



**PLANNING COMMISSION
THURSDAY, DECEMBER 22, 2016**

6:00 PM

AGENDA

I. 6:00 PM CALL TO ORDER - ROLL CALL

Jerry Greenfield, Chair Eric Postma, Vice Chair Peter Hurley
Al Levit Kamran Mesbah Phyllis Millan
Simon Springall City Council Liaison Charlotte Lehan

PLEDGE OF ALLEGIANCE

CITIZEN'S INPUT

This is the time that citizens have the opportunity to address the Planning Commission regarding any item that is not already scheduled for a formal Public Hearing tonight. Therefore, if any member of the audience would like to speak about any Work Session item or any other matter of concern, please raise your hand so that we may hear from you now.

CITY COUNCIL LIAISON REPORT

CONSIDERATION OF THE MINUTES

I.A. Consideration Of The Minutes

Documents:

[I.A. Consideration Of Minutes.pdf](#)

II. 6:10 PM WORK SESSION

II.A. Town Center Plan Public Involvement

Documents:

[II.A. Town Center Plan Public Involvement.pdf](#)

TC PowerPoint Presentation

Documents:

[TC PCWS 12.14.2016 V2.Pdf](#)

II.B. Frog Pond Master Plan

Documents:

[II.B. Frog Pond Master Plan.pdf](#)

II.C. Transit Master Plan

Documents:

[II.C. Transit Master Plan.pdf](#)

III. 8:45 PM OTHER BUSINESS

III.A. 2017 PC Work Program

Documents:

[III.A. 2017 PC Work Program.pdf](#)

IV. 8:50 PM ADJOURNMENT

Time frames for agenda items are not time certain.

Public Testimony

The Commission places great value on testimony from the public. People who want to testify are encouraged to:

- *Provide written summaries of their testimony*
- *Recognize that substance, not length, determines the value of testimony*
- *Endorse rather than repeat testimony of others*

Thank you for taking the time to present your views.

For further information on Agenda items, call Tami Bergeron, Planning Administrative Assistant, at (503) 570-1571 or e-mail her at bergeron@ci.wilsonville.or.us.

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting.

The City will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:

- *Qualified sign language interpreters for persons with speech or hearing impairments
- *Qualified bilingual interpreters.

To obtain services, please call the Planning Administrative Assistant at (503) 682-4960



PLANNING COMMISSION
THURSDAY, DECEMBER 22, 2016
(RESCHEDULED FROM DECEMBER 14, 2016 DUE TO INCLEMENT WEATHER)

CONSIDERATION OF THE MINUTES

- A. Consideration of the November 9, 2016 Planning Commission minutes.

**PLANNING COMMISSION
WEDNESDAY, NOVEMBER 9, 2016
6:00 P.M.**

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

*Draft Minutes for
approval at
Dec. 22, 2016
PC Meeting*

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Greenfield called the meeting to order at 6:00 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Peter Hurley, Phyllis Millan, Kamran Mesbah, Simon Springall, and City Councilor Charlotte Lehan. Al Levit arrived shortly after Roll Call.

City Staff: Bryan Cosgrove, Nancy Kraushaar, Chris Neamtzu, Miranda Bateschell, Amanda Guile-Hinman, Steve Adams, and Kim Rybold.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

II. CITIZEN'S INPUT - This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

III. CITY COUNCIL LIAISON REPORT

Commissioner Levit arrived during Councilor Lehan's report.

Councilor Lehan reported City Council had a light agenda at its last meeting, reviewing the actions and discussion items as follows:

- City Council received a report from Metro Councilor Craig Dirksen, conducted a work session on the development of a parking permit program to address nonresident parking, and viewed the Boones Ferry to Brown Road Connector presentation before the Commission tonight.
- City Council passed the time, place, and manner restrictions for retail marijuana sales voters lifted the ban. However, since the ban was still in place, it was a moot issue. She noted the bond measure for the Aquatic Center had failed.
- Council received input from a citizen about tree cutting at the Park at Merryfield and asked Council to consider strengthening the City's Tree Ordinance as a neighbor had cut more trees than the number allowed by the Code. Council needed to discuss the consequences for cutting down trees without a permit or in excess of the number allowed, as well as how to address the removal and/or replacement of trees plantings required as a condition of approval for development. Another topic for future discussion regarded follow up and enforcement of conditions of approval, such as parking requirements, dumpster placements, etc. These issues would be addressed in a future work session.

Chris Neamtzu, Planning Director, introduced new Associate Planner Kim Rybold, who previously worked in Fairfax County, VA and graduated from Ohio State University.

Kim Rybold, Associate Planner, briefly described her professional background, adding she was excited to be working in Wilsonville and looked forward to contributing her experience.

IV. CONSIDERATION OF THE MINUTES

A. Consideration of the October 12, 2016 Planning Commission minutes

The October 12, 2016 Planning Commission minutes were accepted as presented.

V. WORK SESSION

A. Boones Ferry to Brown Road Connector (Adams/Kraushaar)

The following handouts were distributed to the Planning Commission:

- Multi-page packet including Attachments R, S, and T
- One-page handout titled, "Project Alternatives Map—Comments"

Chris Neamtzu, Planning Director, introduced the Project Team as Allen Hendy of Otak, Katie Mangle of Alta Planning & Design, Scott Mansur of DKS Associates, and Steve Adams, Community Development Engineering Manager. He recalled that this project stemmed from earlier work on the Transportation Systems Plan (TSP) when different connections in the community were evaluated. The TSP included several special pages addressing the alignment options in the Old Town area. A lot of testimony had been received from property owners in the area over the years and the Project Team had worked through a number of important issues. The Team used previous work on the TSP and other planning efforts, conducted a couple open houses, and did a tremendous amount of design work. The packet included a compilation of the analysis done to date. The Planning Commission's feedback about the Connector Plan would be provided to City Council as part of the record completed to this point. The Project Team would be presenting the corridor plan to Council, who would choose the alignment for the Brown Rd to Boones Ferry Road Connector Corridor Project.

Steve Adams stated he was the designated Project Manager for the Boones Ferry to Brown Road Connector Corridor Plan and would also carry the project forward through design and construction. After consideration of the TSP for a number of years, the City looked forward to identifying an alignment and building the project. The Project Team had met with the major stakeholders in the vicinity, including all the major land owners adjacent to the two proposed routes, Old Town Neighborhood Association members, business managers and owners, the managers and owners of both apartment complexes, located on Bailey St and Brown Rd. A public workshop was held in September 2016 with about 25 people in attendance and an open house was held in October 2016, both were attended by Planning Commissioners. Results of an online survey were summarized in the packet. A summary of this work was presented to City Council in September and again on November 7th.

- He clarified that Tim Knapp was in the report as a business owner and not as mayor or in any relation to his role as mayor. The list of Stakeholders Interviewed on Page 44 of 121 should identify Tim Knapp as "Small Business Owner, Old Town Village". Some citizens had expressed concern about Mr. Knapp's role, and he assured that all communications with Mr. Knapp related to this project were through his business email account and his personal phone.
- He noted three additional attachments to the packet were distributed to the Commission, as well as a one-page handout "Project Alternatives Map—Comments" that was provided for easier reading.

The Project Team presented the Boones Ferry Road to Brown Road Connector Corridor Plan via PowerPoint, which included a review of the project background and two proposed alternatives, the traffic numbers, project summary, evaluation criteria and cost summary used to recommend a preferred alternative, as well as next steps.

Comments and feedback from the Planning Commission and responses to Commissioner questions were as follows:

- Access to the water treatment plant on Arrowhead Creek Ln would remain the same with a new connection point added to the chosen alternative. Everything west of the Kinsman Road Extension was part of Phase 2 and was not being funded at this time, so during the design phase, the team would need to reconnect Arrowhead Creek Ln to the Kinsman Road Extension.

- Mr. Adams believed Arrowhead Creek Ln would become the west leg of one of the two intersections. In the future, when the extension reached Brown Rd, it would be connected to the extended road at another location.
- The current plan was to extend the stub-out on Wilsonville Rd for Montebello Dr into the residential area to provide access for the neighborhood when it developed. Montebello Dr would likely connect through to the east-west connector, but as a local access only.
 - The other stub-out west of Montebello Dr did not meet spacing standards on Wilsonville Rd and was not needed. The intention was to eliminate the stub-out.
- The future Ice Age Tonquin Trail ended just past the bridge over Arrowhead Creek, partly due to the agreement regarding the permitting of the treatment plant development which indicated the City had agreed not to connect the trail through to Industrial Way or other points east-west until it could be done at a signalized or controlled intersection. During the TSP process a few years ago, the official alignment for the Ice Age Tonquin Trail was adjusted, eliminating the trail portion along the Willamette River to focus the trail on the east-west connector and to separate bike and pedestrian traffic from industrial uses of that property.
 - The recently completed Jobsey Ln Trail was a local trail, not a regional trail like the Ice Age Tonquin Trail.
- One benefit of the Bailey St connection would be the predominate east-west traffic not only due to drivers avoiding traffic backed up on Boones Ferry Rd, but also with traffic accessing the Fred Meyer shopping center and Subaru dealership. With the Bailey St connection, the east-west traffic across Boones Ferry Rd would be more than just local access as indicated on Slide 5. No "local access only" signage was proposed due to traffic likely accessing the shopping center and dealership.
- For the 5th St alternative, a variety of design elements could be used to discourage nonlocal traffic through the neighborhood, as well as "No Outlet" rather than "Dead End" signs, since traffic could still turn onto Magnolia Ave to exit the neighborhood. No repeat traffic by those not purposefully headed into the residential area was unlikely to occur since no I-5 onramp access existed.
- Two homes were being built on the east side of Boones Ferry Rd north of 5th St. The Old Town Plan envisioned the east side of Boones Ferry Rd as being commercial; however, the Comprehensive Plan and zoning indicated it being predominantly residential at this point, so rezoning and a Comprehensive Plan change would be required to carry out the Old Town Neighborhood Plan. This action had not been taken by any of the property owners.
- The Traffic Study estimated that 1,800 trips per day would be diverted to the east-west connector roadway in 2020, the year the connector would open. About half of the 1,800 trips would be new traffic diverted from Wilsonville Rd, including traffic from Villebois using Kinsman Rd or Brown Rd. The remaining trips would be traffic that already existed within the neighborhood on that leg of 5th St from the commercial development
 - In 2019, Kinsman Rd would be completed up to Boeckman Rd which might draw traffic from Boeckman Rd to the proposed connector as well.
- Slide 10 of the PowerPoint highlighted how each alternative met the evaluation, but was missing the column for the 5th St alignment. Attachment O on Page 115 of the packet included the missing information.
- Concern was expressed about trains blocking either 5th St or Bailey St and backing up traffic on Boones Ferry Rd and Wilsonville Rd. The short distance between Bailey St and Wilsonville Rd was another complicating factor and a Bailey St connection would only exacerbate the problem.
 - Both intersections being considered for the connector road were heavily evaluated. The existing signal at the Fred Meyer parking lot was less than 400 ft from Bailey St, while the distance to 5th St was about 1,100 ft. Currently, a stop sign on the east and west legs was proposed at the Bailey St intersection rather than a traffic signal or mini-roundabout because the distance from the existing signal at Fred Meyer was too short. The long term analysis showed the stop signs worked very well. The existing signal creates nice gaps, allowing traffic to go east and west.
 - Of the 1,800 daily trips, only about 10 percent would be PM Peak Hour traffic, so significant traffic queues were not anticipated when trains blocked the roadways, which was allowed for about 20

minutes. Some significant queuing could occur if trains were switching or being used at OrePac, but that would also occur on Wilsonville Rd.

- Having the connector road at 5th St instead of Bailey St would provide more spacing to move the bottleneck and traffic congestion away from Wilsonville Rd and the signal at Fred Meyer.
- The 1,100 ft spacing to 5th St would allow the option of installing a traffic signal in the future, whereas no future signal could be installed at Bailey St.
- Mr. Adams reported that OrePac received train shipments two to four times each month, depending on the time of year, and could be more frequent as the company planned to expand. Blockage of the road during those train shipments was generally between 10 and 20 minutes and there was no way to control what time of day the train would come through.
- Depending upon the length of the train, a stalled train could block either connector road alternative, but the 5th St option provided an additional 800 ft to potentially avoid blocking the 5th St railroad crossing.
- Mr. Adams noted Mr. Neamtzu had located an email from ODOT regarding the 2013 TSP which specified an ODOT policy of no new at-grade railroad crossings as bridges or underpass were wanted. Neither of the connector road options allowed for a bridge or underpass, but since a crossing already existed at 5th St, it would be easier to apply for an improved crossing at 5th St than to get ODOT approval for a new at-grade crossing at Bailey St, which was not guaranteed and if a new public crossing at Bailey was allowed then ODOT would close the 5th St railroad crossing.
- The right-of-way column in the Cost Summary (Slide 12) was a summary of the acquisition costs and the estimates for Phases 1 and 2 of the Bailey St alternative included a small amount of compensation to OrePac; however no operational damages were included.
 - Based on meetings with OrePac executives, these additional compensation costs, which center on rebuilding both the OrePac parking lot and the rail line, were expected to be a minimum of \$400,000 and up to \$1 million, depending on how OrePac's operations would be altered.
 - The Bailey St option would require rebuilding the spur going into OrePac which would prevent trucks from delivering OrePac's rail product. One railroad car equaled 4.5 truckloads and most products came from the east coast. OrePac did a lot of business which would have to be farmed out to other areas and additional trucking costs would be associated with getting items to OrePac and out to their distribution network.
 - The 5th St option involved no economic damages as it would not impact OrePac's operational footprint.
- Mr. Adams noted that in September, OrePac purchased a 17-acre parcel formerly owned by the Young and Bernert families, located west of Coffee Creek, east of Industrial Way, and extending south to the treed property and east to the railroad on the south side of OrePac's existing property. OrePac intended to expand its operations to the approximately 3-acre farm parcel south of OrePac, so a Bailey St connection would make that expansion difficult. A 5th St connection would leave a larger footprint available for an industrial use, whereas a Bailey St connection would result in two smaller parcels.
- The land south of the Bailey St connection was planned for industrial use and the land west of Industrial Way up to Wilsonville Rd was intended for residential (Slide 4).
 - The Comprehensive Map designation for the area south of Arrowhead Creek to the Willamette River was zoned for industrial use. The area north of Arrowhead Creek to Wilsonville Rd was zoned residential.
 - Over the years, there had been many ideas about changing the zoning along the river, but nothing concrete or substantive had been proposed.
- No OrePac buildings would need to be torn down for the Bailey St connection, but about 300-ft of the railroad track would need to be rebuilt, regraded, and raised. All of OrePac's storage and truck-turning movements in that area would need to be reorganized or moved.
 - The northerly Shurgard Storage building on the Bailey St would create a sight distance concerns for the railroad and may need to be moved with the Bailey St option.

- Attachment N addressed cultural resources and mentioned a preference for the Bailey St alternative; however, no readily-apparent cultural resources were noted with either option, though some could be found. There was a high probability of finding culturally-sensitive artifacts near Arrowhead Creek during the construction phase. Cultural resources were a consideration for the project as a whole given the project's proximity to Arrowhead Creek and the Willamette River.
- Kinsman Rd would function as the main freight access with freight traffic traveling from Arrowhead Creek Ln at the water treatment plant and eventually up to Boeckman Rd. The intent was to limit east-west freight traffic. The City did not want big trucks on Boones Ferry Rd, which was busy enough and handled residential and commercial traffic. If needed, the connector road could be signed with "No Through Trucks" or "Local Access Only".
- ODOT had no plans for any improvements to Interstate 5 (I-5) or the Boone Bridge, which was the principal bottleneck of the system. Because the southbound I-5 entrance ramp was approaching capacity, backups were occurring as traffic diverted onto city streets when traffic congestion and incidents occurred on I-5 and I-205. The City was considering widening the southbound I-5 ramp to store additional vehicles; making improvements to Wilsonville Rd to add capacity and store additional vehicles; restriping the north leg of Boones Ferry Rd to add additional storage for southbound to eastbound left turn vehicles; and removing the bump-out at the Fred Meyer signal to increase queuing and capacity. Further design was needed to consider how to best relocate the bike lane if the bump-out was removed.
- In both connector alternatives, Kinsman Rd would be the main collector arterial running north-south through the area. Montebello Dr would eventually connect to the new connector road once the hazelnut orchard was developed. With either connection option, Montebello Dr would come through as a local street only to serve the new residential neighborhood.
- The traffic study numbers expected to come into Old Town through the new connector road as well as the current and future traffic volumes expected on Wilsonville Rd from the west coming into town seemed much lower than personal experience would suggest.
 - Current traffic volumes were actually slightly lower than those estimated in the traffic study done for Fred Meyer by approximately 5 to 10 percent. Standard trip-generation estimates used in traffic studies were typically pretty conservative.
 - Follow up counts had been done for Argyle Square, now at full build out, and traffic volumes were also 5 to 10 percent lower than estimated in the original traffic study.
 - Mr. Adams added that in 2009, the traffic counts in the Fred Meyer traffic study for on the leg of Wilsonville Rd between Boones Ferry Rd and Kinsman Rd were about the same as the counts performed in December 2015 and Spring of 2016. He believed the Barber Street Extension, which opened in September 2015, and the recent reconstruction of Boeckman Rd were taking much of the additional east-west traffic that would have otherwise used Wilsonville Rd.
- The Boones Ferry/Wilsonville Rd intersection was currently at level of service (LOS) D, which was standard for that type of intersection. According to the TSP, the intersection would continue to meet the City's LOS D standard through 2035; however, that assumed all the projects the City would build within the financially-constrained model. Some of those projects included this east-west connector, which would remove traffic volume from the Boones Ferry/Wilsonville Rd intersection.
 - Another network improvement project in the TSP was improving the Boeckman Rd overpass to five lanes in the future, which would also carry more east-west traffic and take volume from that intersection. Continuing to build these network connectivity projects and other east-west capacity in the city would allow the Boones Ferry/Wilsonville Rd intersection to continue to meet the LOS D standard.
 - The intersection would still meet LOS D with the Subaru dealership recently approved by the DRB and now being constructed. The new connector road was not being built to serve just Subaru or anything else.
- While there were 3,900 to 4,000 trips during the day, nothing explained how the connector would alleviate traffic during PM Peak Hour. The time difference saved through the intersection or along Wilsonville Rd was likely to be very negligible.
 - The statement "Eastbound travel time would be improved by 13 seconds versus westbound travel time by 7 seconds" regarded the PM Peak for east-west traffic on Wilsonville Rd.

- With 4,000 trips throughout the course of the day, about 10 percent was expected to be PM Peak traffic though it could be a bit more. The connector would be more attractive when congestion was heavy on Wilsonville Rd. The engineer's typical rule-of-thumb was that the Peak Hour was about 10 percent of the average daily traffic, so with 4,000 trips, about 400 vehicles would be removed from that intersection.
- Although the Boones Ferry/Wilsonville Rd intersection was a bit of an anomaly, the 10 percent was pretty solid because it was modeled. The Metro and City of Wilsonville travel model that was used was based on a PM Peak Hour, and that PM Peak Hour projection was used to forecast the Average Daily Bi-Directional Traffic Volumes (ADTs).
- Comparing the no-build option to the two connector alternatives, which would have similar traffic flow during peak hours, the no-build showed 180 trips turning from Brown Rd onto Wilsonville Rd heading eastbound. However, the two connector options showed 230 or 235 at that same turn. It actually looked like more traffic was being diverted onto Wilsonville Rd rather than alleviating traffic on Wilsonville Rd at that intersection, for instance.
 - Mr. Mansur stated Figure 3 of the East-West Connector Existing and Future Conditions Analysis (Attachment J, Page 77 of 121 of the packet) showed the 2035 no-build option. He noted the traffic volumes at Boones Ferry Rd without the east-west connector and directed the Commission to the traffic counts in Figure 2 of the Connector Alternatives Analysis (Attachment K) on Page 81, showing the connector would really help the east-west traffic.
 - Northbound movements from Boones Ferry Rd in Figure 3 with the no-build were 195 left-turn, 155 through, and 450 right-turn trips. In Figure 2, the left and through trips decreased from 195 to 75 and from 155 to 75, respectively. The traffic coming south to Boones Ferry Rd or traffic that was on Wilsonville Rd had been removed from Wilsonville Rd and through that intersection, and was now using Kinsman Rd and Brown Rd in the future.
 - Additionally, the eastbound right turn on Boones Ferry Rd dropped from 100 to 65 trips. The left-turn traffic leaving Boones Ferry Rd had really high delays. The model showed a much bigger reduction in traffic leaving the site to head west because the right-turn traffic had less delay coming eastbound from Villebois or Wood Middle School, making it much easier so not as much traffic was diverting to the east-west connector.
 - The concern was there seemed to be no traffic alleviation, particularly on eastbound traffic on Wilsonville Rd at PM Peaks. There was some negligible alleviation on Boones Ferry Rd, but what about Brown Rd? Was there much of a diversion from people on that side of town actually using the connector to get to Boones Ferry Rd as an alternative to get over the freeway.
 - Mr. Mansur explained the gravity model allowed traffic to take the path of least resistance. The east-west connector might carry 4,000 vehicles per day, but by taking that traffic off, other traffic might use other facilities because it was a quicker path. It was not an apples-to-apples comparison; all 4,000 trips would not necessarily be from Wilsonville Rd. As the connector was added into the network in the model to carry the volume, other traffic could have filled in that system.
- It was disappointing that the connector would only have a negligible decrease on eastbound Wilsonville Rd traffic between Brown Rd and I-5 between 5:00 and 6:00 pm on weekdays, which was the City's biggest need. That fact raised questions about whether building the road would truly getting the City much alleviation for the money. Removing a more significant amount of traffic from Wilsonville Rd to the new facility would be more assuring.
- Much of the connector's benefit was to avoid critical events. Considering the tradeoffs and benefits, in those extreme conditions of I-5 where Wilsonville Rd was shut down, the connector would provide an alternative access for residents to use to move throughout the city.
- The connector would be an alternative eastbound or northbound access, but not a realistic alternative to go westbound or access I-5; it just put people in a different spot of gridlock.
- For both west and east Wilsonville, the Kinsman Road Extension to Boeckman Rd would provide a great way for traffic to get around the I-5 interchange when there was congestion.

- The frustration was that the eastbound traffic was not really being alleviated by the connector. When critical issues occur, the entire model blows up; none of this would matter when there was an accident on the other side of the Boone Bridge because nothing could be done about that. What the connector achieved during non PM Peaks in non-critical conditions was disappointing.
- While the connector would allow for better circulation within Wilsonville in critical conditions, the actual outcome expected was very disappointing. Adding trains to the mix and siphoning a bunch of traffic through a residential neighborhood on narrow roads would only divert gridlock through places where it did not exist. Nothing could be done about it; the hope was to see much more bang for the City's buck.
- The PM Peak Hour counts were done between 4:00 and 6:00 pm, but the modeling was done on the highest hour within that time period.
- The new middle school being built should cut down on a substantial amount of cross-town traffic in the am, but those numbers did not show up in any of the analyses because the counts were done in the pm. Some middle school PM Peak Hour trips were related to after-school and sports activities which would also be reduced in the model.
- 5th St was four blocks from Boones Ferry Park where Boones Ferry Rd dead ended, the existing bike-ped connection south of the sewer treatment plant, near the mobile home park property, already connected to Memorial Park and would be improved in phases over the next few years.
- Mr. Adams confirmed that with the Kinsman Road Extension, Industrial Way would not exist in the future. The north end of Industrial Way where it connected to Wilsonville Rd did not have adequate spacing for the arterial classification of Wilsonville Rd. The plan was to cut off the Industrial Way connection to Wilsonville Rd. The team considered keeping part of the asphalt as a bike-ped path connection from Wilsonville Rd and connecting it into the Ice Age Tonquin Trail somewhere.
 - With the lower half that goes toward the water treatment plant near Arrowhead Creek Ln, the goal is to eventually make a trail triangle, allowing people to go north to the Industrial Way connection or farther east and follow the trail out to Boones Ferry Rd.
 - A trail connection would probably be built with Phase 1 rather than waiting for the Kinsman Road Extension to be completed. The gap was only a couple hundred feet, so it made sense. The City would know the permanent location of the Ice Age Tonquin Trail, so the connection would be built and then modified when Phase 2 occurred.
 - The bike path, called Old Haul Road or Jobsey Lane that approaches Wilsonville Rd, would stay as another north-south bike path. It did not get used much, but it would likely remain and another bike-ped connection would be added. The bike path stopped at Wilsonville Rd next to the new, 12-unit apartment complex.
 - Mr. Neamtzu explained Council had not asked for anything specific from the Commission and was not looking for an endorsement or recommendation. All of tonight's dialogue would be typed up in extensive minutes, which would round out the public record and provide background for the Council's consideration. The dialogue would help Council with their decision-making and think of questions they might not have thought of otherwise. Allowing each Commissioner to make comments about their opinions was perfectly appropriate as part of the process.

Chair Greenfield stated he was impressed with the amount and depth of citizen input, particularly the email communications that had been received. He attended and was also impressed with the public open houses. Personally, he had been very torn on which alternative was better; there was nothing decisive either way. It seemed some very powerful business considerations were being balanced against some powerful community sentiments. Sometimes they aligned, sometimes they did not.

- Looking simply at the map and with a view to future possibilities for planning south of Wilsonville Rd, he would prefer the 5th St alignment, but he realized there were some inelegancies involved, particularly with traffic at the intersections. However, the opening the 5th St connector would give to recreational and residential, particularly development below this connector, seemed a very important future consideration apart from access to businesses and to the community in Old Town. The Commission and City Council needed to be sensitive to those future possibilities as much as to present circumstances and pressures.

- Driving around the subject area, it was clear that Bailey St was the obvious route if someone was concerned with the Fred Meyer development. The shopping center was an important commercial entity of Wilsonville. On the other hand, there would be considerable hardship to OrePac, another major commercial industrial citizen of Wilsonville. He did not know how to balance or weight those two interests.
- Taking a long view of Wilsonville's growth, development, and lifestyle, it seemed the area not being discussed was the area south of this connector toward the river, which was an important area that needed to be carefully considered and protected, and provided for with access to the rest of town. This was not simply an Old Town consideration; it was a Wilsonville consideration. He believed the southern connector was probably more amenable to that kind of consideration.

The following items were added to the record:

- Letter dated 11/9/16 from The Old Town Steering Committee
- Written statement from Michele Dempsey, a resident of Old Town.

Chair Greenfield called for public comment.

Amanda Hoffman, Old Town resident, said she did not necessarily want to give her opinion about the alternatives, but wanted the safety issues at Bailey St and Boones Ferry Rd addressed. Regardless of which alternative was chosen, turning left at Bailey St south onto Boones Ferry Rd was already very dangerous even without people trying to get from Fred Meyer to Villebois. She made that turn all the time and it was really scary. Even driving north on Boones Ferry Rd, she has had somebody turn left in front of her. It was very hard to see and the cars go fast. With either alternative, there would be additional traffic moving north on Boones Ferry Rd as well as additional traffic turning left on Bailey St. These turning movements needed to be addressed because it was definitely a safety issue.

- The stop sign on Boones Ferry Rd with Bailey Street Apartments on the right was back a ways and the apartment complex was to the left. It was really hard to see cars unless one pulled out pretty far. Then, cars were turning left onto Bailey St to go to the apartment complex or Fred Meyer, so drivers did not want to pull out too far. It was a very awkward spot and very unsafe.
- She lived south of 5th St and was concerned about how the 5th St alternative would impact the train, and if the train would blow its horn additionally or not.
- She asked if the bus would be impacted if additional improvements were made on the east side of 5th St, because the bus turned there. If the bump-out was built, would the bus be able to make the turn?

Commissioner Levit agreed with Ms. Hoffman's safety concerns at Bailey St and Boones Ferry Rd.

Monica Keenan, 9460 SW 4th St, stated she was representing Old Town and the Old Town Plan developed for the area. She wanted to address some possible confusion in the PowerPoint presentation on Slide 7 and reviewed a one-page letter from the Old Town Steering Committee dated November 9, 2016, which was provided for the record, with these additional comments:

- The Old Commercial/Residential Character was in the Old Town Plan to support the adaptive reuse of some of the historic structures on the east side of the street and address some old structures that had already converted to a semi-commercial use. It was not intended to dictate how those blocks were to be redeveloped.
 - Years ago in the development of the Old Town Plan, some people owned another home farther north, the first house just south of the apartments on Boones Ferry Rd. At that time, they believed they were going to do some adaptive reuse of that home. However, the home had been sold again as a residential home.
- The Main Street concept mentioned earlier was not the intent of the final assessment. The few Boones Ferry Rd blocks south to 5th St were called Neighborhood Commercial, which allowed for adaptive reuse.
- The neighborhood was concerned about the 5th St intersection due to the two historic structures on the east corners. It was a very narrow street with a lot of church traffic on Sundays and a lot of bus traffic. Those buildings would be severely impacted.

- It did not seem as if the requests or guidelines set forth in the Old Town Plan were really considered in the heavy evaluation of the 5th St connection. The Old Town residents asked that the Commission take the time necessary to evaluate this crossing. Everyone knew ODOT could be challenging and permits could be challenging, but as much as everyone would appreciate having this connector, they wanted to see if it could be moved to Bailey St, even if the cost might be a bit more at this time. The City should really evaluate it for the servicing of the retail district and to minimize the impact in the lower sections of the neighborhood, which was still to date and would always be an inclusive, dead-end neighborhood bordered by the river, railroad crossing, and I-5.
- In response to some comments and questions she heard, she added the following comments:
 - With the 5th St option, removing the existing parking spots currently allocated to businesses that were already developed would reduce their parking.
 - Narrowing 5th St would not only impact the two-way traffic, but the historic structures sat right on the road. There was no setback. The right-of-way went into their living rooms and the front of their businesses. This needed to be considered as these properties were just as important as other properties in town.
 - The connector would help when there was a critical event because the Old Town neighborhood was locked in. Residents could not get to their homes and could not get out. It was very difficult.
 - The goal of the neighborhood was to not have the buses go around the one block in the middle of the neighborhood anymore. The residents hoped that with whatever connection was established that SMART buses would be routed north around the commercial buildings and not in the middle of the neighborhood.

Commissioner Postma asked if the neighborhood, in general, wanted the east-west connector. As mentioned, he was disappointed in what it was not alleviating.

- Ms. Keenan replied she had just had this discussion with another neighbor from Old Town. One goal of the Old Town Plan was to have a secondary emergency route out.

Commissioner Springall asked if the illustrations on Slide 7 represented the vision of the Old Town Plan between 5th St and Bailey St, that there are sidewalks at least as far as 5th St going south.

- Ms. Keenan replied there was discussion that sidewalks would potentially be added on the east side of Boones Ferry Rd north of 5th St, but the request was always for the sidewalks to be more integrated into the road, or less curb/gutter and bump-outs and more representative of a historic type neighborhood. The residents had always been satisfied with no sidewalks on both sides. She believed that knowing this was a future plan, they knew there might be potential for adaptive reuse on that section north of 5th St, that some sidewalks lower in profile would be acceptable. Also many considerations in the Plan were that no designated bike lanes be south of 5th St; it was a shared road.
 - She added that with the development of Boones Ferry Park along the river, Old Town residents did expect some additional park traffic that would come from the south and north on Boones Ferry Rd. Traffic moved at a pretty feisty pace on that road coming out of the park, including the trucks leaving the waste water treatment plant.

Commissioner Hurley asked about traffic stacking northbound on Boones Ferry Rd. He did not envision a lot of stacking occurring at 5th St or Bailey St since the majority of traffic going northbound simply came from the neighborhood. Regardless of the connection option, people needing to get to other parts of Wilsonville could go up Kinsman Rd and so forth.

- Ms. Keenan agreed, noting her experience was that stacking tended to stay closer to the Bailey St end of Boones Ferry Rd because people tended to get queued out enough to go right, and many times, people take the Albertson's bypass to get out, and queueing occurred there, too. It was a rare event, and long-term event on I-5, if there was stacking down Boones Ferry Rd into that block north of 5th St.
 - She added that having clear signage was important when a long-term, critical event occurred, because people do whip through the neighborhood clamoring for an out anywhere. That would also be when

some additional stacking could occur, but with other egresses, the residents should be fine. People felt like trapped rats. Google Maps said people could get across the river, but that would not work.

- She noted semis were an issue and would still be an issue, even with the connector, as they came down Boones Ferry Rd trying to get around 4th St, Magnolia Ave, and getting out on 5th St. Regardless of signage, it still happened multiple times a week; The narrowing of 5th St was not of assistance either.

Michele Dempsey, 30999 SW Boones Ferry Rd, Wilsonville, OR, said she has lived in the Old Town area her entire life and had a strong preference for the Bailey St connector. She read her written statement, which was entered into the record.

Alan Kirk, OrePac Building Products, stated OrePac had an easement to use Industrial Way, a private road owned by Wilsonville Concrete, et al. OrePac's trucks came in and out of Industrial Way down to Ore Pac Ave, across OrePac's bridge on OrePac Avenue. He indicated the property owned by OrePac, adding the company had acquired all the land south of OrePac to 5th St as well as the property west to Industrial Way for OrePac's expansion needs.

Glenn Hart, OrePac Founder, stated he had been working in Wilsonville since 1972. His first City Council meeting was in a little house at a park when OrePac had decided to come from Portland to Wilsonville. Through that period, the business, which was privately-owned by his family, had grown. His sons were in the business, and just recently, one of his grandsons joined the business. It was he and his wife's plan and commitment as a family and local community business to perpetuate the business for the benefit of their family, the community, and their employees. There were 220 employees or families being supported by the operation today. Most long-time residents realized OrePac was kind of protected by the location of the business. Other than traffic, the business dealt with all the same issues everyone else did. He believed OrePac fit very well as a good citizen in the community.

- He asked what the future development would be of all the property south of the proposed 5th St extension. He believed most of it was zoned industrial, as was the new property OrePac bought. It seemed logical for access and future growth, which hopefully the City endorsed, that 5th St would be an obvious choice.
- Specifically, the Bailey St option would put OrePac's operation and future growth, which has been considerable, in jeopardy. It was pretty impractical to try to operate or expand a business across a street. OrePac handled all types of building materials and the two-year construction period would be quite disruptive to what they do. Its future was to sell things today and deliver them tomorrow and the company ran day and night crews in its operation.
- OrePac has made a significant commitment to the new property that could grow the business, realizing there would be other industrial businesses as neighbors before this was over. OrePac had also made quite a financial commitment. It would not serve OrePac to relocate the business. They appreciated all the consideration and planning that had gone into the process.
- As an observer, he believed that long-term, 5th St actually did make the best escape route, even for people in the Old Town area. The congestion that developed on Boones Ferry Rd was obviously considerable now and would grow.
- It was very important to OrePac to be able to expand its business and serve its customers statewide. It would be very exclusionary for OrePac if Bailey St was selected for the road, to say nothing of the complication with the company's rail access and service to the business.

Darin Coder, OrePac Chief Financial Officer, clarified the cost that was thrown out from \$400,000 to \$1 million was an estimated cost just for the disruption for that rail crossing at Bailey St, and what it would do OrePac because the rail spur came up to the southeast corner of the northern most along Ore Pac Ave. There was a scale there and all trucks would have to be taken off-site for probably a month just with building that additional crossing and reinforcing and bringing the rail spur up the required 20 inches. Those damage estimates did not take into account the disruption of Bailey St running along the south side of the property.

Mr. Kirk believed that last year, City Council purchased a trailer park to convert into a park, adding bike lanes and improving under the freeway so people could go from the west side of town very easily without getting on Wilsonville Rd and end at Memorial Park or farther east.

- He believed the traffic studies showed 1,800 trips in the current year. Phase 1 would take probably two years to build, and Phase 2, maybe five to seven years to build, but most of the traffic would use Kinsman Rd to go west, providing the escape route much asked for by the Old Town residents.

Commissioner Postma:

- Noted OrePac's letter indicated the need to purchase significantly more property for the Bailey St alternative and asked if that was due to the access road through to Nutting Rd, or did something else require more land acquisition.
 - Mr. Kirk replied that was correct, the City would have to buy OrePac property. Nothing would be required from OrePac's property with the 5th St alternative. The 5th St alignment would align OrePac's property.
 - Mr. Hendy clarified the 5th St alignment would not miss OrePac's on the southwest side, but the right-of-way already existed on the very south side.
 - Mr. Kirk noted where the red line indicating the 5th St alignment curved to the northwest (Slide 4) would impact OrePac's property. The project team was determining the best route across Coffee Creek.

Commissioner Hurley asked what OrePac's intended layout was.

- Mr. Kirk replied they have not gotten that far yet, but noted the southern part of the existing site was non-covered inventory, and OrePac would most likely connect the two covered warehouses to the non-covered storage and move the covered storage south. The non-covered yard area would move south and the expanded building would basically be where Bailey St was shown.
- Mr. Hart confirmed that at this time, OrePac only planned to build a building where the existing open storage was on the south portion of the site. OrePac had tried to expand to the south for several years for lumber and trucking operations. It had been a difficult negotiation. Now, there was actually more land than OrePac needed, but they did not intend to occupy all of it.
 - He clarified that the nursery would continue indefinitely, until the City or somebody else wanted to use it. OrePac owned the land, but the Bernerts operated the nursery.
- Mr. Kirk stated years ago, OrePac tried to acquire the north acreage from Mrs. Lee, but someone else bought it, filed bankruptcy and the bankruptcy laws allowed them to outbid OrePac. He confirmed that the land would be developed as industrial.

Commissioner Springall asked if OrePac planned on any creek crossing at this stage.

- Mr. Kirk replied no additional creek crossing was needed. He indicated where Kinsman Rd would connect, and where OrePac's traffic would access Wilsonville Rd from Kinsman Rd, which was short of having to cross the creek. An existing bridge currently serviced only OrePac.
- Mr. Hart noted OrePac would forfeit the bridge to the City so the Kinsman Road Extension could go through.

Commissioner Millan asked if the two historic buildings on the corner of 5th St were actually designated as historical buildings. The plans did not seem to accommodate them.

- Mr. Neamtzu replied the buildings were not on any kind of official register; however, they were some of the oldest buildings in the city and did have historic significance.
- Mr. Adams noted Councilor Lehan had pointed out that the historic building on the northeast corner had been misnamed (Slide 6); it was a feed store, not a Grange. Their only Grange in town was in Frog Pond. The difficulty was that 100 years ago, the building was surveyed incorrectly, and the west and south corners of the building were in the public right-of-way, which was one reason for the tight corner there.
 - The City had not fully investigated and did not know whether the footing was good or the building had good foundational strength. Many people have mentioned the lack of visibility around the building.

- If the Council chose the 5th St connection, the City would pay to see if the building could be moved and what the cost impacts might be to see if Council would want to spend the extra money for that.
- The building on the southeast corner of the intersection was the old Wagner Woodworking store. He was not sure about the current or future intended use of the building.

Commissioner Springall:

- Noted concern during public testimony about the removal of parking on 5th St and its potential impact on businesses. He asked if there was sufficient parking associated with the businesses, noting the City did not want any business-related parking moving into the neighborhood.
 - Mr. Adams replied there was quite a bit of parking behind both businesses, as well as parking in front of the building on the northwest corner, which included the dance studio. Most of the parking tended to be behind the buildings. Tim Knapp's company owned both of the buildings and he had seen the same slide showing no parking on the street. About eight parking stalls would be removed on the street, but Mr. Knapp was not overly concerned about it when the project team first talked to him last summer at a stakeholder meeting. Though not pleased about parking being eliminated, Mr. Knapp had not expressed any concerns about it being a negative impact to the businesses since that time.
- Noted on street parking was very minimal along Boones Ferry Rd, perhaps only four or five spots, and only on the west side of the road. He was unsure how much parking there was behind the buildings.
 - Mr. Adams stated parking faced the railroad tracks the entire length of the buildings, both north and south of 5th St. He believed it was currently used mostly for the business owners and that patrons tended to park out front. The lots behind the buildings were paved.

Commissioner Postma recalled some businesses only front along 5th St, so removing the parking would create a weird dilemma for those businesses as to where they were going to park.

Commissioner Levit said he had never had a problem parking south of 5th St.

Commissioner Hurley countered that for the last six years, he had spent a large amount of time in the parking lot of the dance studio on the northwest corner. At 4:00 pm, all of the on street parking on the north and south sides of 5th St was taken. All the businesses were open. Even when businesses were closed, the dance studio had about 40 to 60 cars coming in and out every hour, on the hour. Traffic was so bad, even at 7:00 or 8:00 pm when all the residents were at home, that parents would park on either side of Boones Ferry Rd, and the kids dart out in the middle of the dark street to get picked up. Taking the off-street parking away would be a nightmare.

- He also noted there was no room by the two old buildings. The feed store homeowner parked on the side of the feed store as there was no room to park in front on the street because the asphalt went right in front of it. It was the same situation for what used to be the cabinet shop on the southeast corner, and the parking in front of the insurance company was taken this afternoon as well.
- He estimated that at least a dozen or more parking spaces would be removed which was a lot of parking to lose. The dance studio could turn into a mini-mart or hair salon, but if the dance studio stayed, adding the existing traffic with the connector traffic would be a nightmare.

Chair Greenfield:

- Asked if the residences west of the tracks on 5th St were connected to City water and sewer.
 - Mr. Adams replied they were hooked up to City water, but not sewer; they were on septic. The residences had a private water line that ran under the railroad tracks and accessed the public water lines on the east side of the tracks.
- Asked what was anticipated for that in the future.
 - Mr. Adams explained if 5th St crossed the tracks, the City would run water and sewer lines under the railroad tracks to service the properties on that side and that line would continue over and up Kinsman Rd to service all of the undeveloped land there.
- Recalled seeing a possible need for a pump station and asked if that was correct.

- Mr. Adams said the need for a pump station would depend where the gravity sewer line ran across. If it ran at 5th St, it would service a pretty good-sized area, adding that the land rises going north. The area near 2nd St where the little 12-ft culvert went under the tracks was pretty low and he did not believe it would be serviceable with a 5th St gravity line, but not all the engineering had been done yet.
 - If the area were developed in the future, one option was for the City to extend a sewer line from the main in Boones Ferry Rd and go under the tracks to service the area, or that area could develop and have its own pump station to pump the sewage up to 5th St or Bailey St, wherever the sewer line came across.
- He clarified that servicing the properties below 5th St was not part of the Cost Summary. The development would have to figure out how to service its properties. Obviously, it would be better to have the utilities in 5th St. If Bailey St was the crossing, the City could still work with the railroad to get a water and sewer crossing underneath the gravel road on the far side of 5th St. This option had not been investigated yet, but would probably be part of the construction phase.

Mr. Adams addressed the questions about bus routes and future bus routes, stating that right now, the bus route came down Boones Ferry Rd, turned onto 4th St, then up Magnolia Ave, across 5th St and back out. He had talked with Transit Director Stephan Lashbrook if SMART preferred a particular option and would actually use the connection, coming from Wilsonville Rd, down Kinsman Rd and around. Mr. Lashbrook had stated there were too many unknowns at this time, and he was unwilling to make a commitment if he would use one route or the other. If the 5th St connection was done, Mr. Lashbrook was also unwilling to commit to removing the current bus loop route that went down Boones Ferry Rd to 4th St and Magnolia, because it went through a residential neighborhood. Mr. Adams understood one regular rider there took the bus all the time and would have to walk two more blocks, but Mr. Lashbrook was noncommittal about what possible future bus routes would be seen in the area.

Commissioner Hurley:

- Did not believe that sat well with the residents when the bus was supposed to turn around in Fred Meyer.
 - Mr. Adams clarified SMART was given access to Fred Meyer, but the buses were not supposed to turn around in Fred Meyer. When Fred Meyer opened, the buses turned right on Bailey St, went through the Fred Meyer parking lot, picked up people at Fred Meyer's door, and went back out to Boones Ferry Rd. He did not recall that ever being a plan to eliminate the bus service south of Bailey St because the bus service was intended to cater—
- Responded getting the bus out of the neighborhood was definitely part of the Fred Meyer Plan.
 - Mr. Adams stated he was told people in the neighborhood who rode the bus, even though some people did not like it.

The Commissioners offered the following comments regarding the Connector Corridor Plan alternatives.

Commissioner Springall stated that similar to Chair Greenfield, the decision was a conflict. He did tend to lean to the 5th St connection for the benefit, not only of the cost, but the traffic, and the opportunity to reduce the potential backlog of traffic south of Wilsonville Rd with a bit more space from 5th St. The distance from Bailey St to the Fred Meyer outlet and Wilsonville Rd itself was very short. Any blockage could quite easily jam up the entire junction, and therefore, there was still no escape from Old Town.

- The way 5th St went east of the railroad tracks was a lot more beneficial because it matched the parcels as well as the residential and industrial designations without having to divide up some of the lots into much smaller parcels, which it might not be appropriate.
- He did recognize the Old Town residents were reluctant to have traffic coming down to the corner, especially adjacent to the old buildings. There were also parking and circulation issues with the Old Town businesses. However, he did not believe these challenges were insurmountable. The City might have to ask the businesses or landowner to do something about the circulation within that property in addition to parking.
- It was certainly not a slam dunk, but he was leaning toward the 5th St as the better connection.

Commissioner Levit concurred. He originally believed Bailey St would be the best option because of the straight-across shot to the commercial area, but it was too close to Wilsonville Rd. If the decision was 5th St, he would like to provide some access for the parking and really consider the safety of many factors there. It was not just the dance studio, a daycare was also in the same building, so there would be activity around the building all day long, not just at night. He believed that would be the biggest consideration there.

- He agreed that whichever crossing was selected, some factors would need mitigating, but Bailey St could not be moved, it was still too close.

Commissioner Hurley stated according to the comments in the packet, it appeared the preference was a 60/40 split for Bailey St over 5th St.

- The Commission also had to consider the old, long, thought out Old Town Neighborhood Plan, which had always wanted Bailey St and not 5th St. There were two very old buildings on the east side of the 5th St intersection, and the 5th St option would require removal of parking. Perhaps the dance studio would move if the 5th St option was approved, so small children running around would not be an issue. If it were his business, he would probably move the dance studio.
- The cost considerations showed a 6 percent increase for Bailey over 5th St. On major projects, it was easy to see a 30 to 100 percent cost overrun in major construction. A 6 percent increase to put something where the citizens of Wilsonville and the Old Town Plan had always wanted it seemed penny-wise versus pound-foolish.
- Bailey St was a much larger intersection and was already upgraded. Traffic went in and out of Fred Meyer there and he reiterated that only the Old Town residents would be stacking northbound on Boones Ferry Rd. People stacking northbound could still get into a left turn lane and take Bailey St to get out if they wanted.
- He had always believed Bailey St was the one - putting the extra dog-leg in there and just looking at the facts laid out before the Commission. No disrespect to OrePac, but OrePac had a lot of land; nothing said they had to do a north-south expansion.
- He obviously did not own stock in OrePac and did not live in Old Town, but he believed the residents of Old Town should have their wishes considered since they dealt with this on a daily basis. If the financial piece was 6 percent, that was not a lot to do what Old Town residents have asked for a long time.

Commissioner Millan stated she could not make up her mind, and had kept reading about it and had gone to the public meeting. Bailey St instantly seemed like the logical choice. She heard the permitting issue and wondered if it was even a possibility because the railroad could be so difficult to work with.

- With the perception of what the 5th St crossing would look like, she asked if the City had considered some way to adapt the plan to address the parking problems. There were some great planners at the City. She thought this had been pushed ahead with, "This is how we're going to do it" and maybe the City should take in the fact that if 5th St was the choice versus Bailey St, the Old Town group would not feel like they had been heard, and then the City would just ignore the parking issues and some of the other considerations. Maybe that intersection could be redesigned to meet the needs better. She was trying to look at some ways to respect that they had thought long and hard about this connector. Bailey St had some real drawbacks, but maybe the City planners could come up with some redesign alternatives to what had already been proposed.

Commissioner Postma said he struggled with the competing interests of—he would not call them promises to those in Old Town, so much as a long-standing understanding about how Old Town was going to improve and develop over time. That gave him some real pause because there were many long-term residents who had owned property for many years with the understanding of what it would look like down the road. He believed the City was turning on a dime on them and that really bothered him.

- However, he tempered that with the fact that there was a 40-some odd year business that had been a long-standing member of the community and hoped to be a continuing long-standing member of the community. Their expansion plans and future employment and business to the city would be affected by where the connector was placed, which really weighed on him.

- With all due respect to Commissioner Hurley, he was very skeptical of the 6 percent number. Maybe it was because he had handled condemnation cases that said those numbers were tough to predict. He was trying to do the math in his head of what was not on paper which was terrifying. He believed the 6 percent number was probably drastically lower than what was anticipated.
- He has looked at both choices from both sides and was unsure he really had a preference, other than to again, express his disappointment about not seeing a lot more traffic alleviation from the project than he was actually seeing.
- He knew the connector was a necessity for the Old Town community. What scared him more than anything was the real big problem there, which was getting fire trucks in and out during a critical event. He would hate to hear a story about a medical emergency there when the roads were jammed because there was just no way to get through. There were not even sidewalks to drive on. He reiterated the connector was a necessity.

Commissioner Mesbah stated he could not speak to this mainly because it looked like it was trying to solve problems resulting from decisions that were made a long time ago with regard to Fred Meyer. He was not familiar with that enough to wrap his brain around it. However, it seemed that more work was needed before either option could be decided on; the parking had been mentioned. He hoped City staff would also sit down with OrePac to see if any other site design alternatives would work for them. Some design solutions might be available for OrePac. He would not necessarily put the onus on City staff to come up with that solution, but he hoped the City would work with an industrial and commercial citizen to make sure their concerns and needs were met if growing south was not going to work. There seemed to be an option, even though the zoning was not right, so the City would need to come up with solutions no matter what.

- He hoped some of those answers were available before a final decision was made because it could make a difference, either for OrePac or for Old Town residents who were worried about parking and traffic, etc. A lot of design solutions could ameliorate some of the concerns that had been raised. He was not seeing solutions that were available or analyzed enough.
- Cost would be another thing. In his experience, tricky development sometimes resulted in expensive solutions afterwards. There were parcels in any city that would require expensive infrastructure in order to get to them and develop them. He noticed developable land was a premium around this part of the country. The City had to expect to spend more money to access and provide infrastructure for these people, whether it was 6 percent or 100 percent more. This might be the cost the City had to pay as part of doing the Fred Meyer development.

VI. OTHER BUSINESS

A. 2016 Planning Commission Work Program

Chris Neamtzu, Planning Director, noted lots of things were happening on the Work Program, which was outdated as soon as he published. He noted December looked very busy with work sessions on the Transit Master Plan in preparation for a January public hearing; the Frog Pond Master Plan to work through a couple more topics, and the Town Center Redevelopment Plan Public Involvement Plan. In January, there would be another work session on Frog Pond and Civil Engineer Zach Weigel would update the Commission about the work on the French Prairie Bridge. The Frog Pond hearing had been pushed out to February as more work was needed, including on infrastructure finance. The Commission would see the draft Frog Pond Master Plan in January in preparation for the February public hearing.

Commissioner Postma noted the agenda listed the work session as starting at 6:30 pm, but they actually started at 6:10 pm. The agendas seemed to be front-end loaded with the notion that considering the minutes would take 5 to 10 minutes when everyone knew it did not take that long. Consequently, the work session started 15 to 20 minutes before some people arrived to hear about it and address it. This was probably the third time he had seen this, and it bothered him a bit. He would like to see that treated better. He noted the Commission was doing it during hearings, too, which really bothered him.

Mr. Neamtzu stated Staff could absolutely do better on that, adding it was better to estimate the times the other way. He appreciated the feedback.

VII. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 9:05 p.m.

Respectfully submitted,

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



PLANNING COMMISSION
THURSDAY, DECEMBER 22, 2016
(RESCHEDULED FROM DECEMBER 14, 2016 DUE TO INCLEMENT WEATHER)

II. WORK SESSIONS

A. Town Center Plan Public Involvement



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: December 14, 2016		Subject: Wilsonville Town Center Plan, Public Engagement and Communication Plan	
		Staff Member: Miranda Bateschell Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION: Provide input on the Public Engagement and Communication Plan for the Wilsonville Town Center Plan and select a Planning Commission member interested in serving on the Town Center Plan Task Force.

EXECUTIVE SUMMARY: In August, the City entered into a Professional Services Agreement (PSA) with MIG, Inc. to support Community Development staff with the Town Center Plan. Initial deliverables include a project scope of work and schedule (provided to the Commission in September), and a public involvement plan along with a project website and other communication tools. The Project Team (consultants and staff) drafted a Public Engagement and Communication Plan for the Commission's consideration and input (Attachment A).

Early on, the City acknowledged a commitment to an accessible and transparent public process that incorporates a diverse range of voices and perspectives. The Project Team has attempted to reflect this in the Public Engagement and Communication Plan, combining tried-and-true outreach activities alongside new approaches. Opportunities for community input and engagement will include:

- Interviews with businesses and community groups
- Community design workshops
- Online and in-person surveys
- Idea centers located in key community spaces like the Library
- Pop-up events around town
- An advisory Task Force

At the meeting, the Project Team will describe these different activities and their relationship to the proposed communication methods as well as the project's overall process and timeline.

One of the key components will be the Town Center Plan Task Force, for which the City is currently seeking membership applications. The Project Team used media releases and mailings to inform the public. The composition of the task force will include approximately 15 members representing a diverse range of perspectives that may include residents and employees, business and property owners in Town Center, community-based service organizations, youth, and senior groups, among others. Task force members are expected to meet approximately six times over the next two years to discuss technical analyses, review public input and shape project recommendations. The Project Team would like a Planning Commissioner and a City Councilor to participate on the Task Force as well. At the December 14 meeting, staff seeks selection of a Planning Commissioner for consideration by the City Manager for appointment to the Town Center Plan Task Force. Applications from the public are due December 23 and staff expects appointments to occur in January 2017.

BACKGROUND:

In 2014, City Council adopted Wilsonville's Urban Renewal Strategy and Tourism Development Strategy, both of which identified a Town Center Redevelopment Plan as a priority action item. City Council then established starting the Town Center Plan as a 2015-2017 Council Priority Goal. Staff applied for and was granted a Metro Community Planning and Development Grant to complete the Plan. Then earlier this year, Council approved the Inter-Governmental Agreement between Metro and the City of Wilsonville, which outlined the major milestones, deliverables, and funding conditions, setting the framework for the Scope of Work with MIG, Inc.

The project team kicked off the project with a Town Center tour on October 24, attended by key consultant team members (principal, project manager, and infrastructure, design, and market analysis technical experts), Kevin Ferrasci O'Malley from the Chamber of Commerce, and City staff from Community Development, SMART, Parks and Recreation, and the City Manager's office. Since the tour, the consultant team has been consolidating data, including photos, annotated maps and other products, into a site tour map book. This will be placed onto the project website for public viewing, which is currently being designed and developed. The team is also beginning work on the existing conditions analysis.

EXPECTED RESULTS:

The Project Team will update the Public Engagement and Communications Plan based on input received from the Planning Commission. Task Force membership will be identified in January, and the public kick-off event and communication will follow shortly thereafter.

TIMELINE:

The Project Team anticipates Planning Commission involvement in the events in early 2017, and a report to and discussion with Planning Commission and City Council in April regarding the existing conditions, public comment to-date, and Town Center goals. Community Design Workshops and land use review will follow in the second half of 2017. The planning process is anticipated to be completed by late 2018 when the Wilsonville City Council is expected to consider adoption of the plan.

CURRENT YEAR BUDGET IMPACTS:

The Professional Services Agreement has a budget of \$420,000 fully funded through the CD Fund and CIP project #3004 in the adopted budget, of which \$320,000 is funded through a Metro Community Planning and Development grant. Staff estimates spending approximately half the costs during this budget year and the other half during the next fiscal year.

COMMUNITY INVOLVEMENT PROCESS:

There will be multiple opportunities to participate in the project outlined in a Public Engagement and Communication Plan for the Town Center Plan, including an advisory task force, community design workshops, focus groups, pop-up neighborhood events and idea centers, and in-person and online surveys. The engagement plan is designed to reach as broad an audience as possible and will work to gather the variety of perspectives in the community. It will also include targeted outreach to specific stakeholders more impacted by activity in the Town Center.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of this project, the city anticipates specific actions that will help the Town Center become a more vibrant, pedestrian and transit-supportive mixed-use district that integrates the urban and natural environments, to create an attractive and accessible place for visitors and residents of all ages to shop, eat, live, work, learn, and play. The actions will help remove barriers and encourage private investment in the Wilsonville Town Center. Benefits to the community also include: identifying tools to maintain and strengthen businesses in the Town Center, improving access to and within the center, and making it a place where people want to spend time and support businesses.

ALTERNATIVES:

Select more than one Planning Commissioner for consideration by the City Manager for one appointment to the Town Center Plan Task Force.

ATTACHMENTS:

- A. Draft Public Engagement and Communication Plan

City of Wilsonville Town Center Plan

Public Engagement and Communication Plan

December 6, 2016 DRAFT

Overview

The Town Center Plan (the Plan) will guide development in Town Center to create a cohesive, unified district that enhances existing assets in the area and sets the stage for new development. The Plan will provide a community-driven vision for Town Center and strategic actions that will establish a clear path forward to advancing the vision. These actions may include new projects, programs, partnerships, or policies.

Town Center is a community hub. It is home to City Hall, Town Center Park, and a Korean War Memorial, as well as a diversity of businesses, services, and residences. Town Center is an integral piece of the city's physical and social landscape. The success of the Town Center Plan and the future of this area depend on engaged and invested community members. This Public Engagement and Communication Plan outlines the project's approach to engaging the community, describing the methods, tools and activities that will be utilized and specifying expected **goals, outcomes, and target participants**.

Outreach Goals and Outcomes

This planning process will be driven by Town Center residents, employees, patrons, property owners, and business owners, as well as the Wilsonville community at-large, including underserved communities, community leaders, City staff and elected officials. The planning process is built around collecting and incorporating ideas, input, and feedback from a wide range of community members to ensure it reflects the whole community and is accessible to all. The Project Team – consisting of City staff and the Consultant Team – will work diligently to encourage community members to get involved and stay involved in the planning process.

GOALS

The approach behind the Public Engagement and Communication Plan includes the following goals:

1. **Build relationships in Wilsonville.** Create opportunities for stakeholders and the public to meet and engage with others interested in the future of Town Center.
2. **Create opportunities for inclusive participation.** Provide multiple and varied opportunities for a wide range of community members and stakeholders to provide meaningful input.
3. **Balance the diverse interests of the community.** Work with community members across Wilsonville, including employees, patrons, residents, and business and property owners, to meet current and future needs and facilitate future uses. Participants' demographics and areas of interest will be tracked throughout the process to ensure that a diversity of community members are being heard.
4. **Generate excitement and community ownership.** Tell a story that captures Town Center as a geographic, economic, and cultural hub in Wilsonville and that carries forward the city's unique history, character, and role in the region. The Town Center Plan will support Wilsonville's evolving identity and sense of place.

5. **Collaborate and inform decision-making.** Collect useful and relevant public input that reflects local expertise and values and informs the decision-making process related to future development of the Town Center.
6. **Build long-term capacity for civic engagement.** Build social capital and support from community members and stakeholders who will continue to stay involved and share their issues and concerns, as well as participate in solutions and strategies necessary to develop the Town Center.
7. **Align with Wilsonville planning city-wide.** Coordinate Town Center Plan recommendations with other ongoing and proposed efforts throughout the city.

GUIDING PRINCIPLES

The following guiding principles for public engagement provide focus and inspiration for the project's outreach methods and activities. These principles guide the implementation of the public engagement goals.

- **Inclusive, Flexible and Innovative.** The Town Center Plan Project Team will proactively reach out and engage a full range of stakeholder groups across Wilsonville. The public participation process will accommodate engagement in a variety of settings, both in-person and online. Engagement opportunities will be adjusted as needed if specific community groups or perspectives are found to be underrepresented in the planning process.
- **High-Touch and High-Tech.** Many people respond well to face-to-face communication. Interactive public events and meetings will allow direct communication between the Project Team and community members, reaching people in a more direct setting. Materials and engagement activities, including questionnaires, infographics, and presentations/videos, will also be adapted to online formats so that they are accessible by tablet, smartphone and home computer. The digital approach helps reach a wider range of community members, especially those who typically do not or cannot attend traditional meetings. Providing multiple platforms for engagement throughout the planning process will also allow people to contribute to multiple aspects and phases of the plan. There is not one community engagement phase to this planning process but rather the community is shaping the plan throughout the process.
- **Authentic and Meaningful.** The Project Team's technical analysis will be shared with community members and stakeholders to foster a shared understanding of opportunities and constraints. Community member and stakeholder's ideas, input and feedback will be collected and analyzed throughout the planning process to inform the Project Team's technical analysis and shape the Plan recommendations.
- **Clear, Focused, and Understandable.** The project materials will be relatable and relevant. Project content will be described in language that is easy to understand by people from a diversity of backgrounds and areas of expertise.

TARGETED OBJECTIVES

The following public engagement objectives are specific, measurable actions that will advance the engagement goals.

1. **Accessibility.** The process should provide community members with diverse abilities and needs multiple opportunities to engage.

- City sponsored public events will be held in an ADA accessible location near public transit lines, when possible. All opportunities for community input, including online surveys and community workshops, will be made accessible for visually and hearing impaired participants, as needed.
 - When feasible, City sponsored public events will be scheduled at varying times to allow participation by people with a range of different work schedules.
 - Stakeholder meetings will be held in a variety of locations and formats to accommodate the different needs of participants.
 - Materials will be translated into non-English languages as needed. Translation at community events will also be provided, if a need is determined.
2. **Extent.** The process should involve and inform as many members of the community as possible.
- Opportunities for involvement will be publicized broadly using an array of City of Wilsonville communication channels.
 - The total number of participants will be tracked across all outreach activities to measure the number of people reached against participation goals. If goals are not being met, outreach strategies can be adjusted.
 - Participation goals will be set for the following individual outreach methods at each phase of the project:
 - Social media engagement
 - Online survey responses
 - Stakeholder interview/meeting discussions
 - Public event attendance
3. **Diversity.** The process should engage a range of people that reflects the diversity of interests, ethnicities, incomes, and needs of the Wilsonville population.
- Outreach activities will collect demographic data, where practical, to help assess how well we are reaching community members who are reflective of Wilsonville’s population.
 - Populations of special concern include business and property owners, renters, and residents who speak a language other than English at home. These populations typically do not participate in public engagement processes.
 - We will adjust the public engagement plan if engagement activities are not resulting in diverse participation.
4. **Impact.** The public outreach process should inform the decision-making process for the Town Center Plan.
- Major themes and trends identified through the public engagement efforts will be recorded and presented to City staff, the Planning Commission, and City Council members. These themes will inform the Plan analyses and recommendations.

TARGET PARTICIPANTS

As described above, the Town Center Planning process aims to build enduring community relationships and partnerships across the community. The high profile of this planning area and its central role in the community presents an opportunity to engage and mobilize community members, including those who might not traditionally participate in public planning processes. The commercial nature of the project area also provides a catalyst for engaging private business and property owners.

Target participants include:

- Residents, in and adjacent to Town Center, and from throughout the city
- Employees in Town Center
- Property owners, commercial and residential, in Town Center
- Business owners, retail and non-retail, in Town Center
- Major Employers in Wilsonville
- Wilsonville Chamber of Commerce
- Community-based organizations, including arts, culture, and services
- Tenant and neighborhood association representatives
- Local and state agencies
- Relevant utilities
- Non-English speakers
- Senior community
- Youth

Communication and Outreach Methods and Tools

A variety of engagement tools and activities will encourage community and business leaders, Wilsonville residents and employees, City and partner agency staff, and other interested community members to become active participants in the Town Center planning process. This strategy includes multiple opportunities for input so that community members can participate in a manner that is convenient for and accessible to them. This inclusive approach to outreach is especially important for reaching people whose voices are often underrepresented in planning processes.

PUBLIC OFFICIAL AND CITY STAFF INVOLVEMENT ACTIVITIES

Throughout the planning process, public officials will be updated with the community's input and the results of the technical analysis, and provided with opportunities for input.

- **City Council Updates.** The Project Team will facilitate two joint meetings with Council and the Planning Commission and two works sessions with City Council. The Project Team will also present at two work sessions and a Council hearing in preparation for the adoption of the final plan. MIG will prepare the presentations, which will summarize key work products, and support City staff in completing the City Council meeting materials. City staff is responsible for submitting the City Council meeting materials.
- **Planning Commission Updates.** In addition to two joint meetings with Council, the Project Team will facilitate three work sessions with the Planning Commission. The Project Team will also present at two work sessions and a Commission hearing in preparation for the adoption of the final plan. MIG will prepare the presentations, which will summarize key work products, and

support City staff in completing the Planning Commission meeting materials. City staff is responsible for submitting the Planning Commission meeting materials.

PUBLIC INVOLVEMENT ACTIVITIES

Project Task Force

A Project Task Force will be recruited through various channels, including a mass mailing of invitations to individuals and groups representing the target participants as well as a call for applications through the City's news blast. The Project Team will review Task Force applications and select members that represent a variety of perspectives (target participants listed on the previous page). Those who are interested in being involved in the Town Center planning process but are not selected for the Task Force, or would prefer a different role in the project, will be invited to participate through stakeholder meetings, interviews, and/or other public events.

The Task Force will meet up to six times during the planning process to provide guidance on project deliverables and engagement activities. Members of the Task Force will also be asked to communicate opportunities for public participation to their constituents and communities. MIG will organize and facilitate the meetings and provide meeting materials and summaries.

Technical Partners

Throughout the process, the Project Team will work with agency partners, such as local utilities, transit, the County, and Metro to ensure consistency with other local planning efforts and processes. These technical partners will review technical analyses and provide input on recommended strategies and project priorities, as appropriate.

Stakeholder Meetings

Up to ten individual or small group stakeholder meetings, facilitated by MIG, will provide an opportunity for individuals or small groups who could have a significant influence on the project but may not be part of the Task Force, to provide input. The intent of the meetings is to gain information on existing conditions and best practices for redevelopment in the Town Center, engage landowners and businesses, vet potential goals and objectives for the project, and identify regulatory challenges and desired land use patterns. This is an opportunity for the City's leadership to connect with some of Town Center's larger non-local land owners and invite them to be involved in the planning process. Interviews are anticipated to take between 30 and 60 minutes each and will be documented with notes prepared by MIG and combined into one brief summary document. The City will lead the scheduling of these meetings.

Stakeholders may include, but are not limited to, representatives from the following organizations:

- Landowners
- Business
- City Council
- Planning Commission
- Local neighborhood and community groups
- Chamber of Commerce
- Rotary
- Development experts

Community Kick-Off

A public event will introduce the Town Center Plan to the community at large and set the stage for an ongoing public engagement process. The Project Team will provide event participants with a brief project background presentation including infographics summarizing current conditions in project area. Presentation materials will also highlight best practices in urban design and successful examples of town

centers in other communities. Urban design, land use, and real estate market experts will be at the event to speak with community members and public officials about the Town Center Plan and best practices that Wilsonville can consider for Town Center. Interactive activities and/or small group discussions will focus on developing a vision and project goals. Workshop participants will also identify and discuss opportunities and constraints for Town Center. Interactive workshop activities could include the following:

- Workshop participants describe their desired future Town Center on a placard and have their photos taken with their future Town Center. This prompts people to start thinking big picture about what's possible in Town Center. The placards displayed in public venues and future community events and posted to the website.
- Workshop participants use graphic stickers on large maps to mark assets and issues in Town Center. This activity allows workshop participants to describe their experiences in Town Center, such as where they enjoy spending time and where and how they travel. This activity may be conducted in small groups and facilitated by a Project Team member. Facilitators will graphically record small group discussions.

Mapita Online Survey

Mapita is an online map-based survey platform through which participants respond with place-based feedback. The survey will launch directly following the Community Kick-Off and will run through early Spring 2017. The survey will provide people who were not at the Kick-Off event with the opportunity to identify opportunities and constraints in Town Center. The survey will ask questions about how community members perceive, use, and move through Town Center. The survey may also ask participants to locate and describe any issues and barriers they face while accessing Town Center, and their transportation and land use preferences. The response data will dovetail with the environmental and multimodal transportation analyses to provide insights into how current conditions impact community members' transportation and use patterns.

Community Design Workshop #1

Design Workshops are collaborative public events that invite community members to make choices about the future of the planning area. These events are accessible to all ages and abilities, and in addition to informing The Plan, they also help build community and generate excitement about the Plan. Community Design Workshop #1 will be a ½-day Saturday event for the general public to kick off the design process. Interactive and accessible activities will allow participants to visualize potential development and multimodal transportation options, density, massing, urban design. The concepts developed by the workshop participants will be shared with the wider community via an online survey. The results of the workshop and survey will be compiled into a presentation-style report. The concepts will be refined by the Project Team and shared at Community Design Workshop #2.

Community Design Workshop #2

Community Design Workshop #2 will provide participants with the results of the community outreach and project analyses to-date. The workshop will introduce the design options developed by the Project Team coming from the ideas identified during the first workshop, and refined by community input and technical analysis. The Project Team will confirm the workshop format as it approaches, but assume it will include:

- Keypad polling to allow participants to anonymously provide feedback on aspects of the design concepts that they agree or disagree with. Results are shown instantly.
- Facilitated small group discussions to refine the concepts

- Small group report-outs to the larger group. MIG will capture the discussion using wall-graphic techniques.

Pop-Up Event

An interactive pop-up event(s) in Town Center will raise awareness about the Town Center Plan and help refine the final recommendations of The Plan. The event will be held in late August after completion of the Draft Urban Design and Land Use Plan and Priority Projects. The event should align with an existing well-attended event, such as a city-wide BBQ or a Rotary Concert.

The event will feature display boards that describe the key components of the Draft Urban Design and Land Use Plan strategies and describe how public input shaped the strategies. The interactive display boards will encourage further public feedback on strategy and policy recommendations. Pop-up events are also good opportunities for tactical urbanism interventions, such as temporarily reconfiguring streets to show proposed new alignments, pop-up stores, public art, parklets (parking spaces converted into public amenities such as mini parks, café seating, or street libraries with a seating area), or activating vacant lots with temporary uses. The public input from this event will help the Project Team to refine the draft plan and implementation strategy.

Idea Centers

The City will host neighborhood “Idea Centers” in high-visibility locations such as the City Library, Parks and Recreation Center, and Community Center. These “Idea Centers” will provide information about the Town Center Planning process and be updated regularly with project material, including results from the Kick-Off Event and Community Workshops, and the design options. The Idea Centers can also serve as platforms for feedback, inviting passersby to comment on maps or write their responses to “Questions of the Month” on post-its. The Idea Centers will promote the online surveys and community events to encourage viewers to get involved in the Plan.

Neighborhood Pop-Ups

City staff will go out into the community to receive input at casual and accessible venues, such as coffee shops and pubs, and/or bring mobile workshops to popular shopping locations or events. These on-the-ground outreach methods reach people during their daily routines and are low-barrier access points to the planning process, especially for those who are intimidated by traditional workshops or surveys.

Targeted Engagement Activities

The Consultant Team will support the City in executing ongoing community outreach and engagement activities that engage people where they are and provide opportunities for input from targeted groups or input about specific issues. These activities will be completed on an as-needed basis. Supplemental engagement activities will be deployed in response to the following conditions:

- If the analysis surfaces an issue or topic that requires additional input or feedback from a specific community or stakeholder group.
- If the demographics of participants in the other public involvement activities are not reflective of the Wilsonville community and there is a significant gap in representation. The Project Team will review participation after every significant community event as well as surveys to evaluate levels of participation across target community groups and participants.
- If a group of community members or stakeholders expresses a high level of interest in working with the City to bring the planning process to their constituents.

The following is a list of potential targeted outreach services. Not all the following activities will necessarily be used during this planning process:

- Neighborhood/district workshops and forums
- Outreach materials at community festivals and events
- Intercept surveys in high traffic areas and events
- Live Q & A on Facebook
- Presentations at Community Groups like Chamber, Rotary Club, Kiwanis Club
- Workshops with high school students

For all community events: The Consultant Team will lead the workshops and develop materials. City staff will lead and staff ongoing community events. The City will be responsible for identifying and providing a location for the workshop or event, providing logistical support and publicizing the event to the public through the various communication methods and protocols (described below).

PROMOTIONAL TOOLS

- **Project Website.** MIG will develop and maintain a branded project website to provide project updates, ways to get involved and current plan status. The website will include interactive features, such as monthly polls. City staff will assist in updating the website with current information about the project.
- **Social Media Engagement.** MIG will work with the City to ensure that the City's social media platforms are used to raise awareness about the Town Center Plan and promote opportunities to get involved in the planning process. Facebook can also serve as a platform for discussion, where input and feedback can be collected.
- **Boones Ferry Messenger:** MIG will work with the City to ensure that the City's newsletter, the Boones Ferry Messenger is used to raise awareness about the Town Center Plan and promote opportunities to get involved in the planning process.
- **Press Releases:** MIG will work with the City to use press releases issued to the local media to raise awareness about the Town Center Plan and promote opportunities to get involved in the planning process.
- **Idea Centers:** MIG will work with the City to prepare rotating materials aimed at sharing information and gathering input for community bulletin boards located at the City Library, Parks and Recreation Center, and Community Center (described above).

Continued on following page

OUTREACH TOOLS MATRIX

	Project Task Force	Stakeholder Meetings	Public Events	Targeted Engagement Activities	Surveys	City Council / Planning Commission Updates	Website Updates & Boones Ferry Messenger	Media Relations (press release and media outreach)	Social Media
General public, including the senior community and youth	x		x	x	x	x	x	x	x
Non-English Speaking Community Members			x	x	x	x			
Employees in Town Center		x	x	x	x	x	x	x	x
Employers in Town Center	x	x	x		x	x	x	x	x
Property owners, commercial and residential, in Town Center	x	x	x		x	x	x	x	x
Business owners, retail and non-retail, in Town Center & Chamber of Commerce	x	x	x	x	x	x	x	x	x
Developers/Brokers		x				x	x	x	
Local/State agencies (transportation, land use, education)		x	x		x	x	x		
Residents in and adjacent to Town Center	x		x	x	x	x	x	x	x
Tenant and neighborhood association representatives	x	x	x	x	x	x	x	x	x
Community-based organizations, including arts, culture, and services	x	x	x	x	x	x	x	x	x



WILSONVILLE TOWN CENTER PLAN

Public Engagement Plan and Project Update

December 14, 2016

OUTREACH GOALS AND OUTCOMES



Wilsonville Town Center Plan: Process Schedule

PHASE I: Discovery

PHASE II: Assessment and Design

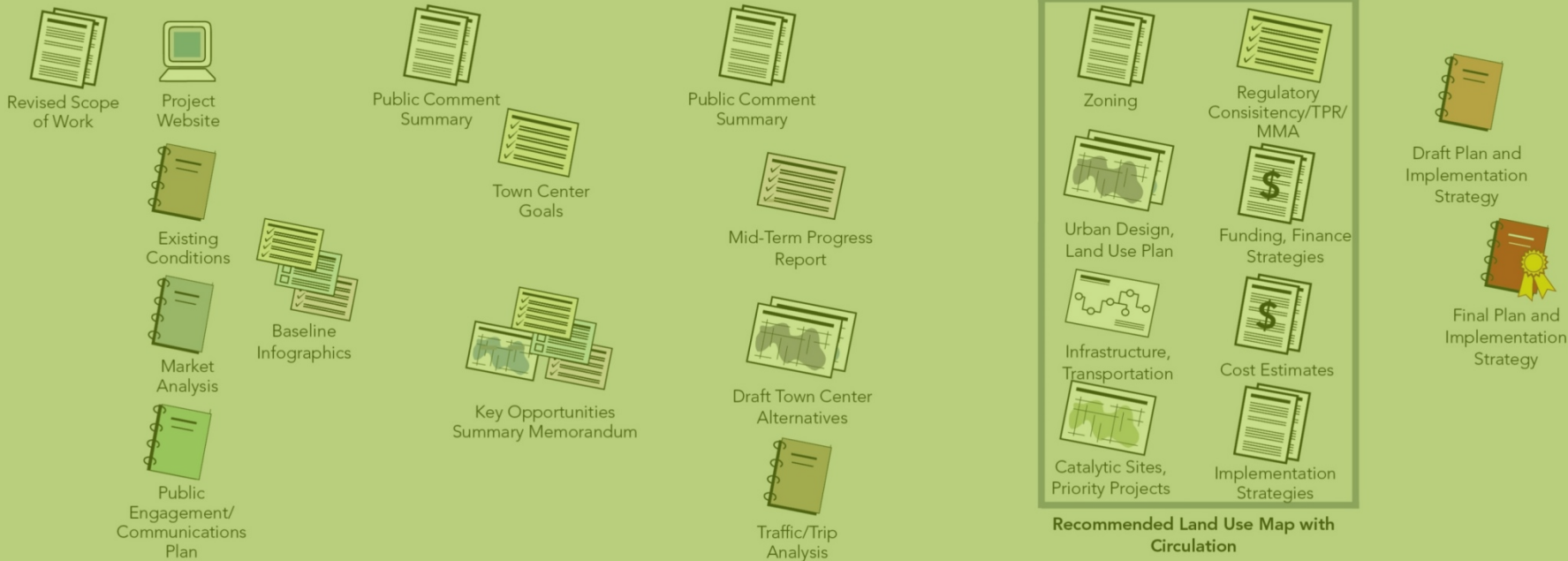
PHASE III: Plan

Regular Staff Coordination/Bi-Weekly Calls



PUBLIC PARTICIPATION AND STAFF COORDINATION

PLANNING, DESIGN, ANALYSIS AND DELIVERABLES



Methods and Tools



THE RIGHT TOOL FOR RIGHT AUDIENCE

Audience

Methods

Elected Officials
and Decision Makers

- Stakeholder interviews
- Project work sessions
- Task Force

Key Stakeholders
and Opinion
Leaders

- Task Force
- Stakeholder interviews
- Social Network
- Pop-Ups

General
Public

- Interactive Website
- Social Network
- On-line surveys
- Focus Groups
- Public Meetings
- Pop-Ups

LEVEL OF INFLUENCE

LEVEL OF INTEREST
AND ENGAGEMENT

PROJECT GUIDANCE AND LEADERSHIP

- City Council and Planning Commission updates
- Technical partners
- Project Task Force
- Stakeholder meetings
- In-person and online events



PROJECT TASK FORCE

Recruited through application process

- Targeted mailings to individuals and groups
- Citywide request through the City's news blast
- Task Force will have a variety of perspectives
- Meet up to six times



DOWNTOWN COLORADO SPRINGS

- ▶ MAKE RIVER & CREEK A PART OF DOWNTOWN
- ▶ LENGTHEN HOURS OF DOWNTOWN
- ▶ LARGE MUSIC VENUE DOWNTOWN
- ▶ CONTINUOUS GROUND FLOOR ACTIVITY
- ▶ BETTER UTILIZE PARKING LOTS
- ▶ MORE HOUSING - OPTIONS AT VARIETY OF PRICE POINTS
 - SMALLER UNITS, VARIETY OF UNITS
- ▶ REINTRODUCE TROLLEY SYSTEM
 - RAIL OR RUBBER TIRE
- ▶ LEADERSHIP THAT FOCUSES ON DOWNTOWN AND SEES IMPORTANCE

- ▶ WIDE STREETS ADD TO AESTHETICS OF CITY
- ▶ COULD SIDEWALKS BE SHARED W/ BIKES?
- ▶ WHAT IS THE IMPACT OF OUR CULTURE ON DOWNTOWN?
- ▶ BE RELATIONSHIP-ORIENTED
- ▶ PUBLIC-PRIVATE PARTNERSHIPS
- ▶ NON-PROFIT & FOUNDATION ROLE IN CITY BUILDING
- ▶ REHABILITATION OF INNER NEIGHBORHOODS
 - GREAT HOUSING SECT
 - OPTIONS FOR YOUNG RESIDENTS
- ▶ SUSTAINABLE PUBLIC AND PRIVATE REALM OPTIONS
 - GREEN ROOFS
 - GREEN WALLS
 - LEED BUILDINGS



STAKEHOLDER MEETINGS

Stakeholder and small group meetings

- Land owners and businesses
- Neighborhood groups
- May/may not be part of the Task Force

Opportunity for the City's leadership to connect with larger non-local land owners.



IN PERSON AND ONLINE EVENTS

Multiple Opportunities and Options

- Interactive website and social media
- Community kickoff and design workshops
- Online surveys
- Pop-ups and idea centers



Wilsonville Town Center
What's Next?

Located at the heart of Wilsonville, Town Center is a hub of shopping, recreation, education, transit and civic activity.

The Town Center Plan will guide development in Town Center to create a cohesive, unified district that enhances existing assets in the area and sets the stage for new development. The Plan will provide a community-driven vision for Town Center and strategic actions that will establish a clear path forward to advancing the vision. The strategies may include new projects, programs, partnerships, or policies that will foster an attractive and accessible place for visitors and residents of all ages to shop, eat, live, work, learn and play.



We want your input on the future of Town Center

Participate in the planning process at upcoming community workshops and events, through online surveys, and at project idea centers. Sign up here to receive email updates.

san antonio area VISIONING

VISIONING PURPOSE

COME TO THE WORKSHOPS

TAKE THE SURVEY

TOUR THE NEIGHBORHOOD

- » Get on Our Mailing List
- » Document Library
- » City of Mountain View Website

Google Custom Search

Select Language ▼

Take the Self-Guided Tour

Take a closer look at your neighborhood through this self-guided tour and let us know your thoughts and ideas.

- Upload your photos of the San Antonio area.
- Upload a photo of something you want to see in the neighborhood in the future.
- Leave a comment about what you see in the neighborhood today and/or what you would like to see in the future.

Your feedback and input will be used to build the exercises for the upcoming community workshops and to help craft the vision for the neighborhood.

San Antonio Boulevard
Consider a multiway style boulevard treatment for San Antonio Road— it ca...

Map Satellite Tour Map

Contribute to the map! Upload your own photos or leave a comment. Or both!

- Planning Area
- Change Area
- Tour Photos
- Community Photos and Comments

Add Your Photo or Comment

PHOTO	COMMENT	OWNER	DATE/TIME
<i>no photo</i>	Many people cross California Street unsafely between Pacetti and San Antonio. I would like to see a mid-block crosswalk there.		10/12/12 09:38 pm
	Consider a multiway style boulevard treatment for San Antonio Road— it can handle large numbers of cars and simultaneously make the sidewalks welcoming by buffering them with local access streets. Image shows new suburban multiway in Bothel, WA		10/13/12 10:58 pm

San Antonio Boulevard

Consider a multiway style boulevard treatment for San Antonio Road— it can handle large numbers of cars and simultaneously make the sidewalks welcoming by buffering them with local access streets. Image shows new suburban multiway in Bothel, WA



Left Turn at CA St.

The line of cars waiting to turn left from San Antonio Rd South to California St often exceed what can turn in once cycle of the light. Would it be possible to consider two left turn lanes to increase capacity?







Fuerza operante para el Centro de Duarte

Esta cordialmente invitado ...
 que ayude a considerar un
 Centro para la Ciudad de Duarte!

*Usted puede participar en reuniones de la fuerza
 operante para la Ciudad de Duarte:*

Centro de Comunidad de Duarte
 1600 Huntington Drive, Duarte

Reunion de la fuerza operante #1	20 de noviembre	6:30 p.m.-9:30 p.m.
Taller a nivel comunitario	11 de diciembre	6:30 p.m.-9:30 p.m.
Reunion de la fuerza operante #2	15 de enero	6:30 p.m.-9:30 p.m.





FAMILY-FRIENDLY SHOPPING
SAFER FOR KIDS
FUTURE OF APPLE LT

NICE PLACES FOR KIDS!
IMPROVE TRAVEL OPTIONS
PROTECT SCENIC

SUPPORT A RED ENVIRONMENT
BETTER BIKE LANES
IMPROVE SAFETY
FAMILY-FRIENDLY SHOPPING





Area and Surrounding Neighborhood

Jordan







Health and Sustainability Fair

What do you think?
¿Que piensas usted?

URBAN NATURE NATURALEZA URBANA



What are the **three** most important issues the City should address?
¿Cuáles son los **tres** temas más importantes que la Ciudad debería tratar?

 Public Parks	 Urban Wildlife	 Urban Agriculture
 Urban Greenery	 Urban Open Space	 Urban Recreation
 Urban Safety	 Urban Air Quality	 Urban Water Quality

MOBILITY CHOICES

What do you think?
¿Que piensas usted?

What are the **three** most important issues the City should address?
¿Cuáles son los **tres** temas más importantes que la Ciudad debería tratar?

Getting to Stevens Creek

Indicate which entrances you use to gain access to the park? Please choose those you use most frequently (you can pick more than one).

- McClellan Road
- Stevens Creek Boulevard
- San Fernando Avenue
- Stevens Creek Trail (southern entrance)
- Neighborhood Path
- Other

If other, please specify:

Next, indicate the place where you most frequently enter the park. You can repeat this process if you frequently use more than one entrance.

Where do you enter the park?



How did you get to this entrance? Click here and then draw a line indicating your route from the park entrance to your residence (if you live nearby) or a major



FIGURE 1-2: AGE DISTRIBUTION IN NAPA COUNTY, 2000 AND 2010

Age Group	Napa County, 2000		Napa County, 2010		Trend, 2000-2010
	Number	Percent	Number	Percent	
Total Population	124,279		136,484		↑
Young children (0-4)	7,563	6.1%	8,131	6.0%	↓
Children (5-14)	17,147	13.8%	17,616	12.9%	↓
Teens and Youth (15-24)	15,798	12.7%	17,762	13.0%	↑
Adults (25-64)	64,685	52.1%	72,381	53.0%	↑
Older adults (65+)	19,086	15.4%	20,594	15.1%	↓
Older adults (85+)	2,926	2.4%	3,094	2.3%	↓

Source: U.S. Census Bureau, 2000 and 2010

FIGURE 2-4: HOUSEHOLD INCOME OF RESPONDENTS

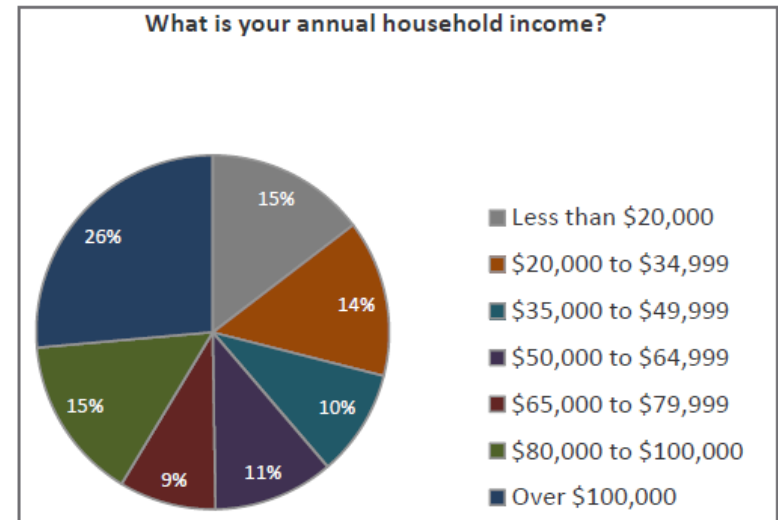


FIGURE 2-11: REASONS FOR DISSATISFACTION WITH HOUSING SITUATION

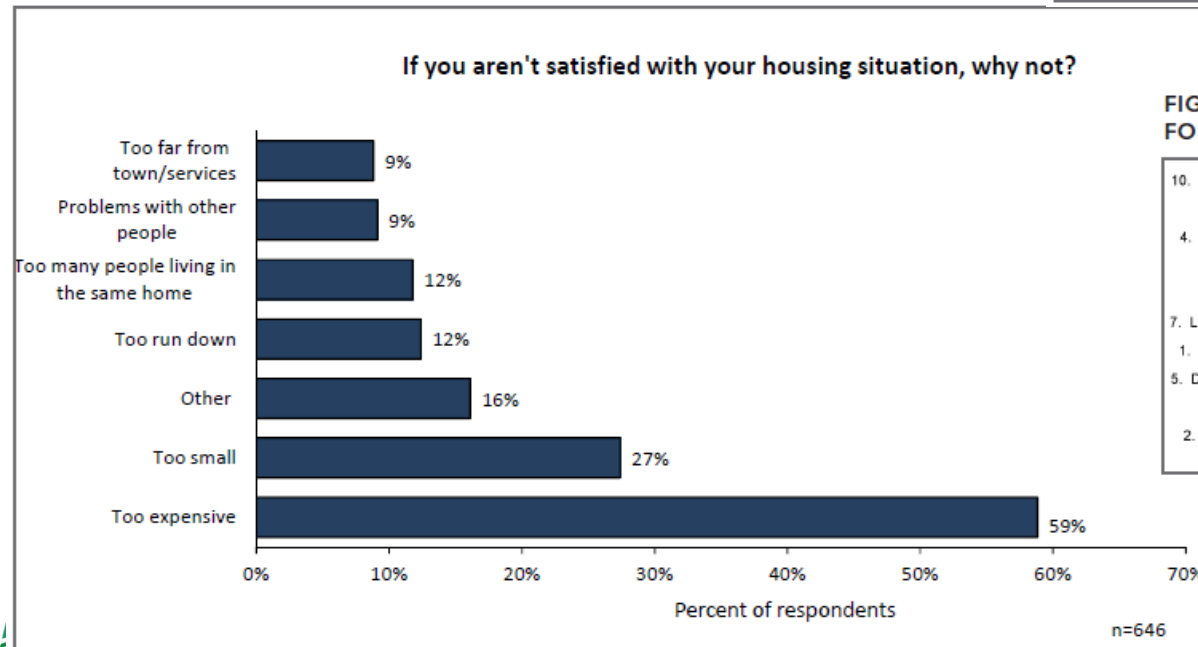
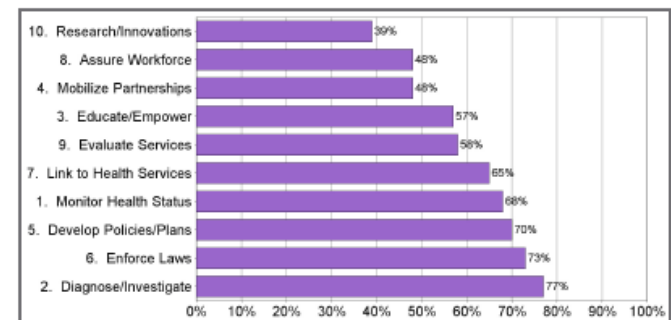


FIGURE 3-4: RANK ORDERED PERFORMANCE SCORES FOR EACH ESSENTIAL SERVICE



LAGUNA BEACH

POP UP

DOWNTOWN



SATURDAY, NOVEMBER 15 * 10AM - 1PM

OCEAN AVE BETWEEN COAST HWY + BEACH ST

facebook

twitter

Nextdoor



Come on downtown!

Check out temporary, "pop-up" ideas for the future of downtown Laguna Beach – the first of several outreach events seeking public input on the City of Laguna Beach Downtown Specific Plan. Give us your feedback, and enjoy food, music, festivities and conversation with your neighbors. This event is hosted by the City of Laguna Beach in collaboration with the Laguna Beach Chamber of Commerce.

WHO: You! Especially if you live, work, play (or walk, drive, or bike through) downtown Laguna Beach. You are encouraged to walk or bike to this event!

WHAT: "Pop-Up" temporary transformation event with interactive examples of how to improve livability and mobility in downtown Laguna Beach. Topics include street and intersection treatments, open space improvements, visualizing building heights, and brainstorming improvements for parking areas.

CITY OF LAGUNA BEACH
downtown specific plan update

For more information, contact:

Wendy Jung (phone: 949-497-0321; email: wjung@lagunabeachcity.net)
or visit <http://www.lagunabeachcity.net/dspu>





HENNESSEYS
TAVERN
&
Upstairs
Lounge
Live Music
Dance Floor

P

TRAFFIC LIGHT



I ❤️ DOWNTOWN
LAGUNA BEACH
BECAUSE...

OF SWIMMING IN THE
RESERVE AND LIVING IN AN
ART COLONY.

I ❤️ DOWNTOWN
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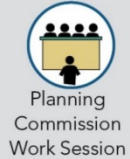
Wilsonville Town Center Plan: Process Schedule

PHASE I: Discovery

PHASE II: Assessment and Design

PHASE III: Plan

Regular Staff Coordination/Bi-Weekly Calls



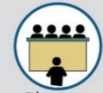
Planning Commission Work Session



Task Force #1



Task Force #2



Planning Commission/ City Council



Task Force #3



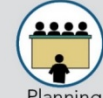
Task Force #4



Planning Commission/ City Council



Task Force #5



Planning Commission/ City Council



Task Force #6



Planning Commission/ City Council Hearings



Project Kickoff and Site Tour



Stakeholder Interviews



Public Kickoff Launch Mapita



Community Design Workshops: Launch Mapita Concept



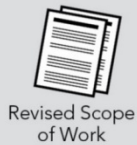
Pop Up Event



Public Comment Summary

PUBLIC PARTICIPATION AND STAFF COORDINATION

PLANNING, DESIGN, ANALYSIS AND DELIVERABLES



Revised Scope of Work



Project Website



Existing Conditions



Market Analysis



Public Engagement/ Communications Plan



Baseline Infographics



Public Comment Summary



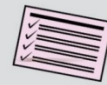
Town Center Goals



Key Opportunities Summary Memorandum



Public Comment Summary



Mid-Term Progress Report



Draft Town Center Alternatives



Traffic/Trip Analysis



Zoning



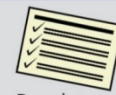
Urban Design, Land Use Plan



Infrastructure, Transportation



Catalytic Sites, Priority Projects



Regulatory Consistency/TPR/MMA



Funding, Finance Strategies



Cost Estimates



Implementation Strategies

Recommended Land Use Map with Circulation



Draft Plan and Implementation Strategy



Final Plan and Implementation Strategy



WILSONVILLE TOWN CENTER PLAN



PLANNING COMMISSION
THURSDAY, DECEMBER 22, 2016
(RESCHEDULED FROM DECEMBER 14, 2016 DUE TO INCLEMENT WEATHER)

II. WORK SESSIONS

B. Frog Pond Master Plan (Neamtzu)



FROG POND AREA PLAN

Creating a great community

Frog Pond Master Plan Work Session

Wilsonville Planning Commission

Date: December 14, 2016

Time: 6:00 PM

Wilsonville City Hall
29799 SW Town Center Loop East,
Wilsonville, OR 97070
Council Chambers

Agenda

90-minute work session

Welcome, Work Session Overview, and Next Steps

Chris Neamtzu

- Where we are in the process

Code and Residential Design Standards - Update

Joe Dills

Presentation, discussion, and direction:

- See attached updated code

Monuments, Gateways, and Signs

Joe Dills

Presentation, discussion, and direction:

- See attached draft presentation

Comprehensive Plan Text Amendments

Joe Dills

Presentation, discussion, and direction:

- See attached amendments

Public Comment

Chair Greenfield

Input: This is an opportunity for visitors to provide brief comments to the Planning Commission.

Adjourn

For additional information, visit the project website at www.ci.wilsonville.or.us/frogpond or contact Chris Neamtzu, City of Wilsonville Planning Director, at Neamtzu@ci.wilsonville.or.us or 503-570-1574.

Memorandum



12/7/2016

To: Wilsonville Planning Commission
Cc: Chris Neamtzu
From: Joe Dills, Angelo Planning Group
Re: December 14, 2016 Frog Pond Work Session – Overview of Packet Materials

The following is a brief overview of the agenda topics and materials for the Commission’s next work session on the Frog Pond Master Plan.

Code and Residential Design Standards – Update

The draft Residential Neighborhood code text has been updated to codify direction from the Planning Commission regarding the Boeckman Road frontage standard (landscape strip, brick wall, and pedestrian connections) and open space standard in Small Lot Single Family subdistricts. There are a few minor semantic updates as well.

The most substantive Code update is a proposed revision of the Residential Design Standards. At the last meeting, West Hills Development suggested that a “design menu” should be considered. Design menus provide a list of potential residential design elements that are acceptable to the City, with flexibility to select a minimum number of them to demonstrate quality architectural design. They are used by many cities, and provide a good tool for Frog Pond West.

Staff is looking for feedback on this approach so that the next draft of code can be prepared.

Monuments, Gateways, and Signs

This is a new topic for discussion and inclusion in the Frog Pond West Master Plan. A draft presentation is attached that summarizes the issues and proposals, including several types of gateways and entry treatments; continuation of Frog Pond as the unifying name for the neighborhood; and limitations on individual subdivision signs. Precedent images are provided for the Commission’s information.

Staff is looking for discussion and direction on the above to guide the drafting of the Master Plan chapter on this topic.

Comprehensive Plan Amendments

Draft amendments to the text of the Comprehensive Plan have been prepared for review by the Commission. This work is an update of preliminary text provided at a previous work session.



Plain text – Text from previous draft (7/6/16)

Underline and ~~strikeout~~ – Revisions specific to this draft

Section 4.127 Residential Neighborhood (RN) Zone	Comments
<p>(.01) Purpose. The Residential Neighborhood (RN) zones apply to lands within Neighborhood Comprehensive Plan Map designation. The purposes of the RN Zones are to:</p> <ul style="list-style-type: none"> A. Implement the Residential Neighborhood policies and implementation measures of the Comprehensive Plan. B. Implement legislative Master Plans for areas within the Residential Neighborhood Comprehensive Plan Map designation. C. Create attractive and connected neighborhoods in Wilsonville. D. Regulate and coordinate development to result in <u>cohesive neighborhoods that include</u>: walkable and active streets; a variety of housing appropriate to each neighborhood; connected paths and open spaces; parks and other non-residential uses that are focal points for the community; and, connections to and integration with the larger Wilsonville community. E. Encourage and require high quality architectural and community design. F. Provide transportation choices, including active transportation options. G. Preserve and enhance natural resources so that they are an asset to the neighborhoods, and there is appropriate visual and physical access to nature. <p>(.02) Permitted uses:</p> <ul style="list-style-type: none"> A. Open Space. B. Single-Family Dwelling Unit. C. Attached Single-Family Dwelling Unit. In the Frog Pond West Neighborhood, a maximum of 2 dwelling units may be attached. D. Duplex E. Multiple-Family Dwelling Units, except when not permitted in a legislative Master Plan, subject to the density standards of the zone. Multi-family dwelling units are not permitted within the Frog Pond West Master Plan area. F. Cohousing 	<p>All section numbering and formatting is preliminary.</p> <p>C and D are from the Frog Pond Area Plan vision statement.</p> <p>For clarity, “Permitted Uses” is used here.</p> <p>The Code defines SF dwellings as including Attached. This provision limits them to 2 attached units.</p> <p>No Multi-family, per the Area Plan.</p>



Plain text – Text from previous draft (7/6/16)

Underline and strikeout – Revisions specific to this draft

<p>G. Cluster Housing.</p> <p>H. Public or private parks, playgrounds, recreational and community buildings and grounds, tennis courts, and similar recreational uses, all of a non-commercial nature, provided that any principal building or public swimming pool shall be located not less than forty-five (45) feet from any other lot.</p> <p>I. Manufactured homes, subject to the standards of Section 4.115 (Manufactured Housing).</p> <p>(.03) Permitted accessory uses to single family dwellings:</p> <p>A. Accessory uses, buildings and structures customarily incidental to any of the principal permitted uses listed above, and located on the same lot.</p> <p>B. Living quarters without kitchen facilities for persons employed on the premises or for guests. Such facilities shall not be rented or otherwise used as a separate dwelling unless approved as an accessory dwelling unit or duplex.</p> <p>C. Accessory Dwelling Units, subject to the standards of Section 4.113 (.11).</p> <p>D. Home occupations.</p> <p>E. A private garage or parking area.</p> <p>F. Keeping of not more than two (2) roomers or boarders by a resident family.</p> <p>G. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.</p> <p>H. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses do not exceed 120 square feet or ten (10) feet in height, and they are detached and located behind the rear-most line of the main buildings, the side and rear yard setbacks may be reduced to three (3) feet.</p> <p>I. Livestock and farm animals, subject to the provisions of Section 4.162.</p>	<p>Cohousing will require a new definition. For regulatory purposes, it is treated the same as Cluster Housing.</p>
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Plain text – Text from previous draft (7/6/16)

Underline and ~~strikeout~~ – Revisions specific to this draft

<p>(.04) Uses permitted subject to Conditional Use Permit requirements:</p> <ul style="list-style-type: none"> A. Public and semi-public buildings and/or structures essential to the physical and economic welfare of an area, such as fire stations, sub-stations and pump stations. B. Commercial Recreation, including public or private clubs, lodges or meeting halls, golf courses, driving ranges, tennis clubs, community centers and similar commercial recreational uses. Commercial Recreation will be permitted upon a finding that they are compatible with the surrounding residential uses and promotes the creation of an attractive, healthful, efficient and stable environment for living, shopping or working. All such uses except golf courses and tennis courts shall conform to the requirements of Section 4.124.04 (Neighborhood Commercial Centers) C. Churches, public, private and parochial schools, public libraries and public museums. D. Neighborhood Commercial Centers limited to the provisions of goods and services primarily for the convenience of and supported by local residents. Neighborhood Commercial Centers are only permitted where designated on an approved Legislative Master Plan. <p>(.05) Residential Neighborhood Zone Sub-districts:</p> <ul style="list-style-type: none"> A. RN Zone sub-districts may be established to provide area-specific regulations that implement Legislative Master Plans. <ul style="list-style-type: none"> 1. For the Frog Pond West Neighborhood, the sub-districts are listed in Table 1 of this code and mapped on Figure ___ of the Frog Pond West Neighborhood Master Plan. 	<p><u>Previous draft had two Commercial Recreation uses that duplicated each other. They are consolidated here.</u></p> <p>The Frog Pond Area Plan includes a neighborhood commercial center in the East Neighborhood, with the location subject to further study. This text would preclude a neighborhood commercial center in the West Neighborhood, which is consistent with the Area Plan.</p>
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Underline and strikeout – Revisions specific to this draft

The Master Plan map serves as the official subdistrict map for the Frog Pond West Neighborhood.

(.06) Minimum and Maximum Residential Units:

- A. The minimum and maximum number of residential units approved shall be consistent with this code and applicable provisions of an approved Legislative Master Plan.
 - 1. For the Frog Pond West Neighborhood, Table 1 and Master Plan Figure ___ establish the minimum and maximum number of residential units for the sub-districts.
 - 2. For parcels or areas that are a portion of a sub-district, the minimum and maximum number of residential units are established by determining the proportional gross acreage and applying that proportion to the minimums and maximums listed in Table 1.
- B. The City may allow a reduction in the minimum density for a sub-district when it is demonstrated that the reduction is necessary due to topography, protection of trees, wetlands and other natural resources, constraints posed by existing development, infrastructure needs, provision of non-residential uses, and similar physical conditions.

A “proportional acreage” method is used to determine the density requirements for a specific property.

Table 1. Minimum and Maximum Dwelling Units by Sub-District in the Frog Pond West Neighborhood

Area Plan Designation	Frog Pond West Sub-district	Minimum	Maximum
		Dwelling Units in Sub-district	Dwelling Units in Sub-district
R-10 Large Lot Single Family	3	26	32
	7	24	30
	8	43	53
R-7 Medium Lot Single Family	2	66	83
	4	96	120
	5	27	33
	9	10	13



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	11	46	58
R-5 Small Lot Single Family	1	68	85
	6	74	93
	10	30	38
Civic	12	5	7

(.07) Lot Development Standards:

- A. Lot development shall be consistent with this code and applicable provisions of an approved Legislative Master Plan.
- B. Lot Standards Generally. For the Frog Pond West Neighborhood, Table 2 and Master Plan Figure __ establish the lot development standards unless superseded or supplemented by other provisions of the Development Code.
- C. Lot Standards for Small Lot Sub-districts. The purpose of these standards is to ensure that development in the Small Lot Sub-districts is compatible with other development in the neighborhood, includes varied design that avoids homogenous street frontages, is designed with active pedestrian street frontages, and integrates open space into the development pattern. ~~These standards work in combination with the Open Space standards in _____.~~
Standards. Planned developments in the Small Lot Sub-districts shall include one or more of the following elements on each block:
 1. Alleys
 2. Residential main entries grouped around a common green or entry courtyard (e.g. cluster housing).
 3. Four or more residential main entries facing a pedestrian connection allowed by an applicable legislative Master Plan.
 4. Other designs approved by the Development Review Board as consistent with the purpose of this section.
 5. ~~Usable open spaces provided as part of meeting the Open Space Standard in _____.~~

Due to its size, Table 2 included on later page.

These standards promote livability and compatibility in the Small Lot areas.

The reference to “pedestrian connection” here is the same as used in the draft street cross-sections.

The new Item 4 is added to provide additional flexibility. The previous item 4 is not needed – it is



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Underline and strikeout – Revisions specific to this draft

<p>B. Within the Frog Pond West Neighborhood, the following standards apply.</p> <p>1. Where required, Outdoor Recreation Areas shall comply with WC Section 4.113 (.01).</p> <ol style="list-style-type: none"> 1. Properties within the R-10 Large Lot Single Family subdistricts and R-7 Medium Lot Single Family subdistricts are exempt from the requirements of this section. If the Development Review Board finds, based upon substantial evidence in the record, that there is a need for open space, they may waive this exemption and require open space proportional to the need. 2. Properties within the R-5 Small Lot Single Family subdistricts, Open Space Area shall be provided in the following manner: <ol style="list-style-type: none"> a. In all residential subdivisions and subdivision portions of mixed use developments where the majority of the developed square footage is to be in residential use, at least ten percent (10%) of the net developable area shall be in open space. Net developable area does not include land for non-residential uses, SROZ-regulated lands, streets and private drives, alleys <u>and pedestrian connections</u>. Open space must include usable open space as defined by this Code and other like space that the Development Review Board finds will meet the intent of this section. b. Natural resource areas such as tree groves and/or wetlands, and unfenced low impact development storm water management facilities, may be counted toward the 10% requirement at the discretion of the Development Review Board. Fenced storm water detention facilities do not count toward the open space requirement. c. The minimum land area for an individual open space is 4,000 square feet, <u>unless the Development Review Board finds, based on substantial evidence in the record, that a smaller minimum area adequately fulfills the purpose of this Open Space standard.</u> 	<p>Draft definition of “useable open space” is included at the end of this memorandum.</p> <p>The 4,000 SF area is based on “Cottage Court” area of 80’ x 50’</p>
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Plain text – Text from previous draft (7/6/16)

Underline and strikeout – Revisions specific to this draft

<p>d. The Development Review Board may waive the usable open space requirement if there is substantial evidence in the record to support a finding that the intent and purpose of the requirement will be met in alternative ways. A development may not use phasing to avoid the minimum usable space requirement.</p> <p>e. The Development Review Board may specify the method of assuring the long-term protection and maintenance of open space and/or recreational areas. Where such protection or maintenance are the responsibility of a private party or homeowners' association, the City Attorney shall review any pertinent bylaws, covenants, or agreements prior to recordation.</p> <p>(.09) Block, access and connectivity standards:</p> <p>A. Purpose. These standards are intended to regulate and guide development to create: a cohesive and connected pattern of streets, pedestrian connections and bicycle routes; safe, direct and convenient routes to schools and other community destinations; and, neighborhoods that support active transportation and Safe Routes to Schools.</p> <p>B. Block, access and connectivity shall comply with adopted Legislative Master Plans.</p> <p>1. Within the Frog Pond West Neighborhood, streets shall be consistent with Figure XX, Street Demonstration Plan, in the Frog Pond Master Plan. The Street Demonstration Plan is intended to be guiding, not binding. Variations from the Street Demonstration Plan may be approved by the Development Review Board, upon finding that one or more of the following justify the variation: barriers such as existing buildings and topography; designated Significant Resource Overlay Zone areas; tree groves, wetlands, or other natural resources; existing or planned parks and other active open space that will serve as high quality pedestrian connections for the public; alignment with property</p>	<p>A purpose statement has been added to help guide future decision making.</p>
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Residential Neighborhood Zone – Draft 12/5/16

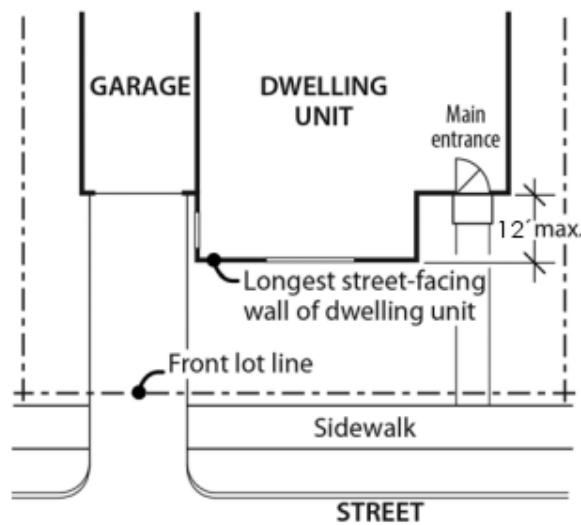
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2. Either:
 - a. Face the street
 - b. Be at an angle of up to 45 degrees from the street; or
 - c. Open onto a porch. The porch must:
 - (1) Be at least 6 feet deep
 - (2) Have at least one entrance facing the street; and
 - (3) Be covered with a roof or trellis

strong relationship between the front door, front yard, and street.

Figure 110-5
Main Entrance Facing the Street





Residential Neighborhood Zone – Draft 12/5/16

Plain text – Text from previous draft (7/6/16)

Underline and ~~strikeout~~ – Revisions specific to this draft

Main Entrance Opening onto a Porch	
<p>(.014) Garages</p> <p>A. Purpose</p> <ol style="list-style-type: none">1. Ensure that there is a physical and visual connection between the living area of the residence and the street;2. Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;3. Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;4. Provide for a more pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk; and5. Enhance public safety by preventing garages from blocking views of the street from inside the residence.	



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B. Street-Facing Garage Walls

1. Where these regulations apply. Unless exempted, the regulations of this subsection apply to garages accessory to residential units.
2. Exemptions:
 - a. Garages on flag lots.
 - b. Development on lots which slope up or down from the street with an average slope of 20 percent or more.
3. Standards.
 - a. The length of the garage wall facing the street may be up to 50 percent of the length of the street-facing building façade. For duplexes, this standard applies to the total length of the street-facing facades. For all other lots and structures, the standards apply to the street-facing façade of each unit. For corner lots, this standard applies to only one street side of the lot.
 - b. Where dwelling abuts a rear or side alley, or a shared driveway, the garage shall orient to the alley or shared drive.
 - c. Where three or more contiguous garage parking bays are proposed facing the same street, the garage opening closest to a side property line shall be recessed at least two feet behind the adjacent opening(s) to break up the street facing elevation and diminish the appearance of the garage from the street. Side-loaded garages, i.e., where the garage openings are turned away from the street, are exempt from this requirement.
 - d. A garage entry that faces a street may be no closer to the street than the longest street facing wall of the dwelling unit. There must be at least 20 feet between the garage door and the sidewalk. This

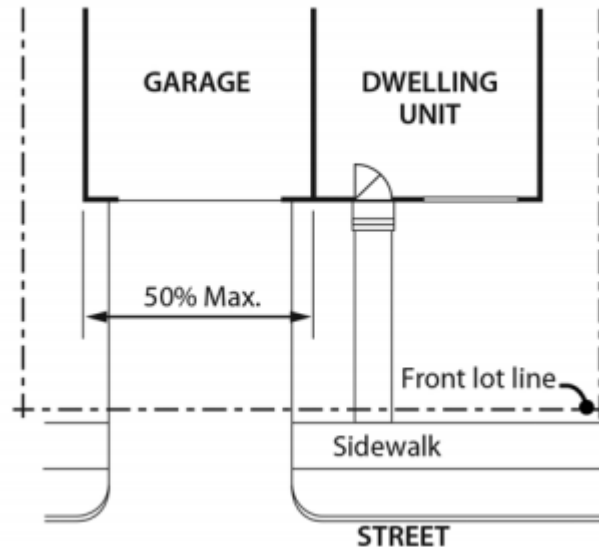


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Underline and strikeout – Revisions specific to this draft

standard does not apply to garage entries that do not face the street.

Length of Street-Facing Garage Wall



(0.15) Residential Design Standards

A. Purpose. These standards:

1. Support consistent quality standards so that each home contributes to the quality and cohesion of the larger neighborhood and community.
2. Support the creation of architecturally varied homes, blocks and neighborhoods, whether a neighborhood develops all at once or one lot at a time, avoiding homogeneous street frontages that detract from the community's appearance.

B. Applicability. These standards apply to all facades facing streets, pedestrian connections, or elsewhere as required by this Code or the Development Review Board. Exemptions

These standards have been updated based on testimony received at the September Planning Commission work session. In short, the requirements are: Windows – minimum 10% on street sides. Articulation – required.



Plain text – Text from previous draft (7/6/16)

Underline and strikeout – Revisions specific to this draft

<p><u>from these standards include: (1) Additions or alterations adding less than 50% to the existing floor area of the structure; and, (2) Additions or alterations not facing a street.</u></p> <p>C. Windows. Not less than <u>10[20]</u> percent of the surface area of all street facing elevations. Windows used to meet this standard must <u>provide</u> views from the building to the street. Glass block does not meet this standard. Windows in garage doors do not count toward this standard, <u>but windows in garage walls do count toward meeting this standard.</u></p> <p>D. Articulation. Plans for residential buildings shall incorporate design features such as varying rooflines, offsets, balconies, projections (e.g., overhangs, porches, or similar features), recessed or covered entrances, window reveals, or similar elements that break up otherwise long, uninterrupted elevations. Such elements shall occur at a minimum interval of <u>30 [30-40]</u> feet on street facing facades. <u>facing streets, pedestrian connections, or elsewhere as required by this Code or the Development Review Board.</u></p> <p>E. <u>Residential Design Menu. Residential structures shall provide a minimum of five (5) of the design elements listed below. Where a design features includes more than one element, it is counted as only one of the five required elements.</u></p> <ul style="list-style-type: none">a. <u>Dormers at least three (3) feet wide.</u>b. <u>Covered porch entry – minimum 48 square foot covered front porch, minimum six (6) feet deep, and minimum of a six (6) foot deep cover.</u>c. <u>Front porch railing around at least two (2) sides of the porch.</u>d. <u>Front facing second story balcony – projecting from the wall of the building a minimum of four (4) feet</u>	<p><u>Detailed design – design “menu”, 5 of 15 elements. House plan variety – required.</u></p> <p><u>The menu is sourced from the City of Sandy. Staff at Sandy report that the standards are working well and resulting in good design.</u></p>
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<p><u>and enclosed by a railing or parapet wall.</u></p> <p>e. <u>Roof overhang of 16 inches or greater.</u></p> <p>f. <u>Columns, pillars or posts at least four (4) inches wide and containing larger base materials.</u></p> <p>g. <u>Decorative gables – cross or diagonal bracing, shingles, trim, corbels, exposed rafter ends, or brackets (does not include a garage gable if garage projects beyond dwelling unit portion of street façade).</u></p> <p>h. <u>Decorative molding above windows and doors.</u></p> <p>i. <u>Decorative pilaster or chimneys.</u></p> <p>j. <u>Shakes, shingles, brick, stone or other similar decorative materials occupying at least 60 square feet of the street façade.</u></p> <p>k. <u>Bay or bow windows – extending a minimum of 12 inches outward from the main wall of a building and forming a bay or alcove in a room within the building.</u></p> <p>l. <u>Sidelight and/or transom windows associated with the front door or windows in the front door.</u></p> <p>m. <u>Window grids on all façade windows (excluding any windows in the garage door or front door).</u></p> <p>n. <u>Maximum nine (9) foot wide garage doors or a garage door designed to resemble two (2) smaller garage doors and/or windows in the garage door (only applicable to street facing garages).</u></p> <p>o. <u>Decorative base materials such as natural stone, cultured stone, or brick extending at least 36 inches above adjacent finished grade occupying a minimum of 10 % of the overall primary street facing façade.</u></p>	
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Underline and ~~strikeout~~ – Revisions specific to this draft

p. Entry courtyards which are visible from, and connected directly to, the street. Courtyards shall have a minimum depth of 10 feet and minimum width of 80% of the non-garage/driveway building width to be counted as a design element.

q. Other items meeting the intent of this section as determined by the Director or Development Review Board.

F. House Plan Variety. No two directly adjacent or opposite dwelling units may possess the same front or street-facing elevation. This standard is met when front or street-facing elevations differ from one another due to different materials, articulation, roof type, inclusion of a porch, fenestration, and/or number of stories. Where facades repeat on the same block face, they must have at least three intervening lots between them that meet the above standard. Small Lot developments over 10 acres shall include duplexes and/or attached 2-unit single family homes comprising 10% of the homes – corner locations are preferred.

G. Pohibited Building Materials. The following construction materials may not be used as an exterior finish:

a. Vinyl siding, wood fiber hardboard siding, oriented strand board siding, corrugated or ribbed metal, or fiberglass panels



Residential Neighborhood Zones – Draft 12/5/16

Plain text – Text from previous draft (7/6/16)

Underline and ~~strikeout~~ – Revisions specific to this draft

Table 2: Neighborhood Zone Lot Development Standards

Neighborhood Zone Sub-District	Min. Lot Size (sq.ft.)	Min. Lot Depth (ft.)	Max. Lot Coverage (%)	Min. Lot Width ^{G, H, J} (ft.)	Max. Bldg. Height ^F (ft.)	Setbacks ^H				
						Front Min. (ft.)	Rear Min. (ft.)	Side Min. (note)	Garage Min Setback from Alley (ft.)	Garage Min Setback from Street ^K (ft.)
R-10 Large Lot Single Family	8000 ^A	60'	40% ^B	40	35	20 ^C	20	1'	18 ^D	20
R-7 Medium Lot Single Family	6000 ^A	60'	45% ^B	35	35	15 ^C	15	1'	18 ^D	20
R-5 Small Lot Single Family	4000 ^A	60'	60% ^B	35	35	12 ^C	15	1'	18 ^D	20

- Notes: A May be reduced to 80% of minimum lot size where necessary to preserve natural resources (e.g. trees, wetlands) and/or provide active open space. Cluster housing may be reduced to 80% of minimum lot size.
- B On lots where detached accessory buildings are built, maximum lot coverage may be increased by 10%.
- C Front porches may extend 5 feet into the front setback.
- D The garage setback from alley shall be minimum of 18 feet to a garage door facing the alley in order to provide a parking apron. Otherwise, the rear or side setback requirements apply.
- F Vertical encroachments are allowed up to ten additional feet, for up to 10% of the building footprint; vertical encroachments shall not be habitable space.
- G May be reduced to 24' when the lot fronts a cul-de-sac. No street frontage is required when the lot fronts on an approved, platted private drive or a public pedestrian access in a cluster housing development.
- H Front Setback is measured as the offset of the front lot line or a vehicular or pedestrian access easement line. On lots with alleys, Rear Setback shall be measured from the rear lot line abutting the alley.
- I On lots greater than 10,000 SF with frontage 70 ft. or wider, the minimum combined side yard setbacks shall total 20 ft. with a minimum of 10 ft. On other lots, minimum side setback shall be 5 ft. On a corner lot, minimum side setbacks are 10 feet.
- J For cluster housing with lots arranged on a courtyard, frontage shall be measured at the front door face of the building adjacent to a public right of way or a public pedestrian access easement linking the courtyard with the Public Way.
- K Duplexes with front-loaded garages are limited to one shared standard-sized driveway/apron.



Residential Neighborhood Zones – Draft 12/5/16

Plain text – Text from previous draft (7/6/16)

Underline and ~~strikeout~~ – Revisions specific to this draft

Amendments to Definitions needed to support the Frog Pond West Master Plan and Neighborhood

The following amendments to definitions address issues discussed to date for the Neighborhood Zone. As part of preparing the hearings-ready code amendments, the team will go through the entire code to identify amendments required to fully integrate the Neighborhood Zone.

Definition 53A - Cohousing

Cohousing: Cohousing is an intentional community of private homes clustered around a shared space, with design features to promote frequent interaction and close relationships. Cohousing can be comprised of a single housing type or a variety of housing types, as permitted by the base zone. Applicable regulations are determined by the base zone, specific housing types involved, and applicable regulations such as master plans.

Definition 175 – Neighborhood

Neighborhood: An urban sector of residential or multiple uses served by a network of pedestrian-friendly streets and alleys within approximately ¼ mile in radius. Neighborhoods are generally defined by arterial or collector streets and/or open space at their edges and may include a park or Neighborhood Commons at their center.

Definition 196A – Usable Open Space

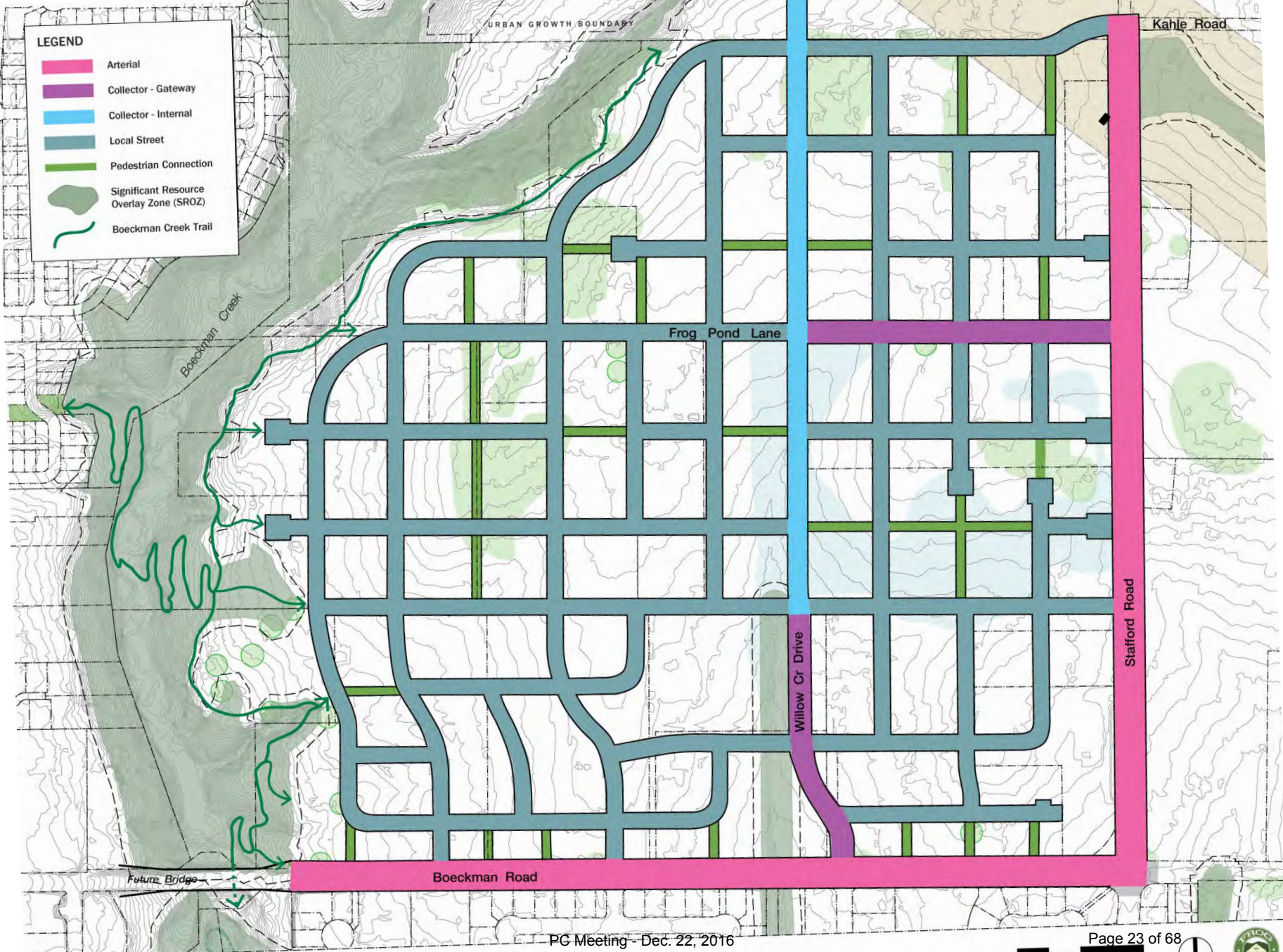
Usable Open Space: Open Space that serves a planned recreational, active transportation, environmental education or relaxation purpose and is of sufficient size and shape for the intended purpose. Usable open space does not include land that is an apparently remnant tract or otherwise unusable or oddly shaped area.



Monuments, Gateways and Signs

LEGEND

- Arterial
- Collector - Gateway
- Collector - Internal
- Local Street
- Pedestrian Connection
- Significant Resource Overlay Zone (SROZ)
- Boeckman Creek Trail



URBAN GROWTH BOUNDARY

Kahle Road

Boeckman Creek

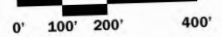
Frog Pond Lane

Willow Cr Drive

Stafford Road

Boeckman Road

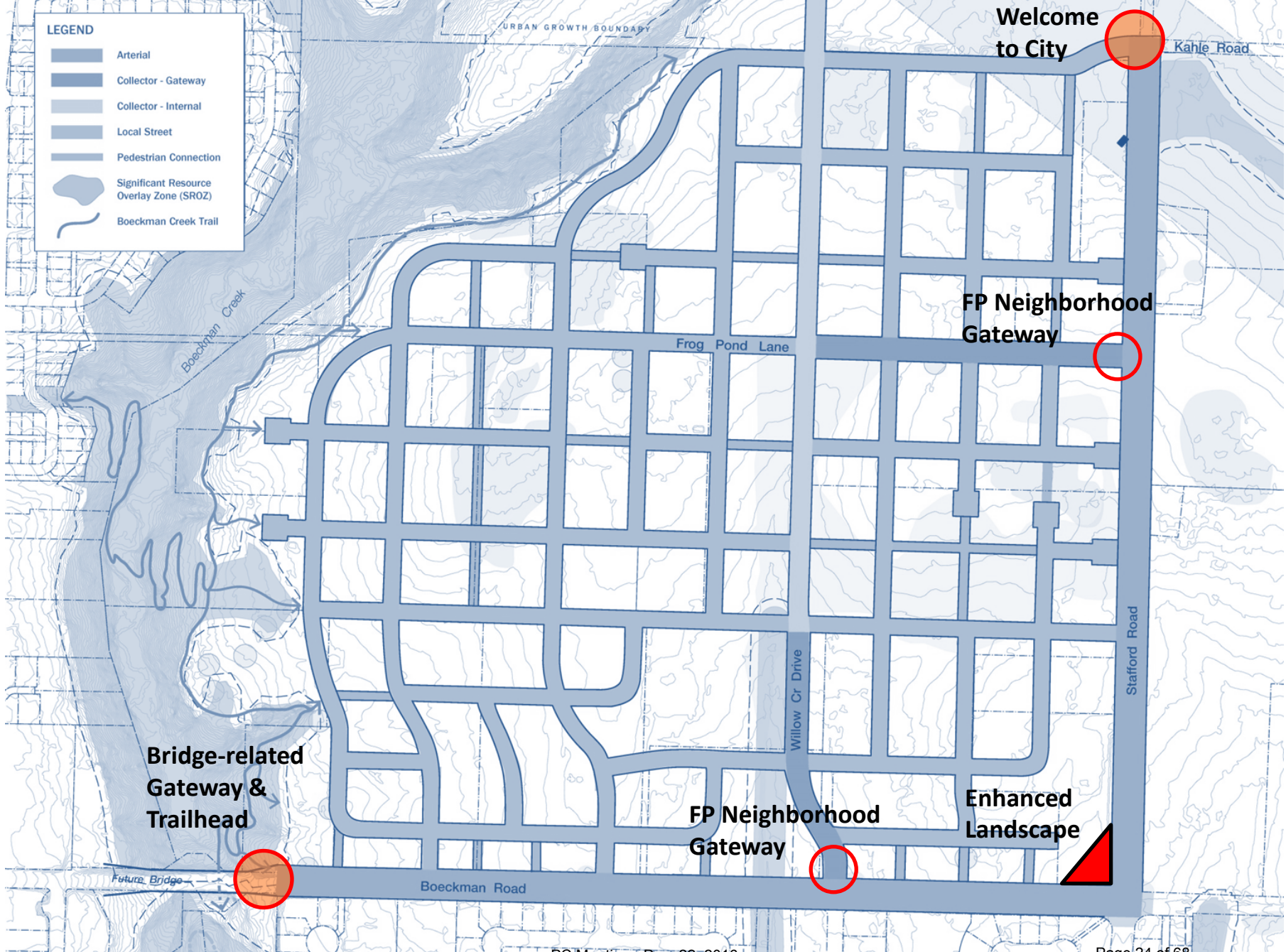
Future Bridge



STREET TYPES

LEGEND

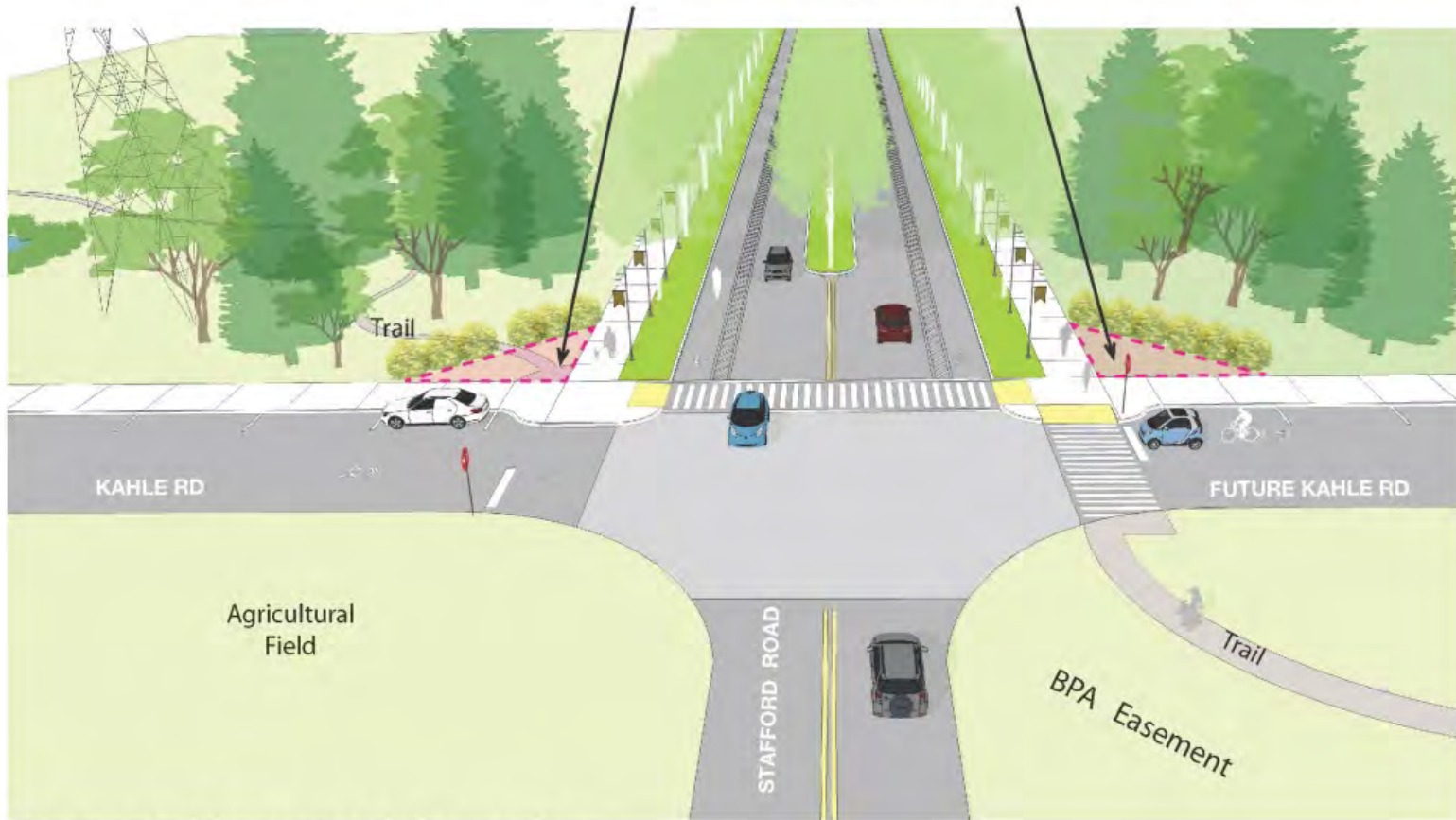
- Arterial
- Collector - Gateway
- Collector - Internal
- Local Street
- Pedestrian Connection
- Significant Resource Overlay Zone (SROZ)
- Boeckman Creek Trail



STREET TYPES



Potential area for gateway element



Conceptual Gateway Intersection

SW Stafford & SW Kahle, looking south

- Facilitates transition from rural to urban setting
- Landscape and signage design should reflect the character of the planning area



Bridge as Gateway

PC Meeting - Dec. 22, 2016
Frog Pond Master Plan

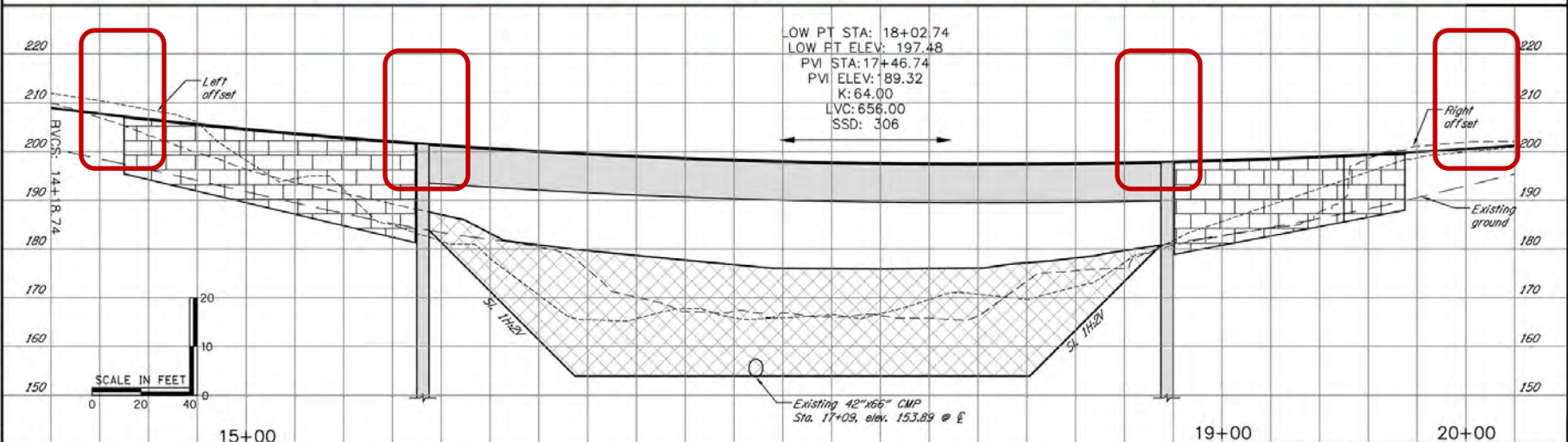
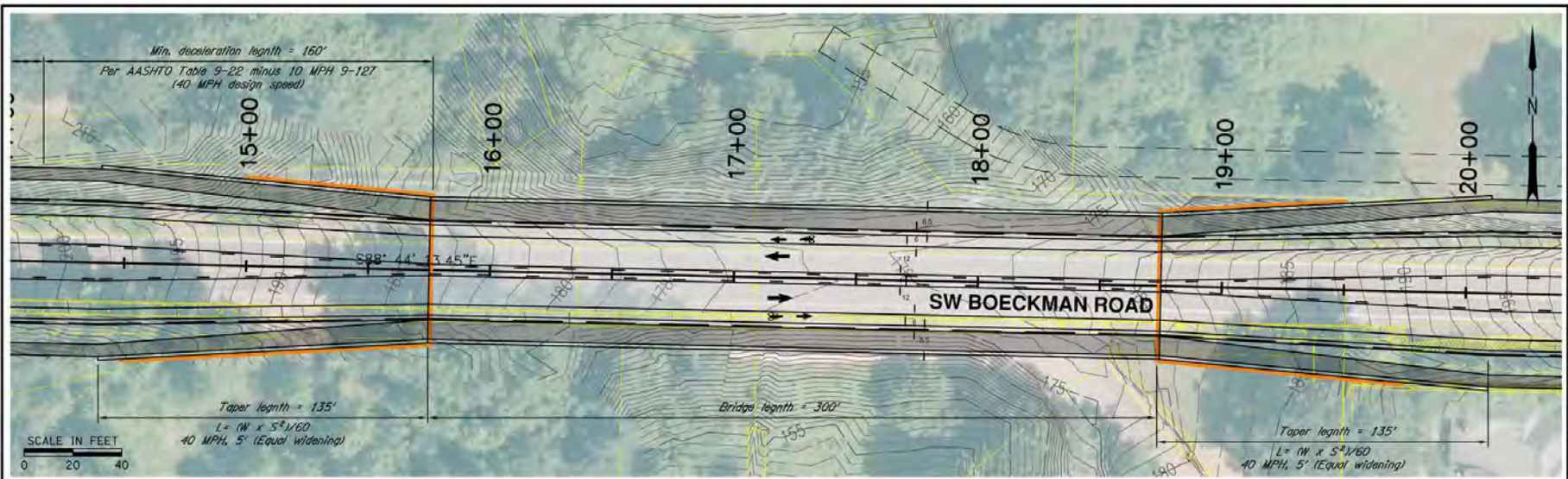
Existing Boeckman Rd looking east



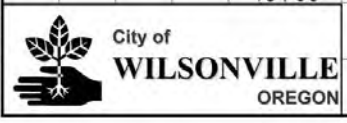
Bridge as Gateway

PC Meeting - Dec. 22, 2016
Frog Pond Master Plan

Eastern transition from Boeckman
"dip"--looking east



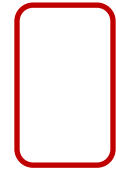
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BOECKMAN CREEK BRIDGE	
SW BOECKMAN ROAD CITY OF WILSONVILLE	
PLAN AND PROFILE EXHIBIT	2 OF 3

Bridge as Gateway


PC Meeting - Dec. 22, 2016
Frog Pond Master Plan



Potential locations for
vertical elements to be
added to bridge



Bridge as Gateway



Coffee
Creek

Bridge as Gateway



Bridge as Gateway



Bridge as Gateway





Landscape as Gateway



Seasonal landscapes



Landscape integrated with walls



Landforms and tall vegetation



Public art gateway

Landscape as Gateway



Individual signs



Neighborhood Identity

Principles and Standards:

1. Frog Pond should continue as a unifying name for the neighborhood.
2. Monument signs should be limited to entry areas and emphasize the Frog Pond Neighborhood identity.
3. These signs should evoke a civic gesture
4. Individual subdivision signs will be limited to temporary real estate sales signage.



Use brick to blend with Boeckman property frontage wall



Brick monument should be properly scaled, respectful of Boeckman frontage context and history



Simple brick form,
integrated with landscape

Large lettering not as
important as landscape
and civic element





Street sign 'caps' also help with neighborhood identity



Design Precedents





Public Lands Examples (context and scale)

PC Meeting - Dec. 22, 2016
for Final Master Plan





Vertical Scale



Monuments, Gateways and Signs

City of Wilsonville

Comprehensive Plan

*Draft Amendments Supporting the Frog Pond West Master Plan
December 5, 2016*



Updated July 2013

CITY OF WILSONVILLE
COMPREHENSIVE PLAN

Table of Contents

INTRODUCTIONINTRO - 1

BRIEF HISTORY Intro - 1

HISTORY OF LOCAL PLANNING EFFORTS Intro - 1

 Comprehensive Plan Land Use Map Intro - 3

 Additional to the Land Use Map, the Plan includes the following text: Intro - 4

 Supporting Documents: Intro - 5

PROCEDURESIntro - 6

 How to Use the Plan Intro - 6

 Plan Amendments Intro - 7

 Planning/Zoning Procedures Intro - 9

OREGON’S STATEWIDE PLANNING GOALS Intro - 11

CITIZEN INVOLVEMENT.....A - 1

URBAN GROWTH MANAGEMENT.....B - 1

 CITY LIMITS B - 2

 URBAN GROWTH BOUNDARIES B - 3

PUBLIC FACILITIES AND SERVICES C - 1

 TIMING -- CONCURRENCY ISSUES C - 3

 PAYING FOR NEEDED FACILITIES AND SERVICES C - 4

 PRIMARY FACILITIES AND SERVICES C - 5

 Sanitary Sewer Plan C - 5

 Water Service Plan C - 6

~~Roads and Transportation Plan~~ [Deleted by Ord. No. 671, 11/16/09] See Transportation Below

~~Street Improvements~~[Deleted by Ord. No. 671, 11/16/09] See Transportation Below

 Storm Drainage Plan C - 8

 Fire Protection Plan C - 11

 Police Protection And Public Safety C - 12

 COMPLEMENTARY FACILITIES/SERVICES PLAN C - 13

 School And Educational Services C - 13

 Parks/Recreation/Open Space C - 14

 Park System Classifications C - 18

 Solid Waste C - 18

 Semi-Public Utilities C - 19

 City Administration C - 20

 Health And Social Services C - 20

 TRANSPORTATION C - **ERROR! BOOKMARK NOT DEFINED.**

 The Transportation Network C - **Error! Bookmark not defined.**

 I-5/Wilsonville Road IMA C - **Error! Bookmark not defined.**6

 I-5/Elligsen Road Interchange C - 27

LAND USE AND DEVELOPMENTD - 1

ECONOMIC DEVELOPMENT D- 3

GENERAL DEVELOPMENT D- 5

COMMERCIAL DEVELOPMENT D- 8

INDUSTRIAL DEVELOPMENT D- 11

RESIDENTIAL DEVELOPMENT D- 12

RESIDENTIAL PLANNING DISTRICTS SHOWN ON THE LAND USE MAP OF THE
 COMPREHENSIVE PLAN D- 19

 Density (0-1 du/ac) D- 19

 Density (2-3 or 4-5 du/ac)..... D- 19

 Density (6-7 or 10-12 du/ac)..... D- 20

 Density (18-20 du/ac) D- 20

ENVIRONMENTAL RESOURCES AND COMMUNITY DESIGN D- 21

COMPACT URBAN DEVELOPMENT D- 32

NEIGHBORHOOD RESIDENTIAL

THE PLAN MAP..... E - 1

AREAS OF SPECIAL CONCERN F - 1

AREA A F- 1

AREA B F- 2

AREA C F- 2

AREA D F- 2

AREA E F- 4

AREA F F- 4

AREA G F- 7

AREA H F- 9

AREA I F- 9

AREA J F- 9

AREA K F- 10

AREA L F- 10

HISTORIC SITES OR FEATURES F- 11

The Wilsonville Comprehensive Plan was revised in entirety and adopted by City Council Ordinance No. 517 on October 16, 2000. It has been amended since then by the ordinances below. These ordinances have been incorporated into the January 2013 Comprehensive Plan.

Ordinance #	Description	Adoption Date
742	Wilsonville Residential Land Study	5/19/14
718	2013 Transportation System Plan (Replaces prior Transportation Systems Plan)	9/6/12
707	Water System Master Plan (<i>Replaces all prior Water System Master Plans</i>)	9/6/12
700	Stormwater Master Plan (<i>Repeals Ordinance No. 515</i>)	2/23/12
676	Accessory Dwelling Units	3/3/10
674	Metro Title 13 (Nature in Neighborhoods) Compliance	11/16/09
671	Transportation-related amendments	11/16/09
653	Transit Master Plan	7/7/08
638	Statewide Planning Goal 9: Economic Opportunities Analysis	12/3/07
637	Coffee Creek 1 Master Plan	10/15/07
625	Parks and Recreation Master Plan	9/17/07
623	Bicycle and Pedestrian Master Plan	12/20/06
609	Villebois Village Master Plan Amendments	5/15/06
610	Public Works Standards	5/1/06
594	Villebois Village Master Plan Amendments	12/3/05
574	Reduction of Allowable Commercial Uses in Industrially-Zoned Land	11/1/04
573	Memorial Parks Trails Master Plan	9/20/04
571	Wastewater Facility Plan	8/30/04
566	Villebois Village Master Plan Amendment	6/21/04
556	Villebois Village Master Plan (adoption of)	8/18/03
552	Transportation Systems Plan	6/2/03
555	Villebois Village Concept Plan - Comprehensive Plan Map amendment	6/2/03
554	Villebois Village Concept Plan text amendment	6/2/03
553	Villebois Village Concept Plan (adoption of)	6/2/03
549	Metro Title 5 Compliance	10/21/02
531	Water System Master Plan (<i>Replaced by Ordinance No. 707, adopted 9/6/12</i>)	1/24/02
530	Wastewater Collection System Master Plan	7/17/01
515	Stormwater Master Plan (<i>Repealed by Ordinance No. 700, adopted 2/23/12</i>)	6/7/01
516	Natural Resources Plan	6/7/01
<u>No.</u>	<u>Frog Pond West Master Plan</u>	<u>Date</u>

Supporting Documents:

All of the following documents, including amendments that may subsequently be made, should be considered to be supportive of the contents of the Comprehensive Plan. However, only those documents that have been specifically adopted by the City Council as part of this Comprehensive Plan, or implementing this Plan, shall have the force and effect of the Plan.

- Bicycle and Pedestrian Master Plan (Replaces Chapter 5 of Transportation Systems Plan) (2006)
- Capital Improvements Plan Summary Findings and Recommendations (on-going),
- Coffee Creek 1 Master Plan (2007)
- Development Code (Chapter 4 of the Wilsonville Code) and other implementing City ordinances.
- Federal Emergency Management Agency Floodway and Flood Insurance Rate Maps (2008)
- Guidelines for a Water Wise Landscape (1998)
- Master Public Facilities and Capital Improvements Plan (on-going).
- Memorial Park Trails Plan (2004)
- Metro's Region 2040 program (1995), Regional Framework Plan (1997), Urban Growth Management Functional Plan (1997) and subsequent titles (chapters), Regional Transportation Plan (RTP) and supporting documents (including the Regional Housing Needs Analysis, 1997).
- Metro's Title 13 (Nature in Neighborhoods) compliance (with Metro's Urban Growth Management Functional Plan)
- Natural Resource Plan and supporting documents (2001)
- Parks and Recreation Master Plan (2007)
- Physical Inventory – The Natural Environment Research/Analysis (1979)
- Public Works Standards (2006)
- Statewide Planning Goal 9: Economic Opportunities Analysis (2007)
- Statewide Planning Goals and Guidelines, as amended. Please see the end of this Introduction section for a list of the Statewide Planning Goals.
- Stormwater Master Plan (2012)
- Street Tree Study (1998)
- Transit Master Plan (Replaces Chapter 6 and Chapter 8 of the 2003 Transportation Master Plan) (2008)
- Transportation Systems Plan (2003) and supporting documents.
- Urban Renewal Plan (1993)
- Villebois Village Concept Plan (2003)

- Villebois Village Master Plan (2006)
- Wastewater Collection System Master Plan (2001)
- Wastewater Facility Plan (2004)
- Water Moratorium and Public Facility Strategy Information (1998 – 2000)
- Water Supply Study Report (1997)
- Water System Master Plan (2012)
- West Side Master Plan (1996)
- Wilsonville Residential Land Study (2014)
- Frog Pond Area Plan (2015)
- Frog Pond West Master Plan (2017)

PROCEDURES

How to Use the Plan

The purpose of this Plan is to guide the physical development of the City. Following this introduction, the text of the Plan is presented in four major sections that provide a framework for land use decisions. The four sections are:

- A. Citizen Involvement – this section describes the City’s on-going citizen involvement program.
- B. Urbanization – this section defines where and when urban level development will be permitted and recognizes Metro’s authority relative to the regional urban growth boundary.
- C. Public Facilities and Services – this section determines what facilities and services must be available to support urban development, and therefore, further defines when development can occur.
- D. Land Use and Development – this section determines future zoning and how a parcel of land may be developed. It provides basic standards for residential, public, commercial, and industrial uses and establishes general planning districts for each of these types of uses. The planning districts are visually represented on a land use map.

This Plan consists of general background and explanatory text, City of Wilsonville Goals, Policies, Implementation Measures, and a Plan Map. When any ambiguity or conflict appears to exist, Goals shall take precedence over Policies, Implementation Measures, text and Map; Policies shall take precedence over text, Implementation Measures, and Map. The land use map is only a visual illustration of the intent of the Plan. Therefore, the lines separating uses on the map are not rigid and inflexible. The lines for residential districts do, however, provide a basis

URBAN GROWTH BOUNDARIES

Policy 2.2.1. The City of Wilsonville shall plan for the eventual urbanization of land within the local planning area, beginning with land within the Urban Growth Boundary.

Implementation Measure 2.2.1.e Changes in the City boundary will require adherence to the annexation procedures prescribed by State law and Metro standards. Amendments to the City limits shall be based on consideration of:

1. Orderly, economic provision of public facilities and services, i.e., primary urban services are available and adequate to serve additional development or improvements are scheduled through the City's approved Capital Improvements Plan.
2. Availability of sufficient land for the various uses to insure choices in the marketplace for a 3 to 5 year period.
3. Statewide Planning Goals.
4. Applicable Metro Plans;
5. Encouragement of development within the City limits before conversion of urbanizable (UGB) areas.
6. Consistency with legislative Master Plans and other applicable provisions of the Comprehensive Plan and Development Code.

created by development. If, however, school facilities and/or services were determined to be severely inadequate and the school districts unable to provide satisfactory improvement, then growth limitations would be appropriate.

Parks/Recreation/Open Space

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

Within the City, recreational planning is coordinated with the West Linn-Wilsonville School District. The District provides traditional physical education programs as part of their regular school curriculum plus competitive sports programs in the upper grade levels. Other youth sports programming is provided by the City and a variety of non-profit organizations. The School District's community education program also provides recreational programs for both youth and adult activities and coordinates the use of District facilities.

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

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

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

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

6. Encourage commercial recreation carefully sited within, or adjacent to, other uses.

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

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

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

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

Implementation Measure 3.1.11.a Identify and encourage conservation of natural, scenic, and historic areas within the City.

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

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

Implementation Measure 3.1.11.d Continue the acquisition, improvement, and maintenance of open space.

Implementation Measure 3.1.11.e Require small neighborhood parks (public or private) in residential areas and encourage maintenance of these parks by homeowner associations or other entities as deemed appropriate by the City.

Implementation Measure 3.1.11.f Maintain and develop the current park system for centralized community-wide park facilities, but emphasize the future acquisition of small parks in localized areas.

Implementation Measure 3.1.11.g Where appropriate, require developments to contribute to open space.

Implementation Measure 3.1.11.h Protect residents from bearing the cost for an elaborate park system, excessive landscape maintenance, and excessive public facility costs.

Implementation Measure 3.1.11.i Develop limited access natural areas connected where possible by natural corridors for wildlife habitat and watershed and soil/terrain protection. Give priority to preservation of contiguous parts of that network which will serve as natural corridors throughout the City for the protection of watersheds and wildlife.

Implementation Measure 3.1.11.j Identify areas of natural and scenic importance and where appropriate, extend public access to, and knowledge of such areas, to encourage public involvement in their preservation.

Implementation Measure 3.1.11.k Protect the river-connected wildlife habitat.

Implementation Measure 3.1.11.l Encourage the interconnection and integration of open spaces within the City and carefully manage development of the Willamette River Greenway.

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

Implementation Measure 3.1.11.n Park classifications and standards shall be developed to guide a program for acquisition and development of a park and open space system to insure an adequate supply of usable open space and recreational facilities, directly related to the specific needs of the local residents.

Implementation Measure 3.1.11.o Individual park and recreational sites, as defined by the parks and open space standards and classification system will be developed according to the following priorities:

1. Where possible, facilities within a park should be adjusted to meet the needs and desires of the local residents and the characteristics of the site. Park and/or recreational facilities in demand and least supply should receive the highest priorities.
2. Parks should be planned to insure maximum benefit to the greatest number of local residents. For this reason, acquisition and development of community level parks should be given the highest park priority.
3. Development of additional neighborhood Parks will have a lower priority for public funding, except where a higher priority is established for a specific area by a legislative Master Plan or other provision of the Comprehensive Plan. To assure localized benefit, development and maintenance of neighborhood parks

- shall continue to be accomplished through homeowner associations or other entities as deemed appropriate by the City.
4. Small neighborhood parks have the lowest development priority and should be supplied at public expense only if an area is determined to be isolated from access to other parks, or where deemed to be needed by a legislative Master Plan, or where space is extremely limited, and the park is supported by the adjacent neighborhood the park is serving. Maintenance of such parks should be assigned to a homeowners' association or other neighborhood organization or the City. Small neighborhood parks tend to benefit a very localized population. It is, therefore, the intent of these standards to assign, where possible or appropriate to specific areas, the financial burden of maintenance and even development to those that benefit the most. In addition, a significant factor affecting maintenance costs is one of transporting equipment from park to park. Therefore, by concentrating public maintenance efforts to a few community parks, efficient use of maintenance dollars can be maximized.
 5. Provision of regional park facilities will only be considered as an inter-jurisdictional project; and should have a low priority unless unusual circumstances arise.
 6. The City will encourage dedication or acquisition of land for parks and other public purposes in excess of lands needed to satisfy immediate needs.

Implementation Measure 3.1.11.p New developments shall be responsible for providing specified amounts of usable on-site open space depending on the density characteristics and location of the development, considering the provisions of applicable legislative Master Plans. Where possible, recreational areas should be coordinated with and complement Willamette River Greenway, and other open space areas identified as environmentally sensitive or hazardous areas for development.

Implementation Measure 3.1.11.q All development within the Willamette River Greenway shall be controlled through the conditional use permit process and shall be subject to Design Review approval.

It is the reasoning of these policies that the need for open space is closely related to density. There is a relationship between the amount of interior space provided within living units and the desire for outdoor space. That is, if the interior living space creates a confined or crowded feeling, the availability of outdoor space becomes more important than if the interior area is spacious and comfortable. Therefore, while standards for open space will be set, they may be adjusted based on individual site design characteristics. The standards further recognize the value of urban land for development and attempts to reasonably balance the need for open or recreational space with competing uses.

The West Linn – Wilsonville School District currently provides recreational facilities and programs for City residents. They have developed facilities at Wood Middle School and at Wilsonville High School. These facilities and services are considered a vital part of the City's park and recreational system.

TRANSPORTATION

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 3.2.2 The City may adopt street demonstration plans and other illustrative guidance to street, bicycle and pedestrian connectivity, and require development to show consistency with those plans.

RESIDENTIAL DEVELOPMENT

Policy 4.1.4 The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.

Implementation Measure 4.1.4.c Establish residential areas that are safe, convenient, healthful, and attractive places to live while encouraging variety through the use of planned developments and clusters and legislative Master Plans.

Implementation Measure 4.1.4.u To provide variety and flexibility in site design and densities, residential lands shown on the Land Use Map and legislative Master Plans of the Comprehensive Plan have been divided into districts, with different density ranges for each district. In all residential developments, other than those that are so small that it is not mathematically feasible to achieve the prescribed minimum density, the 80% minimum shall apply. The following density ranges have been prescribed for each district:

- Density: 0-1 units/acre
- 2-3 units/acre
- 4-5 units/acre
- 6-7 units/acre
- 10-12 units/acre
- 18-20 units/acre

Densities may also be defined for specific areas in legislative Master Plans.

Implementation Measure 4.1.4.v Site development standards and performance criteria have been developed for determining the approval of specific densities within each district. Densities may be increased through the Planned Development process to provide for meeting special needs (e.g., low/moderate income, elderly, or handicapped). Site development standards, performance criteria, density flexibility and other standards may be established for specific areas in legislative Master Plans.

Implementation Measure 4.1.4.cc In order to encourage originality, flexibility, and innovation in land development, and minimize monotonous standardized subdivisions, all subdivisions over two acres in size require Planned Development review (P.D.R.). Multi-plexes and single-family attached units may also be approved as part of a planned development.

Implementation Measure 4.1.4.dd Continue the development of a renewal program to update/upgrade the "Old Town" area of Wilsonville.

RESIDENTIAL PLANNING DISTRICTS SHOWN ON THE LAND USE MAP OF THE COMPREHENSIVE PLAN

Density (0-1 du/ac)

The purpose of this district is to provide for very low density housing areas to satisfy individuals desiring to own a large lot within an urban setting. This district recognizes and protects existing and future large-lot developments within the City. This density would generally fall under the PDR-1 zoning district category as outlined in the Development Code.

The following areas should be designated and developed at this density:

1. Areas which are currently developed at suburban densities and where little need exists for redevelopment.
2. Areas where transportation is limited to minor collector and local streets, and where high volume traffic would create safety problems.
3. Areas where sensitivity to the natural environment or natural hazards warrant a reduced density.

Density (2-3 or 4-5 du/ac)

The purpose of this district is to provide for low density residential areas. The 2-3 du/acre density would generally fall under the PDR-2 zoning district category as outlined in the Development Code. The 4-5 du/acre density would generally fall under the PDR-2 and PDR-3 (or other categories that could work out to this level of density) zoning district category as outlined in the Development Code.

The following areas should be designated and developed at this density:

1. Areas with access to a minor arterial, collector, or local streets. However, direct vehicular access from individual lots onto a minor arterial will be restricted.
2. Undeveloped areas adjacent to existing lower density developments, or near the fringe of the Urban Growth Boundary.

3. Areas where sensitivity to the natural environment or natural hazards warrant a reduced density.

Density (6-7 or 10-12 du/ac)

The purpose of this district is to ensure an efficient use of urban land by providing for the development of medium density housing areas. This density would generally fall under the PDR-3 and PDR-4 (or other categories that could work out to this level of density) zoning districts category as outlined in the Development Code.

The following areas should be designated and developed as urban medium density:

1. Areas with access to a major or minor arterial or collector street. Siting should not, however, result in significant traffic impacts through lower density residential areas.
2. Areas located near or adjacent to commercial areas, employment centers and/or mass transit routes.
3. Areas adjacent to urban lower density developments or planning districts.

Permitted uses in this district typically include single family dwellings, whether detached or attached, accessory dwelling units, multi-family dwellings, including duplexes and tri-plexes, and mobile home parks or subdivisions, multi-family developments, including duplexes and multi-plexes and mobile home parks or subdivisions, will be subject to Development Review approval.

Neighborhood or convenience commercial uses may be permitted as part of a Planned Development but should be integrated into the design of the surrounding residential development, i.e., first floor of multi-story structure or similar design as residential units. Such commercial developments shall be limited to locations where there is clearly demonstrated local need. All such uses shall be subject to Development Review approval.

Density (18-20 du/ac)

The purpose of this district is to provide for efficient use of land near the major commercial or employment centers by providing for high-density residential development. It is a further purpose of this district to encourage mixed uses in commercial areas. This density would generally fall under the PDR-6 and PDR-7 (or other categories that could work out to this level of density) zoning district categories as outlined in the Development Code.

The following areas may be designated urban high-density residential:

1. Areas located on major or minor arterials and where such development will not result in significant traffic impacts through low- or medium-density residential areas.

2. Areas located within or adjacent to major shopping centers, employment centers and/or adjacent to mass transit routes.

Because of the land use intensity allowable in this district, the zoning will be restricted to a Planned Development review.

All developments will be subject to Development Review Board approval, including lot sizes, setbacks, open space, and parking requirements. Where feasible, under-structure parking will be encouraged on structures over two (2) stories in height.

Residential – Village

See the Compact Urban Development section of this Plan for the description of the Residential – Village designation.

Residential – Neighborhood

See the Residential Neighborhood section of this Plan for the description of the Residential – Neighborhood designation.

ENVIRONMENTAL RESOURCES AND COMMUNITY DESIGN

At a glance, most land appears to be much the same as the lands surrounding it, with the exception of obvious differences such as topography and vegetation. However, a more detailed analysis can reveal distinct differences in the land composition and physical characteristics of nearly any two adjacent parcels of land. These differences can affect the overall suitability of a particular parcel of land for various types of land use. Each piece of land has a natural land use intensity potential which results from variations in its physical features and their interrelationships with natural processes, such as:

1. Underlying geological deposits and associated characteristics.
2. Types of surface soils and associated characteristics.
3. Water, the hydrologic cycle and natural drainage.
4. Slope of the land.
5. Vegetative cover (type, size, and location).
6. Weather conditions.
7. Character of adjoining natural features and developments.

Certain combinations of these natural features and processes can create inherently hazardous or unstable conditions which have special significance to humans and their land use activities. These conditions, referred to as natural hazards, are more appropriately labeled physical or natural limitations and occur in the form of:

1. Flood plains and wetlands
2. Runoff and erosion potentials.
3. Soil instability, including landslides, settlement, shrink/swell potential and earthquakes.

Full compliance with these standards could result in some development constraints with the City and at a minimum could require installation of air pollution control devices on some industries. Air quality will remain a concern as urban development occurs.

Similarly, water quality is regulated by Federal Standards enforced by DEQ at the State level. For example, the City's sanitary sewer treatment system is monitored to insure compliance with DEQ wastewater discharge standards.

The major source of noise pollution within the City is the I-5 Freeway. Other noticeable sources include boats on the river and trains passing through town.

In recognition of the noise conflicts with the Freeway and railroad tracks, the City has made an effort to minimize the location of residential development adjacent to the Freeway or tracks. In addition, site design and sound control devices, i.e., berms and walls can be used to reduce noise conflicts.

In considering the overall character of the community, it is important to look to the past. As a community develops, it should not discard its past for the sake of the future. Historic features provide a link with the past and add character and variety to the community's design.

The Statewide Inventory of Historic Sites and Building identifies one historic site in the City, the Boones Ferry Landing Site. There is no physical evidence of this landing site, except that Boone's Ferry Road terminates at the river's edge. The site is part of a six-acre City Park and is located within the Willamette River Greenway Boundaries. Other than documentation and recognition that this landing site exists, no additional standards or measures are considered necessary to preserve its historic value.

Additional Wilsonville sites and buildings have been inventoried and the results have been included as an appendix to the Comprehensive Plan as potential historic sites and structures. The City has worked with the local Historical Society on that inventory in the past and is expected to continue to coordinate with that group in completing the Goal 5 process for historic resources in the future.

Policy 4.1.5 Protect valuable resource lands from incompatible development and protect people and property from natural hazards.

as a buffer between development and conservation. Limited development impacts may be permitted in accordance with special development standards found within the Planning and Land Development Ordinance.

Implementation Measure 4.1.5.cc Undeveloped portions of the Significant Resource Overlay Zone may be used towards satisfaction of open space requirements. A density transfer credit of not more than 50% of the designated Significant Resource Overlay Zone will also be allowed, except where legislative Master Plans have defined subdistricts or use other means to determine the amount and location of residential density outside of the SROZ without the use of a density transfer credit. -

Implementation Measure 4.1.5.dd In vegetated areas, the positive visual impact of the trees, etc., is to be preserved. Any clearing of trees for development is subject to arboricultural standards and the requirements of the Planning and Land Development Ordinance.

Implementation Measure 4.1.5.ee Due to potential hazards to human health, the high voltage powerline easements within the City are regulated by the Planning and Land Development Ordinance. No residential structures shall be allowed within the easements and any development, particularly residential, adjacent to the easements will be carefully reviewed. While these corridors offer some potential for recreational use, their use is also somewhat limited by utility requirements. Any proposed non-residential development within powerline easements shall also be coordinated with, and approved by, the Bonneville Power Administration or Portland General Electric Company, depending on the easement ownership.

Implementation Measure 4.1.5.ff To protect the integrity of the Willamette River Greenway, the City has established standards for the development of non-water-related and non-water-dependent uses consistent with Greenway standards. These standards:

- a. Direct incompatible (non-water-related and non-water-dependent) development away from the river.
- b. Establish a minimum setback from the top of bank where no native vegetation can be removed, and only allow selective vegetation removal within the remaining portion of the Greenway Boundaries with revegetation required.
- c. Establish a minimum setback from the river banks for all uses that are not appropriate river-dependent or river-related land uses.
- d. Provide protection of public and private property, as well as public safety.
- e. Provide necessary and needed public access to the river oriented through public lands, without precluding legal river access at appropriate locations across private property. Such public access shall be based upon recorded easements or other legal instruments.

Implementation Measure 4.1.5.gg Where possible, on-site drainage should be designed to preserve natural drainage channels and to allow for ground water infiltration. Man-made structures should be designed to complement the natural system. It is not the intent of this

Measure to encourage unsightly and unsafe open ditches. Rather, open drainage systems should be designed to: (1) accent natural creeks and drainage channels and provide an attractive natural area-like appearance; and/or (2) be an integrated part of the streetscape; and/or (3) be designed as an attractive and functional amenity within a development.

Implementation Measure 4.1.5.hh Minimize the impact of urban development on adjacent rural and agricultural lands. A combination of Buffering, open space and low density land use designation may be employed.

Implementation Measure 4.1.5.ii The design of developments within the community can be regarded from two viewpoints: the design of structures as they relate to site and function (architectural design) and, their relationship to the surrounding area (community design). Both aspects shall be considered to be of equal importance. Good architectural design is necessary to provide visual variety and allow for individual identity. At the same time, good community design provides a sense of unity with other development while eliminating conflicting appearances.

Implementation Measure 4.1.5.jj All proposed developments, except single family dwellings outside of designated significant natural resource areas, shall continue to be subject to site plan (including landscaping) and architectural development review approval. Single-family subdivisions are subject to development review for approval of street tree plans. Individual (single-family) dwellings to be located within a designated significant natural resource area are subject to site plan review for removal of trees and vegetation and impacts to natural resources. They are not, however, subject to architectural review.

Implementation Measure 4.1.5.kk Minimum open space and landscaping standards have been established, emphasizing the incorporation of native vegetation and unique topographic features in site design. Additional landscaping may be required based on the scale and type of development and its compatibility with abutting land uses. Legislative Master Plans may further direct open space standards appropriate to their planning areas.

Implementation Measure 4.1.5.ll Landscaping and/or open space may be used to buffer non-compatible uses. It is intended to soften the visual impact and provide a sense of openness and should be used to complement good building designs and may be used to screen certain types of development.

Implementation Measure 4.1.5.mm Sign standards have been established to control the visual impact of signs on the community and minimize sign clutter. Legislative Master Plans may specify sign standards appropriate to their planning area.

Implementation Measure 4.1.5.nn The City shall coordinate with and encourage the State and other appropriate agencies to assist in developing noise controls and mitigation measures.

Implementation Measure 4.1.5.oo Industrial and other potential noise generating activities will be located and designed so as to minimize noise conflicts with adjacent uses. The City

will cooperate with DEQ and ODOT in establishing and where practicable assisting in enforcing noise control standards.

Implementation Measure 4.1.5.pp In reviewing all major residential, commercial, industrial and public facility uses, the City shall coordinate with DEQ to insure compliance with the Portland AQMA Plan and standards as well as other applicable regional, State and Federal air, water and environmental quality standards.

Implementation Measure 4.1.5.qq The City will further cooperate with the appropriate State and Federal agencies for enforcement of air, water, noise and other environmental quality standards.

Implementation Measure 4.1.5.rr The City recognizes that historic features form a desirable link with the past and that they form a vital part of and contribute to the overall character of Wilsonville. The City, therefore, will cooperate with the Wilsonville Historical Society, the State Historic Preservation Office, Clackamas County and other interested parties to evaluate and identify potential historic sites and structures and proceed with the Goal 5 process. The City shall determine which sites and structures, if any, are suitable for inclusion on the Plan Inventory and will contact the owners of potentially historic properties to determine whether they object to having their properties listed.

RESIDENTIAL NEIGHBORHOOD DEVELOPMENT

Since the original 1971 General Plan, Wilsonville has planned for expansions of the City for residential growth. With the addition of the Frog Pond Area to the Urban Growth Boundary in 2002, and subsequent designation of Urban Reserve Areas in 2010—, the vision for the expanded city gained new focus and attention. Overall, the City intends for these urban expansion areas to be walkable neighborhoods that are a connected part of the larger community. The vision for the Frog Pond Area Plan is indicative of the city’s intent to coordinate development and ensure a high level of livability in these new neighborhoods. The Frog Pond Area Plan’s vision statement is:

“The Frog Pond Area in 2035 is an integral part of the Wilsonville community, with attractive and connected neighborhoods. The community’s hallmarks are the variety of quality homes; open spaces for gathering; nearby services, shops and restaurants; excellent schools; and vibrant parks and trails. The Frog Pond Area is a convenient bike, walk, drive, or bus trip to all parts of Wilsonville.” (Frog Pond Area Plan, adopted November, 2015)

Policy 4.1.7a New neighborhoods in residential urban growth expansion areas may be designated “Residential Neighborhood” on the Comprehensive Plan Map.

The purpose of the Residential Neighborhood designation is to:

- A. Implement legislative Area Plans and Master Plans for new neighborhoods in Wilsonville.
- B. Create attractive and connected residential neighborhoods.
- C. Regulate and coordinate development to result in cohesive neighborhoods that include: walkable and active streets; a variety of housing appropriate to each neighborhood; connected paths and open spaces; parks and other non-residential uses that are focal points for the community; and, connections to and integration with the larger Wilsonville community.
- D. Encourage and require high quality architectural and community design.
- E. Provide transportation choices, including active transportation options.
- F. Preserve and enhance natural resources so that they are an asset to the neighborhoods, and there is appropriate visual and physical access to nature.

Implementation Measure 4.1.7.a Area Plans (also called Concept Plans) shall be prepared to guide the overall framework of land use, multi-modal transportation, natural resources, parks and open space, public facilities, and infrastructure funding. Master Plans shall direct more detailed planning. The City may at its discretion combine Area Planning and Master Planning.

Implementation Measure 4.1.7.b Legislative Master Plans for Residential Neighborhood areas shall be tailored to the needs of the specific area being planned and coordinated with the needs of the larger community. Master Plans should include but are not limited to:

1. An integrated plan addressing land use, transportation, utilities, open space and natural resources.
2. Zoning which directs the land uses, densities and development standards needed to regulate and guide development.
3. Identification of how the properties will accommodate a mix of housing types and densities to accommodate the City's housing needs and variety of housing that is appropriate to each neighborhood.
4. Recommendations that promote community interaction and the creation of community gathering places.
5. Community and site design standards that ensures quality development and implementation of the vision for the neighborhood.
6. Transportation recommendations that promote travel choices, including active transportation choices.
7. Street, path and trail designs that create complete and pedestrian-friendly streets, pedestrian and bicycle routes.
8. Park, open space and natural resource strategies that tie together green spaces into connected networks of open space and protect natural resources.
9. Design studies and strategies that illustrate the intended built form of the neighborhood and show how many individual developments can be knit together over time.
10. Infrastructure plans and funding strategies.
11. Strategies for promoting compatibility between new development and adjacent areas.

Implementation Measure 4.1.7.c The "Residential Neighborhood" Zone District shall be applied in all areas that carry the Residential Neighborhood Plan map designation, unless otherwise directed by an area plan or master plan.

As viewed by the City, the rationale for an interchange at this location is at least threefold. (1) Interchange congestion could be reduced by distributing the number of trips among three rather than two interchanges, (2) traffic associated with development allowed by the Wilsonville Comprehensive Plan in the vicinity of Boeckman Road (and especially the Dammasch area, noted in 'D,' above) could be expedited more effectively, and (3) options for improving traffic upon other roadways serving the City of Wilsonville could be enhanced. The City recognizes that if item three is verified, then the improvement to I-5 at Boeckman Road may be viewed by ODOT as a local improvement which is inconsistent with the purpose of the interstate freeway. This may be sufficient or additional reason for ODOT to reject the interchange.

Because of these, and perhaps other, benefits to the City, the City Council has chosen to highlight the City's interest in this potential project by including this special section in the Comprehensive Plan. The City will continue to cooperate with other interested parties to conduct feasibility analyses of a Boeckman Road interchange. As appropriate, City consultants, staff, the Planning Commission and City Council will conduct reviews and hold public meetings on the options.

In the event that the City determines, with ODOT's concurrence, the feasibility of the interchange, the City will proceed with a plan amendment to add the Boeckman Road interchange to the Transportation Systems Plan. In the event this project is to be included in the City's Plan, the City will prepare amendments necessary to include in the Plan the other roadways required to complete the City's transportation network. In this regard, the City realizes that, because a Boeckman Road interchange can only be implemented with the cooperation of ODOT. The City will need to obtain agreement from ODOT demonstrating compliance with state and federal regulations pertaining to the addition of new interchanges before the proposed Boeckman Road interchange can be included in the City's Transportation Systems Plan and capital improvement plans.

AREA K

Note: Area K, land along the Willamette River, west of Boones Ferry, has been designated in the West Side Master Plan for river-focused development. Text applying to this Area of Special Concern will be completed when the Natural Resource Plan has been adopted.

AREA L

[Deleted per Ordinance No. ____, date, 2017]

~~This area is located north of Boeckman Road, south of Frog Pond Lane, west of Wilsonville (Stafford) Road, and east of Boeckman Creek. It contains a mixture of rural residential and small agricultural uses. Eventual redevelopment of the area is expected to be primarily residential. The West Linn—Wilsonville School District and a church have acquired property in the area, causing speculation that redevelopment with full urban services could occur prior to 2010. In fact construction of a new church has already commenced at the corner of Boeckman Road and Wilsonville/Stafford Road.~~

~~The existing development patterns, and values of the existing homes in the Frog Pond neighborhood are expected to slow the redevelopment process. Most of the land owners in the area have expressed little or no interest in urban density redevelopment. The Metro standard for urbanizing residential land is an average residential density of at least 10 units/acre. Those densities may not appeal to many of the current residents of the area who live in large homes on lots with acreage. In view of the School District's plans to construct a school within the neighborhood, the City must prepare plans to serve the new school and the surrounding area.~~

HISTORIC SITES OR FEATURES

NOTE: information on the historical sites survey, including that generated in 1999, has been moved to the background inventory until the Goal 5 process has been completed.

The City will coordinate its review of land development proposals with the local historical society when any uses are proposed that could have an adverse impact on listed historical features.



PLANNING COMMISSION
THURSDAY, DECEMBER 22, 2016
(RESCHEDULED FROM DECEMBER 14, 2016 DUE TO INCLEMENT WEATHER)

II. WORK SESSIONS

C. Transit Master Plan (Lashbrook)

PLANNING COMMISSION WORK SESSION STAFF REPORT



Meeting Date: December 14, 2016		Subject: Status Report –Transit Master Plan Update • Staff Members: Lashbrook & Loomis Department: SMART	
Action Required		Advisory Board/Commission Recommendation	
Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:	
Staff Recommendation: No action is required at this time.			
Recommended Language for Motion: N.A.			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan: Transit Master Plan, which will be updated through current planning process		

ISSUE BEFORE COMMISSION: Staff intends to engage the Planning Commission in a discussion about possible route and schedule changes that may result from new Transit Master Plan proposals. In early 2017, staff will schedule a public hearing before the Commission for you to receive testimony on the Draft Transit Master Plan, leading to a Commission determination of whether the new plan conforms with the Comprehensive Plan, including the Transportation System Plan.

EXECUTIVE SUMMARY: SMART received grant funding for the preparation of a revised Transit Master Plan (TMP), to replace the document prepared approximately ten years ago (before the beginning of Westside Commuter Rail [WES] service to Wilsonville). Although progress has been slowed somewhat by turn-over in senior staff positions at SMART, a significant public outreach effort has been completed and the staff is now preparing a draft document for public review. At the Commission's work session the staff intends to review some of the major service changes that are now under consideration. They include:

- Replacing the current stop at the Barbur (Boulevard) Transit Center with the Tigard Transit Center, and providing service there only at times when the WES train is not operating – primarily mid-days and evenings;
- Maintaining or increasing service to the Tualatin Park & Ride (near Bridgeport Village) throughout the day;
- Improving connections with TriMet's Route 96 (to and from Downtown Portland) at Commerce Circle, the Tualatin Park & Ride or at SMART Central;
- Looking for opportunities to improve connections into Oregon City to provide access to social services and to Clackamas Community College; and
- Exploring other efficiencies that would result in funding for other services.

The staff has approached this effort without knowing whether there will be reduced funding/increased funding/or stable funding available for SMART going into the future. It is clear that the costs of employee benefits will rise as a result of PERS financial liabilities. What is less certain is the availability of State or Federal grants or the prospect of other local funding after the current fiscal year.

EXPECTED RESULTS: Commission discussion will help to direct staff and consultants in the completion of a Draft Transit Master Plan document for public review.

TIMELINE: Grant funds for this project will expire June 30, 2017. By agreement, SMART is required to supply copies of the completed Transit Master Plan to both ODOT and the Federal Transit Administration by that date. Public hearings must be held before both the Planning Commission and City Council before the plan can be adopted.

CURRENT YEAR BUDGET IMPACTS: Funds for this project were included in the City's FY2016/17 budget.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: _____ Date: _____

LEGAL REVIEW / COMMENT:

Reviewed by: _____ Date: _____

COMMUNITY INVOLVEMENT PROCESS: A citizen Task Force has worked with SMART staff and consultants for more than a year on this planning process. SMART has completed two rounds of public outreach in which transit riders, local residents and payroll taxpayers have been invited to share their opinions about SMART and the services it should provide in the future. A final round of outreach will occur when the Draft Transit Master Plan is ready for public review, leading to public hearings before both the Planning Commission and City Council. SMART staff and consultants have already received over 1,300 public comments about SMART and the services it can, and should, provide.

POTENTIAL IMPACTS or BENEFITS TO THE COMMUNITY (businesses, neighborhoods and other groups): Adoption of an updated Transit Master Plan may open new opportunities to bring grant money into the community. Also, when implemented, the new Plan is expected to improve efficiencies and to reduce traffic congestion by providing commuters an alternative to travel in single-occupant vehicles.

ALTERNATIVES: As work on the TMP continues the City Council will ultimately have the option of deciding what sorts of changes the Council wants to implement, and which it does not wish to implement. There will be numerous alternatives to consider, including the option of postponing some changes to a future date. The City Council conducted a work session on this topic on November 21, 2016.

CITY MANAGER COMMENT:

ATTACHMENTS:

- A. Map showing SMART's existing service routes



PLANNING COMMISSION
THURSDAY, DECEMBER 22, 2016
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III. OTHER BUSINESS

A. 2017 Planning Commission Work Program

2017 WORK PROGRAM Planning Commission

updated:
12/7/2016

DATE	AGENDA ITEMS		
	Informational	Work Sessions	Public Hearings
1/11/2017		Frog Pond Master Plan (Neamtzu) Water Treatment Plant Master Plan (Mende)	
February 8		French Prairie Bridge (Weigel)	Frog Pond Master Plan (Neamtzu) Water Treatment Plant Master Plan (Mende)
March 8 5:00 - 6:00 pm	Open House - Water Treatment Plant Master Plan		
March 8 Session start time moved to 6:30 pm		Industrial Form-based Code (Rybold / Neamtzu)	Transit Master Plan (Lashbrook)
April 3	Tentative: Joint Planning Commission / City Council Work Session: Town Center Plan		
April 12		Basalt Creek Concept Plan (Bateschell) Old Town Development Code (Pauly)	
May 10			
June 14			Old Town Development Code (Pauly)
July 12			Industrial Form-based Code (Rybold / Neamtzu)
August 9			
	Tentative: Joint Planning Commission / City Council Work Session: Town Center Redevelopment Plan		
September 13		French Prairie Bridge (Weigel) Basalt Creek Land Use Amendments (Bateschell)	
October 11		Tentative: PDR Code Revisions (Pauly)	
November 8		Citywide Wayfinding & Signage Plan (Scola)	
December 13		Town Center Plan	Basalt Creek Land Use Amendments (Bateschell)

2017

- 1 Frog Pond Master Plan
- 2 Basalt Creek Concept Plan
- 3 Town Center Redevelopment
- 4 Transit Master Plan
- 5 Coffee Creek Industrial Area Form-Based Code
- 6 French Prairie Bike/Ped Bridge
- 7 Parks & Rec MP Update
- 8 Code Amendments
- 9 Parking Code Update
- 10 Water Treatment Plant Master Plan