its intended multi-modal function.

Code amendments that are proposed to implement the TSP update and comply with the Regional Transportation Function Plan (RTFP) include provisions to establish unobstructed widths on sidewalks establish requirements for pedestrian and bicycle access ways, support crossings in the vicinity of transit stops, and establish requirements for long-term bicycle parking. These amendments reinforce the pedestrian, bicycle, and transit improvements that are recommended in the updated TSP and support air, water, and land resource quality. **This goal is met.**

Statewide Planning Goal # 7 – Areas Subject to Natural Disasters and Hazards: *To protect people and property from natural hazards.*

Response: Areas subject to natural disasters and hazards, such as floodplain, have been considered in the development of the planned transportation system to ensure that impacts on these areas are minimized. Improvements related to implementation of the system will need to conform to environmental regulations. **This goal is met.**

Statewide Planning Goal # 8 – Recreation Needs (OAR 660-015-0000(8)): *To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.*

Response: While Goal 8 is not directly applicable to this action, safe and convenient access to parks and other areas planned for recreational needs was considered in the development of the TSP. The updated TSP was informed by the 2007 Parks and Recreation Master Plan, a plan for achieving a comprehensive and interrelated system of parks, recreation, and natural areas that in turn promote connectivity throughout the City and support the 2006 Bicycle and Pedestrian Master Plan. Numerous proposed projects will implement the City's planned trail system and will enhance access to the City's parks and open spaces (TSP Chapter 5). **This goal is met.**

Statewide Planning Goal #9 – Public Facilities and Services (OAR 660-015-0000(9)): *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

Response: Adopting the updated TSP will ensure that transportation improvements will be available to support the planned uses in the City's employment areas, consistent with other local economic development goals.

The draft TSP proposes new and revised policies that focus on increasing opportunities to travel by all modes of transportation within the City – including to and from commercial and employment uses. New freight policies and the corresponding proposed freight system (TSP Chapter 3) are intended to facilitate the movement of freight, employees, and customers to and from commercial and industrial lands.

The recommended list of transportation projects that will repair or complete the transportation system through 2035 is based largely on past plans, but includes updated solutions. Projects that support economic development in the City include urban upgrade roadway projects shown in Chapter 5 of the TSP. Improvements on Boeckman Road will directly benefit employers in the vicinity and industrial users that rely on that roadway by improving mobility and removing conflicts between freight movement and pedestrians and cyclists. New roadways that will support economic development include the Kinsman Road extension and Day Road improvements to provide for improved freight movements and the Canyon Creek Road Extension which will improve connectivity to employment and businesses Town Center Loop East. **This goal is met.**

Statewide Planning Goal #10 – Housing (OAR 660-015-0000(10)): *To provide for the housing needs of citizens of the state.*

Response: The needs and improvements identified in the 2013 TSP were developed in part by forecasting growth in residential development and trips expected to be generated by this growth over the next 20 years. Adoption of the TSP update will ensure the orderly extension and improvement of transportation facilities to accommodate the projected growth envisioned in the City's Comprehensive Plan, which includes a variety of housing types.

In particular, proposed transit improvements, filling sidewalk gaps, and improving crosswalks and bicycle facilities and Safe Routes to School planning will result in increased safety and access within residential areas of the City, as well as improve connections to other uses and services in the City. **This goal is met.**

Statewide Planning Goal #11 – Public Facilities and Services (OAR 660-015-0000(11)): *It is the purpose of Goal 11 to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. Cities are required to develop public facilities plans for their UGBs.*

Response: Transportation facilities are considered a primary public facility in the City. The TSP documents existing conditions and future needs for the transportation system in Wilsonville and recommended improvements and implementation strategies have been developed to address those needs.

Recommendations for improvements included in the TSP were mainly projects pulled from past plans. The recommended projects were evaluated in an alternatives analysis (see the Appendix of the TSP) and organized into “Higher Priority” and “Additional Planned” project according to projected available funding.

Goals and policies are part of the updated TSP (TSP Chapter 2). Goals address cost-effectiveness and compatibility (Goals 4 and 5) and policies address land development coordination and agency coordination (Policies 15-21). **This goal is met.**

Statewide Planning Goal #12 – Transportation (OAR 660-015-0000(12)): *To provide and encourage a safe, convenient and economic transportation system.*

Response: The 2013 TSP establishes City transportation policy related to multimodal transportation, access and mobility, safety, equity, economy, health and the environment, and goods movement. These policies and associated implementation measures guided the development of the TSP, the development of standards, and the selection of the recommended improvements.

Most of the transportation system improvement projects needed to address gaps and deficiencies in the system were identified in prior City plans, including its 2003 Transportation Systems Plan, 2006 Bicycle and Pedestrian Master Plan, 2008 Transit Master Plan, and multiple development master plans (see TSP Chapter 1, The Context). The City’s prior transportation projects were reconsidered, integrated, and revised to address updated information and prepare for the 2035 planning horizon (see TSP Chapter 5).

The TSP is proposed to be adopted as an update to the City’s Comprehensive Plan; the code amendments that are proposed in case file LP13-0004, were developed in order to maintain consistency with the Comprehensive Plan and state regulations.

Findings related to compliance with the TPR, which implements Goal 12, are provided later in this report. **This goal is met.**

Statewide Planning Goal #13 Energy Conservation (OAR 660-015-0000(13)): *To conserve energy.*

Response: The multimodal transportation system and improvements proposed in the updated TSP and associated code amendments will support efficient use of land within the City limits and UGB based on existing adopted Comprehensive Plan and zoning designations. The TSP will ensure that the City can provide timely, orderly and efficient transportation improvements where it is efficient to promote higher intensity land uses and avoid leap-frog development.

The City promotes the efficient use of land and conservation of energy through its land use and development regulations. Existing planned development requirements and existing and proposed general development regulations promote more compact development patterns and require improvements that will encourage bicycling, walking, and transit use instead of relying solely on the automobile. **This goal is met.**

OREGON TRANSPORTATION PLAN

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). An IAMP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for IAMP approval. The most pertinent OTP goals and policies for interchange planning are as follows:

POLICY 1.2 – Equity, Efficiency and Travel Choices It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.

Response: The TSP update establishes design criteria for streets based on their functional classification and multimodal needs. Resulting street cross-section designs based on facility types allow the City flexibility to plan for and approve context-sensitive roadway projects. New facility design options include buffered bike lanes and cycle tracks.

The “Higher Priority” projects – those that represent the highest priority solutions to meet the City’s most important needs and that are reasonably expected to be funded through 2035 – are predominantly related to walking, biking, shared-use paths, transit, and crossings.

Recommended code amendments reinforce many of these elements of the updated TSP, such as establishing clear zones for unobstructed travel on sidewalks, strengthening access to and amenities at transit facilities, and expanding bicycle parking requirements to address long-term parking.

POLICY 2.1 - Capacity and Operational Efficiency

It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.

POLICY 2.2 – Management of Assets

It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.

Response: The lists of recommended transportation improvements in the 2013 TSP were developed based on the five-tiered solutions hierarchy that prioritizes system management measures and considers motor vehicle capacity improvements (new roadways and roadway extensions) as a lowest priority (TSP Figure 5-1 Improvement Priorities). As a result, the number of cost-effective management recommendations and those related to walking, biking, shared-use paths, transit, and crossings account for the majority of projects and solutions in the Higher Priority list (TSP Chapter 5, The Projects).

The 2013 TSP is designed to meet performance standards for existing and future development within the UGB. Investing in the transportation system improvements that are recommended in the Higher Priority and Additional Planned project lists (TSP Chapter 5) and implementing Transportation System Management and Operation programs (TSP Chapter 6) in the City are expected to accommodate the forecasted travel demand through 2035. **The proposed TSP is consistent with Policies 2.1 and 2.2.**

POLICY 3.1 – An Integrated and Efficient Freight System

It is the policy of the State of Oregon to promote an integrated, efficient and reliable freight system involving air, barges, pipelines, rail, ships and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national and international markets.

POLICY 3.2 – Moving People to Support Economic Vitality

It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services and information so that intrastate, interstate and international travelers can travel easily for business and recreation.

Response: With the adoption of the updated TSP, Wilsonville will for the first time have a long-range plan that designates and plans for freight routes in order to accommodate the needs of its industrial and commercial business, while at the same time protecting residential communities from freight traffic. Figure 3-4 identifies the City's freight routes, which include truck routes, railroads, and waterways. Recommended

improvements focus on improved mobility, connectivity, and safety along roadways that carry truck freight. **The proposed TSP is consistent with Policies 3.1 and 3.2.**

POLICY 4.1 - Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Response: Recommended projects in the updated TSP serve an area within the City’s UGB that is planned for efficient urban development, as guided by state planning goals and regulations. Development of this land was assumed for projecting future growth and transportation conditions (“gaps and deficiencies”) and the solutions and that were then determined based on those conditions.

The City code contains specific review criteria for uses within natural resource areas to ensure that identified natural resources are appropriately considered when development is proposed. The Significant Resource Overlay Zone (SROZ) Ordinance implements “the goals and policies of the Comprehensive Plan relating to natural resources, open space, environment, flood hazard, and the Willamette River Greenway” and is intended to “achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP) relating to Title 3 Water Quality Resource Areas, and Title 13 Habitat Conservation Areas, and that portion of Statewide Planning Goal 5 relating to significant natural resources (Section 4.139.00).” Transportation improvements are not prohibited in the SROZ, but would need to comply with the SROZ requirements and be constructed so as to “minimize and repair disturbance to existing vegetation and slope stability (Section 4.139.04).”

The majority of the improvements recommended in the TSP update are related to improving non-motorized access, connectivity, or safety. These improvements should encourage non-motorized modes of transportation and transit usage, thereby reducing pollution and negative impact to the environment. Development Code amendments that are proposed to implement the TSP update and comply with the Regional Transportation Function Plan (RTFP) include provisions to establish unobstructed paths on sidewalks, require more closely spaced pedestrian and bicycle access ways, support crossings in the vicinity of transit stops, and establish requirements for long-term bicycle parking. These amendments reinforce the pedestrian, bicycle, and transit improvements that are recommended in the 2013 TSP. **The proposed TSP and associated regulatory amendments are consistent with Policy 4.1.**

POLICY 5.1 – Safety

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Response: The first transportation goal listed in 2013 TSP is to “(f)ollow current safety practices for design, operations, and maintenance of transportation facilities.” There are

no high-collision locations within Wilsonville; the 2013 TSP proposed safety performance measure is to maintain collision rates below the statewide average and experience zero fatalities between 2010 and 2035. Existing safety concerns include areas where roadways lack separate facilities for bicycles and pedestrians, or where topography, roadway curvature, and nearby barriers contribute to unsafe conditions (TSP Figure 4-6). Projects in the Higher Priority project list that address identified safety deficiencies include the Boeckman Road Dip Improvements (UU-01), the railroad bridge and intersection improvements along Grahams Ferry Road near Ridder Road (SI-01 and SI-02); and the Willamette River Bike/Pedestrian and Emergency Bridge Project Development (RT-06). **The proposed TSP and associated regulatory amendments are consistent with Policy 5.1.**

POLICY 7.1 – A Coordinated Transportation System

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Response: Among others, Staff from Metro, Clackamas County, Washington County, City of Tualatin, City of Sherwood, the freight community and ODOT was involved in the Technical Advisory Committee (TAC) for the TSP update. The updated TSP as well as the associated Development Code amendments has been reviewed by TAC members to ensure consistency between jurisdictions and other regional and locally adopted plans and regulations. **The proposed TSP and associated regulatory amendments are consistent with Policy 7.1.**

POLICY 7.3 – Public Involvement and Consultation

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

POLICY 7.4 - Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

Response: Attachment C provides a summary of the public involvement efforts that took place during development of the updated TSP. Various methods were used to gather public input about the update, including two open houses, a project website, on-line open house and a public review and comment period for the draft TSP. Press releases to announce the open houses were sent to the local newspaper and included in the Boones Ferry Messenger. Input from citizens was used to evaluate alternatives. These opportunities were provided equally to all, regardless of race, culture or income. **The proposed TSP is consistent with Policies 7.3 and 7.4.**

OREGON HIGHWAY PLAN

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to the Wilsonville TSP are described below.

Policy 1A (Highway Classification) defines the function of state highways to serve different types of traffic that should be incorporated into and specified through IAMPs.

Policy 1C (State Highway Freight System) states the need to balance the movement of goods and services with other uses.

Response: As identified in the Policy Framework that guided the TSP update (TSP Appendix), I-5 is classified as an Interstate Highway (NHS) and Boones Ferry Road (OR141) is classified as a District Highway. As an interstate highway, I-5 is major freight route; I-5 has also been designated as a State Freight Route by ODOT, which places added emphasis on efficient operation to ensure the timely and dependable movement of goods. No improvements to the I-5 facility itself are recommended in the draft 2013 TSP and no proposed local improvements will directly impact mobility on I-5 or freight movements onto or off of the interstate.

As a District Highway, Boones Ferry Road is expected to provide connections and links between small urbanized areas, rural centers and urban hubs and also serve local access and traffic. Improvements in the draft TSP are consistent with the state highway designation and include projects in the Higher Priority list – Boones Ferry Road Sharrows (BW-07) and Boones Ferry Primary Safe Routes to School Improvements (SR-02) – and Boones Ferry Road Extension (RE-P1), Boones Ferry Road Urban Upgrades (UU-P1, UU-P1B) on the Additional Planned Project list. **The proposed TSP is consistent with Policies 1A and 1C.**

Policy 1B (Land Use and Transportation) is designed to clarify how ODOT will work with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development.

Response: Coordination between City and ODOT staff in developing the TSP update occurred through the project administration and Technical Advisory Committee (TAC) process. ODOT input was received on the technical memoranda that became the basis of the TSP and at various TAC meetings and public forums.

Local code provisions related to notification of land use actions and traffic impact study requirements also provide the City a tool to facilitate intra-jurisdictional coordination and ensure consistency between land use actions and the planned transportation system. Traffic impact studies are required for a land use and development application to demonstrate that level of service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Development Code Section 4.008.02.E). Proposed amendments to Development Code Section 4.012, Public Hearing Notices, includes noticing governmental agencies potentially impacted by a local decision, including agencies with roadway authority. **The proposed TSP and associated regulatory amendments are consistent with Policy 1B.**

Policy 1F (Highway Mobility Standards) sets mobility standards for ensuring a reliable and acceptable level of mobility on the highway system by identifying necessary improvements that would allow the interchange to function in a manner consistent with OHP mobility standards.

Response: As documented in Policy Framework developed for the TSP update (see TSP Appendix) interstate highways should have a maximum v/c of 0.99 for both the first and second peak hour within the Metro area on I-5 between the Marquam Bridge and Wilsonville. The exception is at interchange ramp terminals, where the maximum v/c shall be the smaller of the values of the v/c ratio for the crossroad, or 0.85. Consistent with this policy, the mobility standards were applied over a 20-year planning horizon when the draft TSP was developed. Operations under implementation of the recommended solutions in the Higher Priority and Additional Planned Project lists are projected to meet performance targets throughout the City, including targets for intersections on Boones Ferry Road. **The proposed TSP is consistent with Policy 1F.**

Policy 1G (Major Improvements) requires maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT works with regional and local governments to address highway performance and safety.

Response: The draft TSP reflects the City's intent to be fiscally responsible in managing and improving its transportation system. The TSP update was guided by five cost-effective steps and associated solution areas to resolving transportation needs (TSP Chapter 5, Figure 5-1). The five-tiered solutions structure represents a multimodal, network-wide approach, first established by the RTP/RTFP and consistent with Policy 1G. These solutions focused on management and multimodal measures before considering roadway extension and expansion projects. As a result, the majority of projects in the Higher Priority and Additional Planned Project lists are related to improving crossings and improving opportunities for walking, biking, and transit. **The proposed TSP is consistent with Policy 1G.**

Policy 2B (Off-System Improvements) addresses enhancing and maintain improvements on local transportation systems when they are a cost-effective way to improve the operation of the state highway system.

Response: Improvements recommended on the local system in the Higher Priority and Additional Planned Project lists include improving local roadway connectivity through extension of, and improvements to, existing roadways, sidewalk construction, trail improvements, installation of crossings and curb ramps, wayfinding signage, and citywide programmatic measures such as, transit signal priority and transit stop improvements, expanded bicycle parking design guidance and requirements, and Safe Routes to School and SMART Transit.

These local system improvements will help to reduce traffic and improve conditions on State roadways in the City. **The proposed TSP is consistent with Policy 2B.**

Policy 3A (Classification and Spacing Standards) sets access spacing standards for driveways and approaches to the state highway system.

Response: Draft TSP Table 3-2 lists the City's access spacing standards. The draft TSP also recognizes that ODOT also has access spacing standards that apply to the I-5 interchange areas and to the section of Boones Ferry Road that is under ODOT jurisdiction (i.e., between the I-5 interchange and Day Road). The I-5/Wilsonville Road Interchange Area Management Plan (IAMP) will also be consulted when considering access needs near the Wilsonville Road interchange. **The proposed TSP is consistent with Policy 3A.**

Policy 4B (Alternative Passenger Modes) relates to the State's intent to advance and support alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.

Response: As detailed in Chapter 5 of the draft TSP, creating a plan for the next 20 years of system management was guided by improvement priorities that emphasized enhancing performance and reducing demand at congested locations by making the existing infrastructure more efficient and ensuring safe and available walking, biking, and transit options. The resulting recommended improvement projects predominantly relate to walking, biking, shared-use paths, transit, and crossings. The projects are included in both the Higher Priority and Additional Planned Project lists in the 2013 updated TSP.

The Higher Priority Projects, shown according to improvement type in the draft TSP Executive Summary, feature stand-alone pedestrian and bicycle improvements as well as roadway improvement projects that will enhance safety and complete routes for non-motorized modes of transportation throughout the City. Transit improvements in the Higher Priority list include constructing sidewalk and curb ramp improvements at SMART stops throughout the City and funding for roadways widening or sidewalk extensions to improve transit on-time performance and passenger/pedestrian safety. The pedestrian, biking, and transit solutions in Higher Priority and Additional Planned Project lists are reinforced and supported by the updated standards in Chapter 3, including the shared-use path and trail cross-section standards, as well as the roadway cross-sections that include and accommodate modes other than the automobile.

In addition, the City is proposing to update standards in Development Code Section 4.177, Street Improvement Standards, to be consistent with and implement the draft TSP. New or revised code language includes requirements related to transit improvements, multiuse pathways, sidewalks, and bicycle facilities. **The proposed TSP is consistent with Policy 4B.**

OAR 660 DIVISION 12 TRANSPORTATION PLANNING RULE (TPR)

The Transportation Planning Rule (TPR) implements Statewide Planning Goal 12 (Transportation). The purpose of the TPR is to “direct transportation planning in coordination with land use planning” to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements. The TPR’s purpose statement includes promoting the development of transportation systems that serve the mobility needs of the transportation disadvantaged, provide a variety of transportation choices, and provide safe and convenient access and circulation for vehicles, transit, pedestrians and bicycles. The TPR also directs jurisdictions to “provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans” and that there is “coordination among affected local governments and transportation service providers and consistency between state, regional and local transportation plans.”

Section 660-012-0005 through 660-012-0055

These sections of the TPR contain policies for preparing and implementing a transportation system plan.

Response: The TSP update includes elements required by the TPR Section -0020 such as modal inventories, modal plans, and financial plans. Case files LP13-0003 and LP13-0004 show how the proposed TSP, existing code, and proposed code amendments comply with TPR Section -0045. In terms of the timing of required TSP updates, Section -0050 establishes that local governments in a Metropolitan Planning Organization must update their TSPs by dates specified in the adopted updated regional transportation system plan. The compliance deadline for Wilsonville was 2012, to which an extension was granted; the City is scheduled to adopt the updated TSP in June 2013, which is in compliance with the amended deadline. **The proposed TSP and associated code amendments are consistent with TPR Sections -0005 to -0055.**

Section 660-012-0060 – Plan and Land Use Regulation Amendments

Response: As presented in case file LP13-0004, proposed amendments to Development Code Section 4.197, Zone Changes and Amendments To This Code – Procedures, will require findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules, including TPR Section -0060. The City currently requires traffic impact analyses, the tool that will help determine whether or not the transportation system is “significantly affected” pursuant to the TPR (Section 4.008.02.E). The

proposed procedures amendment will ensure that TPR Section -0060 is also considered as part of proposed zone changes or code amendments if applicable. **The proposed TSP and associated code amendments are consistent with TPR Section -0060.**

OAR 734, DIVISION 51. HIGHWAY APPROACHES, ACCESS CONTROL, SPACING STANDARDS AND MEDIANS

OAR 734-051 establishes procedures and criteria used to govern highway approaches, access control, spacing standards, medians and restriction of turning movements to ensure safe and efficient operation of the state highways. It identifies the State's ability to close existing approaches, set spacing standards and establish a formal appeals process in relation to access issues on state highways.

Response: Draft TSP Table 3-2 lists the City's access spacing standards, including ODOT's interchange spacing standards that apply to the I-5 interchange areas and to the section of Boones Ferry Road that is under ODOT jurisdiction (i.e., between the I-5 interchange and Day Road). The I-5/Wilsonville Road Interchange Area Management Plan (IAMP) specifically governs access near the Wilsonville Road interchange. New and redevelopment construction must comply with applicable standards, depending on roadway jurisdiction. **The proposed TSP is consistent with OAR 734.**

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Functional Plan (RTFP) directs how local jurisdictions should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If a TSP is consistent with the RTFP, Metro will find it to be consistent with the RTP.

Response: A checklist of RTFP requirements and findings of compliance with these requirements is provided in Attachment B. The checklist addresses the ways that both the TSP document and existing or proposed Development Code provisions comply with RTFP requirements. (See case file LP13-0004 for proposed amendments to the Development Code.)

COMPREHENSIVE PLAN

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

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

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

Response: As noted under the response to Statewide Planning Goal 1, two public open houses and an on-line open house were held during the course of the project. Interested parties also had the opportunity to view documents related to the TSP update and provide feedback via a City-hosted project web page.

The City Council and Planning Commission conducted numerous work sessions on the strategies, policies, and outcomes contained in the updated TSP (please refer to Attachment C-Public Involvement Summary). These work sessions were open to the public. Public notice of the public hearing was mailed to all property owners in the City via a Ballot 56 notice, as well as to agencies and interested individuals. **The above criteria are supported by the Planning Commission process.**

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

Response: The Planning Commission practice is to conduct a minimum of one work session per legislation agenda item allowing for early involvement into the concepts being proposed. This item has had numerous work sessions. Some were joint work sessions with the City Council. This item was discussed at numerous Planning Commission and City Council meetings (please refer to Attachment C-Public Involvement Summary), and at two Public Open Houses and via an on-line open house. Draft versions of the updated TSP have been available in paper and digital form, as well as on the City web site. **This criterion is met.**

Implementation Measure 1.1.1.e Encourage the participation of individuals who meet any of the following criteria:

1. *They reside within the City of Wilsonville.*
2. *They are employers or employees within the City of Wilsonville.*
3. *They own real property within the City of Wilsonville.*
4. *They reside or own property within the City’s planning area or Urban Growth Boundary adjacent to Wilsonville.*

Response: Through the open houses, work sessions, public notification, and public hearing schedule, the City has encouraged the participation of a wide variety of individuals addressing the groups listed above. **This criterion is met.**

Implementation Measure 1.1.1.f Establish and maintain procedures that will allow any interested parties to supply information.

Response: The established procedures, public notification process and enhanced City web site notifications all allow interested parties to supply information. The City's Citizen Request Module (CRM) provides another venue for citizens to comment on projects. **This criterion is met.**

GOAL 1.2: For Wilsonville to have an interested, informed, and involved citizenry.

Policy 1.2.1 The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.

Response: Through the open houses, work session schedule, public hearing notices, available Planning Commission meeting minutes and project-related materials and announcements on the City website, Council liaison reports and Boones Ferry Messenger articles, the City has informed and encouraged the participation of a wide variety of individuals. **This criterion is met.**

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

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

Response: The purpose of the 2013 TSP update is to document current conditions, identify existing and future transportation needs, and provide a comprehensive, multi-modal package of improvements that will safely and efficiently meet the City's future needs. The solutions hierarchy that assisted in prioritizing transportation solutions ensured that projects in the Higher Priority and Additional Planned project lists are adequate, but not excessive, to meet the City's needs. Many projects directly enhance a healthful environment by creating more transportation mode choices and improving roadway connectivity within the City. The many projects related to trails within the City and Safe Routes to Schools also exemplify this City policy objective. **The plan supports the above criteria.**

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

Response: The City is proposing to adopt an updated TSP in order to carry out and be consistent with the policies of the Comprehensive Plan. Upon adoption, the 2013 TSP will be an element of the City's Comprehensive Plan and will guide the location and design of the City's future transportation system. **This criterion is satisfied.**

Goal 3.2 To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation

Response: The updated TSP describes a multi-modal system – including the freight system that serves the City – identifies existing and expected deficiencies over a 20-year time horizon for each mode of transportation, and includes recommended projects to enhance safety and efficiency for all modes of travel. Supplementing this Comprehensive Plan goal, the 2013 TSP has seven goals that further define an ideal transportation system as one that is safe, connected and accessible, functional and reliable, cost effective, compatible, robust, as well as one that promotes livability (TSP Chapter 2).

Also included in the draft TSP are specific transportation policies that serve as a blueprint for the City’s investment in its transportation system (TSP Chapter 2). These policies support the seven Transportation Goals and cover a variety of areas, including how the system is designed, constructed, operated, and maintained. Policy statements are supported by implementation measures, including proposed development code amendments and recommended actions that will guide City actions, capital project investment and other investments. As part of TSP adoption, the Comprehensive Plan transportation policies are proposed to be updated to be consistent with the TSP Goals and Policies.

GENERAL CONCLUSIONARY SUMMARY OF FINDINGS

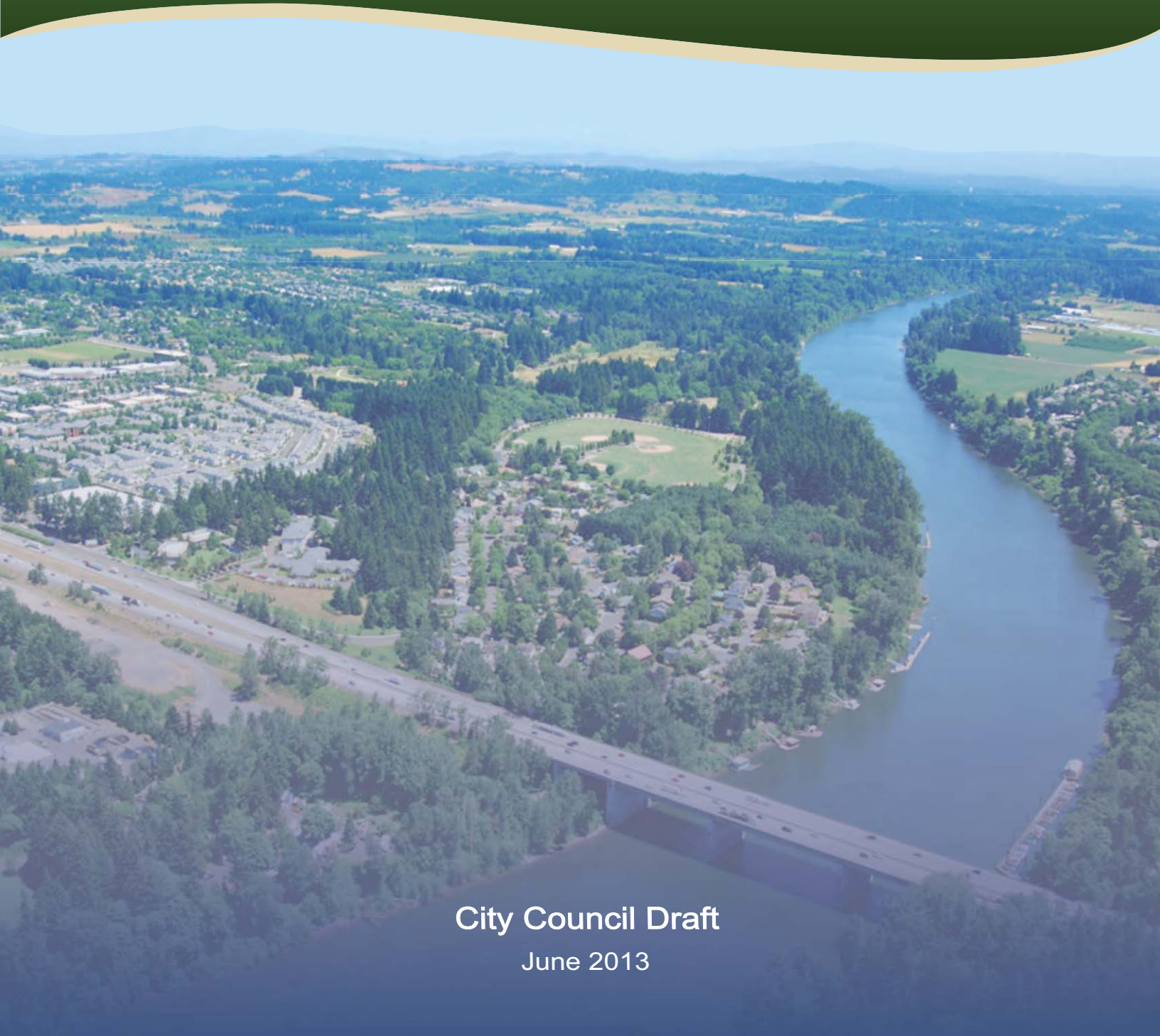
- The updated TSP is consistent with applicable Statewide Planning Goals.
- The updated TSP is consistent with the Regional Transportation Functional Plan.
- The updated TSP is consistent with the Comprehensive Plan goals and policies.
- Adoption of the 2013 TSP includes modification of existing Comprehensive Plan policies to be consistent with the goals and policies in the updated TSP.
- Approval of the Transportation System Plan extends the planning period to 2035.
- The list of transportation projects is based largely on past adopted plans but includes updated solutions.
- The City’s prior transportation projects were reconsidered, integrated, and revised to address updated information and to prepare for the 2035 planning horizon.
- The planning process followed a multi-modal, network-wide approach to identify cost-effective improvements, following an “improvement priority” hierarchy consistent with state, regional, and local transportation goals and funding realities.
- The Plan includes recommended “Higher Priority” projects that represent the highest priority solutions to meet the City’s most important needs and that are reasonably expected to be funded through 2035.
- The draft TSP transportation improvement projects (Chapter 5) and programs (Chapter 6) address the City’s transportation needs and accommodate growth through the 2035 planning horizon.

As is evidenced by the staff report and findings contained herein, the proposal to update the City's TSP is consistent with the applicable statewide planning goals, other applicable state and regional standards and the criteria contained in the Comprehensive Plan.

The Adopted Wilsonville
Transportation System Plan
is posted separately



Wilsonville Transportation System Plan



City Council Draft
June 2013

Proposed Amendments
Wilsonville Comprehensive Plan
 Draft May 21, 2013
 Struckthrough & underlined new text

PUBLIC FACILITIES AND SERVICES

TRANSPORTATION

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The Wilsonville Comprehensive Plan includes, as sub-elements of the Plan, the City's Transportation Systems Plan (20013), the Bicycle and Pedestrian Master Plan (2006) and the Transit Master Plan (2008). There are no airports or marine transportation facilities within the city. The City has adopted 1-Year and 5-Year Capital Improvement Plans which provide for the construction of transportation facilities, improvements and services necessary to support the City's Transportation Systems Plan, the Bicycle and Pedestrian Master Plan and the Transit Master Plan.

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In the late 1990s, substantial public improvements were made to upgrade both interchanges. ~~Now, ten~~Ten years later, both interchanges again had ~~ve~~capacity limitations. A major modernization project completed in 2012 reconstructed the I-5/Wilsonville Road interchange in 2010, following the City's completion of improvements on Boones Ferry Road which connects to Wilsonville Road within the interchange management area. The I-5/Wilsonville Road project ~~includes~~created elevated bike/pedestrian pathways on both sides of the street, expansion of the travel way to eight lanes under the I-5 Bridge, and wider and longer on and off ramps.

Capacity limitations also existed at the 95th/ Commerce Circle /Boones Ferry Road intersections. The ~~planned~~improvements there will in 2012 added an additional right-turn lane southbound off I-5 to Boones Ferry Road, ~~and~~an additional left-turn lane from Boones Ferry Road to 95th Avenue, and an additional right-turn lane from 95th Avenue to Boones Ferry Road, as well as making Commerce Circle a right-in / right-out intersection with 95th Ave thereby minimizing congestion at this intersection.

The City has a network of streets which serve the east side or the west side, with only three connection points east–west across I-5. These are Wilsonville Road, Boeckman Road and Elligsen Road. The recent extension of Boeckman Road to Grahams Ferry Road has provided an alternative east-west route resulting in a reduction of the trip levels on both Wilsonville and Elligsen Roads.

City street standards require provision of ~~bike lanes~~ bicycle facilities and sidewalks on all new streets. Developments in areas without ~~bike lanes~~ bicycle facilities and sidewalks are required to provide them as part of the development of their site. The City also maintains a sidewalk infill fund for construction of missing sidewalk segments in older neighborhoods. The Bicycle and Pedestrian Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

Local and regional trails and community pathways traverse the community and connect neighborhoods with other destinations. The City is a partner in the 2013 Master Plan for the Ice Age Tonquin Trail, which will connect the communities of Tualatin, Sherwood, and Wilsonville.

The City operates a transit system, SMART, which provides local service, and connects with WES, Cherriots in Salem and Tri-Met in the Portland area. WES, the Westside Express Service Commuter Rail, operates during weekday commuter hours in the morning and evening, connecting Wilsonville with the Beaverton Transit Station and the MAX system. The Transit Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

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Goal 3.2 To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.

Policy 3.2.1 To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.

Implementation Measure 3.2.1.a ~~Plan and implement~~ Provide a safe, well-connected, and efficient network of streets and supporting improvements infrastructure for all ~~applicable~~ travel modes.

~~Implementation Measure 3.2.1.b Provide safe and efficient multi-modal travel between the connecting roadways (and the surface street network, if applicable).~~

Policy 3.2.2 To provide for a mix of planned transportation facilities and services that are sufficient to ensure ~~economic~~, economical, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.

Policy 3.2.3 If adequate regional transportation services, including I-5 interchange modification or additions, and high capacity public transportation, cannot be provided, then the City shall reevaluate and reduce the level of development and/or timing of development anticipated by other elements of this Plan. Such reductions shall be consistent with the capacity of the transportation system at the time of re-evaluation.

Goal 3.3 To achieve adopted standards for increasing transportation choices and reducing reliance on the automobile by changing land use patterns and transportation systems so that walking, cycling and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.

Policy 3.3.1 The City shall ~~adopt standards for~~ provide facilities that allow people to reduceing reliance on single occupant automobile use, particularly during peak periods.

Implementation Measure 3.3.1.a. ~~Improve the~~ Encourage a balance between among housing, employment, and commercial activities within the City so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting. ~~in order to reduce commuting.~~

Implementation Measure 3.3.1.b. Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.

Implementation Measure 3.3.1.c. Plan for increased access ~~to~~ for alternative modes of transportation, such as bicycling, transit and walking.

Implementation Measure 3.3.1.d. Continue use of the Planned Development/Master Plan process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.

Implementation Measure 3.3.1.e. ~~Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations.~~ Work to provide more and better options for travel from one side of the freeway, the railroad, and the Willamette River to the other.

Implementation Measure 3.3.1.f. ~~Strongly encourage~~ Support provision of full day and Saturday transit service ~~for~~ in the WES corridor.

Implementation Measure 3.3.1.g. ~~Continue to support~~ Advocate for the extension of WES to Salem.

Implementation Measure 3.3.1.h. ~~Continue to comply with Metro parking standards.~~ Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.

Policy 3.3.2 The City shall work to improve accessibility for all citizens to all modes of transportation.

Implementation Measure 3.3.2.a. ~~The City's Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.~~

Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.

Implementation Measure 3.3.2.b. ~~City street standards require eConcrete sidewalks will be provided on both sides of all streets. This standard can be unless waived only in cases whenre alternative provisions are found to adequately address pedestrian needs.~~

Implementation Measure 3.3.2.c. Transportation facilities shall be ADA-compliant.

Implementation Measure 3.3.2.d. ~~The City will prepare an implementation schedule and continue to provide funding for infilling gaps in the sidewalk system. Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.~~

Goal 3.4: To facilitate the safe, efficient and economic flow of freight and other goods and services within the city and the region.

Policy 3.4.1 ~~The City will continue to u~~Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve the warehousing, distribution, and other industrial uses located there.

Implementation Measure 3.4.1.a Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.

Policy 3.4.2 The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.

Implementation Measure 3.4.2.a. Consistent with the eCity's policy that needed public facilities and services are provided in advance of, or concurrently with, development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.

Goal 3.5 To protect existing and planned transportation facilities, corridors and sites for their identified functions, including protection of the function and operation of the I-5/Wilsonville Road Interchange and the I-5/Elligsen Road Interchange, together with the local street network within the Interchange Areas.

Policy 3.5.1 ~~The Transportation Systems Plan(TSP) shall establish policies and implementation measures to fulfill the City's transportation needs through the Year 2020, provides details to guide transportation investment for the future and determine how land use and transportation needs can be balanced to bring the most benefit to the city.~~ Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.

~~Implementation Measure 3.5.1.a. The Transportation Systems Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will also be identified. However, actual alignments may vary from the conceptual alignments based on detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources, provided that the intended function of the street is not altered.~~ Establish and maintain design standards for each arterial and major collector street, in accordance with the Functional Street Classification System. The conceptual location of proposed new major streets identified in the TSP will be refined based on detailed engineering specifications, design considerations, and consideration of local impacts.

~~Implementation Measure 3.5.1.b. While local residential streets are considered a part of the Transportation Systems Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project-by-project basis, but must function in coordination with the overall purposes of the Transportation Systems Plan. Other streets not shown on the Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.~~ Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.

Implementation Measure 3.5.1.c. The Transportation Systems Plan shall be used to establish the Functional Street Classification System ~~and the physical design characteristics (right of way and pavement width, curbs, sidewalks, etc.) of the various street classifications.~~

Implementation Measure 3.5.1.d. ~~All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that~~ The Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.

Implementation Measure 3.5.1.e. All arterial and collector streets shall be dedicated public streets. ~~To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be retained adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.~~

Policy 3.5.2 Review all land use/development proposals with regards to consistency with the TSP transportation impacts.

Implementation Measure 3.5.2.a. All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city's traffic consultant unless specifically waived by the City's Community Development Director because the scale of the proposed development will have very limited impacts.

Implementation Measure 3.5.2.b. ~~Through the Planned Development process, local streets may be approved as private streets, provided that adequate emergency access is available and that appropriate deed restrictions, homeowners' association requirements, etc. are established to insure proper maintenance.~~
The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.

Implementation Measure 3.5.2.c. Any proposed change to the Comprehensive Plan or Zoning Maps ~~or existing zoning~~ that would result in additional trips above that allowed under the city's concurrency policies may be denied unless mitigation measures are identified and provided.

Policy 3.5.3 Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.

I-5/Wilsonville Road IMA:

Implementation Measure 3.5.3.a The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.

Implementation Measure 3.5.3.b. Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City’s Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.c. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

Implementation Measure 3.5.3.d. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.

Implementation Measure 3.5.3.e. The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.

Implementation Measure 3.5.3.f. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.g. Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.

Implementation Measure 3.5.3.h. The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.

I-5/Elligsen Road Interchange

Implementation Measure 3.5.3.i. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.

Implementation Measure 3.5.3.j. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.k. Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City’s Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.l. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

Goal 3.6 To provide for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.

Policy 3.6.1 The City ~~is responsible for~~ will planning, scheduling, and coordinating implementation of all street improvements through the on-going five-year Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.

Implementation Measure 3.6.1.a. Complete the major street system improvements shown in the Transportation Systems Plan. The City may not be able to finance all of these improvements. Some may be financed by other entities, or a combination of public and private funds.

Implementation Measure 3.6.1.b. ~~Maintenance of the developed City Street System is a public responsibility.~~ The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.

Policy 3.6.2 Require each developments shall be responsible for to providing all collector and local streets. However, there may be cases where collector streets are found to unless the benefit to the entire community to a degree that warrants public participation in funding those collector streets.

Goal 3.7 ~~To m~~Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.

Policy 3.7.1 ~~The City is responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.~~

Policy 3.7.12 To ~~ensure~~ development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.

Goal 3.8: To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.

Policy 3.8.1 The City shall ~~continue to~~ work with the State, Metro, Clackamas and Washington Counties and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

Implementation Measure 3.8.1.a. ~~The City shall actively encourage the State to provide improvements to regional transportation facilities which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan. The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limit implementation of the City's Transportation Plan.~~

Proposed Amendments – “Clean” copy
Wilsonville Comprehensive Plan
May 21, 2013

PUBLIC FACILITIES AND SERVICES

TRANSPORTATION

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The Wilsonville Comprehensive Plan includes, as sub-elements of the Plan, the City’s Transportation Systems Plan (2013), the Bicycle and Pedestrian Master Plan (2006) and the Transit Master Plan (2008). There are no airports or marine transportation facilities within the city. The City has adopted 1-Year and 5-Year Capital Improvement Plans which provide for the construction of transportation facilities, improvements and services necessary to support the City’s Transportation Systems Plan, the Bicycle and Pedestrian Master Plan, and the Transit Master Plan.

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In the late 1990s, substantial public improvements were made to upgrade both interchanges. Ten years later, both interchanges again had capacity limitations. A major modernization project completed in 2012 reconstructed the I-5/Wilsonville Road interchange. The I-5/Wilsonville Road project created elevated bike/pedestrian pathways on both sides of the street, expansion of the travel way to eight lanes under the I-5 Bridge, and wider and longer on and off ramps.

Capacity limitations also existed at the 95th/ Commerce Circle /Boones Ferry Road intersections. The improvements in 2012 added an additional right-turn lane southbound off I-5 to Boones Ferry Road, an additional left-turn lane from Boones Ferry Road to 95th Avenue, and an additional right-turn lane from 95th Avenue to Boones Ferry Road, as well as making Commerce Circle a right-in / right-out intersection with 95th Ave thereby minimizing congestion at this intersection.

The City has a network of streets which serve the east side or the west side, with only three connection points east–west across I-5. These are Wilsonville Road, Boeckman Road and Elligsen Road. The recent extension of Boeckman Road to Grahams Ferry Road has provided an alternative east-west route resulting in a reduction of the trip levels on both Wilsonville and Elligsen Roads.

City street standards require provision of bicycle facilities and sidewalks on all new streets. Developments in areas without bicycle facilities and sidewalks are required to provide them as part of the development of their site. The City also maintains a sidewalk infill fund for construction of missing sidewalk segments in older neighborhoods. The Bicycle and Pedestrian Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

Local and regional trails and community pathways traverse the community and connect neighborhoods with other destinations. The City is a partner in the 2013 Master Plan for the Ice Age Tonquin Trail, which will connect the communities of Tualatin, Sherwood, and Wilsonville.

The City operates a transit system, SMART, which provides local service, and connects with WES, Cherriots in Salem and Tri-Met in the Portland area. WES, the Westside Express Service Commuter Rail, operates during weekday commuter hours in the morning and evening, connecting Wilsonville with the Beaverton Transit Station and the MAX system. The Transit Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

Page C-22

NOTE: The goals, policies & implementation measures in the Comprehensive Plan have been edited to coordinate with the edits proposed in the TSP. The policies have not been re-arranged. Generally, policies that were not included in the TSP (usually to reduce redundancy with similar policies carried forward from the 2003 TSP), have not been modified here. New policies added to the TSP in 2013 (see “Wilsonville Transportation Policies: Existing and Proposed” matrix) have not been added.

Goal 3.2 To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.

Policy 3.2.1 To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.

Implementation Measure 3.2.1.a. Provide a safe, well-connected, and efficient network of streets and supporting infrastructure for all travel modes.

Policy 3.2.2 To provide for a mix of planned transportation facilities and services that are sufficient to ensure economical, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.

Policy 3.2.3 If adequate regional transportation services, including I-5 interchange modification or additions, and high capacity public transportation, cannot be provided, then the City shall reevaluate and reduce the level of development and/or timing of development anticipated by other elements of this Plan. Such reductions shall be consistent with the capacity of the transportation system at the time of re-evaluation.

Goal 3.3 To achieve adopted standards for increasing transportation choices and reducing reliance on the automobile by changing land use patterns and transportation systems so that walking, cycling and use of transit are highly

convenient and so that, on balance, people need to and are likely to drive less than they do today.

Policy 3.3.1 The City shall provide facilities that allow people to reduce reliance on single occupant automobile use, particularly during peak periods.

Implementation Measure 3.3.1.a. Encourage a balance among housing, employment, and commercial activities within the City so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.

Implementation Measure 3.3.1.b. Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.

Implementation Measure 3.3.1.c. Plan for increased access for alternative modes of transportation, such as bicycling, transit and walking.

Implementation Measure 3.3.1.d. Continue use of the Planned Development/ Master Plan process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.

Implementation Measure 3.3.1.e. Provide more and better options for travel from one side of the freeway, the railroad, and the Willamette River to the other.

Implementation Measure 3.3.1.f. Support provision of full day and Saturday transit service in the WES corridor.

Implementation Measure 3.3.1.g. Advocate for the extension of WES to Salem.

Implementation Measure 3.3.1.h. Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.

Policy 3.3.2 The City shall work to improve accessibility for all citizens to all modes of transportation.

Implementation Measure 3.3.2.a. Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.

Implementation Measure 3.3.2.b. Concrete sidewalks will be provided on both sides of all streets unless waived when alternative provisions are found to adequately address pedestrian needs.

Implementation Measure 3.3.2.c. Transportation facilities shall be ADA-compliant.

Implementation Measure 3.3.2.d. Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.

Goal 3.4: To facilitate the safe, efficient and economic flow of freight and other goods and services within the city and the region.

Policy 3.4.1 Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve the warehousing, distribution, and other industrial uses located there.

Implementation Measure 3.4.1.a Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.

Policy 3.4.2 The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.

Implementation Measure 3.4.2.a. Consistent with the City’s policy that needed public facilities and services are provided in advance of, or concurrently with, development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.

Goal 3.5 To protect existing and planned transportation facilities, corridors and sites for their identified functions, including protection of the function and operation of the I-5/Wilsonville Road Interchange and the I-5/Elligsen Road Interchange, together with the local street network within the Interchange Areas.

Policy 3.5.1 Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.

Implementation Measure 3.5.1.a. Establish and maintain design standards for each arterial and major collector street, in accordance with the Functional Street Classification System. The conceptual location of proposed new major streets identified in the TSP will be

refined based on detailed engineering specifications, design considerations, and consideration of local impacts.

Implementation Measure 3.5.1.b. Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.

Implementation Measure 3.5.1.c. The Transportation Systems Plan shall be used to establish the Functional Street Classification System.

Implementation Measure 3.5.1.d. The Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed.

Implementation Measure 3.5.1.e. All arterial and collector streets shall be dedicated public streets.

Policy 3.5.2 Review all land use/development proposals with regards to consistency with the TSP transportation impacts.

Implementation Measure 3.5.2.a. All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city’s traffic consultant unless specifically waived by the City’s Community Development Director because the scale of the proposed development will have very limited impacts.

Implementation Measure 3.5.2.b. The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.

Implementation Measure 3.5.2.c. Any proposed change to the Comprehensive Plan or Zoning Maps that would result in additional trips above that allowed under the city’s concurrency policies may be denied unless mitigation measures are identified and provided.

Policy 3.5.3 Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.

I-5/Wilsonville Road IMA:

Implementation Measure 3.5.3.a. The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.

Implementation Measure 3.5.3.b. Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City’s Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.c. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

Implementation Measure 3.5.3.d. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.

Implementation Measure 3.5.3.e. The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.

Implementation Measure 3.5.3.f. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.g. Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.

Implementation Measure 3.5.3.h. The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.

I-5/Elligsen Road Interchange

Implementation Measure 3.5.3.i. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.

Implementation Measure 3.5.3.j. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.k. Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City’s Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.l. System operational improvements, including signal synchronization, transportation demand management measures and incident management

shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

- Goal 3.6** **To provide for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.**
- Policy 3.6.1** **The City will plan, schedule, and coordinate implementation of all street improvements through the on-going five-year Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.**
- Implementation Measure 3.6.1.a. Complete the major street system improvements shown in the Transportation Systems Plan. The City may not be able to finance all of these improvements. Some may be financed by other entities, or a combination of public and private funds.
- Implementation Measure 3.6.1.b. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.
- Policy 3.6.2** **Require each development to provide all collector and local streets, unless the benefit to the entire community warrants public participation in funding those collector streets.**
- Goal 3.7** **Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.**
- Policy 3.7.1** **To ensure development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.**
- Goal 3.8:** **To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.**
- Policy 3.8.1** **The City shall work with the State, Metro, Clackamas and Washington Counties and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a**

need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

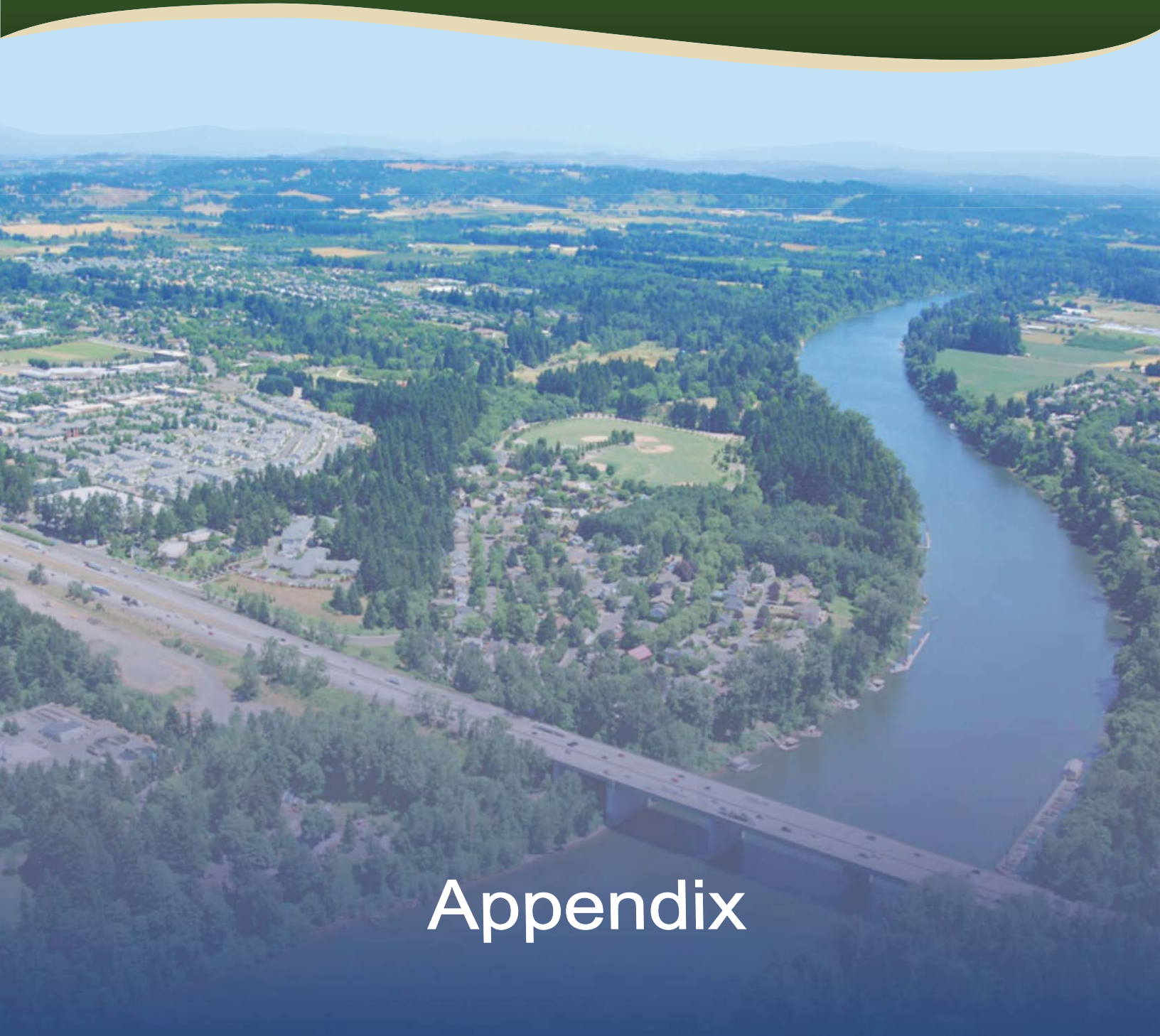
Implementation Measure 3.8.1.a. The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limit implementation of the City's Transportation Plan.

The adopted TSP Appendix
is posted separately

ATTACHMENT B



Wilsonville Transportation System Plan



Appendix

LP13-0003
Transportation Systems Update 2011-2013
Planning Commission
Record Index

Attachment D

May 8, 2013 Planning Commission Final Actions:

- Notice of Decision
- Resolution No. LP13-0003
- Motion
- Minutes (draft)

NOTICE OF DECISION

PLANNING COMMISSION

RECOMMENDATION OF APPROVAL TO CITY COUNCIL

FILE NO.: LP13-0003

APPLICANT: City of Wilsonville

REQUEST: **Transportation System Plan (TSP) Update and
Associated Comprehensive Plan Text Amendments**

After conducting an extensive public involvement process including ten work sessions, three open houses (including one online open house), two joint work sessions with City Council, one work session in their role as the Committee for Citizen Involvement that has afforded all interested parties an opportunity to be heard on this subject, the Planning Commission conducted a duly-noticed public hearing on May 8, 2013, after which the Planning Commission voted to recommend this action to the City Council by passing Resolution No. LP13-0003.

The City Council is scheduled to conduct a Public Hearing on this matter on Monday, June 3, 2013, at 7:00 p.m., at the Wilsonville City Hall, 29799 SW Town Center Loop East.

For further information, please contact the Wilsonville Planning Division, 29799 SW Town Center Loop East, or telephone (503) 682-4960.

**PLANNING COMMISSION
RESOLUTION NO. LP13-0003**

A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING THAT THE CITY COUNCIL ADOPT AN UPDATE TO THE CITY'S TRANSPORTATION SYSTEM PLAN (TSP) AND ASSOCIATED COMPREHENSIVE PLAN TEXT.

WHEREAS, between May 2011 and March 2013, the Wilsonville Planning Commission held ten work sessions, three open houses including one online open house on the City's web site, two joint worksessions with City Council, one worksession in their role as the Committee for Citizen Involvement, and was kept apprised of the planning progress with documents distributed to them at meetings when worksessions were not scheduled, to discuss and take public testimony concerning the proposed TSP Update and associated Comprehensive Plan text amendments.

WHEREAS, the Wilsonville Planning Director, taking into consideration input and suggested revisions provided by the Planning Commission members and the public, submitted the proposed TSP Update and associated Comprehensive Plan text amendments, and to gather additional testimony and evidence regarding the proposals; and

WHEREAS, the Planning Commission, after Public Hearing Notices were provided to 4605 property owners within the City limits, a list of interested agencies, emailed to 131 people, and were posted in three locations throughout the City and on the City website held a Public Hearing on May 8, 2013 to review proposed TSP Update and associated Comprehensive Plan text amendments, and to gather additional testimony and evidence regarding the proposed amendments; and

WHEREAS, the Commission conducted an extensive public involvement process and has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

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

NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt all Planning Staff Reports along with the findings and recommendations contained therein and, further, recommends that the Wilsonville City Council approve and adopt the TSP Update and the associated Comprehensive Plan text; as reviewed and amended by the Planning Commission. The Planning Commission further recommends to the City Council that the City Council direct Staff to identify funding and begin work on a corridor study for the Brown Road Extension; and

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

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 8th day of May and filed with the Planning Administrative Assistant on May 9, 2013.



Wilsonville Planning Commission

Attest:



Linda Straessle, Planning Administrative Assistant

SUMMARY of Votes:

Chair Ben Altman:	<u>Aye</u>
Commissioner Eric Postma:	<u>Aye</u>
Commissioner Peter Hurley:	<u>Absent</u>
Commissioner Al Levit	<u>Aye</u>
Commissioner Marta McGuire:	<u>Absent</u>
Commissioner Phyllis Millan:	<u>Aye</u>
Commissioner Ray Phelps:	<u>Aye</u>

**PLANNING COMMISSION
WEDNESDAY, MAY 8, 2013
6:00 P.M.**

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

MOTIONS

VI PUBLIC HEARINGS

- A. **LP13-0003** - Adoption of an update to the City's Transportation System Plan (TSP) and associated Comprehensive Plan text amendments. (Neamtzu)

The following exhibits were entered into the record:

Exhibit G: Letter dated May 6, 2013 and accompanying material from Alan Kirk of OrePac.

Exhibit H: Email dated May 7, 2013 received from Commissioner Al Levit regarding proposed changes on the TSP Comprehensive Plan Amendments.

Commissioner Levit moved to amend the Wilsonville TSP Comprehensive Plan to reflect the following language changes:

- On Page 46 of 135 of the Staff report, amend Policy 3.2.2 to state, "...sufficient to ensure ~~economic~~ **economical**, sustainable and environmentally sound..."
- On Page 46 of 135 of the Staff report, amend Implementation Measure 3.3.1.a to state, "Encourage a balance ~~between~~ **among** housing, employment, and commercial activities within the City..."

Commissioner Phelps seconded the motion, which passed by a 5 to 0 vote.

Commissioner Postma moved to amend the Wilsonville TSP by revising Table 5-4 Higher Priority Projects (Southwest Quadrant) of Page 5-10 of Exhibit A to include RE-04A Corridor Study for the Brown Road Extension with language to be provided by Staff, and for the language for the current project included in RE-04 to be included as RE-04B. Commissioner Phelps seconded the motion, which passed unanimously

Commissioner Postma moved to amend the Wilsonville TSP by adding to the end of the first paragraph under "Freight-Related Deficiencies" on Page 4-8, "The community would also benefit from increased marine freight traffic on the Willamette River." Commissioner Millan seconded the motion, which passed unanimously.

Commissioner Postma moved to adopt Resolution LP13-0003 with the amendments to the resolution as read into the record by Assistant City Attorney Barbara Jacobson.

- The following language was added to the end of the "NOW, THEREFORE, BE IT RESOLVED" paragraph: "***the Planning Commission further recommends to the City Council that the City Council direct Staff to identify funding and begin work on a corridor study for the Brown Road Extension; and***"

The motion was seconded by Commissioner Phelps and passed unanimously.

**PLANNING COMMISSION
WEDNESDAY, MAY 8, 2013
6:00 P.M.**

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

Draft Minutes Excerpt

I. CALL TO ORDER - ROLL CALL

Chair Altman called the meeting to order at 6:07 p.m. Those present:

Planning Commission: Ben Altman, Ray Phelps, Al Levit, Phyllis Millan, and City Councilor Julie Fitzgerald. Peter Hurley and Marta McGuire were absent. Eric Postma arrived after roll call.

City Staff: Chris Neamtzu, Barbara Jacobson, Katie Mangle and Steve Adams

VI. PUBLIC HEARINGS

- A. LP13-0003 - Adoption of an update to the City's Transportation System Plan (TSP) and associated Comprehensive Plan text amendments. (Neamtzu)

Chair Altman read the Legislative Hearing Procedure into the record and called the public hearing for LP13-0003 to order at 6:12 p.m.

Chris Neamtzu, Planning Director, briefly reviewed the adoption process for the TSP Update, which was included in the Staff report. The public involvement summary and all the comments received to date were included on a CD in the record and as a 600-page appendage to the TSP. He noted that Gail Curtis of ODOT, the Transportation and Growth Management (TGM) Grant funders of the project, would make a few comments about the TSP Update. He reminded that the Planning Commission would be providing a recommendation regarding the TSP to the City Council who has the final authority on matters at the local level. If the TSP Update was forwarded with a recommendation tonight, the City Council would convene its public hearing on June 3, 2013, allowing for more opportunities for public testimony and input into the draft TSP. If no recommendation was rendered tonight, the TSP would be revisited by the Commission at their June meeting. At that time, a continued public hearing and additional discussion regarding outstanding items would occur, and that the June 3rd meeting with City Council would not take place, but instead be continued to a later date.

- He explained that the first case file, LP13-0003, included the TSP and Comprehensive Plan text amendments. The second case file, LP13-0004, regarded a series of Development Code text amendments that would be presented by Katie Mangle and addressed in a separate public hearing. He noted that citizens could testify on either case file during this hearing's public testimony and Staff would carry comments regarding the Development Code changes into the next public hearing, which was acceptable to the Commission.

Chair Altman disclosed a potential conflict of interest, stating that as currently drafted, the draft TSP scheduled for hearing tonight included no specific recommendations for a preferred alignment for the Brown Road/Old Town extension. However, testimony might be presented during the hearing that

would lead the Commission into a discussion of the two alternative alignments. If such a discussion did arise, he would recuse himself from that discussion based on a potential conflict of interest.

- In the past, he represented OrePac by providing analysis and recommendations about the alignment of Kinsman Road extending south of Wilsonville Road. The analysis also included a consideration of two alternative alignments presented in the current TSP. He noted he also discussed the alignment options with Wilsonville Concrete, but only to explain them as they are currently presented. He was never under contract with Wilsonville Concrete nor did they request that he represent any preferred alignment on their behalf. He was not currently under contract with OrePac or any property owners or businesses with specific interest in either of the two alternatives, but there was potential for public perception based on his past representation. To avoid any potential consideration that a conflict existed, he would not participate in any discussion related to the alternative alignments.
- He explained that when the Commission got to that portion, noting testimony had already been received, he would step aside and allow the rest of the Commission to consider the testimony related to the two alternatives, reach a conclusion, and make a decision on the alignment. He would then participate in the rest of the hearing and the decision to be made on the TSP Update.

Barbara Jacobson, Assistant City Attorney, said Chair Altman's disclosure was helpful, adding that Staff's current recommendation did not involve getting into those details. As testimony progressed, there might be testimony from the audience and he was welcome to stay at the dais to listen to that testimony, but she recommended that he refrain from commenting one way or the other. They would see if there was any issue when it came time to vote, but she suspected there would no issue with Chair Altman voting on the TSP tonight.

Commissioner Postma arrived at this time.

Mr. Neamtzu entered the following exhibits into the record:

Exhibit G: Letter dated May 6, 2013 and accompanying material from Alan Kirk of OrePac.

Exhibit H: Email dated May 7, 2013 received from Commissioner Al Levit regarding proposed changes on the TSP Comprehensive Plan Amendments.

Gail Curtis, ODOT Land Use and Transportation Planner, thanked the Commission and City for partnering with ODOT, noting that through the TGM Program ODOT has funded the majority of the costs of the TSP Update. She has played two roles, both as Grant Manager and as the ODOT Project Manager. It has been a pleasure working with Staff who had done a tremendous job along with the consultant team. The work had been challenging as Staff had to become transportation planners when they were accustomed to doing a number of other different things. She noted that Wilsonville was important for many reasons, but especially because of Wilsonville is a major employment center for the Portland metropolitan area. In terms of trends of transportation from the state's point of view, optimal transportation systems were those that provide transportation choices for both people and the distribution of goods. The TSP before the Commission furthered those choices for the Wilsonville community. She encouraged the Commission to adopt the TSP and thanked them for their partnership.

Scott Mansur, DKS & Associates, presented an overview of the TSP Update process via a Prezi presentation, entered into the record as Exhibit I. His key comments regarded the following:

- He explained why the TSP is important and how it fits in the planning context and relationship with other City documents, including previous TSP Update documents, the Comprehensive Plan, municipal codes and standards, as well as other City master plans. The current Development Code and Public Works Standards would be updated for consistency within the TSP Update, which must also coordinate and comply with all state, county and regional requirements, including Statewide Planning Goals, Metro's Regional Transportation Plan (RTP), and the Metro 2040 Regional Framework Plan.

- The TSP Update process began in the spring of 2011 and involved a significant number of work sessions and public outreach methods and venues, including outreach to freight users in the area.
- With regard to the TSP's organization, he explained that the intent of the TSP was to tell a story of the City's vision for the transportation network and how that ties into planning efforts and helping the community achieve their vision for the transportation network. He briefly reviewed each of the proposed TSP chapters, describing their content and purpose within the TSP as a whole and identifying key factors of the ongoing process that would help achieve the City's vision. Items in the TSP Appendix were also noted and described.
 - The focus of the proposed TSP Update was to apply best practices and support Wilsonville's progression toward a well-connected, multi-modal system, setting the stage for future needs, development and transportation.
- He briefly described the changes that had been made to the TSP Update document since the Planning Commission's March meeting, including items addressed by City Council which were shown in the "Issues Memorandum" of the meeting packet.
- He concluded stating that the next steps in the TSP adoption process would involve making revisions based on feedback received from the Planning Commission and during public testimony tonight. A revised draft of the TSP Update would be presented to City Council on June 3, 2013.

Chair Altman confirmed there were no questions from the Commission and called for public testimony.

Sheila Stites, 29036 SW Courtside Drive, Wilsonville, OR stated that her testimony regarded the continuation of Canyon Creek Road past the Sundial Apartments, which would dump traffic into Vlahos Drive/Town Center Loop East. Her concern regarded how Canyon Creek Road would funnel into Town Center Loop East or onto Vlahos Drive. Her concerns were two-fold:

- One regarded the dangers of the high traffic flow to pedestrians. Residents of Windfield Village and The Wilsonville heavily travel Vlahos Drive on foot and using wheelchairs and walkers, to reach local amenities and the Mentor Graphics path. In her 20 years of residency on Courtside Drive, she has seen a large amount of traffic flow. It was a great place for citizens to live and be able to walk without fear of a lot of traffic. She stated that the Mentor Graphics path was heavily used for walking, jogging and bike riding. If Vlahos Drive were heavily traveled, it would affect pedestrian safety.
- As a resident of Courtside Drive, she was also concerned about the traffic flow of vehicles using Courtside Drive as a thoroughfare instead of traveling onto Town Center Loop East.

Tim Knapp, 11615 SW Jamaica, Wilsonville, OR stated for the record he was testifying as a citizen this evening and that his testimony would pertain exclusively to the map and description regarding the Brown Road Extension Alternatives on Page 5-15 of the TSP draft document, and to Exhibit F which began on Page 60 of 135 of the Staff report, all of which pertained to the alternate Bailey Street/5th Street option that was in the Appendix. He had personal interest in properties that would be advantaged or disadvantaged by the choices there. He intends to recuse himself on that portion of the TSP when it came before City Council because of his personal interest. His understanding was that Staff would be able to bifurcate that portion, so he would be able to address the balance of the TSP in his capacity as Mayor. He would not participate in voting or discussion when this portion was addressed.

- He stated that he had participated in the previous TSP and a subgroup that the Planning Commission and many citizens were members of called the Adjunct Transportation Planning Committee. The Committee met for seven years to hammer out the TSP that currently existed in the City of Wilsonville and was adopted in 2003. He knew it was a lot of work and he was very impressed with how thorough the current process had been without occupying as much time.
- He displayed several photos of his project, called Old Town Village, via PowerPoint (Exhibit J). The business was located between the north side of 5th Street and down to 4th Street, along the west side of Boones Ferry Rd. Since 1996, he and his wife have worked on the Old Town Village project, developing a three building complex that includes small business spaces of a type that were not

generally available in Wilsonville. The project was built with a historic motif designed to be both attractive and durable, and not subject to a fad of retailing changes or things of the sort.

- The complex could accommodate up to 18 businesses, dependent upon how internal partitions were managed, and was designed with wide sidewalks and setbacks in a neo-traditional style with differing rooflines, setbacks and finish materials that gave the look and feel of a row of common wall early 20th century buildings.
 - The buildings were actually constructed of concrete and very serviceable for a variety of different usages. He believed they brought a strong local business component to the community, housing businesses that would otherwise not be able to exist and function within the economics of other available spaces in Wilsonville. As such, he believed they were an asset to the community and had worked for a long time to make the project work economically.
- The question of Bailey Street or 5th Street related to how effectively the policies in the community either supported or disadvantaged local small businesses at this scale.
 - The primary consideration of the TSP should not be how much traffic can be moved but how well policies enabled the community to function as people wanted; how well does it enable businesses and residents to live in the community and have a desirable type of community in which to succeed. As such, the TSP should be supportive of the qualities being sought in the community.
- He has invested a lot of time, money and effort working on his project over the past 17 years, and he had strong concerns about routing local traffic away from this area and he believed that doing so would make it very difficult for local business at this level to succeed in this complex.
- He outlined numerous ways over the past 17 years that this concept has been folded into the City's overall plans and accepted as the direction the community intended to go as follows:
 - He displayed an image showing the end of Bailey Street looking west where the Bailey option would have to connect (Page 135 of 135 in the Staff report). He indicated 25 large evergreen trees that are about 18 inches in diameter, 40 to 50 feet of OrePac Product's warehousing facility that would have to be a taking by the City of Wilsonville, and a railroad spur feeding that facility that the City would have to reroute. There were other significant impediments to that particular connection and he did not believe that the connection was appropriate.
- He presented a brief overview of a list of documents referenced in Exhibit F on Page 65 of 135 of the Staff report as follows:
 - The map on Page 66 of 135 was displayed. He stated a Lennertz & Coyle discussion was included in the TSP and regarded a concept by nationally recognized consults that neighborhoods essentially consist of a ten-minute walking radii. The idea was to lay out areas in Wilsonville where such neighborhoods exist.
 - He indicated the area being discussed which was the center of the Old Town Neighborhood. The concept was that there should be a civic, social or community component in the neighborhood center to draw neighborhoods together. The ultimate idea was to work to interconnect, neighborhood-to-neighborhood, throughout the city. This presented a challenge because of the I-5 corridor and the river running east/west. (Page 67 of 135)
 - He hoped that the City would remain committed to the idea of interconnecting Wilsonville's neighborhoods. The Old Town Neighborhood and the connection at 5th Street were an inherent part of that idea.
 - Starting on Page 68 of 135, Exhibit F outlined several different pieces within the Wilsonville West Side Master Plan, which he urged Staff to read. The Plan was adopted in December 1996 and discussed the intent of having commercial services available on that side of the freeway, so people would not be required to go east/west through the city's limited interchanges to access commercial services and goods on a day-to-day basis.
 - The Main Street Handbook, starting on Pages 84 of 135, was initiated and issued by Metro in March 1996. The handbook described traditional and neo-traditional Main Street commercial districts throughout the Portland metropolitan area and discussed their advantages and what they

- brought to the community. The discussion within the noted section involved why main streets work and their advantages and the need for traditional style development for that purpose.
- The Bicycle and Pedestrian Master Plan also rolled in different components of alternate mode connections, as well as the need to be able to get to and from commercial services by bike and car. This Master Plan also included several pages of discussion.
 - The Old Town Neighborhood Plan, specifically created by the Old Town Neighborhood, was adopted by the City in 2011. The Plan designated blocks within the neighborhood to create a neo-traditional Main Street commercial district within Old Town. This concept contained in the Old Town Neighborhood Plan had advanced and was agreed upon through multiple years of discussion in the development of that Master Plan.
 - At the center of the Neighborhood Plan was the 5th Street connection. Bailey Street then routed traffic around this commercial district; thereby creating a significant challenge regarding how viable it would ever be if people were not able to see and pass through it.
 - Metro's Main Street Handbook contains significant sections discussing the traffic needs of traditional Main Street commercial.
 - The Comprehensive Plan included a section that discussed public facilities and services, as well as the transportation network and outlined several broad concepts important for the Commission to understand. In Exhibit F, he highlighted several sections for the Commission to review.
 - The Comprehensive Plan discussed Special Area of Concern F, the area west of the tracks, and the way it needs to be integrated into the city. Also discussed is Area K, the section along the riverfront west of the railroad tracks. The Commission needed to understand the specific and unusual components that make up the special areas of concern.
 - He noted the Old Town Overlay Zone section of the Development Code. An Old Town Overlay Zone was actually developed through the history of meetings within the community and called for the neo-traditional style of development along that area and indicated the desirable outcomes.
 - This particular Code influenced the development of the Fred Meyer and somewhat at the Albertson's center. The architectural approaches desired by the community that were codified in this section.
 - The Old Town project he had built was mentioned in the section as an example of the type of development the Code section called for.
 - Included in Exhibit F were a few pictures not shown on the PowerPoint presentation. The pictures showed the streetscape looking west in more detail along the Bailey Street and 5th Street alignments.
 - A map was also included in Exhibit F that included some hand drawn concepts. The intent of the sketches was to maximize the available land utilized in the zone called for in the Comprehensive Plan.
 - The area along the railroad tracks was industrial. The layout he suggested maximized the amount of industrial land available for development without taking up space for roads.
 - The area west of Industrial Way on the south side of Wilsonville Road was residential in the Comprehensive Plan and the layout maximized the acreage of residential land available for the owners to develop.
 - The layout missed takings on the Young property, on the former Ehlers farmhouse property, and Tom Bernert's house, thereby minimizing public expense to provide direction on and connection to this road by not allowing excessive public takings of properties that did not need to be taken. It also maximized the utilization of the existing 5th Street right-of-way (ROW), which went quite a distance west of the railroad tracks, there again minimizing expense.
 - Also included in his submission was a significant list of errors, as he perceived them, in the understanding of the proposal for Bailey Street and what the costs and impacts of connecting at Bailey Street would be.
 - He felt that there was a significant indication that items requiring further consideration existed and needed to be discussed. In the past few weeks, he had opened dialogue with owners of other properties along the west side of the railroad tracks, specifically representatives of OrePac.

- A letter from Mr. Kirk, who represented both the company and the property owners west of there on OrePac property, had been distributed to the Commission. The letter indicated that in the future they would like to have expansion capability to the south and that would be torpedoed by the Bailey Street alternative. Therefore, they supported the 5th Street alternative.
- He also had a discussion with David Bernert, owner of Wilsonville Concrete, who was present at the meeting tonight.
- He had found some hope amongst the property owners to continue discussions and arrive at mutually agreeable, beneficial plans for the area. There had not been time to achieve that yet, but there was cause for optimism that it was a possible route to the future and he hoped they could continue with that.
- His concern was that a judgment not be made on a short time frame using incomplete or erroneous information, which was why he felt it was necessary to outline that material in his submission.
- He asked that an adverse decision not be made tonight. If the Commission was moving toward a decision, he believed the material he submitted made a very strong case about what the appropriate direction is.
- He also believed it reasonable to suggest that the City should pursue private discussion amongst property owners in order to see if a plan, which met everyone's largest needs, could be met as effectively as possible.
- His intention was to try to do that, if they were afforded time to do so, about which they had already started discussion.

Commissioner Postma:

- Noted the Staff report stated the Commission was including a recommendation for deferring the decision and asked if Mr. Knapp disagreed with that.
 - Mr. Knapp replied it was a difficult answer. He agreed with the recommendation in the immediate short run. In the long run, if it were ten years before the City came back to the TSP, it was a problem because it inhibited potential private-sector investment in the proposed Main Street commercial district along Boones Ferry, the industrial land that laid west of the railroad, and conceivably in further development of some of the property west of the railroad that ran down toward the river and might have development potential.
 - The optimal approach would be to not decide temporarily, but rather enable and encourage the owners to move forward in a fairly short time frame to have discussion to see if a consensus among property owners was possible.
 - He clarified he was not advocating for today, but sometime soon, before ten years from now.
- Asked if Mr. Knapp took issue to specific language, noting that OrePac provided an indication of Pages 4 and 5 where they specifically spoke about the Brown Road extension, advocating for a decision sometime soon.
 - Mr. Knapp agreed with sometime soon, but was unsure as to how it should be done.
- Confirmed Mr. Knapp had no objection to language as currently stated.

Commissioner Phelps:

- Appreciated Mr. Knapp's comments.
- Stated he was prepared to defer this until such time as the local property owners had a chance to work it out. Given his past experiences with the legislative process, he did not believe this was the right forum. If the people with the problem wanted to work together to solve it and bring a solution back, he felt the City should stand down and wait. He saw no reason to burden the Commission's process or create uncertainty among people that vested a great deal of money in the property if a solution may be at hand, and he suspected it may be closer than the Commission believed.
- Recommended the decision be delayed until the Commission heard back from the property owners.
 - Mr. Knapp stated he was unsure, from Staff's point of view, if it was difficult to foresee a short-term amendment to the TSP, if the process were to go through and the TSP as a whole were

moved forward to keep consultant bills from running up. With all those involved, he wondered if it were possible to do that and say that an amendment would be considered in a relatively near term if private owners could arrive at a recommendation jointly. If it were possible, he wondered what the process would look like.

- Mr. Neamtzu stated that an amendment to the TSP would be a legislative amendment and would follow the process that had currently taken place: work sessions with the community, dialogue with the Planning Commission, a public hearing, a recommendation of the City Council and final action of the City Council. TSPs had been amended in the past and it is a lengthy process, even for a relatively small addition to a policy document such as this one.
 - That being said, it was important to hear all testimony. Then the Commission could determine if there was an opportunity to insert something that spoke to what was being suggested and if any appropriate additions needed to be made to tonight's proposal.
- Was not opposed to anything other than resolving the situation and suggested a deferment until the next meeting, which might stop the flow for only a month, but allowing three or four weeks opportunity for the entire plan could be sent through to City Council. If that did not work, parallel to that Staff might be working on Mr. Knapp's suggestion to bifurcate the deal and set it up so it was available and prepared to go forward as soon as there was a resolution.

Commissioner Millan:

- Understood the Commission was looking at the language in the Staff report, which stated, "It is recommended that the decision related to the two conceptual alignment alternatives be deferred to a later point in time due to a number of outstanding issues." The Commission was hearing testimony from the public that they preferred one resolution versus another. She did not understand why this would hold up passing the TSP Update as it was currently stated, explaining it would not prohibit the process from going forward. She asked whether it would interfere with the process going forward where a good decision would be reached at some future date.
 - Mr. Neamtzu believed the Plan was set up to achieve the objectives of collaboration amongst property owners. Perhaps it was not as clear as it could be regarding the time line Mr. Knapp articulated. He believed the Commission would want to collect all testimony and decide whether the information in the Plan was appropriate as written, or if some adjustment might be warranted. He was unsure what additional testimony would be heard tonight and was apprehensive to offer much guidance in terms of what should be done at this point in the process.

Chair Altman proposed continuing with public testimony, returning to the current issue and then determining where the Commission stood. He asked Staff to consider how this particular element might be separated, to allow for a continuation of that part of the public hearing, and return to the Commission before it made its way to Council. The Commission had not heard all testimony and he was unsure whether they may hear other components that would affect the rest of the TSP. He noted that alternatives had not been scattered throughout the Plan, whereas the current issue had been around for a long time.

Commissioner Levit:

- Asked how long it would take for property owners to meet and how many were envisioned to do so.
 - Mr. Knapp stated he was prepared to meet intensively and multiple times in the upcoming weeks and month if the other property owners felt they could and jointly thought it advantageous to do so. He stood prepared, but the other property owners would have to speak for themselves regarding whether they felt that was a high potential approach.
 - It was difficult to answer how many were envisioned to meet because multiple properties were owned by groups of people, not one person.

David Bernert, Owner, Wilsonville Concrete, 41200 SW Industrial Way, Wilsonville, OR, stated for the record that he owned Wilsonville Concrete and represented the property owners, entirely or with

other owners present, for 99.8 acres, so all property west of the railroad to the water treatment plant and from the river to Wilsonville Road. Wilsonville Concrete's companies, of which five were located in Wilsonville, had been in Wilsonville since 1958, and had watched and aided in the development of Wilsonville over that period of time.

- He had read the entire TSP Update, commenting that it was a very good overall plan that complemented previous plans, which Wilsonville Concrete was involved in. The body of work spoke for itself in terms of its thoroughness in a somewhat difficult environment due to conflicting interests. Mediating those is no trivial task.
- They were very pleased to see Policy 25 which had a marine emphasis. Wilsonville existed because of the Willamette River and looking at historical trends, this section of the river supported two million tons of freight, or 80,000 truckloads, on average over a 50-year period. In 2006, it supported 600,000 tons of freight. The TSP had significant infrastructure impacts and the ability to incorporate marine transportation, particularly over a 20-year period, was critical.
 - He believed the TSP could be expanded. Marine transportation was in three or four places, but it did not get the kind of coverage roads did. While that was appropriate, it was definitely a development area because of the long-term deferment costs when removing trucks from the road and also having significant greener options. The cost reduction in moving freight by marine was 75% less per ton of freight moved per mile and marine transportation was 85% more environmentally friendly in terms of the reduction of gas emissions.
- He had written a letter, one of the few documents not found in the evidence, and would like it to be included in the Appendix because it specifically regarded the Master TSP.
 - Staff responded to his letter very positively and a few work sessions took place and most all his critical items were addressed; number one being roundabouts. Some of the future designs for the Brown Road extensions incorporated roundabouts that his dump trucks with a tongue and pup could not move through. The implication was to their property, because they would have the largest impact with the 100 acres the Brown Road extension would go through. In comparison to the 15 acres OrePac had in terms of Section G, Wilsonville Concrete owned essentially all of Section G, which raised a good point; the Master TSP is part of the Master Comprehensive Plan for the City of Wilsonville, which included goals and objectives for Section G, which would have the highest impact, and also Section K. These should be reviewed because there were some very specific objectives there.
- The extension of Industrial Way was reflected in the TSP as a freight route. Industrial Way was privately owned by Wilsonville Concrete, who allowed easement to the City and OrePac for use. The company was on the road moving trucks every day and it was nice to see this incorporated into the TSP, reflecting their work session with the City.
- Language regarding development and the rights to adhere to policies associated with the Comprehensive Plan if Section G or the Brown Road extensions were developed had also been incorporated into the TSP. Two items were not included in the TSP that should be.
 - The first he had mentioned, the documentation submitted in a letter format was not in the Appendix, which could be easily rectified. The letter expressed significant points on policy contradictions and issues that were addressed for the most part.
 - Second, the base conceptual map for the TSP had errors. There was a settlement agreement in 2006 when the City built Arrowhead Creek Lane on Wilsonville Concrete's property. Part of that settlement was to eliminate bike and pedestrian paths.
 - Page IV of the TSP still showed a default graphic that had been replicated throughout the entire document. The graphic showed City paths on Arrowhead Creek Lane, which is in direct conflict with the settlement agreement that shows no paths to that portion. This was an error that should be corrected both in the Comprehensive Plan and the Bicycle and Pedestrian Master Plan.
 - The City set expectations with citizens that Arrowhead Creek Lane was a given path and reinforced those expectations with their maintenance of the path. After having maintained the

path, they added a sign stating that it was, in fact, not a path. However, if the path is mowed and use is encouraged by behavior, the City was not supporting Wilsonville Concrete's settlement agreement. The agreement was important because it was a safety issue. There were significant conflicts with pedestrian traffic and Wilsonville Concrete's truck traffic. The two were not compatible until the roads were developed, which is the main reason it was maintained as a private road. He noted it was for sale if the City wanted to buy it.

- The routing of Brown Road extension was currently a point of conflict. In the letter, they clearly supported the study DKS put together which showed Bailey Street as the optimum route. It was 15% cheaper, consumed significantly less resources in terms of the total available land, and was a more direct route. The company was open to conversations. He believed a property owner intended to speak.
 - The company has continued to support the Bailey Street extension since the early 1980's because of its impact to the rest of their acreage, which was significant compared to any other property owners.
- He thanked Staff for their work, noting they had produced a very powerful document and a very strong vision for the City of Wilsonville. Wilsonville Concrete supported the City's vision, but felt enhancements should be made to the inter-modal capability sets on the marine side, which was a jewel that very few cities had. When considering cities with significantly more history, people moved back to the river and used it as a much stronger asset than what was incorporated in the proposed TSP. It may take 100 years, but laying the foundation now was important.
- He would like to see the letters they submitted in the Appendix of the TSP, just as everyone else's had been.
- He thanked the City for the work sessions, noting that they did a great job incorporating their feedback.
- They would also like to see the use of stronger language with regard to rights to develop and the privilege associated with whether the Brown Road Extension became a City-based project. It was pretty clear that if the road extension was a developer-based project, the process would become a capital project for the City. Some of the language was still a bit soft and they would like it more assertive, similar to the requirements associated with developer funded roads and extensions, particularly in Section G.

Chair Altman confirmed that policy conflicts mentioned in the letter had been corrected.

Mr. Bernert answered yes, adding most of the conflicts dealt with the settlements, as well as previous documentation. For example, Wilsonville Concrete gave Morey Lane to the City to allow access to the Water Treatment Plant so there would be no need for a bike or pedestrian path out Arrowhead Creek Lane, and right away, they put paths out for almost the next two years. Most policy conflicts mentioned were because no one knew the 50 years of City history the company had in its files. There was a bit of turnover and they had been fairly stable, so their files might be more complete with regard to their narrow scope of interest.

Sherilynn Young, Silver Leaf Farms, residing at 6189 SW Delker, Tualatin, OR, stated she was among the property owners associated with the Bernerts on the west side of the railroad tracks. She was on the West Side Task Force in the 1990's and stayed on the planning process into 2003.

- She kept looking at the maps presented and was highly concerned with something taking place south of Wilsonville Road. She noted the Area of Special Concern circled in red on Figure 5.5 in Chapter 5 The Projects, adding essentially from Boeckman Road to the Willamette River. She agreed with Mr. Knapp and Alan Kirk that they had to move forward with the Brown Road alternative. People have been talking about this for more than 20 years. The high priority projects, included fixing things up at the corner of Villebois and projects like the \$11 million project to extend Kinsman Road to Boeckman Road, and Boeckman Road had already been extended.

- She was concerned the City did not prioritize things within the city that had been a problem for citizens in Old Town. Part of the planning process had been to find an alternative to Wilsonville Road, south of Wilsonville Road, not just for property owners, which was a key point of concern. Commissioner Millan had noted the Commission was hearing public concern, but honestly, they were actually hearing from property owners. The push for this road came from Villebois, and those living to the west and in Old Town who were not present at the meeting and have not registered their priorities for the City. She questioned whether they would care more about having a road going from Barber Street to Boeckman Road or having another way to get out of Old Town when Boone Bridge breaks and Wilsonville Road is clogged up for six hours.
 - One thing Mr. Knapp discussed was if the extension went to Bailey Street, traffic would be directed away from his business. She believed if traffic could flow out of Fred Meyer and Albertsons, making its way to Brown Road or Villebois, Mr. Knapp would have a lot more traffic much closer to his business than existed currently. And Old Town residents that felt trapped would have a major improvement, maybe 1,000 ft between Wilsonville Road and Bailey Street, where they could get out.
- Whether or not property owners could get together on this should not be the Commission's only consideration. There are real differences of opinion amongst property owners. She liked Mr. Knapp and had spent hours talking with both he and Alan Kirk. She knew they had specific interests regarding the extension, but felt that the Commission had to be ready to consider what they wanted. When going home from Fred Meyer, if one left via Bailey Street to Brown Road the route was shorter than going north from the Fred Meyer entrance and up Wilsonville Road, or at least it was when mapped out 16 years ago.
- If the City were to have a work session, all the maps needed to be taken into consideration and any errors could be worked through. Mr. Knapp's map had many good ideas, but it also included many inaccuracies. The City could try to work these through with property owners, but an underlying fundamental difference would still be present.
 - She noted the photo of Bailey Street Mr. Knapp provided looking across the railroad crossing and at the trees near OrePac. The Commission should take a good look because she believed that 30 ft of right-of-way was already in a City easement.
 - She empathized with OrePac wanting to expand to the south and not wanting a street there, but noted it was not the Commission's concern to benefit OrePac over anyone else's industrial use. If OrePac was allowed to skip landscape buffering by using an easement area for trees and using it for their industry, she questioned whether that was a policy the City should move forward with. If someone developed a portion of the city, allocated an easement to the City and then built on it, would the City have an obligation later to allow them to colonize. That was an important policy issue.
 - She would like to see the trees, but that was already a City easement property and ROW should be looked at all the way along that area.
 - She noted there was no longer a house on that property and she did not think the City's determination of what a road route should depend on a 60- or 70-year old barn. It would be inconvenient to the property owners if it had to be removed.
 - Another point when looking at Mr. Knapp's map was if the route that he was advocating was taken, it meant that a second crossing would be necessary to get from Industrial Way to the property that OrePac wanted to expand on. This meant having two bridges. She recalled that the West Side Task Force felt that one crossing should be concentrated on and, if anything, two railroad crossings. As owners, they were open to saying if Bailey Street was there, there would be a second road north/south between Bailey Street and 5th Street. These options had to be looked at from many angles.
 - Mr. Knapp stated that his proposal would minimize property damage, but when looking at the 5th Street extension across the south part on the west side of Seely Ditch, his proposal cut an industrial property into two triangles at its base. She wondered how his proposal ended up having

one acre in the triangle in the corner and another triangle. Every time a triangle was created on a property, the useable square footage was reduced. Industrial property was currently running \$9 per square foot. How much did the City want to acquire at mitigation rates to put a road ROW through here or two to three extra acres of property that was otherwise buildable industrial? Many considerations needed to be laid out regarding the price of different roadways at they would be beneficial for.

- She emphasized that this could not be put off for another ten years, even though it had already been put off for 20 years because the area north of Bailey Street had commercial development now. Whether or not Main Street, south of Bailey Street, was an acute tourist attraction, when it came to moving people and meeting the city needs, the City was looking at how to service the commercial area with its large amount of traffic, citizens and needs to get them in and out of the large residential areas to the west.
 - There was another option if they came in at Bailey Street and a 5th Street crossing was not possible. Mr. Bernert had always said you could not have two railroad crossings, but he had also discussed arranging railroad crossings as well, so it was not that two crossings could not be done. Wilsonville currently had one crossing that was private and one that was public. Even if there was only one, underpasses could be created on the railroad tracks closer to the river, so other options were available for citizens to get out of Old Town.
- She noted Mr. Knapp mentioned that many of the old people that planned and came to Wilsonville, but that did not dictate policy, the overall policy the City was creating had to be looked at.
- When talking about priorities, the location on Mr. Knapp's map indicating a possible OrePac access showed the access crossing Seely Ditch. She had not testified to the Commission regarding this, but when the last Stormwater Master Plan was created that crossing was one in which the City replaced the owner's bridge in the 1980's to enhance Seely Ditch for the City's stormwater purposes. However, the City did not replace the crossing at the same level they had others and it has now washed out and was broken.
 - At the time, she had asked if the crossing could be identified in the City's Stormwater Master Plan to allow the owners the opportunity to put in a new one. The owners would take responsibility for going to the state and taking care of permitting, but the cooperation of the City was required because DSL would not listen to owners if the City objected.
 - At that time, the vote was to not identify that at all in the Stormwater Master Plan because it was not important and was not considered to be a public responsibility, and one reason not to do it was that this new TSP was underway and would take care of the crossing.
 - As minor as the Commission might felt it was, she could no longer get her combine up the road to Boones Ferry and had issues getting agricultural equipment and heavy trucks back and forth on it because the culvert was broken.
 - As far as she was concerned, the City made a commitment to do something to get the road across Seely Ditch and if they wanted to put it off for another five to ten years, it needed to be revisited to allow owners to put a new crossing in themselves because they needed to get across.
 - Her family owned property that they farmed in common with Mr. Bernert, but they also farmed north of Wilsonville Road. They needed to get the crossing in and the City needed a decision on it. They could try to work with other landowners, but it was not the landowners' concern. Instead, it was the Commission's concern regarding the priority of what was needed for the city as a whole on this specific section of the city.

Commissioner Levit understood the culvert was located between the new nursery and just north of the Young house or barn.

- Ms. Young answered yes, just north of the barn, adding it was supposed to be a 6- or 8-ft culvert, like the one south on 5th Street, but the City ran out of culverts and installed two small culverts covered with concrete instead. City Engineer Mike Stone, Building Official Martin Brown, Natural Resources

Program Manager Kerry Rappold, and others had visited the location several years in a row to take a look at the culvert, stating it could not be fixed; it was broken concrete and was not fixable.

- She added that the business of having trails marked that were not trails was dangerous. She took bikes, trikes and toys out of that crossing regularly. People already cross from the Bailey Street crossing through the nursery. It was an attractive hazard and they were unsure what could be done about that until there was a proper crossing.

Mr. Neamtzu responded to comments provided during public testimony as follows:

- He confirmed for Ms. Stites that Staff had identified how safe the Wilsonville transportation system was through the update process. The Canyon Creek extension to Vlahos Drive would have a connection to Town Center Loop. He understood there was a plan for a signalized intersection, which would control pedestrians coming from the Windfield Village side of the line. He assured that safety was at the forefront of everything that the City does.
 - He would be happy to have the Civil Engineering Staff talk with Ms. Stites about her safety concerns to ensure that Staff was thinking appropriately about the issues she had been raised and to make sure that designs had taken into consideration the movements she had observed as a resident of that local area.
 - He confirmed that the Canyon Creek extension would go all the way to Town Center Loop and Vlahos Drive would intersect to it. The extension would come down west of the Sundial Apartments, parallel to their property, and then hook over.
- Regarding Mr. Knapp's testimony about bifurcating, he stated that was an approach that could be taken at the Council level and he wanted to be clear that Mr. Knapp could recuse himself on that issue regarding any decision that was potentially made. One could see why the plan was set up the way that it was; hearing the strong testimony on both sides of the issue, Staff knew the Brown Road Extension was going to be a major issue in the Plan tonight and were not surprised. He believe the Commission had a Plan that set the stage for future discussions and he invited the Commission's input about what the Plan stated regarding what had been heard on testimony tonight.
- He clarified that Mr. Bernert's letter was provided at a prior Planning Commission meeting, and he was certain it was in the record, most likely in the Planning Commission's record leading up to this point. The Commission had seen the letter and it had been circulated at this meeting. He confirmed that he would track down its location to confirm where it was in the record.
- Showing the proposed extension of the Tonquin Trail across Arrowhead Creek Lane, Mr. Bernert discussed where the path ended and where it was graded out as it headed to Arrowhead Creek Lane. Staff added language to the report to specifically state that it would stay on the west side of Industrial Way and not cross Industrial Way. He stated that it was always a tricky situation when proposing a plan that was a 20-Year plan, especially when trying to show connections within existing conditions. If there were something Staff could do to make sure that it was more clearly identified as a proposed future condition, they would. Staff never meant to promote pedestrian access onto Industrial Way.
- He had not read all of the details of the settlement agreement.
- The policy measure had been added on the marina and port concept. Staff had been given a lot of great background material and was excited about some of the possibilities that concept held. If the Commission found it appropriate to add additional text, it seemed like a small task and something that could be fleshed out more. He confirmed that there was no objection from Staff on addressing that.
- He noted OrePac was not present to provide additional input to the Commission about the testimony they submitted.
- Many great comments came from Ms. Young. Mr. Knapp and Ms. Young had some of the lengthiest histories on planning issues in the community, along with Chair Altman. The City had three individuals that had seen it all from the very beginning and when they discussed these issues, they had been there and done it. They had done their time considering the issues and it was always enlightening to receive testimony from the individuals that had been a part of the foundation of planning this community.

- He noted Ms. Young had raised many good points. He had been a part of some of the Stormwater Master Plan issues and was unsure how they had addressed the crossing she mentioned in the TSP, short of a public crossing, because they were discussing public streets and public trails. His understanding it was a private crossing used for equipment that was used to farm those areas so that one was a bit more difficult. He was unsure what he could do in the TSP to address the crossing. He might have to look back at the Stormwater Master Plan or talk with the Staff members who had been a part of some of those discussions.

Chair Altman believed it might be an issue that got kicked down the road and did not get resolved. He sensed there might have been a time when that crossing was part of one of the alternatives and that was a conflict. If there was a way to clarify that a private crossing was outside the scope of the TSP it might be helpful so the Commission was not holding up a process there.

Mr. Neamtzu also addressed Commissioner Millan's question regarding whether the TSP was set up appropriately, explaining the Plan stated what was needed to allow conversations to occur. The TSP set the stage for that and, given what was heard, if there was an addition that needed to be made to discuss or encourage a specific time line that would be a small adjustment, requiring Staff to return next month to show the Commission what they would propose to address the issue. He concluded Staff would take the Commission's lead on that.

Chair Altman explained that was what he had been looking for in a bifurcation; if they split that piece out.

Mr. Neamtzu stated he would hold the whole Plan up. He did not want to pull a piece of it out and allow the rest to go forward. It was an entire master-planned document and Staff wanted to make sure the Plan was cohesive, speaking as one document. If additional work was desired, Staff would hold up the entire Plan. He did not see a real reason to break out a piece and move the rest. It did not make any sense to him.

Ms. Jacobson advised informing the Commission about ramifications of a continuance.

Mr. Neamtzu explained Ms. Curtis was present because he was on a strict deadline under the TGM Grant Program to wrap up this work. The Mayor alluded to the fact that the City would begin picking up the tab after June 30th and a continuation would result in missing that deadline, which was a reasonable thing to do. So this was one minor issue as far as budget implications on the project. One suggestion was that a project that might be added could be a more detailed Corridor Study for this particular area. The topics included in the Brown Road technical memorandum were outlined, the white paper the Commission received on Brown Road. All those headings about the items to be considered were added. It was not uncommon for a particular study to be added as a project. It could be an approach where the City might want to put money towards helping the property owners come to the table to start discussing what this looked like, having a more of a facilitated dialogue around resolution of the issue. He agreed that another ten years on the extension was not an acceptable way to go. The study could be a way to prioritize the project and encourage that it happened soon. It would become a project that the City would have to prioritize with the workload that they already had, but at least it would be a go-to-do kind of thing. He was unsure how people would feel about that, but that was one way to get at the root of the issue and Staff would offer that as a suggestion to break it loose.

Commissioner Postma:

- Asked if a full-scale amendment to the TSP was required to add a corridor study to Brown Road as the language currently stated.

- Mr. Neamtzu replied that adding a project was easy enough as long as the Commission was clear on some appropriate dollar amount and the consultant team could take that to advance the Plan on to the next level. The Commission would have an opportunity to see it as soon as Staff was able to get it. If a problem did arise, a discussion of what it looked like could take place as they moved into the Council level and the Commission could be very clear in articulating some dollar amount and the identification of a Brown Road Corridor Project to resolve this issue.
- Commented that the fact that the project was in the TSP as it was now did not drastically change the procedure. There would still be an investigative process that would take time, dollars and input from multiple people. They would have to go down that road no matter what, so adding language to the TSP did not really add anything to the equation.
 - Katie Mangle, Manager, Long Range Planning, stated one thing Staff had been discussing regarded what would motivate a decision between the alternatives, such as if it were a City or a private master planning project for the development of those sites. If a project were added, it would identify this as a priority for the City to push the issue forward. But generally, the language in the TSP set up the City to take on any of the three scenarios whether it was privately motivated, publicly motivated or publicly facilitated with the community.
 - She confirmed that incorporating the new project would not delay the process of the TSP. Instead it would be a way to identify the next step, stating that the City intended to fund that next step with the study, but it would happen after the TSP.

Commissioner Millan understood there was the potential for other studies that needed to be completed with any implementation of the TSP. This could not go forward without additional work, but according to Staff, if the Commission wanted to make that a specific recommendation they could do so separate from passing the TSP.

- Ms. Mangle responded a specific recommendation as a project in the TSP and this was the only significant street extension that had alternatives in the TSP. It was different from other new streets, so it might be acknowledging that there was a City priority and City interest in helping to move that forward towards resolution, but not holding up the TSP process to do so.

Commissioner Levit asked if a developer with grand plans for that whole area could come in and override any alignment the Commission put in or were they beholden to whatever plans were there. He knew in other cases, a developer could not come in and modify a road that was specifically identified.

- Mr. Neamtzu replied if a Corridor Study were done, it would have to do with how that study ended up being officially adopted or recognized. If a study were completed and put on the shelf, it would not carry any weight. If it ended up being created, and there was an agreement around what it looked like and it was recognized by the official governing body via a Resolution, it would carry force and effect and therefore be adhered to.
- He would hope that if they went through the exercise of creating a corridor study it would be agreed upon at the end that the City could come out with something that everyone liked and it would be the implemented alignment. Once a choice had been made, they would want to go back and make sure the Plan reflected those agreements at that time, recognizing that another body, at some point in the future, could do something else. That was one suggestion for moving this down the road.

Chair Altman believed it made sense from a policy standpoint for the City to emphasize doing something to move that forward because it was the only alternative available in the TSP and the only one that had dangled forever. It hampered things from taking place that might happen if a decision was finally reached.

Commissioner Levit agreed. The area was too complex and it would be good to get some forced resolution. The potential conflicts of trails, roads, businesses and the potential flyover of I-5 made it a complicated area and it would be good to get some resolution as to how that would happen.

Commissioner Millan noted recommended language for a motion to approve the Resolution of the TSP to the next level. She asked if a corridor study would be added as an amendment to the motion and, if that was the process whether that would be initiated in the case.

- Mr. Neamtzu stated that there may be the addition of other items in terms of modifications to the TSP during the Commission's deliberations. It would be good for the Commission to spend time deliberating around other topics. A lot of time tonight had been focused on this issue and this was a citywide plan with many projects and a lot of money in many different areas of the community.
- He noted Commissioner Levit had several suggestions under the Comprehensive Plan findings. He agreed with two of the recommendations, which would be amendments to the package as well. There were three items there that the Commission should discuss and other Commissioners could bring forward specific additions. The Commission should start moving into some of that if they were happy with where they were on the Brown Road piece.

Commissioner Postma understood it was not a necessity to put a corridor study or some other alternative into the TSP right now.

Mr. Neamtzu addressed Commissioner Levit's comments in Exhibit H as follows:

- He agreed that Policy 3.2.2 on Page 46 of 135 would read better if "economic" was "economical".
- Policy 3.2.3 was a little more problematic, the problem being that the term "adequate" was vague. A substantial amount of time had been spent discussing vague terms in the TSP. This was existing language that had not been changed very much, if at all. He believed there were more clear policies in the new document that captured the detail of LOS and concurrency that actually build upon the general concept. He suggested that adding more detail would be more confusing than helpful.

Commissioner Levit replied he was satisfied.

Chair Altman stated his tendency was to have a policy that said it needs to be adequate, such as public services, and then the Development Code specifies what that meant, which had been done with the LOS standards and other things.

Commissioner Postma added sometimes vague standards work.

Mr. Neamtzu agreed Commissioner Levit's third suggested amendment seemed perfectly appropriate. There were numerous standards where the word "between" could be changed to "among."

Commissioner Phelps said he was still of the opinion that it could be fixed, but he would not interfere with a budget issue and a few of the other things. He was a bit frustrated that they had waited to get to this point to run out of money.

- He liked the suggestion that those with vested interest could see if they could find a solution.
- He believed the proposed amendment may be an appropriate solution, but to do the Plan and a corridor study in ten years put the City where it was today. He would move this forward but not happily. He believed it could be addressed tonight, but that did not seem to be the case for a number of different reasons.
- He hoped the corridor study would get done quickly because time is money. This company had been there for 25 years and they did not know if they would stay or leave. Pavement on the ground may not seem important to some people but it would put the other guy out of the game. The same was true for the other business developments.
- Wilsonville was changing and becoming much more vibrant and dynamic; they did not have ten more years. The Old Town area had come alive. The Old Town Master Plan was very impressive and he

enjoyed driving through the area. However, it definitely needed a transportation fix to make the rest of it available for reasonably good development and putting the corridor study off was not acceptable.

- He would join in on the amendment and vote frustratingly that it was the best they could do.

Commissioner Millan noted they had glossed over the idea of adding some language around marine development and asked if that would be something the Commission would want to add as an amendment in some way. It was sort of silent on the matter and it had been pointed out that it was an area that should be more emphasized in the Plan.

Chair Altman agreed some emphasis could be added. He was encouraged it was mentioned and that there was a policy acknowledging it as an issue. Some of the information provided by Mr. Bernert in terms of comparing the volumes of truck traffic and freight movement was important and emphasized why more priority should be placed on considering the river as an option.

- Mr. Neamtzu suggested The Needs chapter of the TSP was an appropriate place to insert a paragraph about that concept. Something could be crafted and added to the TSP as it was advanced, again circling back with the Commission for review of the language and feedback prior to actual hearings before the Council on June 3.

Commissioner Levit asked if that was in addition to what was on Page 4 of 16.

- Ms. Mangle replied she was referring to Pages 4-8 and 4-9 of the draft TSP document which dealt with truck and possibly rail freight. She believed it would be a place to make the points made tonight, acknowledging the opportunities and gaps without necessarily committing to specific actions.

Commissioner Millan responded that addressed her concern about the language being soft.

Chair Altman closed the public hearing for LP13-0003 at 8:08 p.m.

Ms. Jacobson advised the Commission on how to address the proposed amendments in a motion.

Chair Altman clarified that with regard to his declared conflict, there did not appear to be anything being created that he could not act upon appropriately.

Ms. Jacobson agreed, adding nothing would be done one way or another on the road except for maybe to say study it further.

Commissioner Levit moved to amend the TSP Comprehensive Plan to reflect the following language changes:

- **On Page 46 of 135 of the Staff report, amend Policy 3.2.2 to state, "...sufficient to ensure ~~economic~~ *economical*, sustainable and environmentally sound..."**
- **On Page 46 of 135 of the Staff report, amend Implementation Measure 3.3.1.a to state, "Encourage a balance ~~between~~ *among* housing, employment, and commercial activities within the City..."**

Commissioner Phelps seconded the motion, which passed by a 5 to 0 vote.

Chair Altman called for a motion regarding the corridor study.

Ms. Mangle suggested a way to phrase the motion, directing the Commission to Page 5-10 in the Draft TSP which referred to higher-priority projects. The change would be to add new a project to Table 5-4 on Page 5-10; the project being to conduct a corridor study of the Brown Rd Extension to define the alignment. A cost would need to be defined for the study. Staff would work with DKS Associates to ensure it could be accommodated within the higher priority project budget.

Commissioner Postma asked the cost of the study.

- Mr. Mansur responded the cost would be \$15,000 to \$20,000 which could be accommodated within the cost of the Brown Rd Extension Project. That quote would be from the transportation standpoint. He deferred to Staff for ideas on public involvement, which Staff would take the lead on.
- Mr. Neamtzu noted they wanted to discuss bicycles and pedestrians and ensure they were looking at all the modes through there.
- Brad Coy of DKS Associates believed that could be folded into the project, as opposed to making a new project.
- Mr. Mansur suggested changing Roadway Extension RE-04 to RE-04A, so it would be tied to the roadway extension project.
- Mr. Coy noted that on a planning level, \$20,000 for a \$15.7 million project was a wash.
- Ms. Mangle explained that would only put it into this bucket, the actual funding of the project would be a separate, later decision made by Council. However, it would identify it as a standalone step. Staff would assign a number, linking it to RE-04, and send it out to the Commission via email to confirm their direction was being interpreted correctly before forwarding it to Council. She did not think it would be appropriate to include a time line because it had not been done with any other project.

Chair Altman believed it warranted at least a reference to time being important, rather than leaving it dangling.

- Ms. Mangle responded that perhaps something could be included in the Planning Commission resolution documenting recommendation for the Plan, as opposed to being in the text of the TSP. She confirmed no projects were prioritized in the TSP and there was no other commitment to certain timing so doing so would be an anomaly.

Commissioner Millan asked if there was a way for the Commission to send a message saying that the Commission supported it or wanted it to happen, rather than adding it to Plan.

- Mr. Neamtzu believed having a finding articulating the desire to have it happen on a shorter time frame was a good way to go, incorporating that into the resolution. They did not want to bind a future budget committee to something out of the Commission's control as an advisory body. It was important that they state clearly and nod softly the intent of all parties to work together collaboratively towards some sort of resolution in a short time frame. The language could be included in the revised finding resolution that the chairman would sign.

Commissioner Postma:

- Inquired about tying themselves to the extent that they add it to RE-04 versus a separate item, tying how Council or the Planning Commission could deal with it when it was time for decision-making, funding and green lighting the project. He asked if it would be better to be separate rather than incorporating into the \$15.2 million extension.
 - Ms. Mangle replied she envisioned that it would still be on its own line with the label of RE-04. It would be separated with the advantage of making the point that it would be important to happen next, but not be something else they would need to map or track separately.
- Said he wanted to make sure there was still enough separation between the projects so that from a funding standpoint the decision could be made separate and distinct from the \$15.2 million to conduct the individual study without committing to something different or larger.
 - Ms. Mangle replied it would have to be that way.

Chair Altman:

- Added if there was an A and B under RE-04, then it would break that out.
 - Ms. Mangle agreed, noting, for example, A would be the \$15 million and B would be \$20,000.
- Said he would switch that around.

Commissioner Levit expressed concern because the French Prairie Bridge was also a high priority but the actual project was not. The roadway extension project would be different because it would still remain high priority. He was not happy that the projects were not parallel.

Commissioner Phelps stated that with regard to the resolution, he would like to see that this is resolved and that no work occurs on Brown Rd extension until the corridor study was conducted.

Commissioner Millan suggested going with Staff's recommended language for the amendment, stating something like the Commission is adding to Table 5-4 amendment RE-04A, which would include conducting a corridor study to resolve the placement of the extension in a short time frame, though she was uncertain that should be added. An additional amendment would be to relabel RE-04 in Table 5-4 to RE-04B. She confirmed the new project [corridor study] would be RE-04A and the current project would be RE-04B.

Commissioner Postma stated that then the resolution would be amended to speak to the urgency of the requested urgency.

- Ms. Mangle confirmed there was a resolution to document the recommendation the Planning Commission would vote on that night. The Planning Commission could also write a formal letter to Council regarding this issue.

Ms. Jacobson cited language of the Resolution, stating, "The Planning Commission does hereby adopt all planning Staff Reports along with the findings and recommendations contained therein and further recommends that the Wilsonville City Council approve and adopt the TSP Update and associated Comprehensive Plan text as reviewed and amended by the Planning Commission." She suggested adding, "And the Planning Commission further recommends that City Council direct Staff to make the Brown Road corridor study a priority and assign a time frame for getting the work completed" before the "BE IT RESOLVED" portion. This would be the Commission's recommendation to Council and then they would discuss what would be reasonable. This would enable the Commission to move the Plan forward and be done. She noted that before getting to the step of adopting the Resolution, other clean up items still needed to be addressed.

Commissioner Phelps:

- Added for the record that using the A and B nomenclature would indicate that the corridor study would be done before anything on Brown Road.
 - Ms. Mangle agreed, adding she believed the corridor study would be the first step of the project anyway. This was saying it was in the City's best interest to pull out the first step and gather everyone together to figure it out. That would probably be the next step whether it was a done privately through a master planned project or as a capital project. They were simply identifying that and saying they wanted to do the corridor study soon.
- Noted many of these projects do not require a corridor study so he wanted to clarify for the record that the corridor study would precede the Brown Road Extension Project.

Commissioner Postma moved to amend the Wilsonville TSP by revising Table 5-4 Higher Priority Projects (Southwest Quadrant) of Page 5-10 of Exhibit A to include RE-04A Corridor Study for the Brown Road Extension with language to be provided by Staff, and for the language for the current project included in RE-04 to be included as RE-04B. Commissioner Phelps seconded the motion, which passed unanimously.

Chair Altman:

- Noted the other item discussed was the river freight emphasis.

- Mr. Neamtzu believed Page 4-8 regarding freight-related deficiencies could be an appropriate area to add a paragraph.
- Suggested adding language that the City recognizes the importance of the river's value as an alternate freight movement route compared to trucks moving large volumes of freight and that discussed the energy efficient or green aspect of it.

Commissioner Levit suggested that water needs on Page 4-16 covered what was being discussed.

Commissioner Millan did not believe it addressed any encouragement of recognizing the river as another mode of transportation.

Commissioner Postma believed there were methods by which the City could participate in that process, such as mechanisms for approving docks, the roads to and from, etc.

Commissioner Levit asked where they would be in the city, there was no other waterfront.

Commissioner Millan stated they wanted to make sure it was an option within the current city limits.

Chair Altman said the city limits could move either west or south.

Commissioner Levit said there was no place to put anything.

Ms. Mangle noted the way Water Needs was currently written, the City has no direct jurisdictional control or responsibility for managing activities on the river and deferred to the Corps of Engineers. The Commission seemed interested in discussing freight activity on the river. Activity in the water was not being discussed, but the intermodal port, which was more land-based and acknowledging that the City did not have much and that it would be a possible future thing. Maybe it would fit best under freight than the water section, although it would be good to coordinate between the two.

Chair Altman:

- Asked if there was a policy component that would add emphasis.
 - Ms. Mangle noted it was covered in Policy 25 on Page 2-8, which the Commission had added, stating, "Maintain access to the Willamette River so that the river may be used for transportation purposes in the future, acquire and approve access to Willamette River for public docking purposes, and consider the potential development of a new port or ports."
- Suggested adding something under the freight-related deficiencies with regard to Mr. Bernert's comments in terms of the value of the river for moving freight as an alternative to truck shipments. He thought that would be a good place to insert it.

Commissioner Levit asked if the business should be added to the list on Page 4-8.

- Mr. Neamtzu replied absolutely. He noted the list regarded a list of surveys that had been received as part of the City's specific freight outreach, but that feedback had been received now.

Chair Altman stated they had more than one company moving freight, so all five could be added to make the list longer.

Commissioner Postma suggested adding the indicated benefits to the community of increased marine freight traffic on the Willamette River to the first paragraph of The Needs section under Freight related deficiencies.

Commissioner Millan believed that captured what was missing.

Commissioner Postma moved to amend the Wilsonville TSP by adding to the end of the first paragraph under “Freight-Related Deficiencies” on Page 4-8, “The community would also benefit from increased marine freight traffic on the Willamette River.” Commissioner Millan seconded the motion, which passed unanimously.

Commissioner Postma moved to adopt Resolution LP13-0003 with the amendments to the Resolution as read into the record by Assistant City Attorney Barbara Jacobson.

- Add the following language to the end of the “NOW, THEREFORE, BE IT RESOLVED” paragraph: “the Planning Commission further recommends to the City Council that the City Council direct Staff to identify funding and begin work on a corridor study for the Brown Road Extension; and”

The motion was seconded by Commissioner Phelps and passed unanimously.

Assistant City Attorney Jacobson repeated her proposed language for Resolution into the record.



David Bernert, P.E.
9475 SW Wilsonville Rd
Wilsonville, OR 97070

Chris Neamtzu, AICP
Planning Director
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070
503.570.1574

RE: Wilsonville Transportation System Plan

Dear Mr. Neamtzu,

As a 150-year old family-owned business with over 50 years of serving the Wilsonville Community through our quality concrete and marine services, we commend the City of Wilsonville for diligent efforts on the development of an updated Transportation System Plan (TSP). Since we annually move 450,000 tons of freight on Wilsonville Roads and employ 64 people in Wilsonville, the plan is critically important to our company and our employees. Furthermore, as a devoted community member as demonstrated by 50 years of partnership with the City of Wilsonville working together for the benefit of the entire community, we care about the future of all stakeholders in our city and our community.

It is for these reasons that our team reviewed the TSP in depth. This review demonstrated that there are **serious gaps in the draft TSP** including deviations from stated policies and inconsistent application of policy. We feel strongly that these gaps **threaten jobs** in the Wilsonville Community, **increase congestion** and **decrease safety** for multiple stakeholders. More importantly, by stating policies that are ignored or inconsistently applied, the city may place itself in the precarious situation having a transportation plan that is dictated more by favoritism and political expediency than civically-guided principles. As concerned members of the community we hope that by voicing a few specific concerns, we can work together to craft a TSP that is consistent with policy while meeting the growing needs of our community. Our concerns are listed below starting with are largest concerns:

Freight Impacts of Brown Road Extension

The Memorandum on Brown Road Extension Alternatives Comparison prepared by DKS states that neither alternative for the Brown Road extension would have significant impact on freight connectivity. Considering that the any extension to Brown Road would interrupt the 450,000 Tons of freight that is moved by our companies alone along industrial way, both alternatives

have significant impacts on freight connectivity. **In fact, from a tonnage perspective, the brown road extension will perhaps have the greatest negative impact on freight connectivity of any proposal included in the TSP.**

By not addressing the freight connectivity issues caused by the Brown road extension, the plan inconsistently applies a number of policies including policies 1-2, policy 4, policy 9, policy 11 and policies 22-24. Any proposed Brown Road Extension has significant impact on freight connectivity and this reality needs to be reflected and acknowledged in the TSP.

Roundabouts on Brown Road Extension

After considering the freight impact, roundabouts become an unfeasible solution at any connection points associated with the brown road extension. This needs to be reflected in planning documents. In addition to being impassible to important types of freights traffic roundabout have a higher environmental impact. Consistent with the findings of DKS, we are concerned about the environmental impact of a roundabout as the traffic control method at the intersection of Kinsman Road and Brown Road. The potential impact of a roundabout on Seely Ditch along with freight impact should result in the **removal of roundabouts as a traffic control method for the Brown Road Extension.**

Bike and Pedestrian Network Connections

The TSP needs to address the safety implications of redirecting pedestrian and bike traffic across a major freight thorough-fare with the Brown Road Extension, by not addressing freight movement along this route we are afraid that the design of such bike and pedestrian network connections may not be sufficient. We are especially concerned about the cost of road improvements that would be needed to insure pedestrian and bike safety in the event that an off-street path is used to connect Ice Age Tonquin Trail and Boones Ferry Road. In addition, pursuant with policy, any pedestrian and or bike traffic along the brown road extension needs to consider the impact on the 1750 tons of freight that moves daily along Industrial Way. **Freight needs to be considered in any discussion regarding bicycle and pedestrian network connections that affect Industrial Way.**

The High Cost of the 5th St. Alternative

According to the memorandum prepared by DKS, the 5th Street alternative is nearly a million dollars more expensive that the Bailey Street connection. Given the numerous competing priorities for limited funding we believe that **the Bailey Street connection should be the preferred route for the Brown Street extension.**

Private Property Impacts of Brown Road Extension

We commend the conclusion of the DKS memorandum that a connection to 5th street would have higher private property impacts than the Bailey Street alternative. As land owners in this area, we endorse this conclusion. The 5th St. extension would have disastrous private property impacts compared to the alternative. Consistent with this conclusion, we strongly believe that the

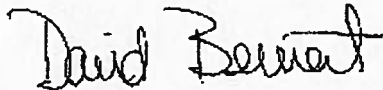
connection to **Bailey Street is the preferred route if the Brown Road Extension becomes necessary.**

Traffic Diversion and Motor Vehicle Capacity

We commend the conclusion of the DKS memorandum that the Bailey Street alternative would be more beneficial to Wilsonville traffic operations. Considering these results, we find the evidence overwhelming that the Baily Street connection should be the preferred route for any extension of Brown Road. The evidence as documented by the DKS memorandum is so overwhelming that it is unclear why the 5th street alternative is being considered as an alternative to the preferred connection point at Bailey Road. **We recommend removing discussion of the 5th Street alternative in the TSP.**

Thank you for carefully considering these points. After additional review, we are confident that consistent application of city policies will result in these issues being resolved. Through this resolution, we look forward to achieving a better outcome for the diverse stakeholders that depend on consistently applied policy to guide decision making. As always, we love working together to find better solutions and appreciate being a team-member as Wilsonville continues to grow and thrive.

Most Respectfully,



David Bernert, P.E.

Cc:

George Adam (Government Relations, WPC inc.),
Doug Gilmer (General Manager, WPC inc.),
Joseph Bernert (Principal, WCP inc.)
Kathleen Bernert (Principal, WCP inc.)
Sheri Young (Silver Leaf Farms)

Tim Knapp (Mayor, City of Wilsonville)
Scott Starr (Council President, City of Wilsonville)
Susie Stevens (Councilor, City of Wilsonville)
Richard Goddard (Councilor, City of Wilsonville)
Julie Fitzgerald (Councilor, City of Wilsonville)
Steve Adams (City of Wilsonville) ✓
Micheal Kohlhoff (City of Wilsonville)

From: Neamtzu, Chris
Sent: Thursday, May 09, 2013 9:02 AM
To: JeffPurr@Gmail.com; Talk2PC; Straessle, Linda
Cc: Mayor; richardgoddard2010@gmail.com; scottstarr97070@gmail.com; Fitzgerald, Julie; Stevens, Susie; Lashbrook, Stephan; Kraushaar, Nancy; Cosgrove, Bryan; Straessle, Linda
Subject: RE: LP13-0003 Transportation System Plan (TSP)

Mr. Purr,

Thank you for providing comments on the City's Draft TSP. Your comments were not received in time to be included in the deliberations before the Planning Commission, but will be included in the materials that are provided to the City Council.

I have forwarded your message to SMART staff as well.

Your input on this important city plan is appreciated.

Chris Neamtzu, AICP
Planning Director
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070
503.570.1574
neamtzu@ci.wilsonville.or.us

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

From: JeffPurr@Gmail.com [mailto:jeffpurr@gmail.com]
Sent: Thursday, May 09, 2013 2:23 AM
To: Talk2PC; Straessle, Linda
Cc: Mayor; richardgoddard2010@gmail.com; scottstarr97070@gmail.com; Fitzgerald, Julie; Stevens, Susie
Subject: RE: LP13-0003 Transportation System Plan (TSP)

RE: **LP13-0003** Transportation System Plan (TSP)

CHARBONNEAU Needs better, expanded, and more frequent bus service.

With 1/5 (**20%** = 3,500/17,500) of Wilsonville's population and **currently only 5% of SMART bus service**, we are severely under-served. Keep in mind that long time Charbonneau residents are getting older, and some newer residents have young children, all prime targets for public transit use.

I used the 2008 Wilsonville City Plan as a major deciding factor when I purchased my home in the 1st quarter of 2010. The 2008 City Plan indicated a 2010 expansion of the #3 Charbonneau bus service to 6 stops in **Charbonneau**, adding much needed stops on the **east side** which **currently is not served**. That 2010 expansion never occurred, and the **current closest bus stop is about 1.5 miles from my home**, not the 2 blocks promised in the 2008 City Plan. In fact, Charbonneau has only experienced a service reduction when Canby stopped mid day service. The impression I get is that Charbonneau is out-of-sight out-of-mind when it comes to Wilsonville City Planning, especially with respect to SMART Public Transit.

It is also evident that those planning a pedestrian/bike bridge west of I-5 neither live in nor walk/bike from Charbonneau. Why put a bridge 1 to 3 miles out-of-the-way from the vast majority (99%) of Charbonneau residents? A better location for a much needed bridge would be on Charbonneau's east side using **Browndale Farm Road** (aka **NE Eilers Road**) on the south side of the Willamette River connecting to **SW Montgomery Way** on the north side. The bridge should be restricted to Cars, Pedestrians, and Bicycles with an exception for Emergency and SMART vehicles. Why spend millions of dollars for a west side bridge that would get very little if any use, when an east side bridge would better serve the Charbonneau District with daily use by local residents and a better use of tax dollars (usage per dollar spent).

This East-side bridge would allow for the desperately needed expansion of SMART #3 bus service serving the Charbonneau District. Mid-day (between 9:00am & 4:00pm) the #4 west bound service from the transit center could be cut in half with a revised mid day #3 Charbonneau bus taking over those cut #4 trips using the new bridge with stops at Wilsonville High, City Hall, Wilsonville Library, Lambs Thriftway and Fred Meyers/Albertsons and including the 6 Charbonneau stops as described in the 2008 Wilsonville City Plan which, for the first time, would serve Charbonneau's East Side Residents (also, tax payers).

This east side bridge would also allow for a future merger of Charbonneau students into the Wilsonville School District and out of the Canby School District. With 200 students in Charbonneau out of a population of 3,500, this would be a big win for the Wilsonville School District when it comes to tax dollars allocated. This would also help in unifying Charbonneau into Wilsonville as a whole, unlike the current status of a forgotten/neglected entity.

Lastly, Wilsonville needs to complete the French Prairie Road sidewalk from **SW Country View Lane & SW Lakeside Loop** to **NE Miley Road** so that the neglected east-side residents can have a safe place to walk and run. Currently we are forced to walk in the road (French Prairie Road) with the constant threat of cars possibly hitting us.

STATS from: [http://en.wikipedia.org/wiki/Charbonneau, Oregon](http://en.wikipedia.org/wiki/Charbonneau,_Oregon)

Bus Route	Total One-Way Trips	(Based on 8/16/12 Schedule)
1X Salem	22	
2X Barbur	53 + 17 Saturday	
3 Charbonneau	15	(15/293 = 0.0511 = 5%)
4 East of TC	50 + 17 Saturday	
4 West of TC	50	
5 95th Ave	32	
6 Canyon Creek	33	
V Villebois	4	

$$259 + 34 = 293$$

Unfortunately, I am unable to attend any city council or city planning meetings/hearings due to a lack of SMART public transit service at night when meeting are held.

#3 Charbonneau return service to Charbonneau ends at 8:30am and 6:37pm.

There is no southbound service between 8:30am and 3:37pm.

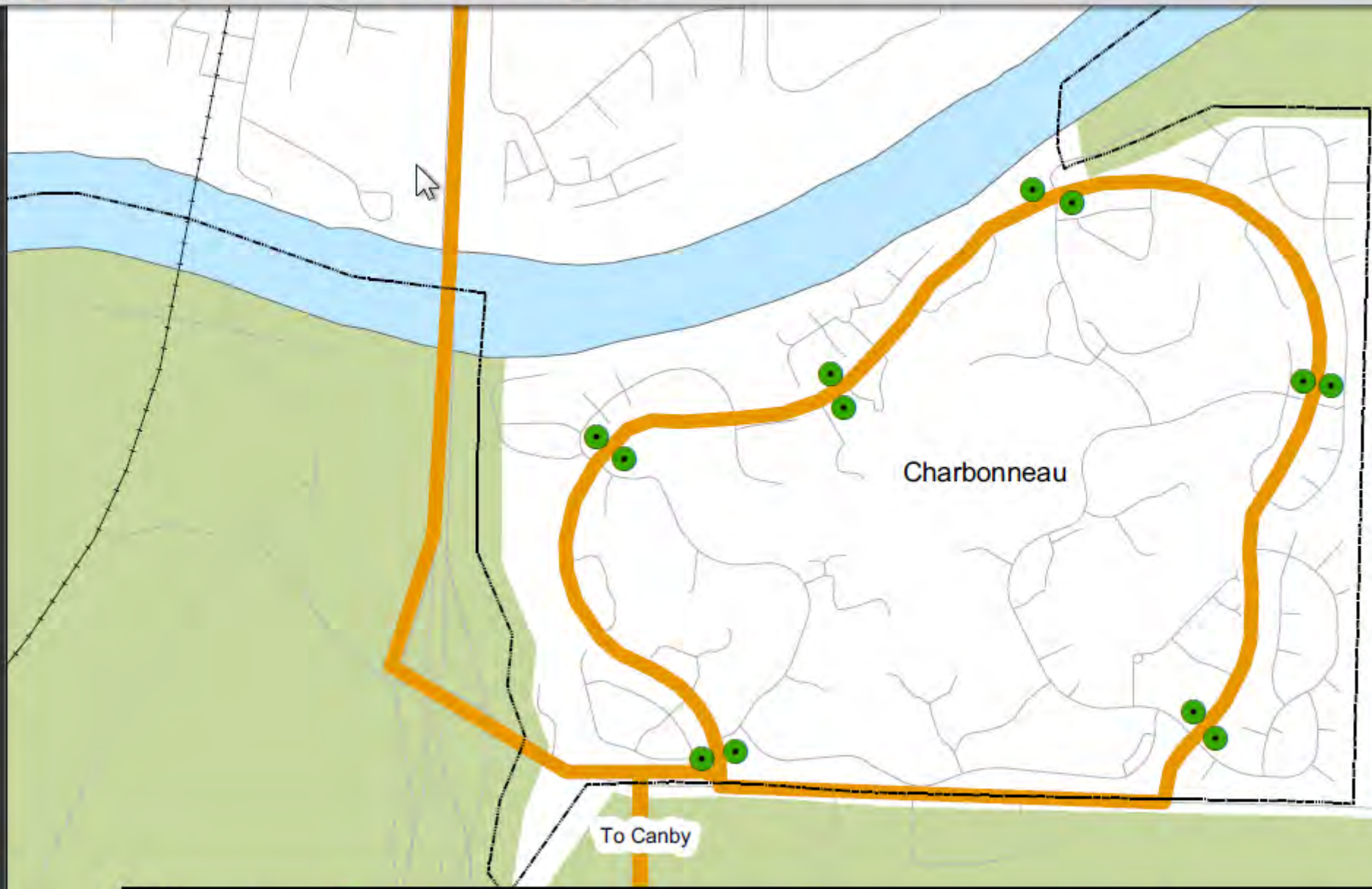
There is no northbound service between 9:08am and 4:15pm.

Sincerely,

Jeffrey Purr
 32160 SW Armitage Court North
 Wilsonville, OR 97070-8410
 (503) 928-6007



See attached PDF file for copy of 2008 MAP of proposed #3 stops to bring service to the East-side of Charbonneau in 2010, which never happened, as it is now 2013 and we are still waiting for SMART service on the east-side of Charbonneau. HELP!!!





Attachment G

May 17, 2013

Mr. Jeffrey Purr
32160 SW Armitage Court North
Wilsonville, OR 97070-8410

Dear Mr. Purr,

Thank you for your email on the City's draft Transportation Systems Plan, dated May 9, 2013, regarding your desire to see more bus service in Charbonneau. I appreciate the time and effort you put forth in support of your viewpoint by supplying the information included in your email.

The Charbonneau route was made possible more than ten years ago by a federal grant designed to promote public bus service in areas not previously served by transit. SMART used this money to buy a bus and start service to Canby via Charbonneau in January, 2001. This was done with the stipulation that, should the funding cease to be available, so would the service. The amount of grant money only allowed for commute-hour service. Then, in September, 2005, with grant monies having increased, SMART was able to expand the service. At that point, SMART began offering hourly service all day long. Through the years, the federal funding was eventually curtailed, which required SMART to use local business payroll tax money to make up the difference.

SMART reduced service to Charbonneau as a result, and very nearly stopped all fixed-route service to Charbonneau at that time. Recognizing the importance of continuing midday service, Canby Area Transit (CAT) began operating the midday portion of the route. Eventually, CAT's funding could no longer support the midday service either, and they abandoned the service in July of 2012, leaving us with the service we have today.

You are correct in your observations that Charbonneau receives only 5% of the total fixed route service that is provided by SMART. However, you may not be aware that Charbonneau is also served by our general public Dial-a-Ride service. One does not need to be disabled to request this service. Granted, this service is limited, and persons with disabilities have priority, but if you have not tried it, you may want to do so, as it serves all of Charbonneau.

I believe you already know that the Transit Master Plan, adopted by the Wilsonville City Council in 2008, includes plans to provide full coverage of Charbonneau by Route 3. But this was, and still is, predicated on SMART's financial ability to provide this service. Currently, to extend the route to serve all of Charbonneau would require either: 1. adding another driver and bus to the service (which would require a new funding source); 2. eliminating the Canby portion of the service; or 3. missing the train/bus connections that we have with TriMet's WES service. As much as I would love to see us provide enhanced service to Charbonneau, I would not recommend any of these alternatives to our City Council at this time.

One more thing in response to your letter: you raised the issue of a possible location for a bike/ped/emergency vehicle bridge parallel to the Boones Bridge. In the 1990s, City staff actually suggested having such a bridge connect the Daydream Ranch area on the north side of the river directly to Charbonneau. As I recall, it was residents of Charbonneau who voiced the strongest objections to having such a connection.

Nothing is static in the world of local government and our priorities may very well change in the future. Given that you are someone who obviously gives these things considerable thought, I hope you will stay in touch and let us know your thoughts about ways that SMART can improve the services we provide to the community and ways that the overall transportation systems can be enhanced.

Sincerely,



Stephan A. Lashbrook

Transit Director

SMART

City of Wilsonville

(503) 570-1576

lashbrook@ridesmart.com

cc: Steve Allen, SMART Operations Manager

Chris Neamtzu, Planning Director

Bryan Cosgrove, City Manager

Mayor Knapp and Members of the City Council

Proposed Amendments with Commentary
Wilsonville Comprehensive Plan
 May 21, 2013

PUBLIC FACILITIES AND SERVICES

TRANSPORTATION

...

p. C-20

The Wilsonville Comprehensive Plan includes, as sub-elements of the Plan, the City's Transportation Systems Plan (20013), the Bicycle and Pedestrian Master Plan (2006) and the Transit Master Plan (2008). There are no airports or marine transportation facilities within the city. The City has adopted 1-Year and 5-Year Capital Improvement Plans which provide for the construction of transportation facilities, improvements and services necessary to support the City's Transportation Systems Plan, the Bicycle and Pedestrian Master Plan and the Transit Master Plan.

...

P. C-21

In the late 1990s, substantial public improvements were made to upgrade both interchanges. ~~Now, t~~Ten years later, both interchanges again had ~~ve~~ capacity limitations. A major modernization project completed in 2012 ~~reconstructed the I-5/Wilsonville Road interchange in 2010, following the City's completion of improvements on Boones Ferry Road which connects to Wilsonville Road within the interchange management area.~~ The I-5/Wilsonville Road project ~~includes~~created elevated bike/pedestrian pathways on both sides of the street, expansion of the travel way to eight lanes under the I-5 Bridge, and wider and longer on and off ramps.

Capacity limitations also existed at the 95th/ Commerce Circle /Boones Ferry Road intersections. The ~~planned~~ improvements ~~there will~~in 2012 added an additional right-turn lane southbound off I-5 to Boones Ferry Road, ~~and~~ an additional left-turn lane from Boones Ferry Road to 95th Avenue, and an additional right-turn lane from 95th Avenue to Boones Ferry Road, as well as making Commerce Circle a right-in / right-out intersection with 95th Ave thereby minimizing congestion at this intersection.

The City has a network of streets which serve the east side or the west side, with only three connection points east–west across I-5. These are Wilsonville Road, Boeckman Road and Elligsen Road. The recent extension of Boeckman Road to Grahams Ferry Road has provided an alternative east-west route resulting in a reduction of the trip levels on both Wilsonville and Elligsen Roads.

City street standards require provision of ~~bike lanes~~ bicycle facilities and sidewalks on all new streets. Developments in areas without ~~bike lanes~~ bicycle facilities and sidewalks are required to provide them as part of the development of their site. The City also maintains a sidewalk infill fund for construction of missing sidewalk segments in older neighborhoods. The Bicycle and Pedestrian Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

Local and regional trails and community pathways traverse the community and connect neighborhoods with other destinations. The City is a partner in the 2013 Master Plan for the Ice Age Tonquin Trail, which will connect the communities of Tualatin, Sherwood, and Wilsonville.

The City operates a transit system, SMART, which provides local service, and connects with WES, Cherriots in Salem and Tri-Met in the Portland area. WES, the Westside Express Service Commuter Rail, operates during weekday commuter hours in the morning and evening, connecting Wilsonville with the Beaverton Transit Station and the MAX system. The Transit Master Plan provides greater detail about the existing system and its deficiencies and identifies planned improvements and financial resources.

...

PAGE C-22

NOTE: The goals, policies & implementation measures in the Comprehensive Plan have been edited to coordinate with the edits proposed in the TSP. The policies have not been re-arranged. Generally, policies that were not included in the TSP (usually to reduce redundancy with similar policies carried forward from the 2003 TSP), have not been modified here. New policies added to the TSP in 2013 (see “Wilsonville Transportation Policies: Existing and Proposed” matrix) have not been added.

Goal 3.2^[MK1] **To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.**

Policy 3.2.1^[MK2] **To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.**

Implementation Measure **3.2.1.a** ^[MK3] ~~Plan and implement~~ Provide a safe, well-connected, and efficient network of streets and supporting improvements infrastructure for all applicable travel modes.

Implementation Measure ~~3.2.1.b [MK4]~~ Provide safe and efficient multi-modal travel between the connecting roadways (and the surface street network, if applicable).

Policy 3.2.2 [MK5] To provide for a mix of planned transportation facilities and services that are sufficient to ensure economic, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.

Policy 3.2.3 [MK6] If adequate regional transportation services, including I-5 interchange modification or additions, and high capacity public transportation, cannot be provided, then the City shall reevaluate and reduce the level of development and/or timing of development anticipated by other elements of this Plan. Such reductions shall be consistent with the capacity of the transportation system at the time of re-evaluation.

Goal 3.3 [MK7] To achieve adopted standards for increasing transportation choices and reducing reliance on the automobile by changing land use patterns and transportation systems so that walking, cycling and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.

Policy 3.3.1 [MK8] The City shall ~~adopt standards for~~ provide facilities that allow people to reducing reliance on single occupant automobile use, particularly during peak periods.

Implementation Measure ~~3.3.1.a. [MK9]~~ Improve the Encourage a balance between housing, employment, and commercial activities within the City so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting. ~~in order to reduce commuting.~~

Implementation Measure ~~3.3.1.b [MK10]~~. Increase densities and intensities of development in or near the Town Center area and in other locations where transportation systems can meet those needs.

Implementation Measure ~~3.3.1.c. [MK11]~~ Plan for increased access ~~to~~ for alternative modes of transportation, such as bicycling, transit and walking.

Implementation Measure ~~3.3.1.d. [MK12]~~ Continue use of the Planned Development/ Master Plan process to encourage developments that make it more convenient for people to use transit, to walk, to bicycle, and to drive less to meet daily needs.

Implementation Measure ~~3.3.1.e. [MK13]~~ Take steps to improve connectivity between existing neighborhoods and between residential areas and traffic generator locations. ~~Work to provide~~

more and better options for travel from one side of the freeway, the railroad, and the Willamette River to the other.

Implementation Measure 3.3.1.f. [MK14] ~~Strongly encourage~~ Support provision of full day and Saturday transit service for in the WES corridor.

Implementation Measure 3.3.1.g [MK15]. ~~Continue to support~~ Advocate for the extension of WES to Salem.

Implementation Measure 3.3.1.h [MK16]. ~~Continue to comply with Metro parking standards.~~ Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.

Policy 3.3.2 [MK17] The City shall work to improve accessibility for all citizens to all modes of transportation.

Implementation Measure 3.3.2.a. [MK18] ~~The City's Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.~~
Provide pedestrian and bicycle connections between residential neighborhoods and major commercial, industrial, and recreational activity centers throughout the city, as shown in the Bicycle and Pedestrian Master Plan. Coordinate the system of pathways planned by adjacent jurisdictions to allow for regional travel.

Implementation Measure 3.3.2.b [MK19]. ~~City street standards require~~ Concrete sidewalks will be provided on both sides of all streets. This standard can be unless waived only in cases where alternative provisions are found to adequately address pedestrian needs.

Implementation Measure 3.3.2.c. [MK20] Transportation facilities shall be ADA-compliant.

Implementation Measure 3.3.2.d. [MK21] ~~The City will prepare an implementation schedule and continue to provide funding for infilling gaps in the sidewalk system.~~ Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.

Goal 3.4: [MK22] To facilitate the safe, efficient and economic flow of freight and other goods and services within the city and the region.

Policy 3.4.1 [MK23] The City will continue to uUpgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve the warehousing, distribution, and other industrial uses located there.

Implementation Measure 3.4.1.a [MK24] Where the City Council officially designates truck routes, these streets shall be developed to arterial street construction standards and be posted as truck routes.

Policy 3.4.2 [MK25] The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.

Implementation Measure 3.4.2.a [MK26] Consistent with the City's policy that needed public facilities and services are provided in advance of, or concurrently with, development, proposed land use changes within the I-5/Wilsonville Road IMA shall be consistent with planned future transportation projects.

Goal 3.5 [MK27] To protect existing and planned transportation facilities, corridors and sites for their identified functions, including protection of the function and operation of the I-5/Wilsonville Road Interchange and the I-5/Elligsen Road Interchange, together with the local street network within the Interchange Areas.

Policy 3.5.1 [MK28] ~~The Transportation Systems Plan (TSP) shall establish policies and implementation measures to fulfill the City's transportation needs through the Year 2020, provides details to guide transportation investment for the future and determine how land use and transportation needs can be balanced to bring the most benefit to the city.~~ Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.

Implementation Measure 3.5.1.a [MK29] ~~The Transportation Systems Plan shall be used to establish the design standards for each arterial and major collector street. The conceptual location of proposed new major streets will also be identified. However, actual alignments may vary from the conceptual alignments based on detailed engineering specifications, design considerations, and consideration of the impacts of the road alignments on neighborhoods and natural resources, provided that the intended function of the street is not altered.~~ Establish and maintain design standards for each arterial and major collector street, in accordance with the Functional Street Classification System. The conceptual location of proposed new major streets identified in the TSP will be refined based on detailed engineering specifications, design considerations, and consideration of local impacts.

Implementation Measure 3.5.1.b [MK30] ~~While local residential streets are considered a part of the Transportation Systems Plan, they are not typically shown in detail in the Plan. The alignment of local streets shall be evaluated on a project by project basis, but must function in coordination~~

~~with the overall purposes of the Transportation Systems Plan. Other streets not shown on the Plan may also be considered, if determined necessary for safe and convenient traffic circulation or increased connectivity.~~

Evaluate the alignment and design of local streets on a project-by-project basis in coordination with the overall purposes of the TSP.

Implementation Measure 3.5.1.c. [MK31] ~~The Transportation Systems Plan shall be used to establish the Functional Street Classification System and the physical design characteristics (right of way and pavement width, curbs, sidewalks, etc.) of the various street classifications.~~

Implementation Measure 3.5.1.d. [MK32] ~~All streets shall be designed and developed in accordance with the Transportation Systems Plan and street standards, except that tThe Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.~~

Implementation Measure 3.5.1.e. [MK33] ~~All arterial and collector streets shall be dedicated public streets. To insure adequate protection of potential future right of way needs, minimum setbacks shall be retained adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged and, where feasible, may be required to consolidate driveways.~~

Policy 3.5.2 [MK34] Review all land use/development proposals with regards to consistency with the TSP transportation impacts.

Implementation Measure 3.5.2.a [MK35]. All development proposals shall be required to provide for a transportation impact analysis by payment to the City for completion of such study by the city's traffic consultant unless specifically waived by the City's Community Development Director because the scale of the proposed development will have very limited impacts.

Implementation Measure 3.5.2.b [MK36]. ~~Through the Planned Development process, local streets may be approved as private streets, provided that adequate emergency access is available and that appropriate deed restrictions, homeowners' association requirements, etc. are established to insure proper maintenance.~~
The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.

Implementation Measure 3.5.2.c. [MK37] Any proposed change to the Comprehensive Plan or Zoning Maps ~~or existing zoning~~ that would result in additional trips above that allowed under the city's concurrency policies may be denied unless mitigation measures are identified and provided.

Policy 3.5.3^[MK38] **Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.**

I-5/Wilsonville Road IMA^[MK39]:

Implementation Measure 3.5.3.a The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.

Implementation Measure 3.5.3.b. Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City's Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.c. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

Implementation Measure 3.5.3.d. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.

Implementation Measure 3.5.3.e. The City will approve development proposals in the I-5/Wilsonville Road Interchange Management Area (IMA) only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.

Implementation Measure 3.5.3.f. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.g. Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.

Implementation Measure 3.5.3.h. The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.

I-5/Elligsen Road Interchange

Implementation Measure 3.5.3.i. The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.

Implementation Measure 3.5.3.j. Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.

Implementation Measure 3.5.3.k. Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.

Implementation Measure 3.5.3.l. System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.

Goal 3.6[MK40] **To provide for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.**

Policy 3.6.1[MK41] **The City is responsible for will planning, scheduling, and coordinating implementation of all street improvements through the on-going five-year Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.**

Implementation Measure 3.6.1.a. [MK42] Complete the major street system improvements shown in the Transportation Systems Plan. The City may not be able to finance all of these improvements. Some may be financed by other entities, or a combination of public and private funds.

Implementation Measure 3.6.1.b. [MK43] ~~Maintenance of the developed City Street System is a public responsibility.~~ The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.

Policy 3.6.2[MK44] **Require each developments shall be responsible for to providing all collector and local streets. However, there may be cases where collector streets are found to unless the benefit to the entire community to a degree that warrants public participation in funding those collector streets.**

Goal 3.7[MK45] **~~To m~~Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements and services necessary to support the TSP, the Transit Master Plan and the Bicycle and Pedestrian Master Plan.**

Policy 3.7.1^[MK46] ~~The City is responsible for planning, scheduling, and coordinating all street improvements through the on-going Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.~~

Policy 3.7.12^[MK47] To insure development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.

Goal 3.8: ^[MK48]To maintain coordination with neighboring cities, counties, Metro, ODOT local businesses, residents and transportation service providers regarding transportation planning and implementation.

Policy 3.8.1^[MK49] The City shall ~~continue to~~ work with the State, Metro, Clackamas and Washington Counties and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.

Implementation Measure 3.8.1.a^[MK50]. ~~The City shall actively encourage the State to provide improvements to regional transportation facilities which, due to inadequate carrying capacities, frustrate implementation of the City's Transportation Plan. The City shall advocate for the State, Metro, and Counties to improve regional transportation facilities which, due to inadequate carrying capacities, limit implementation of the City's Transportation Plan.~~

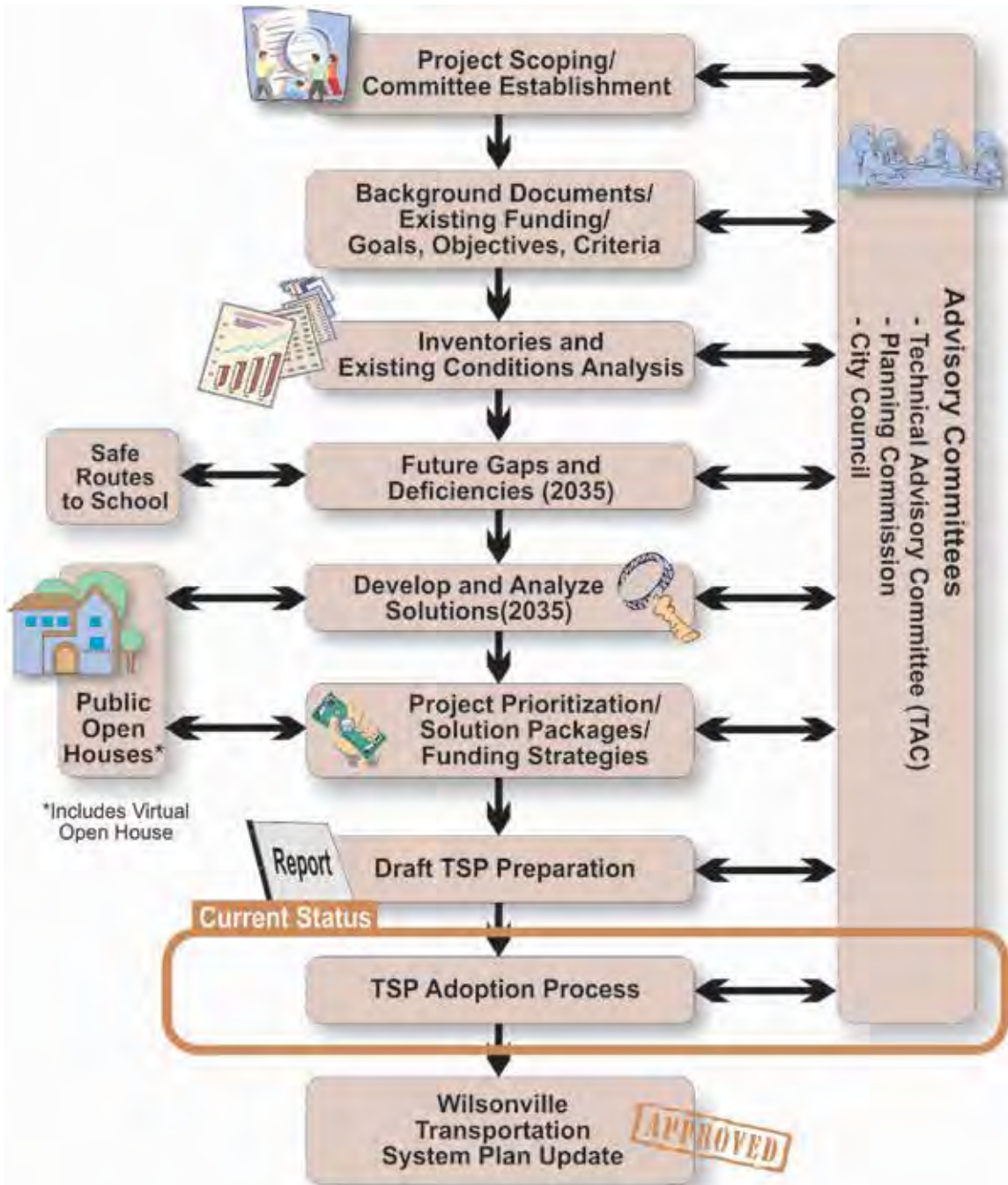
The following was amended by the Planning Commission at their May 8, 2013 Public Hearing:

Policy 3.2.2 To provide for a mix of planned transportation facilities and services that are sufficient to ensure ~~economic~~, economical, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.

Implementation Measure 3.3.1.a. Encourage a balance ~~between~~ among housing, employment, and commercial activities within the City so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.

Attachment I: TSP Process Flow Chart

Following a two-year process of technical analysis, modeling future growth for jobs and housing and extensive citizen engagement, the final draft of the Transportation System Plan (TSP) is ready for final adoption. Below is the process that has been followed to date.



Attachment J: Key Plan Concepts and Organization:

Key Plan Concepts:

- **Connectivity** – making connections all over town to fill in gaps in the existing system to give everyone multiple choices for travel and to take the pressure off main thoroughfares.
- **Safety** - eliminating substandard, non-existent or dangerous facilities.
- **Planning** ahead for and accommodating development.
- **Funding** improvements as development occurs – most improvements that are needed to serve development will be funded by the development but coordination between private development and the City’s CIP can result in important efficiencies.
- **Efficiency** – identifying small, smart improvements that extend the life of the facilities the City already has.

Plan Organization:

- **Chapter 1: The Context** provides the background of the City’s transportation planning efforts.
- **Chapter 2: The Vision** shares the City’s visions of its desired transportation system.
- **Chapter 3: The Standards** outlines the standards the City is implementing to ensure ongoing progress towards its vision.
- **Chapter 4: The Needs** identifies the existing and anticipated needs of the transportation system through the 2035 planning horizon.
- **Chapter 5: The Projects** explains the transportation improvement projects that will allow the City to meet its infrastructure needs.
- **Chapter 6: The Programs** describes the ongoing transportation programs that help the City manage its transportation system.
- **Chapter 7: The Performance** lists the performance measures to be considered in subsequent TSP updates to determine if its planning efforts are leading to the desired outcomes.

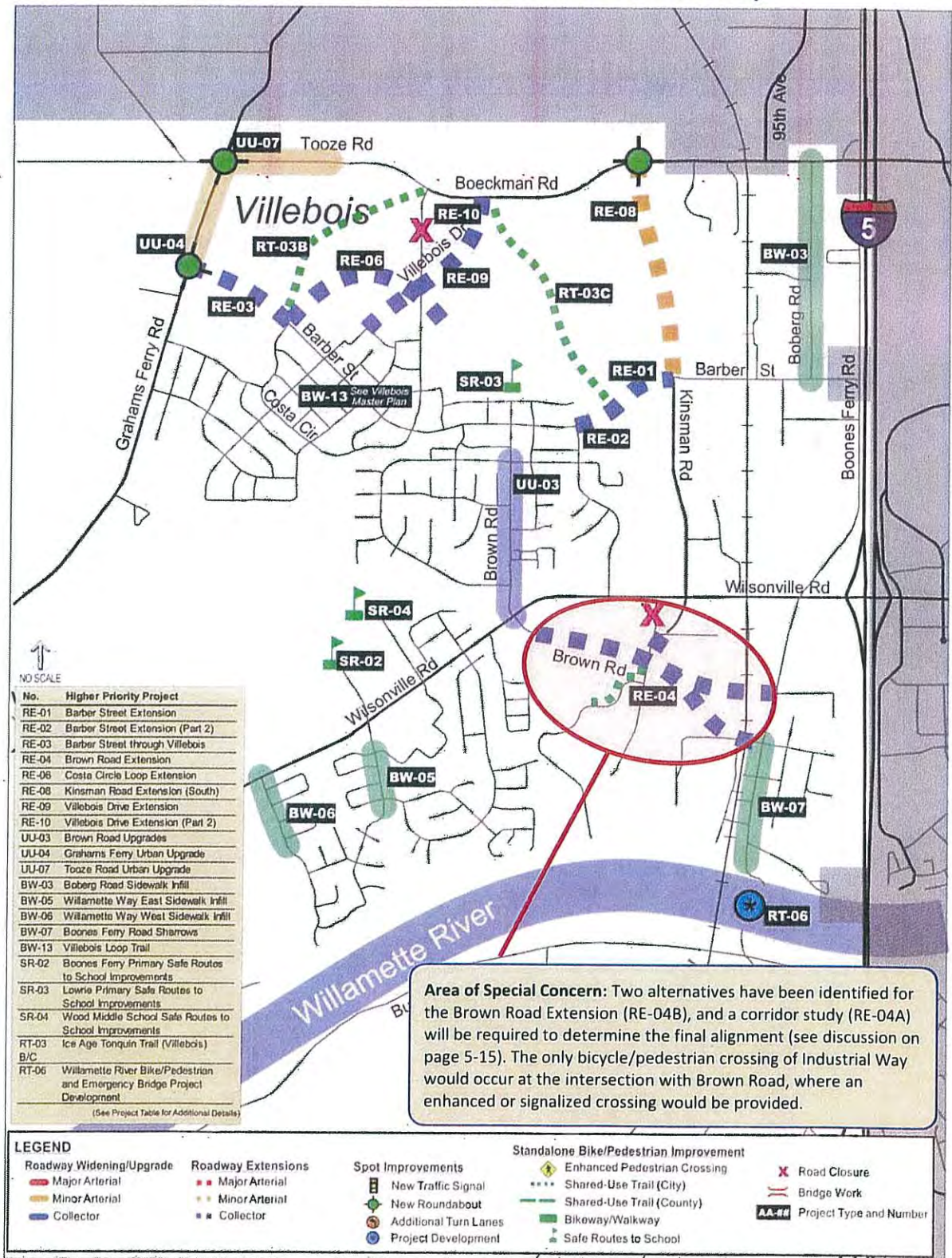
Attachment K

June 3, 2013

Transportation System Plan (TSP) Errata Sheet:

1. Correct the typo at the top of page 2-3 in the call out box, changing “polices” to “policies”.
2. Correct the typo at the top of the right hand column on page 2-12 by adding a space to the bold text that begins “Implementation Measure for (add space) I-5/Elligsen Road Interchange...”
3. At the request of the owner of Wilsonville Concrete, delete the sentence in the call out box on page 5-11 that states “This project will also include a connection to the Ice Age Tonquin Trail, however”. This will avoid confusion from the public who may interpret that there is a usable path at this location. No other changes to the project or project description are proposed. The revised map is on the back of the page.

FIGURE 5-5. HIGHER PRIORITY PROJECTS (SOUTHWEST QUADRANT)



**CITY COUNCIL PUBLIC HEARING
STAFF REPORT**

<p>Meeting Date: June 3, 2013</p>	<p>Subject: Ordinance No. 718 Enactment of an Ordinance Adopting the 2013 Transportation System Plan (TSP) and associated Comprehensive Plan text amendments</p> <p>Staff Member: Chris Neamtzu, Planning Director Department: Community Development</p>
<p>Action Required</p> <p><input checked="" type="checkbox"/> Motion</p> <p><input checked="" type="checkbox"/> Public Hearing Date: 6.3.13</p> <p><input checked="" type="checkbox"/> Ordinance 1st Reading Date: 6.3.13</p> <p><input checked="" type="checkbox"/> Ordinance 2nd Reading Date: 6.17.13</p> <p><input type="checkbox"/> Resolution</p> <p><input type="checkbox"/> Information or Direction</p> <p><input type="checkbox"/> Information Only</p> <p><input type="checkbox"/> Council Direction</p> <p><input type="checkbox"/> Consent Agenda</p>	<p>Advisory Board/Commission Recommendation</p> <p><input checked="" type="checkbox"/> Approval: The Planning Commission forwarded a unanimous recommendation of approval.</p> <p><input type="checkbox"/> Denial</p> <p><input type="checkbox"/> None Forwarded</p> <p><input type="checkbox"/> Not Applicable</p> <hr/> <p>Comments: Adoption of the TSP is a City Council goal (FY 2011-12).</p>
<p>Staff Recommendation: Adopt the 2013 Transportation System Plan and associated Comprehensive Plan text amendments.</p>	
<p>Recommended Language for Motion: I move to adopt Ordinance No. 718 adopting the 2013 Transportation System Plan and associated Comprehensive Plan text amendments on first reading.</p>	
<p>PROJECT / ISSUE RELATES TO:</p>	
<p><input checked="" type="checkbox"/> Council Goals/Priorities Ensure efficient, cost effective and sustainable development and infrastructure.</p>	<p><input checked="" type="checkbox"/> Adopted Master Plan(s) 2003 Transportation Systems Plan, 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan</p>
<p><input type="checkbox"/> Not Applicable</p>	

ISSUE BEFORE THE CITY COUNCIL:

The issue before the City Council is the adoption of the 2013 TSP as a sub-element of the City's Comprehensive Plan and the corresponding amendments to the Comprehensive Plan Public Facilities and Services Chapter, Transportation section. The strikethrough and underlined version of the Comprehensive Plan text amendments can be found in Attachment A, Exhibit 3.

EXECUTIVE SUMMARY:

The TSP is the City's long-term policy and planning document for transportation improvements (vehicular, bicycle, pedestrian, transit and freight) and includes a list (TSP Chapter 5) of higher priority projects that will be implemented over a 20-year timeframe through the City's Capital Improvement Program (CIP), development review process, and occasionally by other agencies. The TSP identifies the City's transportation system goals, objectives and projects needed to provide efficient transportation choices for all users, design standards for a system that operates reliably and safely, and is complementary to surrounding land uses.

In addition, having a TSP in place is essential for the City to compete for federal, state and regional funding for transportation projects. The TSP, once adopted, will replace the 2003 TSP in its entirety, but updates and builds upon the 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan since those documents were adopted more recently. Where these documents may be in conflict, the new TSP takes precedence.

Wilsonville, like other cities in the region, needs to update its TSP to keep current with changes in state and regional transportation policy as well as to address rapidly changing local conditions which include additions to the Urban Growth Boundary (UGB) in 2002 (Frog Pond, Coffee Creek) and 2004 (Basalt Creek), the build-out of Villebois, establishment of urban reserves, future school sites at Advance Road and re-development and in-fill inside the existing UGB. The draft Plan is designed to meet those requirements (please refer to Attachment A, Exhibit 1).

The draft Plan incorporates substantial input received to date from City Council, Planning Commission, and the public. The information and recommendations contained in the draft TSP document have been reviewed by the City Council, Planning Commission and public. After conducting the public hearing on May 8, 2013 the Planning Commission unanimously approved Resolution No. LP13-0003.

Comprehensive Plan Amendments:

Some of the narrative in the Transportation section of the Comprehensive Plan is proposed to be edited to reflect current conditions and update references. The Goals, Policies, and Implementation Measures have been edited to be consistent with the policies outlined in Chapter 2 of the TSP. The transportation policies will be implemented through development review, capital projects, SMART and Public Works operations. Concurrently, amendments to the Development Code (separate case file #LP13-0004) are being proposed which are necessary to affect City decisions on private development applications.

It is important to note that many of the proposed policies and projects come from the existing adopted plans – the Comprehensive Plan, the 2003 TSP, 2006 Bicycle and Pedestrian Master Plan and the 2008 Transit Master Plan. This update builds upon the vast body of community work that has gone into the City’s transportation system planning. Two objectives of this project have been to 1) create a TSP that builds on the many years of community participation and thoughtful planning represented by these plans, while 2) creating a unified plan that represents the over-arching plan that integrates the individual modal plans, projects and policies in one place.

The intent is for the City Council to review/adopt both the TSP and the Comprehensive Plan amendments contemporaneously with the Development Code amendments to follow in a separate public hearing. Staff has prepared the draft amendments to the Comprehensive Plan, shown in Attachment A, to be adopted through the same Ordinance as the TSP document.

Issues:

1. **Brown Road Extension:** It is recommended that a decision related to the two conceptual alignment alternatives of the Brown Road extension project be deferred to a later point in time due to a number of outstanding issues. Additional text was added to the PC Draft TSP page 5-15 to address topics that should be considered as part of that future decision making. There is information in the public record of this project that can assist to inform the future decision.

After hearing testimony regarding preferences and rationale for both connection points, the Planning Commission deliberated and recommended delaying the choice of alignment to a later date when greater information will be known to support the selection criteria. However, in the interim, the Commission recommended a minor adjustment to the proposed higher priority project list by adding a ‘Brown Road corridor study’ as a new project (Road Extension - RE-04A) and allocating \$20K to it.

2. **Basalt Creek Transportation Refinement Plan:** At the time of preparation of this staff report, the IGA accepting the Basalt Creek Transportation Refinement Plan work has yet to be finalized. The cities of Tualatin and Wilsonville will jointly concept plan the Basalt Creek area over the next two years (FY 2013-2015), at which time amendments to the TSP may be warranted to incorporate the transportation projects that emerge from the concept planning process. Determination of jurisdictional boundaries is critical to informing this step.
3. **Ice Age Tonquin Trail:** The alignment of the Ice Age Tonquin Trail (IATT, much of which has been constructed in and near Wilsonville) is depicted inside the City limits and UGB. The conceptual alignment of the IATT inside the City has existed since adoption of the 2006 Bicycle and Pedestrian Master Plan. With this TSP, minor revisions to the alignment south of Wilsonville Road in the vicinity of Industrial Way have been made to accommodate property owners’ requests. The changes include the path staying west of Industrial Way to the future intersection of Brown Road and Kinsman Road, affording cyclists and pedestrians a safe signalized crossing to the east.

4. **Wilsonville Concrete:** Prior to the Planning Commission public hearing, at the request of the owners of Wilsonville Concrete, City staff and consultants met to discuss a number of concerns. Following a constructive dialogue, the following changes to the draft Plan were agreed upon and incorporated into the PC draft:

- The freight route map was modified to include Kinsman Road south and Industrial Way.
- With the freight route map classification, the text was modified to cover the need to design the Kinsman Road extension to accommodate freight.
- Text was added to the Brown Road extension project section that states the bicycle and pedestrian path on Arrowhead Creek Lane will connect to the Brown Road extension along the west side of Industrial Way and that there will be no crossing of Industrial Way in the vicinity of Arrowhead Creek Lane due to safety concerns and large truck traffic. The parties have a settlement agreement (dated December 6, 2000) that affects the timing of any crossing of Industrial Way.
- Further clarity is provided to the Programs chapter regarding what is typically conducted by the City as part of the CIP process (traffic analysis, property owner coordination, environmental evaluation, etc.).

EXPECTED RESULTS:

The project team has updated the draft TSP based on direction provided by the Planning Commission as part of the public hearing process in preparation for additional public hearings. Adoption of the TSP will result in compliance with the Statewide Planning Goal 12, the revised Transportation Planning Rule and Metro's Regional Transportation Functional Plan providing a sound, integrated planning document that will guide the next 20-years of transportation projects and policies.

TIMELINE:

The Planning Commission concluded public hearings on the TSP and Comprehensive Plan text amendments at their May 8th regular meeting. The City Council is scheduled to conduct a public hearing at their regular meeting of June 3rd, 2013 with a second reading of the Ordinance scheduled for June 17th, 2013. The TSP would become effective 30 days following second reading and adoption of the Ordinance.

CURRENT YEAR BUDGET IMPACTS:

The TSP update is a Transportation and Growth Management (TGM) grant-funded project, administered through ODOT. Community Development, Planning and Engineering staff are collaborating with DKS Associates to perform the technical evaluation and Plan preparation. The project is on budget and schedule.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Cathy Rodocker Date: May 22, 2013

Budget impact is correct as noted above.

LEGAL REVIEW / COMMENT:

Reviewed by: MEK Date: 5/23/13

The ordinance is approved as to form.

COMMUNITY INVOLVEMENT PROCESS:

There has been a substantial public engagement process as part of creation, review and adoption of the TSP. Over the course of two years there have been numerous opportunities for input and community dialog. The Planning Commission has spent considerable time and energy shaping the Plan and the Comprehensive Plan text amendments. For a full description of public engagement opportunities and for a list of news articles and other information sharing, please see Attachment C.

To date, Staff has been working to address any un-resolved issues on the TSP leading into the final public hearings. Staff has received many inquiries as a result of the city-wide property owner notification and has met with numerous parties desiring additional information or expressing concerns. Since the public hearing with the Planning Commission, Staff has received one email regarding transit service in Charbonneau (Attachment F), has had correspondence with the owner of Wilsonville Concrete and has spoken to numerous citizens requesting information.

Also, the Commission received testimony from one individual regarding the Canyon Creek Road extension to Town Center Loop East and safety issues for seniors who live and walk in the area. Following the hearing, Staff contacted the person who testified and will schedule a meeting to discuss road design and safety when the plans are further along. At the public hearing, the Commission made a number of very small edits to the Comprehensive Plan text amendments and to the TSP document that can be reviewed in Attachment D.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The TSP update is an important project that sets the framework for the next 20 years of transportation improvements in all modes. These projects are intended to support community livability and economic development by providing a wide variety of transportation choices that connect the community both internally as well as externally.

ALTERNATIVES:

The City Council can direct Staff to modify the policies, projects, or programs recommended in the draft TSP.

CITY MANAGER COMMENT:

ATTACHMENTS:

- A: Draft Ordinance to adopt the TSP and Comprehensive Plan text amendments
Exhibit 1. Conclusionary findings dated June 3, 2013

Exhibit 2. Transportation System Plan City Council Draft dated June, 2013 (included under separate cover and on CD)

Exhibit 3. Comprehensive Plan text amendments, underline, strikethrough and clean versions

- B: TSP Appendix (on CD and kept in the City Recorder's office)
- C: Planning Commission Record (on CD and kept in the City Recorder's office)
- D: Planning Commission Public Hearing Actions, Notice of Decision of May 8, 2013
- E: Letter from Dave Bernert, Wilsonville Concrete to Chris Neamtzu, Planning Director post marked April 1, 2013
- F: Email from Mr. Jeff Purr dated May 9, 2013
- G: Letter from Stephan Lashbrook, SMART Director to Mr. Jeff Purr dated May 17, 2013
- H: Comprehensive Plan Text Amendments Commentary
- I: TSP Process Flow Chart
- J: Key Plan Concepts and Organization