

PLANNING COMMISSION MEETING

WEDNESDAY, JANUARY 9, 2013
6:00 PM

AGENDA

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

Ben Altman, Chair
Al Levit
Ray Phelps
Vacant

Eric Postma – Vice Chair
Peter Hurley
Marta McGuire

II. 6:05 PM PLEDGE OF ALLEGIANCE

III. 6:10 PM CITIZEN'S INPUT – This is an opportunity for visitors to address the Planning Commission on items **not** on the agenda.

IV. 6:15 PM CITY COUNCIL REPORT

V. 6:20 PM CONSIDERATION OF THE MINUTES

A. Consideration of the December 12, 2012 Planning Commission minutes

VI. 6:25 PM WORK SESSIONS

- A. Transportation System Plan Online Open House Outcomes
- B. Statewide Planning Goal 10-Housing, Overview and Discussion

VII. 7:30 PM OTHER BUSINESS

- A. 2013 Planning Commission Work Program
- B. Commissioners' Comments

VIII. 7:45 PM INFORMATIONAL ITEMS

- A. Basalt Creek Transportation Planning

IX. 8:00 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 Linda Straessle, Planning Administrative Assistant, at (503) 570-1571 or e-mail her at straessle@ci.wilsonville.or.us.

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PLANNING COMMISSION MEETING

WEDNESDAY, JANUARY 9, 2013

6:00 PM

V. CONSIDERATION OF THE MINUTES

A. Consideration of the December 12, 2012 Planning Commission minutes

PLANNING COMMISSION
WEDNESDAY, DECEMBER 12, 2012
6:00 P.M.

DRAFT

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

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Altman called the meeting to order at 6:05 p.m. Those present:

Planning Commission: Ben Altman, Eric Postma, Peter Hurley, Al Levit, and Amy Dvorak. Ray Phelps arrived after roll call. Marta McGuire was absent.

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

II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

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

IV. CITY COUNCIL LIAISON REPORT

Chris Neamtzu, Planning Director, reported on November 19, 2012, Council:

- Held a TSP work session wherein the project lists were discussed. The Council presentation was not as effective as that given to the Commission as Scott Mansur was absent due to bad weather. Given the work session with Council, the TSP update process continued to be on track.
- Katie Mangle, Manger of Long Range Planning, presented the density issue and Staff received direction to begin the related Development Code amendment process with the Planning Commission. Articulating the density issue clearly would be important to receive the Commission's input when moving through the process.
- Approved the Zone Map Amendment to the Village Zone for the Piazza in the heart of Villebois during the regular meeting on first reading.

Commissioner Phelps arrived at this time.

Mr. Neamtzu continued, stating that on December 3, 2012, Council:

- Held a work session on the Kinsman Transmission Main Segment 3B for the waterline, which essentially follows the Kinsman Road Alignment between Barber St and Boeckman Rd.
 - A work session was also held on PDP 3 & 4 East in Villebois.
- During the regular meeting, the Piazza was approved.
 - Also approved was the 15-unit Fox Center Townhomes across from the Crest Center on the west side of the city, along with a Comprehensive Map change from commercial to residential.
 - Councilor Starr said he had a good dialogue with the immediate neighbors who supported the project. Others appreciated the number of changes the applicant team made. The resulting project is better in its final form.
 - Council also approved almost 300 single-family homes in Villebois on the east side, north of the Lowrie Primary School. There was no public testimony.

Commissioner Phelps inquired if the Planning Commission's work went directly to the Council.

Mr. Neamtzu clarified the agenda items were from the Development Review Board; the quasi-judicial applications were for site-specific development. These site-specific changes to the Zone Map were in line with the Comprehensive Plan. The Planning Commission addresses changes to the Zone Map involving more than a single parcel.

V. CONSIDERATION OF THE MINUTES

Commissioner Levit corrected the November 14, 2012 minutes as follows:

(Note: additional text shown in bold, italicized text)

- Amend the first sentence in the first bullet point on Page 5 of 9 to state, "...for future access as development **occurs** in Coffee lake Creek."
- Amend Commissioner Levit's last comment on Page 9 of 9 to state, "...good from a driver's perspective, **but not for bicyclists and pedestrians**, which he had discussed..."
- He noted the last sentence of the first indented bullet on Page 7 of 9 should be reworded.

Following discussion, the Commission consented to retain the sentence on Page 7 as written given that the audio recording was available if specific clarification was needed.

The November 14, 2012 Planning Commission Minutes were approved as corrected by a 5 to 0 to 1 vote with Commissioner Dvorak abstaining.

VI. WORK SESSIONS

A. Transportation System Plan Update: TSP Implementation Measures

Chris Neamtzu, Planning Director, suggested that the Commissioners articulate any concerns, observations, constructive criticism and comments, and then try to find consensus to provide Staff with direction in making changes to the policies. He noted it was important to recognize all the prior work done over many years by those on the Transportation Adjunct Committee and Advisory Committee on Master Planning to form the policies in the TSP. And, while that work must be respected, the Commission and Staff should work to challenge the TSP policies in order to make them fresh and current.

Katie Mangle, Manager of Long Range Planning, briefly reviewed some of the overall changes made based on feedback from the last work session in August.

The Commission and Ms. Mangle reviewed the Existing and Proposed Transportation Policies and Implementation Measures presented in the table beginning on Page 12 of 36 of the packet. Key comments, changes, or suggestions were as follows, with clarifications from Staff as noted:

[Note: added language shown in bold, italicized text; deleted language struck through]

- Policy 2. Policy 3.5.1 of the Comprehensive Plan was more of a broad introductory policy, but Policy 2 more directly identified the City's responsibilities in maintaining a balanced transportation system with a more proactive intent.
 - Timeframe references were deliberately excluded in the proposed language because many policies continue from document to document and including timeframes might suggest that the policies would cease to be meaningful after that point. Such dates also needed to be continually updated.
 - The current TSP update went through 2035, which could be included in the general adoption or introduction.
- Implementation Measure 2.b. Language regarding local impacts was carried over from the existing policy and likely referred to property owners and the broader neighborhood since regarded the impacts of the road alignment on the neighborhood.

- Other things like residents, businesses, streets, etc. could also be impacted. The Commission consented to leave the language more general as “local impact” to provide some flexibility in determining what the local impact might be on a case-by-case basis.
- Implementation Measure 3.a resulted from Commission discussion in August. The underlined text was meant to simplify long and complicated wording to clarify the policy’s direction, which was to facilitate the private sector’s exploration of alternative fuel technologies. Being new, all the proposed language should be shown underlined.
 - Identifying “fast charging stations near I-5” as natural gas and/or electric was discussed, particularly since the infrastructure was different.
 - Prior discussion focused on keeping the language more general because future technologies are unknown. Using language like, “such facilities” or “such as but not limited to” was suggested to note the named technologies as examples.
 - The currently underlined language was the controlling phrase; while specific items were listed nothing else was excluded.
 - The wording “near the City’s I-5 interchange” was vague and too subjective. How is ‘near’ defined?
 - Discussion noted federal programs that encourage the use of fast charging stations. The programs likely had some proximity requirements to federally funded interstates and the City’s language should be consistent with the federal code.
 - The Commission should consider the City’s position and determine whether the City should focus on the I-5 area, only the interchanges, or facilitate such technologies citywide wherever opportunity exists and let other programs define proximity according to the grant source. Grants could be pursued given the City policy would already exist.
 - Using “near I-5” was unnecessarily limiting; no need exists to state or define ‘near.’
- Policy 4. The phrasing “all modes...to all members” was overly broad and subjective; however no alternatives were offered.
- Implementation Measure 4.b. Deleting “bicycle and” was suggested. Bicycle riding on sidewalks is not encouraged in town; “bike lanes” were addressed elsewhere, so “pathways” could be used.
 - Adding language to state, “Fill gaps in the existing sidewalk **and bike facility** system” would be more inclusive.
- Mr. Neamtzu clarified that the County controls the signal timing on Wilsonville Rd and ODOT controls the access points to Wilsonville Rd a certain distance on each side of the I-5 interchange; up to the railroad or possibly Kinsman Rd on the west side. The City coordinates with the County regularly regarding the level of service (LOS). For example, the City talked to the County about the huge traffic back-up that occurred on Brown Rd at Lowrie Primary School in the morning when it first opened and how to calibrate the signal timing. The County refined the light cycles and within one week there was a vast improvement.
- Implementation Measures 10.a and 10.b use the words “promote” and “require”, respectively; Measure 10.a reflects the City’s attitude and provides Staff direction to advise and coordinate with developers and designers during the development process to promote a walkable neighborhood even when the Code may not explicitly require some items. Measure 10.b uses “require” because linkages are required in order to comply with the Regional Functional Transportation Plan (RFTP) and would be included in the Development Code as a requirement.
 - Concern was expressed because some connections are not happening, such as at O’Reilly’s in the Wilsonville Road Business Center. The pedestrian access is located between the two buildings, rather than having two access points to make it pedestrian-friendly. Because such things are overlooked, making Measure 10.a a requirement was suggested.
 - The Wilsonville Road Business Center was an industrial project and the first business was a retail use, which prompted different considerations.
 - While sidewalks exist for each tenant space within the project, access should be provided for employees who may want to walk to work.
 - Making Measure 10.a a requirement would require more specifics about what is not in the Development Code, which would lead to Code amendments. The process is very discretionary and a lot of room exists for discussion, so perhaps that was the intent.

- Chair Altman noted the Aerial Photo of Town Center dated July 2011 with a 250-ft block grid he distributed showed that a lot of work was needed to improve walkability. He was not convinced the City knew enough about what they wanted to accomplish to make Measure 10.a requirement level, other than to make walkability better.
 - Measure 10.b addresses a specific known problem. Further discussion was needed to determine what should come back for Development Code requirements in the future.
- Implementation Measure 10.a. “Activity centers” include schools, parks and libraries; anything that is not a commercial business or residence with people coming or going.
- Implementation Measure 10.b. Concern was voiced about requiring bicycle and pedestrian linkages for all dead-end streets and cul-de-sacs because they may abut Significant Resource Overlay Zones (SROZ), for example. Using the word “all” put the City in a position of having to grant waivers because the City does not want linkages going through SROZs. Cul-de-sacs and dead-end streets sometimes exist for other reasons.
 - Changing the sentence to say “Require **the elimination of barriers to connectivity including consideration of** bicycle and pedestrian linkages for cul-de-sacs, dead-end streets...” was suggested.
 - Connectivity should also not be precluded. Mechanisms could be provided, such as done at Canyon Creek for connection to the path that would be built eventually, and the walking path in Villebois along SROZ.
 - Linkages are needed at the intersection of dead end streets for connectivity. Connectivity can mean providing the ability to go back to the intersection.
 - Like the activity center concept, the question to ask is what will the linkage be connected to?
 - Eliminating barriers should be the primary focus.
 - Briefly discussed were whether building cul-de-sacs should be encouraged and the potential development opportunities for development in the city.
- Policy 14. The new proposed language was improved, but still contained “that minimize single-use auto parking”. Having “regulated to ensure sufficient parking” was internally inconsistent to “minimizing parking.” Minimizing single-use auto parking was the issue.
 - Staff recalled the concern was not to minimize auto parking, but single-use auto parking. Auto parking is an expensive resource to create and should be used by the most users. The intent is to have parking used by all the different users, not just to minimize parking.
 - Removing the phrase would not impact whether Policy 14 met the regional requirements. The proposed language skirted the edge of those requirements, but was the right balance for Wilsonville right now. A parking management plan was not needed right now, but would be when major redevelopment occurred in the Town Center area.
 - The parking management plan was a new policy intended to manage, not eliminate parking, and would ensure the active management of parking as a resource.
 - The Lamb’s Thriftway site would provide for a lot of redevelopment and a lot of capacity exists for more people to live and work in the Town Center area; however there would not be enough roadway infrastructure and parking facilities to support that many single-use trips and there would be no room for buildings because of the size of the parking lots.
 - The parking plan would not subvert the market, but manage parking in different ways, such as making sure uses share parking where appropriate and that customers, including seniors, have access to the right kinds of parking.
 - While a parking management plan was not needed in Wilsonville yet, the policy was needed as a placeholder for the future regional requirement.
 - The parking management plan should be linked and coordinated with multi-modal system planning for enhanced accessibility across all transit modes; no mode should be excluded. Instead, Policy 14 minimizes one mode to gain another.
 - Following discussion, Policy 14 was amended to state, “...prepare parking management plans that ~~minimize single-use auto parking and~~ manage supply and demand for ~~public~~ parking areas.” Further comments included:

- Retaining “public” in the policy language was discussed; new streets could have public on-street parking and parking structures could be built; however, “public” kept the focus only on public parking.
 - “New development” in Town Center did include redevelopment as the area changes.
- Barbara Jacobson, City Attorney, confirmed that references to the Oregon Administrative Rules (OAR) could be removed because the City must comply with most administrative rules anyway. The OAR gets renumbered periodically, so removing the references would also eliminate such future adjustments.
- Implementation Measure 17.a was modified in response to Council’s discussion of the TSP projects to call out the Boone Bridge as a specific example to acknowledge the vulnerability the City has regarding its reliance on I-5. Council wanted a policy or implementation measure to address the issue and calling it out would be helpful to put pressure on ODOT when needed in the future.
 - The Boone Bridge was a difficult project due to structural limitations.
 - Including Clackamas County and Metro, rather than just the State, was suggested.
 - The French Prairie Bridge should also be called out as an example because support from the State, Clackamas County and Metro would be needed. The French Prairie Bridge is on the County’s list, so specific reference in the City’s plans would be beneficial.
 - The language stated “improve”, but the French Prairie Bridge has not been built. This measure was not the right place to reference the bridge.
 - The French Prairie Bridge is currently in the Bike and Pedestrian Master Plan and adding it to the Fiscally Constrained List would assist in obtaining support and ensure it remained active on the County’s list.
 - Discussion continued about where to place the French Prairie Bridge within the policies and implementation measures. Staff would work to determine the right placement.
- Adding a new, broader measure about working with other jurisdiction on regional connectivity with regard to trail systems and bike paths that extend beyond the city was suggested. This coordinating with other jurisdictions on regional trails was already in the Bike and Pedestrian Master Plan in some fashion.
- Policy 21 was written as a statement in fact. The City has no control over the airport but would be impacted by its expansion.
 - The Economic Development Commission considered the airport’s development to be positive; however the City did not want impacts to I-5, agriculture, or the environment as a result.
 - Key discussion regarded adding stronger language to encourage the State and airport to consider Wilsonville’s input; recognizing the airport was a component of the State system, but a vital economic asset for Wilsonville’s business community; and the importance of considering the impacts of any expansion.
 - Retaining the proposed language enabled the City to take multiple positions as needed, and provided the City flexibility to make whatever argument was needed to advance its position at the table. The policy announces the City is paying attention and has the right to participate.
 - The policy should be worded like the other policies where the City is the active subject, not the airport. Changing the wording to state, “The City will actively encourage...”, for example, would feel more like a partnership between the City and airport.
- Implementation Measure 36.a. “Improve the balance between...” was a substantive statement and could be different for everyone. Changing the wording to “~~Improve the~~ **Encourage a** balance” was suggested.
 - The balance did not equal providing more transportation options; Staff would consider further wordsmithing.
- Implementation Measure 36.b. Concern was expressed about language regarding increasing densities and intensities of development; however, this was reflected in the Comprehensive Plan and Zoning Code. Amending the policy would be a big change.
- Implementation Measure 36.d. The Willamette River should be included and the French Prairie Bridge could also be incorporated by adding “(i.e. French Prairie Bridge)”.
- Implementation Measures 36.e, 36.f, and 36.g should be included in the Transit Section or reworded to relate to pedestrians and bicycles.

- Implementation Measure 36.i. Include bike corrals, which occupy a vehicle parking space for bike parking in front of a store.
 - The TSP should direct the continual enhancement of bicycle and pedestrian systems. The measure was amended to state, “Consider increasing requirements **and methods** for bicycle parking to ensure.....”
- Additional items for implementation were suggested as follows:
 - Wayfinding signage should be improved overall throughout the city for cars, pedestrians and bicyclists, which could include having specific destination signs and route numbers, so people know how to get around the city.
 - A policy statement is needed for Staff to require, not just encourage and promote, that bike and pedestrian facilities be more of a priority in site design, which ultimately must be supported by the Development Code.
 - Bike and pedestrian facilities are often inadequate or overlooked in development projects. Developers include bike and pedestrian safety and circulation elements only when required.
 - Stronger language must direct Staff to lead preapplication discussions with developers about the importance of multi-modal system planning and connectivity issues.
 - Public Works Standards and Development Code amendments could be tools to address the issue, but a policy statement was needed to guide such actions.
 - Staff would review what Code amendments might be needed to implement the TSP implementation measures, such as requiring a 5-foot thruway, so somebody would verify such requirements are met.
 - Several policies and implementation measures in the section touch on the issue. A new policy could be created, but may create conflicts by pitting the different modes against one another.
 - A new implementation measure was needed to address SMART services within developments. Site plan approvals consider access for trash pick-up and the fire department but not for SMART buses necessarily.
 - SMART would not go into the Town Center area even though a bus loading area sign is in front of Starbucks. A SMART bus stop was designed within the Fred Meyer development.
 - Policy 41 was amended to read, “Develop more transportation options within the city, increasing demand by transportation demand management programming ~~and supporting the development of and access to alternative fuels in addition to improvements to~~ **improve** walking, biking, and transit facilities.”
 - Omitting the language would not affect any focus on regional trip reduction strategies.
 - Implementation Measures 42.i and 42.n. address eliminating or consolidating private accesses within a quarter-of-a mile of the I-5 interchange, not intersections like Town Center Lp.
 - For example, the private driveway into the former Cravens’ Bar and Grill on Wilsonville Rd would be affected as well as several businesses on Wilsonville Rd west of the interchange.
 - The Interchange Access Management Plan (IAMP) identifies all the existing driveways on Wilsonville Rd that would be closed under a redevelopment scenario, forcing a shared condition and providing less penetration points on the street. The accesses were being controlled, not the street itself.

Ms. Mangle concluded that the goals, visions and policies have been included in the virtual open house, adding that about 76 people had already viewed the policies page. The implementation measures were not included because they had not been reviewed by the Commission yet. The next step would be to have the Commission review the updates made to the implementation measures and then the entire updated TSP, inclusive of all projects, would come before the Commission in April.

Chair Altman commended DKS & Associates for the Executive Summary which conveyed the idea of the TSP update plainly and simply, so anyone could read and understand the project without reading the entire 400-page Plan.

The Commission took a brief recess and reconvened the meeting at 8:10 p.m. Commissioner Hurley did not return to the meeting.

B. Density Discussion

Ms. Mangle described and illustrated conflicts in the methodologies used for calculating density in the Comprehensive Plan and Zoning Code via PowerPoint. Staff had developed and presented an action plan for addressing the issue to City Council, who directed Staff to discuss the action plan with the Planning Commission. She reviewed the Staff report, which identified the issues and proposed solutions to address the incompatibilities between the Comprehensive Plan and Zoning Code. She addressed clarifying questions from the Commission with these comments:

- The intention was not to change the development standards by downzoning existing properties, which would create nonconforming properties, so proposed changes would not affect existing properties or the owners' property rights for future development. Instead of focusing on which existing properties might not conform to the standards, the focus would be to have more flexibility to decide which zone actually implements a Comprehensive Plan district. The idea was to work within the machine, not to jump to changing the standards.
- Staff was not planning to retain the average lot size standard at this point. The same goal of encouraging flexibility and creative site design could be attained without using that standard to move it towards a more traditional approach. The calculations of how density would be done should be in the Development Code, but because as a PDR process, it is discretionary, so other ways of encouraging flexible site design were available.
- She would draft specific amendments to implement the proposed adjustments to the Development Code and return to the Commission for a work session review in the spring with the intent to go to public hearing within six months.

Commissioner Postma:

- Inquired whether Council's direction was crystal clear about giving precedence to the Comprehensive Plan rather than defaulting to standards of later legislative intent that actually expanded the Comprehensive Plan or made it different.
 - Ms. Mangle cited Baker vs. Milwaukie, which established that in Oregon, the Development Code implements the Comprehensive Plan and it is the City's responsibility to modify the Code.
 - She assured that while different projects might address the issue, such as rezoning or redoing the Comprehensive Plan, Council specifically endorsed tweaking the current machine and maintaining the current Comprehensive Plan as the driving policy document.
- Agreed some might try to turn this into a different project, so being crystal clear about the intent to the master document was critical in order to avoid getting into other conversations and changes.
 - Ms. Mangle stated that addressing the density issue was an urgent project for Council, and would come up again. She would enlist the Commission's help to ensure the focus stays on this particular density issue and outcome. If other issues are noticed, they would be put aside for another project.

Chair Altman noted that open space requirements have never clearly addressed whether gross or net acreage should be used to calculate the 25% requirement.

- Ms. Mangle replied certain adjustments could be considered. She confirmed the intention was not to amend the Comprehensive Plan Map, but to make those densities work in the Development Code.

Commissioner Postma:

- Asked whether the Commission could get to that point quickly and easily without understanding Council's intent regarding the fundamental question of gross versus net.
 - Ms. Mangle replied part of the issue lay in researching when the word "gross" was removed and "net" added to the Code to try to determine the historical intention and discuss what choices the Commission should make.
- Commented that historically, the intent might have been one thing, but the question is what the intention is today. Making current policy match history would only force a rediscussion about whether the Comprehensive Plan should be changed.

- Was concerned about going through the entire process and then learning that Council had not understood that gross versus net was an issue, which would affect whether the City would want to remain with the Comprehensive Plan versus the other numbers.
- Believed the Commission needed an answer to the fundamental question about whether Council wanted to change the Comprehensive Plan.
 - Ms. Mangle stated the ramifications for the historical decisions would be discussed and the Commission could obtain direction from Council at certain decision points before moving forward. Having a detailed conversation with Council about net and gross acreage was not the best way to move forward at this time.
 - Many policies have been in place for decades, which provided a lot of stability; only a few specific things were not working.

Chair Altman recalled that net acreage was introduced because of the minimum density requirement.

Commissioner Phelps:

- Inquired whether the issue regarded the prevailing process or the math calculations not being compatible with people's expectations about a certain number of units being approved per acre.
 - Ms. Mangle clarified that the current process for calculating units per acre is fraught with disagreement and potential for challenge. Most codes have a clear process for determining the number of units per acre, but not Wilsonville's Code.
 - She reiterated that the project defined with Council was to clarify and fix the methodology in the Development Code, not to change the densities in the Comprehensive Plan and to make the current Zoning Map and the current system work in a way that follows the Comprehensive Plan.
- Noted that the Zoning District in Table 1 on Page 3 of the Staff Report identified the required density, so no math was required.
 - Ms. Mangle explained that the issue arose when rezoning; which zone is the appropriate one to implement the Comprehensive Plan and when determining how many units can be built when planning development. Both questions occur at both phases, but the rezoning question creates a lot of the problems.
 - She agreed the issue was very complex and very confusing and it should not be, which was why Council wanted the issue addressed.

Chair Altman noted the numbers on Table 1 do not match the numbers on the Zoning Map, which was the problem. When a project is designated 6 to 7 units per acre, four different PDR zones could make that density work, so how does one decide which PDR zone should be used; the numbers come out completely different.

Commissioner Postma:

- Questioned whether the Commission was starting from the right base point; whether it was Council's intent to match the Comprehensive Plan Map based on gross versus net. It was a very fundamental question that could have very different answers. He did not want the Commission spinning its wheels to make the densities work on one approach, only to find Council intended that the other be used.
 - Ms. Mangle believed that based on the direction Council gave Staff at the work session that density should be based on the Comprehensive Plan Map. The first key question was whether density would be based on net or gross. If needed, the Commission could get further direction from Council following that discussion.
 - She confirmed that the specific direction was to work with the Planning Commission to begin crafting
- Understood Council was allowing some leeway for the Commission but the first question regarded what the density should be and his determination would likely be different than others.
 - Ms. Mangle replied the implications of that would be discussed, not in the abstract, but by reviewing specific sites within the city and only a limited number of sites were involved.
 - Discussed how the calculations were applied in the past matters. The City knows how many units per acre have been built in most of those areas.

- Said it matters only to the extent that Council would not like to change that, and he was uncertain that Council agreed on the initial determination of how the numbers should work out.
 - Ms. Mangle replied they could go back and have that conversation with Council, but the work would begin with the Commission.

Chair Altman believed if the Commission matched the Comprehensive Plan and Development Code, the Zoning Map would change later if they did not like how density is allocated throughout the city, which was an entirely different issue. However, the Comprehensive Plan and Development Code should still work.

- Ms. Mangle added the process and the methodology should still work.

Ms. Mangle agreed to explain why the densities presented in the PowerPoint illustration were incompatible.

Commissioner Levit:

- Asked if the amount of land required for roads, sidewalks, etc. would depend on the type of development proposed.
 - Ms. Mangle explained that most cities have clear calculations for how gross and net acres are calculated; some cities use different percentages for multi- and single-family dwellings. The amount of land required for roads, sidewalks, etc. could depend on the type of housing, which was a topic for the Commission to discuss.
- Discussed how calculating fewer dwellings would be required depending on whether the gross or net acreage was used, given the same amount of land in the same PDR zone. Many factors and a lot of different outcomes could result from the current density calculations.
 - Ms. Mangle confirmed Staff had a good idea about how to eliminate the density gaps without too much trouble.
- Suggested having the PDR zones correlate to the number of units required.

VII. OTHER BUSINESS

A. 2010 Planning Commission Work Program

B. Commissioners' Comments

Chair Altman stated that once the TSP moved to adoption, he requested a clear explanation of how the existing master plans carry forward in time and how they would be used since the TSP essentially merged the master plans and some dangling pieces exist that should be clear in the administrative record.

- He acknowledged the July 2011 Aerial Photo of Town Center with the 250-ft grid he provided was related to the Parking Management Plan issue, but added it was an extension of previous talks about Town Center and what the Commission intended to accomplish there over time. It was a graphical representation of the Town Center and how to move around within it. Overlaying the grid format on parking would result in a completely different design, providing for pedestrian circulation on a grid basis with parking spaced accordingly.

Commissioner Levit asked when the odor from the wastewater treatment plant would stop.

- Mr. Neamtzu believed the odor might be reduced with the trucking of the sludge to Salem. Rebuilding the plant and keeping it functioning on such a small site was difficult. Part of the problem was maintaining the filtration process during construction. City Council had entered into an agreement with the City of Salem to accept and treat large amounts of sludge on Wilsonville's behalf.

C. Good-bye to Commissioner Dvorak

Chris Neamtzu, Planning Director, thanked Commissioner Dvorak for her four years of service on the Planning Commission.

VIII. PLANNING DIRECTOR/CITY STAFF COMMENTS

A. WWTP Quarterly Update

Mr. Neamtzu reported that the Policy Advisory Group (PAG) on Basalt Creek Transportation Refinement had arrived at a unanimous decision to support the east/west network for the Basalt Creek Area, which was presented to the Commission by DKS Associates. Many neighbors from Boones Ferry Rd addressed the panel and gave passionate testimony about the taking of houses, real property and their lives being negatively impacted.

- Concept Planning for Basalt Creek would begin in the spring. In theory, the transportation system should be set and they would be dealing with land use infrastructure and governance issues. He agreed to send a map reflecting the final decision.
- He confirmed that those featured in the write-up in the Community Section of *The Oregonian* were present.
- He reviewed some of the engineering challenges, noting that the bridge height was lowered from 1500 ft to about 600 ft high, which was a significant decision point.
- Currently no design or exact alignment existed, so it was uncertain whether the wetlands would be impacted.

Commissioner Levit commented that references in the TSP to the Tonquin Trail should reflect the new name, The Ice Age Tonquin Trail.

IX. ADJOURNMENT

Chair Altman 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
Linda Straessle, Planning Administrative Assistant

PLANNING COMMISSION MEETING

WEDNESDAY, JANUARY 9, 2013

6:00 PM

VI. WORK SESSIONS

A. Transportation System Plan Online Open House Outcomes

**PLANNING COMMISSION
 STAFF REPORT**

Meeting Date: January 9, 2013	Subject: Results of the Transportation System Plan Online Open House Staff Member: Katie Mangle Department: Planning
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 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: N/A
Recommended Language for Motion: N/A

PROJECT / ISSUE RELATES TO:		
<input checked="" type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE THE COMMISSION:

Discuss outcomes and lessons learned from the Transportation System Plan (TSP) online open house, a robust website that the City shared with the public in early December to see and comment on the TSP recommendations.

EXECUTIVE SUMMARY:

Instead of hosting a traditional public meeting to share the draft TSP recommendations, the City developed and hosted its first “online open house”. In May 2012, the Planning Commission hosted a traditional public open house on the TSP project. Aside from staff, Commissioners and Councilors, approximately 15 people attended this meeting. The intent of using the online approach to community outreach was to encourage more people to view and engage with the TSP recommendations.

Staff believes the experiment was successful enough that it will be included in the City’s public involvement “toolbox” for future projects.

- More people (approximately 300) participated in the project than likely would have attended a meeting at City Hall. See the table below for a summary of participation statistics.
- Several participants praised the innovative outreach effort, and no one voiced objections to the lack of a physical meeting or lack of access to the internet to review the materials.
- City staff produced three short videos to communicate different aspects of the project to the public.
- A lot of information about the projects was shared with the public.
- It was easy for participants to submit comments: 27 people submitted detailed comments on the recommendations; 22 people participated in the project prioritization survey. See Attachment A for comments submitted through the Open House website and Attachment B for results from the survey.

In staff’s view, the online open house was a success, but also a learning opportunity. Designing a virtual open house proved to be very different than designing a traditional public meeting, and fairly labor-intensive. As a first effort staff notes the following challenges to keep in mind for the next online open house:

- Staff’s goal was to keep the information simple and easy to digest. However, it was challenging to succinctly provide quality information about the recommendations.
- It was challenging to design the website for user-friendly navigation. Next time, we will allow more time in the schedule for testing out the fully loaded website prior to launch.
- Having more truly interactive graphic tools (e.g., allowing users to insert comments into a map), would simplify the overall design and make it easier for people to participate.
- People who did participate spent much less time on the site than would normally have been spent in a meeting room.
- The City advertised the open house through email, via an article in the Wilsonville Spokesman, on the City’s home page, and in a front page article of the Boones Ferry Messenger. Most (58%) of the people who accessed the TSP Open House main page did so directly, meaning they either used the email link, scanned the URL code included in

the Messenger, or typed in the URL. Others (32%) entered the Open House via the City's website.

Summary of Open House Website Activity

Activity on Specific web page	Unique visitors to the page	Average time spent on the page
Intro Page	318	1:40
Planned Projects	255	4:37
Getting Around in Wilsonville	120	2:20
Big Ideas	88	:57
Comments Page	79	4:11

Staff is currently reviewing the comments and surveys that participants submitted and will work with DKS to incorporate them into the next draft of the TSP as appropriate. All of the comments and survey responses will be shared with the Planning Commission as part of the public record on the TSP. Staff will respond to each person who submitted a question or comment during the open house.

ATTACHMENTS

- A. Comments submitted through the Open House website.
- B. Results from the project prioritization survey.

To: Neamtzu, Chris
Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [mailto:webmaster@ci.wilsonville.or.us]
Sent: Monday, December 03, 2012 9:02 AM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 389
Submitter's language : Default language
IP address : 198.245.132.3
Time to take the survey : 2 min. , 3 sec.
Submission recorded on : 12/3/2012 9:02:26 AM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

[Click here to return to the Online TSP Open House](#)

Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Anonymous
Phone: Not answered
Email Address: Not answered
Mailing Address: Not answered
City: Wilsonville
Zip Code: Not answered

Comments: (please specify the area/topic that you are commenting about)

The extension of canyon creek rd to connect to town center loop is vitally important for residents who live along canyon creek to connect to other areas in town. Currently, travelers along canyon creek either have to go around to wilsonville rd or down to parkway to access the town center area. This does not support ease of travel and adds to the congestion and traffic on both of these roads. I'm glad to see that the canyon creek project is on the high priority project list and it should remain there.

To: Neamtzu, Chris
Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [mailto:webmaster@ci.wilsonville.or.us]
Sent: Monday, December 03, 2012 3:19 PM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 392
Submitter's language : Default language
IP address : 24.20.49.4
Time to take the survey : 3 min. , 47 sec.
Submission recorded on : 12/3/2012 3:19:24 PM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

[Click here to return to the Online TSP Open House](#)

Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Carol White

City: Wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

I like the approach you have taken to priorities, goal setting, etc. I know that everyone has their own pet projects that they would like to see have a higher priority and I would encourage you to think about the two projects that effect Charbonneau - the completion of our pathway system and the bike-ped-emergency bridge over the Willamette. We comprise about 15% of the citizens in this community, contribute a larger than average share of taxes and really ask very little from the city. If there is an opportunity to move either project up on the list, we would be ever so grateful.

Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [mailto:webmaster@ci.wilsonville.or.us]
Sent: Monday, December 03, 2012 5:27 PM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 393
Submitter's language : Default language
IP address : 24.21.176.185
Time to take the survey : 6 min. , 16 sec.
Submission recorded on : 12/3/2012 5:26:32 PM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

[Click here to return to the Online TSP Open House](#)

Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Phillip Rosebrook

City: Wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

Looking through the trans plan - looks like great improvements. We live at the end of Canyon Creek and hope that you hold out as long as possible for the Canyon Creek extension. This does remove traffic from other routes but this only moves traffic to a dead end. There are many children in our neighborhood and we do not want additional cars traveling near or and perhaps wrong turns into the neighborhood. It does make it easier to travel into town for us but also more likely to get in a car rather than walk or ride a bike. The path right now makes walking easy and quick. Finish the connections to Villabois and other connection issues that are leading to traffic snarls and messes coming from the West side.

To: webmaster@ci.wilsonville.or.us
Subject: RE: TSP Update Comments: May 22, 2012 Open House

From: webmaster@ci.wilsonville.or.us [mailto:webmaster@ci.wilsonville.or.us]
Sent: Monday, December 03, 2012 10:50 AM
To: Talk2PC
Subject: TSP Update Comments: May 22, 2012 Open House

Submission information

Submitter DB ID : 391
Submitter's language : Default language
IP address : 50.53.204.167
Time to take the survey : 20 min. , 40 sec.
Submission recorded on : 12/3/2012 10:49:46 AM

Survey answers

Unsigned comments, including comments submitted via this web page, will be compiled in the record for review and consideration, and submitted for the public record without being attributed to you.

Name: Ray

Please provide an email address or mailing address if you wish to receive project mailings.

City Wilsonville
State OR
Zip Code 97070

1. Provide feedback on whether the transportation solutions address the gaps and deficiencies that were identified
Not answered

2. Are there any transportation projects missing (bicycle, pedestrian, truck, motor vehicle)?

North Canyon Creek Road needs crosswalks! Dozens of people walk this street every day for recreation and fitness, to go to work at Xerox, Mentor Graphics, Argyle Square, the Burns/Canyon Creek/Parkway light industrial area or offices north of Elligson, to shop at Argyle Square. or to access public transportation. Traffic on this road is controlled only by speed limits and is unpredictable and many times dangerous. Mothers with children on foot or in strollers and senior citizens are confined to one side of the road or forced to risk dodging speeding traffic in order to cross from one side to the other. I am 83 years old. I have fallen, trying to hurry across this busy road. I

was lucky enough not to have any cars coming at me, but I can't count on that. PLEASE install some crosswalks between Boeckman and Elligson. There are none there now. It's the longest stretch of thoroughfare in the city with out them.

3. Do you agree with the draft prioritization that has been identified for motor vehicle, bicycle and pedestrian projects? Are there any modifications to the prioritization that you would recommend?

No! See above.

4. What are the top five transportation projects that are important to you?

Crosswalks on Canyon Creek North.

Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [mailto:webmaster@ci.wilsonville.or.us]
Sent: Tuesday, December 04, 2012 2:41 PM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 394
Submitter's language : Default language
IP address : 205.173.217.10
Time to take the survey : 5 min. , 4 sec.
Submission recorded on : 12/4/2012 2:40:35 PM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

[Click here to return to the Online TSP Open House](#)

Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Steven Van Wechel

City: Wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

Thanks for this opportunity. I apologize that I was not really aware previously that this plan was also involving the bike/pedestrian stuff as well. I thought it was primarily roads and streets and such, and I have not devoted the time to it like I should have.

My main concern is regarding the bicycle stuff. You will find 185 pages of proposals I have written up concerning the Bicycle Pedestrian Bridge. You can find them on the web site of "FrenchPrairiebridge.org". The documents are entitled "Thoughts on Wilsonville's Bicycle & Pedestrian Bridge", and "Appendix". Maps, etc. are included.

I strongly feel that the bridge will have a MAJOR impact on Wilsonville - economically as well as in needed details in this TSP. The official planning for the bridge won't begin for a couple months yet, but potentials and concerns NEED to be addressed right now in this plan. Unfortunately, I don't see them being addressed yet!

I'm doing this at work where I have access to e-mail, so I'm not going to be able to hit everything. Below are some brief comments.

1) The WES Train Station needs to be connected very well to the Bridge. It appears from the maps that no effort whatsoever is being made to accomplish this - which would be a cut in the throat for the economic potentials the Bridge could be offering the City of Wilsonville!!!! National research is abundant about how such connections with bicycle paths bring money into an area. As the Bridge planning gets started (which includes some aspects of even THIS plan), every effort needs to be put into it to maximize the economic potentials the Bridge will provide. The current TSP plans herein totally ignore this whole aspect!!!! City Council, the Wilsonville Planning Department, METRO, Clackamas County Chair, Travel Portland and Travel Oregon, and others have received copies of THOUGHTS ON WILSONVILLE'S BICYCLE-PEDESTRIAN BRIDGE and its APPENDIX. These two documents outline in detail the need for a full scale "Bicycle Boulevard" to stretch between WES and the Bridge. Primary characteristics are listed as a formal, "separated" bicycle path to encourage metropolitan, mass transit access to the Bridge. The written plans severely encourages AGAINST this path merely being a 1/100th of an inch high strip of paint. That would be a poor excuse for this needed path; it would be a horrible way to encourage Bridge use via mass transit (which will eventually include weekend & holiday trips - see "Thoughts..." and the "Appendix" for detailed comments about this). This would therefore also have a severe negative impact on the economic impact that the Bridge can present to Wilsonville. Therefore, it is extremely important that these considerations be taken into account NOW even at this stage of planning before our neck gets cut and \$\$\$\$ are limited of which could flow into our City.

2) It appears that the thought is to bring a bike path down from Brown Road/Wilsonville Road intersection down the Brown Road Extension to Old Town. I guess that the unspoken assumption then is that bicycle traffic would turn right and head straight for the new Bridge. I would sincerely hope that this input is not too late - but that would be the ABSOLUTE WORST CONCEPT TO FOLLOW!!!!!!!!!!!!!!!!!!!!!! It is the simplest and least expensive, and the easiest for non-thinking minds to think up. This is especially so if there is an alternative route available. Following what appears to be the current line of thinking (letting the bicycle traffic come down through Old Town) creates a number of huge problems (huge at least to those of us living down there!!) FIRST, that pours all the bicycle traffic for the bridge (regardless of direction - thus many will be riding by there twice on a ride over the bridge) down through a two lane, residential neighborhood not equipped, not ready for, and not wanting that kind of interruption. Some may well think that this could be pretty petty. The question comes down to the amount of use that is anticipated that the Bridge will get. From the response given so far, I am completely confident in saying that I think that the amount of use is going to far exceed anything anyone has really thought of yet. If that is anywhere accurate, that kind of traffic is NOT wanted in Old Town - again, especially if there is an alternative option. Time and space don't allow me to go into that here - let it suffice that the written plans at Frenchprairiebridge.org covers it all in detail. SECOND: The Bridge is going to be a major magnet for automobile parking - both users and just picnic-ers out for nice afternoon and the view of the bridge makes an ideal place (especially if the Bridge includes the tourist building concepts described in Thoughts on Wilsonville's Bicycle-Pedestrian Bridge & Appendix. This will also add considerable extra traffic in its own right through that same two lane, residential street - both via automobiles as well as bicycles - all going two ways/in and out! The plan lists anticipated use of the Bridge at 150 one way trips across the Bridge daily (thus probably close to 300 trips down this residential neighborhood street - with large groups also anticipated -- some which will most likely include well in excess of 1,000 and even into the 2,000+ ---- all going down an otherwise quiet, residential street totally not equipped for such traffic. A number of groups will most likely exceed 100 numerous times a year! All this doesn't even begin to take in the extra automobile use of that same residential street as well!!!!!! The parking AND the automobile AND the bicycle traffic need to be kept OUT of Old Town completely!!

As for my part and at the moment speaking for myself, as past President of the Old Town Neighborhood Association, I can say with good assurity that the Neighborhood Association may well not be up on this plan - or the Bridge plan at this point - but there will be some very loud voices if the current TSP plans are carried through on and will strongly advocate against it. ALL TRAFFIC FOR THE BRIDGE OF ALL TYPES NEEDS TO BE KEPT OUT OF OLD TOWN ALL TOGETHER and one of the alternatives needs to be used. Two alternatives are listed on-line referred to above.

3) I don't understand all the disconnected bicycle paths. It seems that there is a little short section here, another over there, and so forth. Example, you indicated the plan to put a bicycle path down Boones Ferry to the River (hopefully that is only on one side of the street) - as stated above that is a very poor idea in itself, but it is disjointed with the path that goes on under the Freeway. Nothing is really marking a turn of the path to go in that direction or that there is a path over there that goes under the freeway. A concerted effort needs to be put out to start joining the assorted bits of paths scattered around Wilsonville to actually make a network that works (hmm - what a novel idea!!!).

4) RE-04 / BROWN ROAD EXTENSION The City of Wilsonville has long lauded the need and its desire to put in the street. As for my input, I think it should be totally DROPPED from the list of any potential installation. It's called an "OUTLET FOR OLD TOWN" -- and I ask an OUTLET for WHAT???? Going to Newberg??? Why do we need a \$15 million dollar road to cut off maybe a 1000 feet???? A few people might use it to get to the two schools, but please answer the question... Why would a person heading for the freeway/Portland/etc. (which probably takes in 90% of the traffic coming out of Old Town) head 3/4 of a mile west just to have to recoup that distance heading back east - and doing so through the tough Wilsonville Road traffic itself and having to drive through it for the whole distance - just to get to the same point where you can get onto the freeway/or the other side of town??? The Brown Road Extension as an OUTLET is a ridiculous, total waste of money and effort!!!!!! The one thing it WOULD do, however, is most likely BRING IN a lot of West Side traffic INTO OLD TOWN on their way to Albertson's and everything in the Fred Meyer complex - thus being in our way of getting out of our homes/or into them besides all the new Fred Meyer traffic!!! It would also put our children more in jeopardy who play and walk along those streets. RE-04 needs to simply be deleted altogether.

4) I haven't had time to really go through everything in detail, so if this is wrong I apologize. It seems that some major features of the Bicycle and Pedestrian Plans done back in the mid-2000's are missing now. For example, a bicycle path from the Stafford Road, going west under the big power lines and crossing a new bicycle-pedestrian overpass over I-5, with the intent of connecting somewhere on to the Tonquin Trail in north Wilsonville. A second overpass was also in the plan to facilitate movement from the WES Train Station direction over to the Bullwinkles, theater, and Thriftway areas. Is the old plan simply defunct now with this new planning - even though it too was set up for 20-years as this one also seems to be????

I unfortunately do not have time to add more feedback. If I can find time, I'll try to get some more feedback put together. Thanks again for this opportunity.

Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [mailto:webmaster@ci.wilsonville.or.us]
Sent: Thursday, December 06, 2012 6:42 AM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 397
Submitter's language : Default language
IP address : 63.95.90.130
Time to take the survey : 2 min. , 21 sec.
Submission recorded on : 12/6/2012 6:42:24 AM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

[Click here to return to the Online TSP Open House](#)

Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Andrew Karr

City: Wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

The biggest area of improvement that I see is in the Boeckman Road area. What I don't see is a plan for a I5 interchange at Boeckman Road - I am curious as to why this isn't being considered?
Standalone Pedestrian and Bicycle Improvements is 2nd on my list especially as it relates to proximity to schools.

Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [mailto:webmaster@ci.wilsonville.or.us]
Sent: Wednesday, December 05, 2012 11:44 AM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 396
Submitter's language : Default language
IP address : 50.137.3.183
Time to take the survey : 12 min. , 20 sec.
Submission recorded on : 12/5/2012 11:43:52 AM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

[Click here to return to the Online TSP Open House](#)

Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Chuck Knorr

City: Wilsonville, Or
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

RE 05 The Canyon Cr. Rd. Extension will help tremendously for the traffic to flow north, south in Wilsonville. The addition of multi apts. on Parkway will most probably add a huge amount of traffic on existing Parkway, making it a slow process to get to the city loop area or to the north or south freeway exits. The impending housing addition that will complete the "Renaissance" development will mean more families will be accessing these roads also. When Morningside connects north and south, the flow of this whole area will improve along with RE 05.

Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [mailto:webmaster@ci.wilsonville.or.us]
Sent: Wednesday, December 05, 2012 11:31 AM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 395
Submitter's language : Default language
IP address : 50.137.3.183
Time to take the survey : 13 min. , 2 sec.
Submission recorded on : 12/5/2012 11:30:33 AM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

[Click here to return to the Online TSP Open House](#)

Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Pat Knorr

City: Wilsonville Or.
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

So excited to hear that the city's plan RE 05 (Canyon Creek Rd. Ext.) is on the radar for completion! The reality of our neighborhood finally being able to get to the city loop for business and recreation opportunities without going way out of way is wonderful. For people coming into the area here looking at development projects or for delivery purposes, it will make so much more sense instead of confusion for exiting the area. Can't tell you how confused people get when trying to find out "where" they are! Please prioritize this project!

Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [webmaster@ci.wilsonville.or.us]
Sent: Saturday, December 08, 2012 10:13 AM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 398
Submitter's language : Default language
IP address : 67.168.250.255
Time to take the survey : 6 min. , 37 sec.
Submission recorded on : 12/8/2012 10:13:20 AM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

[Click here to return to the Online TSP Open House](#)

Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Ron Kief

City: Sherwood
Zip Code: 97140

Comments: (please specify the area/topic that you are commenting about)

First a question - what is the proposed date for widening Day Road?
Something needs to be done with Day Road. Over the last 8 years that we have lived here, traffic has increased 3 times. There are times when it take 15 minute or better just to get out of the driveway. The other issue is... they increase the speed limit to 45 miles an hour. We see people driving 60 miles an hour on Day Road. We are always fearful that cars will slam into the rear of our car when we turn into our driveway.
Is there any talk of both sides of Day Road becoming a part of the City of Wilsonville at the same time? Would that make sewer and water available to us from Wilsonville? Would it change the zoning from residential to commercial?

Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [webmaster@ci.wilsonville.or.us]
Sent: Sunday, December 09, 2012 8:20 PM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 399
Submitter's language : Default language
IP address : 192.65.41.20
Time to take the survey : 20 min. , 41 sec.
Submission recorded on : 12/9/2012 8:20:19 PM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

[Click here to return to the Online TSP Open House](#)

Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Dave Lucas

City: Wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

We recommend prioritizing BW-05 and BW-06 Sidewalk installation on Willamette Way East and Willamette Way West, respectively. The BW-06 sidewalk is key for Willamette Way West as it is used as the primary walking loop for approximately 250 homeowners in Rivergreen and Fox Chase. Frequency and usage have increased significantly with Graham Oaks across the street. Completing the sidewalks on both sides of Willamette Way West will greatly improve pedestrian and bicyclist safety, encouraging exercise as well as our enjoyment of the neighborhood parks.

BW-05 Willamette Way East Sidewalk Infill is important for the safety of the kids walking and biking between the multiple parks, schools, a church and Graham Oaks and the adjacent neighborhoods for Morey's Landing, Rivergreen and Fox Chase. It is also the primary walking and biking loop with Willamette Way West and Graham Oaks.

Thank you for this innovative online Open House.

Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [mailto:webmaster@ci.wilsonville.or.us]
Sent: Monday, December 10, 2012 2:38 PM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 403
Submitter's language : Default language
IP address : 38.114.147.2
Time to take the survey : 10 min. , 0 sec.
Submission recorded on : 12/10/2012 2:37:31 PM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

[Click here to return to the Online TSP Open House](#)

Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Anthony Calcagno

City: Wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

I would very much like to see the French Prairie Bridge become a reality. I understand that all of the funding has already been provided for a study of the bridge. Even if the design and construction of the final bridge may not happen for a couple years, this study is an important first step, and cannot wait any longer.

As a bike commuter who rides under I-5 along Wilsonville Road twice a day, I would very much like to see a bike/ped crossing over I-5 at Barber St. Wilsonville Road is a very busy street, and riding through 4 intersections just to cross the freeway is not only time consuming, but unnecessarily dangerous. Another option could be a bike/pedestrian tunnel at Memorial Dr.

Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [webmaster@ci.wilsonville.or.us]
Sent: Monday, December 10, 2012 7:50 AM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 400
Submitter's language : Default language
IP address : 71.237.230.147
Time to take the survey : 12 min. , 31 sec.
Submission recorded on : 12/10/2012 7:50:31 AM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

[Click here to return to the Online TSP Open House](#)

Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Doris Wehler

City: Wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

Priority road needs: Boeckman Road overpass and improvements to Boeckman Rd going east; Barber and Kinsman Rd extensions; extension of Canyon Creek to Vlahos & Town Center; widening of Elligsen Rd going east beyond Parkway and fixing intersection (fill project) with 65th & Stafford; construction of Wiedemann Rd, especially on the east side of the freeway. (Note: on your plan, Wiedemann Rd is incorrectly spelled with one "n" on the end.)

Important but probably not economically feasible: loop from Brown Rd into Old town. At least, the city should strive to plan for land purchase for this to be accomplished some day.

Coffee Creek transportation needs will be driven by developers and urban renewal will probably be used.

Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [webmaster@ci.wilsonville.or.us]
Sent: Monday, December 10, 2012 8:10 AM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 402
Submitter's language : Default language
IP address : 98.232.243.119
Time to take the survey : 9 min. , 48 sec.
Submission recorded on : 12/10/2012 8:10:54 AM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

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Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): vern wise

City: wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

In the past 6 plus years I had the opportunity in attending DRB, Planning Commission and City Council meetings for the benefit of learning Wilsonville. For the past 4-3 years in particular i have witnessed the continued discussions in todays and future planning.

I feel the planning for tomorrows INTRA-STRUCTURE in Wilsonvills future growth. Wish the Careful planning this will reduce problems and unforeseen expenes which all Wilsonville will bear.

This is the result of holding public open meetings to explain my above subjects.
I fully support the professional approaches and the efforts of the planning staff.
Not only is this important today but tomorrows future.

Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [mailto:webmaster@ci.wilsonville.or.us]
Sent: Wednesday, December 12, 2012 2:47 PM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 408
Submitter's language : Default language
IP address : 170.160.32.1
Time to take the survey : 31 min. , 30 sec.
Submission recorded on : 12/12/2012 2:47:02 PM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

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Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Francis Halpin

City: Wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

Regarding the NW Wilsonville Plan:

I would like to see the plan somehow address the dangerous situation which exists on Boones Ferry Road north of Day Road.

Without a change someone will sooner or later be killed on that stretch of road.

The bike lanes from the north and south, end abruptly and create a very dangerous situation for bike riders, pedestrians, and motorists alike. This transportation plan should include the construction of a bike lane on that section of roadway. If Wilsonville lacks authority to take that action then, alternatively, the plan should call for active engagement of the planners with whichever agency does have jurisdiction to take that action. A continuous bike lane through that area would close a dangerous gap in an otherwise safe bike route from Wilsonville all the way to Portland. It is only about a mile of roadway but as it stands, that mile turns an otherwise safe and pleasant ride into a nightmare any time of day but especially at night.

Please include this somewhere in the plan.

Fran Halpin

Subject: RE: TSP Open House Comments

From: webmaster@ci.wilsonville.or.us [mailto:webmaster@ci.wilsonville.or.us]
Sent: Wednesday, December 12, 2012 2:23 PM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 407
Submitter's language : Default language
IP address : 50.53.205.221
Time to take the survey : 4 min. , 45 sec.
Submission recorded on : 12/12/2012 2:23:09 PM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

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Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Thomas Ripple

City: Wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

There are two projects I didn't see listed that are both important.
The first one is sidewalks between the circle and boeckman Rd. on 110th St. I realize that the sidewalks will be added as the properties along 110th develop but we can't wait that long. Those sidewalks should be in by the time the Boeckman Bridge is repaired. Many people use that route to get to the other side of town and WES.
The second project I didn't see listed is the Bike/Pedestrian Bridge across the Willamette. It needs to be in our plan if we are to even try to realize the vision of a Bike/Ped bridge. I realize we can't afford it now but you never know where funding can come from if a project is planned. We shouldn't limit our vision.

Subject: RE: TSP Open House Comments

From: webmaster
Sent: Friday, December 14, 2012 4:57 PM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 415
Submitter's language : Default language
IP address : 98.232.248.221
Time to take the survey : 5 min. , 2 sec.
Submission recorded on : 12/14/2012 4:56:33 PM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

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Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Lisa Krecklow

City: WILSONVILLE
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

Thank you for allowing me to comment. I'd like to see the projects UU-04 and UU-07 have aesthetics like Villebois...sidewalks, landscaping and lighting. The area further south on Grahams Ferry has good sidewalks and landscaping, but the lighting doesn't seem to fit with the neighborhood.

Lisa Krecklow

Subject: RE: TSP Open House Comments

From: webmaster
Sent: Thursday, December 13, 2012 9:37 AM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 409
Submitter's language : Default language
IP address : 76.115.184.168
Time to take the survey : 16 min. , 38 sec.
Submission recorded on : 12/13/2012 9:37:09 AM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Brian McCabe

City: Wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

Dear Chris,

I object to the use of the payroll tax to fund your city bus system. I run a 45 employee business on Commerce circle and none of our employees live in Wilsonville and none of them use the bus either. This must be common among most of the businesses in Wilsonville because nobody rides your buses. The buses are always empty!

I would not object to the taxation if we had representation, if we benefited or if anyone benefited in meaningful numbers. It's really time to rethink this failing wasteful system. Everyone is aware that the rail project to Wilsonville is a failure also. Realizing that something is wrong and something is not working should cause you to re-evaluate and redirect the use of limited funds.

We rent the space we are in now and at some point hope to buy a building to support our growth. This tax and the ever present reminder of empty buses endlessly driving around Wilsonville wasting our money is major incentive to move elsewhere. I have discussed this with a number of other business owners and this is a common feeling.

Thank you for taking comments.
Brian

Subject: RE: TSP Open House Comments

From: webmaster
Sent: Thursday, December 13, 2012 8:50 PM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 410
Submitter's language : Default language
IP address : 50.53.205.33
Time to take the survey : 25 min. , 9 sec.
Submission recorded on : 12/13/2012 8:49:47 PM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

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Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Simon Springall

City: Wilsonville
Zip Code: 97070-6811

Comments: (please specify the area/topic that you are commenting about)
RT-06 and the construction of the Willamette River Crossing

While it is appropriate to list RT-06 as priority project; the funding for this has already been obtained and city council has already given appropriate direction that the feasibility study should go ahead.

However, I remain concerned that the actual construction of the Willamette River Crossing is relegated to the list of lower priority projects. I'm sure the city's planning staff understand that this bridge serves more than Bikes & Pedestrians; the emergency vehicle access provides a critical safety feature for dealing with issues at the Boone Bridge, the busiest river crossing in the state. I want to be sure the City Council and other decision makers understand this as well. As previously discussed, the potential tourism benefits for Wilsonville in this bridge also cannot be discounted.

These two items alone indicate a number of potential funding avenues that should be explored; the feasibility study may not do this in depth. Without continuing to prioritize this river crossing, we will not ever build it since it will continue to be misunderstood and pushed to the back over fear of the cost; whereas in reality most of the cost should not be borne by the City of Wilsonville due to its regional and statewide impact.

Subject: RE: TSP Open House Comments

From: webmaster
Sent: Thursday, December 13, 2012 9:06 PM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 411
Submitter's language : Default language
IP address : 50.53.205.33
Time to take the survey : 15 min. , 46 sec.
Submission recorded on : 12/13/2012 9:05:46 PM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

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Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Simon Springall

City: Wilsonville
Zip Code: 97070-6811

Comments: (please specify the area/topic that you are commenting about)

Re: Pedestrian crossings on Canyon Creek Rd North

This street is becoming increasingly busy especially in the morning and afternoon rush hour with Mentor Graphics and Xerox commuters. This will only increase with the build-outs of Frog Pond, Advance Road, Boeckman Road improvements and Coffee Creek. However there's no indication in the TSP of any planned pedestrian crossing on Canyon Creek Road North. Quite why this has not been identified as a 'gap' I don't know.

I believe we need these crossings sooner rather than later (quite inexpensive compared to these other developments mentioned). People cross the road to reach bus stops, walk to work, walk to Argyle square or even the town center, and to jog or walk their dogs. An additional small subdivision is currently being constructed here.

I would like to propose consideration of 2 marked pedestrian crossings, preferably with lights. One at Canyon Creek Apartments by the SMART bus stop, and one at Murray St / Printer Parkway. Eventually we should have one at Wiederman Rd / Canyon Creek Park too, when that road or trail opens.

Subject: RE: TSP Open House Comments

From: webmaster
Sent: Friday, December 14, 2012 10:57 AM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 412
Submitter's language : Default language
IP address : 71.193.233.79
Time to take the survey : 59 min. , 41 sec.
Submission recorded on : 12/14/2012 10:56:53 AM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

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Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Tony Holt

City: Not answered
Zip Code: Not answered

Comments: (please specify the area/topic that you are commenting about)

BW-10 French Prairie Drive Pathway: The majority of Charbonneau residents are retirees. Many are determined to regularly exercise and walking is a major component of that regimen. On any day, in rain or shine, there is a constant stream of walkers around French Prairie, far more than seen in any other part of the City. As you know, the pathway around French Prairie stops abruptly at Country View Lane on the east side of Charbonneau and there is no continuing path to the east exit at Miley Road. This results in residents walking on the roadway, a very dangerous action, particularly in the dark winter months. Given the unusually high number of residents walking daily along the French Prairie path, the completion of the circuit should be given a high priority.

RT-06 Willamette River Bike/Pedestrian and Emergency Vehicle Bridge: After much work and community support, the City has been very fortunate to receive the majority of the funding for a feasibility study of this unique proposal. This was a real coup! However, not long after the announcement two councilors attempted to scuttle the study, an eventuality that would probably jeopardize the City's chance of receiving future grants. However, it was subsequently agreed that the study should go ahead and include a review of where the bridge might be sited. Now I am told the same

councilors are making a second attempt to stop the study. I hope that this is not the case. It would be a big mistake to lose this opportunity to evaluate the project's feasibility--an opportunity to gather INFORMATION for possible future use, in many different ways, at a key transportation portal to the City. Let's not put our heads in the sand and turn down this significant opportunity.

Policies--Agency Coordination

#21 Aurora State Airport: The statement talks about what the City expects if the Airport expands. It says nothing about the City's policy towards current operations at the Airport, more specifically the constant overflights of the City, and in particular Charbonneau. Noise and toxic pollution is a current problem, with aircraft landing on runway 17 (to the south) overflying Charbonneau at no higher than 200 feet in some cases, day and night. This concern should be recognized in this plan.

Recognition should also be given in the Plan to the fact that the City has been excluded from the 'Intergovernmental Agreement on the Coordination of Growth Management and Transportation Issues between the City of Aurora, Marion County, Clackamas County and the Oregon Department of Aviation, October 2007 ("Aurora Airport IGA")' on the basis that Charbonneau and the rest of Wilsonville lie outside the impact area of the Airport. That is absurd and needs to be remedied.

Finally, while I congratulate City staff, and particularly Chris Neamtzu, on the excellent job they have done in assembling this material and presenting it in such an organized fashion, I believe that for online Open House purposes it needs to be either trimmed dramatically, if that is in fact possible, or in some way the survey needs to be simplified. I believe the average citizen will be turned off by the sheer volume of data to be assimilated. The work is great but I think the survey needs to be more user friendly. I hope I am proved wrong and you have lots of responses! Thank you.

Comments: (please specify the area/topic that you are commenting about)

CORRECTION: In my submittal early today on Policies-Agency Coordination-#21 Aurora Airport, I mistakenly included Clackamas County as a signatory to the Aurora Airport IGA. The Aurora Airport IGA is between ODA, Marion County and the City of Aurora. My apologies.

Subject: RE: TSP Open House Comments

From: webmaster
Sent: Friday, December 14, 2012 12:40 PM
To: Neamtzu, Chris
Subject: TSP Open House Comments

Submission information

Submitter DB ID : 414
Submitter's language : Default language
IP address : 67.168.249.74
Time to take the survey : 40 min. , 39 sec.
Submission recorded on : 12/14/2012 12:39:53 PM

Survey answers

Thank you for taking the time to submit comments regarding the Transportation Systems Plan. You may choose to list all of your comments together. However, if you want to submit comments on one topic before looking at another topic, you are welcome to submit the comment form more than once.

[Click here to return to the Online TSP Open House](#)

Please provide either a phone number, email, or mailing address so that we may contact you with questions or information about the public hearings on the TSP.

Name (required): Kathryn Whittaker

City: Wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)

These comments concern RE-01 and RE-02 & UU-04 and UU-07.

With respect to RE-01 and RE-02, the Barber Street extension should be considered a high priority because it will finally provide much needed access from Villebois to the WES transit system and eliminate traffic that must now route itself to Wilsonville Road to cross town. This extension should be a priority since Villebois has been cut off from one of its cross town accesses with the closure of the land bridge for repair. The Barber Street extension should be prioritized to be built promptly to provide that area with an additional access point (both to the Wes Station and to I-5 via Barber Road). Please include the pedestrian and bike accesses on this route as this would be a wonderful extension for the biking community.

With respect to UU-04 and UU-07, no mention was made in the transportation plan about the type of street lighting for those improvements. Since both roads are classified as "Minor Arterials" (not Major Arterials nor Major/Minor Collectors), they should not be lit with 35 foot Cobra street lights like those which were recently installed farther south on Grahams Ferry Road. The 35 foot tall Cobra street lights are not compatible with the residential and rural residential setting on those streets, nor are they effective for lighting the bike lanes or pedestrian walkways that are planned for

that area. The 35 foot tall Cobra lights are also not necessary for the 2 roundabouts planned in UU-04 and UU-07 as the other roundabouts in this section of the city are lit with lights that are half that height. Further, there are already shorter lights that are installed east of the proposed UU-07 improvement on Tooze Road (west of the land bridge) which are more compatible with the rural setting in that area. If the UU-04 and UU-07 improvements are built with 35 foot tall Cobra lights, the City of Wilsonville will look like it has put up a lighting barrier around this particular perimeter of the city which is not commensurate with the character of Wilsonville. It will look like a blight on the face of Wilsonville and will be contrary to the sentiment behind the Dark Sky Ordinance Wilsonville adopted and at odds with the liveability of a city which prides itself on marrying rural and residential living. We ask that this project be lit with some attention to aesthetics and atmosphere and that the height of the street lights on those streets be part of a thoughtful review. This would include rethinking the street lights recently installed on about 200 yards of Grahams Ferry Rd. This UU-04 and UU-07 area could be a functional and beautiful asset to the city, but if the street lighting planned is to be the 35 foot tall Cobra lighting like what was recently installed just south of those areas, it will not be.

Please note that most residents are unaware of the potential street lighting issue with the UU-04 and UU-07 projects because it was NOT MENTIONED in your TSP. This lighting issue effects so many neighbors in that area that it should be addressed more specifically than in this large TSP.

Thank you in advance for your thoughtful consideration of these issues.

Q1 Do you currently live in Wilsonville, or do you plan to in the near future?

Answered: 22 Skipped: 0

Answer Choices	Responses	
Yes	90.91%	20
No	9.09%	2
Other (please specify) (0)		
Total		22

Q2 Do you currently work in Wilsonville?

Answered: 22 Skipped: 0

Answer Choices		Responses
Yes		45.45% 10
No		54.55% 12
Other (please specify) (1)		
Total		22

#	Other (please specify)	Date
1	Own Class A office building	12/4/2012 4:39 PM

Q3 In your opinion, which are the 3 most important transportation improvements that should be made in Wilsonville in the next 5 years?

Answered: 19 Skipped: 3

#	Responses	Date
1	UU05	12/14/2012 7:08 PM
2	sidewalks on 110th between the circle and Tooze/Boeckman, Brown Rd. Upgrades UU-03, RW-01 Boeckman improvements -all these are necessary to make it safer for people to get from Villebois to the East side of town safely. I didn't see sidewalks on 110th listed anywhere. That should be added as many people go that way when the Boeckman bridge is open.	12/12/2012 2:11 PM
3	French Prairie Bridge Study Boeckman Rd. Bridge Widening Tonquin Trail Extension	12/10/2012 2:05 PM
4	Uu05 RW01 RE08	12/10/2012 7:32 AM
5	Congestion improvement, sidewalks on 110th, Day Road road condition improvement	12/7/2012 11:03 AM
6	RW-01 SR-01 through SR-04	12/6/2012 6:37 AM
7	SI-04, RW-01, RE-08	12/4/2012 4:39 PM
8	RE-01, 02, 04	12/4/2012 2:48 PM
9	GRAHAMS FERRY ROAD TO DAY RD. OVERPASS BETWEEN NORTH AND SOUNTH WILSONVILLE DEVELOPEMENT OF AREA AROUND PRISON.	12/4/2012 2:10 PM
10	more bicycle paths and access to both sides of I-5	12/4/2012 12:28 PM
11	Kinsman - Barber to Boeckman Barber - WES to Villebois Canyon Creek connection to Town Center Loop	12/3/2012 11:43 PM
12	widen boeckman road, Extended Barber to Villebois, Stafford rd 65th area	12/3/2012 4:02 PM
13	65th and Stafford Roundabout. Extend Canyon Creek. Walking/biking trails in NE Wilsonville	12/3/2012 3:00 PM
14	#1 Pedestrian bridge over Willamette River, #2 Intersection of Elligsen/65th/Stafford Rd (I don't think a round-a-bout is the right solution - a slight re-routing so all roads can connect with a stop light would be much safer and more effective), #3 Congestion in area of I-5/Boones Ferry/Day Rd/Ridder Rd	12/3/2012 2:44 PM
15	Link existing dead ended streets. Put sidewalks in on existing streets.	12/3/2012 1:55 PM
16	1. Progress on design, planning and seeking funding for the French Prairie Bridge 2. Improved east-west connectivity via Boeckman Road widening and bike lanes 3. Improved east-west connectivity via Barber Road extension (WES - Villebois)	12/3/2012 1:47 PM
17	neighborhood connectivity, later Wilsonville Rd. SMART bus for evening after school activities (as late 8:30PM), bike/ped bridge,	12/3/2012 1:00 PM
18	Barber Street Extension. Parkway Avenue Upgrade Stafford Road / 65th Avenue improvements	12/3/2012 11:35 AM
19	expanded bicycle and sidewalk connections, north south connections, east west connections	12/3/2012 8:55 AM

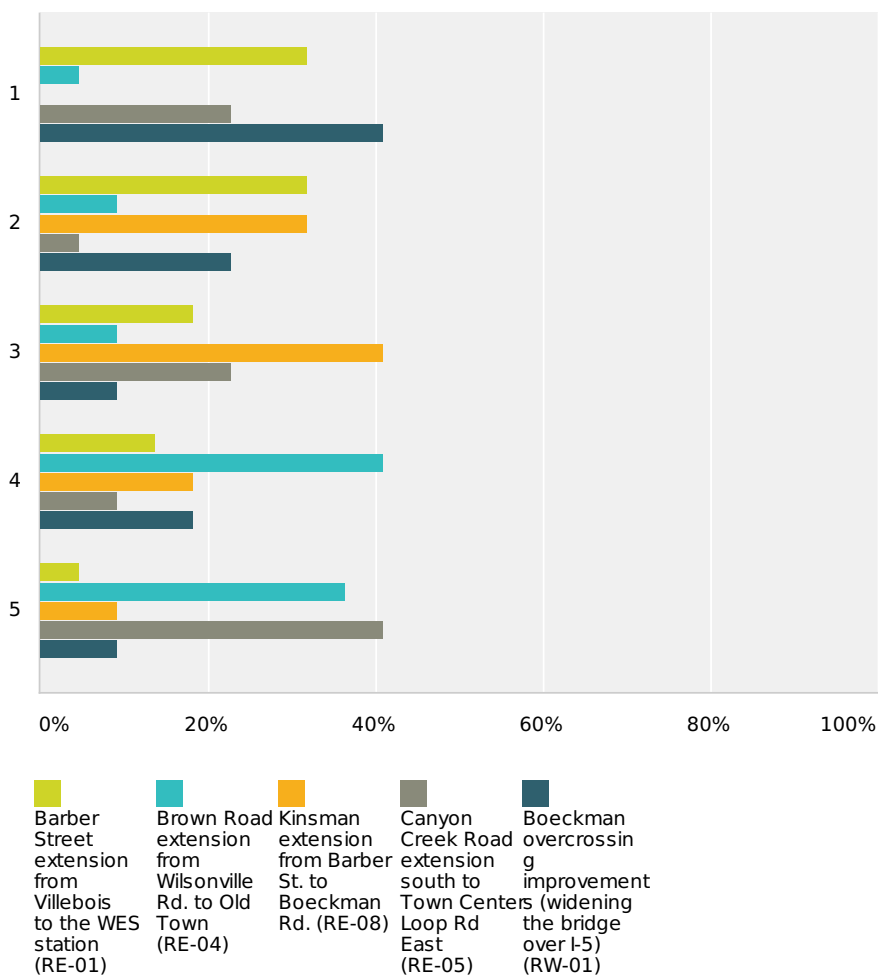
Q4 In 2025, the current kindergarten class at Lowrie Elementary will graduate from high school. Assuming the projects you listed in question #3 get built within the next 5 years, what are your top 3 improvements that should be made to Wilsonville's transportation system by 2025?

Answered: 17 Skipped: 5

#	Responses	Date
1	Bike/Ped bridge across the Willamette-I didn't see this listed-why not???? Barber extension or at least a pathway for bikes and peds to get to WES, BW-04 Boeckman sidewalk-I don't think it is necessary to fix the Boeckman dip. The Advance Rd. dip is dangerous but the Boeckman one is not particularly dangerous and we should not waste the money to fix it.	12/12/2012 2:11 PM
2	Design and Construct the French Prairie Bridge Complete Tonquin Trail to Sherwood & Tualatin Pedestrian Bridge over I-5 at Barber St.	12/10/2012 2:05 PM
3	Re03 Re 04 BW01	12/10/2012 7:32 AM
4	Wider roads, better flow through town, more turn lanes to get on I-5 on the north side of town	12/7/2012 11:03 AM
5	BW04 UU-01 UU-02	12/6/2012 6:37 AM
6	RE1, RE2, RE3	12/4/2012 4:39 PM
7	RT-6	12/4/2012 2:48 PM
8	NEW HIGH SCHOOL ON THE WEST SIDE. NEW JR. HIGH SCHOOL ON THE WEST SIDE A LARGE AREA FOR JOB CREATION WEST SIDE.	12/4/2012 2:10 PM
9	encourage more walking and biking. NO MORE TRAINS	12/4/2012 12:28 PM
10	I-5 pedestrian bridge connecting west side to Town Center Kinsman - Ridder to Day Road Bowckman - Canyon Creek to Wilsonville Rd	12/3/2012 11:43 PM
11	I would love to see a right turn lane from Wilsonville Rd into Boeckman Primary like the High School.. This would speed up traffic considerably!!	12/3/2012 5:16 PM
12	Barbur st extension	12/3/2012 3:00 PM
13	#1 Connecting Canyon Creek Rd to Town Center Loop, #2 Making Villebois more connected to the rest of town - maybe it's just because it's new, but once I get in, I find it difficult to get out of there. I end up driving around and around in circles before I finally find an "exit" back to town.	12/3/2012 2:44 PM
14	Make sure that there is easy I-5 on/off.	12/3/2012 1:55 PM
15	1. French Prairie Bridge - bike/ped/emergency only 2. Multiple bike-ped crossings over I5. 3. Complete Tonquin Trail and connections to Willamette Valley Scenic Bikeway	12/3/2012 1:47 PM
16	bike/ped bridge, Barber extension, trail improvements between old town and memorial park	12/3/2012 1:00 PM
17	Boeckman Rd Bridge improvements Grahams Ferry Rd upgrade Brown Road upgrade	12/3/2012 11:35 AM

Q5 The draft Higher Priority project list includes new multimodal roadway extensions to connect existing neighborhoods and serve new development. Please rank these roadway connection projects in your preferred order of completion:

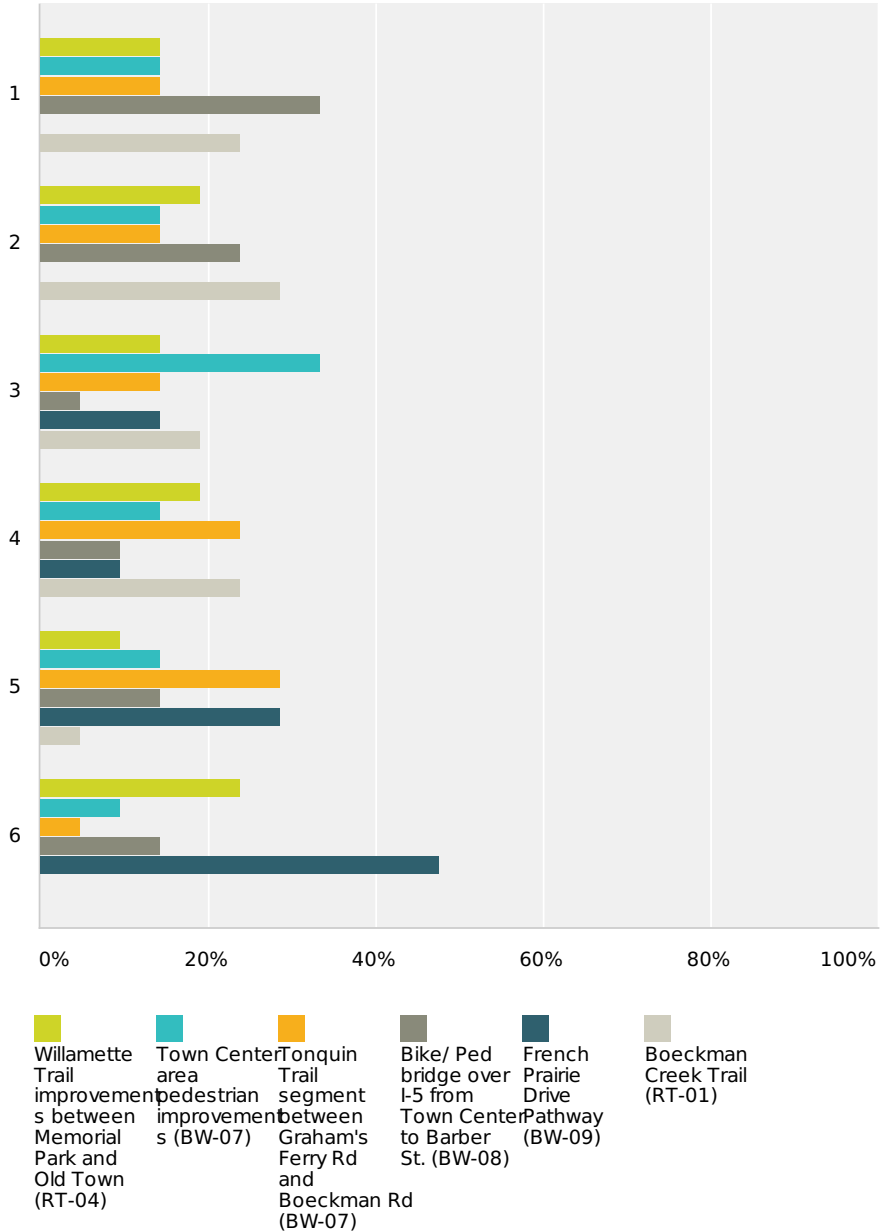
Answered: 22 Skipped: 0



	Barber Street extension from Villebois to the WES station (RE-01)	Brown Road extension from Wilsonville Rd. to Old Town (RE-04)	Kinsman extension from Barber St. to Boeckman Rd. (RE-08)	Canyon Creek Road extension south to Town Center Loop Rd East (RE-05)	Boeckman overcrossing improvements (widening the bridge over I-5) (RW-01)	Total	Average Ranking
1	31.82% 7	4.55% 1	0% 0	22.73% 5	40.91% 9	22	5.00
2	31.82% 7	9.09% 2	31.82% 7	4.55% 1	22.73% 5	22	4.00
3	18.18% 4	9.09% 2	40.91% 9	22.73% 5	9.09% 2	22	3.00
4	13.64% 3	40.91% 9	18.18% 4	9.09% 2	18.18% 4	22	2.00
5	4.55%	36.36%	9.09%	40.91%	9.09%		

Q6 The draft Higher Priority project list includes many "standalone" improvements to the walking and bicycling system. Please rank the following neighborhood-oriented projects in your preferred order of completion:

Answered: 21 Skipped: 1



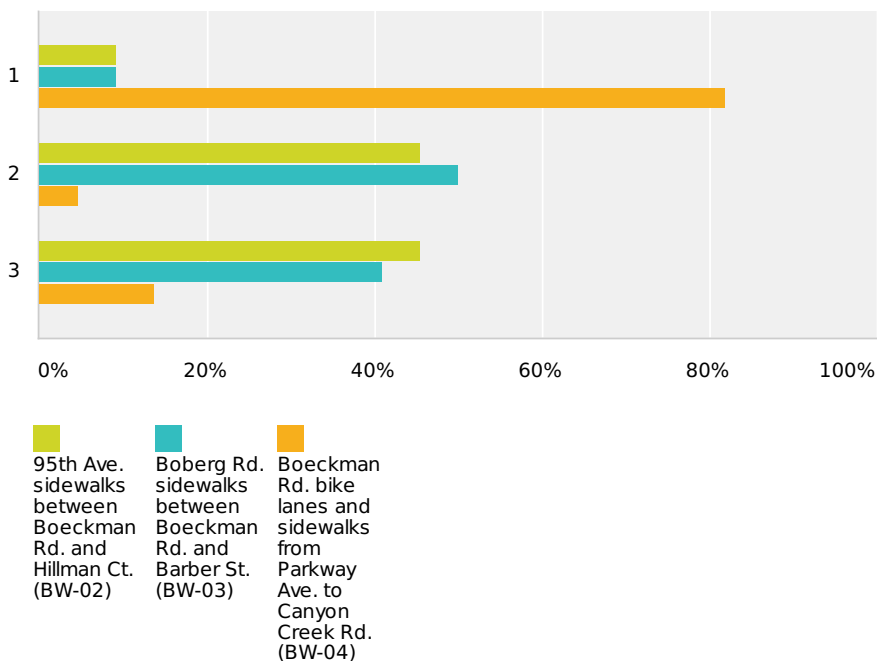
	Willamette Trail improvements between Memorial Park and Old Town (RT-04)	Town Center area pedestrian improvements (BW-07)	Tonquin Trail segment between Graham's Ferry Rd and Boeckman Rd (BW-07)	Bike/ Ped bridge over I-5 from Town Center to Barber St. (BW-08)	French Prairie Drive Pathway (BW-09)	Boeckman Creek Trail (RT-01)	Total	Average Ranking
1	14.29%	14.29%	14.29%	14.29%	14.29%	23.81%		

TSP open house

	3	3	3	7	0	5	21	6.00
2	19.05% 4	14.29% 3	14.29% 3	23.81% 5	0% 0	28.57% 6	21	5.00
3	14.29% 3	33.33% 7	14.29% 3	4.76% 1	14.29% 3	19.05% 4	21	4.00
4	19.05% 4	14.29% 3	23.81% 5	9.52% 2	9.52% 2	23.81% 5	21	3.00
5	9.52% 2	14.29% 3	28.57% 6	14.29% 3	28.57% 6	4.76% 1	21	2.00
6	23.81% 5	9.52% 2	4.76% 1	14.29% 3	47.62% 10	0% 0	21	1.00

Q7 The draft Higher Priority project list includes many "standalone" improvements to the walking and bicycling system. Please rank the following employment area-oriented projects in your preferred order of completion:

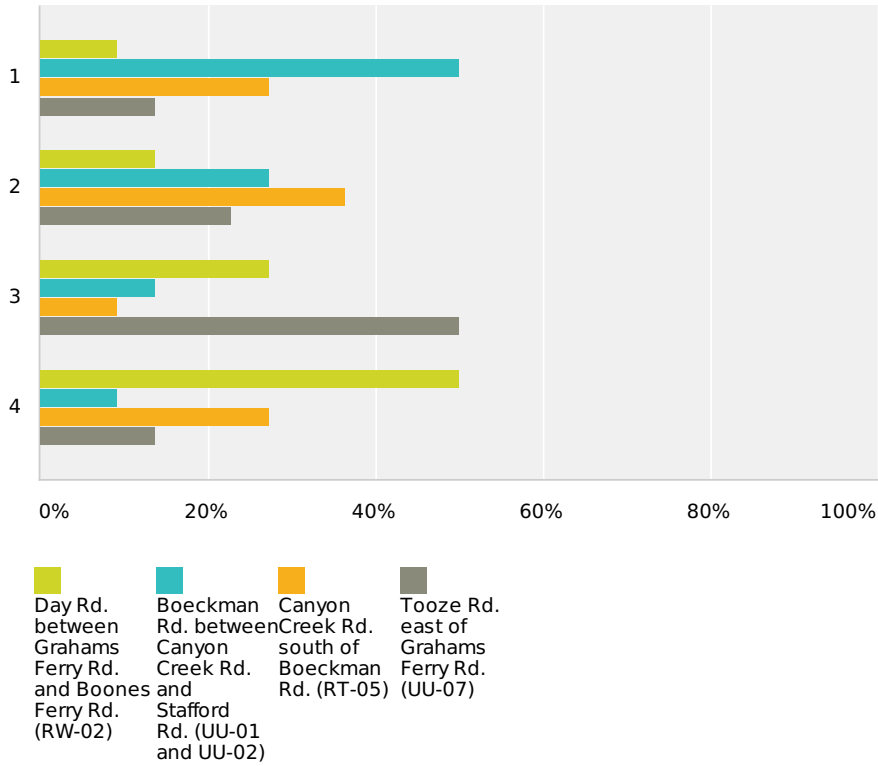
Answered: 22 Skipped: 0



	95th Ave. sidewalks between Boeckman Rd. and Hillman Ct. (BW-02)	Boberg Rd. sidewalks between Boeckman Rd. and Barber St. (BW-03)	Boeckman Rd. bike lanes and sidewalks from Parkway Ave. to Canyon Creek Rd. (BW-04)	Total	Average Ranking
1	9.09% 2	9.09% 2	81.82% 18	22	3.00
2	45.45% 10	50% 11	4.55% 1	22	2.00
3	45.45% 10	40.91% 9	13.64% 3	22	1.00

Q8 The draft Higher Priority project list includes many projects to complete existing streets to better serve all modes of transportation (add travel lanes, bike lanes, sidewalks). Please rank the following projects in your preferred order of completion:

Answered: 22 Skipped: 0



	Day Rd. between Grahams Ferry Rd. and Boones Ferry Rd. (RW-02)	Boeckman Rd. between Canyon Creek Rd. and Stafford Rd. (UU-01 and UU-02)	Canyon Creek Rd. south of Boeckman Rd. (RT-05)	Tooze Rd. east of Grahams Ferry Rd. (UU-07)	Total	Average Ranking
1	9.09% 2	50% 11	27.27% 6	13.64% 3	22	4.00
2	13.64% 3	27.27% 6	36.36% 8	22.73% 5	22	3.00
3	27.27% 6	13.64% 3	9.09% 2	50% 11	22	2.00
4	50% 11	9.09% 2	27.27% 6	13.64% 3	22	1.00

PLANNING COMMISSION MEETING

WEDNESDAY, JANUARY 9, 2013

6:00 PM

VI. WORK SESSIONS

- B. Statewide Planning Goal 10-Housing, Overview and Discussion

**PLANNING COMMISSION
 STAFF REPORT**

Meeting Date: January 9, 2013	Subject: Statewide Planning Goal 10 Housing Needs Analysis Project Staff Member: Katie Mangle Department: Planning
Action Required <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 type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:

Staff Recommendation: None. This is a briefing for information only.
Recommended Language for Motion: N/A

PROJECT / ISSUE RELATES TO: <i>[Identify which goal(s), master plans(s) issue relates to.]</i>		
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable

ISSUE BEFORE THE COMMISSION:

The Planning Commission work plan includes the preparation of a Housing Needs Analysis in 2013. Completion of this work is needed for the City's ongoing planning for growth, but is also required to comply with state and regional requirements. The purpose of this worksession will be to introduce the project to the Commission and provide background on Statewide Planning Goal 10, Housing.

EXECUTIVE SUMMARY:

It is time for Wilsonville to start planning for the next growth areas for residential development. Completing the Housing Needs Analysis project will achieve multiple objectives: it will establish the framework for the next generation of residential growth in Wilsonville, meet long-outstanding Periodic Review requirements of the state, and comply with the Metro Urban Growth Management Functional Plan requirements. The City prepared a draft Goal 10 study in 2004, but did not adopt the final report and thus has yet to meet the above objectives.

For some years, Wilsonville had more jobs than residents. In recent years, the number of jobs has declined while the population has continued to grow. The community's largest residential growth area, Villebois, is forecasted to build out within the next five years, and the City will soon prepare a concept plan for the Frog Pond growth area northeast of the city. It will be important for Wilsonville to plan for this growth with a clear understanding of the supply of residential land, the need for different types of housing, and the policy objectives to be met.

State and Regional Regulatory Framework

Statewide Planning Goal 10: Housing

In 1973, the state of Oregon adopted 19 statewide planning goals that set the framework for the statewide land use planning system. The goals express the state's policies on land use and related topics, such as citizen involvement, housing, and natural resources. The goals are implemented through Administrative Rules (OAR's) and Statutes (ORS's), which establish guidelines and requirements for local planning processes and development regulations.

As part of its Comprehensive Plan, the City must address statewide land use planning Goal 10, its implementing/guiding measure, the Metropolitan Housing Rule, and the Portland Metropolitan Area Functional Plan Title 1 - Requirements for Housing and Employment Accommodation.

The intent of Goal 10 is to ensure provision for the housing needs of citizens of the State; and to ensure that each city accommodates its fair share of regional housing needs. To this end, Goal 10 requires that cities demonstrate sufficient buildable land that could produce a range of housing types appropriate to meet housing needs. The Goal reads as follows:

“Goal 10: Housing - To provide for the housing needs of citizens of the state. Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.”

Goal 10 is implemented through several state laws (primarily ORS 197.295 through 197.314), which require that a range of housing types be accommodated within each community. Approval standards for needed housing types and densities must be “clear and objective” and must not have the effect, individually or cumulatively, of discouraging needed housing through unreasonable cost or delay.

Statewide Metropolitan Housing Rule

In the Portland Metro region, Goal 10 is also implemented through the Metropolitan Housing Rule (MHR). The rule applies to the cities and counties within the Metro Urban Growth Boundary (UGB), and addresses the Metro area as a regional market in terms of housing demand and buildable land supply and establishes minimum housing type and density standards for each city.

An important requirement of the MHR is to zone land to provide the opportunity for new residential construction to consist of at least 50% attached housing, and to provide an overall density of 10 or more dwelling units per net buildable acre.

Project Approach

The project will be oriented around four major deliverables:

1. **Residential Buildable Lands Inventory.** City staff will prepare the Residential Buildable Lands Inventory map. The Residential Buildable Lands Inventory looks at the supply of land within the City that is available for residential development. The purpose of this task is to determine the land area available within each residential or mixed use zoning district (or plan designation) to determine the buildable land supply for new development and “refill” (infill and redevelopment) within the Wilsonville planning area.
2. **Analysis of City compliance with federal, state, and regional requirements.** City staff will prepare this analysis, including identifying any code amendments needed to comply.
3. **Population trends analysis.** A consultant expert will prepare a report that establishes a 20-year population projection for Wilsonville, forecasts housing supply and demand needs, analyzes how current regulations comply with regional density and housing mix standards; and recommends a strategy for meeting the housing needs over the next 20 years.
4. **Strategy and implementation recommendations.** The consultant will draft a Goal 10 Population and Housing Report with proposed policy amendments and strategy recommendations. Following discussion, the Planning Commission and City Council will be asked to adopt the Housing Needs Analysis report and related Comprehensive Plan and Code amendments.

Staff is proposing to rely heavily on the Planning Commission as the primary public advisory group for the project, with frequent project updates provided to City Council. To include other key parties, staff proposes that the Committee on Citizen Involvement (CCI) convene one broadly advertised public meeting to share the preliminary strategy and recommendations. This will allow interested parties to receive all of the background information and influence the recommendations before the Planning Commission and Council consider preparing the final report for adoption.

The City will manage this project in coordination with the Department of Land Conservation and Development, both Washington and Clackamas Counties, and Metro.

EXPECTED RESULTS:

The outcome of this project will be a report that contains the maps and information needed to both comply with regional and state requirements, and also to provide information needed for the City's development planning. Completion of this project is critical in setting the stage and demonstrating the need for future residential Urban Growth Boundary (UGB) expansion discussions, particularly the Advance Road area.

TIMELINE:

Work on the project is underway. Staff has begun preliminary mapping work for the Buildable Lands Inventory and will soon begin the policy analysis task. This month the City will issue a Request for Proposals from consultants who specialize in housing policy and forecasting.

ATTACHMENTS

- A. DLCD Summary of Goal 10 (OAR 660-015-0000)

Oregon's Statewide Planning Goals & Guidelines

GOAL 10: HOUSING

OAR 660-015-0000(10)

To provide for the housing needs of citizens of the state.

Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.

Buildable Lands -- refers to lands in urban and urbanizable areas that are suitable, available and necessary for residential use.

Government-Assisted Housing -- means housing that is financed in whole or part by either a federal or state housing agency or a local housing authority as defined in ORS 456.005 to 456.720, or housing that is occupied by a tenant or tenants who benefit from rent supplements or housing vouchers provided by either a federal or state housing agency or a local housing authority.

Household -- refers to one or more persons occupying a single housing unit.

Manufactured Homes -- means structures with a Department of Housing and Urban Development (HUD) label certifying that the structure is constructed in accordance with the National Manufactured Housing Construction and Safety Standards Act of 1974 (42 USC 5401 et seq.), as amended on August 22, 1981.

Needed Housing Units -- means housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels. On and after the beginning of the first periodic review of a local government's acknowledged comprehensive plan, "needed housing units" also includes government-assisted housing. For cities having populations larger than 2,500 people and counties having populations larger than 15,000 people, "needed housing units" also includes (but is not limited to) attached and detached single-family housing, multiple-family housing, and manufactured homes, whether occupied by owners or renters.

GUIDELINES

A. PLANNING

1. In addition to inventories of buildable lands, housing elements of a comprehensive plan should, at a minimum, include: (1) a comparison of the distribution of the existing population by income with the distribution of available housing units by cost; (2) a determination of vacancy rates, both overall and at varying rent ranges and cost levels; (3) a determination of expected housing demand at varying rent ranges and cost levels; (4) allowance for a variety of densities and types of residences in each community; and (5) an inventory of sound housing in urban areas including units capable of being rehabilitated.

2. Plans should be developed in a manner that insures the provision of appropriate types and amounts of land within urban growth boundaries. Such land should be necessary and suitable for housing that meets the housing needs of households of all income levels.

3. Plans should provide for the appropriate type, location and phasing of public facilities and services sufficient to support housing development in areas presently developed or undergoing development or redevelopment.

4. Plans providing for housing needs should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.

B. IMPLEMENTATION

1. Plans should provide for a continuing review of housing need projections and should establish a process for accommodating needed revisions.

2. Plans should take into account the effects of utilizing financial incentives and resources to (a) stimulate the rehabilitation of substandard housing without regard to the financial capacity of the owner so long as benefits accrue to the occupants; and (b) bring into compliance with codes adopted to assure safe and sanitary housing the dwellings of individuals who cannot on their own afford to meet such codes.

3. Decisions on housing development proposals should be expedited when such proposals are in

accordance with zoning ordinances and with provisions of comprehensive plans.

4. Ordinances and incentives should be used to increase population densities in urban areas taking into consideration (1) key facilities, (2) the economic, environmental, social and energy consequences of the proposed densities and (3) the optimal use of existing urban land particularly in sections containing significant amounts of unsound substandard structures.

5. Additional methods and devices for achieving this goal should, after consideration of the impact on lower income households, include, but not be limited to: (1) tax incentives and disincentives; (2) building and construction code revision; (3) zoning and land use controls; (4) subsidies and loans; (5) fee and less-than-fee acquisition techniques; (6) enforcement of local health and safety codes; and (7) coordination of the development of urban facilities and services to disperse low income housing throughout the planning area.

6. Plans should provide for a detailed management program to assign respective implementation roles and responsibilities to those governmental bodies operating in the planning area and having interests in carrying out the goal.

PLANNING COMMISSION MEETING

WEDNESDAY, JANUARY 9, 2013

6:00 PM

VII. OTHER BUSINESS

A. 2013 Planning Commission Work Program

B. Commissioners' Comments

2013 Annual Planning Commission Work Program

DATE	AGENDA ITEMS		
	Informational	Work Sessions	Public Hearings
January 9	Basalt Creek Transportation	TSP Update Goal 10 Housing	
February 13	Elect Chair and Vice Chair	TSP Update Density Methodology Amendments Old Town Code Amendments	
March 13	Basalt Creek Concept Planning	TSP Update Density Methodology Amendments Goal 10 Housing	
April 9		Goal 10 Housing Villebois Master Plan Amendments Old Town Code Amendment	TSP Update
May 8			TSP Update Villebois Master Plan Amendments

2013

- 1 5-year Infrastructure Plan
- 2 Asset Management Plan
- 3 Basalt Creek Concept Planning
- 4 Basalt Creek Transportation Planning
- 5 Climate Smart Communities (Metro)
- 6 Development Code amendments related to density
- 7 Advance Road/Frog Pond Concept Planning
- 8 Goal 10 Housing Plan
- 9 Old Town Code Amendments
- 10 Parks & Rec MP Update - Rec Center/Memorial Park Planning
- 11 Villebois Master Plan Amendments for former LEC site
- 12 French Prairie Bike/Ped Bridge
- 13 Community Investment Initiative

PLANNING COMMISSION MEETING

WEDNESDAY, JANUARY 9, 2013

6:00 PM

VIII. INFORMATIONAL ITEMS

A. Basalt Creek Transportation Planning

DRAFT Basalt Creek Transportation Refinement Plan Technical Working Group Recommendations

Introduction

The Basalt Creek transportation planning effort analyzed future transportation conditions and evaluated alternative strategies for phased investments that support regional and local needs.¹ This document presents the project Technical Working Group’s recommendations to the Policy Advisory Group based on technical findings. This includes transportation investments, next steps for policy and plan updates, and potential funding strategies.

The Basalt Creek Transportation Refinement Plan was a joint effort involving:

- Washington County
- City of Tualatin
- City of Wilsonville
- Metro
- The Oregon Department of Transportation
- Area Citizens

Purpose

The purpose of this refinement plan is to determine the major transportation system connecting Tualatin-Sherwood Road to I-5 in North Wilsonville through the Basalt Creek Planning Area, which is currently an unincorporated urban area of Washington County between the cities of Tualatin to the north, and Wilsonville to the south (see Figure 1). This plan refines recommendations from the I-5/99W Connector Study and the Regional Transportation Plan, setting the stage for land use concept planning and comprehensive plan development for the Basalt Creek area.

Planning Context

The need to plan for the future transportation system in the Basalt Creek area is driven not only by future growth in the Basalt Creek Planning area itself, but by future growth in surrounding areas targeted for industrial development. Basalt Creek currently lacks the multi-modal transportation facilities

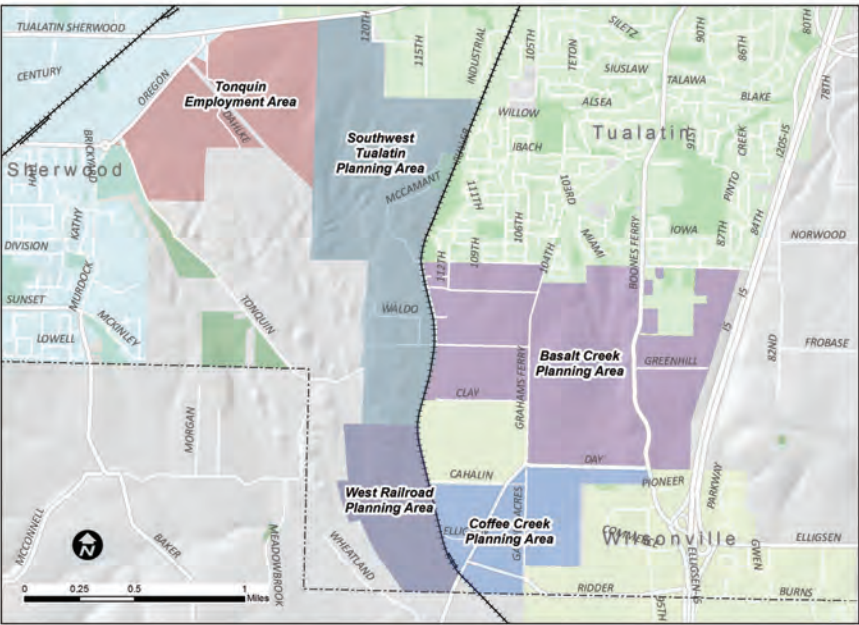


Figure 1: Basalt Creek Planning Area Location

¹ See *Basalt Creek Transportation Refinement Plan Technical Report* for more information.

needed to support economic and urban-level development. Several planning efforts, summarized below, provide background and context for the Basalt Creek Transportation Refinement Plan.

- The **I-5/99W Connector Study** recommended an alternative that spreads east-west traffic across three smaller arterials rather than a single expressway. Although specific alignments for these arterials were not defined, the eastern end of the Southern Arterial was generally located within the Basalt Creek Planning Area, south of Tonquin Road. The present planning effort aims to further define the location of the connection between the SW 124th Avenue Extension and the I-5/Elligsen interchange in a manner that does not preclude the future Southern Arterial west of SW 124th.
- The **2035 Regional Transportation Plan (RTP)** calls for detailed project planning and near-term construction of an extension of SW 124th Avenue from Tualatin-Sherwood Road to the I-5/Elligsen Road interchange, supporting industrial access from the Tonquin, Southwest Tualatin, and Basalt Creek Planning Areas. The RTP also calls for the near-term construction of the Tonquin Trail (see below).
- The **Tonquin Employment Area, Southwest Tualatin Concept Planning Area, and Coffee Creek Planning Area** together comprise about 1,000 acres surrounding the Basalt Creek area that are planned primarily for industrial use. These areas are expected to generate growing freight and work-related travel demands on the multi-modal transportation network that runs through the Basalt Creek area.
- The **SW 124th Avenue Extension** Project, currently underway, is planning and designing the corridor described in the RTP from Tualatin-Sherwood Road to Tonquin Road. The present planning effort aims to extend the corridor to I-5 as envisioned in the RTP and ensure consistency with current SW 124th Avenue project.
- Washington County's **Boones Ferry Road** improvement project, also currently underway, provides pedestrian and bicycle improvements and an intermittent center turn lane between Norwood Road and Day Road. It is an assumed improvement for the Basalt Creek area.
- Near-term construction of the **Tonquin Trail** is called for in the RTP. The master plan identifies an alignment for new bicycle and pedestrian connections between Sherwood, Tualatin, and Wilsonville, with connections to the larger regional trail system. The Tonquin Trail will travel through the Southwest Tualatin Concept Plan Area and the Tonquin Employment Concept Plan Area, and is an assumed improvement within the Basalt Creek Transportation Refinement Plan.
- **Transportation System Plan** updates for Washington County, Tualatin, and Wilsonville are currently underway. Washington County will incorporate recommendations from this refinement plan into the County TSP update. The cities of Tualatin and Wilsonville will not incorporate these recommendations into their current TSP updates, but will carry the recommendations into land use concept planning and future TSP updates.

Facility Considerations and Characteristics

At the outset of this effort, agencies articulated a set of considerations to guide selection of the preferred transportation system as well as preferred characteristics of the primary east-west facility through the area.

- **Guiding considerations** included: ability to fund and phase improvements, level of impacts (environmental, right-of-way, etc.), support for development, consistency with regional policy, and traffic operations performance.
- **Facility characteristics** included: for the primary arterial connection, a 45 mph prevailing speed and access spacing of one-half mile to one mile to improve capacity.

Recommendation

The Technical Working Group (TWG), which consists of key staff from the project's five partner agencies, recommends the following elements as part of an overall Action Plan (illustrated in Figure 2) for the area.

Roadways

The TWG recommends a combination of new and improved roadways through the Basalt Creek area. The key new roadway through the area is a five-lane east-west extension of SW 124th Avenue, aligned south of Tonquin Road and extending east to Boones Ferry Road. The recommendation also includes improvements to existing roadways in the area, such as Tonquin Road, Grahams Ferry Road, Boones Ferry Road, and Day Road.

Protection of right-of-way for the new east-west roadway from the 124th Avenue extension to Boones Ferry Road is a key element of this recommendation. Right-of-way protection and purchase will be addressed separately, concurrent with the Basalt Creek land use concept planning.

Overcrossings

The TWG recommends preserving the ability to construct two new I-5 overcrossings, including an off-street multi-use path, in order to provide for future circulation and connectivity across the Basalt Creek area and into areas east of I-5. These overcrossings are recommended as long-term improvements and are likely not needed until 2035 or later. Forecasts show that the second overcrossing is not needed unless surrounding urban reserve areas east of I-5 and south of I-205 are developed. This refinement plan is neutral on the timing of urban reserves development, and therefore does not specify the timing and order of overcrossing improvements.

Active Transportation

All improved roadways in the Action Plan include bike lanes and sidewalks consistent with Washington County urban standards. This recommendation also includes integration of the regional Tonquin Trail into the transportation network. Metro, in close coordination the cities of Tualatin, Wilsonville, Sherwood, and Washington and Clackamas counties, led the master planning effort that identified a preferred alignment that travels through the Basalt Creek Planning Area. Roadway cross-sections and right-of-way purchases for the future east-west facility will consider needs for the Tonquin Trail in the design for the railroad overcrossing and improvements to Tonquin Road between Morgan Road and Tonquin Loop Road. Design for the east-west facility should also

consider providing an off-street multi-use path that connects to the Tonquin Trail and extends east of I-5. Details of how this multi-use path will be integrated with the east-west facility design will be refined during later land use concept planning.

Action Plan

The recommended Action Plan consists of 18 transportation investments, shown in Figure 2. Timing of projects was prioritized through an analysis of likely transportation needs in 2020, 2030, and 2035 based on growth assumptions from the adopted Regional Transportation Plan. Because of uncertainty regarding the years during which development in the Basalt Creek Planning Area and surrounding areas will occur, phasing for investments is classified as short-term, medium-term, and long-term. Descriptions of these investments, as well as timing and the funding needed, are shown in Table 1. Cost estimates include right-of-way.

Table 1: Basalt Creek Action Plan

ID	Project	Short-Term	Medium-Term	Long-Term	Cost (\$2012)
1	124 th Avenue Extension (Tualatin-Sherwood Road to Tonquin Road): Construct three lane road extension with bike lanes and sidewalks	x			\$20,000,000
2	Tonquin Road (124 th Avenue to Grahams Ferry Road): Widen to three lanes with bike lanes and sidewalks, grade separate at railroad, improve geometry at Grahams Ferry Road ¹	x			\$10,500,000
3	Grahams Ferry Road (Tonquin Road to Day Road): Widen to three lanes with bike lanes and sidewalks	x			\$5,400,000
4	Boones Ferry Road (Norwood Road to Day Road): Widen to three lanes with bicycle and pedestrian improvements	x			\$10,800,000
5	124 th Avenue/Tonquin Road Intersection: Signal (may include Tonquin Trail crossing)	x			-. ²
6	Grahams Ferry Road/Tonquin Road Intersection: Signal	x			\$500,000
7	Boones Ferry Road/Day Road Intersection: Add second southbound through approach lane	x			-. ³
8	Boones Ferry Road/95 th Avenue Intersection: Construct dual left-turn and right-turn lanes; improve signal synchronization, access management and sight distance	x			\$2,500,000
9a	Tonquin Trail (Clackamas County Line to Tonquin Loop Road): Construct multi-use trail with some segments close to but separated from road	x			\$8,900,000 ⁴
9b	Tonquin Trail (Tonquin Loop Road to Tualatin-Sherwood Road): Construct multi-use trail with some segments close to but separated from road		x		\$7,100,000 ⁴
10	124 th Avenue Extension (Tualatin-Sherwood Road to Tonquin Road): Widen from three to five lanes with bike lanes and sidewalks		x		\$14,000,000
11	East-West Arterial (124 th Avenue to Boones Ferry Road): Construct 5 lane roadway with railroad and creek crossings, integrate segment of Tonquin Trail ⁵		x		\$57,900,000
12	Boones Ferry Road (East-West Arterial to Day Road): Widen to five lanes with bike lanes and sidewalks		x		\$1,100,000
13	Kinsman Road Extension (Ridder Road to Day Street): Construct three lane road extension with bike lanes and sidewalks		x		\$10,400,000
14	Day Road (Kinsman Road to Boones Ferry Road): Widen to five lanes with bike lanes and sidewalks		x		\$5,800,000
15	I-5 Southbound off-ramp at Boones Ferry Road/Elligsen Road: construct second right turn lane		x		\$500,000
16	Boones Ferry Road/95 th Avenue Intersection: Access management		x		-. ⁶
17	Day Road Overcrossing: Extend new four lane crossing over I-5 from Boones Ferry Road to Elligsen Road			x	\$33,700,000- \$44,100,000 ⁷
18	East-West Arterial Overcrossing: Extend new four lane crossing over I-5 from Boones Ferry Road to Stafford Road. Integrate multi-use path in corridor that connects to Tonquin Trail			x	\$38,000,000
TOTAL		\$59M	\$97M	\$72-82M	\$228-238M

¹ Grade separation for Tonquin Road is optional. An at-grade crossing would reduce cost by around \$2,000,000

² Cost included in Project 1

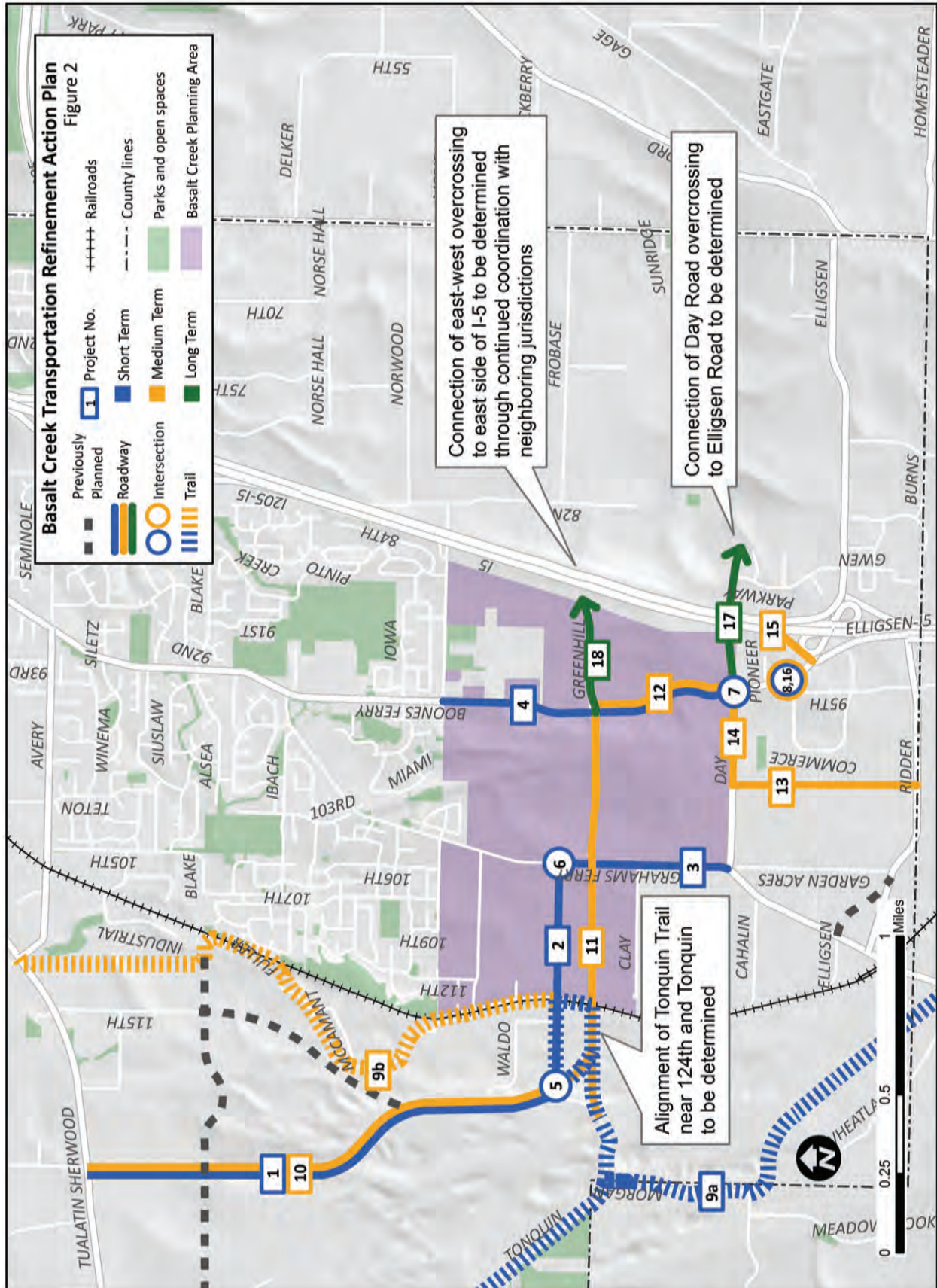
³ Coordinate with Project 4. Cost of approach lane included in estimate for Project 12

⁴ Tonquin Trail cost estimated by Metro as part of trail planning effort

⁵ Project 11 can potentially be built in two phases funded separately, west and east of Grahams Ferry Road. However, traffic benefits needed in the medium term (around 2030) will not be realized unless entire project is completed

⁶ Project details to be determined by further coordination between City of Wilsonville and ODOT. Cost expected to be minimal

⁷ Specific alignment approaching Elligsen Road will determine project cost. Alignment to Parkway Center Drive is estimated at \$33,700,000, and alignment to Canyon Creek Road is estimated at \$44,100,000



Each investment adds important improvements to the major transportation system in the Basalt Creek area to support future development, adding new multimodal facilities and upgrading existing facilities to urban standards. Although not shown on the map, it is expected that future concept planning will identify locations for additional, lower-classification roads and other transportation facilities to serve future development as well.

Are these new projects?

While cost estimates for the entire recommendation may total as high as \$238,000,000, all of the 18 projects have some relation to investments already planned in the adopted RTP. Table 2 shows projects from the RTP that have overlap or similarity to projects contained in the Action Plan. **Note that many of these projects are different in scope from those contained in the Action Plan, and will have different cost estimates. Future RTP updates may include updated cost estimates from this study.**

Table 2: Related projects from the Regional Transportation Plan

RTP ID	RTP Project	Related Action Plan Projects	Time Period	Cost (\$2007)
10736	124 th Avenue: Construct new street from Tualatin-Sherwood Road to Tonquin Road: 5 lanes	1,5,10,11	2008-2017	\$82,500,000
10590	Tonquin Road: Realign and widen to three lanes with bike lanes and sidewalks (Oregon Street to Grahams Ferry Road)	2,6	2018-2025	\$28,406,000
10588	Grahams Ferry Road: Widen to three lanes, add bike/pedestrian connections to regional trail system and fix undersized railroad crossing (Helenius Street to Clackamas County line)	3	2008-2017	\$28,000,000
10732	Boones Ferry Road: Widen to five lanes (Norwood Road to Day Road)	4,7,12	2018-2025	\$40,050,000
10852	95 th /Boones Ferry/Commerce Circle Intersection Improvements	8,16	2008-2017	\$2,500,000
10854	Tonquin Trail: Construct multi-use trail with some on-street segments (Tualatin-Sherwood Road to Clackamas County line)	9a,9b	2008-2017	\$3,000,000
10853	Kinsman Road extension with bike lanes and sidewalks (Ridder Road to Day Road)	13	2008-2017	\$6,500,000
11243	Day Road reconstruction to accommodate trucks (Grahams Ferry Road to Boones Ferry Road)	14	2008-2017	\$3,200,000
11342	I-5/99W Connector Southern Arterial/I-5 Interface ¹	15,17,18	2026-2035	\$50,000,000

¹ Construction of projects specifically related to the I-5/99W Connector Southern Arterial, such as the I-5 interface, are contingent on certain project conditions being met. See Regional Transportation Plan for details.

Policy and Plan Updates

Recommendations in this plan allow new concept planning efforts to move forward and provide guidance for updates of existing transportation plans.

Basalt Creek and West Railroad Area Concept Planning

The transportation system recommended in this plan becomes the framework for more detailed land use concept planning of the Basalt Creek Planning Area and West Railroad Planning Area by the

cities of Tualatin and Wilsonville. Key recommendations to be carried forward during concept planning include:

- Protection of the major transportation facility corridors from development encroachment.
- Coordination of the local transportation system with the transportation investments included in this plan. Each roadway in the Basalt Creek area has access spacing standards that protect the safety and operations of the system, and these standards help determine appropriate local street connections. The new east-west facility is limited to accesses at 124th Avenue, Grahams Ferry Road, and Boones Ferry Road.
- Detailed concept planning in the Basalt Creek area should consider multi-use path connections to the Tonquin Trail that emphasize directness and minimize conflicts, enhancing bicycle and pedestrian access to new residential and employment areas. In the West Railroad area, concept planning will also include sections of the Tonquin Trail.

Regional Transportation Plan

In many cases, this transportation refinement plan provides new detail and cost estimates for projects that are already in the adopted RTP. These refined project descriptions, cost estimates, and timing considerations should be considered when projects are forwarded to Metro for the next RTP update. Examples of RTP projects that overlap with projects in this refinement plan include:

- 10590 (Tonquin Road). Action Plan project #2 includes a grade-separated railroad crossing, which is not included in the RTP project description
- 10852 (95th/Boones Ferry/Commerce). Action Plan projects 8 and 16 will require further coordination with ODOT to determine geometry and timing of intersection improvements
- 11243 (Day Road). Action Plan project #14, which widens part of Day Road, should also upgrade pavement conditions to accommodate increasing heavy truck volumes
- 10854 (Tonquin Trail). Action Plan projects #2, #5, #11 all need to consider Tonquin Trail in their design, including most recent alignment information and cost estimates from the trail master plan

Washington County TSP Update

Most of the projects included in the Action Plan are new facilities in unincorporated Washington County or improved facilities already under County jurisdiction. An amendment to update the Washington County TSP will be done in 2013 to incorporate the descriptions, cost estimates, and timing of these projects.

Tualatin and Wilsonville TSP Updates

The Cities of Tualatin and Wilsonville are also currently updating their transportation system plans. However, because concept planning for Basalt Creek will include agreement on the future city limit boundary between the two cities, as well as more detailed transportation network considerations, the projects included in this plan will not be incorporated as part of the current TSP updates. Future TSP updates may reflect elements from this refinement plan by amending project lists, maps, and funding strategies.

Funding

Funding for some short-term Action Plan projects has already been programmed by Washington County through their Major Streets Transportation Improvement Program (MSTIP). This includes \$16.9 million for an interim two-lane extension of SW 124th Avenue from Tualatin-Sherwood Road to Tonquin Road. It also includes an additional \$10 million for right-of-way purchase or other improvements from the list identified by this Plan. Washington County has also provided \$11 million in funding for the current Boones Ferry Road improvement project.

While this recommendation does not identify a specific overall funding strategy for the Action Plan, there are many existing revenue sources that may be used to fund the recommended investments.

Many are subject to a state or regionally competitive process where success can hinge on having a broadly supported plan in place.

The revenue sources listed below form the basis of the financially constrained Regional Transportation Plan and related project list, which already contains many of the recommended Basalt Creek investments. The RTP assumes federal, state, and local sources, all of which will be key to funding the Action Plan.

Federal

Based on MAP-21² legislation, sources may include:

- **National Highway Performance Program (NHPP).** These funds are intended for rehabilitation and expansion of principal arterials, especially those with important freight functions.
- **Regional Surface Transportation Program (STP) funds.** These funds may be used for virtually any transportation purpose short of building local residential streets.
- **Congestion Mitigation/Air Quality (CMAQ) funds.** These funds typically support biking, walking, and transit projects, and other projects that help to achieve air quality standards.
- **Transportation Alternatives (TA) funds.** TA takes the place of previous programs such as Transportation Enhancements and Recreational Trails, and may be used to fund a variety of non-motorized projects.

These funds are allocated to projects through a state or regionally managed competitive process for inclusion in the Metropolitan Transportation Improvement Program (MTIP) and the State Transportation Improvement Program (STIP).

State

State sources include the statewide gas tax, vehicle registration fees, and weight-mile taxes on trucks. These funds typically go to road and bridge maintenance projects, but funding for projects of regional significance, such as those provided by Oregon House Bill 2001 Jobs and Transportation Act (JTA), may be made available for modernization. Again, having a plan in place allows projects to access funds when new funding opportunities become available.

² For more information see <http://www.fhwa.dot.gov/map21/>

Local

A variety of local funding sources are available, although some, such as urban renewal and local improvement districts, are subject to approval. Sources may include:

- Washington County Major Streets Transportation Improvement Program (MSTIP)
- Local portion of State Highway Trust Fund
- Local gas tax
- Transportation System Development Charges (SDCs) or Transportation Development Taxes (TDTs) levied on new development
- Transportation impact fees (TIFs) on commercial properties
- Urban renewal funding
- Developer contributions
- Local improvement districts (LIDs)