



PLANNING COMMISSION

WEDNESDAY, MARCH 13, 2019

II. LEGISLATIVE HEARINGS

- A. Town Center Plan (Bateschell / Rybold) (90 minutes)

**PLANNING COMMISSION
RESOLUTION NO. LP 19-0003**

A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING THE WILSONVILLE CITY COUNCIL ADOPT THE WILSONVILLE TOWN CENTER PLAN AND RELATED AMENDMENTS TO THE WILSONVILLE COMPREHENSIVE PLAN TEXT AND MAP, ZONING MAP, AND DEVELOPMENT CODE.

WHEREAS, the Planning Commission of the City of Wilsonville (“City”) has the authority to review and make recommendations to the City Council regarding legislative changes to, or adoption of new elements and sub-elements of, the Comprehensive Plan pursuant to Sections 2.322 and 4.032 of the Wilsonville Code (“WC”); and

WHEREAS, the Planning Director submitted a Staff Report and Findings, in accordance with the public hearing and notice procedures that are set forth in WC Sections 4.008, 4.012, 4.197, and 4.198; and

WHEREAS, in 1976 the City approved Ordinance No. 55 adopting Town Center Master Plan and established the boundary for the Wilsonville Town Center; and

WHEREAS, the 2040 Growth Concept Map of Metro’s Regional Framework Plan shows the Wilsonville Town Center as a town center and defines a town center as a focal area for growth that provides services to tens of thousands within a two- to three-mile radius and typically includes one- to three-story buildings for employment and housing; and

WHEREAS, in 2014 the City adopted Wilsonville’s Urban Renewal Strategic Plan via Resolution No. 2498 and the Tourism Development Strategy via Resolution No. 2468 and both identified a Wilsonville Town Center redevelopment plan as a priority action item and were developed with extensive public input by volunteer task forces; and

WHEREAS, the City Council established starting the Wilsonville Town Center Plan as a 2015-2017 Council Priority Goal; and

WHEREAS, in 2015 City staff applied for and was granted a Metro Community Planning and Development Grant to complete a Town Center plan, and in 2016, the City adopted Resolution No. 2577 to approve an Inter-Governmental Agreement between Metro and the City of Wilsonville, which outlined the major milestones, deliverables, and funding conditions for completing the Wilsonville Town Center Plan; and

WHEREAS, the City adopted Resolution No. 2596 authorizing the execution of a professional services agreement with MIG, Inc.; and

WHEREAS, the engagement plan was designed to reach as broad an audience as possible to gather the variety of perspectives in the community as well as targeted outreach to specific stakeholders more impacted by activity in the Wilsonville Town Center;

WHEREAS, community involvement for the Wilsonville Town Center Plan began in February 2017 and included an advisory task force, community design workshops, focus groups, pop-up neighborhood events and idea centers, and in-person and online surveys; and

WHEREAS, over the course of the project, public input was gathered at over one-hundred public meetings and events; and

WHEREAS, the City Council held six work sessions, the Planning Commission and City Council held two joint work sessions, and the Planning Commission also held two informational sessions and six work sessions regarding the Wilsonville Town Center Plan; and

WHEREAS, the Planning Commission, after public hearing notices were provided to 62 property owners, a list of interested agencies, emailed to approximately 270 people, published in the Wilsonville Spokesman, and posted in three locations throughout the City and on the City's website, held a public hearing on March 13, 2019 to review the proposed Town Center Plan, Comprehensive Plan Text and Map, Zoning Map and Development Code Amendments, and to gather additional testimony and evidence regarding the proposed Amendments; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt the Planning Staff Report (attached hereto as Exhibit A) and its Attachments, as presented at the March 13, 2019 public hearing, including the findings and recommendations contained therein, and does hereby recommend that the Wilsonville City Council adopt the Wilsonville Town Center Plan and the proposed amendments to the Wilsonville Comprehensive

Plan text and map, Zoning Map, and Development Code related to the adoption of the Wilsonville Town Center Plan; and

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

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 13th day of March, 2019, and filed with the Planning Administrative Assistant on _____, 2019.

Wilsonville Planning Commission

Attest:

Tami Bergeron, Administrative Assistant III

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



PLANNING COMMISSION STAFF REPORT

Meeting Date: March 13, 2019		Subject: Wilsonville Town Center Plan	
		Staff Member: Miranda Bateschell, Planning Director	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: 3/13/2019 <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: The Planning Commission action is in the form of a recommendation to the City Council.	
Staff Recommendation: Conduct the public hearing; when complete, forward a recommendation to the City Council to adopt the Wilsonville Town Center Plan and amendments to the Wilsonville Comprehensive Plan text and map, Zoning Map, and Development Code.			
Recommended Language for Motion: I move the Planning Commission adopt LP19-0003 recommending approval of the Wilsonville Town Center Plan and associated Comprehensive Plan text and map, Zoning Map, and Development Code amendments.			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION: A recommendation regarding the Wilsonville Town Center Plan and implementing policies.

EXECUTIVE SUMMARY:

The Wilsonville Town Center Plan presents a blueprint that will guide future development in Town Center through strategic actions (new projects, policies, programs or partnerships) in order to achieve the Wilsonville community's vision for Town Center. Over the past two years, the project team has worked with the community at over a hundred meetings and events and through dozens of surveys and polls to formulate the various elements of the Plan.

In the first phase of the project, existing conditions, opportunities and constraints were identified, and the community established a vision and set of goals for future Town Center. Community events and public input on Town Center design options during the second phase of the project culminated in the creation of the draft Community Design Concept for Town Center: the community's priorities for land use and activity centers, open space, and connectivity in Wilsonville Town Center. During 2018, the project team conducted additional outreach to get the community's input on the Draft Community Design Concept and a set of strategic actions that will establish a clear path forward to advancing the community's vision for Town Center. The result is the proposed Wilsonville Town Center Plan (Attachment A).

Adoption of the Town Center Plan and implementing amendments is the first step in advancing this community vision. The amendments include:

- Adoption of the Town Center Plan as a supporting document of the Comprehensive Plan.
- Amendments to the text of the Wilsonville Comprehensive Plan to implement the Town Center Plan.
- Amendment of the Comprehensive Plan Map to add the 'Town Center' designation and apply it to all properties within Town Center.
- Amendments to the Wilsonville Planning and Land Development Ordinance (Development Code) creating the Town Center (TC) Zone, repealing the Planned Development Commercial-Town Center (PDC-TC) Zone, as well as supporting amendments to the text of the Code incorporating the new TC zone.
- Amendment of the Zoning Map to add the TC Zone and apply it to all properties within Town Center.

The amendments are consistent with state, regional, and local plans and policies as documented in the Wilsonville Town Center Plan Findings Report (Attachment B).

BACKGROUND:

In 2014, City Council adopted Wilsonville's Urban Renewal Strategy and Tourism Development Strategy, both of which identified a Town Center Redevelopment Plan as a priority action item. City Council then established starting the Town Center Plan as a 2015-2017 Council Priority Goal. Staff applied for and was granted a Metro Community Planning and Development Grant to complete the Plan. In 2016, Council approved the Inter-Governmental Agreement between Metro and the City of Wilsonville, which outlined the major milestones, deliverables, and funding conditions, setting the framework for the Scope of Work with MIG, Inc. The project team began work on the project with a Town Center tour in October 2016, and kicked-off the project with the community in February 2017. With over 100 public meetings and events, public input has driven the development of the final Town Center Plan before the Commission.

Over several work sessions, the Planning Commission worked through the final details of the Town Center Plan and implementing policies with the project team. At the final work session in January, the Planning Commission made final recommendations regarding drive through facilities and maximum floor plates for single-user retail development. Staff forwarded these recommendations to the City Council on behalf of the Commission, and then integrated the changes into the Development Code amendments as recommended.

These changes include a new sub-section “4.132 (.06) D, Waivers to Developments Standards” to provide flexibility to the size of the ground floor of a building floorplate and/or the number of stories of a building within the Mixed Use and Commercial-Mixed Use sub-districts. This section provides a menu of 10 items from which a developer would need to incorporate four into the development in order to obtain the waiver. The menu includes advanced design elements and community benefits as articulated by the community and the Planning Commission.

At the City Council work session on February 4, 2019, the City Council reviewed the Plan and implementing regulations and recommended a few additional modifications.

1. *Clarify what constitutes public art within the waiver sub-section and that there is a preference for public art that is interactive and draws people to engage with it.* Staff added 4.132 (.06) K. e. outlining requirements for public art in plazas in Town Center.
2. *Maintain City’s commitment to trees and identify the significant trees in Town Center that should be protected and integrated into future development.* In the Plan, staff added a placemaking action (PM.10) to Implement an Urban Forestry Management Plan, an upcoming city project, and coordinate it with the Town Center Streetscape Design Plan (PM. 9) to both identify significant trees in Town Center as well as species appropriate for urban areas that should be integrated along the new streets in Town Center.
3. *Further clarify next steps for the City in obtaining structured parking in Town Center.* Staff integrated additional language to the Plan connecting the parking management plan to the infrastructure finance plan as well as highlighting the financing mechanisms used in other town centers to obtain centralized, structured parking.

EXPECTED RESULTS:

Adoption of the Wilsonville Town Center Plan and amendments to the Wilsonville Comprehensive Plan text and map, Zoning Map, and Development Code.

TIMELINE:

The Planning Commission is scheduled to hold the first public hearing on the Town Center Plan on March 13, 2019. A public hearing date is scheduled before the City Council on April 15, 2019.

CURRENT YEAR BUDGET IMPACTS:

The Professional Services Agreement has a budget of \$420,000 fully funded through the CD Fund and CIP project #3004 in the adopted budget, of which \$320,000 is funded through a Metro Community Planning and Development grant. The remainder of the budget will be spent this fiscal year.

FINANCIAL REVIEW / COMMENTS: N/A

LEGAL REVIEW / COMMENT: N/A

COMMUNITY INVOLVEMENT PROCESS:

There were multiple opportunities to participate in the project outlined in a Public Engagement and Communication Plan for the Town Center Plan, including an advisory task force, community design workshops, focus groups, pop-up neighborhood events and idea centers, and in-person and online surveys. The engagement plan was designed to reach as broad an audience as possible and to gather the variety of perspectives in the community. It also included targeted outreach to specific stakeholders more impacted by activity in the Town Center. The outreach activities and results of the community involvement process are captured in the Town Center Plan LP19-0003 Planning Commission Record (Attachment C). As the project enters the public hearing phase, there will be additional opportunities for citizen input.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

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

ALTERNATIVES:

The Plan and associated amendments have been through many revisions. The Planning Commission may recommend the Plan and proposed amendments as is, with modifications, or continue the hearing for more information or deliberation.

CITY MANAGER COMMENT: N/A

ATTACHMENTS:

- A. Draft Wilsonville Town Center Plan
 - Link to Appendices <https://www.ci.wilsonville.or.us/planning/page/town-center-plan>
 - Appendix A. Comprehensive Plan and Development Code Amendments
 - Appendix B. Land Use Alternatives Traffic Analysis
 - Appendix C. Development Feasibility Analysis
 - Appendix D. Street Cross Sections
 - Appendix E. Parking Analysis
 - Appendix F. Existing Conditions
 - Appendix G. Infrastructure Assumptions
 - Appendix H. Public Comment Summary
 - Appendix I. Public Engagement Plan
- B. Wilsonville Town Center Plan Findings Report
- C. Town Center Plan LP19-0003 Planning Commission Record Index



WILSONVILLE TOWN CENTER PLAN

Planning Commission Meeting - Mar. 13, 2019
Town Center Plan (Bateschell / Rybold)

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acknowledgments

A special "thank you" to community members and all who participated in this planning process. We appreciate your time and ideas.

CITY COUNCIL

Mayor Tim Knapp

Kristin Akervall, Council President

Susie Stevens, Councilor

Charlotte Lehan, Councilor

Ben West, Councilor

Scott Starr, Former Councilor

PLANNING COMMISSION

Jerry Greenfield, Chairman

Eric Postma, Vice Chairman

Ron Heberlein

Peter Hurley

Kamran Mesbah

Phyllis Millan

Simon Springall

CITY OF WILSONVILLE PROJECT TEAM

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Tami Bergeron

Jordan Vance

Daniel Pauly

Jennifer Scola

Zach Weigel

Kimberly Rybold

Charles Tso

Chris Neamtzu

CONSULTANT TEAM

MIG, Inc.

Leland Consulting Group

DKS, Inc.

Angelo Planning Group

Gibbs Planning Group

acknowledgments

TOWN CENTER TASK FORCE

Kristin Akervall, Chair, Wilsonville City Councilor as an ex-officio/non-voting member

Marie Alaniz, Northwest Housing Alternatives

Hilly Alexander, Wilsonville Public Library Foundation Board, resident

Ben Altman, Former Planning Commission chair, resident

Kyle Bunch, American Family Insurance, resident

Terrence Clark, Wilsonville Dental Group

Paul Diller, resident

Bruce Eicher, Wilsonville Diamond, resident

Kevin Ferrasci O'Malley, CEO, Wilsonville Area Chamber of Commerce

Darren Harmon, Wilsonville Family Fun Center, Tourism Promotion Committee

Ron Heberlein, Planning Commissioner, resident

Eric Hoem, resident

Rosiland Hursh, Eye to Eye Clinic

Hank Jarboe, Boston's Pub

Kate Johnson, Park and Recreation Advisory Board, resident

Sophia Lochner, Wilsonville High School student, resident

Lori Loen, Elite Realty Group, resident

Kamran Mesbah, Planning Commissioner, resident

Susan Myers, Capital Realty

Richard (Dick) Spence, Wilsonville Community Sharing, resident

Shelly Tracy, Clackamas Community College-Wilsonville campus

Scott Vosburg, Wilsonville Lock and Security

Doris Wehler, Past President, Wilsonville Area Chamber of Commerce, resident

ATTACHMENT A - PLAN

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TOWN CENTER DESIGN INSPIRATION

LAND USE

WILSONVILLE TOWN CENTER PLAN

wilsonville.towncenter.org

SHARE YOUR IDEAS

COMMUNITY CONCEPT

LEGEND

Think will be most important to Town Center Plan a reality?

Vote for top 3

Vote to Street that you would like to see built

01 INTRODUCTION

Town Center is the heart of Wilsonville, a growing community with great jobs, housing and schools.

Through the Wilsonville Town Center Plan (the Plan) community engagement process, community members voiced their commitment to their desire for a community hub with walkable and engaging public spaces, great parks and destinations, places and spaces that connect people to one another and the environment, and year-around activities. Realizing the community's vision for Town Center is a long-term process, but improvements can start today.

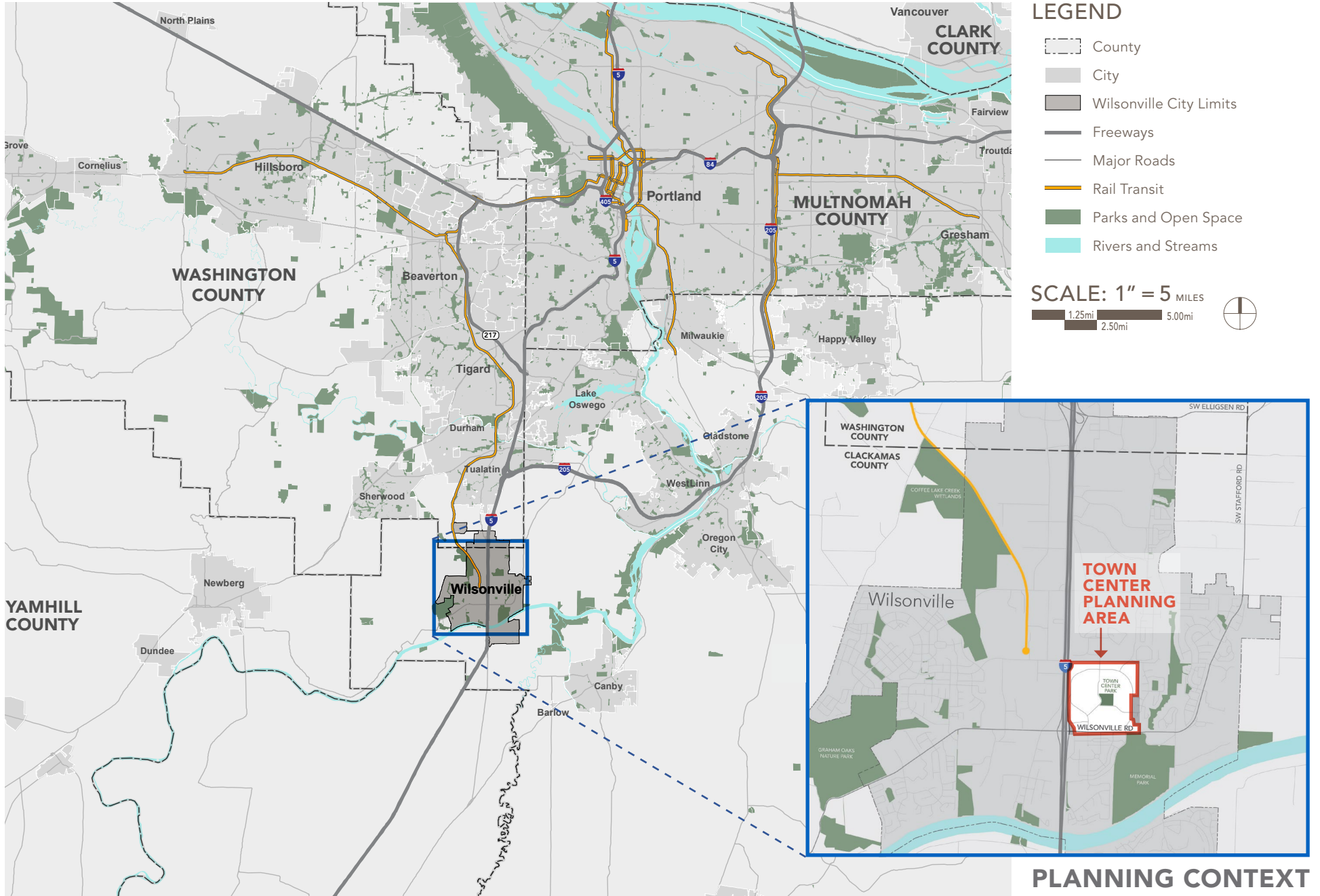
AREA CONTEXT

For many people, Town Center is a regular stop for groceries, grabbing a quick bite to eat, or visiting the doctor. Centrally located between the Portland metropolitan area and the central Willamette Valley, it is close to natural and agricultural open spaces and a network of regional trails. Town Center is poised to build on its foundation of a diverse mix

of local and national retail, restaurants, educational institutions, community services, local government, residences, and offices to become a vibrant and walkable mixed-use district– a true Town Center for Wilsonville. City parks and open spaces preserve and honor the area's natural resources and agricultural legacy, attracting visitors from across Wilsonville and beyond. Town Center's proximity to I-5, commuter rail and local transit connections are all assets that attract many businesses and visitors to the area. Town Center is important to Wilsonville and the Portland Metro region at large. The Metro's 2040 Growth Concept specifies that Wilsonville Town Center should be a mixed-use, walkable, and transit-accessible district.

The most recent master plan for Town Center was developed in 1973. Much of Town Center's current road infrastructure, urban form, parks, and land uses originated in that plan. The original plan made way

ATTACHMENT A - PLAN



REGIONAL CONTEXT

FIGURE 1.1



IMAGE ABOVE:

1973 vision for
Wilsonville Town Center

for many of the valuable community assets in Town Center, such as Town Center Park. However, the plan also allowed for an auto-oriented urban form and land uses. Large parking lots and disconnected streets, sidewalks, and bicycle facilities are barriers to Town Center becoming the vibrant community desired by residents and businesses. Transforming Town Center into to a more walkable, diverse, and active district will require investing in infrastructure and supporting the area’s strong businesses and entrepreneurial spirit.

Wilsonville and the region have changed dramatically since the original vision was developed in 1973. How we work, live, get around, and shop are all rapidly evolving with changes in technology, demographics, and the economy. This updated plan provides design guidelines and Development Code revisions to ensure that as new buildings, businesses, streets, open spaces and architecture are developed over time, they support the community’s vision for Town Center.

How can the City retain the Town Center qualities that are valued by community members while meeting the needs of a growing and evolving community? This Plan responds to the changing context with prioritized and achievable actions.

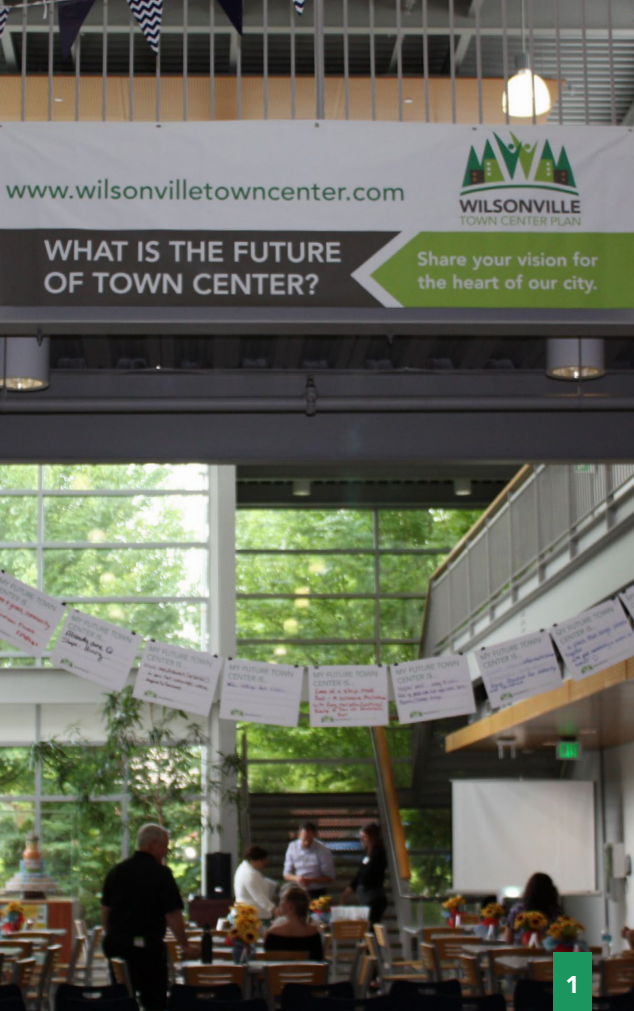
TOWN CENTER PLAN TIMELINE

PLAN PURPOSE

The Portland Metro region and Wilsonville are flourishing. Town Center’s desirable location and foundation of existing businesses provide a strategic advantage for achieving the community’s vision of creating a true hub for Wilsonville. The Plan positions Town Center for sustained success that is durable and resilient. The Plan focuses on attracting and retaining local businesses, employment opportunities, housing choices, and cultural and educational institutions. The Plan puts people first with walkable streetscapes and places to gather, shop, work, eat and recreate.

New development in Town Center will not happen immediately or all at once. Instead, when a land owner wants to redevelop, the Town Center Plan will guide how the City, developers, land owners, and businesses can support the community’s vision for Town Center. The Plan provides regulatory recommendations, prioritized projects, and potential funding sources that will support the implementation of the community’s vision.





OUTREACH EVENTS

 **1,195** Monthly Poll Participants

 **100+** Community Events

 **1,871** Survey Respondents

 **80+** Youth Participants



PLAN PROCESS

The Town Center planning process began in late 2016 and concluded in early 2019. It was community-driven with active involvement from the Project Task Force, Town Center property and business owners, employees and residents, seniors, youth, service providers, regional and state agency partners, City officials and staff.

Wilsonville community members have led this process through their in-person and online input. Staff had lunch on a monthly basis with seniors, facilitated classroom projects with youth of all ages, and participated in school events with spanish-speaking families. Other events included community meetings, special events, open houses, workshops, and industry leader presentations, online and paper surveys, stakeholder meetings and focus groups. This resulted in thousands of touchpoints with the community.

Community members are passionate about the future of Town Center and clearly voiced a vision for Town Center's evolution.

PHOTOS:

1. Community Design Workshop
2. Town Center Kickoff

ATTACHMENT A - PLAN



02 A COMMUNITY VISION FOR TOWN CENTER

The Wilsonville community is the heart of the Town Center Plan. Thousands of community members contributed their ideas and feedback about the future of Town Center. The Plan reflects the community's priorities, preferences and values.

This chapter describes the community's central role in the creation of this plan and the Vision and Goals that articulate the community's desired future for Town Center.

The process was guided by a Task Force that included representation from Wilsonville's residents, youth, community advocates, small and large businesses, land owners, and neighborhood groups. The Planning Commission and City Council were also involved at key points throughout the planning process.

The Project Team conducted a variety of outreach activities at large and also met with land owners, business owners and managers, and residents in and adjacent to Town Center. Postcards, posters,

articles, ads, and social media informed community members about opportunities to participate in the planning process. Community event promotions and project materials were translated into Spanish. Opportunities to participate included online surveys and polls, workshops and meetings, community events, idea centers, and focus groups. Community events ranged from summer block parties to workshops in school classrooms. A multitude of input from a diverse group of community members shaped a plan that reflects the community's shared hopes and desires for Town Center. The comprehensive public engagement process was organized into three distinct phases highlighted on the following page.

PHASES OF COMMUNITY ENGAGEMENT

PHASE 1: VISION

- Established the community's vision and goals for the future of Town Center
- Identified existing issues and priority needs and opportunities

PHASE 2: DESIGN CONCEPTS

- Used visual preference surveys to inform urban design and development concepts
- Defined community preferences for:
 - Land use
 - Open spaces and parks
 - Multimodal network
- Created a Draft Community Design Concept

PHASE 3: THE COMMUNITY'S PLAN

- Identified community recommendations and priorities for implementation strategies
- Adoption of Plan by Planning Commission and City Council

ATTACHMENT A - PLAN

COMMUNITY PRIORITIES

The public engagement process encouraged community members to identify their priorities for Town Center. Several prominent themes emerged from the community kickoff, stakeholder meetings, and online outreach, including:

Town Center should...

- Be a focal point of the community
- Offer year-round community gathering spaces
- Support local businesses
- Offer vibrant entertainment and dining opportunities
- Include consolidated and accessible parking
- Include a mix of uses
- Provide safe pedestrian and bicycle connectivity

Using these priorities as foundational elements, the Wilsonville community, Town Center Task Force, Planning Commission and City Council developed the Town Center Vision, Goals and Measures of Success to guide future development concepts for Town Center and the implementation strategies in the Plan.

ATTACHMENT A - PLAN

COMMUNITY PRIORITIES

Established the foundation for creating a unified vision



VISION

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

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

GOALS

Established specific direction for major elements

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

MEASURES OF SUCCESS

Provide guidance for implementation

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

GOAL 1



Environmental Stewardship.

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

Measures of Success:

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

GOAL 2



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

Measures of Success:

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

GOAL 3



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

options, and increased opportunities for residential and employment uses.

Measures of Success

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



GOAL 4



Safe Access and Connectivity.

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

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

Measures of Success

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

GOAL 5



Community Gathering Places.

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

Measures of Success

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

GOAL 6



Economic Prosperity.

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

Measures of Success

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

ATTACHMENT A - PLAN

TOWN CENTER BUILDING BLOCKS

The community's priorities helped shape the "building blocks" of Town Center. The building blocks are the vital elements of a place and consist of green spaces, connectivity, and land use. Three different approaches for each building block were created to prompt community discussion about potential approaches to parks and open spaces, transportation and circulation, and land use and development in Town Center. Community input provided direction for a preferred approach to each building block. These preferred approaches were compiled to create a comprehensive community design concept for Town Center.

Open Spaces

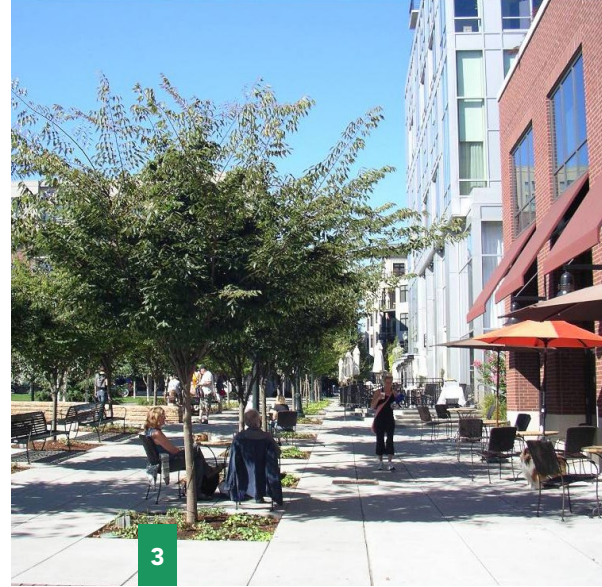
COMMUNITY DISCUSSION

The community prioritized parks, green spaces, and public gathering spaces as important elements of the future Town Center. The existing Town Center Park is valued by many community members and is a regional destination during the summer. Additionally, Memorial Park is an important open space and recreational destination directly adjacent to Town Center. These two parks are cornerstones of the existing Town Center's open space network. However, there is a lack of connectivity between these spaces. The community is also interested in additional green spaces and integrating more nature into the design of Town Center.

RESULT

Create an "Emerald Chain" of parks, small plazas, green streets, and trails that connect the future I-5 bike/pedestrian bridge to the Town Center Park, Memorial Park and Murase Plaza (see page 15 for Conceptual Open Space Layout).





PHOTOS:

1. *Plazas and multi-use paths are important additions to Town Center.*
2. *Pop-up summer event: Fun in the Park.*
3. *Outdoor seating provides additional spaces to gather.*
4. *Dedicated spaces and textures within a multi-use path helps delineate spaces.*

Transportation and Circulation

COMMUNITY DISCUSSION

The community had extensive discussions about Town Center’s existing auto-oriented transportation system defined by the Town Center Loop and extensive surface parking which provides much of the internal circulation. While Town Center includes segments of bicycle, pedestrian infrastructure and transit service, there is limited connectivity for these travel modes. Vehicle travel is relatively smooth, but there is peak-hour congestion on Wilsonville Road that is a concern for many community members.

RESULT

Create a more walkable street grid that better manages parking, helps address congestion, and incorporates transit service, on-street improvements for bicycles and pedestrians, and connections to off-street trails. Develop a future network that maintains business access, increases connections to and within Town Center for all travel modes, and reduces pass-by traffic through Town Center, particularly at the Town Center Loop W/ Wilsonville Road intersection, making it safer for all users (see page 15 for Conceptual Street Layout).

Land Uses and Activity Centers

COMMUNITY DISCUSSION

Today, Town Center includes primarily one and two-story buildings with an abundance of surface parking. There is a mix of uses that include health services, civic, educational, entertainment,

residential, retail and other commercial uses. Throughout the planning process, community members expressed a strong interest in Town Center becoming a compelling destination with a distinct identity and sense of place. People are interested in mixed-use buildings that include a variety of retail options, especially dining, and comfortable and inviting pedestrian spaces with wide sidewalks, and seating areas. Community members also want year-round opportunities for recreation, activities, and social gatherings.

RESULT

Encourage a diversity of land uses throughout Town Center that make it a lively, fun place to visit year-round. Extend Parkway Avenue to Wilsonville Road to create a walkable, vibrant mixed-use main street. Activate streetscapes with pedestrian amenities, covered spaces, outdoor dining, places to gather, and ground-level retail where possible (see page 15 for Conceptual Land Uses).

THE COMMUNITY’S DESIGN CONCEPT FOR TOWN CENTER

Being a community-driven project, in-person and online events and surveys provided the community an opportunity to review the design concept (Figure 2.1, page 15) and provide further input. The strong support of the community design concept provided the foundation for the Town Center Plan.

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1



2



5



4



3

PHOTOS:

1. People of all ages took part in the visioning and design process.
2. The meetings identified land uses and building design preferences.
3. Meeting participants talked about the results.
4. There were many options discussed about parks and trails.
5. Followup meetings encouraged participants to reflect on what was developed.

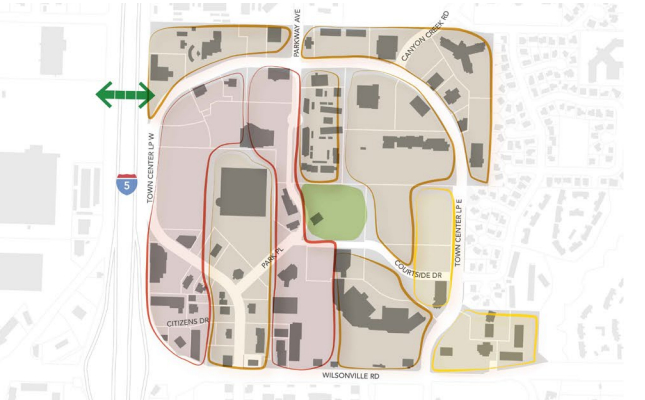
Opposite page: The outcomes of the public design process resulted in conceptual open space locations, land uses and street layouts.

ATTACHMENT A - PLAN

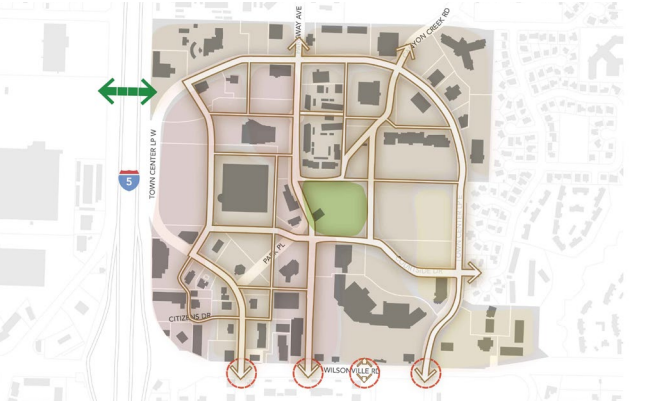
CONCEPTUAL OPEN SPACES



CONCEPTUAL LAND USE



CONCEPTUAL STREET HIERARCHY



TOWN CENTER DESIGN CONCEPT

FIGURE 2.1

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03 DEFINING TOWN CENTER

A vibrant main street, plazas, covered sidewalks, active storefronts, sidewalk seating, and bicycle and pedestrian paths will be defining features of the future Town Center. This bold vision will be realized through new approaches to land use, streetscape design, and open spaces to create a place that is accessible, connected, and thriving.

The Wilsonville community developed a vision for Town Center as a walkable and vibrant hub of activity that serves as the heart of Wilsonville. The approaches described in this chapter build upon Town Center's existing foundation of community services, diverse businesses, and streets to transform Town Center into a more walkable and engaging place. Chapter 5 describes the policies and projects that will implement these approaches.

NEW LAND USES AND DISTRICTS

The Town Center Plan creates new land use districts, (see Figure 3.1, page 20), which establish the urban form and desired land uses to implement the Town Center Vision. Public discussions about building scale, land use, adjacency to existing

development, and the desire to create a main street environment are the foundation for the district approach. The community was very clear that Town Center should be a location where many types of land uses are permitted, albeit not necessarily in every location. Within each district, a different combination of land uses and building scales are allowed. Parcels along district boundaries (identified as hatched areas on Figure 3.1) are locations where both underlying zones are permitted to provide flexibility in building design in those transitional areas. All districts are designed to be walkable and accessible for all modes of travel and encourage development that adds vibrancy through a mix of uses, density, and harmonious design. Attractive buildings that provide

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protection from the weather, places to gather, and engaging facades will help create a more walkable Town Center. Amendments to Wilsonville’s Comprehensive Plan and Development Code will guide the implementation of this new approach to land use and design in Town Center (see Appendix A for the Comprehensive Plan and Development Code elements).

Main Street

Town Center’s future main street is a place people come to meet friends for lunch and end up spending the afternoon, strolling, shopping, drinking coffee and running into neighbors. A new Main Street District is a central element of the future Town Center. The Plan identifies Parkway/Park Place as the Town Center’s future main street. Extending Park Place to Wilsonville Road, redesigning the streetscape, and applying new land use and design standards will create a highly walkable mixed-use spine through Town Center. Mixed-use buildings, apartments and local retail and restaurants in three-to four-story buildings will transform Park Place into a walkable destination. The Park Place/Courtside Drive intersection, in particular, becomes a hub of activity, building on the energy of the adjacent Town Center Park.

Commercial Mixed-Use

The west side of Town Center is poised to become a diverse, commercial mixed-use district with

PHOTOS (LEFT):

1. “My future Town Center is...” exercise at the Town Center Plan Public Kickoff.
2. Community Design Workshop (June 2017).

PHOTOS (RIGHT):

3. A pedestrian oriented main street district was favored by many community members.
4. Mixed-use development with open and inviting street frontage provides a more interesting pedestrian environment.
5. Highly visible pedestrian crossings demarcate pedestrian spaces and provide placemaking opportunities.
6. Wide sidewalks, lighting, and on-street parking are important elements of a main street.
7. Corner businesses do not have to be large, but need to be interesting to pedestrians.
8. Stormwater should be treated onsite to minimize the need for off-site detention and treatment.

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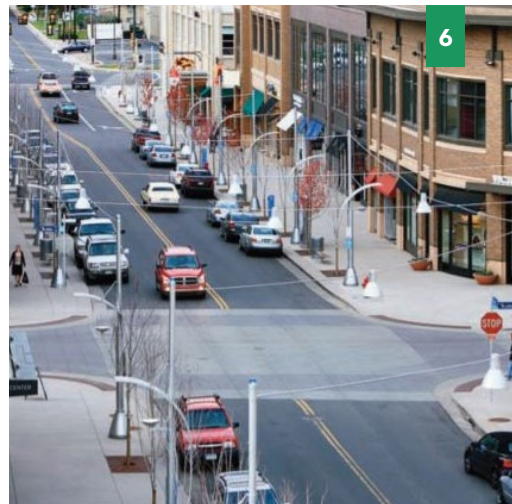
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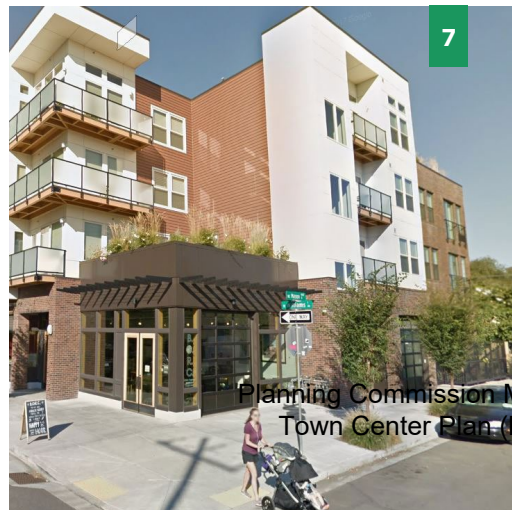
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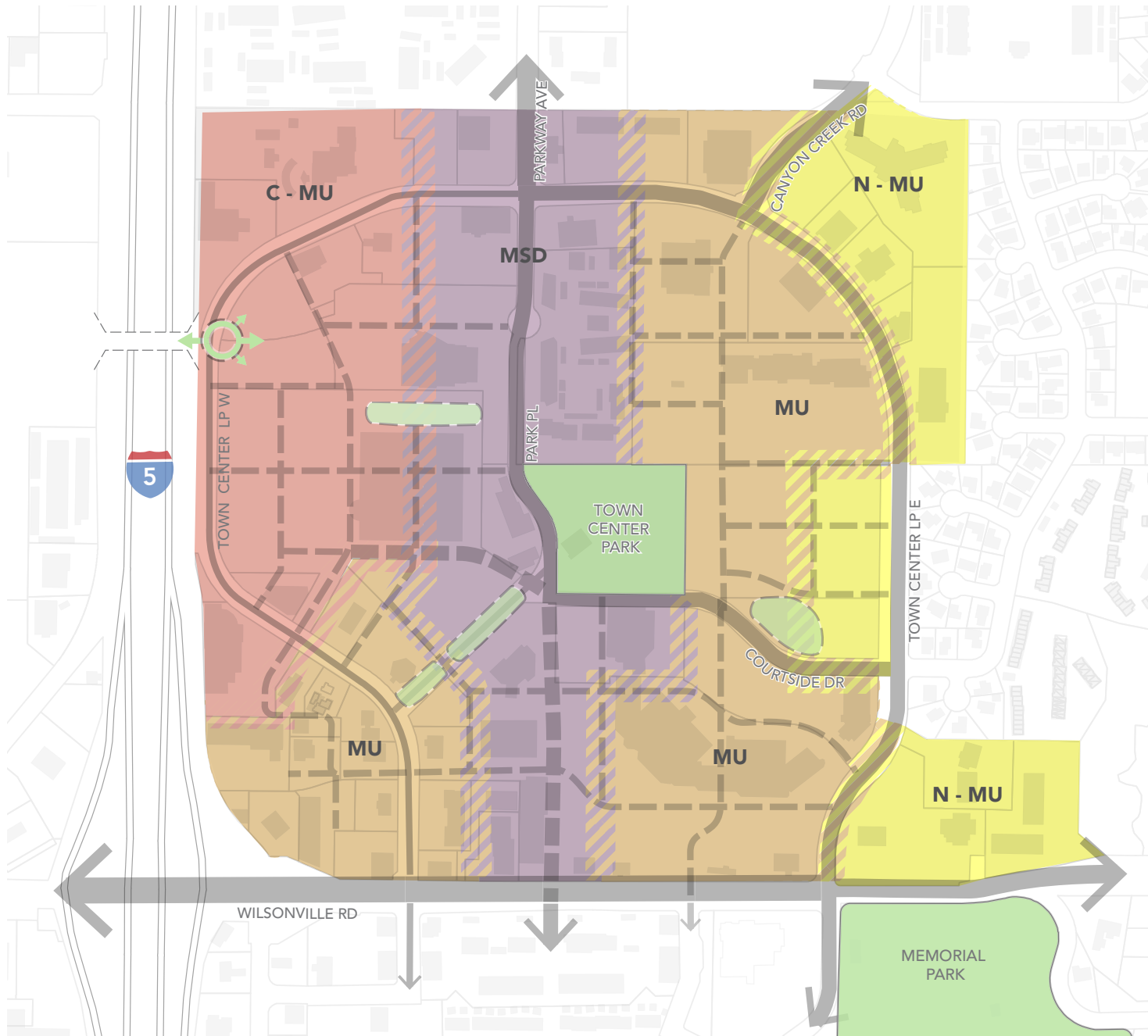


5



7

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LEGEND

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

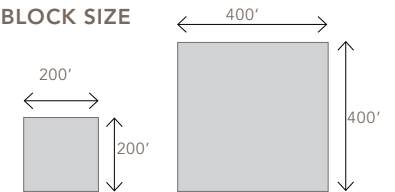
OPEN SPACE NETWORK

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

LAND USE

- Main Street District (MSD)**
(mixed-use buildings with active ground floor uses, generally 3 to 4 stories)
- Commercial - Mixed-Use (C - MU)**
(mix of office, entertainment, hospitality, civic uses, generally 3 to 5 stories, residential if not adjacent to freeway)
- Mixed-Use (MU)**
(mix of residential, retail, office, services, generally 2 to 4 stories)
- Neighborhood - Mixed-Use (N-MU)**
Mix of townhomes, small-scale commercial businesses, generally 2 to 3 stories)

BLOCK SIZE



Hatched areas indicate locations where using both underlying zones may be allowed

FIGURE 3.1



TOWN CENTER LAND USE

high visibility because of its adjacency to I-5, the region's major highway corridor. Zoning in the Commercial Mixed-Use District will encourage the tallest buildings in Town Center to be located here, ranging from three to five stories. The area is envisioned as an active area for entertainment, employment, and commercial land uses. While not permitted immediately adjacent to I-5, residential land uses located in the interior of this district add residents to the area who would support new and existing Town Center businesses, including a strong retail and entertainment presence imagined for the district. This district is also a unique location in Town Center because the future I-5 bike/pedestrian bridge landing will be located here, positioning this area as a gateway to Town Center. The community's input was clear that the bridge landing should be designed as a gateway and include a plaza or focused community gathering space. The future design should define the gateway and lead visitors into the heart of Town Center. Buildings should be oriented to the plaza as much as possible, depending on the final touchdown location and existing surrounding development. This district is envisioned as a place where someone comes to work, drops their child at daycare, runs errands at lunch and meets friends for dinner. They may walk or ride over the bike/pedestrian bridge to get to where they need to be.

Within this district, there is a potential opportunity to reconfigure or vacate Town Center Loop W. to increase developable land immediately adjacent to I-5 after the complete street network is constructed, including the Park Place extension and Wilsonville Road intersection modifications (see Chapter 5 for a summary of those projects). If this option remains viable (requiring a future traffic analysis), this district and implementing zoning and site design standards would also apply to the vacated right-of-way.

Mixed-Use

The Mixed-Use District is the largest area of any district in Town Center. Focused on providing two- to four-story mixed-use development, the Mixed-Use District provides for a variety of land uses. Many parcels in this district are smaller parcels. Flexibility in building scale, land use, and site design increases redevelopment options. This district designation is also strategically located between other land use districts, as it offers the flexibility needed for complementary transitions between them. The Mixed-Use district designation is applied to the eastern boundary of Town Center Park where residential and smaller development could activate the park year-round.

Neighborhood Mixed-Use

Town Center is next to existing single-family residential neighborhoods. The Neighborhood Mixed-Use district provides a transition between

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LEGEND

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

OPEN SPACE NETWORK

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

*Open space locations and sizes are approximate

TOWN CENTER OPEN SPACE NETWORK

FIGURE 3.2



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quieter residential neighborhoods and the lively Main Street District. A mix of housing types, such as townhomes, apartments, and small-scale office and retail will cater to residents as well as Clackamas Community College students. East of Town Center Park, a mix of light activity uses such as townhomes and small-scale retail or cafes, will bring people to the park and provide a transition from the activity on main street to the residential neighborhoods adjacent to Town Center. Many of these types of uses already exist in nearby areas and would not result in a major shift from what is permitted today.

PLACES TO GATHER

The Wilsonville community prioritized parks, green spaces, and public gathering spaces as important elements of the future Town Center (Figure 3.2). The green spaces proposed for Town Center include a series of linear parks, trails, green streets, urban community gardens, small plazas and parklets that support year-round outdoor gathering, socializing and recreation.

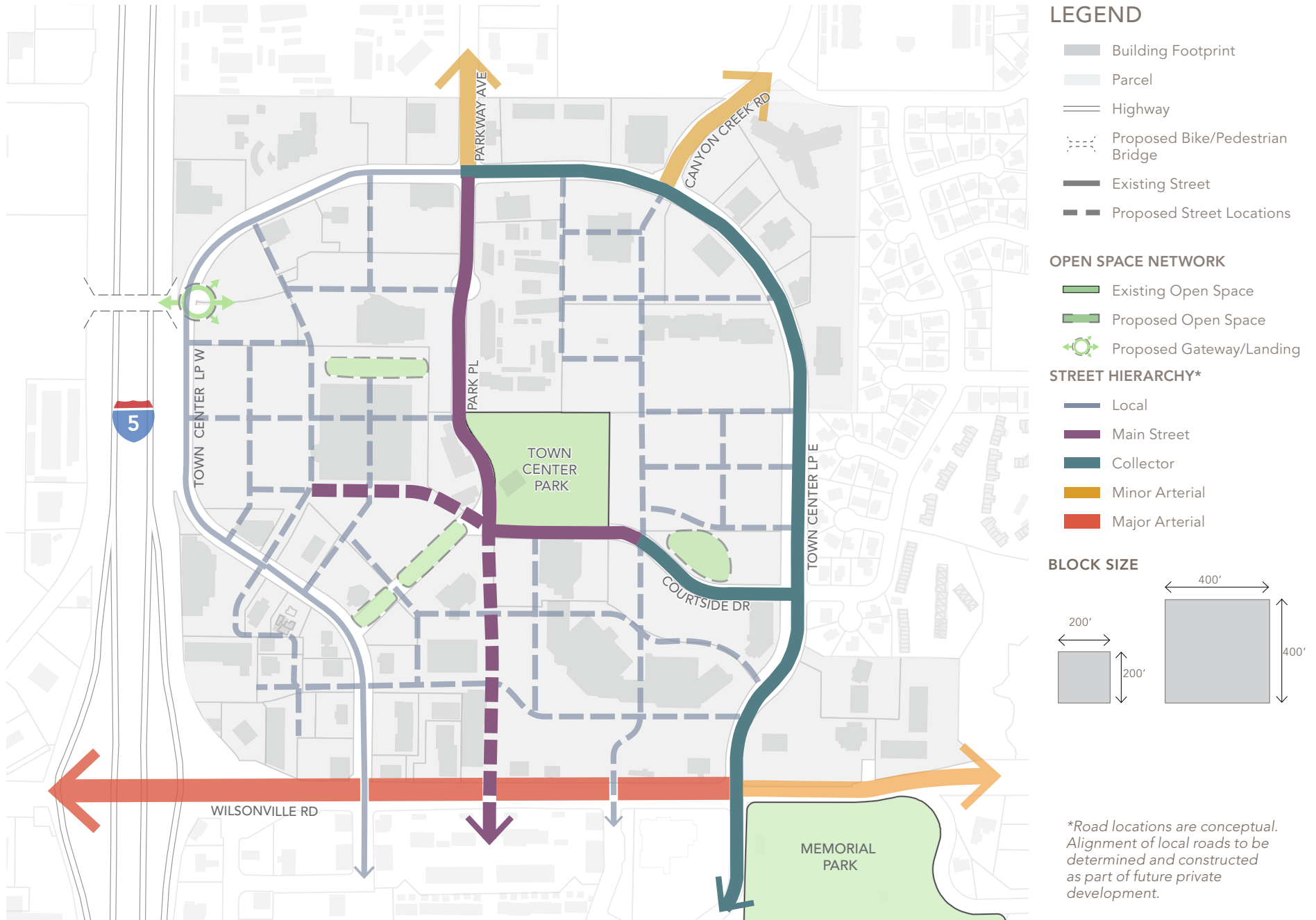
Trees are an essential element of Town Center. While much of the existing tree canopy that is outside of Town Center Park is within parking lots, future development and streets will include a tree canopy that provides both shade and habitat.

PHOTOS:

1. *Temporary, covered seating can activate underutilized parking lots or other areas.*
2. *Bocce ball is a social outdoor activity that can help activate public spaces.*
3. *Interactive art elements provide opportunities for play and gathering.*



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LEGEND

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

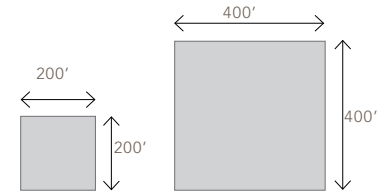
OPEN SPACE NETWORK

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

STREET HIERARCHY*

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

BLOCK SIZE



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

TOWN CENTER STREET NETWORK

FIGURE 3.3



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Town Center Park and Memorial Park are the cornerstones of Town Center’s existing green space network. Linking Town Center Park, Memorial Park, future parks, and the future bike/ pedestrian bridge over I-5, with trails, cycle tracks, small plazas and green spaces will create an emerald chain that connects people to one another and to nature. The emerald chain connects to the City’s parks, trails, and natural features, including the Willamette River, south of Memorial Park and the Boeckman Creek corridor to the east of Town Center. Each major element of the chain should be linked together with wayfinding signage to identify it as a connected system.

Natural elements will also be integrated into the streetscape through vegetated stormwater management facilities, landscaping with native plants, and street trees. Separated paths, covered sidewalks designed for seating, parklets and small plazas will provide places to socialize and rest.

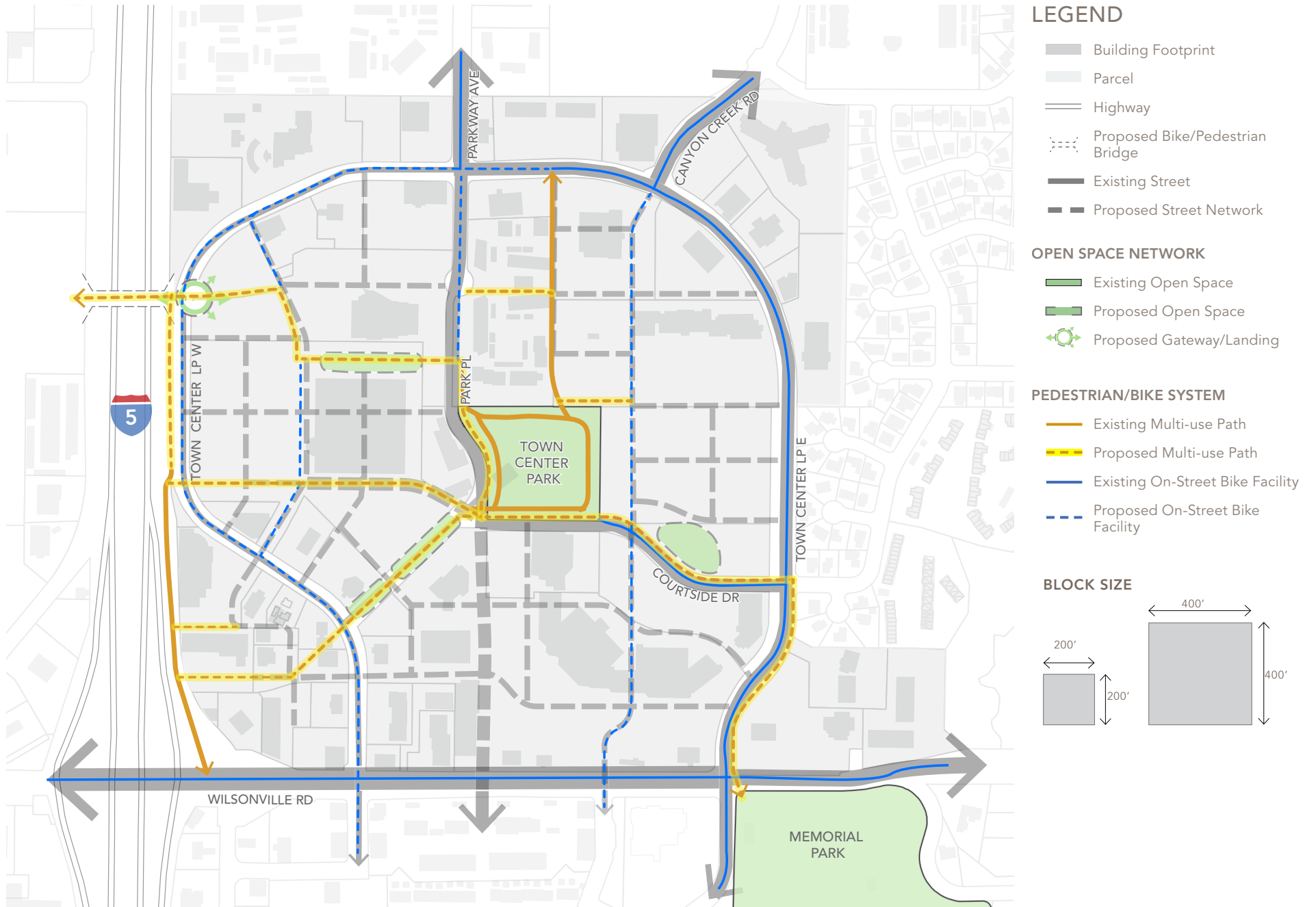
Future development will include small-scale plazas in front of buildings with active ground floor uses that encourage people to gather. Park Place, the existing diagonal roadway connection between Town Center Loop W and Courtyard Drive, will transform to a gathering space, tying development in the southwest corner of Town Center to Town Center Park. It should be a programmable space

PHOTOS:

1. Temporary placement of buffered bike lanes allows the City and community to test design options.
2. Prominent intersections and short crosswalks create a safe and comfortable place for pedestrians.
3. SMART buses provide efficient and environmentally sound travel options.



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LEGEND

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

OPEN SPACE NETWORK

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

PEDESTRIAN/BIKE SYSTEM

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

BLOCK SIZE

200' x 200' and 400' x 400'

TOWN CENTER MULTIMODAL NETWORK

FIGURE 3.4



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that can support temporary events such as farmers markets and festivals. It is also a prime location for adjacent development to orient, providing open space for residents and businesses. Other spaces for gathering include a future linear park located north of the existing Fry's building that would be a more intimate space used primarily by residents and businesses adjacent to the park and those traveling along the cycle track to and from the proposed I-5 bike/pedestrian bridge. This public space could include a plaza and open space with integrated stormwater features, wide sidewalks and seating areas.

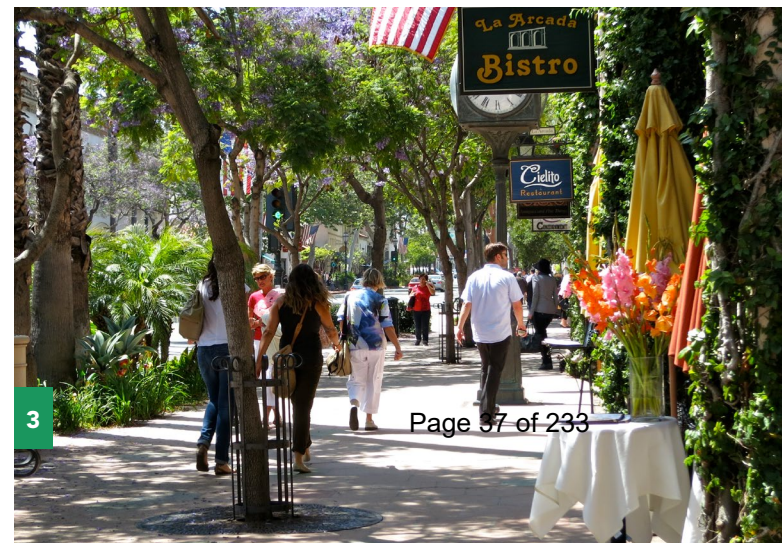
The community also expressed an interest in recognizing and celebrating diversity in the future public spaces in Town Center, particularly, highlighting multicultural businesses and diversity in the broader Wilsonville community. Future gathering spaces such as the Park Place Promenade or the I-5 Bicycle / Pedestrian Bridge Gateway Plaza have the opportunity to integrate an international square or multi-cultural public art or education project that underscores the inclusivity of the space and the City.

A NETWORK OF TRANSPORTATION OPTIONS

The foundation of the Town Center Plan is the community's desire for a walkable and engaging

PHOTOS:

1. Signage can provide placemaking as well as directions.
2. A two-way cycle track provides physical separation between bicycles and cars.
3. Tree-lined streets and interesting signage provide visual interest for pedestrians.



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pedestrian experience. Wilsonville residents want options to move around safely, whether they are parking and walking to a store, riding a bike, or walking to the bus. The Plan outlines a multimodal network designed for all ages and abilities and where cars are only one of the many transportation choices (Figure 3.3). The proposed street network and connections for non-motorized modes (Figure 3.4) will meet Town Center's current and projected transportation needs (see Appendix B for traffic analysis results). The Plan's multimodal network applies a variety of streetscape designs for new and proposed streets in Town Center, ranging from festival streets with curbless sidewalks near Town Center Park, local streets with wide sidewalks, and a main street with on-street parking and active storefronts.

The expanded transportation network addresses several existing issues as well as managing future traffic needs, as it:

- Increases the number of route options that also distribute traffic more effectively than today's system; and
- Provides safer pedestrian crossings and connections throughout Town Center with the new street grid, bicycle and pedestrian path system, and improvements for pedestrians and cyclists at busy intersections on Wilsonville Road.

Safe, inviting pedestrian-oriented streetscapes for all ages and abilities, multi-use paths and on-street bikeways are essential to get to, through, and around Town Center without needing a car. This



PHOTOS:

1. *Festival streets allow slow-moving traffic or can be closed to create space for outdoor activities, pedestrians and cyclists.*
2. *Buffered one-way bike lanes provide space for larger bicycles and families*
3. *A parklet repurposes parking spaces for outdoor seating and dining.*
4. *Townhomes with stoops, balconies and large windows put eyes on the street to increase awareness and pedestrian safety.*

plan envisions new and reconfigured streets and pathways that will create new connections within Town Center and between Town Center and the wider city and region. This enhanced transportation system will support pedestrian-oriented development that activates streets, elevates business visibility and brings community members together. Incorporating already planned projects, such as the future I-5 bike/pedestrian bridge, will further bolster Town Center’s connectivity and visibility by creating a direct connection to the west side of Wilsonville and SMART Central at Wilsonville Station.

The transformation to the community’s vision for a walkable Town Center will take time. Some of these multimodal projects will be accomplished

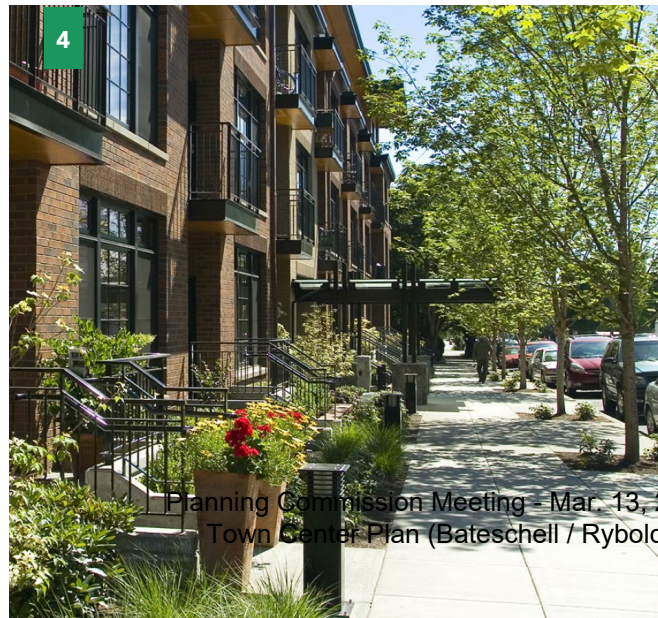
through City investments while others will likely be constructed through private development or in partnership between the City, landowners and developers. Many of these mobility-related projects are long-term investments requiring new funding. Chapter 5 provides estimated timing and cost of the major projects that will help catalyze and shape development in Town Center.

A New Main Street

The central spine of Town Center and most important catalytic project identified by the Wilsonville community is the creation of a modern main street. This will require extending Park Place south from Courtside Drive to Wilsonville Road, including a new intersection at Wilsonville Road. With wide sidewalks, outdoor seating and active storefronts, this street will be the foundation of a new walkable street grid in Town Center.

Improving Wilsonville Road

Wilsonville Road is the east/west connection for Town Center and is often congested at Town Center Loop W. and the I-5 ramps during peak hours of the day. Town Center Loop W is the primary route for traffic accessing I-5 from Town Center and areas directly north. Changes to Wilsonville Road include adding a new intersection (Park Place extension) and modifying existing intersections to function better together. This helps distribute traffic while still meeting level of service standards



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Town Center Plan (Bateschell / Rybold)

(see Appendix B for the traffic analysis) and implementing the community vision for a more accessible Town Center.

A Series of Local Streets and Multimodal Connections

The local road network is a central feature of the Plan's circulation system. Compared to today's large areas of parking that make it difficult to navigate by foot or bike, the Plan envisions shorter blocks accessible through a local street network that create a framework for Town Center's future urban form. Local roads will provide improved access and connection points and safe options to get around by car, by bike, on foot and on the bus. This local street network is pedestrian-oriented, framed by buildings and open space, with slow traffic and on-street parking, and is designed to be accessible for all community members regardless of physical ability. The local street network frames Town Center Park with a direct and distinct street grid that is easier to navigate than today's current network of driveway and parking lot connections and reliance on Town Center Loop to make most connections.

Pedestrian and Bicycle-Focused Connections

The Wilsonville community wants a walkable Town Center designed for all ages and abilities with pedestrian routes that connect Town Center attractions to local and regional trails. The

proposed pedestrian and bicycle network features sidewalks with landscaping that are at least 12 feet wide, plazas, and seating areas. Proposed pedestrian amenities will make Town Center an inviting and engaging place to walk and spend time.

Bicyclists, whether young or old, also want to feel safe when riding a bike in Town Center. Throughout the public engagement process, the Wilsonville community was clear that Town Center needs to be accessible by bike from surrounding areas, and when riding in Town Center, the bike connections need to be plentiful and connect the major attractions in the area. The proposed multimodal network addresses these desires and includes a number of cycle track facilities (bikes are protected from vehicle traffic with bollards or other means) throughout Town Center that connect to the existing and proposed system of bicycle lanes. These improvements integrate with the City's plans to increase non-motorized access options to and from Town Center by constructing a bike/pedestrian bridge across I-5. As identified by community members, this new entry point into Town Center is an excellent opportunity to create a gateway for bicylists and pedestrians—a unique building or plaza space—that signifies the arrival into Town Center.

TABLE 3.1 POTENTIAL FUTURE DEVELOPMENT BY LAND USE TYPE IN TOWN CENTER

	COMMERCIAL (SQ. FT.)	RETAIL (SQ. FT.)	OFFICE (SQ. FT.)	RESIDENTIAL (UNITS)
EXISTING	299,240	321,340	178,950	80
NET NEW DEVELOPMENT (20 YEAR)	130,230	31,860	297,440	880
NET NEW DEVELOPMENT (40 YEAR)	204,595	50,000	541,050	1,600
NET TOTAL	503,835	371,340	720,000	1,680
PROJECTED EMPLOYEES	1,000	740	2,880	n/a

Note: Commercial land uses includes a broad category of real estate. For this analysis, commercial land uses are typically larger types of development, such as grocery stores, restaurants, larger retail (non-main street type uses) and entertainment uses. Retail, as defined for Town Center, are typically smaller scale uses typical of a main street development pattern. Residential unit calculations assume units of approximately 750 square feet, although the expectation is that a variety of housing unit sizes (studio, one, two and three bedroom) would be constructed over time. Square footage and housing units were determined using GIS analysis, market feasibility, and proposed zoning district density allowances. Approximately 40 percent of the square footage of developable parcels was removed to accommodate for landscaping, new streets, off-street parking (including loading and circulation), public spaces, stormwater retention and treatment.

THE FUTURE TOWN CENTER

Town Center’s evolution will take time and there are many steps to reach the ultimate vision the Wilsonville community has developed. Land uses, transportation connections, and parks described in this chapter are all pieces in creating a walkable hub and heart of the community. The focus should always be on achieving the vision and goals of the Plan, while acknowledging that many of these transformational steps are incremental, both publicly and privately funded, and complex in nature.

FUTURE DEVELOPMENT OPPORTUNITIES

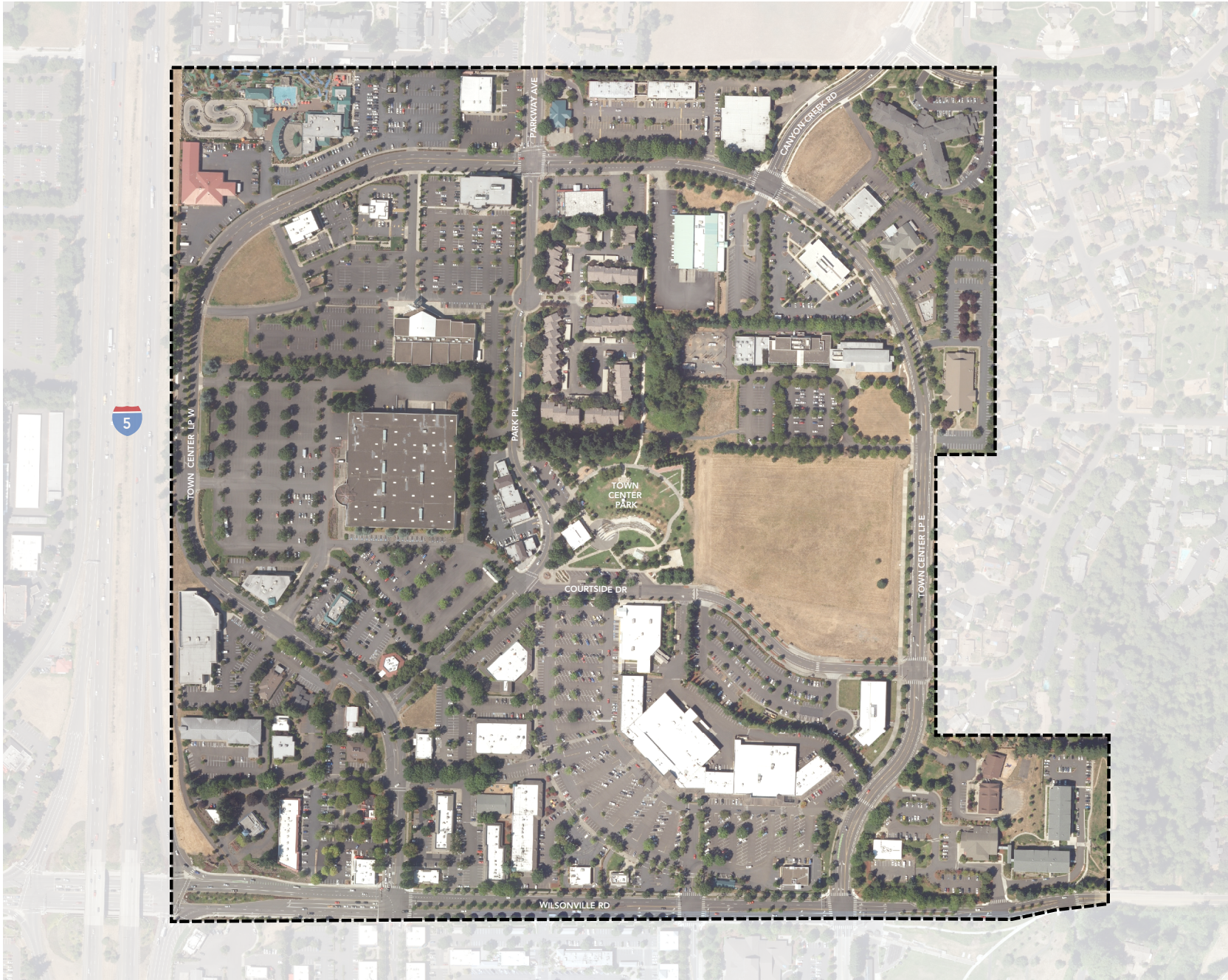
Town Center is poised to grow in different ways than what was envisioned in the original 1973 Town Center Plan. This Town Center Plan updates that original vision with the types of development that respond to the current and projected community needs and economic context. Town Center should be the heart of the community—one that is pedestrian-oriented, accessible for all ages and abilities (e.g. universal design), and exciting to live in and visit regularly.

Market conditions and development feasibility analyses were conducted. These analyses identified the types of development that have market demand for locating in Town Center and that might be financially feasible. The development feasibility analysis further tested building types, sizes and potential land uses identified as part of the community design process. For some desired development types that are not currently feasible, the analysis identified the types of incentives that could be used to generate a return on investment that might interest a landowner or developer in considering developing property in Town Center. The complete development feasibility analysis, including development assumptions, is included as Appendix C.

Future buildout assumptions based on the market analyses and zoning districts were also used to conduct a traffic analysis, which showed that with the proposed Town Center road network in place, including modifications to Wilsonville Road traffic signals, traffic generated from land use changes in Town Center can be accommodated (Chapter 5, Implementing the Town Center Plan, describes these network improvements). With the proposed network changes, Town Center Loop W. actually operates better than what is projected in the City's Transportation System Plan with the current network and removing the need for a second right hand turn lane from Town Center Loop W. to Wilsonville Road. The traffic analysis also identified that the significant bicycle and pedestrian improvements in Town Center will enhance bicycle and pedestrian comfort. The full traffic analysis completed for this project is included as Appendix B.

Although much of Town Center changes through the buildout of the Plan, many things Wilsonville residents find very important remain in place. Small-scale, local businesses are still located in Town Center in both existing and new buildings, public amenities such as Town Center Park are centerpieces for the fully formed mixed-use community, and bicycle, pedestrian and transit access is safe, reliable, and easy to use.

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TOWN CENTER VISION PLAN EXISTING CONDITIONS

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Town Center Plan (Bateschell / Rybold)

FIGURE 3.5



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The results of the analyses inform what is more likely to develop first due to an existing market demand and what development types are more likely to develop later, after initial investments have increased demand and potential financial returns. This transformation is captured in three Town Center development illustrations, tied to the anticipated development assumptions described in Table 3.1. Given the scale of potential development and redevelopment possible, the full redevelopment vision shown in Phase 3 (Figure 3.8) is well beyond 20 years. Phase 2 (Figure 3.7) provides what is a reasonable 20-year vision, which is a significant change from what Town Center is today. Phase 1 (Figure 3.6) identifies near term opportunities, which are mostly infill development on vacant and underutilized land.

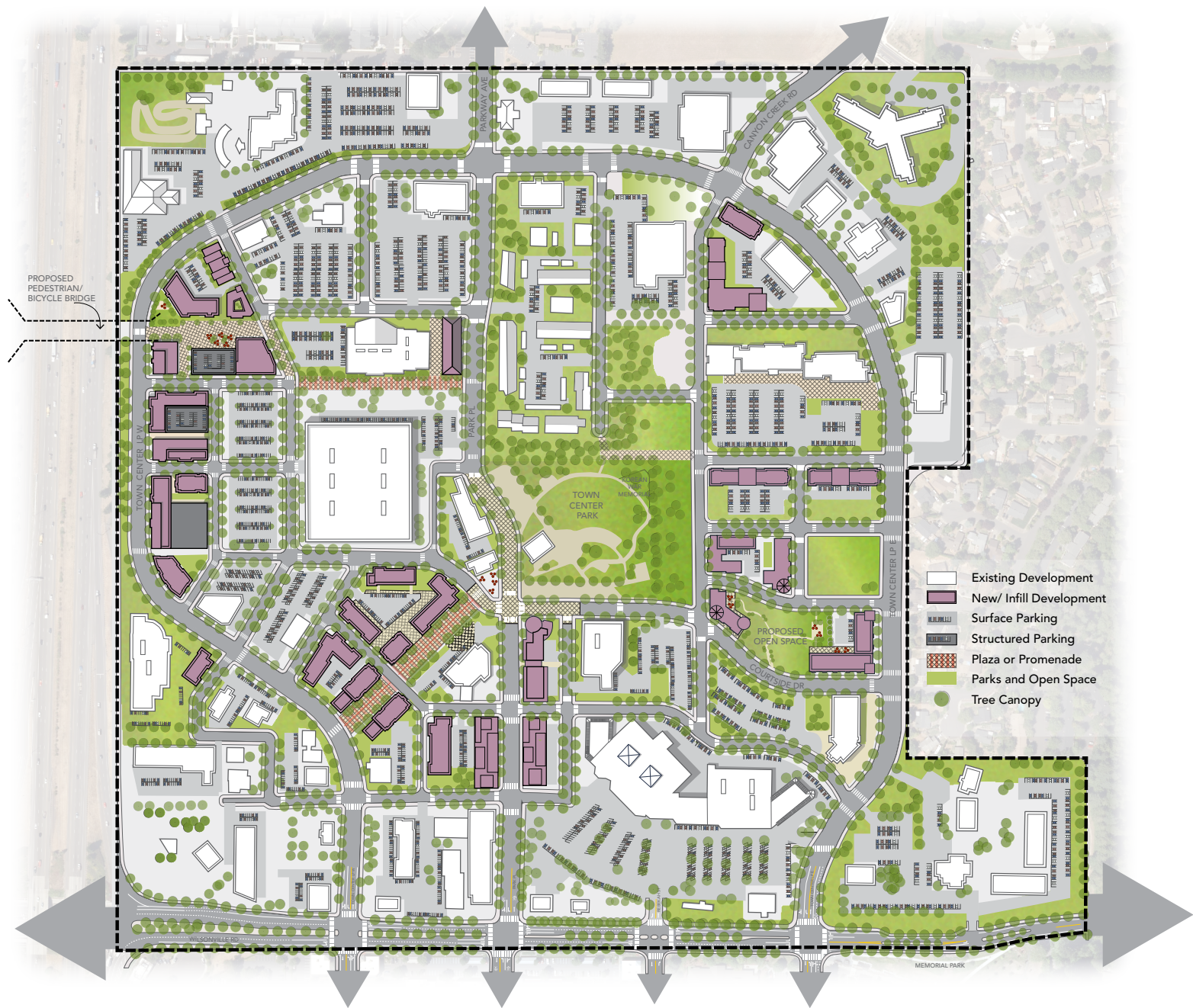
Phase 1: Infill Development (Now-10 years)

Town Center has a significant supply of underutilized land (e.g. unused parking lots), as well as commercial buildings in the 20- to 40-year age range. From a development feasibility standpoint, areas most likely to redevelop in the near-term are those where landowners can develop new buildings on vacant land or underused parking, without affecting existing businesses (Figure 3.6). The Development Feasibility Analysis (Appendix C) concluded that the most likely type of development occurring during Phase 1 is rehabilitation of

PHOTOS:

1. *Town Center has existing right-of-way that could be redesigned to better incorporate bicycle and pedestrian amenities.*
2. *Many surface parking lots in Town Center serve as road connections.*
3. *An aerial view of Town Center shows vacant lots and parking areas that could be redeveloped.*

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TOWN CENTER FUTURE SCENARIO PHASE 1 (INFILL)

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Town Center Plan (Bateschell / Rybold)

FIGURE 3.6



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existing retail and commercial buildings, multifamily residential and some mixed-use development. Office development is not likely as feasible until later in this development phase. The results also concluded that in the early stages, most parking will most likely be accommodated on surface parking lots. This phase of development assumes that the Park Place extension (see Chapter 5, project IN.4) would be in place or under development.

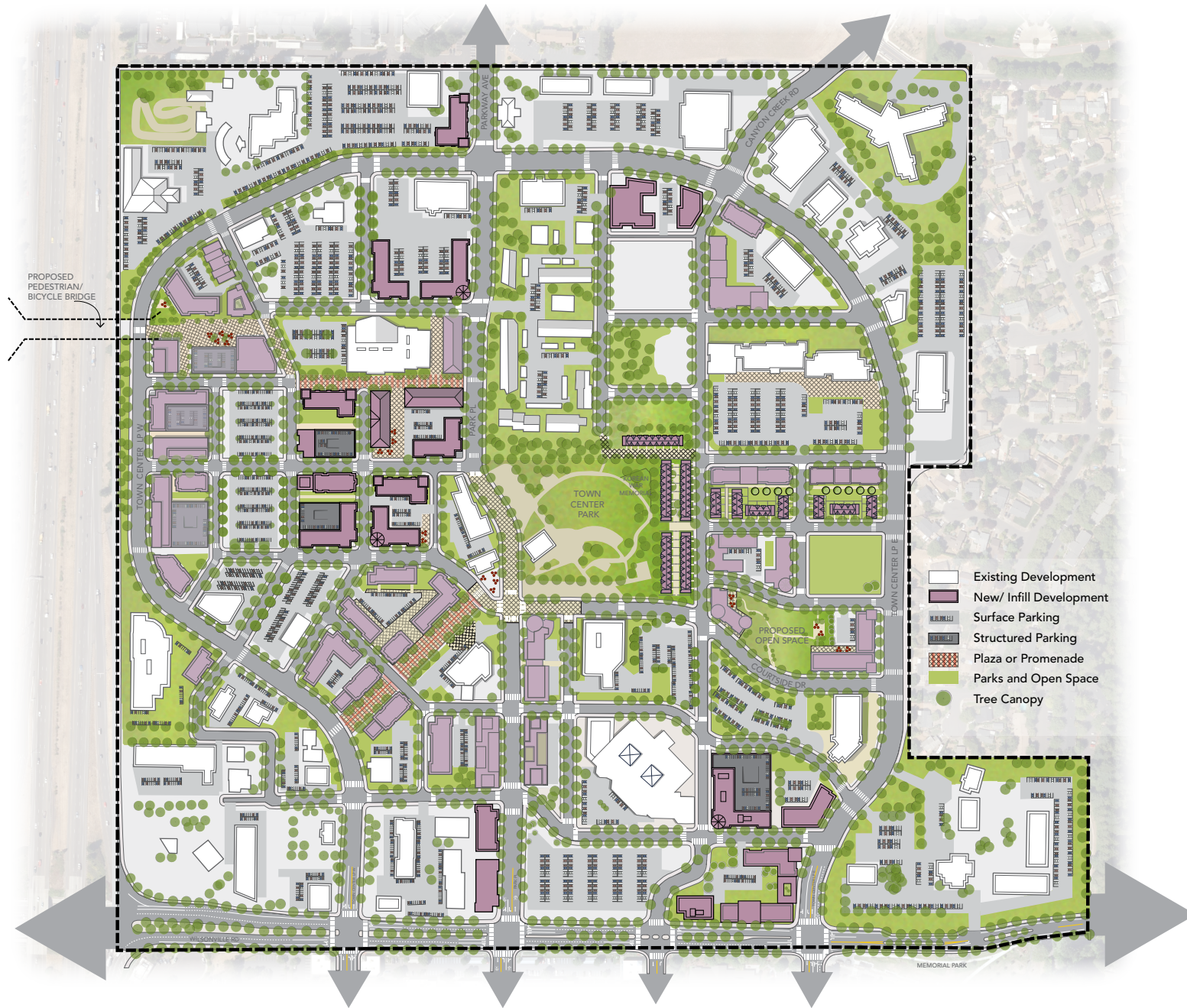
Phase 2: Main Street (10-20 Years)

Figure 3.7 illustrates how the true transition of Town Center begins to take shape. Infill development from Phase 1 has matured to become established subdistricts within the larger Town Center. The Korean War Memorial is sheltered by mature trees and nestled within the park to maintain its peaceful environment. This phase of development reflects the development feasibility analysis results, which stress that as more amenities like increased transit, the I-5 bike/pedestrian bridge, and new services located in Town Center are in place, higher rents make more diverse development types possible. Office and mixed-use development that includes structured parking will be more feasible to construct. Some older retail and commercial uses redevelop into multistory mixed-use buildings, although several of the existing buildings with long-term or owner-occupied tenants remain. There is still surface parking, but as the existing parking lots develop with new buildings,

PHOTOS:

1. Larger buildings can utilize stepbacks to create the feeling of a smaller building at the street level.
2. Buildings with unique texture and facade treatments create interesting views.
3. Mixed-use building with ground floor retail and restaurant space. Upper floors are professional offices.

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TOWN CENTER FUTURE SCENARIO PHASE 2 (MAIN STREET)

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Town Center Plan (Bateschell / Rybold)

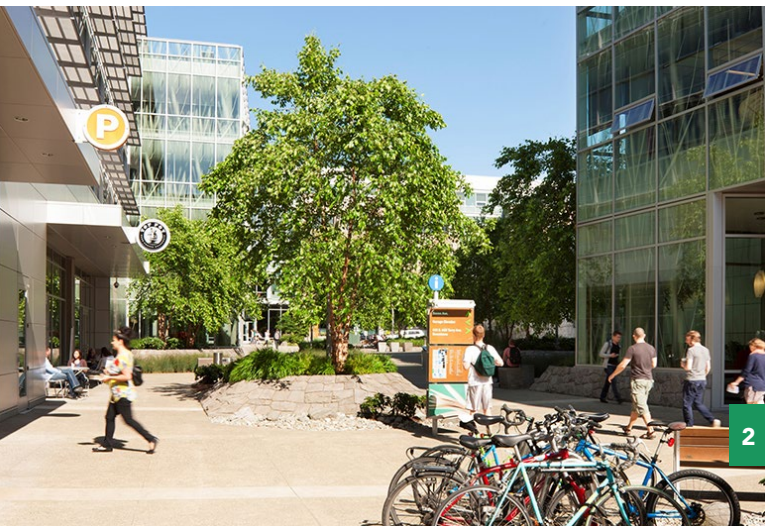
FIGURE 3.7



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they generally develop with structured parking integrated into the building. Much of the street grid is in place as a result of development. On-street parking becomes an important streetscape element adjacent to development and is likely managed by the City or a business association implementing a Town Center parking management plan (see Chapter 5, project PA.1).



Phase 3: Full Buildout (Beyond 20 Years)

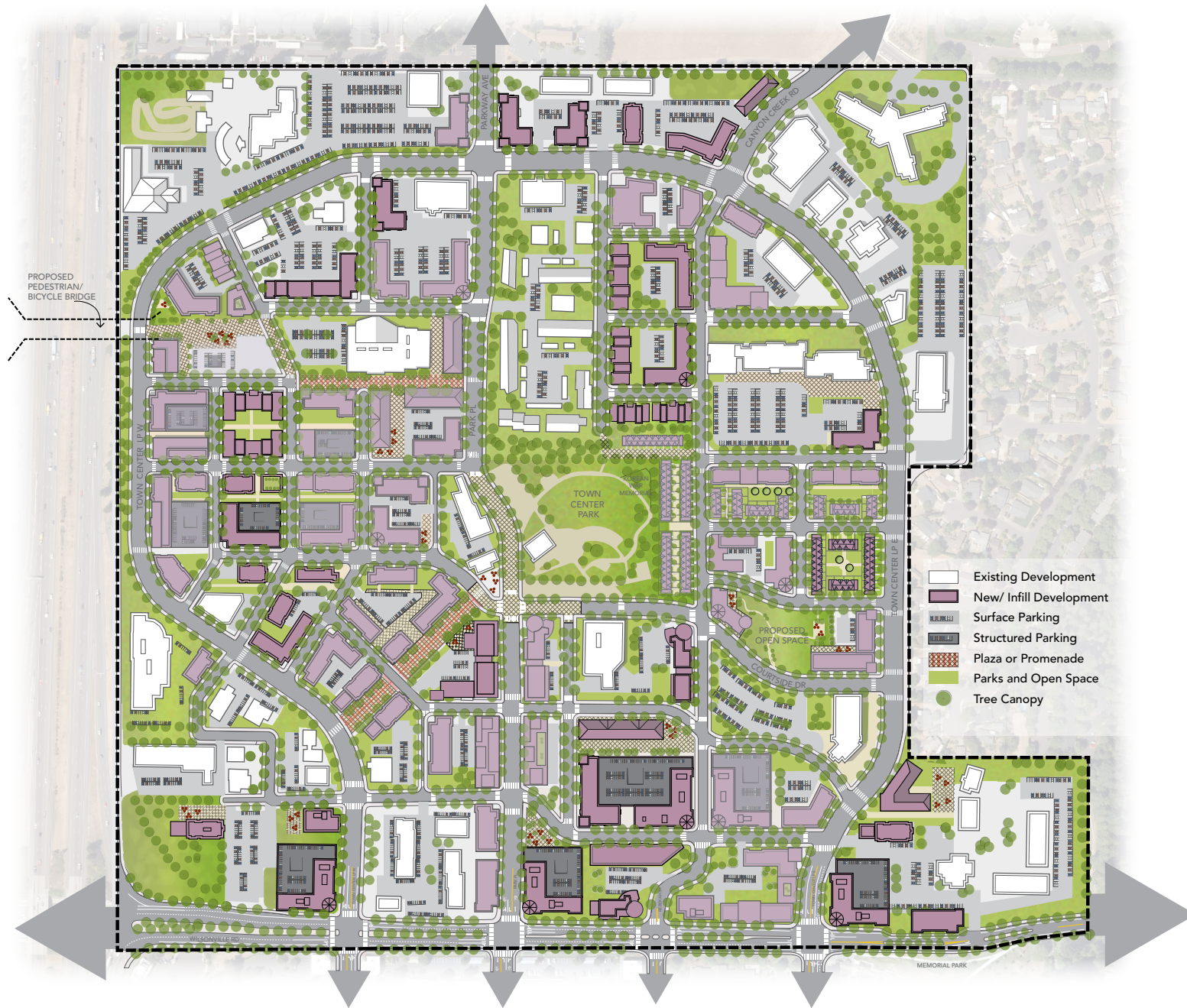
Phase 3, illustrated in Figure 3.8, shows what Town Center might look like when redevelopment is completed. This vision for redevelopment shows how major elements envisioned for Town Center come together. Town Center Park and main street are activated by surrounding uses and community members gathering together. By Phase 3, all development types are likely feasible, with the highest density buildings being constructed. The feasibility analysis showed that five-story mixed-use and office products could be feasible, especially now that amenities, expanded retail and restaurants, and services are in place for residents and employees. During this phase, the remainder of older, large format retail is redeveloped into mixed-use buildings, some with larger floorplates to accommodate uses such as grocery stores and other goods and services necessary for a complete Town Center. The road, bicycle and pedestrian network is complete, and parking is generally structured, on-street, or behind buildings.



PHOTOS:

1. *Mixed-use building with internal courtyard provides space for outdoor gathering and dining.*
2. *Office buildings with ground floor gathering spaces, wayfinding and bicycle parking.*
3. *Mixed-use buildings with an active ground floor space.*

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TOWN CENTER FUTURE SCENARIO PHASE 3 (FULL BUILDOUT)

Planning Commission Meeting - Mar. 13, 2019
Town Center Plan (Bateschell / Rybold)

FIGURE 3.8



ATTACHMENT A - PLAN



04 INFRASTRUCTURE SYSTEMS TO SUPPORT DEVELOPMENT

Adequate sewer, water and stormwater infrastructure are essential services for supporting existing residents and businesses and for providing capacity for the future development envisioned in the Town Center Plan.

Much of the infrastructure in Town Center is functioning well and has adequate capacity to meet existing and projected future development in Town Center. Infrastructure, particularly stormwater treatment, provides opportunities to incorporate low impact development practices and street designs that treat stormwater onsite and minimize pollutants entering local waterways. As Town Center develops, reducing impervious surface area, providing opportunities for water reuse, and high efficiency plumbing fixtures in new buildings are also ways to reduce environmental impacts and increase the capacity of infrastructure.

While the existing system is adequate to meet demand, some of the underground infrastructure is not in ideal locations to support future development.

The proposed changes to the infrastructure systems primarily include relocating major trunk lines into new public rights-of-way, particularly in areas where the infrastructure system runs across parking lots where future development is expected. Figures 4.1, 4.2 and 4.3 identify the future infrastructure systems. Infrastructure upgrades or relocation will likely occur concurrently with roadway projects to minimize disruption to new transportation facilities. Locations of future right-of-way may be adjusted as needed to limit the amount of utility relocations. Some projects will be part of private development while others may be publicly funded and constructed. The costs associated with infrastructure (roadway, sewer, water and stormwater) projects are included in Chapter 5.

ATTACHMENT A - PLAN

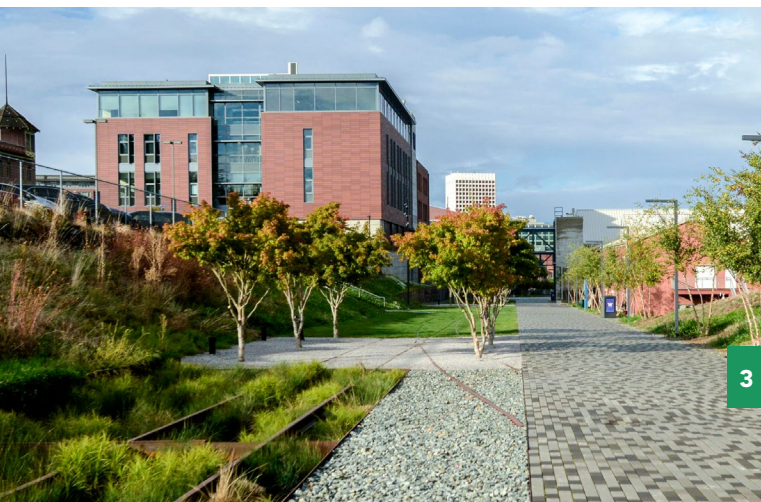


STORMWATER INFRASTRUCTURE

The existing stormwater system in Town Center drains to three watersheds, including Coffee Lake Creek Basin in the northwest; the Willamette River in the southwest (via a piped outfall); and the Boeckman Creek Basin. The Boeckman Creek sub-basin flows through a regional flow control facility in Memorial Park south of Wilsonville Road. This system is adequate to meet the needs of Town Center today, although the City has identified drainage issues along portions of the western Town Center boundary near I-5 during heavy rainfall events.



The City of Wilsonville's 2015 Storm Water and Surface Water Design and Construction Standards require on-site Low Impact Development (LID) to the Maximum Extent Practicable (MEP). In new and/or improved right-of-way, flow control and water quality will be managed in the right-of-way with roadside planters/ bioretention facilities located in the planter strip, at intersection bulb-outs, and through the use of porous pavements. Measures to manage flow control and water quality on private development sites will be required to be installed on site and may consist of the same best management practices (BMPs) used to mitigate the right-of-way. These on-site measures for redeveloped parcels include porous pavement and stormwater planters that mimic the pre-development stormwater runoff conditions.



PHOTOS:

1. *Parking lots in Town Center create large impervious areas that require an extensive stormwater treatment system.*
2. *Bioswales gather and treat stormwater onsite.*
3. *Bioswales can be integrated into a larger landscape design and used as a placemaking element.*

ATTACHMENT A - PLAN

These recommendations implement **Goal 1: Environmental Stewardship** through specific design interventions that include:

- Minimizing the amount of impervious surfaces, including large surface parking lots, many of which are underutilized.
- Designing and constructing all new streets (or streets that will be significantly modified) as green streets with stormwater planters or other on-site detention and treatment components.
- Encouraging innovative on-site stormwater detention and treatment for buildings to meet on-site stormwater detention/treatment requirements. This includes encouraging green roofs or water reuse (e.g. graywater systems) as part of initial building design.
- Using pervious paving wherever possible.
- When constructing new streets, locating stormwater pipes in new right-of-way. Stormwater pipes have been included in planning level cost estimates for major capital projects described in Chapter 5.
- Utilizing the stormwater features in the proposed Promenade to help meet the City's stormwater management requirements for treatment of road facilities.

PHOTOS:

4. *Green roof systems treat water onsite and help cool the building.*
5. *Permeable pavers can be used for walkways and plazas to allow rainwater infiltration.*
6. *Permeable pavers can provide design elements in most locations.*



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With approval of the City Engineer, if the developer is unable to meet the flow control requirements on site, the applicant may be allowed to pay a fee-in-lieu for onsite improvements. The developer would need to prove that flow control on-site is not feasible prior to using the fee-in-lieu approach. The fee would be based on costs associated with upgrades and maintenance for the design and retrofit of the Memorial Park regional flow control facility, as needed.

Per Wilsonville's 2012 Stormwater Master Plan, the existing storm drain system for the majority of Town Center has adequate capacity. The existing development within Town Center is mostly impervious with no on-site water quality or flow control management. Future redevelopment is envisioned to reduce the amount of impervious surface by implementing BMPs such as road diets, porous pavement, green roofs, landscaping, and bioretention facilities. Because of the proposed improvements and reduction in impervious surface, the existing storm drain capacity will be adequate to accommodate future development.

Figure 4.1 illustrates the recommended stormwater infrastructure system for Town Center. The goal of the stormwater system recommendations is to reduce the amount of stormwater detained and treated at the regional treatment facility in Memorial

Park and to avoid any additional expansions of that facility. By managing stormwater on-site and reducing the amount of impervious surface in Town Center, more costly expansions to the Memorial Park Pond can be avoided. As development occurs in Town Center, localized flooding at the 18-inch pipe crossing I-5 (identified as problem area P8 per the City's 2012 Stormwater Master Plan) may also be mitigated as a result of additional on-site infiltration facilities being constructed. These facilities could be developed within existing or new right-of-way and adjacent development, which will reduce stormwater flows through the pipe. In the meantime, temporary flooding control measures such as infiltration facilities could be deployed.

SEWER INFRASTRUCTURE

The majority of Town Center is within the Canyon Creek/Town Center Basin although a portion of Town Center (north and west of Town Center Loop) is within the Coffee Creek Basin. Both basins drain to the Wilsonville Wastewater Treatment Plant. The sanitary and stormwater systems are separate systems. The wastewater pipes within Town Center are generally between 25-50 years old, and while the system functions well, the City's 2014 Waste Water Collection Master Plan identifies several pipes that should be replaced due to age, root intrusion, and/or grade issues. There are no capacity-related projects in Town Center identified

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Problem Area identified as P8. Outfall South of Les Schwab in Section 4.4.1 of the 2012 City of Wilsonville Stormwater Master Plan.



LEGEND

- Building Footprints
- Parcels
- Highways

STORMWATER

- Lines
- Lines (Private)
- Lateral Lines
- Swales
- Problem Areas
- Vaults

STORMWATER (PROPOSED CHANGES)

- Demolished Utility
- New Lines*

Notes:

1. Location of future right-of-way may be adjusted to limit the amount of utility relocations.

2. Existing utilities and proposed utility layout shown are based on GIS data provided by the City of Wilsonville.

3. Sizes of the proposed stormwater mains shown on the map are based on an assumed 1% minimum slope and a roughness coefficient of 0.0013. A basin wide analysis will be necessary to size the system that carries stormwater flow through the Town Center per the conveyance system hydraulic standards identified in the Wilsonville 2015 Stormwater & Surface Water Design and Construction Standards and the design pipe slopes allowed by the site grades and the invert elevations at the tie-in points of the existing system.

* Proposed pipe sizes over 12" are labeled

STORMWATER INFRASTRUCTURE

FIGURE 4.1



ATTACHMENT A - PLAN

in the current capital improvement plan through 2025, although the Town Center Pump Station that serves a portion of Town Center has a higher rate of pump failure than other City-owned pump stations and has been identified for replacement.

Peak flow projections for the Canyon Creek/Town Center are expected to increase from a current flow of 1.26 MGD to 1.85 MGD within the UGB by 2045 per the City's 2014 Waste Water Collection Master Plan. The total peak flow projections for the UGB and Urban Reserve Area, if it is added to the UGB and develops, are expected to increase to 3.14 MGD per the City's 2014 Waste Water Collection Master Plan.

Future development envisioned in the Town Center Plan will have little increase in wastewater compared to what is already projected for Town Center in the future, with sewer flows likely to increase by 0.69 MGD, for a total flow of 3.83 MGD at buildout with the urban reserve area. Additional capacity is not required for Town Center-related growth. System-wide modeling showed that the existing system can accommodate future growth. While there may be a possibility of surcharging down stream at Memorial Drive, crossing I-5 to the wastewater treatment plant, potential surcharge is within acceptable limits and overflow risk is minimal. Town Center is a very small portion of the

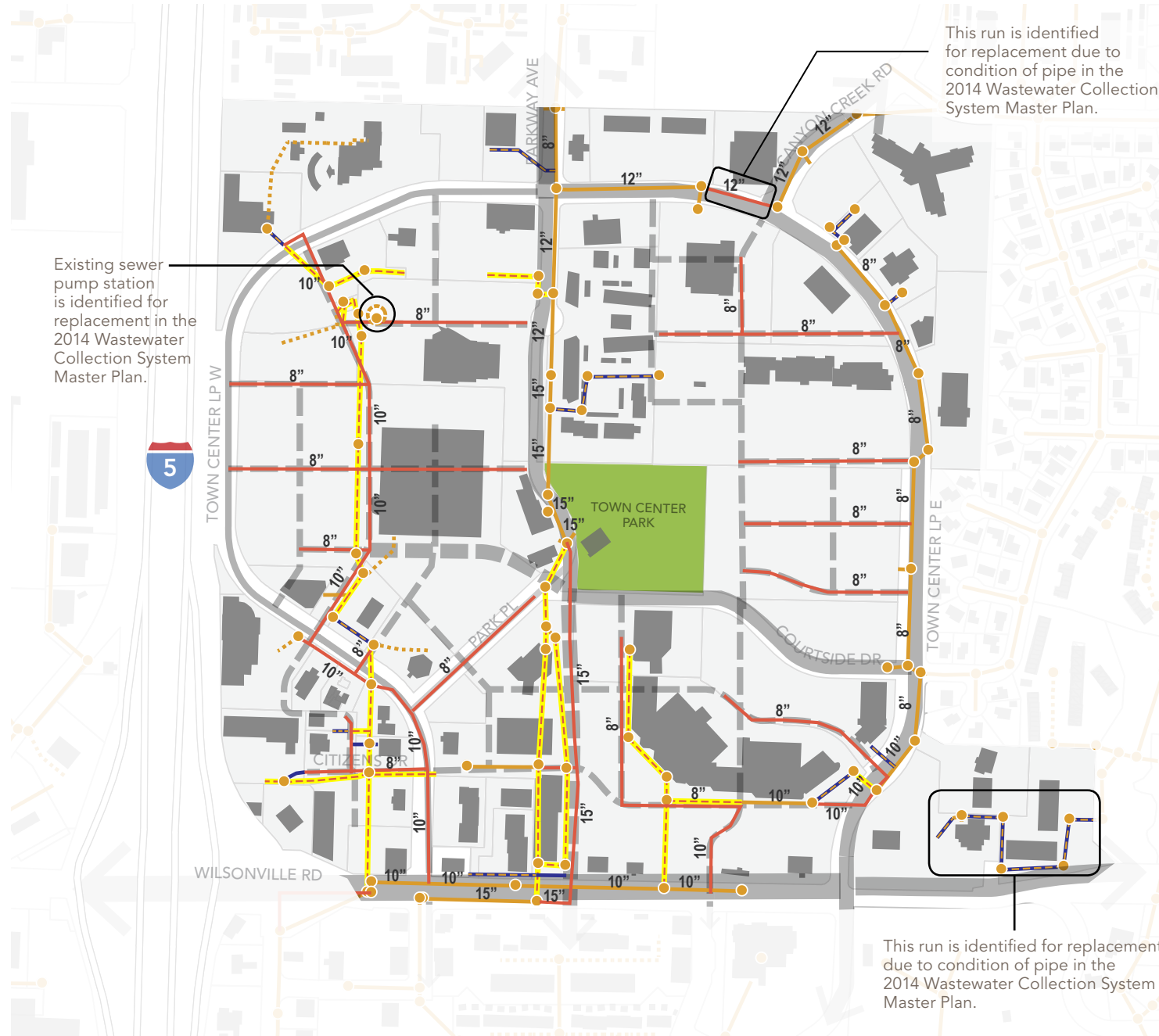
basin and the additional projected growth is not a significant increase to the total projected flows of the basin. Additional growth from Town Center would not likely have an impact on the existing 220 gpm capacity of the existing Town Center waste water pump, but as stated, Town Center is only a small portion of the basin and the pump should be evaluated as part of the larger Canyon Creek/Town Center service area.

Figure 4.2 illustrates the recommended sewer infrastructure system for Town Center. Much of the existing system has already been developed, although the anticipated development pattern and street grid will require a portion of the system to be relocated into public right-of-way.

Aside from projects already identified in the City's 2014 Waste Water Collection Master Plan, Town Center Plan implementation should include the following:

- Locate sewer trunk lines within existing or future rights-of-way to allow for development on vacant land. While most trunk lines are already in existing right-of-way, there are some pipes located within existing parking lots. If not relocated, existing utilities may conflict with building foundations and make it difficult to maintain underground infrastructure.

ATTACHMENT A - PLAN



This run is identified for replacement due to condition of pipe in the 2014 Wastewater Collection System Master Plan.

Existing sewer pump station is identified for replacement in the 2014 Wastewater Collection System Master Plan.

LEGEND

- Building Footprints
- Parcels
- Highways
- Existing Street
- Proposed Street
- SEWER (EXISTING CONDITION)**
- Lines (City)
- Lines (Private)
- Manholes
- Pump Stations
- SEWER (PROPOSED CHANGES)**
- Demolished Utility
- Convert to Private Sewer (or provide easement for public main)
- Private Sewer (New)
- Public Sewer (New)

Notes:

1. Location of future right-of-way may be adjusted to limit the amount of utility relocations.
2. Existing utilities and proposed utility layout shown are based on GIS data provided by the City of Wilsonville.

This run is identified for replacement due to condition of pipe in the 2014 Wastewater Collection System Master Plan.

SEWER INFRASTRUCTURE

FIGURE 4.2



- Upgrade the wastewater system when constructing new roads, or when significant upgrades occur to existing roads, to reduce the need for future capacity upgrades that would require reconstructing the road.

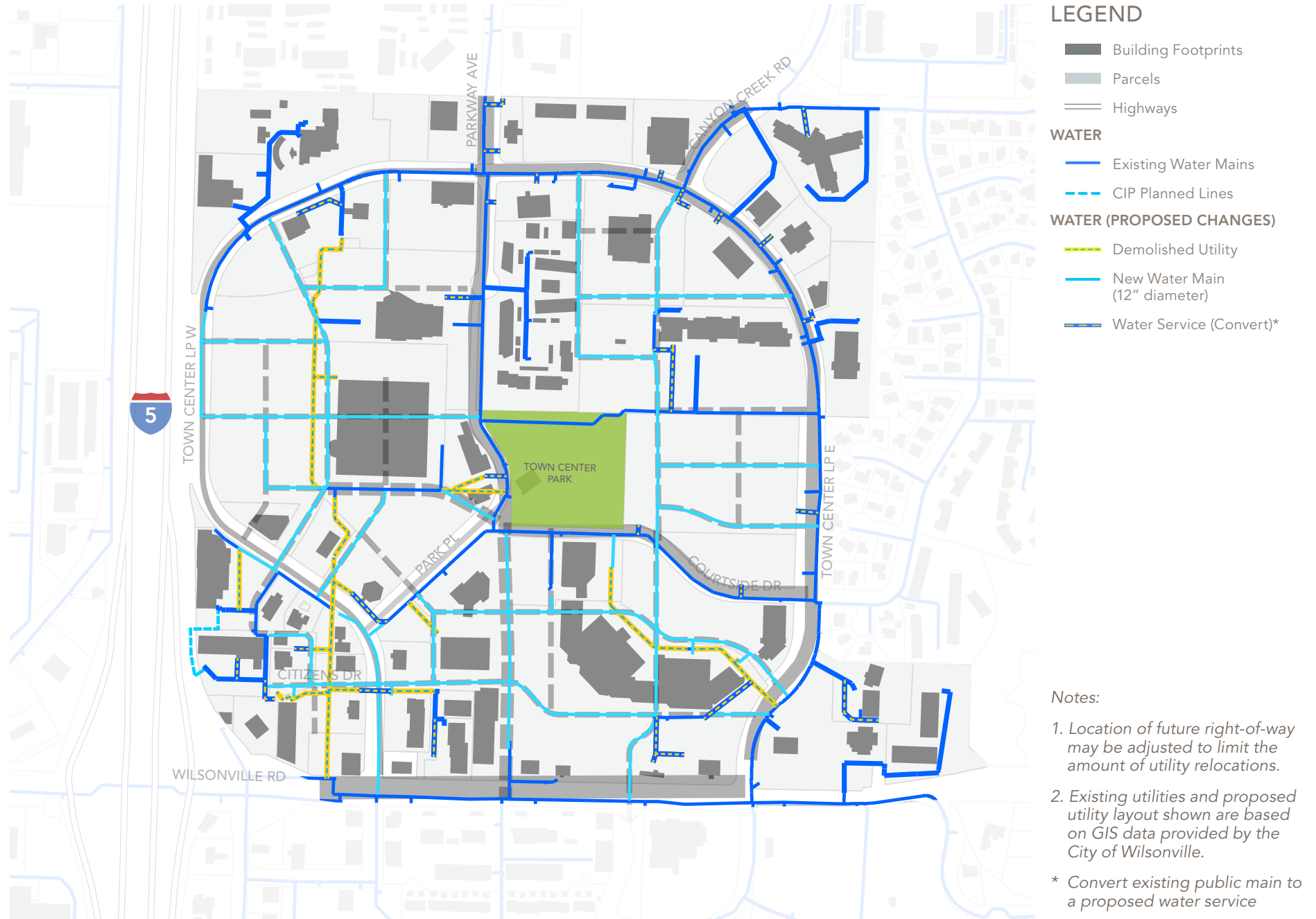
Cost estimates for wastewater improvements are identified in Chapter 5.

WATER INFRASTRUCTURE

The Willamette River Water Treatment Plant supplies potable water to the project area. The City has not identified any fire flow deficiencies within the project area. The majority of distribution mains within the project area are constructed of 12-inch ductile iron pipe. The 2012 Water Distribution Master Plan only identifies one capital improvement project within the project area, consisting of an 8-inch line extension along Park Place and SW Citizens Drive. No changes are recommended to this project.

The existing 12-inch water main infrastructure is capable of accommodating future growth within Town Center, although some water mains would need to be relocated into new right-of-way to accommodate future development. The proposed water main system is shown in Figure 4.3. All new or relocated water mains would be 12-inch water lines, reflecting the 12-inch water system that exists today.

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WATER INFRASTRUCTURE

FIGURE 4.3



ATTACHMENT A - PLAN



05 IMPLEMENTING THE TOWN CENTER PLAN

Town Center will not change overnight. The community's vision will not be realized through one new project or program. Instead, a combination of many different strategic public and private investments and community-led initiatives will transform Town Center gradually.

This chapter provides specific and implementable actions to realize the Wilsonville community's vision and goals for Town Center. The strategies reflect the desires of businesses and the community members. Actions range from major infrastructure investments that take time to plan and design to "quick wins" that can be implemented relatively quickly and with little funding for startup.

The following strategies will guide near, mid, and long-term change in a manner that provides clear expectations to businesses, residents and existing property owners. Future development or redevelopment will depend on property owners. The City is not proposing any specific development as part of the Town Center Plan; rather, it is providing a framework and specific actions and investments to achieve Wilsonville's vision for Town Center.

PRIORITIZED IMPLEMENTATION

The implementation of the Town Center Plan will require a variety of actions and partners. The City can facilitate change directly through use of public property (existing or acquired) and/or brokering property transactions that further the implementation strategies. The City can also invest in new infrastructure projects, policies, and programs to realize the Town Center Vision. Collaboration between the City, non-city public agencies, residents, businesses and landowners will be crucial for the success of the plan. Table 5.1 summarizes the prioritized Plan recommendations and a list of implementable actions that promote the project goals developed with the Wilsonville community.

ATTACHMENT A - PLAN

Implementation progress should be reviewed and updated every two years by the City of Wilsonville to reflect conditions as they change over time.

Implementation strategies are broken down into six broad categories:

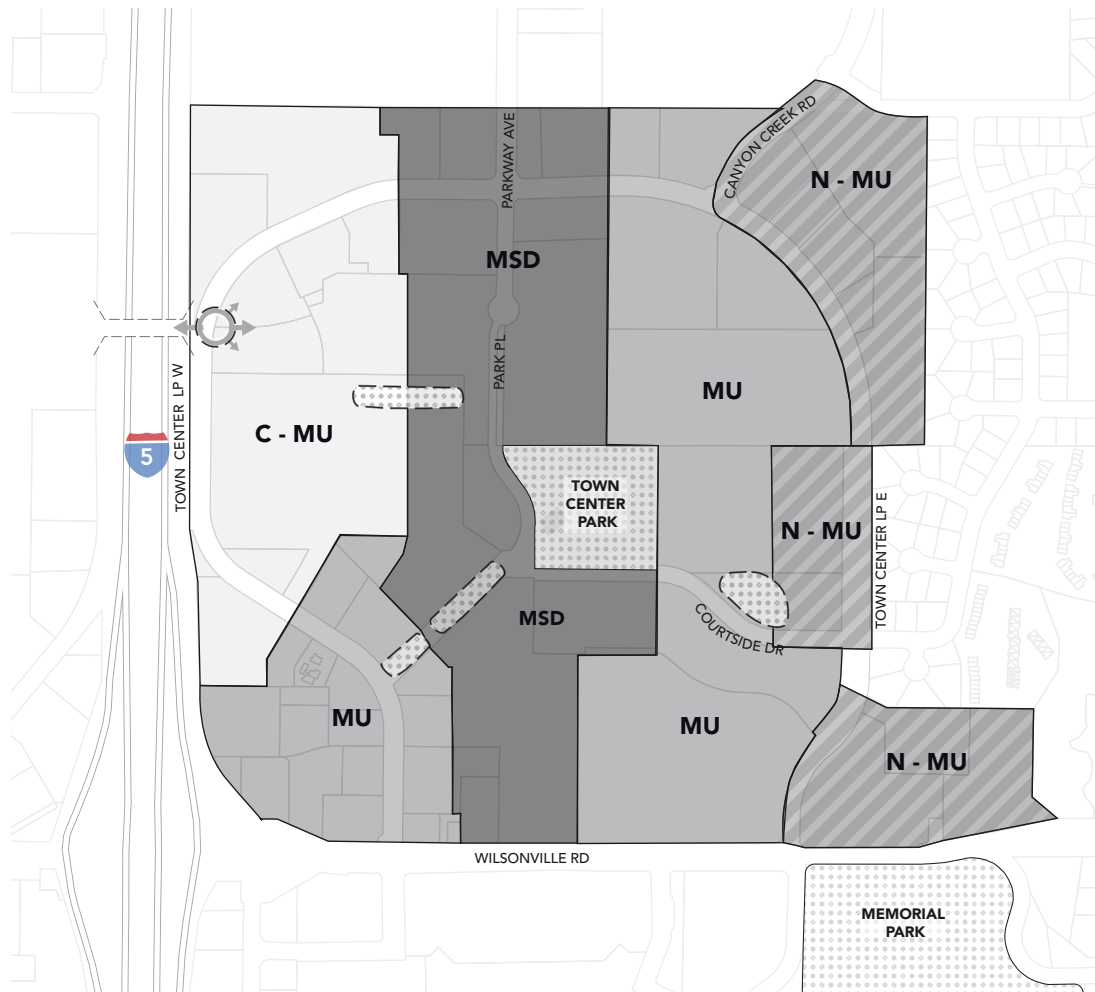
- 1. Regulatory Actions.** These include changes to the existing Development Code and supporting documents. Regulatory actions also include new programs, other city plans or regulations necessary to implement the Town Center Plan. Regulatory actions can happen during adoption of the Town Center Plan, or during regular updates to existing plans.
- 2. Infrastructure Investments.** These include streetscape and other multimodal improvements (bicycle, pedestrian and transit), open space, and stormwater, sewer, and water infrastructure projects. Several of these projects are long-term investments with significant costs, but many could be constructed concurrently. Some projects are also linked (e.g. Park Place extension and Wilsonville Road modifications) and would require construction at the same time.
- 3. Parking Strategies.** These include policies and programs that can be considered as increased activity and density in Town Center necessitates parking management. A new approach

to parking is critical to both achieve the community's design concept for Town Center and support the parking turnover needed for businesses.

- 4. Placemaking Strategies.** These include projects or programs that generate activity and interest in Town Center that attract visitors, local workers, and residents alike and encourage people to spend more time here. They can be implemented by the City, business groups, and/or community non-profits, often at a low cost and immediately after the Town Center Plan's adoption.
- 5. Economic Development Strategies.** These include programs and projects to support existing businesses and bolster economic activity within Town Center. Many of these strategies can be implemented shortly after the Plan's adoption.
- 6. Transit Investments.** This includes potential transit opportunities to serve Town Center, considering rapidly changing technologies and transportation needs that will affect transit service in the future. Transit service will depend on funding, timing of development in Town Center, and the overall transit service plans for SMART.

TOWN CENTER ZONING

FIGURE 5.1



LEGEND

- Parcel
- Highway
- Proposed Bike/ Pedestrian Bridge

OPEN SPACE NETWORK

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

LAND USE

- Main Street District (MSD)**
(mixed-use buildings with active ground floor uses, generally 3 to 4 stories)
- Commercial - Mixed-Use (C - MU)**
(mix of office, entertainment, hospitality, civic uses, generally 3 to 5 stories, residential if not adjacent to freeway)
- Mixed-Use (MU)**
(mix of residential, retail, office, services, generally 2 to 4 stories)
- Neighborhood - Mixed-Use (N-MU)**
(mix of townhomes, small-scale commercial businesses, generally 2 to 3 stories)

REGULATORY ACTIONS

The following are recommended regulatory actions (RA) that will support the implementation of the Plan. The majority of these actions are expected to be led or coordinated by City staff and completed during adoption of the Plan and regular plan update cycles.

RA.1 Amend the Wilsonville Comprehensive Plan

Change the Comprehensive Plan designation for parcels within the Plan boundary currently designated Commercial, Residential, and Public Lands to a new Comprehensive Plan designation of Town Center. There is currently no Town Center designation with the existing Comprehensive Plan. The recommended designation includes a purpose statement and policies and is necessary to implement the vision developed through this planning effort. Proposed Comprehensive Plan text amendments are attached in Appendix A. This update will occur upon adoption of the Plan.

ATTACHMENT A - PLAN

RA.2 Amend the Wilsonville Development Code to Include a New Town Center (TC) Zoning District and New Site and Building Design Standards

Change the existing Planned Development Commercial Town Center (PDC-TC) and Planned Development Residential (PDR) zoning designations within the Town Center boundary to Town Center (TC), a new zoning district with four subareas – Main Street, Neighborhood-Mixed-Use, Mixed-Use, and Commercial Mixed-Use – consistent with the Community’s Design Concept. The new site and building design standards in the new TC zone provide specific design requirements for each of these subareas related to building location, height and design, and parking provisions (surface and structured) in order to set the stage for development consistent with the community’s vision for Town Center.

The amendment is required to implement the Plan’s recommendations. The proposed zoning district boundaries are shown on Figure 5.1. Development Code, site and building design standards are included as Appendix A. This update will occur upon adoption of the Plan.

RA.3 Modify Parking Requirements

Modify parking requirements in Section 4.155 of the Wilsonville Development Code (Parking Standards), to align parking standards with the Town Center vision. Modifications focus on providing flexibility on how parking is provided in Town Center and providing guidance for addressing mixed-use development (see Appendix A). This update will occur upon adoption of the Plan.

RA.4 Amend Covenants, Conditions, and Restrictions (CCRs)

Coordinate with the appropriate designees to amend the covenants, conditions, and restrictions (CCRs) for properties within the Town Center boundary to address inconsistencies with the recommendations in the Plan. Analysis and outreach to the declarants of the CCRs and landowners should occur immediately after the Plan’s adoption.

RA.5 Update the City of Wilsonville Transportation System Plan (TSP), Parks and Recreation Comprehensive Master Plan, and Capital Improvement Plans

There are several transportation projects identified in the Plan that should be included in the TSP. In addition, the City should

update the Parks and Recreation Master Plan to incorporate parks and trails recommendations. The City's capital improvement plan should be amended to incorporate the Plan's infrastructure investment projects. This update is assumed to occur when those plans are updated, if not sooner, following adoption of the Plan.

Estimated Costs (Items RA.1–RA.3):

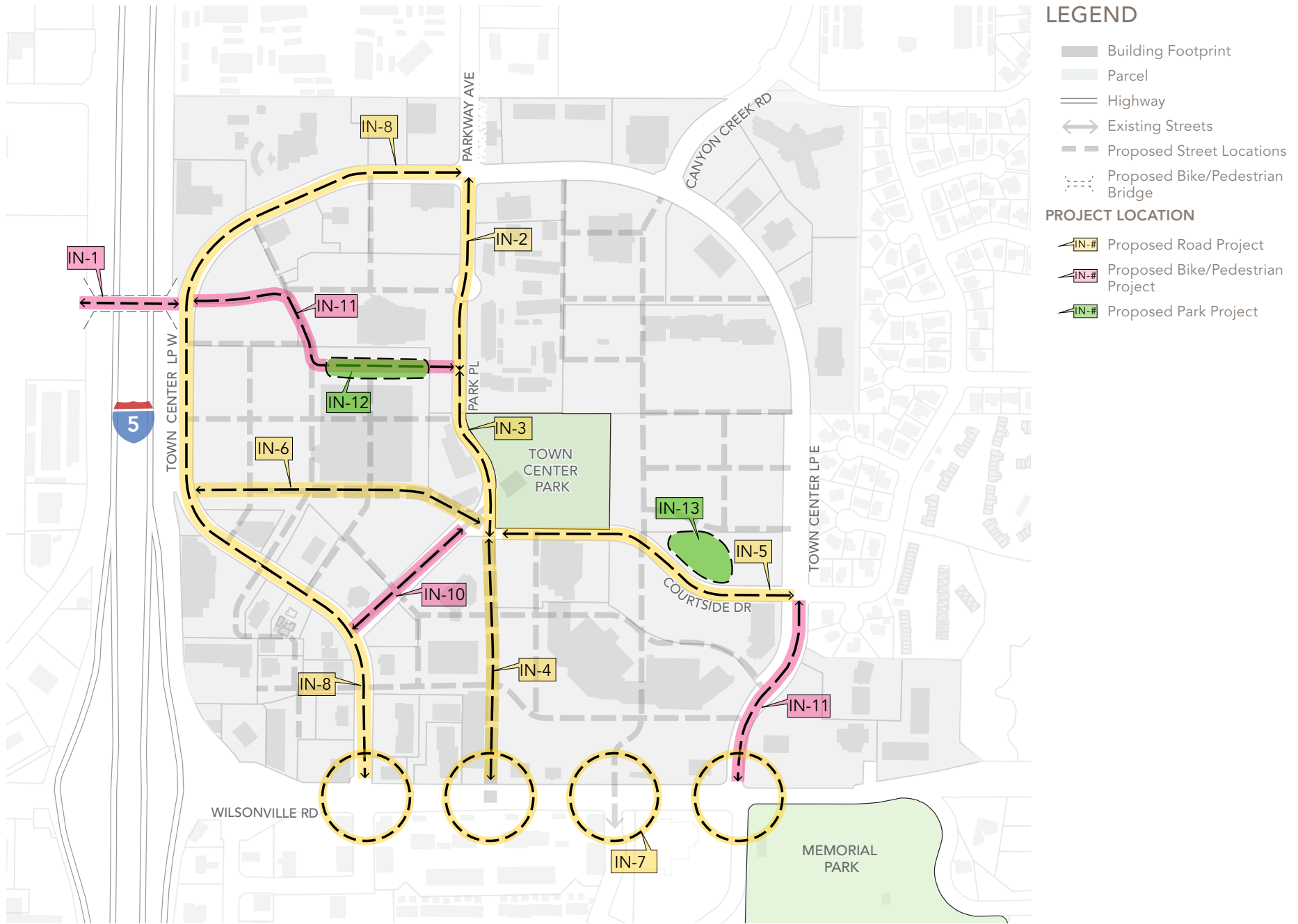
Item RA.1-RA.3 will be completed as part of the Town Center Plan adoption process. Costs associated with RA.4 will require temporary allocations of staff time at a fraction of FTE. Costs associated with implementing RA.5 are expected to be approximately \$15,000 to update the Transportation System Plan. Other plan updates will require temporary allocations of staff time at a fraction of FTE and completed during regular plan amendment processes.

INFRASTRUCTURE INVESTMENTS

Public infrastructure, including roads, sewer, water, stormwater, fiber/conduit infrastructure, and parks, provide the foundation for a complete community. Infrastructure provides essential services and in Town Center provides the transformational elements for becoming a more walkable and accessible district. While some infrastructure projects will likely be completed as part of private development, there are several projects that could be partially or wholly publicly funded to catalyze development. "Framework projects" are projects that establish a foundational element of the Plan. Framework projects are projects that were identified by the project Task Force, Planning Commission and City Council as being the most important projects to complete (pending funding) to implement the Plan's vision. These are high priority projects that will receive public funding to cover a portion of the costs. Local businesses and landowners will be integral parts of the design and construction process to identify ways to minimize impacts when construction does occur in the future.

"Estimated costs" are total project costs and provided for the infrastructure investments that are likely to have a public funding component. Streetscape projects do not include sewer, water, or stormwater costs, which are broken out separately (see IN.14), but assumed to be built

ATTACHMENT A - PLAN



LEGEND

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

PROJECT LOCATION

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

INFRASTRUCTURE PROJECT LOCATIONS

FIGURE 5.2



concurrently. Depending on the timing of adjacent development, the City or a private developer may construct the improvements. Table 5.1 on page 98 identifies the proposed phasing for each major infrastructure project, and the Plan recommends the creation of an Infrastructure Finance Study to outline more specific timing and a funding strategy for these infrastructure investments (see ED.9 on page 91). Phasing for major projects considers the interdependence of specific elements of each project. For example, modifications to Wilsonville Road would not occur until the Park Place extension is constructed. The Park Place extension project would require implementing the signal changes/timing at the other Wilsonville Road intersections, triggering the Wilsonville Road modifications.

Infrastructure projects, unless otherwise stated, assume full construction or reconstruction of a particular segment. Some projects would only modify existing facilities, which may reduce total project costs. Some street projects would also include sewer, water and stormwater infrastructure, which are provided as separate cost estimates (see IN.14) to reflect the relocation of these facilities to the public right-of-way. All road construction projects assume that the facility will include stormwater management and green street amenities, such as stormwater swales and landscaping treatments (as described in Chapter 4)

to reduce environmental impacts of construction and use of the facility. Infrastructure projects should also include fiber/conduit facilities to the extent possible. Locations of infrastructure projects are identified on Figure 5.2.

IN.1 I-5 Bike/Pedestrian Bridge Gateway (Framework Project)

The City is in the process of designing a bike/pedestrian bridge over I-5 that will connect the northwest corner of Town Center to the existing transit center and development on the west side of I-5. While the exact location of the bridgehead is still to be determined, the eastside bridgehead in Town Center will provide an opportunity to establish a highly visible gateway to Town Center. A well-designed bridge and bridge landing can include architectural elements that reflect Town Center as well as seating, landscaping and wayfinding/directional signage, providing direct connections for people to destinations in Town Center, such as Town Center Park using a two-way cycle track, and to the local and regional bicycle and pedestrian network.

Estimated Cost: \$10.8 million (bridge), \$1.5 million (bridge landing/gateway)

ATTACHMENT A - PLAN

PROPOSED STREET SECTION CONCEPT

FIGURE 5.3

IN.2 Park Place Redesign (Town Center Loop to Northern Edge of Town Center Park)

This section of existing roadway, currently known as Parkway, is one of the original connections from Town Center Loop adjacent to the theater and apartments. The recommended future design for this section of Park Place includes two travel lanes, buffered bike lanes, and wide sidewalks (see Appendix D for the recommended cross section). Buffered one-way bike lanes are recommended in this section of roadway to provide connections to existing bicycle lanes north of Town Center Loop.

Estimated Cost: \$4.4 million

IN.3 Park Place Redesign (Town Center Park to Courtside Drive, Framework Project)

This section of Park Place becomes an extension of Town Center Park. Constructed as a curbsless street (see Figure 5.3 for the recommended cross section) that can be closed during events in Town Center Park,

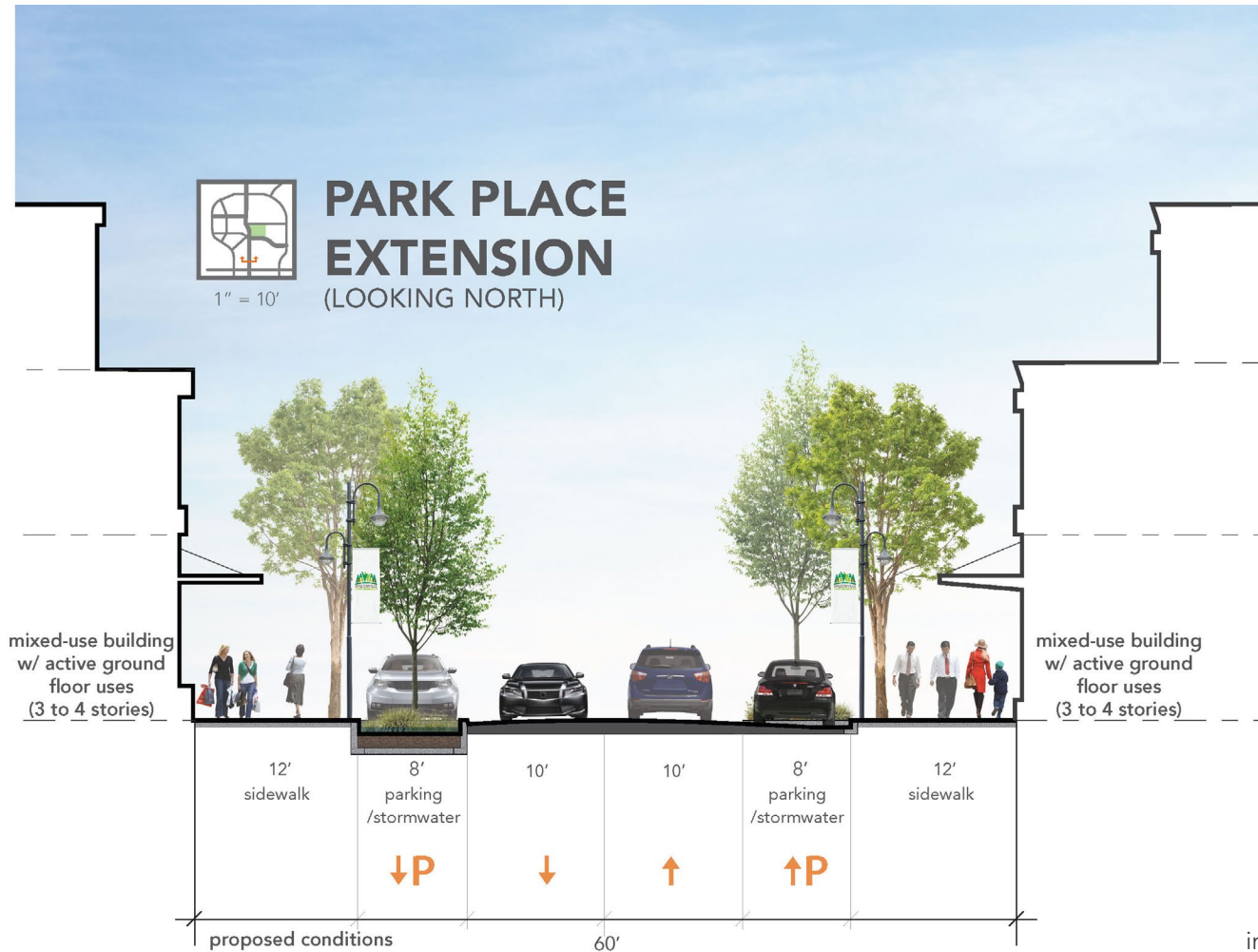
a farmers market, or other civic use. This section of roadway is a critical transition between the northern and southern portions of the main street and a core component of the Town Center vision. This section of Park Place includes two travel lanes, on street parking, and a protected



ATTACHMENT A - PLAN

PROPOSED STREET SECTION CONCEPT

FIGURE 5.4



IN.4 Park Place Extension (Courtside Drive to Wilsonville Road, Framework Project)

Creating a modern main street in Town Center is a signature element of the Plan. Extending Park Place provides opportunities to create a walking retail corridor, gathering spaces, and placemaking programs for Town Center. It will offer more opportunities and better visibility for small, independent businesses, keeping local dollars in Wilsonville. This extension of Park Place (see Figure 5.4 for the recommended cross section) is a future roadway located within an existing parking lot. The extension would create a new signalized intersection at Wilsonville Road. The recommended design for this new segment of Park Place

includes two travel lanes, on-street parking, and wide sidewalks to create a strong pedestrian-oriented landscape. The street would be marked as a shared facility, where bicycles and automobiles share the same travel lane. Shared lanes, as opposed to dedicated bicycle lanes, are recommended for this section because of the expected

two-way cycle track, providing an important multimodal connection between the I-5 bike/pedestrian bridge, Promenade, and the two-way cycle track proposed on the north side of Courtside Drive to Memorial Park (see IN.5 for a project description).

Estimated Cost: \$3.7 million

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PROPOSED STREET SECTION CONCEPT

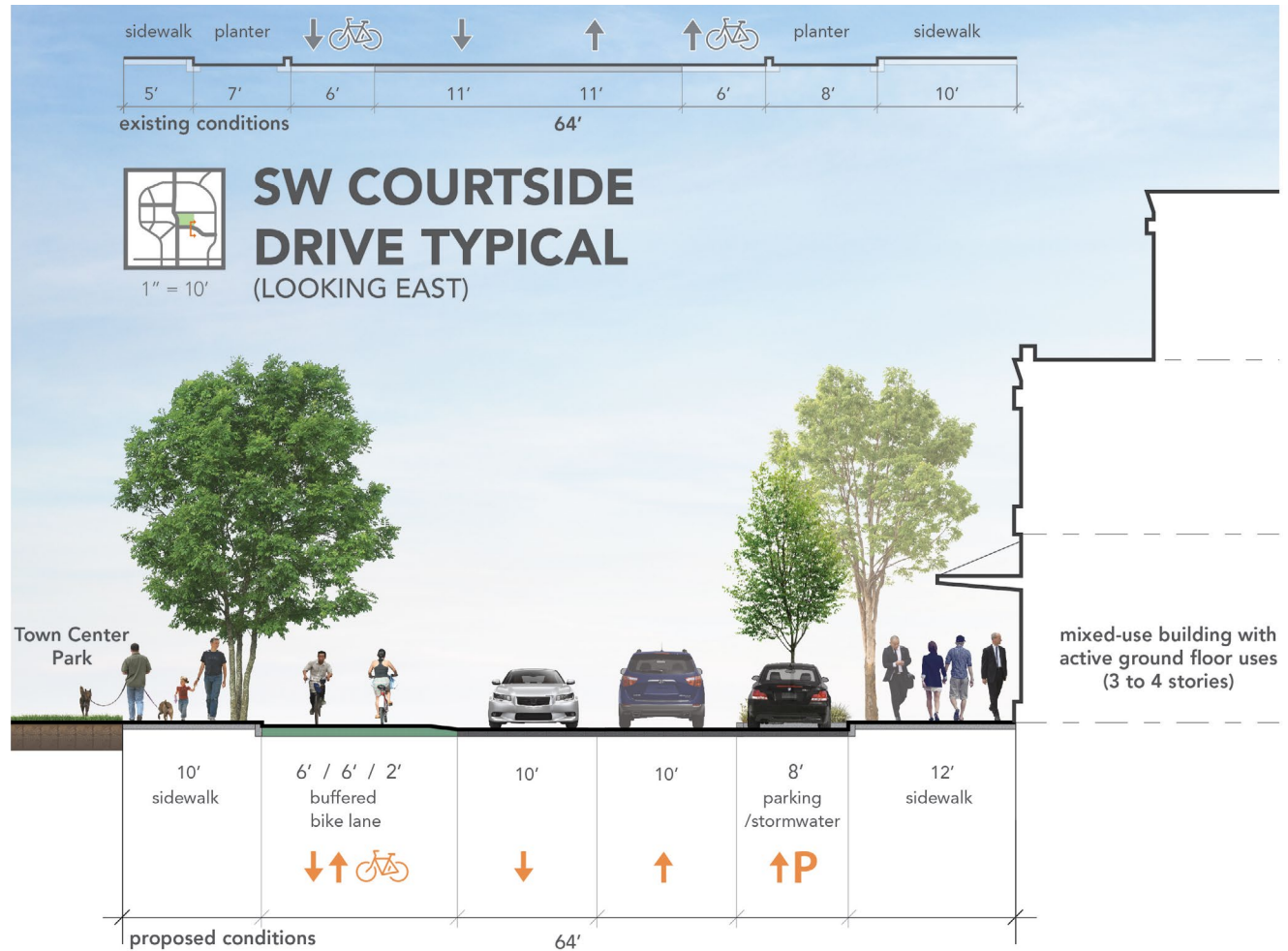
FIGURE 5.5

slow vehicle speeds, proposed dedicated bicycle lanes on adjacent roads, and the limited amount of right-of-way available to construct the new connection. With the proposed design, no business displacements are anticipated with the construction of this segment, but during construction, it will be important to coordinate with existing businesses to minimize impacts to their operations.

Estimated Cost: \$6.3 million

IN.5 Courtside Drive Improvements (Park Place to Town Center Loop E.)

Courtside Drive is the primary east/west connection between Town Center Loop E. and Park Place and serves as an important connection between established neighborhoods and central Town Center. This project recommends maintaining the key functions of this roadway and incorporating a two-way cycle track that connects from Town Center Park to Town Center Loop E., which will provide a further connection to Memorial Park (Figure 5.5). Improvements



to this section of roadway are primarily for the cycle track and for on street parking on the south side of Courtside Drive.

Estimated Cost: \$7.9 million

Estimated Cost for Cycle track only: \$78,000

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WILSONVILLE ROAD INTERSECTION IMPROVEMENTS

FIGURE 5.6



IN.6 Courtside Drive Extension (Park Place East to Town Center Loop W., Framework Project)

This project would extend Courtside Drive to the west to Town Center Loop W., providing increased connectivity to the western portion of Town Center, an area envisioned to redevelop with a more diverse mix of uses. The recommended roadway design includes two travel lanes, on street parking, bicycle lanes and wide sidewalks (see Appendix D, Local Street, Option 2) to create a strong pedestrian-oriented landscape.

Estimated Cost: \$6.6 million

IN.7 Wilsonville Road Intersection Modifications

Wilsonville Road is the most important arterial connection to Town Center and also provides access to one of two I-5 interchanges in Wilsonville. Wilsonville Road experiences congestion at peak hours due to existing capacity issues on I-5 at Boone Bridge, affecting the Wilsonville Road/Town Center Loop W. intersection where traffic can back up on both roadways. Recommended improvements along Wilsonville Road are designed to improve traffic distribution through Town Center and better accommodate anticipated traffic growth (Figure 5.6). The Wilsonville Road

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improvements allow for and implementation of the desired multimodal form as recommended in this plan (see intersection plan views in Appendix B). Specific changes to Wilsonville Road include:

- **Wilsonville Road/Town Center Loop W.**
Modify the existing traffic signal to eliminate eastbound and westbound left turns, add a landscaped median to the west leg, and improve pedestrian and bicycle safety by adding a crosswalk to the west side of the intersection and a median refuge to cross Wilsonville Road. Providing protected pedestrian refuges and signalization for bicycle and pedestrian crossings is essential for improving safety and increasing walking in the area.
- **Wilsonville Road/Park Place**
Construct a new intersection that connects the extension of Parkway Avenue to Wilsonville Road. At this intersection, install a traffic signal that allows all turning movements and moves eastbound left turn traffic further from the I-5 interchange.
- **Wilsonville Road/Rebekah Street**
Remove the existing traffic signal and restrict the minor street turning

movements to be right-in, right-out only by continuing the landscaped median or using space for a pedestrian and bicycle median. Include bicycle and pedestrian activated flashers for crossings.

- **Wilsonville Road/Town Center Loop E.**
Modify the existing traffic signal to include dual eastbound lefts and modify the north leg to have dual northbound receiving lanes. Remove eastbound and southbound dedicated right-turn lanes to accommodate added lanes.

Estimated Cost: \$1.8 million

IN.8 Town Center Loop W. Modifications

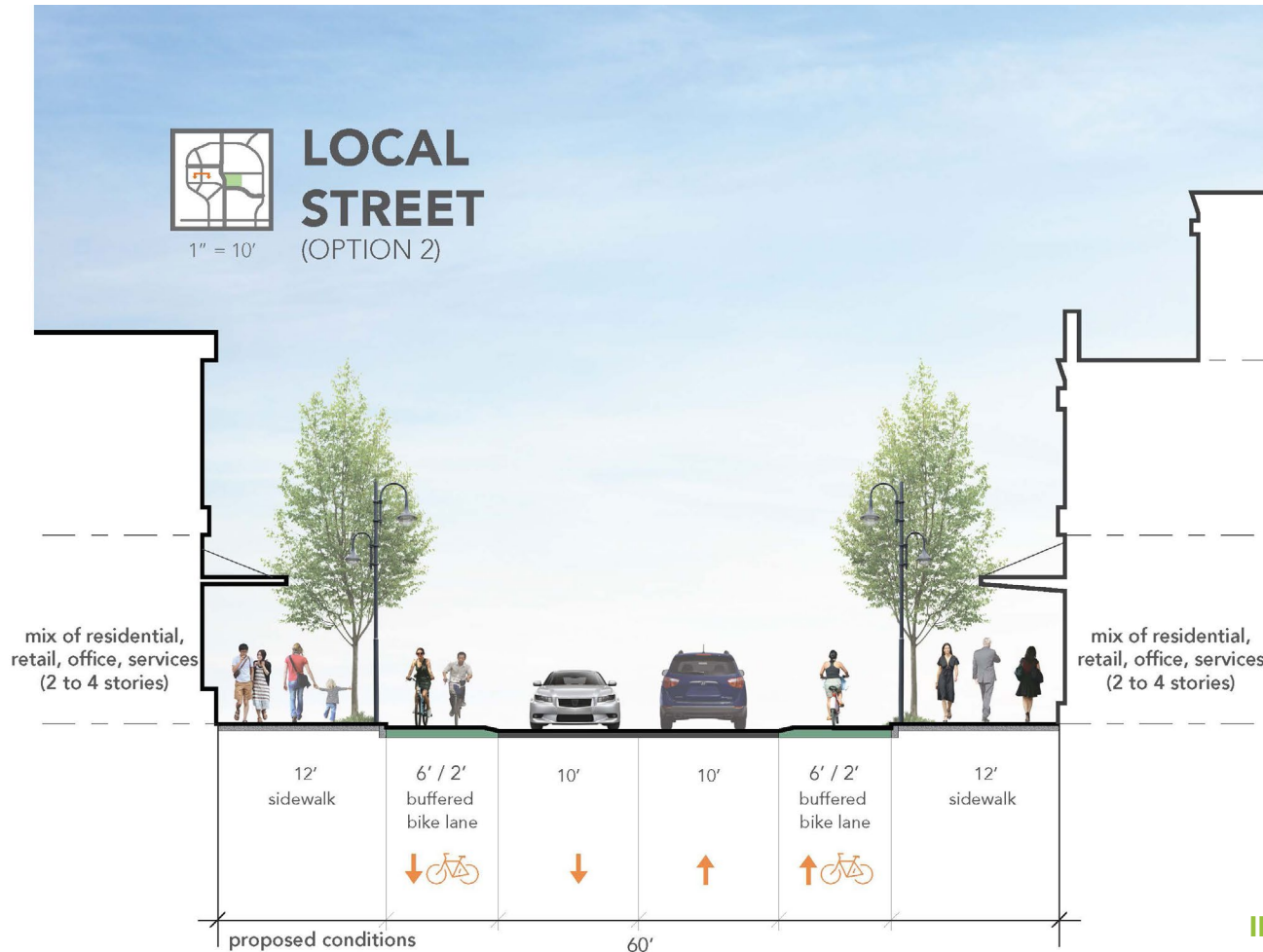
Town Center Loop W. is a wide street with five lanes in many locations and without bicycle lanes or complete sidewalks. The focus of this project is to make Town Center Loop W. more pedestrian and bicycle friendly, help redistribute through traffic, and reduce congestion at the Wilsonville Road/Town Center Loop W. intersection.

As development occurs adjacent to Town Center Loop W., the roadway could transition to a local road (see Appendix D for potential cross sections) that provides access to businesses as well as multimodal access from the bike/pedestrian bridge

ATTACHMENT A - PLAN

PROPOSED STREET SECTION CONCEPT

FIGURE 5.7



in conjunction with intersection improvements for Town Center Loop E. to accommodate the anticipated shift in traffic patterns. Surplus right-of-way will be used for on-site stormwater treatment, addressing an ongoing stormwater issue in the vicinity of I-5. This is assumed to occur with adjacent development that would pay for the street improvements. In the interim, improvements could include reducing the number of lanes through temporary placement of traffic controls using concrete planters or bollards to reduce road width, and restriping for bicycle lanes in the outside travel lane.

Estimated Cost: \$207,000 (Interim). Full buildout is expected to be in conjunction with private development.

IN.9 Local Road Network

Creating a more walkable and accessible Town Center will also require constructing new local roads. These connections would be constructed as part of a development in which the private developer assumes the cost of these local roads. Figure 5.7 identifies the proposed local road network in Town Center, which uses the existing road network as the foundation of the

and western portions of Town Center. In the event a parallel road is constructed and can accommodate the traffic, Town Center Loop W. could also be vacated and the right-of-way used for development. If it remains in place, Town Center Loop W. would be reduced from five to three lanes (two travel lanes with left turn pockets)

multimodal system. The location of these local connections is approximate and based on the desired block lengths of 400 feet. Precise locations will be determined during site planning and review. These extensions would require new right-of-way and would generally include two travel lanes, parallel parking on both sides of the street, sidewalks, and street trees, although some connections may use a “woonerf” style design, or pedestrian-only connections (Appendix D). Some streets would also include fiber conduit, new sewer and water infrastructure while all streets would have stormwater pipes (see Figures 4.1, 4.2, and 4.3 for general location of facilities) that are assumed to be constructed by private development.

Estimated Cost: Not applicable. Local roads and associated communications, sewer, water and stormwater infrastructure identified as part of the Plan are assumed to be constructed by private development.

IN.10 Park Place Promenade Redesign

The Park Place Promenade redesigns Park Place between Town Center Loop W. and Courtside Drive to eliminate it as a vehicular route and create a linear park feature that

provides bicycle and pedestrian access and a location for future temporary events such as festivals or a farmers market. The final design of this area will be determined as part of the design of future adjacent development expected to front the promenade. Essential components should include provisions for temporary events, public gathering spaces with shade and/or weather covering, bicycle and pedestrian connectivity and transit vehicle access. Design would be similar to the woonerf-style local street cross section (Appendix D) that is designed to be closable to through traffic. Depending on the final design, vehicle charging, car share and bus stops could also be incorporated into the design.

Estimated Cost: \$2.4 million

IN.11 Cycle Tracks

There are several sections of two-way cycle tracks identified in the Plan. These provide essential connectivity elements both within Town Center and to the surrounding bicycle and trail network. There are four primary cycle tracks proposed in Town Center that together create a continuous cycle track between the I-5 bike/pedestrian bridge and Memorial Park. The type of bicycle facility to be located within the Park Place Promenade will be determined

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as part of the Park Place Promenade design process (see Project IN.10). Prior to development of the project, or as portions are constructed, the City could place placards, signage or other information to describe the entire project and how it will function when completed.

- **Segment 1: Bike/Pedestrian Bridge to Town Center Park.** This segment would be constructed from the future bike/pedestrian bridge to approximately the north side of Town Center Park. While the final bridgehead location is still to be determined, the proposed connection would be located generally at the northern end of the Fry's parking lot and connecting to Park Place along/as part of the Promenade (see Project IN.12), where it would cross Park Place and then run on the east side of the roadway adjacent to Town Center Park. This segment would likely require purchasing right-of-way, or could be combined with future redevelopment of the Fry's site.
- **Segment 2: Town Center Park to Courtside Drive.** This segment would be constructed as part of the Park Place Redesign (Project IN.3) because it will require reconfiguring the corner of Town

CYCLE TRACK VERSUS BUFFERED BICYCLE LANES

A **CYCLE TRACK** is an exclusive bike facility that is separated from motor vehicle traffic, parking lanes and sidewalks through the use of bollards, medians, or raised curbs. Cycle tracks can be designed in a variety of ways, but all are intended to be primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed, cycle tracks are located to the curb-side of the parking (in contrast to bike lanes).

BUFFERED BIKE LANES are conventional bicycle lanes paired with a designated buffer space (usually painted) separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bike lanes can be used anywhere a traditional bike lane is proposed and provides more space for bikes without making the bike lane appear so wide that it might be mistaken for a travel or parking lane.

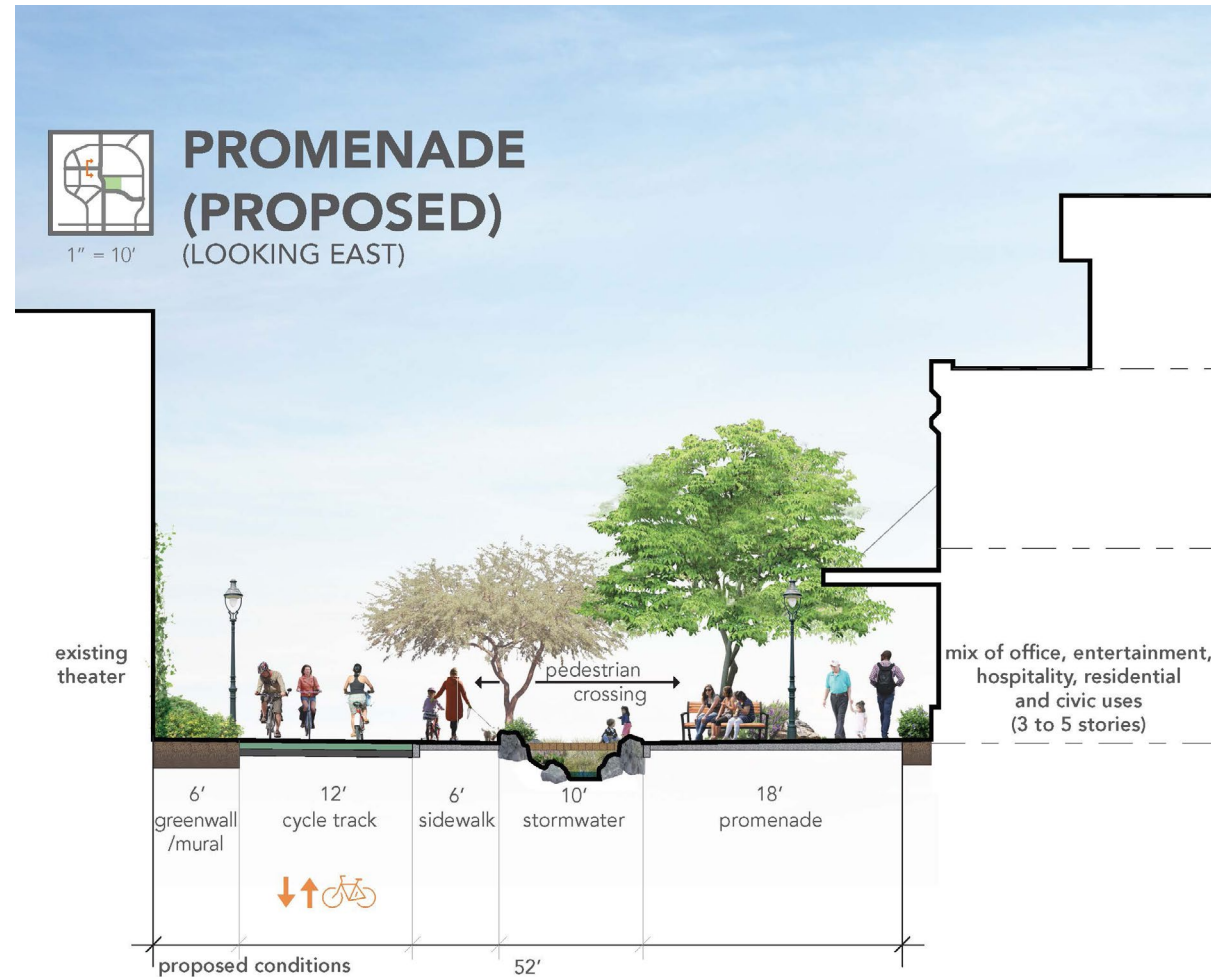
ATTACHMENT A - PLAN

PROPOSED STREET SECTION CONCEPT

FIGURE 5.8

Center Park and potentially the western parking area for Town Center Park to accommodate the future main street extension south to Wilsonville Road. A quick win project could be to restripe the existing roadway as a two-way buffered bike lane, similar to what was completed during the Town Center Main Street Popup event at the 2018 Wilsonville Community Block Party (see page 25) during the planning process for the Plan. The two-way buffered bike lane would then be replaced with a permanent two-way cycle track.

- Segment 3: Town Center Park to Town Center Loop E. (Courtside Drive Segment).**
 This segment is implemented primarily through restriping the existing roadway on the north side of Courtside Drive between Park Place and Town Center Loop E. and could be implemented at the same time as the quick win described for Segment 2. Access to the Town Center Park parking area along Courtside Drive may need to be modified to accommodate this project. No additional



right-of-way is assumed to be required because the existing right-of-way is available to accommodate the proposed improvements.

- Segment 4: Town Center Loop E to Wilsonville Road.** This segment would be located on the east side of Town

Center Loop E. This section of cycle track would connect the central portion of Town Center to Memorial Park south of Wilsonville Road. This project would not likely be implemented until the modifications to the Wilsonville Road/ Town Center Loop E. intersection are completed as there are already buffered bicycle lanes on Town Center Loop E. The cycle track improvements would increase safety by crossing to the east side on Town Center Loop E. at Courtside Avenue, not at Wilsonville Road, to remove the potential conflicts with the additional left turn movements from Wilsonville Road to Town Center Loop E. The two-way cycle track and vehicular lanes, as proposed, will fit within existing right-of-way.

Estimated Cost: Segment 1: \$75,000; Segment 2: N/A, expected to be completed as part of the Park Place redesign (project costs are included within that project); Segment 3: \$78,000; Segment 4: \$51,000.

IN.12 Promenade (Framework Project)

The Promenade is a linear park located north of the existing Fry's building. This project provides an important multimodal

connection between the I-5 bike/pedestrian bridge landing and the two-way cycle track on Park Place (Figure 5.8). The bike/pedestrian landing is expected to connect to the Promenade, either directly or through another connection, depending on the final bridge location. This project would likely be constructed if redevelopment on all or a portion of the Fry's and/or Regal Theater parcel occurred. The Promenade provides plaza and open space for area residents and employees and helps create a very active area near the I-5 bike/pedestrian bridge landing that draws users from the bridge into Town Center. The promenade also envisions an integrated stormwater feature, wide sidewalks and seating areas in addition to a portion of Segment 1 of the proposed cycle track (see Project IN.11).

Estimated Cost: \$1.8 million

The Promenade is assumed to be constructed, in whole or in part, by private development. The City may pursue funding for this project in advance of adjacent development as part of the bike/pedestrian bridge landing or following the bridge project to ensure the cycle track and emerald chain connections are constructed in a timely fashion.

IN.13 Town Center Skatepark

The Plan incorporates the proposed skatepark to be located east of Town Center Park, described in Project 1.7.a of the 2018 Wilsonville Parks and Recreation Comprehensive Master Plan. This location is along the cycle-track and within the chain of green spaces between Town Center Park and Memorial Park.

Estimated Cost: \$800,000 per the City's most recent cost estimate included in the 2018 Parks and Recreation Comprehensive Master Plan.

IN.14 Water, Sewer and Stormwater System Upgrades

As new development occurs, additional infrastructure facilities will be required. As new roads are constructed, water, sewer, and stormwater system upgrades will be constructed as part of the road project to minimize costs (see Figures 4.1, 4.2 and 4.3 for complete system locations). For systems within local roads, those facilities would be paid for and constructed by private development. Depending on the timing of adjacent development, the City or a private developer may construct the improvements. Adjacent development

would be responsible for connecting to the system.

Estimated Cost: Water: \$11.2 million, sewer: \$10 million, stormwater: \$26.2 million (NOTE: these costs do not include any infrastructure within local roads, which would be constructed by private development).

PARKING STRATEGIES

There are many ways to encourage pedestrian-oriented development within Town Center while still providing parking options for those accessing Town Center by car. Parking is a part of Town Center and should be placed in convenient, accessible locations but screened from view by either buildings or landscaping. Pedestrians should not have to walk through parking lots to access adjacent businesses or residences.

The parking analysis (see Appendix E) completed for the Plan showed that parking usage varies considerably by location, time of day, weekdays and weekends in Town Center. Future development will require parking, likely a combination of surface and structured facilities. As Town Center develops over time, a variety of parking management techniques and incentives could be implemented to achieve the goals for parking in the Town Center.

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PA.1 Develop a Town Center Parking Management Plan

The purpose of the parking management plan is to ensure that off-street parking is not the driving factor in how land is used within Town Center. Prior to developing a parking management plan, the City should conduct a parking inventory and parking utilization study. Based on existing conditions and anticipated near- and long-term development, the following topics and implementing ordinances should be considered as part of the future parking management plan: reductions in parking for specific types of projects, off-site parking options, unbundled parking, on-street parking management, and centralized, structured parking. Approaches to implementing these strategies are described below and listed in order of recommended priority.

Estimated Cost: Development of a parking management plan is likely to be the combined effort of City staff and a consultant. The cost of developing a parking management plan is approximately \$50,000.

PHOTOS:

1. *Parking management, such as paid on-street parking, are future management tactics that may be appropriate in Town Center.*
2. *Permeable pavers in parking areas can be combined with street design to minimize stormwater runoff.*
3. *Charging stations should be placed in locations that are easily accessible for electric vehicle users.*



PA.2 Parking Reductions for Specific Types of Projects

Parking can be a determining factor in the financial success or failure of a project, particularly in suburban locations. In addition, not all projects fit well within standard parking ratios. Permitting parking reductions or in-lieu parking fees, which allows new development to make a case to pay a fee up to a certain number of spaces for projects consistent with the Town Center vision, are ways to encourage catalytic projects that may be borderline financially feasible. There are a number of parking reductions used successfully in other town centers for development within ¼ mile of transit stops that should be evaluated; including senior housing, affordable housing projects, and group housing; development that provides space(s) for car sharing programs; and projects with a site-specific trip reduction plan (such as employer-provided transit passes, telecommuting, ridesharing, carpooling, car sharing, bicycling, and flexible work schedules). In some instances, a transportation management association (TMA) can also be established to help coordinate district-wide efforts in reducing parking demand.

PA.3 Encourage Off-site Parking

Permit a certain percentage of required parking for each development to be located off-site (either on-street or another site) within Town Center (such as Fry's or the Kaiser property, or on public property when not in use). Currently, vacant sites are most attractive because they provide short-term income for the property owner. As demand increases, those locations could be converted to structured parking or a combination of development and structured parking.

PA.4 Unbundle Parking

Allow a portion of the off-street parking in residential and office developments to be leased through a permit process where a resident or employee can pay for the use of off-street parking spaces. This incentivizes developers and tenants to consider travel options, and encourages reducing vehicle use. For those that have one or more vehicle, this option also provides parking for them, albeit at a higher cost than for tenants with fewer vehicles. This reduces the possibility of oversupplying parking as technology, transit and commuting habits change over time. For this management option, some parking spaces would still be provided on-site with the

development, but additional spaces above the minimum number of spaces required by the Development Code could be located on-site or off-site, and those spaces would be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units. This provides renters or buyers the option of renting or buying a residential unit at a lower price point.

PA.5 Managing On-Street Parking Supply

Develop a parking enforcement program to manage on-street parking. While the existing Development Code permits counting on-street parking on the same side of the street for retail uses, as the area develops, there may be more competition for on-street parking spaces. For retail areas that require parking turnover, time-limited, paid parking for clients and shoppers may be necessary

in the future. In residential or mixed-use areas, parking permits could also be evaluated if parking for residential uses conflicts with other uses in Town Center that require a higher degree of turnover. While cities often manage parking enforcement, some communities also contract with private parking management companies or partner with the local downtown business association to manage on-street parking.

PA.6 Centralized, Structured Parking

Structured parking can be provided by public or private organizations, or a combination of both. Although the current market makes it challenging to construct a fully privately funded garage (given that each parking stall can cost between five and ten times as much as one built on a surface lot), in the future, structured parking

PHOTOS:

1. Vertical gardens can help mask a parking structure and soften the built environment.



ATTACHMENT A - PLAN

might be possible. For development over five acres in size, structured parking, even if phased, should be incorporated into the development plan. Rents and lease rates will likely increase over time, making structured parking, either stand-alone or as part of a larger development, possible. Ideally, structured parking would be developed as part of a larger development project that includes the types of land uses the Wilsonville community desires. Alternatively, a developer could pay a fee-in-lieu of providing a certain percentage of parking spaces. These funds would be used to pay for a portion of a standalone garage, to be constructed at a later time, or for a number of spaces within another building's parking garage. Other communities like Lake Oswego have used urban renewal funds to pay for all or a portion of the cost of to provide structured parking within mixed-use projects.

While the City could construct a parking garage as a publicly funded project, it is difficult to identify a location (particularly since the City does not own vacant land in Town Center) and build on speculation. Building a standalone garage will not likely attract developers to Town Center,

but partnering with a developer through a public/private partnership to create a larger development that incorporates a parking structure may be a more effective and catalytic opportunity for Town Center. Other communities are using a similar approach. Rather than building speculative parking structures, cities like downtown Milwaukie and Vancouver, WA, are pooling public and private funds to provide parking for a district. Funding and strategies for a structure will also be evaluated specifically when PA.1 and ED.9 are implemented.

PLACEMAKING STRATEGIES AND GUIDELINES

The desire for Town Center to be the heart of Wilsonville and a hub of activity year-round was one of the most common discussions among community members during Town Center Plan process. While Town Center Park is an active place during the hot summer months when the fountain is flowing and there are concerts in the park, it can be quiet and underutilized at other times. Creating spaces in Town Center that are active year-round, both during the day and into the evening, will require programs that engage people and bring them together as well as adding buildings and design elements like outdoor seating and interactive art.



PHOTOS:

1. Activated plaza featuring heavy duty ping-pong tables.
2. Landscaping enhances the urban experience.
3. Movable furniture offers flexible seating for groups and individuals.
4. Building frontage with high transparency and activated public/private spaces.

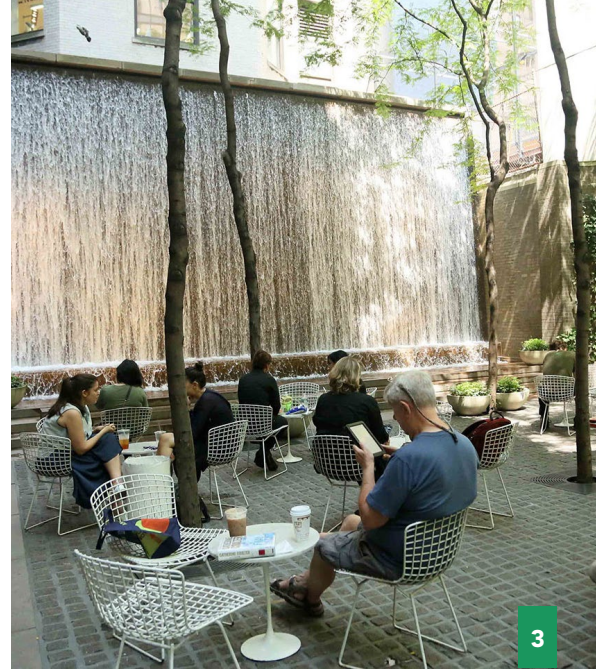
Placemaking is a way to reimagine public spaces, whether it is a street, plaza, or park, to strengthen the connection between people and place. Effective placemaking requires attention to the form and management of a space, as well as active community participation. Placemaking elements can be permanent, such as well-designed streetscapes, or more tactical elements that appear briefly as temporary installations, such as temporary art. Regardless of scale, placemaking should be a

community-focused initiative that involves residents and businesses in Town Center to determine the extent, timing, and implementation of a placemaking activity. For Town Center, there are several guidelines to consider when designing and activating public spaces.

Placemaking Guidelines

CREATIVE USE OF LANDSCAPING

Landscaping softens the built environment and provides visual interest and environmental benefits. Well-designed landscapes in highly visible locations like gateways, street corners, entrances, and landmarks, can help attract visitors to an area. The Korean War Memorial in Town Center Park is an example of how landscaping creates a solemn space for reflection. In contrast, the Town Center Park water feature is an active and engaging space for families and children that provides a much different experience than the memorial. Plantings can also demarcate public art to be more noticeable and dramatic, such as the roses near the horse sculpture at the corner of Town Center Park. Along streets and in plazas in Town Center, tree cover can reduce temperatures during the summer months to create a more pleasant pedestrian experience and a place people will want to stop and spend time. Landscaping also provides habitat for birds and other wildlife.

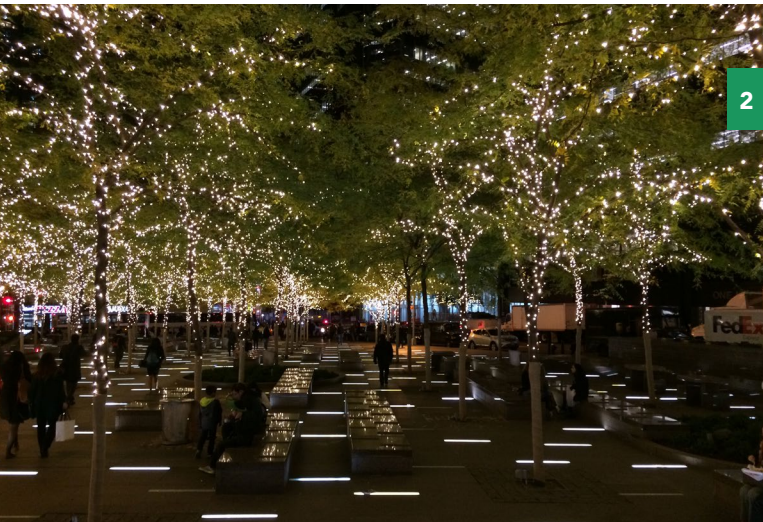


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FOCUS ON STREET AND BUILDING FRONTAGES

Active street and building frontages are essential for creating a place that fosters social interaction, supports retail, and provides visual interest. The recommended Town Center Development Code requires that on retail streets, like the proposed Park Place extension, the frontages of new buildings clearly display goods and the activities happening inside buildings. Window transparency is important, but storefronts should also include detailed entrances that draw people along the street. Building facade details can include attractive door handles, paved steps, inlays along walls, as well as built-in ledges and alcoves that provide shade and seating. Also, because Wilsonville is rainy many months of the year, weather protection such as awnings or roof projections is important over busy sidewalks to encourage people to walk all months of the year. In appropriate locations, vendors and food trucks can help further activate the space and create multi-use areas.



ACTIVATE PLAZAS

Urban plazas should be strategically located to provide an amenity for nearby residents as well as passersby. Plazas need nearby amenities such as retail that attracts people and makes them want to stay. The recommended Development Code for Town Center requires plazas for larger developments, but there are also opportunities



PHOTOS:

1. Pedestrian scale lighting.
2. Lighting incorporated into landscape features helps continue drawing visitors in colder months.
3. Public art can take many forms and create iconic features which build on the identity of a place.

to create “storefront plazas” in front of retail and restaurant spaces. Corner plazas could include informational signage, play sculptures, food and drink vendors, and bike racks. Focused programming and entertainment can be provided on smaller footprint spaces, while larger plazas, such as the Park Place Promenade, can accommodate larger temporary events such as farmers’ markets and festivals.

INCORPORATE PUBLIC ART

Public art is something Wilsonville residents have discussed extensively throughout the public engagement process. Town Center has some public art, such as “Apache” in Town Center Park. Artwork, ranging from sculptures to murals to structural elements, can have dramatic effects on the public realm. Art can serve as landmarks that create a sense of place and interactive features that enhance the experience of public spaces.

Ideally, sculptural works should be used in places where they can be touched, played on, climbed, and easily photographed. Sculptural public art can be located in high-use gathering areas or along streetscapes as tactile elements. These types of art features also pair well with seating areas, accent plantings, shade, water, transit stops, and busy retail spaces. Functional streetscape elements such as bollards can also be designed as sculptural elements, especially at high traffic locations. There

is opportunity to do this at the Park Place/Courtside Drive intersection as well as along the promenades.

INCORPORATE WATER AND PLAY ELEMENTS

Like art and landscaping, water elements are most successful when clustered with other design elements to create sensorial and rich environments where people want to spend time. The water feature in Town Center Park is an excellent example of a water and play feature. The Town Center Plan bolsters this as an important gathering place by focusing development around the park and its features. The desire to play is universal and ageless. Play does not need to be limited to designated playgrounds and parks. Natural play elements should be incorporated whenever possible, including climbable trees or rocks and water elements, among other interactive features. Small sculptural elements that are climbable are appropriate along retail streets. Along the promenades and Park Place extension, consider incorporating playful sculptural features and details into storefronts and building fronts within reach of young children.

USE MOVABLE FURNITURE WHEREVER POSSIBLE

Furniture in the public realm is a key component to activating spaces and providing comfort for a variety of different user groups. Furniture should be placed in highly desirable areas that offer multiple amenities to attract people. Seating and

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other furniture should not be isolated nor hidden. Wherever possible, furniture should be movable to provide flexibility and an opportunity for users of the space to make it their own provided the furniture still provides enough space for pedestrians. Movable seating and benches should be included in plazas and in front of businesses. Retail streets like the Park Place extension can offer a variety of seating types, including benches, clusters of movable chairs at key locations, steps and ledges to sit on, and even bollards that double as chairs. Fixed benches should be oriented towards the most pleasant view of a space and should encourage people-watching and views of community activities. Along retail streets, benches should be oriented towards the sidewalk, either facing inwards from the curb, or with the back of the benches against the buildings.

PROVIDE ADEQUATE LIGHTING

Lighting features are critical to creating spaces that feel welcoming and safe, and can also be attractive design elements that create warmth and a depth of experience. Currently, areas of Town Center are not well lit, and visitors feel uncomfortable walking, particularly in the winter months when the days are short. Lighting should be carefully chosen to create an atmosphere that suits the aesthetic and functional needs of the specific location within Town Center. In general, light fixtures should be

low to the ground (9 feet to 15 feet) to emphasize the pedestrian experience, and should be closely spaced to provide a continuous stream of light, particularly along paths. As much as possible, light bulbs should emit a warm light that minimizes glare for pedestrians. As a district, a consistent lighting style is important for branding Town Center as a unique location.

Landscaping can also incorporate lighting elements, such as integrated sidewalk lights and small white “bee” lights in trees (even outside the holiday season) bringing a twinkling sensation to a plaza or streetscape. Buildings should have lighting around entrances, and interior retail displays can be lighted, adding vibrancy to commercial streets in the evening. Outdoor eating areas, such as patios, curbside seating, and food cart pods, can incorporate stringed lights overhead to create a warm and intimate environment.

PLACEMAKING PROJECTS IN TOWN CENTER

There are specific interventions identified within the Town Center Plan that will help create a place people want to congregate, work and live throughout the year. Placemaking is important for making Town Center a compelling destination for visitors and residents. Throughout the Town Center planning process, community members

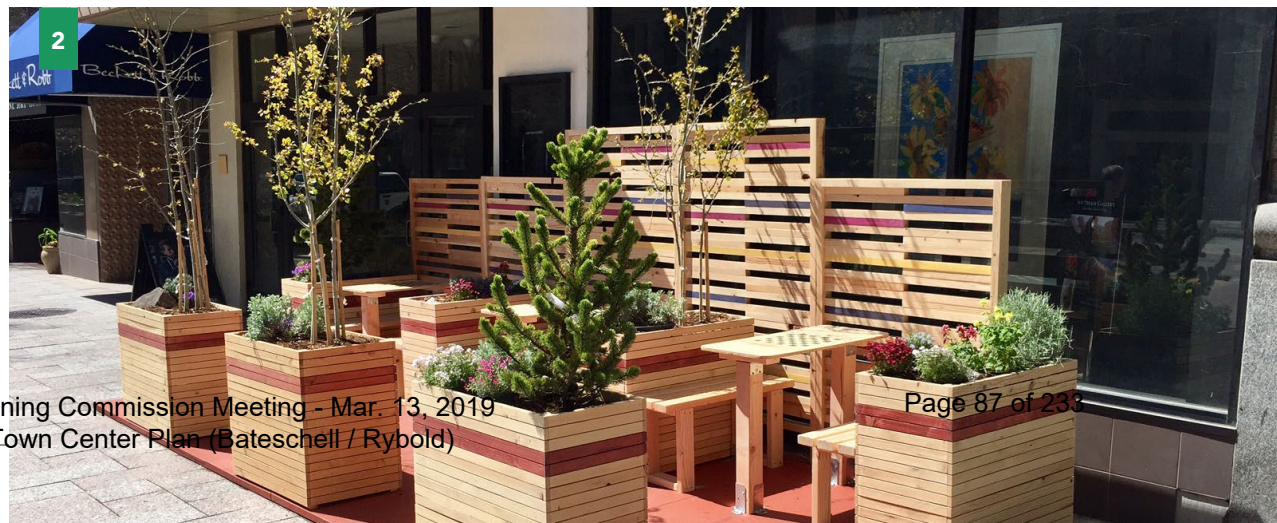
PHOTOS:

1. *Cycle track with separation from traffic using bollards.*
2. *Outdoor seating adds interest to the sidewalk and provides dining space.*

emphasized their desire for placemaking elements and programs. They voiced the experiences they want to have in Town Center and ideas for what they think will bring the area to life. The placemaking strategies summarized below come directly from the community.

Placemaking happens at a variety of scales. Many of the elements of the Town Center Plan will take time to implement. Streetscape, bicycle and pedestrian improvements, small plazas and public spaces are all placemaking elements that are incorporated into the Plan's proposed street designs, particularly for Park Place and Courtside Drive (see Appendix D for cross sections). The Development Code (see Appendix A) also includes requirements for plaza spaces and active building frontages.

In the interim, local businesses and landowners can implement low-cost programs to create temporary installations or activities that generate interest in Town Center. Effective placemaking often uses a "ground up" approach, with the City providing support or just allowing it to happen. Often, a local business association leads these types of placemaking interventions although cities can lead placemaking activities when and where appropriate. They can also be led by any active community member or business. Short-term and long-term interventions could include but are not limited to the following strategies. A couple of these projects will need to be City-led but the majority can be implemented by community partners. The following placemaking strategies incorporate the best practice guidelines described above.



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PM.1 Restripe Park Place and Courtside Drive

During the summer, test various options for future street layout using temporary road tape (similar to what was completed for the Town Center Main Street Popup in August 2018) to accommodate the two-way cycle track (see also Project IN.11 for the complete project description). This may require temporary removal of on-street parking near Town Center Park, but there is adequate right-of-way to add this project without requiring major street changes.

Estimated cost: Approximately \$5,000

PM.2 Host a Parklet Competition

Parklets are parking spaces that are temporarily or permanently repurposed to provide small seating areas in front of businesses. A parklet competition would be

hosted by local businesses where they commit to constructing a parklet for a set amount of time (summer or fall is best). The City's role would be to assist with coordination of the event and provide parameters for parklet size and scale. The City would also require a temporary right-of-way use permit. This can also be business led, potentially through a local business organization or by the Chamber of Commerce, with City support. The City of Renton, WA, has done this successfully in their downtown and the City of Seattle has produced excellent parklet guidance for their parklet program (temporary and permanent¹).

Estimated Cost: \$5,000-\$10,000 for advertising and staff time (businesses provide materials for and construct their own parklets).

PHOTOS:

1. A single food truck that provides quick food options.
2. Temporary food cart pods provide more variety and economic development opportunities.
3. Gateway elements provide location identity.
4. Wayfinding elements help provide directions and brand a district.
5. Directional signs can also serve as art installations which reflect the character and identity of a place.

¹ http://www.seattle.gov/Documents/Departments/SDOT/PublicSpaceManagement/Parklet_Handbook_DIN_2017.pdf



PM.3 Provide Lunchtime Food Trucks near Town Center Park

Throughout the planning process, community members stressed the need for more food options in Town Center, particularly to serve Clackamas Community College and area businesses. While a permanent food cart pod is desired, in the short term, food trucks could be parked along Courtside Drive adjacent to Town Center Park or in the southern Town Center Park parking lot on a temporary basis to provide more food options. The City would likely need to coordinate this project initially, but in the future, it could be managed by a business organization.

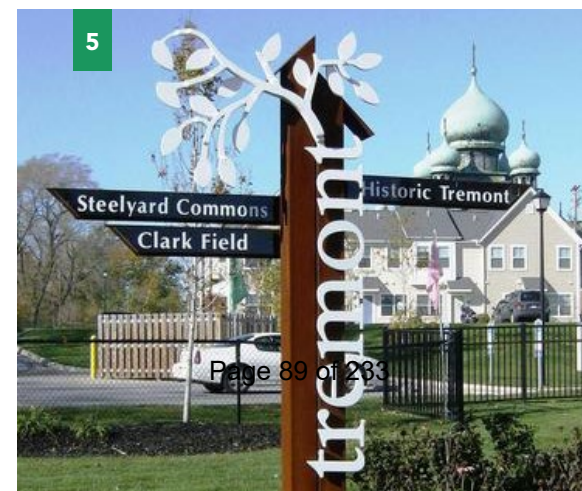
Estimated Cost: \$5,000 for advertising

PM.4 Repurpose Parking Spaces Adjacent to Courtside Drive for a Semi-Permanent Food Cart Pod

While food carts are temporary in nature, they can quickly transform areas into much more active spaces. The Wilsonville community has also emphasized the importance of providing opportunities for creating new local businesses. Many successful restaurants have started as food carts, moving into brick and mortar locations over time. There are opportunities for small-scale, semi-permanent food cart pods in the south section of the City-owned Town Center Park parking lot or the northern row of parking in the privately-owned Goodwill parking lot (some low shrubs would likely need to be removed to access the trucks). This location would require the owner to approve



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and/or partner to attract food carts and manage the development. The benefit of a semipermanent food cart pod is that visitors know it will be at a specific location as opposed to a temporary space where times/locations may be more intermittent and harder to plan a visit to the businesses.

Food carts are a quick win because they require little public capital or infrastructure to start. A built-out food cart pod may take longer to establish as it would be subject to the City's development review and permitting processes and would require infrastructure connections (primarily water and electric). Many jurisdictions in the Portland metropolitan area have developed food cart requirements to permit and manage this use. The City of Beaverton has recently developed food cart pods, and as a result, has established a management and permitting system.

Estimated Cost: Dependent on infrastructure needs. Typical food cart pods require water and electric to operate. Costs would be the landowner's responsibility.

PM.5 Implement Citywide Signage and Wayfinding Plan in Town Center

The Citywide Signage and Wayfinding plan is expected to be adopted in early 2019. As it relates to Town Center, wayfinding has been a topic many people have discussed throughout the planning process and will be particularly important as new multimodal connections are completed. Strong wayfinding can also help create a sense of place in Town Center by orienting people to destinations. As noted in Chapter 3 and the proposed Town Center Development Code (see Appendix A), fronting buildings to streets also improves business visibility and the ability to use signage more effectively.

Estimated Cost: TBD. Costs are being developed through the signage and wayfinding project.

PM.6 Create a Programming Plan

Wilsonville residents want a Town Center that is active with year-round events and activities. Developing a programming plan, potentially created by an Arts and Culture committee now being discussed by the City, is a focused way to expand offerings within Town Center, engaging businesses and residents in identifying

PHOTOS:

1. *Flexible programmable space for lunch time events.*
2. *Pop-ups can provide fun activities throughout the year and are easily interchangeable.*
3. *Chalk art street festival are fun and easy to program.*
4. *Public art creates a sense of place and identity.*
5. *Farmers markets create connections between residents and farmers.*
6. *Festival street designed to be closed for farmers markets and other events.*



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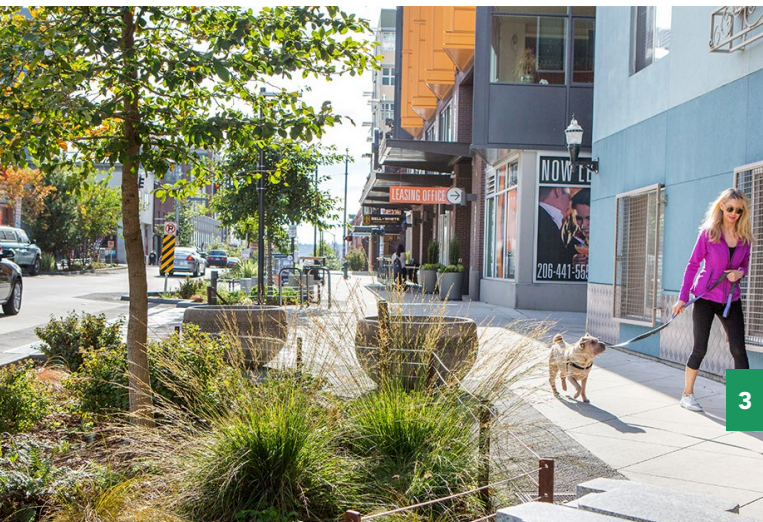
specific types of events and activities they would like to see. Outcomes would be a list of existing and future events tied to parties responsible for implementation. The City of Burien business organization is an excellent example of a non-profit that partners with the City to program its town center.²

Estimated Cost: \$20,000 (for plan)

PM.7 Establish a Lunchtime Farmers Market in a Highly Visible Area of Town Center

Some businesses and residents suggested that Town Center is a prime location to host a lunchtime farmers market. Farmers markets often have city support but are managed by a non-profit organization that coordinates with farmers, raises money, and provides marketing materials. Farmers markets range in size and complexity. The Milwaukie Sunday Farmers Market is an example of a successful market format for smaller communities.³

Estimated Cost: Dependent on the size and frequency of the market.



PHOTOS:

- 1-3 Cohesive plant palettes, materials, design features and wayfinding elements create a unified district identity (Bell Street/Park in Seattle).

² <https://www.discoverburien.org/>

³ See <http://celebratemilwaukie.org>,

PM.8 Develop Town Center Transit Shelter Adoption Program

Bus stops and shelters on the existing and future Town Center road network provide opportunities to advertise local businesses as well as incorporate art into the stop/shelter. Many communities provide opportunities to sponsor stops or shelters, which can range from the name of a sponsoring business or organization on a bus shelter to more elaborate transit shelters that are designed and constructed specifically for a single district.⁴ Downtown Boise has installed several branded stations along some of its busier transit corridors. All of these options provide more business visibility, and in the case of branded stops, provide specific identifiers for the district. The City will need to establish review and approval parameters for this type of program. The City should consider the viability of Town Center district-branded stations as part of the Streetscape Design Plan.

Estimated Cost: Dependent on sponsorship level. Costs can range from \$500 for bench sponsorship up to \$30,000

⁴ See Monterey-Salinas Transit <https://mst.org/about-mst/adopt-a-stop>

for specialized shelters, dependent on SMART/City approval.

PM.9 Develop a Streetscape Design Plan

There are a number of new roadway connections recommended in this Plan. There are four subdistricts in Town Center that will develop with different building scales and land uses. A palette of streetscape design features throughout these districts should tie all Town Center roadways together. This palette should be consistent with the community's preferred design types, which reflect a young city and the surrounding environment, including the Willamette River, with a preference for a more modern design and natural materials such as stone, wood, brick, and glass. The Streetscape Design Plan should capture these sentiments and be developed prior to any major public infrastructure investment and should identify all major design elements of the streetscape, including benches and planters, paving materials, lighting, transit shelters, communications vaults, and landscaping, including street trees. The Streetscape Design Plan should coordinate with the Urban Forestry Management Plan (see Project PM. 10) to identify appropriate species, existing

significant trees to protect, and street tree replacement. Low impact development measures should also be incorporated into the Streetscape Design Plan.

Estimated Cost: \$50,000

PM.10 Implement the Urban Forestry Management Plan

While not a project specific to Town Center, the Urban Forestry Management Plan will identify appropriate species for urban areas and significant trees in the community that should be protected. Within Town Center, the Urban Forestry Management Plan should identify trees that should be protected, if possible, and incorporated into future development plans.

ECONOMIC DEVELOPMENT STRATEGIES

The following are specific economic development actions and strategies, including funding and organizational strategies. These strategies specifically address needs identified by community members, businesses, and property owners through the planning process. The recommendations include concepts to support existing business and bolster economic activity within the Town Center. These concepts will need to be assessed further to determine the specific approaches that will best serve the Town Center, and an organizational

lead—the City, community-based organizations, and/or a local business organization—should be identified for each strategy as soon as possible.

Strategic economic development in Town Center should focus on the organization, marketing and programming of the Town Center. There are several funding strategies and financial tools that could be employed to reduce financial gaps in private development and to help fund key public infrastructure projects. If successful, development projects will help advance the maximum return on initial investment and achieve the Town Center Vision and Goals. The City will need to work with businesses to ensure that the specific needs of Town Center are represented while not duplicating existing economic development activities.

The City will work with the Wilsonville Chamber of Commerce and other business and service organizations as merited to address the shared interests and concerns of Town Center existing tenants. The objective is to create a strong, compelling Town Center that elevates the competitive advantage of the entire city.

ED.1 Coordination and Advocacy Structure for Town Center Businesses

Businesses and stakeholders have identified the need to increase visibility

and coordination between themselves to increase economic development opportunities. There are a range of programs and activities that can support economic development in Town Center. This type of programming is generally the responsibility of the private sector or a community organization. A private organization can help organize businesses and property owners (and potentially residents) to coordinate economic activities in Town Center. Such an organization could lead many actions, including but not limited to: marketing (developing materials, hosting a website, recruiting tenants, business recruitment and retention, etc.), political advocacy (speaking with a unified voice regarding land use and policy issues), funding (grant writing, fundraising, etc.), coordinating events, and implementing the placemaking recommendations described in the previous section.

Due to the range of activities to be coordinated, the business organization should secure funding to hire a full-time staff person (executive director, for example) and to support on-going programs. Potential funding sources for the organization include:

- Fees paid for membership to the organization,
- Parking revenue⁵ from within the Town Center,
- Business or Economic Improvement District assessments (BID/EID) (see below), and
- Fundraising events, sponsorships, transient lodging taxes, and corporate donations.

For example, the City of Oregon City provided seed funding for the first few years during startup of its Downtown Association, so the organization could generate membership and secure long-term funding to support one staff position, gradually transitioning to having the businesses assuming increasingly greater responsibility.

ED.2 Business Improvement District or Economic Improvement District

A business improvement district (BID) is a special district where businesses and/or property owners are assessed a fee in order to generate revenue to support marketing, maintenance, security, beautification, and many other non-capital initiatives in the designated

⁵ This may incentivize business to right-size and manage parking through pricing. The revenues can also be used to fund enforcement, which can be a function of the business district.

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BID boundary, such as business retention or local business incubator programs. A BID can generate the funds to support the staffing of an organization charged with implementing these activities⁶ (e.g. a Town Center business organization as described above). BIDs are created by a petition of those who will be assessed, so it forms a strong linkage between the services to be provided and the needs of those who will pay. An economic improvement district (EID) assesses commercial property owners instead of business owners. Both are flexible in the scale and formula for assessing fees (such as on business type, or parcel or building size). Either a BID or an EID could be appropriate in Town Center (but not both), depending on the cooperation and openness to the idea from either business owners or property owners.⁷

If a BID or EID is coupled with a tax-increment financing (TIF) district—or some other revenue generating mechanism, such as a special assessment or fee district—there are often opportunities to capture the value of redevelopment and increases in land value within the Town Center. In these districts, some of the funds generated could also be directed to funding activities within the BID. These funds may also be used for transportation purposes. Often, a transportation-oriented BID is established to serve as a Transportation Management Association (TMA). TMAs are public/private partnerships formed so that employers, developers, building owners, and government entities can work collectively to establish policies, programs, and services to address local transportation issues and foster economic development.

ED.3 Consider the Feasibility of the Oregon Main Street Program

The Oregon Main Street Program works with communities to develop comprehensive, incremental redevelopment strategies based on a community’s unique assets, character, and heritage. The Main Street program is known for connecting business and property owners with residents and

⁶ *The City of McMinnville contracts the McMinnville Downtown Association to administer the funds collected on behalf of the Economic Improvement District (EID). As a 501c(6) non-profit, the association is able to utilize other funding sources to greatly reduce the cost of services to the district.*

⁷ *An EID is often an easier structure to put into place because there are usually fewer property owners than business owners and it is often difficult to track down business ownership information.*

elected leaders, and creating organizations that take action on issues such as marketing and promotion, district maintenance, events, and other issues, something many community members have expressed interest in for Town Center. Local Main Street organizations can be very effective partners - with cities - to implement Town Center visions. The program offers technical assistance and training, and participants have direct access to grants to fund various projects.⁸ Many of Oregon's downtown or town center associations are also enrolled in the Main Street Program. Examples in the region include the Hillsboro Downtown Partnership, the Newberg Downtown Coalition, the McMinnville Downtown Association, and Main Street Oregon City. The organizations tend to be made up of local business owners and residents and focus on day-to-day, incremental

⁸ *The Oregon Main Street Revitalization Grant Program received \$5 million included in a lottery bond bill (SB 5530) during the 2017 legislative session. These funds will be available to Oregon Main Street Network organizations in the spring of 2019 to fund building projects that encourage economic revitalization.*

Clackamas County also has a Main Street program that assists local jurisdictions in visualizing future development, which could be used for the Town Center promenade or main street.

improvements, while city government focuses on larger and longer-term projects, including major capital projects. If an organization emerges to support Town Center businesses, this group should engage the City and the Oregon Main Street Program in the early stages of its creation in order to identify critical eligibility components of the organization and to assess the viability of the Oregon Main Street Program designation for the future main street in Town Center.

ED.4 Business Retention and Location Assistance

Throughout the planning process, community members emphasized the importance of programs focused on business retention and providing location assistance for prospective tenants or relocation support to existing businesses needing to find new spaces due to redevelopment in Town Center. Both the Business Improvement District and Main Street Program have the potential to provide these services. Organizations and programs such as these can also help businesses in the Town Center with programming and marketing. The City may also look to implement a program

that focuses on building social capital and furthering equity initiatives, similar to Prosper Portland's Affordable Commercial Tenanting Program, which provides affordable commercial spaces in the Lents Town Center. The program seeks to assist underrepresented businesses, preserve the vitality of small businesses, provide business development opportunities that in turn offer needed goods and services to the community, and advance the agency's goal to build an equitable economy. Prosper Portland has implemented the program in buildings they own but has also incentivized developers to provide below-market rents via some financial incentives and development agreements on land Prosper Portland owns.

This program has been 20 years in the making and required Prosper Portland to create an urban renewal district, purchase property, fund and build buildings, and invest significant resources. Wilsonville may take similar actions and invest its resources to get a similar product to Lents. Lower cost actions may include implementing a Facade Improvement and Development Opportunity Study (DOS) program as described below.

ED.5 Development Opportunity Study (DOS) Program

A DOS is typically a municipal program used to assist property owners in evaluating redevelopment potential on their existing properties by providing technical assistance to evaluate development options.

Assistance can include market analyses, design studies, infrastructure analysis, and financial analysis. This program will generate interest from property owners in the Town Center in evaluating development. The goal of each study is to quickly test the feasibility of redevelopment before property owners have to take more extensive and expensive steps such as hiring an architect and generating architectural renderings, conducting traffic impact and environmental studies, and paying any early project fees, as well as the general time and expense associated with establishing the feasibility of a potential project. The time frame for completing a DOS for a specific property should be a matter of weeks.

Many property owners are not developers themselves and lack the expertise to evaluate possible redevelopment options. Technical assistance can help owners

determine whether redevelopment is feasible and under what conditions. These preliminary analyses serve several purposes. First, they give initial confidence to owners that it is worthwhile to pursue further predevelopment activities. Second, they help generate interest in development by illustrating redevelopment concepts, documenting market information, and introducing potential developers to property owners. Finally, the site studies can inform other Town Center project actions such as streetscape or infrastructure improvements by establishing which areas of the Town Center carry the greatest opportunity for investment from a private perspective. Public improvements can then be more appropriately phased, targeting areas where investment is expected earlier.

ED.6 Public-Private Partnerships (PPPs)

Wilsonville may enter into PPPs with property owners open to redevelopment in the Town Center in order to bring about private investment and development that helps to achieve the Town Center Vision (e.g. adding ground floor commercial space with frontages that open onto sidewalks, and mixed-use development).

These property owners might include ROIC or Fry's Electronics. The City's role could include working with property owners to define a vision for the properties, undertaking land acquisition, developing parking, constructing infrastructure and roads, assisting with streetscape improvements, or conducting planning or studies on the site. Such incentives should only be offered to the extent they are likely to be matched by private efforts and investments. The exact city role will ultimately be dependent on the specific vision or plan for the property. In return, the City may ask or require that property owners and developers build projects that provide community benefits that have been identified in the Town Center Plan, such as Main Street mixed-use buildings, open space, or affordable housing. Investment in Town Center will begin to fulfill the vision of the Plan and generate property tax revenue and impact fee revenue as well as increase property values. If established in this area, this value increase can be captured through TIF or another funding mechanism to be reinvested in the Town Center.



1

ED.7 Urban Renewal Feasibility Study and Plan

As the City closes existing Urban Renewal Areas, its Urban Renewal Board should conduct a feasibility study to determine whether and how Urban Renewal can be implemented in the Town Center. Some of the considerations for the feasibility study include working with other jurisdictions and taxing districts to attain approval, estimating future investment in the district and district debt capacity. The Board should also consider both site-specific TIF Zones and Urban Renewal Areas during the feasibility study. If the Board approves the creation of a district, the Town Center should be established as a priority area where expenditures can be focused in concentrated bursts in order to leverage private investment, create a stronger visual impact, and generate more market momentum. Although urban renewal expenditures can be made anywhere within a district, if they are not focused and deliberate, it is possible to dilute the impact of urban renewal by spreading resources too thinly across a wide area.

PHOTO:

1. *Programs that offer tax exemptions for mixed-use buildings with vertical housing have been successful in incentivizing development.*

ED.8 Local Improvement District (LID)

LIDs are special districts where private property owners pay an assessment to finance shared capital infrastructure projects such as utilities or streetscapes which benefit a specifically-identified district. LIDs enable the public and private sectors to share the cost of needed infrastructure and to finance it over long-term bond repayments with low interest rates, rather than paying up front. Thus, they could be used to build out various streets and other capital improvements described in the Plan. LIDs must be supported by local property owners through an official vote since they are partially or wholly supported by an additional tax assessment within the directly affected area.

In the context of Town Center, infrastructure improvements that could be paid for by a LID and that would benefit surrounding property owners could include streetscape improvements, new street construction, lighting, parks and open space improvements, and other capital projects where property owners paying the LID assessment would benefit from increased property values and redevelopment

opportunities. LIDs are most frequently used in new development areas where no infrastructure exists, although there are examples where it has been used in a downtown setting (Portland's transit mall and the Portland Streetcar are two examples). The Town Center Loop was initially constructed in part because of a LID.

ED.9 Infrastructure Finance Study

This study would help the City determine how public projects—such as infrastructure investments—would be funded and what tools or incentives could or should be implemented. In-depth studies are important since some tools and incentives can be counterproductive in locations with weaker market conditions. Potential tools to study include TIF, a LID, federal programs such as the Clean Water State Revolving Fund (CWSRF) Program, municipal bonds, and supplemental fees, which are one-time fees payable to the city for new development and would create revenue which could be used for various infrastructure projects specifically within Town Center.

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ED.10 Vertical Housing Development Zone (VHDZ)

This program would offer a financial incentive to stimulate targeted construction of vertical mixed-use buildings in the Wilsonville Town Center by offering property tax exemptions to developers. The tax exemption is typically 20 percent per equalized floor of residential use (up to 80 percent) for up to 10 years for eligible projects. An additional property tax exemption on the land may be given if some or all of the residential housing is for low-income persons (80 percent of area median income or below). Often, eligibility includes projects that offer one or more “public benefits.” Successful programs in Oregon include Salem’s Multi Unit Housing Tax Incentive Program (MUHTIP) and Portland’s Multiple-Unit Limited Tax Exemption (MULTE) Program. This program was modeled in the Development Feasibility Analysis conducted for the Town Center, which demonstrated its positive impact on project feasibility for mixed-use housing projects (see Appendix C).

ED.11 Multiple-Unit Limited Tax Exemption Program (HB 2377)

In addition to the Vertical Housing Development Zone, the State passed House Bill 2377 in 2017. This legislation authorizes cities and counties to adopt an ordinance granting a property tax exemption to newly rehabilitated or constructed qualified multi-unit rental housing which is affordable to households at 120 percent of area median income or less. The bill allows a full (100 percent) property tax exemption for up to 10 consecutive years. Therefore, HB 2377 enables cities to offer greater tax abatement incentives to affordable housing projects.

ED.12 Opportunity Zones and Opportunity Funds

The Town Center is located within a designated Opportunity Zone. The Opportunity Zone Program was established by Congress in the Tax Cuts and Jobs Act of 2017, with designations made in 2018 and offer investors a frictionless way to reinvest capital gains into qualified low-income census tracts in exchange for a graduated series of incentives tied to long-term

PHOTOS:

1. *Smart buses and shuttles at the Wilsonville Transit Center.*
2. *Prominent bike parking makes non-auto options more visible.*

holdings. It is specifically designed to channel more equity capital into overlooked markets. EIG, a public policy organization, estimates that the program offers long-term investors a 3.0 percent higher rate of return annualized after taxes than a comparable investment outside the program. This is statistically significant and would most likely be the difference between a project being feasible and not feasible in the Wilsonville Town Center.

The City will need investors to invest in an Opportunity Fund. Many cities are taking proactive steps to let investors know about potential investment opportunities. Specifically, the City can:

- Design and market an “Investment Prospectus” to showcase the assets and projects in a city’s Opportunity Zones.

- Convene community and business leaders to develop strategic plans that couple public priorities with the private investment.
- Create a City opportunity fund in partnership with existing national or local financial institutions⁹.
- Identify a point person or agency to play a coordinating/support role to connect investors and local needs.

ED.13 Other Grant and Tax Credit Programs

There are other grant and loan programs available at the regional (Metro), state, and federal levels. These include Metro’s

⁹ see www.thenewlocalism.com/newsletter/how-cities-maximize-opportunity-zones, which describes how cities can use this funding opportunity.



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Nature in Neighborhoods, Transit Oriented Development (TOD), Placemaking Grants and Regional Travel Options programs and the federal Community Development Block Grants (CDBG), as well as any future one-time stimulus programs initiated by the federal government. Availability of these grants and programs varies.

TRANSIT INVESTMENTS

The Wilsonville community voiced their desire for expanded and more frequent transit service in and to Town Center. Public transportation provides access to commerce, employment, and other key destinations and is an important multimodal element to ensure that everyone can move freely while also reducing traffic congestion and air pollution. Transit can also play a large role in economic vitality by providing access to services and businesses in Town Center. Transit also creates an environment that allows for random encounters and active lifestyles that is important for achieving the vision for Town Center as the hub and heart of Wilsonville, which is a compelling, vibrant, and active place for people to gather.

South Metro Area Regional Transit (SMART) provides transit service in Wilsonville. SMART service is free for trips within Wilsonville and also



provides access to important intercity commuter destinations such as Salem and Tualatin. SMART is continuously looking for opportunities to serve transit users and has recently updated its Transit Master Plan (2017), which provides strategic direction for the future of the transit system. This section summarizes the relevant implementation measures contained in the 2017 Transit Master Plan.

The Town Center Vision and Goals call for an array of transportation options to, from, and within Town Center that augment one another to provide a complete transportation system. This is also a critical goal for SMART because every rider is also a pedestrian or cyclist before and after they ride the bus. For SMART, transportation options should encourage residents of Wilsonville to access services in Town Center; residents of Town Center to commute outside of Town Center; employees of Town Center a commute option; and visitors from outside of Wilsonville to easily access Town Center.

The following transit strategies and investments, in combination with other actions outlined in the City's 2017 Transit Master Plan, should be implemented to achieve these goals and support the viability of the future Town Center.

PHOTOS:

1. *Bicycle hub for repair services, rentals and secure parking.*
2. *Small scale, self-driving shuttles are already being used in some areas.*

TR.1 Implement Regulatory Actions and Infrastructure Investments

A key component of successful public transportation systems are the land use development decisions that shape the environment in which transit functions. SMART supports Metro's 2018 Regional Transportation Plan, which identifies land use development that is friendly to multimodal transportation options and contains the following design elements and characteristics: high density, small blocks, grid system, mixed-use, wide sidewalks, slow moving traffic, well-marked intersections, bicycle parking, buildings and entrances fronting the street, and limited and fee-based parking. With the redevelopment of Town Center, opportunities to infuse transportation-friendly land use designs through the regulatory actions and infrastructure investments outlined in the Plan can help create a space where people, not cars, are prioritized and transit options thrive. All of these guidelines are incorporated into the new Town Center Development Code Amendments (Appendix A).

TR.2 Improve Transit Connections

Transit service was discussed early on in the public engagement process. Many people said they want to take transit, but headways and limited evening and/or weekend service make it difficult to get where they need to be at the right time. Also, the lack of adequate lighting and direct pedestrian connections to the stations in some places make people feel unsafe walking to the bus. Improvements recommended in the Town Center Plan and the 2017 Transit Master Plan are addressing many of these concerns by improving the multi-modal network and:

- Supporting bike infrastructure such as covered bike-parking, repair stations, and docked bike share near transit stops;
- Positioning bus stops at popular destinations to reduce last mile travel;
- Considering the possibility of allowing bus access (or another viable transit connection) over the future I-5 bike/pedestrian bridge to connect to the Wilsonville Transit Center; and
- Working with private companies such as Via, Scoop, Lime, Uber, and Lyft to promote carpool, e-scooters, etc. when public transit is not an option.

TR.3 Transit Infrastructure Unique to Town Center

The 2017 Transit Master Plan will support the Town Center Vision as a place that is compelling, unique to Wilsonville and a hub of activity. SMART is a local transit agency that can be flexible and nimble and will consider the feasibility of and invest in unique transit infrastructure for Town Center, including:

- Visually unique vehicles such as a trolley or small, 8-12 person shuttle for transit service;
- New technologies such as autonomous and/or electric vehicles;
- Branded transit shelters (see project PM-8);
- Differentiating public transit lanes from other traffic with painted color or symbols; and,
- Vehicles with internal layout designs that support families sitting as a group and have an open feel so that Town Center destinations are visible.

TR.4 Increase Transit Service Over Time

Providing a robust level of service to make transit use more convenient is important for achieving the Town Center Vision. As development occurs in Town Center, SMART

will evaluate service changes that could include the following service provisions:

- Higher service frequencies so wait times for the bus are minimal;
- Coordinating transit connections for faster transfers;
- Identifying activity centers and have higher levels of service in those locations;
- Ensuring bus access during large community events in Town Center;
- Working with other City staff to identify and construct a centralized bus hub;
- Providing circulators that shuttle people around Town Center; and
- Exploring enhanced transit corridor designs such as transit signal priority.

TR.5 Improve Transit Accessibility

Wilsonville residents voiced concerns that today's transit service is not easily accessible because of the lack of pedestrian connections. The Town Center Plan addresses this concern through an extensive package of multimodal improvements as well as recommendations for additional lighting and bus shelter

adoption programs (see Project PM.8).

To improve accessibility and ease of use, SMART will work with other City departments to complete the following:

- Coordinate with the citywide wayfinding program to post wayfinding signage to bus stops and centers;
- Install real-time arrival displays, live bus tracking, and information kiosks to make transit information easily accessible;
- Ensure ADA accessibility with proper curb cuts and ample sidewalk space with transit stops;
- Provide safe transit amenities such as all-weather shelters that are well lit; and
- Maintain a fare free system so money is not a barrier to transit use.

SMART is an integral component of a comprehensive multimodal system in Town Center. As Town Center develops over time with more residents and employees, efficient and frequent transit service coupled with pedestrian and bicycle amenities that make it safe and easy for people to access the transit system will create an environment where not relying on a car to get around is a viable option.

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ACRONYMS, DEFINITIONS, AND POTENTIAL FUNDING SOURCES

ACRONYM/SYMBOL/TITLE	DEFINITION/FUNDING SOURCE (IF APPLICABLE)
BID	Business Improvement District
CDBG	Community Development Block Grant
CIP	Capital Improvement Program
K	Thousands (dollars)
LID	Local Improvement District
M	Millions (dollars)
N/A	Not Applicable
TBD	To Be Determined
TGM	Transportation Growth Management
SDCs	Systems Development Charges
SMART	South Metro Area Transit
SF	Supplemental Fees
PRIVATE	Private Development/Funding
TIF	Tax Increment Financing
MEMBERSHIP	Membership Dues to an Organization

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TABLE 5.1 IMPLEMENTATION MATRIX

ACTION NUMBER	SUMMARY	ESTIMATED COST	SHORT (1-5 YRS.)	MED. (6-10 YRS.)	LONG (11-20 YRS.)	PRIMARY RESPONSIBILITY/ PARTNERS	POTENTIAL FUNDING SOURCES
REGULATORY ACTIONS							
RA.1	Amend the Wilsonville Comprehensive Plan within the Town Center Plan boundary to Town Center, a new Comprehensive Plan designation.	N/A	X			City	City
RA.2	Amend the Wilsonville Development Code to include a new Town Center (TC) Zoning District with new Site and Building Design Standards.	N/A	X			City	City
RA.3	Modify parking requirements within Town Center, including parking ratios and location.	N/A	X			City	City
RA.4	Amend Covenants, Conditions, and Restrictions (CCRs) to address inconsistencies with the recommendations in the Town Center Plan.	N/A	X			Private/City	City
RA.5	Update the City of Wilsonville Transportation System Plan (TSP), Capital Improvement Plans, and Parks and Recreation Master Plan to incorporate new projects	N/A	X			City	City
INFRASTRUCTURE INVESTMENTS							
IN.1	I-5 Bike/Pedestrian Bridge and Gateway	\$10.8m (bridge) \$1.5m (gateway)	X	X		City/ ODOT (bridge)/ Private (gateway)	LID, SDCs, SF, City, TIF, Private, Grants
IN.2	Park Place Redesign (Town Center Loop to northern edge of Town Center Park)	\$4.4m		X		City/Private	LID, SDCs, SF, TIF, Private
IN.3	Park Place Redesign (Town Center Park to Courtside Drive)	\$3.7m	X	X		City/Private	LID, SDCs, SF, TIF, Private

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TABLE 5.1 CONT. IMPLEMENTATION MATRIX

ACTION NUMBER	SUMMARY	ESTIMATED COST	SHORT (1-5 YRS.)	MED. (6-10 YRS.)	LONG (11-20 YRS.)	PRIMARY RESPONSIBILITY/PARTNERS	POTENTIAL FUNDING SOURCES
INFRASTRUCTURE INVESTMENTS CONT.							
IN.4	Park Place Extension (Courtside Drive to Wilsonville Road)	\$6.3m	X	X		City/Private	LID, SDCs, SF, TIF, Private
IN.5	Courtside Drive Improvements (Park Place to Town Center Loop E.)	\$7.9m		X	X	City/Private	LID, SDCs, SF, TIF, Private
	<i>Courtside Drive CYCLE TRACK ONLY (Park Place to Town Center Loop E.)</i>	\$78k	X			City	LID, SDCs, SF, TIF
IN.6	Courtside Drive Extension (Park Place East to Town Center Loop W.)	\$6.6m		X	X	City/Private	LID, SDCs, SF, TIF, Private
IN.7	Wilsonville Road Intersection Modifications (occurs after IN.4)	\$1.8m		X	X	City/ODOT/Private	LID, SDCs, SF, TIF, Private
IN.8	Town Center Loop W. Modifications	\$207k		X	X	City/Private	LID, SDCs, SF, TIF, Private
IN.9	Local Road Network	N/A	X	X	X	Private/City	Private
IN.10	Park Place Promenade Redesign	\$2.4m		X	X	City/Private	LID, SDCs, SF, TIF, Private
IN.11	Two-way cycle tracks– <i>Segment 1: Bike/Pedestrian Bridge to Town Center Park</i>	\$75k	X	X		City	LID, SDCs, SF, TIF
	<i>Segment 3: Town Center Park to Town Center Loop E. (Courtside Drive Segment).</i>	\$78k	X	X		City	LID, SDCs, SF, TIF
	<i>Segment 4: Town Center Loop E to Wilsonville Rd)</i>	\$51k	X	X		City	LID, SDCs, SF, TIF
IN.12	Promenade	\$1.8m		X		Private/City	Private, LID, SDCs, SF, TIF
IN.13	Town Center Skatepark	\$800k		X		City	LID, SDCs, SF, TIF

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TABLE 5.1 CONT. IMPLEMENTATION MATRIX

ACTION NUMBER	SUMMARY	ESTIMATED COST	SHORT (1-5 YRS.)	MED. (6-10 YRS.)	LONG (11-20 YRS.)	PRIMARY RESPONSIBILITY/PARTNERS	POTENTIAL FUNDING SOURCES
INFRASTRUCTURE INVESTMENTS CONT.							
IN.14	Domestic Water Improvement Costs	\$11.2m	X	X	X	City/Private	LID, SDCs, SF, TIF, Private
	Sanitary Sewer Improvement Costs	\$10m	X	X	X	City/Private	LID, SDCs, SF, TIF, Private
	Storm Water Sewer Improvements Costs	\$26.2m	X	X	X	City/Private	LID, SDCs, SF, TIF, Private
PARKING STRATEGIES							
PA.1	Develop a Town Center Parking Management Plan	\$50k		X		City/Private	City, TGM
PA.2	Parking Reductions for Specific Types of Projects	N/A	X	X	X	City	City
PA.3	Encourage Off-site Parking	N/A		X		City/Private	City, Private
PA.4	Unbundle Parking	N/A	X	X	X	City/Private	City, Private
PA.5	Managing On-Street Parking Supply	TBD		X	X	City/Private	City, Private
PA.6	Centralized, Structured Parking	\$8m-\$10m		X	X	Private/City	Private, TIF, SDCs, LID, SF
PLACE MAKING STRATEGIES							
PM.1	Restripe Park Place and Courtside Drive (priority)	\$5k	X			City	City
PM.2	Host a Parklet Competition	\$5k-\$10k	X			City/Private	BID, City, Private
PM.3	Provide lunchtime food trucks near Town Center Park (priority)	\$5k	X			BID/City	BID, City
PM.4	Repurpose Parking Spaces Adjacent to Courtside Drive for a semi-permanent Food Cart Pod	TBD	X	X		Private/City	Private party
PM.5	Implement Citywide Signage and Wayfinding Plan in Town Center	TBD	X	X	X	City	City, BID

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TABLE 5.1 CONT. IMPLEMENTATION MATRIX

ACTION NUMBER	SUMMARY	ESTIMATED COST	SHORT (1-5 YRS.)	MED. (6-10 YRS.)	LONG (11-20 YRS.)	PRIMARY RESPONSIBILITY/PARTNERS	POTENTIAL FUNDING SOURCES
PLACE MAKING STRATEGIES CONT.							
PM.6	Create a Programming Plan	\$20k		X		BID/City	BID, City
PM.7	Establish a lunchtime farmers market in highly visible areas of Town Center	TBD		X		BID/Farmers market organization/City	BID, City
PM.8	Develop Town Center Transit Shelter Adoption Program	TBD		X	X	City/BID	BID, SMART
PM.9	Develop a Streetscape Design Plan (priority)	\$50k	X			City	City, TGM
PM.10	Implement the Urban Forestry Management Plan	TBD	X			City	City
ECONOMIC DEVELOPMENT STRATEGIES							
ED.1	Coordination and Advocacy Structure to Promote Town Center Businesses	N/A	X	X	X	BID/City/ Chamber/ Private	Membership, BID, Parking fees, City
ED.2	Consider establishing a Business Improvement District or Economic Improvement District	TBD	X	X		BID/City	Membership, BID, TIF, City
ED.3	Consider the feasibility of the Oregon Main Street Program	TBD		X		BID/City/Oregon Main Street	BID, Grants, Membership, City
ED.4	Business Retention and Location Assistance	TBD		X		City/Private	BID, TIF, Private
ED.5	Development Opportunity Study Program	\$10-20k per study	X	X	X	City/Private	City, Private
ED.6	Form Public-Private Partnerships (PPPs) to Catalyze Development	TBD	X	X	X	City/Private	City, Private
ED.7	Conduct an Urban Renewal Feasibility Study and Plan	\$35k		X		City	City

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TABLE 5.1 CONT. IMPLEMENTATION MATRIX

ACTION NUMBER	SUMMARY	ESTIMATED COST	SHORT (1-5 YRS.)	MED. (6-10 YRS.)	LONG (11-20 YRS.)	PRIMARY RESPONSIBILITY/PARTNERS	POTENTIAL FUNDING SOURCES
ECONOMIC DEVELOPMENT STRATEGIES CONT.							
ED.8	Facilitate the Creation of a Local Improvement District (LID)	TBD		X		City/Private	City, Tax assessments
ED.9	Conduct a Development Finance Study	\$30k	X			City	City
ED.10	Consider adopting a Vertical Housing Development Zone (VHDZ)	N/A	X	X	X	City	City
ED.11	Multiple Unit Limited Tax Exemption Program	N/A	X	X	X	City	City
ED.12	Opportunity Zones and Opportunity Funds (OZ)	TBD		X		City/Private	Private
ED.13	Other Grant and Tax Credit Programs	N/A	X	X	X	Private/City	Non-profits, foundations, government
TRANSIT INVESTMENTS							
TR.1	Implement Regulatory Actions and Infrastructure Investments	TBD	X	X	X	City	SMART
TR.2	Improve Transit Connections	TBD	X	X	X	City/Private	SMART, Private
TR.3	Transit Infrastructure Unique to Town Center	TBD		X	X	City/Private	SMART, Private
TR.4	Increase Transit Service Over Time	TBD	X	X	X	City	SMART
TR.5	Improve Transit Accessibility	TBD	X	X	X	City/Private	SMART, Private

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WILSONVILLE TOWN CENTER PLAN 03.04.2019



ATTACHMENT B - COMPLIANCE FINDINGS



WILSONVILLE TOWN CENTER PLAN

Wilsonville Town Center Plan Findings of Consistency:

Statewide Planning Goals, Metro's Urban Growth Management Functional Plan, Comprehensive Plan Amendment Criteria, and Zone Text Amendments Criteria

INTRODUCTION

This Findings Report provides findings supporting the City of Wilsonville's adoption of amendments related to the Town Center Plan – Case File LP19-0003 (the proposal). The proposal includes the following:

- a. Amendments to the Wilsonville Comprehensive Plan Text;
- b. Amendment to the Wilsonville Comprehensive Plan Map;
- c. Adoption of the Town Center Plan as a supporting document of the Comprehensive Plan that is as part of the Comprehensive Plan;
- d. Amendments to the Wilsonville Development Code Text; and
- e. Amendment to the Wilsonville Zoning Map.

COMPLIANCE WITH STATEWIDE PLANNING GOALS

ORS 197.175(2)(a) requires that cities and counties amend and revise comprehensive plans in compliance with the goals approved by the Commission. The following findings address the proposal's compliance with the applicable statewide planning goals. The City Council finds that the following Statewide Planning Goals are not applicable because the proposal is entirely within the Urban Growth Boundary or outside of the boundaries of the referenced goal (e.g. Willamette River Greenway):

- Goal 3: Agricultural Lands;
- Goal 4: Forest Lands;
- Goal 15: Willamette River Greenway;
- Goals 16-18: coastal goals.

GOAL 1, CITIZEN INVOLVEMENT

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

FINDINGS: The proposal meets Goal 1 because the City followed its Citizen Involvement Program, adopted as Section A of the Wilsonville Comprehensive Plan. The Comprehensive Plan states that the City will use the following methods to involve citizens in land use decisions:

- Providing opportunity for citizens to see draft materials

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WILSONVILLE TOWN CENTER PLAN

- Conduct regular, open, public meetings of the Planning Commission
- Use task forces as needed for special projects
- Publicize opportunities to engage in land use decisions
- Coordinate with other agencies involved with Wilsonville’s planning programs and policies

The public engagement plan (see Appendix I) aligned with the Citizen Involvement policies of the Comprehensive Plan, and the approach identified the following goals:

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

The Town Center Plan, which established the land use, transportation, park and open space, and infrastructure frameworks, began in Fall 2016. The community engagement was divided into three phases. The first phase of the project established the community’s vision and goals for the future of Town Center and identified existing issues and priority improvements. During the second phase of the project, community members and stakeholders defined how they want the “building blocks” of Town Center to look and function in the future. These building blocks include land use, open spaces and parks, and the multimodal transportation network. Based on community and stakeholder ideas and feedback, the project team drafted and then refined the building blocks. This process resulted in a Draft Community Design Concept that was supported by the community and will be implemented through the Town Center Plan. Public input continued through the end of the project.

Multiple work sessions were held with the Planning Commission and City Council, including three joint Planning Commission and City Council meetings. Public comment opportunities were available at every meeting. The Planning Commission had extensive and productive informal discussions with the participating public, technical partners and the project taskforce. Community design workshops, open houses, and surveys were held throughout the project. Other citizen involvement included individual and small group stakeholder meetings, a public kickoff event, two community design workshops, a citywide barbeque, an interactive pop-up event, neighborhood “idea centers”, neighborhood pop-ups, targeted engagement activities, and an ongoing map-based and visual preference online surveys.

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WILSONVILLE TOWN CENTER PLAN

In addition to the major engagement activities listed above, the City went to a variety of established community events, referred to as Community Out-and-Abouts, and neighborhood meetings, which provided community members with convenient opportunities to participate in the Town Center Plan. The input received at these events is incorporated in the Question of the Month results and Community Design Survey feedback summary (see Attachment C of the staff report). Community members were provided with ongoing project updates and opportunities for input.

The outreach and engagement activities summarized here solicited input and ideas from a broad range of community members and stakeholders, including but not limited to:

- City elected officials
- Wilsonville residents
- Youth and seniors
- Spanish-speakers
- Service providers in Town Center
- Town Center employees
- Town Center residents
- Town Center business and property owners
- City staff

Based on the foregoing, the City Council finds that the proposal satisfies Goal 1 with respect to citizen involvement.

GOAL 2, LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

FINDINGS: The proposal satisfies Goal 2 because it is supported by an adequate factual base and its development was coordinated with all affected governmental units.

Adequate Factual Base

The City has established a record that includes technical memoranda, studies, and analyses supporting each element of the Town Center Plan. The key documents that were relied upon and that form the adequate factual base for our findings are listed below:

- City of Wilsonville Comprehensive Plan, 2000, updated 2013
- Planning and Land Development Ordinance (Development Code), Chapter 4, 2015
- Wilsonville Road Interchange Area Management Plan, 2017
- The City Center Plan, 1979
- Town Center Study, 1984
- Wilsonville Water System Master Plan, 2012

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WILSONVILLE TOWN CENTER PLAN

- Wilsonville Storm Water Master Plan, 2012
- Wilsonville Public Works Stormwater Standards, 2015
- Wilsonville Wastewater Collection System Master Plan, 2014
- Wilsonville ADA Transition Plan, 2015
- Wilsonville TSP Amendment, 2016
- Wilsonville Public Works Standards, 2015
- Town Center Planning Commission Workshop to propose special area of concern, 1989

Coordination with the Plans of Affected Governmental Units

During the Town Center planning process, the following affected governmental units participated or had the opportunity to participate via notices and project information provided to them:

- Metro
- ODOT
- TVF&R
- Clackamas County
- West Linn-Wilsonville School District
- SMART

Based on the above, the City Council finds that the proposal satisfies Goal 2 with respect to having an adequate factual base and being coordinated with all affected governmental units.

GOAL 5, NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

To protect natural resources and conserve scenic and historic areas and open spaces.

FINDINGS: The proposal satisfies Goal 5 through the first goal in the plan: Integrating nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources. The Plan's goals for Environmental Stewardship involved the following measures of success:

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

No significant natural resources exist within the plan area. The plan proposes new park and open spaces, and links to existing parks and open spaces to enhance the urban environment and honor the area's natural resource and agricultural legacy. Wayfinding elements are proposed to identify and connect significant open spaces and other destinations within the Town Center.

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WILSONVILLE TOWN CENTER PLAN

The plan includes stormwater management recommendations intended to minimize impacts to the environment. The existing storm water system in Town Center drains to three watersheds, including Coffee Lake Creek Basin in the northwest; the Willamette River in the southwest (via a piped outfall); and the Boeckman Creek Basin. The stormwater management recommendations include:

- Minimization of the amount of impervious surfaces; the proposed plan has less area devoted to surface parking.
- Implementation that will design and construct all new (or significantly modified) streets as green streets with stormwater planters or other on-site detention and treatment components.
- Encouragement, through development review, of innovative on-site stormwater detention and treatment for buildings to meet on-site stormwater detention/treatment requirements. This includes encouraging green roofs or water reuse (e.g. graywater systems) as part of initial building design.
- Using pervious paving wherever possible.
- Location of stormwater pipes in new right-of-way when constructing new streets. Stormwater pipes have been included in planning level cost estimates for major capital projects described in Chapter 5 of the Master Plan.
- Utilizing stormwater features in the proposed Promenade to help meet the City's stormwater management requirements for treatment of road facilities.
- An assumption that all road construction projects will include stormwater management and green street amenities, such as stormwater swales and landscaping treatments to reduce environmental impacts of construction and use of the facility.

Based on the above, the City finds that the proposed amendments satisfy Goal 5.

GOAL 6, AIR, WATER, AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the state.

FINDINGS: The proposal satisfies Goal 6 because it will maintain and improve the quality of the air, water, and land resources of the state.

The proposal maintains and improves **air quality** by:

- Increasing transit availability and frequency to reduce single-occupancy vehicle traffic congestion
- Prioritizing bicycle and pedestrian travel through on-street improvements for bicycles and pedestrians, and connections to off-street trails.

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WILSONVILLE TOWN CENTER PLAN

The proposal maintains and improves **water quality** by:

- Encouraging the use of “low impact” stormwater treatment, such as bioswales, within street rights-of-way.
- Providing options for water treatment and flow control for developers of all sites, to reduce expanding the existing sanitary and stormwater infrastructure.

The proposal maintains and improves **land resources** by:

- Encouraging higher density housing in the city center, rather than expanding the urban growth boundary (UGB).
- Encouraging mixed uses to interconnect land uses and reduce the need for additional roadways and sprawl.
- Encouraging the retention of existing trees in site planning.

Based on the above, the City finds that the proposal satisfies Goal 6.

GOAL 7, AREAS SUBJECT TO NATURAL HAZARDS

To protect people and property from natural hazards.

FINDINGS: The proposal satisfies Goal 7 because the City has considered the risks of natural hazards during the planning process. There are no identified floodplains within the planning area, and on-site systems are proposed to reduce any localized flooding at Memorial Park Pond or other stormwater facilities. Given its proposed protection, people and property will be additionally protected from natural hazards.

Based on the above, the City finds that the proposal satisfies Goal 7.

GOAL 8, RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

FINDINGS: The proposal satisfies Goal 8 because the Town Center neighborhood will provide ample public spaces, parks, and destinations to connect with one another and the environment to meet recreational needs. The community prioritized parks, green spaces, and public gathering spaces as important elements of the future Town Center. The existing Town Center Park is valued by many community members and is a regional destination during the summer. Additionally, Memorial Park is an important open space and recreational destination directly adjacent to Town Center. These two parks are cornerstones of the existing Town Center’s open space network.

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Open space improvements in the Town Center Plan include enhancements to the existing parks and the connections the community has to these spaces. These include:

- Create an “Emerald Chain” of parks, small plazas, green streets, and trails that connect the future I-5 bike/pedestrian bridge to the Town Center Park, Memorial Park and Murase Plaza.
- A Promenade project, providing multi-modal connections between the I-5 bike/pedestrian bridge landing and the cycle track on Park Place. The Promenade will provide plaza and open space for area residents and employees and help create active space.
- Four primary cycle tracks throughout the area to provide safe connectivity to recreational facilities like parks and trails both within Town Center and throughout the surrounding area, including the Ice Age Tonquin Trail.
- A proposed skatepark to be located east of Town Center Park.

The Plan also includes implementation measures for placemaking, some of which will augment the planned open space network to meeting recreational needs, including:

- A parklet competition between local businesses within parking spaces that are temporarily or permanently repurposed to provide small seating in front of businesses.
- Developing a programming plan for year-round events and activities in the Town Center.

Based on the above, the City finds that the proposal satisfies Goal 8.

GOAL 9, ECONOMIC DEVELOPMENT

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

FINDINGS: The proposal satisfies Goal 9 because economic development and prosperity was identified within the goals for the project. Goal 6 of the Town Center Plan is to “create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.” The following measures of success support this goal:

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

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WILSONVILLE TOWN CENTER PLAN

Implementation strategies in the Plan related to economic development include:

- Supporting a community organization for Town Center businesses.
- Creating a business improvement district or economic improvement district, where businesses and/or property owners are assessed a fee in order to generate revenue to support marketing, maintenance, security, beautification, and non-capital initiatives in the special district.
- Studying the feasibility for the Oregon Main Street Program to develop comprehensive redevelopment strategies based on a community's unique character.
- Providing business retention and location assistance for prospective tenants or re-location support to find new spaces due to redevelopment. The City may also look to implement a program that focuses on building social capital and furthering equity initiatives, similar to Prosper Portland's Affordable Commercial Tenanting Program, which provides affordable commercial spaces in the Lents Town Center.
- Creating a development opportunity study to assist property owners in evaluating redevelopment potential on their existing properties by providing technical assistance to evaluate development options.
- Entering into public-private partnerships (PPPs) with prominent property owners open to redevelopment in the Town Center to catalyze private investment and development.
- Conducting a feasibility study to determine whether and how Urban Renewal can be implemented in the Town Center.
- Creating a Local Improvement District (LID) to pay for infrastructure improvements, including streetscape improvements, new street construction, lighting, parks and open space improvements, and other capital projects.
- Conducting an Infrastructure Finance Study to determine how public projects—such as infrastructure investments—would be funded and what tools or incentives could or should be implemented.
- Offering a financial incentive to stimulate targeted construction of vertical mixed-use buildings in the Wilsonville Town Center by offering property tax exemptions to developers.
- Creating Opportunity Zones to reinvest capital gains into qualified low-income census tracts through Opportunity Funds, in exchange for a graduated series of incentives tied to long-term holdings.

Based on the above, the City finds that the proposal satisfies Goal 9.

GOAL 10, HOUSING

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

FINDINGS: The proposal satisfies Goal 10 because it provides needed housing for the City of Wilsonville consistent with the adopted Residential Land Study.

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WILSONVILLE TOWN CENTER PLAN

As part of the Town Center Plan development process, a market conditions and development feasibility analysis were conducted. These analyses identified the types of development that have market demand for locating in Town Center and that might be financially feasible. For some desired development types that are not currently feasible, the analysis identified incentives that could be used to generate a return on investment that might interest a landowner or developer in considering developing property in Town Center.

The new Town Center Zone will allow housing, except in areas directly adjacent to the freeway. This zone will allow between two- to five-story buildings, with a mixture of residential, retail, office and civic uses. This zone comprises the following sub-districts:

- Main Street District - Mixed use buildings with active ground floor uses, generally 3 to 4 stories
- Commercial - Mixed Use - Will be a mix of office, entertainment, hospitality, civic uses; generally 3 to 5 stories, with residential allowed if not adjacent to freeway
- Mixed Use - Will be a mix of residential, retail, office, services; generally 2 to 4 stories
- Neighborhood - Mixed Use will be a mix of townhomes, small-scale commercial businesses; generally 2 to 3 stories

The Plan estimates the new zones have a capacity for an estimated 1,680 dwelling units at full buildout. This is significantly more than would occur under the existing Planned Development Commercial-Town Center zoning designation. Additionally, the zoned potential for new housing in the Town Center is supported by the array of urban amenities intended to support a vital, pedestrian-oriented place.

In addition to allowing for housing in all of the new zones, implementation measures recommending adoption of vertical housing development zones (VHDZ) will offer a financial incentive to stimulate targeted construction of vertical mixed-use buildings in the Wilsonville Town Center by offering property tax exemptions to developers.

Based on the above, the City finds that the proposal satisfies Goal 10.

GOAL 11, PUBLIC FACILITIES AND SERVICES

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

FINDINGS: The proposal satisfies Goal 11 because it includes framework plans and implementation measures to develop a timely, orderly, and efficient arrangement of public facilities and services to serve future urban development. These plans are consistent with the City of Wilsonville Public Facilities Plan, Transportation System Plan, Transit Master Plan, Stormwater Master Plan, Sewer and Water Infrastructure Master Plans and the Parks and Recreation Master Plan. The Town Center Plan includes infrastructure planning for transportation, sanitary sewer, water, stormwater, and “green infrastructure.” Parks were also addressed. The Town Center Plan also includes estimated costs and funding options for these projects.

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WILSONVILLE TOWN CENTER PLAN

- **Transportation.** The Town Center Plan identifies existing and proposed street networks and multimodal networks. The plan identifies improvements to the pedestrian and bicycle infrastructure. Cross-sections for each street type were also provided. Improved transit connections and increased service and accessibility were also identified as a key priority for future actions.
- **Sanitary Sewer.** The Area Plan identified improvements required by the increased development in the Town Center area. As much of the area already has existing sewer infrastructure, future development envisioned in the Town Center Plan will have little increase in wastewater compared to what is already projected for Town Center in the future. Many of the projects identified are for relocation of the infrastructure into the new or existing public right-of-way. Cost estimates are provided.
- **Stormwater.** Sustainable stormwater management is a key component of the Plan. The stormwater management approach is anticipated to consist largely of a toolbox of approaches to treat, detain, and infiltrate runoff on-site. The City's Stormwater Master Plan and Public Works Standards include a variety of Low Impact Development (LID) options for stormwater management.
- **Parks.** The Master Plan provides connections between Town Center Park and Memorial Park, as well as potential programs for parklets and a skatepark.
- **Implementation and Financing.** The Town Center Plan contains a list of potential funding sources and suggests creating more studies to develop a clear financing plan.

Based on the forgoing, the City finds that the proposal satisfies Goal 11.

GOAL 12, TRANSPORTATION

To provide and encourage a safe, convenient and economic transportation system.

FINDINGS: The proposal satisfies Goal 12 because the foundation of the Town Center Plan is the community's desire for a walkable and engaging pedestrian experience. Wilsonville residents want options to move around safely, whether they are parking and walking to a store, riding a bike, or walking to the bus. The Plan outlines a multimodal network designed for all ages and abilities and where cars are only one of the many transportation choices. The proposed street network and connections for non-motorized modes will meet Town Center's current and projected transportation needs. The Plan's multimodal network applies a variety of streetscape designs for new and proposed streets in Town Center, ranging from festival streets with curbless sidewalks near Town Center Park, local streets with wide sidewalks, and a main street with on-street parking and active storefronts.

Transportation is a key feature of the Town Center Plan. The goal for the plan is to provide a safe and connected area that fosters multimodal access between buildings and land uses, is connected to surrounding neighborhoods, and provides local and regional accessibility. The plan is to do this by:

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WILSONVILLE TOWN CENTER PLAN

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

The plan was developed with an understanding of the convergence between land use and transportation. To do this, mixed uses were allowed in every zone within the area, and streetscape designs were identified to create a highly walkable area.

For additional evidence of compliance with Goal 12, please see the findings within this attachment for the Transportation Planning Rule, which are incorporated herein by reference.

Based on the above, the City finds that the proposal satisfies Goal 12.

GOAL 13, ENERGY CONSERVATION

To conserve energy.

FINDINGS: The proposal satisfies Goal 13 because it has been designed to maximize the conservation of energy through the creation of a highly walkable environment. The proposal achieves this because it provides for connectivity between the Town Center area and the rest of Wilsonville for pedestrians, bicyclists, and transit users. The highly-connected street grid of Town Center is designed to help residents and employees reach nearby commercial areas and recreational uses without needing to rely on automobile travel. The street-sections and design concepts within the Plan work together create a pleasant walking environment. The many tree lined streets will create shade for buildings in the warm summer months also assisting to reduce energy consumption.

Based on the above, the City finds that the proposal satisfies Goal 13.

GOAL 14, URBANIZATION

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

FINDINGS: The proposal satisfies Goal 14 through making efficient use of an existing center in Wilsonville, and planning for a highly livable Town Center. Goal 14 is met.

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WILSONVILLE TOWN CENTER PLAN

COMPLIANCE WITH METRO TITLE 6: CENTERS, CORRIDORS, STATION COMMUNITIES AND MAIN STREETS

INTRODUCTION

Findings of compliance with Metro Code 3.07.610-650, Centers, Corridors, Main Streets, and Station Communities are listed below.

COMPLIANCE WITH METRO CODE 3.07.1120 PLANNING FOR AREAS

3.07.620 *Actions and Investments in Centers, Corridors, Station Communities and Main Streets*

(a) In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:

- (1) Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection (b);*
- (2) Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection (c); and*
- (3) Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to sub(d).*

Response: The Town Center boundaries have been established and recognized by Metro’s Urban Growth Management Functional Plan Title 6 Map of Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries. The Wilsonville Town Center Plan (“Plan”) is consistent with Title 6’s purpose because: (a) it is intended to revitalize Wilsonville’s Town Center as “the heart of Wilsonville” as stated in the vision statement; and (b) Metro invested regional planning resources through a Community Planning and Development grant to fund the Plan. The following findings are in support of the Plan, which included an assessment of the center and a plan of actions and investments in response to opportunities and needs found within Town Center.

(b) The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:

- (1) Be consistent with the general location shown in the RFP except, for a proposed new Station Community, be consistent with Metro’s land use final order for a light rail transit project;*
- (2) For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;*
- (3) For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and*

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(4) *Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in subsection (a) of section 3.07.820 of this chapter.*

Response: The boundaries of the Town Center were adopted by the Wilsonville City Council in Ordinance No. 55. They are consistent with, and shown on, the 2040 Growth Concept Map of Metro's Regional Framework Plan. Metro defines a Town Center as a focal area for growth that provides services to tens of thousands within a two- to three-mile radius and typically includes one- to three-story buildings for employment and housing. Wilsonville's Town Center will be focal area of a mix of uses, community destinations, and urban amenities serving Wilsonville's entire population of approximately 25,000 residents. Metro also identifies the Wilsonville Town Center as a Regional Pedestrian District and Bicycle District in the 2014 Regional Active Transportation Plan. The Plan includes map and code recommendations intended to support active transportation, including a future pedestrian bridge across I-5, the project already included in the City of Wilsonville's Transportation System Plan.

(c) *An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:*

- (1) *Physical and market conditions in the area;*
- (2) *Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;*
- (3) *The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;*
- (4) *Existing and potential incentives to encourage mixed-use pedestrian friendly and transit-supportive development in the area; and*
- (5) *For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.*

Response: An assessment of the Center has been completed, including an Existing Conditions Report for the Town Center, which summarized the key considerations impacting existing and future development in the Town Center.

The Existing Conditions Report analyzed opportunities and constraints in the following sections:

- Land Use and Regulatory Conditions, including relevant sections of the Development Code and Comprehensive Plan;
- Infrastructure, including stormwater, sewer and water infrastructure;
- Natural Resources and Systems, including slope or grade, tree canopy density, wetland areas, and streams, rivers and waterways systems;

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- Multimodal Transportation Conditions, including transit, bicycle, and pedestrian network in Wilsonville Town Center; and
- Market Conditions, including population growth, commute patterns, existing and potential market demand for retail, office and residential markets.

In addition to the Existing Conditions Report, a Development Feasibility Analysis was prepared by Leland Consulting Group, which assessed development options for economic feasibility and tested various development prototypes and effectiveness of different building forms, zoning codes, financial incentives, and other tools. As part of the plan, new development code and design guidelines were also completed to implement the Town Center vision as a walkable, mixed-use hub and heart of the community.

(d) A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under subsection (c) and include at least the following elements:

(1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;

Response: As stated above, the Existing Conditions Report identified applicable regulatory conditions, including barriers to mixed-use, pedestrian-friendly and transit-supportive development, in Wilsonville Town Center. The Plan has an implementation plan, which includes regulatory actions and amendments to reduce and overcome regulatory barriers within the Comprehensive Plan and Development Code. Regulatory actions include a new Comprehensive Plan designation, new mixed use development code and design guidelines, new implementation and placemaking programs, and revisions to other city plans or regulations to support strategies necessary to implement the Master Plan, such as infrastructure investments, parking strategies, placemaking strategies, economic development strategies, and transit investments.

(2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow:

(A) In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in section 3.07.640; and

(B) In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;

Response: The Implementation Strategies section of the Plan includes amendments to the Wilsonville Comprehensive Plan to change the designation for parcels within the Plan boundary currently designated commercial, residential, and public lands to a new Comprehensive Plan designation of Town Center. The recommended designation includes a purpose statement and policies and is necessary to

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implement the vision developed through this planning effort. There is currently no town center designation within the existing Comprehensive Plan.

The Plan also includes amendment to the Wilsonville Development Code to include a new Town Center (TC) zoning district and new site and building design standards. This will include changing the existing Planned Development Commercial Town Center (PDC-TC) and Planned Development Residential (PDR) zoning designations within the Town Center boundary to Town Center (TC), a new zoning district with four sub-districts – Main Street, Neighborhood-Mixed Use, Mixed Use, and Commercial Mixed Use. The new site and building design standards in the new TC zone will provide specific design requirements for each of these sub-districts related to building location, height and design, and parking provisions (surface and structured) in order to set the stage for development consistent with the community's vision for Town Center.

(3) Public investments and incentives to support mixed-use pedestrian friendly and transit-supportive development; and

Response: The implementation strategy for the Plan identifies investments in infrastructure, including roads, sewer, water, stormwater, and parks. The parks and roads investments will aim to increase the multi-modal use of the Town Center. Infrastructure projects identified in the Plan include:

- I-5 Bike/Pedestrian Bridge Gateway: The City is in the process of designing a bike/pedestrian bridge over I-5 that will connect the northwest corner of Town Center to the existing transit center and development on the west side of I-5.
- Park Place Redesign (Town Center Loop to northern edge of Town Center Park): The recommended future design for this section of Park Place includes two travel lanes, buffered bike lanes, and wide sidewalks.
- Park Place Redesign (Town Center Park to Courtside Drive): This section of Park Place becomes an extension of Town Center Park. Constructed as a curbsless street that can be closed during events in Town Center Park, a farmers market, or other civic use.
- Park Place Extension (Courtside Drive to Wilsonville Road): Extending Park Place provides opportunities to create a walking retail corridor, gathering spaces, and placemaking programs for Town Center.
- Courtside Drive Improvements (Park Place to Town Center Loop E.): Improvements to this section of roadway are primarily striping for the cycle track and for on street parking on the south side of Courtside Drive.
- Courtside Drive Extension (Park Place East to Town Center Loop W.): This project would extend Courtside Drive to the west to Town Center Loop W., providing increased connectivity to the western portion of town center, an area envisioned to redevelop with a more diverse mix of uses.

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- Wilsonville Road Intersection Modifications: Recommended improvements along Wilsonville Road are designed to address, to the greatest degree practicable, existing capacity issues and implementation of the desired multi-modal form as recommended in this plan.
- Town Center Loop W. Modifications: The focus of this project is to make Town Center Loop W. more pedestrian and bicycle friendly, help redistribute through traffic, and reduce congestion at the Wilsonville Road/Town Center Loop W. intersection.
- Local Road Network: As part of private development, additional local connections will be added to create a more walkable and accessible Town Center neighborhood.
- Park Place Promenade Redesign: The Park Place Promenade redesigns Park Place between Town Center Loop W. and Courtside Drive to eliminate it as a vehicular route and create a linear park feature that provides bicycle and pedestrian access and a location for future temporary events such as festivals or a farmers market.
- Cycle tracks: Several sections of two-way cycle tracks are identified in the Master Plan, including the Bike/Pedestrian Bridge to Town Center Park, Town Center Park to Courtside Drive, Town Center Park to Town Center Loop E. (Courtside Drive Segment), and Town Center Loop E to Wilsonville Road.
- Promenade: The Promenade is a linear park located north of the existing Fry's building, providing a multi-modal connection between the I-5 bike/pedestrian bridge landing and the two-way cycle track on Park Place.

In addition to the public infrastructure improvements for increased multimodal use, the Plan identified transit investments and strategies specifically to increase the use of mass transit.

- Develop a Transit Shelter Adoption Program to improve the aesthetics of the transit shelters.
- Develop a land use code in the Town Center Development Code Amendments that is focused on pedestrian and transit-oriented development.
- Improve Transit Connections: Supporting bike infrastructure near transit stops; position bus stops at popular destinations to reduce last mile travel; potentially allow buses to use the future I-5 bike/pedestrian bridge, and work with private alternative transportation companies when public transit is not an option.
- Work to develop vehicles and infrastructure for transit that has unique identifiers for the Town Center.
- Increase transit service and accessibility over time.

(4) A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to subsections 3.08.230(a) and (b) of the RTFP, that includes:

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(A) *The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;*

(B) *A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and*

(C) *A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.*

Response: The Plan addresses single-occupancy vehicle mode share by working to increase the availability, safety, and experience of other modes of transportation, as well as discouraging the attractiveness of accessing the town center by car. Parking strategies will aim to locate parking away from the pedestrian areas and ensure off-street parking is not the driving factor in how land is used within the town center. The transportation system design includes transit investments and strategies to improve transit connections, including supporting bike infrastructure, repositioning bus stops at popular destinations, and considering allowing bus access over the I-5 bike/pedestrian bridge. Unique transit infrastructure for the Town Center and increased transit service and accessibility were also identified in the implementation plan. The Town Center Plan does not include a transportation demand management (TDM) program per se, although the Plan recommends developing a parking management plan, which could include TDM strategies. The Plan also recommends parking reductions for some types of projects described in implementation measure PA.2, including the development of a transportation management association to coordinate district-wide efforts in reducing parking demand. However, the plan and vision are intended to create much stronger identity and cohesion for the Town Center than is present today. This will help set the stage for the future, should an effort be launched to discuss TDM strategies for the Town Center.

(e) *A city or county that has completed all or some of the requirements of subsections (b), (c), and (d) may seek recognition of that compliance from Metro by written request to the COO.*

Response: As identified in the responses above, the City of Wilsonville has completed all of the requirements of subsections (b), (c) and (d). The City is not seeking recognition of that compliance by Metro.

(f) *Compliance with the requirements of this section is not a prerequisite to:*

(1) *Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or*

(2) *Investments in areas other than Centers, Corridors, Station Communities and Main Streets.*

Response: The City's intent is for the Plan to guide and direct investments in Town Center through local public funding, private development, and public/private partnerships to construct the desired

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infrastructure investments. The City will also use the recommendations and implementation strategies identified in the Plan to pursue regional, state and federal funding for infrastructure investments. The City's investments in other areas of Wilsonville are guided by other planning documents, all under the umbrella of the Comprehensive Plan.

3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates

(a) A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:

- (1) Established a boundary pursuant to subsection (b) of section 3.07.620; and*
- (2) Adopted land use regulations to allow the mix and intensity of uses specified in section 3.07.640.*

Response: The city has evaluated transportation impacts for the Town Center Plan using the mobility standards and trip generation rates that are consistent with the adopted Wilsonville Transportation System Plan. No changes for different standards are proposed This section is not applicable.

(b) A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:

- (1) Established a boundary pursuant to subsection (b) of section 3.07.620;*
- (2) Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in section 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and*
- (3) Adopted a plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to subsections 3.08.230 (a) and (b) of the RTFP, that includes:*
 - (A) Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;*
 - (B) A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and*

Response: This section is not applicable.

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(c) *A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTP.*

Response: The implementation section of the Plan includes a list of parking strategies to be utilized with future development in the Town Center. The Plan includes a parking analysis and direction to develop a Town Center Parking Management Plan in the future.

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

(a) *A Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:*

- (1) *Central City - 250 persons*
- (2) *Regional Centers - 60 persons*
- (3) *Station Communities - 45 persons*
- (4) *Corridors - 45 persons*
- (5) *Town Centers - 40 persons*
- (6) *Main Streets - 39 persons*

Response: The Wilsonville Town Center will have a high density of residents and workers with the new land use. Wilsonville Town Center is about 100 acres in size. As shown in the Table 1, the new persons per acre will be approximately 84.51 (8,451 people in 100 acres) at full project buildout (40-year planning horizon).

Table 1. Potential Future Development by Land Use Type in Town Center¹

	Commercial	Retail	Office	Residential	Total
Projected People	1,000	740	2,880	1,680 units (3,831 people) ²	8,451 people

(b) *Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:*

- (1) *The amenities identified in the most current version of the State of the Centers: Investing in Our Communities, such as grocery stores and restaurants;*

¹ From Table 3.1 in Wilsonville Town Center Plan

² Assumes 2.28 people per household, based on 2010 US Census data for Wilsonville.

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- (2) *Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;*
- (3) *Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.*

Response: The Plan creates new land use districts that establish urban form and land uses to implement the Town Center vision. Within each district, a different combination of land uses and building scales are allowed. Uses for the Main Street sub-district will include mixed-use buildings, apartments and local retail and restaurants. The commercial-mixed use district, located closest to I-5, will include a mix of office, entertainment, hospitality, civic and residential uses. The Mixed Use sub-district will have residential, retail, office and service uses. The Neighborhood-Mixed Use sub-district, along the easternmost edge of the Town Center, will be a mix of townhomes and small-scale commercial businesses. The State of our Centers identifies a number of private and public amenities for the Wilsonville Town Center. Each of these will be allowed in at least one of the districts within the Town Center zone.

(c) *Centers, Corridors, Station Communities and Main Streets need a mix of housing types to be vibrant and successful. The following mix of housing types is recommended for each:*

- (1) *The types of housing listed in the “needed housing” statute, ORS 197.303(1);*
- (2) *The types of housing identified in the city’s or county’s housing need analysis done pursuant to ORS 197.296 or statewide planning Goal 10 (Housing); and*
- (3) *Accessory dwellings pursuant to section 3.07.120 of this chapter.*

Response: Housing, especially medium and high-density housing, will be allowed within all the districts within the new Town Center zone. The Neighborhood-Mixed Use sub-district on the east side of the Town Center will provide a mix of housing types which will help transition to the single-family housing which exists just east of the Town Center. The potential future development for the Town center is estimated to be about 1,680 residential units within the next 40 years, with about 881 residential units provided in the next 20 years. Currently, 79 units exist within the Town Center. This will provide a strong response to the needed housing for the area, which was identified in the Existing Conditions Report.

3.07.650 *Centers, Corridors, Station Communities and Main Streets Map*

(a) *The Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title and is Metro’s official depiction of their boundaries. The map shows the boundaries established pursuant to this title.*

Response: The Wilsonville Town Center boundaries are identified in the current Centers, Corridors, Station Communities and Main Streets Map.

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(b) A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP. The city or county shall provide notice of its proposed revision as prescribed in subsection (b) of section 3.07.620.

Response: The City is not requesting a revision of the boundary of the Wilsonville Town Center; therefore, this requirement does not apply.

(c) The COO shall revise the Centers, Corridors, Station Communities and Main Streets Map by order to conform the map to establishment or revision of a boundary under this title.

Response: This section is not applicable.

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COMPLIANCE WITH WILSONVILLE COMPREHENSIVE PLAN AMENDMENT STANDARDS

INTRODUCTION

The Wilsonville Comprehensive Plan establishes how Plan amendments may be initiated and reviewed by the City. The guiding text is in the Introduction section, pages Intro 7-8. The standards for amendments are listed below in bold, italic type, followed by findings.

PLAN POLICY REVIEW

Standards for approval of Plan Amendments

In order to grant a Plan amendment, the City Council shall, after considering the recommendation of the Development Review Board (quasi-judicial) or Planning Commission (legislative), find that:

- a. **The proposed amendment is in conformance with those portions of the Plan that are not being considered for amendment.**

Applicable Policies and Implementation Measures	Compliance Findings
Citizen Involvement	
<p>Policy 1.1.1 The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.</p> <p>Policy 1.2.1 The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.</p> <p>Policy 1.3 The City of Wilsonville shall coordinate with other agencies and organizations involved with Wilsonville’s planning programs and policies.</p>	<p>Please see the public information tools and processes listed under Findings for Statewide Planning Goal 1, Citizen Involvement.</p> <p>Two informational sessions and six work sessions were held with the Planning Commission. Six work sessions were held with the City Council. Two join work sessions were held with the Planning Commission and City Council. Public comment opportunities were available at every meeting. The Planning Commission had extensive and productive informal discussions with the participating public.</p> <p>Through the work session, public notification, website and public hearing schedule, the City has encouraged the participation of a wide variety of individuals</p>

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	<p>representing the groups listed above. Meeting notices were sent to 62 property owners in and within 250 feet of Town Center. Additional notice was posted in the Library, Community Center and City Hall and was published in the Wilsonville Spokesman.</p>
<p>Urban Growth Management</p>	
<p>Policy 2.1.1. The City of Wilsonville shall support the development of all land within the City, other than designated open space lands, consistent with the land use designations of the Comprehensive Plan.</p> <p>Policy 2.2.1. The City of Wilsonville shall plan for the eventual urbanization of land within the local planning area, beginning with land within the Urban Growth Boundary.</p>	<p>The Town Center Plan is a key step toward fulfillment of these policies for the Town Center.</p>
<p>Public Facilities and Services</p>	
<p>Policy 3.1.1 The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living.</p> <p>Policy 3.1.2 The City of Wilsonville shall provide, or coordinate the provision of, facilities and services concurrent with need (created by new development, redevelopment, or upgrades of aging infrastructure).</p> <p>Policy 3.1.3 The City of Wilsonville shall take steps to assure that the parties causing a need for expanded facilities and services, or those benefiting from such facilities and services, pay for them.</p> <p>Policy 3.1.4 The City of Wilsonville shall continue to operate and maintain the wastewater treatment plant and system in conformance with federal, state, and regional water quality standards.</p> <p>Policy 3.1.6 The City of Wilsonville shall continue a comprehensive water conservation program to make effective use of the water infrastructure, source water supply and treatment processes.</p> <p>Policy 3.1.7 The City of Wilsonville shall maintain an accurate user demand profile to account for actual and anticipated demand conditions in order to assure an adequately sized water system.</p> <p>Policy 3.1.8 The City of Wilsonville shall coordinate distribution system improvements with other CIP projects, such as roads, wastewater, and storm water, to save construction costs and minimize public impacts during construction.</p>	<p>Please see the public information tools and processes listed under Findings for Statewide Planning Goal 8, Recreational Needs and Goal 11, Public Facilities and Services.</p>

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<p>Policy 3.1.7 The City of Wilsonville shall develop and maintain an adequate storm drainage system. However, where the need for new facilities is the result of new development, the financial burden for drainage system improvements shall remain primarily the responsibility of developers. The City will use systems development charges, user fees, and/or other funding sources to construct facilities to improve storm water quality and control the volume of runoff.</p> <p>Policy 3.1.8 The City of Wilsonville shall continue to coordinate planning for fire safety with the Tualatin Valley Fire and Rescue District.</p> <p>Policy 3.1.11 The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.</p>	
<p>Transportation</p>	
<p>Policy 3.2.1 To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.</p> <p>Policy 3.2.2 To provide for a mix of planned transportation facilities and services that are sufficient to ensure economical, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.</p> <p>Policy 3.2.3 If adequate regional transportation services, including I-5 interchange modification or additions, and high capacity public transportation, cannot be provided, then the City shall reevaluate and reduce the level of development and/or timing of development anticipated by other elements of this Plan. Such reductions shall be consistent with the capacity of the transportation system at the time of re-evaluation.</p> <p>Policy 3.3.1 The City shall provide facilities that allow people to reduce reliance on single occupant automobile use, particularly during peak periods.</p> <p>Policy 3.3.2 The City shall work to improve accessibility for all citizens to all modes of transportation.</p> <p>Policy 3.4.2 The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.</p> <p>Policy 3.5.1 Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.</p>	<p>The Transportation section of the Town Center Plan provides a highly-connected network of streets, pedestrian ways, and bicycle circulation.</p> <p>SMART service is planned to expand and intensify in the Town Center area.</p> <p>Street design and residential design standards will support active and comfortable walking routes in the Town Center, and reduced parking will be balanced by an increased multimodal network and transit options.</p> <p>Together, these measures cited above are expected to reduce reliance on automobile use, promote livability, and balance land use and transportation needs.</p> <p>The transportation analysis completed for the Plan (Appendix B of the Plan) showed that there would be no adverse impacts to I-5. See also findings for Statewide Planning Goal 12, Transportation within this document.</p>

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<p>Policy 3.5.2 Review all land use/development proposals with regards to consistency with the TSP transportation impacts.</p> <p>Policy 3.5.3 Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.</p>	
Land Use and Development	
<p>Policy 4.1.1 The City of Wilsonville shall make land use and planning decisions to achieve Goal 4.1.</p> <p>Policy 4.1.4 The City of Wilsonville shall provide opportunities for a wide range of housing types, sizes, and densities at prices and rent levels to accommodate people who are employed in Wilsonville.</p>	<p>Please see Findings for Statewide Goal 10 Housing. The Town Center fulfills, in part, the denser housing component of the City’s overall diversity of housing opportunities by adding up to 1,680 dwelling units at full buildout.</p> <p>The Town Center Plan includes provisions for public and private open space. Design standards are included to protect the character and ensure cohesion within the area.</p>

OTHER STANDARDS RELATED TO COMPREHENSIVE PLAN COMPLIANCE

b. The granting of the amendment is in the public interest.

FINDINGS: The Plan has been developed with extensive public outreach throughout the process. The process was guided by a Task Force that included representation from Wilsonville’s residents, community advocates, small and large businesses, land owners, and neighborhood groups. The Planning Commission and City Council were also involved at key points throughout the planning process.

c. The public interest is best served by granting the amendment at this time.

FINDINGS: The public engagement process encouraged community members to identify their priorities for Town Center. Several prominent themes emerged during from the community kickoff, stakeholder meetings, and online outreach. Using these priorities as foundational elements, the Wilsonville community, Town Center Task Force, Planning Commission and City Council developed the Town Center Vision, Goals and Measures of Success to guide future development concepts for Town Center and the implementation strategies in the Plan. The strong consensus developed during the Town Center planning process is best served by adopted the proposed plan and moving forward to implementation.

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d. The following factors have been adequately addressed in the proposed amendment:

- the suitability of the various areas for particular land uses and improvements;
- the land uses and improvements in the area;
- trends in land improvement;
- density of development;
- property values;
- the needs of economic enterprises in the future development of the area;
- transportation access;
- natural resources; and
- the public need for healthful, safe and aesthetic surroundings and conditions.

FINDINGS: The Plan was developed after a thorough identification of existing issues and needs were identified. The Existing Conditions Report (see Appendix F) identified land uses, regulatory conditions, transportation needs, economic development potential, and existing natural resources. The Development Feasibility Analysis (see Appendix C of the Plan) examined a number of different inputs to test the financial feasibility of various types of real estate development in the Town Center, including program (site size, number of units, etc.), timing, hard and soft costs, operating revenue and expenses, and return on investment. In addition, the analysis studies existing multifamily and mixed use projects in Wilsonville and nearby cities to understand the performance of the projects, including what assistance the jurisdictions gave to increase development feasibility.

e. Proposed changes or amendments to the Comprehensive Plan do not result in conflicts with applicable Metro requirements.

FINDINGS: Please see findings regarding compliance with Metro Title 6.

COMPLIANCE WITH ZONE TEXT AMENDMENT CRITERIA

Section 4.197 of the Wilsonville zoning code establishes the criteria for amendment of the zoning text. Those criteria are:

1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and

2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and

3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and

4. If applicable, the amendment is in compliance with Statewide Land Use Planning Goals and related administrative rules; and

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5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.

FINDINGS: All procedures required by the code have been followed. The compliance with the Comprehensive Plan is documented in this Findings Report. A comprehensive review of the Wilsonville text has been conducted and there are no conflicts; minor codification amendments have been proposed to ensure consistency. The proposal's compliance with the Statewide Planning Goals is also documented in this Findings Report. Other than Oregon's land use statutes, no other State or Federal laws or statutes have been identified as applicable.

The criteria for a zone text amendment are met.



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MEMORANDUM

DATE: February 20, 2019
 TO: City of Wilsonville
 FROM: Scott Mansur, P.E., PTOE | DKS Associates
 Jenna Hills, EI | DKS Associates
 SUBJECT: Wilsonville Town Center Plan TPR Compliance

P16210-000

The purpose of this memorandum is to summarize the Wilsonville Town Center Plan’s compliance with the Transportation Planning Rule (TPR). References below to the “transportation analysis” and “projects included in the Town Center Plan” refer to “Town Center Land Use Alternatives” memorandum by DKS Associates, February 2019 (see Appendix B of the Wilsonville Town Center Plan.).

TPR Requirement	Response
660-012-0060 Plan and Land Use Regulation Amendments	
(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:	The proposed plan amendments do not meet sections (3), (9), or (10). Neither existing nor planned transportation facilities are affected by the proposed plan amendments per the responses provided for subsection (a), (b), and (c).
(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);	No functional classifications were impacted with the Town Center Plan.
(b) Change standards implementing a functional classification system; or	No facility standards were impacted with the Town Center Plan.
(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.	The “Town Center Land Use Alternatives” memo documents projected conditions measured at the end of the planning period identified in the adopted TSP (2035). The amendment does not include any enforceable, ongoing requirements that would demonstrably limit traffic generation.

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Wilsonville Town Center Plan: TPR Compliance

February 20, 2019

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TPR Requirement	Response
(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;	Types and levels of travel and access expected on other existing and planned transportation facilities are consistent with their functional classifications.
(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or	The proposed plan amendments do not degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan. The attached transportation analysis demonstrates that all intersections would be expected to meet performance standards under the Horizon Year (2035) Build scenario (Table 8).
(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.	The proposed plan amendments do not degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.
(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.	As noted above, there would be no significant effect on the transportation facilities. The findings below and the attached analysis demonstrate that the transportation facilities and improvements will be adequate to support the proposed land uses as measured at the end of the planning period identified in the adopted TSP (2035). Therefore, no mitigation is necessary and the remainder of this section is not pertinent.
(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.	No measures need to be adopted as part of the plan amendments.
(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.	No funding plan or mechanism needs to be included as part of the plan amendments.
(c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.	No modifications to the planned function, capacity, or performance standards need to be amended as part of the plan amendments.
(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.	No other measures need to be included as part of the plan amendments.

ATTACHMENT B - COMPLIANCE FINDINGS

Wilsonville Town Center Plan: TPR Compliance

February 20, 2019

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TPR Requirement	Response
(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.	Although not required, the proposed plan includes a bicycle cycle track through the plan area along with other multimodal improvements that will provide benefits for all modes of travel.
(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:	Subsections (a), (b), and (c) are not applicable as planned transportation facilities are not affected by the proposed plan amendments per the responses provided for subsection (a), (b), and (c) of section (1).
(a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP.	Not applicable
(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures.	Not applicable
(c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C)	The property is within an interchange area, however there is no significant effect, therefore this section is not applicable.
(d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.	Not applicable since there is no significant effect to the transportation system.
(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.	Section (4) is not applicable as planned transportation facilities are not affected by the proposed plan amendments per the responses provided for subsection (a), (b), and (c) of section (1). However, the attached transportation analysis was coordinated with ODOT.
(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.	As described further below, the attached analysis relies on existing transportation facilities and services and planned transportation facilities that meet the criteria in subsections (b) and (c).

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TPR Requirement	Response
<p>(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:</p> <p>(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.</p> <p>(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.</p> <p>(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.</p> <p>(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.</p> <p>(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.</p>	<p>(b) The Town Center Plan area is located within an interstate interchange area. Subsections (A) through (E) do not apply to the Town Center Plan.</p>
<p>(c) Within interstate interchange areas, the improvements included in (b)(A)–(C) are considered planned facilities, improvements and services, except where:</p> <p>(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or</p> <p>(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b) (D) and (E) of this section.</p>	<p>The Town Center Plan area is within an interstate interchange area.</p> <p>Subsection (c)(A) does not apply as there are no mitigation measures needed and a written statement from ODOT will not be necessary.</p> <p>Per subsection (c)(B), there is an adopted interchange area management plan for the Town Center Plan area. No improvements are needed based on the attached transportation analysis that demonstrates all intersections would be expected to meet performance standards under the Horizon Year (2035) Build scenario (Table 8).</p>

ATTACHMENT B - COMPLIANCE FINDINGS

Wilsonville Town Center Plan: TPR Compliance

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TPR Requirement	Response
(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.	The proposed plan amendments do not include an exception to allow development on rural lands; therefore, this section is not applicable.
(6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d) below;	Trip reductions in motor vehicle trips were assumed for the attached transportation analysis.
(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;	The attached transportation analysis shows that a 10% trip reduction was applied to account for non-vehicular trips that would be enabled and encouraged based on the vision for a walkable and bikeable area.
(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in subsection (a) above;	Trip reduction greater than 10% was not used in the transportation analysis.
(c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 660-012-0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and	Development applications within the Wilsonville Town Center will follow the City of Wilsonville land use approval process that will include an assessment of the transportation conditions and site plan to assure the development is constructing on-site and off-site improvements that are consistent with a mixed-use pedestrian/bicycle/transit friendly town center development. The Town Center Plan and implementing development code and design guidelines implement a mixed-use, pedestrian oriented development, which includes connectivity requirements for all travel modes. The City will review future development based on the TC Zone development criteria. Conditions of approval will be identified as needed where mitigations are required.

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Wilsonville Town Center Plan: TPR Compliance

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TPR Requirement	Response
<p>(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.</p>	<p>No response necessary</p>
<p>(7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in subsections (a)–(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):</p>	<p>This section is not relevant because section (c) criteria is not met.</p>
<p>(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;</p>	<p>The proposed plan amendments would result in the designation of two or more acres of land for commercial use</p>
<p>(b) The local government has not adopted a TSP or local street plan which complies with OAR 660-012-0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and</p>	<p>The City of Wilsonville has an adopted TSP which complies with OAR 660-012-0020(2)(b) and has complied with Metro's requirement for street connectivity in Title 6, Section 3 of the Urban Growth Management Functional Plan. The Town Center Plan establishes specific street spacing standards for Town Center.</p>
<p>(c) The proposed amendment would significantly affect a transportation facility as provided in section (1).</p>	<p>The proposed plan amendments would not significantly affect a transportation facility as provided in section (1).</p>
<p>(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.</p>	<p>The Town Center Plan amends the City's development code to permit mixed-use, pedestrian oriented development. As described in the "Town Center Land Use Alternatives" memo, projected conditions related to the zone change measured at the end of the planning period identified in the adopted TSP (2035) does not significantly affect any existing or planned transportation facilities.</p>

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Wilsonville Town Center Plan: TPR Compliance

February 20, 2019

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TPR Requirement	Response
(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;	The proposed plan amendments include changes to the comprehensive plan designations and zoning map; However, the land use for the proposed zoning and comprehensive plan changes does not lead to a significant effect of the transportation facilities.
(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and	The proposed plan amendments include changes to the TSP zoning map; However, the land use for the proposed zoning and comprehensive plan changes does not lead to a significant effect of the transportation facilities.
(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.	Town Center is within the Wilsonville City Limits. This criterion is not applicable.
(10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.	The proposed plan amendment does qualify under subsection (a) of this section; therefore, this section is not applicable.
(a) A proposed amendment qualifies for this section if it: (A) is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and (B) is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.	The proposed plan amendment is not within a multimodal mixed-use area (MMA). MMA is not proposed as part of the Town Center Plan, therefore, this section is not applicable.
(11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.	The proposed amendment is not proposed to have partial mitigation, and does not comply with subsection (a) of this section; therefore, this section is not applicable.

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Wilsonville Town Center Plan: TPR Compliance

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TPR Requirement	Response
<p>(a) The amendment must meet paragraphs (A) and (B) of this subsection or meet paragraph (D) of this subsection.</p> <p>(A) Create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries.</p> <p>(B) Not allow retail uses, except limited retail incidental to industrial or traded sector development, not to exceed five percent of the net developable area.</p>	<p>The Town Center Plan will allow retail uses, therefore, subsection (a) of this section is not applicable.</p>

ATTACHMENT C - TOWN CENTER RECORD

PLANNING COMMISSION RECORD INDEX TOWN CENTER PLAN PROJECT LP19-0003

CITY MEETINGS – Project Set Up

- **Planning Commission**
 - Informational Session Minutes
 - 01/2016, 9/2016
 - Work Session Minutes
 - 12/2016

Phase I Public Involvement Summary

- Access here: https://www.wilsonvilletowncenter.com/wp-content/uploads/2017/10/TownCenterPubInvSumm_PUBLIC_Phase-1-V2.pdf

Phase 2 Public Involvement Summary

- Access here: https://www.wilsonvilletowncenter.com/wp-content/uploads/2018/08/Phase-2_PublicInvolvementSummary_FINAL-small.pdf

Phase 3 Public Involvement Summary

- Access here: https://www.wilsonvilletowncenter.com/wp-content/uploads/2019/03/Phase-3-Public-Engagement-Summary_REDUCED_030619_v2.pdf

Citizen Comments

COMMUNICATION – Interested Parties

- Mailchimp emails
- Outlook emails

Affidavit of Hearing Notice

ATTACHMENT C - TOWN CENTER RECORD

**PLANNING COMMISSION
WEDNESDAY, JANUARY 13, 2016
6:00 P.M.**

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

2/10/2016
Approved as
Presented

MINUTES EXCERPT- TOWN CENTER

I. CALL TO ORDER - ROLL CALL

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

Planning Commission: Jerry Greenfield, Eric Postma, Al Levit, Peter Hurley, Simon Springall, and Phyllis Millan. City Councilor Charlotte Lehan was absent.

City Staff: Chris Neamtzu, Michael Kohlhoff, Miranda Bateschell

• ...

VIII. INFORMATIONAL

A. Town Center Master Plan (Bateschell)

Miranda Bateschell, Long-Range Planning Manager, explained that considering a redevelopment plan for Town Center was identified as a project in the Urban Renewal Plan and had been set as a Council priority when City Council set its goals last spring. The City was awarded a \$320,000 Community Development Planning Grant (CDPG) to do the Town Center Master Plan with a City match of \$100,000 from the Urban Renewal Fund. The goal was to build on the vision established through the pilot project done by the City a few years ago with Portland State University. She read the vision from the Project Narrative, provided on Page 4 of 20 of the Staff report, and reviewed the diagram on Page 5 that identified the key outcomes of the Master Plan.

- Staff envisioned having a strong, innovative and highly engaged public involvement plan and wanted the master planning process to be exciting for the community. Everyone used Town Center and Staff wanted that tie to Town Center not only to continue, but be further enhanced and strengthened.
- An important piece resulting from the process would be an identified strategy and outline of action items to implement the Master Plan. To make Town Center a successful place, Staff envisioned having implementation actions for various interested parties in the community. As a first step, the City would likely have actions to implement, but actions were also envisioned for local businesses, and perhaps, a phase two demonstration project, but it all depended on how the master planning project took shape.
- The timeline for completing the project was expected to be about two years, perhaps longer.
- Staff would like to present the project to the public this summer to begin discussions about how Town Center functioned and what citizens wanted or would like to see, and get them excited and engaged on a regular basis with new communication tools.
- First steps included developing an RFP for consultant services to provide needed expertise and to develop a scope of work for the master planning project. The City had received a lot of interest about the project and hoped to get innovative ideas about how to engage the public and create the Master Plan.
- Staff anticipated returning to the Planning Commission in May to discuss and get input on the public involvement plan. Tonight, Staff sought ideas about events or methods to best engage Wilsonville's residents and business owners, as well as input about what results the Commission would like to see from project.

Comments from the Commission and discussion continued as follows:

ATTACHMENT C - TOWN CENTER RECORD

- During the recent public meetings for Frog Pond, there was a lot of frustration because the public did not feel like they were being heard. The City needed to be careful to respect and acknowledge even opposing views. The public input process seemed to fall apart because there were a couple meetings and then the process was over without any type of wrap up session in that forum to indicate what would happen next and provide closure, which was frustrating for many citizens who attended those meetings. There were some skeptical citizens now.
- It was important to acknowledge everyone's input and not just those on a task force because some citizens were shut down when making comments on Frog Pond because they were not on the task force. Keeping the lines of communication open was important.
 - One thing to consider was whether to have a task force or use different alternatives for public engagement and how you get advisory input. Being early in the process, choosing those methods was still open to conversation. With a task force, certain members were often perceived as being appointed, resulting in questions as to why they were chosen. Though voicing their own opinions, task force members are often expected in some ways to represent many other voices.
 - One alternative model focused on mass public engagement, which involved a lot more social media and web-based platforms that track people's comments so people could respond to one another's suggestions or project ideas. This model promoted more interaction and helped facilitate conversation about those ideas that would not occur otherwise.
 - Other models included focus groups of 10 to 15 people; hosting bigger, more charrette-based events for people to provide input; and setting up a storefront. For example, a tenant space in Town Center could be rented two or three times during the process where the consultants would be available so people could stop by when they could, such as on a lunch or coffee break, to get an update or provide input into the process.
 - Staff was exploring what public engagement options might be available and looking to get a lot of input and ideas from those responding to the RFP about what was working now. The world of communication and engagement was shifting drastically and the City sought input about how to best engage the community so the Master Plan would be successful, which would integrating input from the citizens and interested parties. The City needed to acknowledge all that input and figure out how to work in as much as possible in a balanced way to create a Master Plan about which everyone could be excited.
- The Memorial Park planning process seemed to go very well using mostly open houses to get grass roots input, and no task force. The process felt open and the mass meeting with the display boards seemed to be very engaging for people. The open houses were also a short term commitment, which was another issue with community involvement as no one had time to commit to weeks of planning. Providing opportunities for shorter time commitments would be better for a lot of Wilsonville's citizens.
- The Project Narrative mentioned getting input from a diversity of the community, which was extremely important but also a challenge, so it would be interesting to see what the consultants would suggest.
- Renting a storefront was a good idea and would draw in people who currently frequented Town Center.
- From the Chamber of Commerce's perspective, businesses were very interested in participating on a two-fold front. While the tendency was to focus on the land owners, many people had invested extensively in being long-term tenants, even well into the future, and they needed to be engaged as well as the land owners to have a successful process.
 - While diversity was certainly needed, one thing that was concerning about this approach from the business front was that business owners could not be as open as they wanted and may fear negative reactions from the citizenry who may have different interests or a different approach for Town Center. The City might want to consider opportunities for businesses to provide input in a different forum where they could speak openly. Businesses in the Town Center area were extremely interested in having a voice in the process, but they might not be overly honest about their business concerns if they believed it might negatively impact business.
 - There was no way to gauge or involve potential business tenants, but there must be a way to create excitement about what might happen in Town Center to attract potential businesses.

ATTACHMENT C - TOWN CENTER RECORD

- Citizens might want certain businesses in Town Center, but people did not realize the City could not force someone to open a particular business.
- Landlords of multi-tenant units tend to promote or work to attract certain businesses because the mix of business tenants was extremely important. Landlords spend a lot of money on consultants to figure out the right mix of businesses to have in a particular area.
- Given the overlay of Town Center, it was hard to imagine how achieve a grid pattern without massive reconstruction.
 - Per recent travel opportunities, it was witnessed that successful city centers had grid patterns that created a lot of vitality. A pedestrian-only section also seemed to work in successful places with parking toward the periphery.
 - Getting the right businesses with the right physical features to attract people was a consideration. For example, Kansas City had a strip mall with a beautiful walking area and water features but one restaurant had a dinosaur theme the emitted amplified dinosaur sounds, which were not appealing.
- Ms. Bateschell clarified that when the Project Narrative was written, the Regal Cinema structure was listed for sale, which was why Page 5 discussed it being recently vacated. She understood it had been taken off the market.
- Having Clackamas Community College involved in the process was important. The City should find a way to leverage the college, which was a great resource that many people were unaware of.
 - Clackamas Community College was definitely included on the list of people/entities the City would engage in this project, as well as OIT, especially with regard to the newer, more creative approaches using technology as part of the City's public engagement plan. The City would contact the college to determine how they wanted to be engaged, which also depended on the format used for public involvement. The formats might change based on who was engaged. For example, the tendency was to have smaller, more private focus groups for business owners.
- A task force format locked the City in, but not having a task force would enable the City to try a lot of different approaches for public involvement depending on the stage of the project.
 - Given the diverse uses of the land, the focus group approach would seem to be very appropriate and productive.
- If the storefront concept was utilized, architectural renderings, street plans, and other concepts could be displayed via video when the office was closed. A digital display could be changed as more information and public input was received. Providing flyers or a QR Code to enable cell phone users to be added to an email distribution list was also suggested.
 - During the Frog Pond process, people were required to attend meetings and make their comments at that time. In the end, when no closure was provided, people used social media to vent their frustrations.
 - Being able to insert an idea and have conversations about that specific idea without mixing or competing with other ideas for Town Center would be helpful.
 - Having tangible museum-like displays in a storefront would not necessarily require the storefront to be staffed by the consultants; even Planning Commissioners or other board members could volunteer to be at the storefront.
- The Parks and Recreation building could be an option for the storefront concept, but it would be out of the traffic loop and having the storefront in Town Center would be most beneficial. Perhaps, one of the vacant Town Center spaces could be donated.
- Ms. Bateschell added some of Staff's ideas for this summer included tapping into existing community events to spread the word and get people engaged, whether through some type of social media outlet, storefront, farmers market, etc. that would evolve over the time of the project.
 - The City also had the opportunity to use other events to launch the project unlike a standard hearing or public open house, such as tactical urbanism which put ideas and concepts of the master plan on the ground temporarily to give people a sense of what they might feel like and enable citizens to engage and respond to the concept. One example was creating a temporary greenway solely for pedestrians and bikes, where AstroTurf was laid out to reflect potential designs. All kinds of events were planned on this temporary greenway with balloons and activities and people in the community were able to give

ATTACHMENT C - TOWN CENTER RECORD

real feedback about what felt good, what seemed to fit the environment, what they liked and would not like to see in the area. Such concepts provide the opportunity to be creative and play out the types of potential changes in Town Center so people had the opportunity to engage with these potential concepts and respond accordingly.

- Providing people an opportunity to see how different features or ideas, like an amphitheater or meandering creek, might look virtually would also be beneficial. Examples would not have to be tactical, but providing a virtual rendition of how certain concepts and features might look would help because people may not be good at envisioning certain features.
 - Ms. Bateschell assured \$420,000 was a decent budget and visualization was discussed in the grant proposal, so with technology evolving so quickly, Staff would be able to execute some cool ideas at the right moments in the project, but obviously, it could not be done with every iteration.
- Portable digital terminals were to be used to get input for the Transit Master Plan which would enable the consultants to poll people immediately with specific questions no matter the location. This would provide another way to receive input from different locations.
 - Reaching out through social media would not reach everyone, but talking to people on the ground and collecting data would be very valuable, and would possibly get people involved in businesses at the ground level as well. Land owners and tenants had been mentioned, but employees would provide another perspective that had not really been discussed.
- No official tally had been taken of the landowners in this area, but the significant property owners in the 100-acre Town Center area included the community college, post office, shopping center, Fry's, and the apartment complex.
- The technical boundary for the Master Plan was Town Center Loop and Wilsonville Rd, but the grant application also discussed influence areas, so adjacent properties, such as those south of Wilsonville Rd and possibly farther, as well as the Art Tech School and City Community Center, were included to really understand the impacts. The City wanted to see more connections between both sides of Wilsonville Rd.
- The open land in the planning area was owned by Kaiser and the City.
- Portions of Town Center did fall within the urban renewal zone. The matching funds were coming from the East Side Urban Renewal District, which was scheduled to close in 2020, so the concept was that a new urban renewal area would likely be created if that was an appropriate funding mechanism to use.
- Having built new business areas like Fred Meyer and Argyle Square, the process should also include finding opportunities for businesses in Town Center to upgrade as well. The Development Code should be reviewed to ensure it included things that encourage redevelopment, not just on a macro level, but at micro levels as well to encourage tenant improvements and not just new developments with new buildings.
- Concern was expressed about development, like the three-story storage building being built opposite the post office, conflicting with the future vision of Town Center.
 - One way to prevent development outside the preferred scope would be to impose a planning moratorium for the area; however, the rationale for such a policy would have to be very solid. A moratorium would stop development during the master planning process, but given the past recessionary and new market times such a policy could be very difficult to implement and might not be practical.
 - Generally speaking, land owners who wanted to develop would probably want to wait and see how the master plan developed because it would affect the marketability of their land and the type of development they could bring in. On the other hand, people do make their own decisions on such things.

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II. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 7:50 p.m.

Respectfully submitted,

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

ATTACHMENT C - TOWN CENTER RECORD

**PLANNING COMMISSION
WEDNESDAY, SEPTEMBER 14, 2016
7:00 P.M.**

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

Approved as
presented
10/12/2016

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Greenfield called the meeting to order at 7:04 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Al Levit, Peter Hurley, Kamran Mesbah, Phyllis Millan, and Simon Springall. City Councilor Charlotte Lehan was absent.

City Staff: Chris Neamtzu, Michael Kohlhoff, Miranda Bateschell, Nancy Kraushaar, Steve Adams

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.

Doris Wehler, 6855 SW Boeckman Rd, Wilsonville, complimented the staff and consultants for a very well-written report, adding she agreed with almost everything in it. Option 1 was the better option for Open Spaces. She liked the fencing proposed along Boeckman Rd, but wondered if the 20 percent of windows facing the street was really necessary in all instances. She asked if the Planning Commission had considered undergrounding the power along Boeckman Rd, instead of having power poles, noting PGE told her that it would be very expensive.

Dorothy Von Eggers, 6567 SW Stratford Ct, Landover, strongly encouraged minimizing the use of alleys with driveways at the back of the houses as much as possible because with no driveways or garages in front of the house, there tended to be more parking on both sides of the street, which could create an obstacle for emergency vehicles needing to get through.

IV. CITY COUNCIL LIAISON REPORT

No City Council Liaison Report was given due to Councilor Lehan's absence.

V. CONSIDERATION OF THE MINUTES

A. Consideration of the July 13, 2016 Planning Commission minutes

VI. WORK SESSION

A. Frog Pond Master Plan (Neamtzu)

VII. INFORMATIONAL

A. Town Center Redevelopment (Bateschell)

Miranda Bateschell presented the Staff report, updating the Commission on the progress related to the Town Center Redevelopment, and highlighting key elements and deliverables in the Scope of Services (Exhibit A) with these key additional comments:

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- The City received a Metro Community Planning and Development Grant to complete the Town Center visioning and redevelopment planning process based on the City Council's priorities and the priorities of the Urban Renewal Strategic Plan. The City matched the \$320,000 award with another \$100,000 for a total budget of \$420,000 plus Staff time to ultimately create a redevelopment plan as well as an implementation plan.
- Nationally-renowned MIG, Inc. was the consulting firm selected following a competitive process involving seven, highly-competitive proposals. MIG, Inc. has partnered with DKS Associates, Angelo Planning Group for the code writing component, Leland Consulting for the economics, and Bob Gibbs, who was a nationally renowned retail expert, not only in the traditional mall setting, but also in mixed-use, retail centers and town center type developments.
- The process would be characterized by innovative public outreach, which would include charrettes, workshops, a business outreach plan, a comprehensive public engagement plan, several special events, and participation at various community events to reach as many people as possible.
 - The project team was considering creative ways to use both online and in person engagement. While the information would be available on the website, the goal was to make it more interactive. Rather just posting a static document, interactive ideas included having a Question of the Month to identify citizens' experiences with the Town Center and enable them to post pictures and feedback online.
 - Additionally, the consultant would work with Staff to create a mobile, pop-up workshop using a City van to facilitate smaller, networking type events. The team would be able to attend local events, such as farmers markets, concerts in the park, and activities throughout the city, including events at high schools, middle schools, or community centers. The team could attend an event for an hour or so, enabling them to engage with even more citizens. These ideas were embedded in the scope of work and with the consulting team.
- Staff expected to kick off the 18- to 24-month long project with the consultant team in September and return to the Commission in November or December with the Public Involvement Plan, which would detail various events and venues and how the different stakeholder groups would be reached.

Comments and questions regarding the Town Center Redevelopment Plan were as follows with responses from the project team as noted:

- The scope of work document was very thorough. It seemed that City Council had been more directly involved from the beginning than in other planning processes. The Planning Commission was scheduled for several joint work sessions with City Council, whereas typically, the Commission would have a work session and then provide results to Council.
 - Additional work sessions were scheduled for the Commission and more could be added. Some of the joint work sessions with City Council were because of efficiencies with the consulting team as well as decision making around key milestones. Some experts, like Mr. Gibbs, would be flying in and the team wanted the opportunity for them to talk to both the Planning Commission and City Council.
- Mr. Gibbs had done work in Wilsonville about 16 years ago. Mr. Gibbs was excited to come back to Wilsonville, but it did not seem he had done any work in the region recently. He wanted to get in touch with some of the cooler projects in the region, like the outdoor lifestyle center at Bridgeport. Having Mr. Gibbs as a consultant would add a high profile wrinkle to the project.
- The project would include the south side of Wilsonville Rd, however the Town Center zoning designation would be used as the official boundary and the Town Center core would be the focus of the redevelopment plan. Staff also integrated influence areas, which include making positive connections and transitions to the existing adjacent neighborhoods as well as to the commercial area south of Wilsonville Rd. The team envisioned that it should feel more united and so sought to enhance those connections as well as the safety. People should feel comfortable parking on the north side, walk back and forth, and feel like Town Center was one cohesive place as opposed to two separate places.
 - The project also included the adjacent parcels that front on the north side of Town Center Loop, and again, influence areas beyond that would be included as well when considering how to make transitions.

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- The City's current building height limit would likely be discussed during the visioning process. Nothing had yet been decided as far as what Codes might be changed or what might be desired. Another topic to consider included the location and structure of parking to ensure it was efficient and effectively provided.
- Mixed-use was another essential component to consider, not just residential over retail, but perhaps dedicated residential pockets in some areas.
 - Conversations with City Council had been fairly limited, but having additional residential was mentioned. Again, the consideration of uses would have to be vetted through the process to determine what was wanted in Town Center.
 - A market analysis was another component of the project and it would help determine which uses had a market today or would have a market in the future, enabling the City to see what uses to provide and how long they would be feasible or long-term, how long would it be until they were feasible. Incentives could also be a factor. The market analysis would look at all the uses, including office and hotel.
 - All the options would be presented to the public for input.
- The bicycle counts (Page 24 of 35) should be conducted in good weather, preferably in the summer time to get a realistic count.
- The Metro trip adjustment assumptions mentioned in the second paragraph on Page 24 related to Transportation Planning Rule (TPR) 060, which required that if the level of service (LOS) was exceeded, increased capacity must be provided on the transportation network to allow for the additional trips that would come with additional density or increased building heights.
 - This became an increasing problem anytime a project was adjacent to an ODOT facility, which created the inability for many communities to have a vision for something different, like allowing additional height or a greater mix of uses.
 - Approximately three years ago, the State adopted a Multimodal Area (MMA), enabling local jurisdictions could adopt a MMA where greater parking strategies, mix of uses, etc. could be planned to effectively reduce trips by considering multiple modes of transportation as opposed to just vehicular trips.
 - These MMA could be established along I-5 Interchange and using a regional rule through the State, the City could take a 20 percent trip reduction if the right elements were included in the MMA language and the Oregon TPR. Parking management and reducing or eliminating auto-dominated uses, such as drive-through establishments and auto body shops, would help the City establish an MMA.
 - Being located on the interchange would create an additional level of difficulty in working through these requirements with ODOT, which was why some of that language was included in the scope of work. Meetings would be scheduled with ODOT and the City's regional partners to help the City navigate how to establish one of those areas for the Wilsonville Town Center and consider how to best manage the trips to avoid even more traffic issues.

OTHER BUSINESS

- A. 2016 Planning Commission Work Program

VIII. ADJOURNMENT

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

Respectfully submitted,

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

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**PLANNING COMMISSION
WEDNESDAY, DECEMBER 22, 2016
6:00 P.M.**

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

*Minutes approved as
presented
January 18, 2017*

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Greenfield called the meeting to order at 6:01 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Al Levit, Phyllis Millan, and Simon Springall; Peter Hurley, Kamran Mesbah, and City Councilor and Charlotte Lehan were absent.

City Staff: Chris Neamtzu, Amanda Guile-Hinman, Miranda Bateschell, and Stephan Lashbrook

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITIZEN'S INPUT - This is an opportunity for visitors to address the Planning Commission on items not on the agenda.

There was none.

CITY COUNCIL LIAISON REPORT

Chris Neamtzu, Planning Director, reported on behalf of Councilor Lehan, updating the Commission on two significant action items that took place at Monday's City Council meeting.

- In the work session, Council decided upon the City's new logo, which would be implemented in the New Year and branded appropriately. Council had undertaken another process, lasting about 14 months, to refine the logo. A number of artists presented at least 15 different choices and Council made revisions to the logo they preferred.
 - The selected City logo was a modern interpretation of the Hand-in-Hand with Nature theme of the current logo with a hand and seedling. The new logo was very scalable and had bright and vibrant colors with blues representing the river and the rain, green representing the trees and the land, and elements to reflect Wilsonville being a growing city. The artist had also told a story about that modern interpretation. He distributed a picture of the new logo.
- The second major action was the decision to connect the Brown Road Extension at 5th St because of better long-term suitability and stacking. Many of the engineering reasons behind the decision were based on the technical analysis.
 - A lot of testimony was provided on both sides of the issue. The neighborhood was not pleased and had significant concerns about the decision. It was a unanimous vote. Mayor Knapp stepped down from the dais and testified as a citizen, so the four remaining Councilors dealt with the final action. This was a fairly significant milestone decision considering the extension has been in the Transportation Systems Plan (TSP) since 1991, the choices being either 5th St or Bailey St.
 - Chris confirmed the discussion included redoing the plan at 5th St and Boones Ferry Rd, noting a number of additional elements were added to the decision. As the design progresses and surveying occurs, there would be numerous outreach opportunities and stakeholder involvement touchpoints with the neighborhood regarding the mitigation measures at 30 percent, 70 percent and he believed at 90 percent design. There would be a lot of communication and collaboration moving forward to make that connection as suitable as possible.

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Commissioner Springall said the Planning Commission had a few reservations about the 5th St Connection, which included parking and the limited right-of-way on the east side of Boones Ferry Rd due to the old buildings. Those details would still need to be worked out.

- Mr. Neamtzu replied the parking was addressed in the revisions that came before Council. The project team figured out how to maintain the parking on the 5th St segment adjacent to the existing buildings. He understood parking was not eliminated on the existing segment of 5th St.
- He noted Councilor Lehan had made specific comments about the significance and importance of the old buildings on Boones Ferry Rd. There was no intention to damage or hurt the buildings. In fact, he intended to promote something to enhance them, perhaps a façade enhancement or partnering with the property owner to do something to complement the extension project.
- He added it would be worth watching some of the Councilor's summary comments, which were incredibly thoughtful. The Councilors all articulated the rationale behind their decision-making and all had different reasons. He believed the Council made a tough decision, but had provided a lot of logic behind the decision that was made.

CONSIDERATION OF THE MINUTES

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

Chair Greenfield corrected the last line of the seventh bullet on Page 3 to state, "...residential area was ~~unlikely~~ likely to occur since no I-5 onramp access existed."

The November 9, 2016 Planning Commission minutes were accepted as amended.

II. WORK SESSIONS

A. Town Center Plan Public Involvement (Bateschell)

Miranda Bateschell, Long-Range Planning Manager, briefly reviewed the context and background for the Town Center Plan project. The Town Center Plan was a goal set forth in both the Urban Renewal and Tourism Development Strategies, and it became one of City Council's goals in 2014. The City was awarded a \$320,000 grant from Metro at the end of 2015 for this project and established an intergovernmental grant (IGA) with Metro over the last year. The Town Center Plan contract was considered by City Council and awarded to MIG, Inc. in August 2016. The scope of work was refined and adopted in September.

- Since then, the project team has reviewed a lot of the history of Town Center and the City, in general. They toured the Town Center and adjacent areas and walked some of its segments to get a good feel of Town Center and learn what was working, where there might be challenges, and what was more easily accessible by car versus by foot.
- The project team was also gathering a lot of data to better understand the current infrastructure systems, traffic, Zoning Code, etc. to have a basis for the existing conditions work to follow and starting point for upcoming discussions with the public, Planning Commission and City Council.
- Much of the team's work thus far involved setting up the structure for the public engagement, which included creating the website and public involvement tools for the project, as well as developing the draft Public Engagement Plan. The Plan would act as a guide, laying out major events, as well as the different channels and times for the City's various communication methods.
- The intent of the Town Center Plan was to provide a community-driven vision for the Town Center and to establish clear actions toward achieving that vision. Therefore, the project team really tried to create a public engagement plan that was driven by the community.
- She briefly highlighted the extensive experience and professional background of MIG Consultant and Project Manager Alex Dupey, noting the City was excited to have his team and their experiences on this project.

Alex Dupey, Director of Planning Services, Consultant Project Manager, MIG, Inc, noted the draft Public Engagement and Communications Plan included in the meeting packet and developed with the City, was a

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living document. Throughout the coming 18 months, the project team would be checking in with the Planning Commission, City Council, and the public at every stage of the process to evaluate what was and was not working and to consider the best and most effective ways to engage Wilsonville residents and businesses.

- MIG and City Staff worked together to create the logo for the project, which showed an active Town Center, the goal of the project, and a place for Wilsonville residents and businesses to come together and have a great space. The logo would become the brand for the project and be on all of the materials. Business cards with the logo, website, and a QR code were created for the project and the Commissioners were encouraged to hand them out as they talked with people about the project. The website would be continually updated throughout the project so everyone could access the current library of documents, list of next events, get updated about the current progress, and could learn how to provide input at a variety of scales. Though still pretty basic, the website was active now and would grow considerably as the project moved forward.

Mr. Dupey presented the Wilsonville Public Engagement Plan and Project Update via PowerPoint, outlining the goals and outcomes of the outreach process, as well as the methods and tools that might be utilized to gather input from Wilsonville citizens, businesses, and stakeholders about the redevelopment of Town Center.

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

- It was important that meeting attendees receive feedback about how their comments and feedback were or were not being incorporated into the project. How would people know their input or feedback was valuable? Some of the negative feedback related to public engagement stemmed from participants not knowing what became of their comments. There was some sense that people were not heard at some of the meetings.
 - Mr. Dupey responded that every comment, whether written, on a survey, or used in a wall graphic, would all be logged as public input and become part of the record for the project, and each logged result, whether from a public meeting or part of a process would have a response. Not every comment would be put into an alternative, but the response would identify what was done. The team would also want to learn what did or did not resonate with the Planning Commission, City Council, and public, as well Staff. This one process of documentation would facilitate understanding about where things were going while also providing the Commission information so decisions could be made about what was bubbling up as a key issue or theme as the process progressed.
 - For those attending meetings or more engaged in the process, meeting summaries, including visuals and materials, would be sent to every committee member after each meeting and to anyone who signed up for updates via mail or email regarding the process. Whenever an email address was provided, they will get information until the recipient tells them not to send anything further.
 - Information and materials would always be on the website as well.
 - He assured the project team wanted to be as transparent as possible. If something was not working, the team wanted to hear about it. If the Commissioners heard something from their constituents, the team wanted to be sure to understand it.
 - Working to avoid such negative feeling was a great thing to think about this early in the process. As a living document, course corrections could be made as needed if things were not working midway through.
- The project team was encouraged to reach out to the Chamber of Commerce CEO. The Chamber holds biweekly, and sometimes three times a month, networking meetings at various business locations. The Chamber would be happy to partner in getting businesses together, but also provide the opportunity to gather information, not just from people inside Town Center, but other businesses outside Town Center.
 - Mr. Dupey confirmed MIG had done that in the past and it was really successful. Doing a quick project presentation at a meeting provided a quick way to get input.
- Given the business licenses and property owners who were targeted for outreach in the Town Center, Staff believed there were about 350 businesses and about 50 to 60 property owners.
- Redevelopment of Town Center was dependent on the property owners' initiative. Addressing issues related to property owners not wanting to redevelop might need to be worked on in the Plan. The City wanted to do engage property owners, bring them to the table, and hopefully work with them on a shared vision based on

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input from the community, as well as the property owners and businesses. Some property owners might want to develop in the short-term and some mid- to long-term. The Plan would include a set of action items related to the vision so when people were ready to come online, the development would occur in accordance with that shared vision.

- Mr. Dupey added that further in the process, Leland Consulting Group and Bob Gibbs, a national retail expert, would work on some catalytic site analyses to consider what would be needed to redevelop sites where the property owners might be more willing or interested, or even sites that make a lot of sense to consider for redevelopment, such as vacant spaces. What types of uses that were in line with the vision the project might make sense? Tools within the process would help address questions about what it might take to develop or redevelop specific locations that are to be determined through the process.
- Because the project was still in the discovery phase, the project team had just started the process and was gathering information about everything that currently existed. No one was talking about what the vision might be or what that might mean as far as retaining the existing buildings and infrastructure or tearing everything down and starting over.
 - There were a lot of great businesses and great infrastructure in Town Center, and the team did not want to negatively impact that either, but to think about how to make what was working continue to work and improve what was not working. How that evolved and the viewpoint of that process would develop throughout the process.
 - There was an opportunity for more connectivity. The City could probably not start from scratch and build a whole new street grid might be done somewhere else, but there would probably be talk about making extra connections that would not impact existing businesses negatively or at least in the most minimal way possible. All of this was to be determined and discussed through the process.
 - Mr. Dupey added Town Center was a very active place with a lot of businesses and some great new buildings. Part of the process was to acknowledge what was already working in the area, but also consider what things truly make this the center of the community. That discussion would be part of the vision process starting in early 2017 with the public and community.
- Regarding the boundaries of the study area, the majority of the team's focus and work would be within the primary Town Center designation, which was in line with the City's Commercial PUD zoning, and included all the property inside Town Center Loop and those immediately adjacent on the opposite side of Town Center Loop.
 - The study area would also include what are called influence areas, basically the neighborhoods to the east, north and south of Town Center, as anything being done along Wilsonville Rd would impact both sides of the street. These influence areas were connected to and a part of how Town Center operates, but not part of the existing discrete zone.
- The Land Use Map with Circulation (Slide 3) was not a vision type of deliverable, but for a master plan. When would the Commission see the high-level plan as a deliverable to be discussed? Even with the constraints with the property owners, perhaps the City was not thinking big enough. Wilsonville's Town Center could be pretty major, and there should be agreement about what the vision was before getting into details like circulation.
 - Mr. Dupey clarified the Circulation and Land Use Maps would be outcomes of the vision and become implementation measures. The vision builds throughout the process, from the first public meeting in February to ask the community about the grand scheme and what Town Center should look like in 20 years. From that, a vision statement and some goals would start being developed for the project. The vision statement should be the guiding principle for the project and the City needed to talk to the community about what that vision looked like.
 - There was something great about Town Center and they needed to figure out how to take advantage of that. As alternatives and analyses progressed, the grand vision would be more fine-tuned as well as how to actually implement all the pieces in a realistic manner. That was where specific types of financing and projects would be considered, as well as the right level of land use that made sense for the City of Wilsonville.

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- The first half of the project involved the visioning. The second half involved figuring out what made sense to actually implement those pieces in a specific manner so that as a city, there were phased, incremental steps that made sense to support businesses and residents to achieve the vision for Town Center that the community developed early on.
 - Ms. Bateschell noted the first public event to start the visioning process would be in February, and Task Force meetings would run parallel with that in February and March for more discussions. The high-level vision would come to the Planning Commission and City Council in April 2017 to talk about the vision and goals for the project, which would set the stage for discussing different ideas over the summer about design alternatives, land uses, scale, etc. through community workshops and other planned events, such as the idea centers. The first draft land use plan would probably be presented toward the end of 2017 for review and refinement, aiming at that as a deliverable in 2018. The goal was to solidify the high level vision in the spring and then work to see how it might unfold on the ground throughout the summer and fall of 2017.
 - Given Wilsonville's tremendous traffic problems, concerns were expressed about the impact traffic would have on planning for Town Center. Oregon Department of Transportation (ODOT) would undoubtedly have something to say about any added traffic. Everyone needed to keep the City's traffic issues in mind throughout the entire planning process. While the vision for Town Center could be expansive, it was important to ensure it fit within the reality of what the City had to work with.
 - Mr. Dupey noted DKS Associates was on the team to evaluate traffic and, having done most of the traffic work within the city for many years, was well aware of the issues.
 - The vision elements that come through the public process to shape what Town Center would ultimately be would be looked at very closely to see not only how they affect traffic, but other infrastructure, like stormwater, sewer, water etc. as well. Discussions would consider what types of uses make sense, the traffic impacts, how they related to the community as a whole, and perhaps, a mix of land uses that could potentially reduce some trips. Big box commercial, for example, would have a huge traffic impact, while mixed-use would have a much different impact.
 - Being so close to the interchange, ODOT would certainly be part of the process.
- B. Frog Pond Area Plan (Neamtzu)

The following handout was entered into the record and distributed to the Planning Commission at the dais:

- One-page memorandum from Don Hanson, Otak, dated December 22, 2016 providing comments about the Residential Design Standards.

Chris Neamtzu, Planning Director, stated Joe Dills would continue the conversation on the Frog Pond Master Plan by walking the Commission through the revised Code language and discussing some new Comprehensive Plan language as well as a new topic on gateways and monumentation. The project team has been working hard on the Code and collaboration with the City's development partners continued as the partners reviewed and provided feedback on the Code versions. He noted a handout had been distributed from Otak, representing West Hills Development.

- He announced that just this week, the school district determined that its 10-acre property fronting on Boeckman Rd in the Frog Pond West Neighborhood would be the site of a future primary school, which changed everything for the land plan, density calculations, and the revenue assumptions made to this point regarding the Infrastructure Financing Plan. Though frustrated by this decision coming at this point, he believed the primary school would add a tremendous asset to the West Neighborhood and result in a tremendously cohesive community.
 - Given the school district's decision, he and Mr. Dills would need to relook at the entire project as a lot of rework and remapping needed to be done. For example, the transportation network, which assumed housing on all 25 acres of the school district property, would have to be redone. There would need to be collaboration with the school district to ensure any adjustments to the transportation network were

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acceptable and suited the district to accommodate a future school site, all of which would take time and resources.

- The previous schedule of Commission and Council work sessions and public hearings would have to be re-calendared over the next several months. He had targeted a public hearing in February, but it would need to be moved to March to allow time to collaborate with the school district done and also get the revisions to the City Council.
- Work had already begun on the revised street grid, and there had been communication with school district Director Tim Woodley about the concepts. A series of meetings was being set up to collaborate on text and the revisions, all of which would return to the Planning Commission for more review and feedback.

Joe Dills, Angelo Planning Group (APG), noted the packet started with the updated draft Residential Neighborhood Code text and asked if the Commission had any questions about those revisions before he reviewed the Residential Design Standards, which began on Page 15 of 68.

Discussion and comments regarding the draft Residential Neighborhood Code text revisions were as follows:

- Section 4.127(.01)D (Page 3 of 68) included “cohesive neighborhoods”. Was all of Frog Pond the neighborhood or the subdivisions within?
 - The entire 180 acres was considered the Frog Pond Neighborhood. Any references to cohesion or “knitting together individual developments” referred to the entire neighborhood together.
- Section 4.127(.07)4 (Page 7 of 68) Concerns were expressed about the subjective language and the need for (.07)4 if variance provisions already existed in the Code.
 - Mr. Dills explained the intended review process was Plan Development Review (PDR) and that Code section was used as part of the model for this new zone. This type of language was actually found in several places in that part of the Code, so it just mirrored that as one style that was being done. The other part was on the open spaces, the project team realized they were not going to think of everything at this stage of code-writing. Developers would have good ideas that should be considered other than what had been proposed in this 4,000 sq ft standard.
 - The burden or authority was passed onto Development Review Board (DRB) in a number of areas. Words like ‘adequate’ were not defined and had no criteria. Section 4.127(.08)A (Page 8 of 68) stated “The purpose of these standards for the Neighborhood Zone is to provide adequate light, air, open space...” How was adequate to be understood or interpreted? Did any guidelines exist for what was adequate?
 - Mr. Dills responded no, not in this section. This was a discretionary review in which the discretion did lie with the DRB to make that particular judgment. Quite a bit of responsibility was on the DRB in this section because of the linkage to the PDR process and the language mirrored that type of authority and decision-making. In this instance, it was for when somebody asks for something that was different from what was more cut-and-dried in the Open Space Standard, such as for an idea that was not listed in explicit words in this particular set of standards.
 - The personality of the Code was entirely the City’s to direct. The team could go through and tighten up the Code language and include guidelines for the purposes of this section if that was the direction of the Commission.
- The Commission agreed it would be good to tighten up such words, provide guidelines. Because the DRB’s membership changes, Board members did not know what had been decided on previous projects or a part of a project, so it was better to have guidelines to provide more consistency, especially between phases of a development.
 - Some plans were not built as approved because the Planning Department had to accept some things that the developer just could not do, so there was also variation at a later stage in the process than just the DRB decision.
 - Subjective terms provided wiggle room and the opportunity to argue for things. Commissioners and DRB members sought objective, easy-to-measure predictability in the Code, but such provisions provided too

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much leeway for someone to get outside of the original goals of what the Commission and City Council wanted because there was too much room without an objective measure.

- Parameters were absolutely needed for the DRB because it was often a matter of how well the applicant presented an alternative to sway the Board when there were no good guidelines or parameters to work within. That could be good for the applicant, but not for sticking with parameters that ensure the quality that the City wanted.
- The City of Wilsonville divided the quasi-judicial and legislative processes. Writing Code belonged to the legislative side and applying the Code was the quasi-judicial part. The language allowed the quasi-judicial to act in place of Code-makers.
- Mr. Dills confirmed the direction was to revise the language toward more clear and objective standards.
- Section 4.127(.03)F (Page 4 of 68) What might this provision mean for anyone who may or may not want to have home-sharing or Airbnb type options for their homes? There had been a lot of conversations recently about the subject, so it might be worth considering in this process to see if it should be revisited.
- Section 4.127 (.02)I. Mr. Neamtzu explained conversations about manufactured homes had been fairly minimal over the years, though a lot occurred around the time of the Thunderbird Mobile Club Park closure. State law required the City to accommodate manufactured housing as a permitted housing type under the Building Code, so this Code section simply mirrored what was already in the PDR standards for permitted uses and ancillary uses. If someone wanted to put a manufactured home in a single-family subdivision, there was a process for that through the Building Department. He did not believe the number of manufactured homes could be limited in an area as doing so might be a violation of fair housing rules.
 - Mr. Neamtzu confirmed the proposed residential design codes would apply to any manufactured home, adding the fundamental difference was whether a home was stick-built on the site or stick-built in a factory and brought to the site.
- Concerns were expressed about the quality of manufactured versus stick-built homes and having a concentration of them in Frog Pond.
 - Mr. Neamtzu stated no one he has spoken to was even contemplating manufactured homes in Frog Pond. He appreciated the concern, but given the lot sizes, price of land and cost of development, it would seem unlikely for a developer to choose that housing type, particularly in the West Neighborhood compared to other parts of Wilsonville.
- On page 1 of 68, Commissioner Springfield noted the very first point on the memo from Don Hanson talked about attached single-family units. He recalls the Commission saying no more than two items to be attached in the single-family category. He noted they were asking four-to-five. He asked whether the Commission just wanted to say no to this or should the Commission consider incorporating this.
- Section 4.127 (.02)C. (Page 1) Mr. Neamtzu clarified that a conscientious decision was made last November after lengthy discussions that the West Neighborhood would be a single-family, detached subdivision, so the Plan did not accommodate four to five attached units as requested in the memo from Otak. He noted the parties were not at the table during those discussions in 2015. He did not believe incorporating that housing type would be genuine to the Concept Plan at this point in time as it would involve going back and reopening the Concept Plan and having those conversations over again.
 - He noted that Staff just received the memo today and he intended to write responses to all of Mr. Hanson's written comments, and explain to him and Mr. Grimberg how the City had arrived at the decision to limit attached dwelling units to two.
 - He clarified duplexes were considered single-family, so as proposed the Code allowed for two, but three attached units was a multi-family housing product that the Plan did not accommodate, so there would be no row homes in the West Neighborhood.

Mr. Dills outlined the revisions to draft Code text and policies presented in the meeting packet, which included Code and Residential Design Standards; Monuments, Gateways, and Signs; and Comprehensive Plan Text Amendments, as noted in the work session agenda provided on Page 1 of 68 of the packet.

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Discussion and comments regarding the revised Code language to implement the Frog Pond Master Plan were as follows with responses from the project team as noted:

Code and Residential Design Standards:

- Section 4.127 (0.15)G.a (Page 18 of 68) Vinyl siding was listed as a prohibited material because higher quality than vinyl siding was desired.
- Section 4.127 (0.15)E.q Objective standards were needed if there were variance standards elsewhere. Having the DRB making decisions was one thing, but giving the planning director some leeway was another.
 - As with the other references regarding the DRB's discretion and the need for clear and objective standards, the subject language added a layer of discretion that could actually bypass the DRB. Such subjective standards should not be granted to a single person when the DRB was available, and there was still some discomfort with the DRB having such discretion without objective standards.
 - Mr. Dills explained the language was included to give the director the authority to address individual issues like whether a 46.5 inch front stoop was acceptable as opposed to the 48-inch standard.
 - Giving the director that authority would be like a single property type of variance rather than overall design-type variances for projects. However, the subject Code section addressed a big-picture, multi-home type development and approval process, so the language did not seem to fit.
 - (0.15)E.q should reference (0.15)A, the purpose statement for the Residential Design Standards, "Other items meeting the purpose of this section..." Purpose statements were very important within the Code to express the issue of clear intent the Commission had been discussing.
- Even though much of the proposed Code offered the opportunity for variation, but most of the homes would look pretty similar. Existing homes in the area looked the same, and homes that look very different from the normal Northwest style, like in Villebois, did not sell very well. Other parts of the country had broader variations in architecture.
- In Table 2 on Page 20 of 68, Note I was corrected to state, "...the minimum combined side yard setbacks shall be a minimum of 10 ft."

Monuments, Gateways, and Signs:

- The project team did not have a strong opinion about what the monument at the Boeckman Creek Bridge would state. It could say East Wilsonville. "Frog Pond" applied to the entire 500-acre area of the project. Frog Pond seemed an appropriate way to mark the entrance; but perhaps, it could be done in combination with Boeckman Creek, because it was such an important crossing and connection down toward Town Center and Memorial Park. Any monument language would be consistent with language in the Vision Statement "Integration with the community and a part of Wilsonville".
 - The Commission discussed suggestions about what the monument should state, noting the proximity of Boeckman Creek and the proposed Boeckman Trail. Coffee Creek did not reference Villebois, but the creek.
 - Since Boeckman Rd actually divided old and new development north and south, just focusing on the Frog Pond part, would ignore the people in the other developments on the other side.
 - Having the sign note one was driving into Frog Pond would create confusion since those living in Meadows used the same road to get to Meadows.
 - Boeckman Creek would be great. Villebois probably did not care that about the Coffee Creek monument, but there could be a problem with it stating Frog Pond because might irritate those in Meadows who already had an identity.
 - There were also other opportunities to identify Frog Pond with the two neighborhood gateways.
- Mr. Dills clarified that the Trail Plan included a trailhead for the Boeckman Trail was planned in conjunction with the linear park, which he indicated on the map on Page 24 of 65. From a site-specific sense, it was difficult to know how trail users or pedestrians on Boeckman Rd would get down to the creek until the bridge was redesigned with a set of stairs or sidewalk. The common theme was that there should be a pedestrian access at that juncture, but how that would be done was still unknown.
 - Although no trailhead would be located at the bridge, it was worth signing that one was going over Boeckman Creek, and it would also provide opportunity for environmental education.

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- The Welcome to City sign should have some uniformity with other Welcome to Wilsonville signs. The existing Welcome to Wilsonville sign on Wilsonville Rd coming from Sherwood was a wooden monument sign that just stated “City of Wilsonville” and had the old logo.
 - Mr. Neamtzu suggested addressing monuments, gateways, and signage in a more comprehensive way through the wayfinding project currently in the City’s budget. The new City logo could provide a fresh opportunity to brand the City’s monumentation in a great way. Universal Health on the north end of town wanted to identify something there, and the wooden routed monuments at Fox Chase on the west side and next to Landover on Wilsonville Rd were pretty outdated and could use a fresh look. There were also two huge monuments at I-5 and Wilsonville Rd, but nothing at Elligsen Rd.
- At the major Stafford Rd/Boeckman Rd intersection, trees and a more natural approach (Landforms and tall vegetation, Page 35 of 68) was preferred for the enhanced landscaping because it blended better and was more pleasant looking than a big hard structure. One concern was to make Frog Pond another part of Wilsonville and using a large monument there would cut it off from the rest of the city.
 - The visuals of a more natural approach might take away from power lines, too; although there would be some limitations due to the power lines.
- Subordinating subdivision identities within the neighborhood was suggested to avoid detracting from the overall Frog Pond identity. Each development or developer should not decide on their own name and have that as a prominent identification. Neighborhood identities should be subordinated consciously and carefully to the overall identity of Frog Pond so a subdivision’s identity did not overpower the larger neighborhood identity.
 - Villebois provided a parallel example as various builders had sub brands during the development and marketing of their properties, but once built out, it was all Villebois, not a lot of individual neighborhoods. Like Villebois, the City wanted Frog Pond to be a unified, cohesive neighborhood.

Comprehensive Plan Text Amendments:

- Implementation Measure 3.1.11.e (Page 53) When the language in regarding neighborhood parks was written, the idea was that neighborhood parks would be provided and maintained by Home Owners Associations (HOAs) and would not be the City’s responsibility. The Infrastructure Funding Plan for Frog Pond, which was still being developed and would be reviewed by the Commission, took a slightly different direction. The revised language regarding “other entities” reflected that there would be two publicly-maintained parks. Because 15 to 20 developments would be knitted together over time, no single HOA would be created to care for them.
 - The subject language was one of several references where the Code language was broadened to allow for a public strategy in addition to the HOA strategy.
 - Mr. Dills explained that while there was a practical need to broaden the language to allow the Wilsonville Code to be interpreted by future Planning Commissions and City Councils, it could be narrowed to say “HOA or the City”. “Other entities” would allow the City to delegate to some other party, such as a parks district or private party.
- Implementation Measure 4.1.4.u (Page 57) Mr. Neamtzu explained the gaps in the densities were created by a large rewrite of the Code about 15 years ago. Staff’s plan for addressing this complex problem was the Density and Consistency Project. A consultant from APG had helped Staff considerably in teasing apart the City’s standards and building a new process that filled the gaps. Because the Frog Pond project was tied to the actual density standards in the Development Code, the density gaps could not be fixed in the subject language. All of the work to address the issue would be presented in the future as one package.
 - Mr. Dills added a different approach was taken in Frog Pond to streamline the process and be clear about the subdistricts to find minimum and maximum numbers of units.
- Implementation Measure 3.1.11.e (Page 53) The two neighborhood parks and the smaller, open-space tracts in the higher-density, small-lot subdistrict would be maintained by HOAs. It seemed unbalanced that the people with the biggest homes would benefit from the parks, but not have any responsibility for maintaining parks. The smaller tracts and neighborhood parks would not be where the larger homes were located, but those homes would have an HOA and still benefit from the parks.

ATTACHMENT C - TOWN CENTER RECORD

- Mr. Dills agreed HOAs for small lots with open-space set-asides would have responsibilities that others would not. Open space, stormwater, or other tracts of land were likely to appear in other parts of the community because of design intent by a particular project. There was a proposal for a co-housing project with a central open space. There would undoubtedly be tree grove site design direction and regulation by the City that would place the grove in an open space tract. There would be ownership and maintenance responsibilities in other areas that came from those types of decisions.

Mr. Dills stated the project team was preparing a draft West Frog Pond Master Plan that would be adopted by the City as a supporting document to the Comprehensive Plan. It would contain all the topics discussed by the Commission, from residential design through public realm recommendations. The project team would be working over the next couple of weeks to incorporate the new school proposal and present a 90 percent draft for the Commission's review and discussion at the January meeting. Additional topics or final refinements could be discussed at a work session in February in preparation for a public hearing in March.

- The major revisions resulting from the school's new location would involve changing the central part of the Boeckman Rd frontage, which would no longer be residential on the maps. The project team had gone through the refinements to the Street Demonstration Plan, so only refinements would be needed since the grid the project team set up served the group of properties there very well. The grid was used as the base for the Street Tree Plan, which would change a little bit. The changes would trickle through about 15 different graphics, but the real substance was a different land use at that location.
- He indicated the location of the 10-acre tax lot owned by the school district, and noted the adjacent tax lot, which extended to the Willow Creek swale, was not part of the school district's school designation.

Commissioner Millan asked about the impact of losing some housing on the funding mechanisms for some of the infrastructure.

- Mr. Neamtzu replied Staff had begun researching the System Development Charges (SDCs) paid by schools to be able to recalibrate the analysis that was done. Staff would pull data from employee counts and recently built schools for comparison and show the Commission how everything might impact the bottom line.

Chair Greenfield called for public comment.

James Wolfston, Frog Pond resident, asked how the district's new school would impact the completion date of the plan.

Mr. Neamtzu responded the Master Plan would go to the Planning Commission in March and City Council the following month. He anticipated it would take more than one meeting for the Planning Commission to conclude the public hearing and adopt the Master Plan, but could be adopted by Council as early as May. The City would continue responding to citizen concerns and comments throughout the process.

Ben Altman, Pioneer Design Group, representing Mr. Wolfston, said he supported some of the recommendations from Arbor, in terms of the menu approach to the architectural design, which had been incorporated. It was important to provide flexibility.

- He explained there were two types of manufactured housing, mobile-homes, which were now all called manufactured, and modular designs that were stick-built and assembled in a factory, and then brought to a site to be put together. He anticipated seeing some modular designs because the criteria in the menu would not fit a typical manufactured, mobile-type unit very well. A custom design would be needed to fit into those criteria, so he did not believe it would be a concern.
 - Under the Goal 10 Housing Rule, manufactured housing was a needed housing type and therefore the City must provide for it. It could not be precluded, but specific standards could be adopted. There were already some standards in the Code about mobile-type units, but no standards addressed modular units, which fell more under the conventional stick-built home.
- The language of the Code language must provide for "rigid flexibility." The Code had some rigidity to it in terms of the overall guidance needed, which was how the current PDR section came about. The standard R5/R7 zones were very prescriptive and some flexibility was needed. The planned development section was

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created to allow less rigid requirements, but development had to stay within the provided guidelines, which came back to the Purpose Statement that drives all that. The Commission was headed in the right direction, but some flexibility had to be maintained.

- The current menu had enough choices to provide variety. The reason everything looked the same was because many of the code standards were too tight. If only five, six or eight options were provided, a lack of variety would result, and every third house would look the same. More flexibility in the menu criteria would result in a better variety.
- He supported the idea of maintaining Frog Pond as the overall name. There would need to be some ways to create additions, phases, or neighborhoods within Frog Pond because a plat name was part of the platting requirements; for example, Frog Pond Phase 1, 2 and 3, or Addition 1, 2, etc. It made sense to have an overall name, like Villebois, because the Frog Pond neighborhood would have the same character.
- The new primary school site essentially added a third neighborhood park, which should be considered in the context of the small lot to see how much open space needed to spill over. Accessibility to open space was an issue, but the smaller lots were also closer to Boeckman Creek, which was all open space. He was concerned about adding open space on top of open space. He suggested revisiting the open space in the context of now having the school within the neighborhood.

Don Hanson, Otak, representing West Hills, stated he would work through the items in his memorandum with Staff, but would not go through them in detail this evening. He had proposed that more than two attached units might be a possibility, but now sensed that was not the case, adding he was fortunate to not have been involved in the 2015 discussions.

- He believed Mr. Altman's comments about open space and the school site were well taken. The school would be in a good, walkable location. Young students living in the neighborhood could get there safely. They were looking forward to the new school location and hoped open space could be revisited, not from square one, but in terms of refinements.
- He found Commissioner Postma's comments on objective standards for the DRB very compelling. The more clear and objective the standards, the better for the Panel as well as the applicants. They would know what they were responding to and how to design their projects. He noted there were always exceptions and that was why the Purpose Statements in the Code were relied upon.
- He loved the ideas regarding monument signs for the neighborhood and agreed that the more it could be cohesive and just identify the neighborhood, the better. It was okay as long as there could still be some marketing signs during the build out. Having it all under the Frog Pond banner was the way to go as Frog Pond was a cool name.
- He was happy to hear about the new timeline and now that the school district had committed, Staff could move forward in collaboration with them.

C. Transit Master Plan (Lashbrook)

Stephan Lashbrook, SMART Transit Director, stated he was primarily before the Commission to set the stage for the public hearing in March on the new Transit Master Plan (TMP). Staff had been working on the TMP for about four years, and this last year, a self-appointed and very dedicated citizen task force had been involved. There was a lot of potential for controversy at the public, especially among serious transit riders, as SMART was discussing making changes to routes and schedules.

- The TMP was a subset of the City's Transportation System Plan (TSP) which was a subset of the Comprehensive Plan. The TMP was not regulatory, but a guidance document for SMART, City Council, and the Budget Committee when making decisions about SMART's investments. In some ways, the TMP was more of a financial document than a typical planning document.
 - One key aspect was that the TMP put the City in a position to secure grant funding. SMART was funded primarily through local payroll taxes but also received grants from Clackamas County, Metro, ODOT, and sometimes from federal highway money, but usually Federal Transit Administration money.

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- Almost invariably, grant applications discussed local planning and public outreach processes, so it was very important to show that the TMP was adopted by City Council through a specific public process and identified how grant money would be used.
- He reviewed the roles of the Planning Commission in the review process, which included acting as the Committee for Citizen Involvement (CCI) to ensure adequate public involvement and determining whether the new Master Plan complied with the TSP and Comprehensive Plan or created any conflicts that needed to be resolved. Some conflicts, such as those related to route and schedule changes, could be forwarded for City Council to resolve.
- He noted more than 1,300 comments were received and summarized two key suggestions that were guiding the TMP as it was being finalized as follows:
 - Increase ridership versus coverage of the transit system by having more buses focused on main avenues and connection points for more frequency on routes and fewer stops dispersed throughout the community. This would result more people having to get to the buses, but he did not see drastic changes to the system as Dial-a-Ride provided services to any house in town if the rider qualified.
 - Increase the connections between Wilsonville and other cities rather than service within the City.
- As a result of increased PERS costs, SMART would have an \$85,000 hit to the budget next year, increasing to at least \$100,000 within two years; a substantial amount for a small transit agency as \$100,000 paid for bus and driver for an eight-hour shift, which was a lot of service.
 - Fortunately, payroll taxes in the community were stable and gradually on the incline. More jobs in the community would fund more service for transit in the future. The redevelopment of the Xerox site and the potential for new development on the Mentor Graphics property south of Boeckman Road meant new revenue potential for SMART.
- There was also complete uncertainty about revenue sources. No one could anticipate the level of transportation funding from the federal government. In any given year, that could mean a \$1 million impact on SMART's budget.
- Staff's approach to the TMP was different from most transit plans, which were usually a compilation of intended tasks and projects for when more money was available. Instead, the new TSP would also provide specific recommendations to City Council for cuts to be made in a certain order if less money was available.
 - If there was a steady stream of money, and the PERS obligations could be covered, very few changes would be made. If more money became available through a State transportation package or a new, large industry moved in with 5,000 highly paid employees, transit service would be increased for the community.

Commissioner Postma:

- Asked if the TMP included plans to increase funding by taxation or other avenues.
 - Mr. Lashbrook responded the TMP would include a menu of possible funding sources but no specific recommendation about utilizing any particular source. He added one of the clearest statements from the 1300 comments was from the local business community strongly stating they had done their share and to look elsewhere for additional funds.
- Stated a big concern among the business community was the impetus toward more service, which meant more money, and the easy target was those who did not have a direct vote, which had always been his concern. There were all these plans for business growth and construction in places by Day Road, Coffee Creek and Basalt Creek, but to what effect if their taxes were increased with the notion that they would not be distributed elsewhere.
- Noted were other discussions with Mr. Lashbrook about the inefficiencies of fare boxes, etc. but there were routes other than expecting businesses to foot the entire bill if services were increased. Small businesses were a big engine for the community. He was concerned that increased services without conscientiousness toward small businesses would have a negative impact on the community's ability to attract small businesses to Wilsonville.

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Mr. Lashbrook confirmed the SMART payroll tax applied to all businesses and some units of government uniformly, regardless of their size, traffic volumes, etc.; however, the set rate did not apply to non-profits, schools, churches, etc. SMART's payroll tax rate was .5 percent. TriMet's rate was .737 percent.

- Wilsonville's job base was one reason why SMART existed and why it had been able to provide services for so many years. He believed the taxable payroll in Wilsonville was more than \$900 million.
- He concluded that he hoped to have the draft TMP for the Commission in a few weeks, adding he would move forward with scheduling the public hearing as soon as possible.

III. OTHER BUSINESS

A. 2017 Planning Commission Work Program

Commissioner Levit recalled that City Council was trying to come up with some plans to alleviate traffic on Wilsonville Rd, suggesting the installation of cameras. He noticed recently that more drivers blatantly running red lights and block intersections. It was getting to a point where drivers running red lights were an expected outcome. He asked what the City planned to do.

Chris Neamtzu, Planning Director, stated there had been a lot of discussion on the topic, which City Council raised regularly in work sessions. He knew a staff member was assigned to work on the red light problem and report back to Council for a much more comprehensive look at the camera program. The cameras in Sherwood on Hwy 99 had significantly cut back on red light running incidents.

- The City did add a lot of additional signage stating, "Do not block intersection", such as at the Boones Ferry/Wilsonville Rd interchange.
- There had been a lot of conversation with the police force to increase enforcement. He had just met the new police chief, who would be brought up to speed on the issue.
- He agreed to communicate the Commission's concerns to Council.
- He clarified that the existing cameras in the City were ODOT cameras that monitored traffic and signaled the lights; they were not used for enforcement. He described the camera system used in Sherwood at two Hwy 99 intersections. The thousands of photos taken were fielded by a company in Arizona. The system created a tremendous amount of work because somebody had to determine the validity of the violation at the local level, and then coordinate with the national companies running the cameras and doing the actual distribution of the violations through the mail.
 - The reduction in red-light running was clear, but a tremendous amount of effort and investment was involved. Some areas installed the cameras for revenue, but revenue decreased as drivers stopped running red lights.

Amanda Guile-Hinman, Assistant City Attorney, added that the Wilsonville contract with Clackamas County Sheriff's Office had a dedicated traffic officer, but other deputies could still issue citations. More monitoring had also been occurring.

- A possible concern was that when traffic cameras were implemented, an officer had to sign off on it. It needed to be determined whether Wilsonville needed to get an additional person from Clackamas County to cover that or if Wilsonville's traffic officer could handle it.
- She offered to provide a report for the Commission to review.

Commissioner Millan preferred having a short update during a Commission meeting. Red light running had become a common problem and many citizens were very concerned. She would like to understand the options being considered, knowing it would help the Commission, especially given the Town Center and Frog Pond Master Plans as well as the TMP. The hope was to reduce traffic, but if that did not happen, the TMP was lacking something.

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Commissioner Springall noted that throughout the election cycle, people felt they were not being heard. Traffic was a huge issue and some have asked what forum was available to explain to concerned citizens about what was being done. The Planning Commission was the CCI, and they were not talking about the issue.

Commissioner Levit believed there were two separate issues. Traffic could be reduced, but that would not stop drivers from running red lights. People violated laws to avoid the traffic congestion.

Chair Greenfield commented that he hoped Wilsonville would not have a celebrated road rage case.

Mr. Neamtzu thanked the Commissioners for their flexibility in meeting so close to Christmas.

IV. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 8:43 p.m.

Respectfully submitted,

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

ATTACHMENT C - TOWN CENTER RECORD

Phase I Public Involvement Summary

- Access here:

https://www.wilsonvilletowncenter.com/wp-content/uploads/2017/10/TownCenterPubInvSumm_PUBLIC_Phase-1-V2.pdf

ATTACHMENT C - TOWN CENTER RECORD

Phase 2 Public Involvement Summary

Access here:

https://www.wilsonvilletowncenter.com/wp-content/uploads/2018/08/Phase-2_PublicInvolvementSummary_FINAL-small.pdf

Phase 3 Public Involvement Summary

Access here:

https://www.wilsonvilletowncenter.com/wp-content/uploads/2019/03/Phase-3-Public-Engagement-Summary_REDUCED_030619_v2.pdf

ATTACHMENT C - TOWN CENTER RECORD

Citizen Comments

ATTACHMENT C - TOWN CENTER RECORD

From: [Bergeron, Tami](#)
To: [Bateschell, Miranda](#); [Scola, Jennifer](#)
Subject: FW: Town Center Event - Thank you
Date: Wednesday, July 05, 2017 7:52:14 AM
Attachments: [image002.png](#)
[image004.png](#)

Tami Bergeron

Administrative Assistant - Planning
bergeron@ci.wilsonville.or.us
503.570.1571

From: Terry D Kester [mailto:terry7070tdk@aol.com]
Sent: Monday, July 03, 2017 10:02 PM
To: Bergeron, Tami
Subject: Re: Town Center Event - Thank you

Thank YOU Tami -- the workshop was superbly performed. It was a joy to participate.

Terry D. Kester

Artistic Director

WilsonvilleSTAGE

703-217-9659

-----Original Message-----

From: Bergeron, Tami <bergeron@ci.wilsonville.or.us>
Sent: Tue, Jun 27, 2017 1:32 pm
Subject: Town Center Event - Thank you

Please note the following on behalf of Miranda Bateschell...



We want to take a moment to thank all of you who attended the Town Center Plan Design Workshop on June 26 at Wilsonville's Clackamas Community College. At the workshop, community members were asked to vote on a variety of town center images from other places in order to convey their preferences for Wilsonville's Town Center. Attendees participated in interactive activities including a map-based activity to design the future layout, architecture, and land uses of the Town Center. ***Everyone had a lot of fun and we received some great feedback from all who participated!***

Ways For To Get Involved: <http://www.wilsonvilletowncenter.com/>

.. Visit our project website where you can:

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- o Provide your comments and photos on a map of Town Center;
 - o Answer our "Question of the Month"; and
 - o Participate in the Survey that goes live on July 26 – August 20.
-
- .. Enter our **Instagram Photo Contest** (see attached flier) where you can share your favorite things about living/working/playing in the Town Center!

 - .. Attend one/all of our summer events and share your ideas:

(All events are family-friendly with activities for all ages)

ROTARY CONCERTS	½	KIWANIS FUN RUN	½	FUN IN THE PARK	½	WILSONVILLE BREWFEET
JULY 27 AUG 3 AUG 10		JULY 29		AUG 5		AUG 12

COMMUNITY BLOCK PARTY: TOWN CENTER PARK
FIESTA DE BARRIO EN EL PARQUE "TOWN CENTER"
August 16 5-8 PM

Miranda Bateschell
Planning Manager
City of Wilsonville

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Tami Bergeron
Administrative Assistant
City of Wilsonville

503.570.1571
bergeron@ci.wilsonville.or.us
(TC TF, PC, CC, INT PARTIES, TAB 2, TAB 6-7)

ATTACHMENT C - TOWN CENTER RECORD

From: [Ask the City of Wilsonville](#)
To: [Bergeron, Tami](#)
Subject: Ask the City: A Survey was filled out for Request #: 2888419
Date: Thursday, October 13, 2016 11:03:18 AM

A citizen filled out a survey for Request #: 2888419

Request #: 2888419
Description: Do you have any information online about the 'TOWN CENTER LOOP' project?
Department: Community Development - Planning
Topic: Projects Around the City

Survey Information

Employee Effectiveness: Superior
Time to Respond: Superior
Employee Courtesy: Superior
Expectation Met: Exceeded
The comments were:

Customer Information

Name: john mcdonald
Email: jonytuf@yahoo.com
Phone: (503) 682-1143
Alt Phone:

[Click here to access the request](#)

ATTACHMENT C - TOWN CENTER RECORD

From: [Bergeson, Tami](#)
To: [Bateschell, Miranda](#)
Subject: FW: Ask the City: Request #: 2888419 is due tomorrow
Date: Thursday, October 8, 2016 11:55:00 AM
Attachments: [micond01.png](#)

Miranda,
I responded to John's "Ask the City" request this morning with the following. I have also added him onto our list of interested parties. I hope my response was sufficient.

John, if you refer to the City of Wilsonville's website you will find the Town Center Redevelopment Plan project page at <http://www.ci.wilsonville.or.us/826/Town-Center>. We haven't added much new material lately as we were awaiting City Council's approval of the contract being awarded to MIG, Inc. In September, staff awarded and finalized the contract for the Town Center Redevelopment Plan with MIG, Inc. Staff provided the Planning Commission with this update at their meeting on September 14 and discussed upcoming steps for the project. The consultant and staff have established a project timeline, begun development of the project website, and are preparing for project kick-off activities. The Town Center Redevelopment Project seeks to create a long-range plan and near-term actions for how the City's Town Center can better serve the interests and needs of residents, workers, and visitors.

If you have specific questions, feel free to contact Miranda Bateschell, Long Range Planning Manager, at bateschell@ci.wilsonville.or.us

Thank you and I hope this helps to answer your questions.

Tami Bergeron
Administrative Assistant - Planning
bergeron@ci.wilsonville.or.us
503.570.1571

From: Pauly, Daniel
Sent: Thursday, October 06, 2016 9:35 AM
To: Bergeron, Tami
Subject: FW: Ask the City: Request #: 2888419 is due tomorrow

user.govoutreach.com/wilsonville/editecase.php?cmd=edit&id=2888419#

Add/Edit Request Request: 2888419 Entered on: 09/23/2016 2:49 PM

Assigned to: Tami Bergeron

Customer Information				
Last name: <input type="text" value="mcdonald"/>	First name: <input type="text" value="john"/>	Phone: <input type="text" value="(503) 682-1143"/>	Alt phone: <input type="text"/>	Email: <input type="text" value="jonytut@yahoo.com"/>
Address: <input type="text" value="28333 sw wagner st"/>				
City: <input type="text" value="Wilsonville"/>				
State: <input type="text" value="OR"/>				
Zip code: <input type="text" value="97070"/>				

* Topic:

Request type:

Entered via:

Assigned to: Leave blank for automatic routing

Status:

Priority:

IP Address: 24.20.48.146

Attachments: [Add Attachments](#)

* Description:

Reason closed:

Due Date: Leave blank for automatic calculation

Insert Reason Closed:

Collaboration Area (internal notes, email correspondence)

To add notes or send emails about this Request, enter message below or insert message , then press the appropriate button.

Daniel Pauly, AICP | Senior Planner
E-mail: pauly@ci.wilsonville.or.us

From: Ask the City of Wilsonville [mailto:noreply@user.govoutreach.com]
Sent: Thursday, October 06, 2016 1:01 AM
To: Pauly, Daniel
Subject: Ask the City: Request #: 2888419 is due tomorrow

Request # 2888419 from the Government Outreach System is due tomorrow.

Request type: Problem
Request area: Projects Around the City
Reported by: john mcdonald
Description: Do you have any information online about the 'TOWN CENTER LOOP' project?
Expected Close Date: 10/07/2016
[Click here to access the request](#)

ATTACHMENT C - TOWN CENTER RECORD

From: [Bateschell, Miranda](#)
To: [Molly Cooney-Mesker](#); [Bergeron, Tami](#)
Cc: [Scola, Jennifer](#)
Subject: FW: Town Center project
Date: Wednesday, July 05, 2017 10:41:51 AM

Ditto. Another comment for the public record.

Miranda Bateschell
Planning Manager
City of Wilsonville
503.570.1581

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

-----Original Message-----

From: Christina Miller [<mailto:christinamiller23@icloud.com>]
Sent: Saturday, July 01, 2017 9:39 PM
To: Bateschell, Miranda
Subject: Town Center project

Why must Wilsonville continue to build stuff in the areas that are already great the way they are?
Instead of using the money for city developments why not donate the money to the schools?
As a parent of 3 kids every year it gets more expensive to just buy school supplies, which the majority of them are used by all of the kids in the class. after the school supplies are bought there's not enough money to buy clothes for 3 growing children.

I believe Wilsonville Town Center Park area is perfect the way it is.

Sent from my iPad

ATTACHMENT C - TOWN CENTER RECORD

From: [City of Wilsonville General News](#)
To: [Bergeron, Tami](#)
Subject: Newsflash City Seeks Feedback on Wilsonville's Town Center For City of Wilsonville
Date: Wednesday, March 1, 2017 5:35:25 PM

[View this in your browser](#)

March 01, 2017

City Seeks Feedback on Wilsonville's Town Center



The City has launched an online survey for community members and other stakeholders to provide input and help plan the future of the Wilsonville Town Center area.... [Read on](#)

You are receiving this message because you are subscribed to City of Wilsonville General News on www.ci.wilsonville.or.us. To unsubscribe, click the following link:

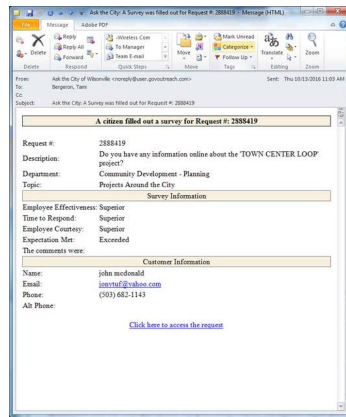
<http://www.ci.wilsonville.or.us/list.aspx?mode=del>

If clicking the link doesn't work, please copy and paste the link into your browser.

ATTACHMENT C - TOWN CENTER RECORD

From: [Bergeron, Tami](#)
To: [Bateschell, Miranda](#)
Subject: RE: Ask the City Request #: 2888419
Date: Thursday, October 13, 2016 11:07:49 AM
Attachments: [mcdonald.jpg](#)

A seemingly satisfied customer.



Tami Bergeron
Administrative Assistant - Planning
bergeron@ci.wilsonville.or.us
503.570.1571

From: Bergeron, Tami
Sent: Thursday, October 06, 2016 11:56 AM
To: Bateschell, Miranda
Subject: FW: Ask the City Request #: 2888419 is due tomorrow

Miranda,
I responded to John's "Ask the City" request this morning with the following. I have also added him onto our list of interested parties. I hope my response was sufficient.

John, if you refer to the City of Wilsonville's website you will find the Town Center Redevelopment Plan project page at <http://www.ci.wilsonville.or.us/626/Town-Center>. We haven't added much new material lately as we were awaiting City Council's approval of the contract being awarded to MIG, Inc. In September, staff awarded and finalized the contract for the Town Center Redevelopment Plan with MIG, Inc. Staff provided the Planning Commission with this update at their meeting on September 14 and discussed upcoming steps for the project. The consultant and staff have established a project timeline, begun development of the project website, and are preparing for project kick-off activities. The Town Center Redevelopment Project seeks to create a long-range plan and near-term actions for how the City's Town Center can better serve the interests and needs of residents, workers, and visitors.

If you have specific questions, feel free to contact Miranda Bateschell, Long Range Planning Manager, at bateschell@ci.wilsonville.or.us

Thank you and I hope this helps to answer your questions.

Tami Bergeron
Administrative Assistant - Planning
bergeron@ci.wilsonville.or.us
503.570.1571

From: Pauly, Daniel
Sent: Thursday, October 06, 2016 9:35 AM
To: Bergeron, Tami
Subject: FW: Ask the City Request #: 2888419 is due tomorrow

user.govoutreach.com/wilsonville/editcase.php?cmd=edit&id=2888419#

Add/Edit Request Request: 2888419 Entered on: 09/23/2016 2:49 PM

Assigned to: Tami Bergeron

Customer Information Create another request for customer (if other record for customer)

Last name: mcdonald	First name: john	Phone: (503) 682-1143	Alt phone:	Email: jonytut@yahoo.com
Address: 28333 sw wagner st	City: Wilsonville	State: OR	Zip code: 97070	

* Topic: Projects Around the City

Request type: Problem

Entered via: Web

Assigned to: Tami Bergeron Leave blank for automatic routing

Status: Open

Priority: Normal

IP Address: 24.20.48.146

Attachments: Add Attachments

* Description: Do you have any information online about the 'TOWN CENTER LOOP' project?

Reason closed: This must be filled in to close the request. Contents of field, and attachments that are marked as Send to Customer when Closed, are e-mailed for customer notification.

Due Date: 10/07/2016 Leave blank for automatic calculation

Insert Reason Closed: (Select message from list)

Collaboration Area (internal notes, email correspondence)

To add notes or send emails about this Request, enter message below or insert message (Select message from list), then press the appropriate button.

To add an internal note, or send a message to the customer or another employee about this request, enter your message here (at least four characters) and the buttons to the right will enable. Then press one of the buttons.

Send to Customer
Add Internal Note
Send to Employee(s)

Daniel Pauly, ACP | Senior Planner
Extension 1004 | paulyd@ci.wilsonville.or.us

From: Ask the City of Wilsonville (<mailto:nrcpaly@user.govoutreach.com>)
Sent: Thursday, October 06, 2016 1:01 AM
To: Pauly, Daniel
Subject: Ask the City Request #: 2888419 is due tomorrow

Request # 2888419 from the Government Outreach System is due tomorrow.

Request type: Problem
Request area: Projects Around the City
Reported by: john mcdonald
Description: Do you have any information online about the 'TOWN CENTER LOOP' project?
Expected Close Date: 10/07/2016
[Click here to access the request](#)

ATTACHMENT C - TOWN CENTER RECORD

From: [Wilsonville Town Cente](#)
To: [Bergeron, Tami](#)
Subject: Wilsonville Town Center New Comment: "ideas for town center"
Date: Thursday, March 23, 2017 4:13:56 PM

From: Wendy Larimer <wlarimer@comcast.net>
Subject: ideas for town center

Message Body:

Before we moved here, I worked in city government in a position that was solely to find ways to bring more people to an historic downtown. There is much to work with and while things I did may not work here, they may spark some ideas.

started a farmers market that quickly became the place to be Saturday mornings for residents
adopt an alley--beautification, art installations etc. to make unsafe eyesores popular walkways
parking deck mural project where we worked with elementary schools to have kids make tiles to install in the decks
and then the kids brought their families downtown to find the tiles
wayfinding signs off the riverwalk, historic markers, welcome signs, a display marking an underground railroad site
started a permit process for entertainers and art/craft vendors to set up in specific locations at specific times
partnered with a downtown development group to start Thursday night happy hour concerts
events--chalk art contest, Nautical Festival, Rims on the River, 4th of July celebration, Christmas parade, holiday storefront decoration contest, caroling by carriage

We worked to attract stores that people wanted to come to--ice cream, coffee, bakeries, specialty stores like my favorite Italian place that sold all Italy imports, interesting local clothing and shoe stores, card shops---places you wanted to go more than once.

Wilsonville is a great little town but it has no personality. The Town Center needs to become what makes Wilsonville Wilsonville.

--

(<http://www.wilsonvilletowncenter.com>)

ATTACHMENT C - TOWN CENTER RECORD

From: [Bateschell, Miranda](#)
To: [Bergeron, Tami](#); [Molly Cooney-Mesker](#)
Cc: [Scola, Jennifer](#); [Alex Dupey](#)
Subject: FW: Town Center Loop Plan
Date: Monday, July 24, 2017 12:26:31 PM
Attachments: [image001.png](#)
[image005.png](#)

More input to be included in the public comments. Probably along with local business / employees. Also, sounds like we will finally have a conference call with the theater real estate folks.

Thanks, M

Miranda Bateschell
Planning Manager
City of Wilsonville
503.570.1581

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

From: Vance, Jordan
Sent: Monday, July 17, 2017 3:39 PM
To: GM854
Cc: Bateschell, Miranda; Scola, Jennifer
Subject: RE: Town Center Loop Plan

Hi John,

Thanks so much for your feedback and ideas—we greatly appreciate it! We will ensure these are captured as part of the public outreach / engagement process.

The Planning team is currently putting together a recap of the design workshop that we can circulate to you shortly. Interestingly, the ‘entertainment district’ idea came up a few times as a theme during the design workshop.

I’ve had some back and forth with the real estate dept and we are aiming to schedule a call for 8/1. Would you like me to include you in the meeting?

Thanks again for all your help and involvement in this project!

Best,
Jordan

Jordan Vance
Economic Development Manager
City of Wilsonville

Direct: 503-570-1539
Cell: 503-826-7500

ATTACHMENT C - TOWN CENTER RECORD

vance@ci.wilsonville.or.us

City Website: www.ci.wilsonville.or.us

Economic Development Website: www.WilsonvilleEcDev.com

[Facebook.com/CityofWilsonville](https://www.facebook.com/CityofWilsonville)



29799 SW Town Center Loop East, Wilsonville, OR 97070

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

From: GM854 [<mailto:gm854@regalcinemas.com>]
Sent: Saturday, July 15, 2017 8:26 PM
To: Vance, Jordan
Cc: Bateschell, Miranda
Subject: Town Center Loop Plan

Jordan,

I thought I would check in to see if you were able to reach out to our Real Estate Department.

I also missed the workshop that took place on the 26th. It appears fate and traffic weren't on my side that night.

I was curious how it went and how the project/plan is coming together.

I also wanted to throw in what my employees, managers, and I thought would be nice.

We had an idea of seeing the town center somewhat split into different areas that focus on a certain aspect. One area would be focused on entertainment, another on food and restaurants, and another area on residential.

For example, in the map below, you could say that area one would focus on enhancing and adding more entertainment venues. There's already a theater, fun center, and bowling alley, but it would also be nice to have laser tag or paintball or an arcade or something in this area. Maybe seeing if the Fun Center would expand their Go-Kart track and then add some shops and convert the roads around the fun center and theater to be pedestrian only and move transit along the back of the theater. Since the area already has a couple of entertainment venues, I think it would be good to see more added to it and focus the area as a place that people can walk around more in.

ATTACHMENT C - TOWN CENTER RECORD



Area two could then focus on unique restaurants and maybe some bars for nightlife. Something unique like the Rainforest Café and Kell's Irish Pub. Restaurants and bars that have a theme and stay open until midnight on the weekdays and later on the weekends. Something that people wouldn't normally find in Salem or this far from Portland.

The third area could look at adding more residential improvements, such as expanding and enhancing the park and adding townhouses or something. Since there's already a grocery store and a community college within the vicinity, the city could add more residential that focused on college students and possibly help make it an affordable place. It would pose as a challenge with the cost of living going up however.

Just some ideas I thought I would pass along to you guys, as most of my staff live in and around the

ATTACHMENT C - TOWN CENTER RECORD

area. The main thing we would really like to see is more foot traffic and more things to do in the town center.

I look forward to seeing how everything goes!

Let me know if you have any questions too.

Thank you,

John Buchholz
General Manager

Regal Wilsonville 9 | Regal Entertainment Group | 29300 Town Center Loop W | Wilsonville, OR | 97070
P: 503-682-8575



ATTACHMENT C - TOWN CENTER RECORD

From: [Bateschell, Miranda](#)
To: [Scola, Jennifer](#)
Cc: [Bergeron, Tami](#); [Molly Cooney-Mesker](#); [Alex Dupey](#)
Subject: FW: Wilsonville Town Canter Idea: Easy Access
Date: Friday, July 28, 2017 10:16:14 AM

Molly & Tami,

More public comment for the record.

Jenn – wondering if it is worth adding him to the TC TF? Or what ideas might you have for other ways for him to engage / volunteer?

M

Miranda Bateschell

Planning Manager
City of Wilsonville
503.570.1581

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

From: Handran, Angela
Sent: Thursday, July 27, 2017 4:34 PM
To: Bateschell, Miranda
Subject: FW: Wilsonville Town Canter Idea: Easy Access

FYI , Town Center feedback.

From: frma2428@gmail.com [<mailto:frma2428@gmail.com>]
Sent: Thursday, July 27, 2017 3:30 PM
To: Handran, Angela <handran@ci.wilsonville.or.us>
Subject: Wilsonville Town Canter Idea: Easy Access

Dear Angela:

I would like to suggest that the new Town Center be thoroughly accessible for handicapped people especially those using canes, walkers, wheelchairs, powered scooters and carts similar to those used at big stores.

In other words, building a 100 % accessibleTownCent: well-marked asphalt paths and safe ingress from surrounding streets.

I'm willing to volunteer on a subcommittee addressing this problem. I'm a 93-year old WW2 veteran who lives here in assisted living. After falling in love with Wilsonville, I need to show how much I really do.

rank Walsh
(503) 550-3190

Not quite handicapped and certainly not an expert, I use a walker but must be accompanied by

ATTACHMENT C - TOWN CENTER RECORD

someone due to fractured vertebrae (bummer).

ATTACHMENT C - TOWN CENTER RECORD

Town Center Plan Comment Card



Please **PRINT** the following information:

Today's Date: 7/29/2017

Name: Taylor A. Downs II Email: tayloralldowns@gmail.com

Address, City, Zip: 32803 SW Gault Hill Rd, Wilsonville, OR 97070

Please check HERE if you want to be added to our email/mailling list

We appreciate your comments and feedback:

Very worried and affected daily by the awful traffic on I-5 and
I-5 and Wilsonville Rd. -

~~No~~ No more awful chain restaurants - please don't screw local places
with high taxes and permits - Sherwood has failed here.

www.wilsonvilletowncenter.com

Planning Commission Meeting - Mar. 13, 2019

Page 192 of 233

FUN FUN - 1.21.11

ATTACHMENT C - TOWN CENTER RECORD

Town Center Plan Comment Card



Please **PRINT** the following information:

Today's Date: _____

Name: _____ Email: _____

Address, City, Zip: _____

Home

Please check HERE if you want to be added to our email/ mailing list

We appreciate your comments and feedback:

Depot

www.wilsonvilletowncenter.com

Planning Commission Meeting - Mar. 13, 2019

ATTACHMENT C - TOWN CENTER RECORD

Town Center Plan Comment Card



Please **PRINT** the following information:

Today's Date: 8/9/17

Name: Mikaela Boyd Email: mhouckp5@gmail.com

Address, City, Zip: _____

Please check **HERE** if you want to be added to our email/ mailing list

We appreciate your comments and feedback:

- More local restaurants, breweries
- walkability - walking paths connected throughout entire town center
- options for food carts → Happy Valley Food Station is a great model

www.wilsonvilletowncenter.com

Planning Commission Meeting - Mar. 13, 2019

Page 194 of 233

Town Center Plan
Comment Card



Please PRINT the following information:

Today's Date: 8/12/17

Name: BRIAN MIRACLE Email: lift2drag@gmail.com

Address, City, Zip: 29304 SW BROWN RD WILSONVILLE, OR 97070

Please check HERE if you want to be added to our email/ mailing list

We appreciate your comments and feedback:

WILSONVILLE NEEDS MORE OF A DOWNTOWN, CHECK OUT
THESE CITIES FOR THEIR AMAZING DOWNTOWNS:

① DAVIS, CA ③ SAN LUIS OBISPO, CA

② LIVERMORE, CA

WALKABLE, BIKEABLE, BENCHES, TREES, VIBRANT, LOCAL SHOPS,

www.wilsonvilletowncenter.com

n:\planning\town center\community engagement\design alternatives events\design workshop 6.26.2017\comment cards_english-spanish both 06.26.2017.docx

Town Center Plan Comment Card



Please **PRINT** the following information:

Today's Date: 8/16/17

Name: Jayce Liden

Email: JLIDEN@yahoo.com

Address, City, Zip: 1140 SW French Glen Ct Wilsonville

Please check HERE if you want to be added to our email/ mailing list

We appreciate your comments and feedback:

If buildings were 3 or 4 levels then
could be apartments above the
festival.

www.wilsonvilletowncenter.com

n:\planning\town_center\community_engagement\design_alternatives_events\design_workshop_6.26.2017\comment_cards_english-spanish_bath_06.26.2017.docx

ATTACHMENT C - TOWN CENTER RECORD

Town Center Plan Comment Card



Please **PRINT** the following information:

Today's Date: 9/27/2017

Name: Peter Tucker Email: peter.tucker@oit.edu

Address, City, Zip: 29511 SW Meadows Loop #251, Wilsonville

Please check HERE if you want to be added to our email/ mailing list

We appreciate your comments and feedback:

~~Hi~~ Street light signals need to recognize
bicycles.

ATTACHMENT C - TOWN CENTER RECORD

From: [Bateschell, Miranda](#)
To: [Bergeron, Tami](#); [Molly Cooney-Mesker](#); [Scola, Jennifer](#)
Subject: FW: WILSONVILLE planning.
Date: Tuesday, October 31, 2017 12:16:33 PM

Molly & Tami,

Please have this included in our online comments that are received through the website.

Thanks, Miranda

Miranda Bateschell
Planning Manager
City of Wilsonville
503.570.1581

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

-----Original Message-----

From: Suzan Cera [<mailto:suziecera@gmail.com>]
Sent: Monday, October 30, 2017 4:00 PM
To: Bateschell, Miranda <bateschell@ci.wilsonville.or.us>
Subject: WILSONVILLE planning.

A French bakery with espresso cafe. An Italian deli with espresso and Italian sodas. German breakfast and schnitzel cafe/ walk up window. There is much German influence here in the area! A shaved ice window. Let's add culture to WILSONVILLE rather than more fast food additions! Thanks.
Suzie.

ATTACHMENT C - TOWN CENTER RECORD

From: [Bateschell, Miranda](#)
To: [Legarza, Jon](#)
Cc: [Molly Cooney-Mesker](#); [Bergeron, Tami](#); [Scola, Jennifer](#)
Subject: RE: Question of the Month
Date: Thursday, January 4, 2018 1:46:25 PM

Hello Jon,

Thank you so much for taking the time to write down your extra thoughts and send them my way. I agree: it is fun to see the planning effort move forward and see the community's vision start to take shape.

These are very good points and will be catalogued with the rest of the input we receive on this question and regarding potential design of the Main Street. That input will be shared with the project Task Force when they discuss the design elements of the plan.

In the meantime, I hope you are signed up on our Interested Parties list to get all of the project updates. We will be sending out information in the next couple of weeks about an upcoming survey and open house. If you are not signed up, please do so at: www.wilsonvilletowncenter.com

Thank you again,

Miranda

Miranda Bateschell
Planning Manager
City of Wilsonville
503.570.1581

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

From: Legarza, Jon [mailto:JLegarza@co.clackamas.or.us]
Sent: Thursday, January 04, 2018 10:57 AM
To: Bateschell, Miranda <bateschell@ci.wilsonville.or.us>
Subject: Question of the Month

Hello Miranda,

Having developed a Town Center and now a resident in Wilsonville, I wanted to share feedback on your Town Center question.

1. Wider sidewalks are nice but should be included the development parcel for overflow of the outdoor seating areas. There will be demand drive from tenants looking to have rent the outdoor space, thus greating more revenue for the developer to sustain.
2. Parking is important for tenants to have in front of the store. A successful model has been diagonally parking with raised pedestrian crossings to slow down the mainstreet traffic. Retailers like signage so trees need to be located strategically in wide "nodes" along the walkway.

We are excited to see the development vision progressing.

Best,

ATTACHMENT C - TOWN CENTER RECORD

Jon Legarza

ATTACHMENT C - TOWN CENTER RECORD

From: [Wilsonville Town Cente](#)
To: [Bergeron, Tami](#); jruiz@migcom.com; steveh@migcom.com
Subject: Wilsonville Town Center New Comment: "Restaurant/cafe"
Date: Sunday, August 13, 2017 9:36:48 AM

From: Donna <dgoofey@frontier.com>
Subject: Restaurant/cafe

Message Body:

Love a cafe that is in Portland, Maine. It is called Silly's Cafe.
Would be nice to have a cafe like this here in Wilsonville.

<https://www.google.com/search?q=silly's+portland+maine&ie=UTF-8&oe=UTF-8&hl=en-us&client=safari#fpstate=lie>

--

(<http://www.wilsonvilletowncenter.com>)

ATTACHMENT C - TOWN CENTER RECORD

From: [Bergeron, Tami](#)
To: [Bateschell, Miranda](#); [Scola, Jennifer](#)
Subject: FW: Town Center Event - Thank you
Date: Wednesday, July 05, 2017 7:52:14 AM
Attachments: [image002.png](#)
[image004.png](#)

Tami Bergeron

Administrative Assistant - Planning
bergeron@ci.wilsonville.or.us
503.570.1571

From: Terry D Kester [mailto:terry7070tdk@aol.com]
Sent: Monday, July 03, 2017 10:02 PM
To: Bergeron, Tami
Subject: Re: Town Center Event - Thank you

Thank YOU Tami -- the workshop was superbly performed. It was a joy to participate.

Terry D. Kester

Artistic Director

WilsonvilleSTAGE

703-217-9659

-----Original Message-----

From: Bergeron, Tami <bergeron@ci.wilsonville.or.us>
Sent: Tue, Jun 27, 2017 1:32 pm
Subject: Town Center Event - Thank you

Please note the following on behalf of Miranda Bateschell...



We want to take a moment to thank all of you who attended the Town Center Plan Design Workshop on June 26 at Wilsonville's Clackamas Community College. At the workshop, community members were asked to vote on a variety of town center images from other places in order to convey their preferences for Wilsonville's Town Center. Attendees participated in interactive activities including a map-based activity to design the future layout, architecture, and land uses of the Town Center. ***Everyone had a lot of fun and we received some great feedback from all who participated!***

Ways For To Get Involved: <http://www.wilsonvilletowncenter.com/>

.. Visit our project website where you can:

ATTACHMENT C - TOWN CENTER RECORD

- o Provide your comments and photos on a map of Town Center;
 - o Answer our "Question of the Month"; and
 - o Participate in the Survey that goes live on July 26 – August 20.
-
- .. Enter our **Instagram Photo Contest** (see attached flier) where you can share your favorite things about living/working/playing in the Town Center!

 - .. Attend one/all of our summer events and share your ideas:

(All events are family-friendly with activities for all ages)

ROTARY CONCERTS	½	KIWANIS FUN RUN	½	FUN IN THE PARK	½	WILSONVILLE BREWFEST
JULY 27 AUG 3 AUG 10		JULY 29		AUG 5		AUG 12

COMMUNITY BLOCK PARTY: TOWN CENTER PARK
FIESTA DE BARRIO EN EL PARQUE "TOWN CENTER"
August 16 5-8 PM

Miranda Bateschell
Planning Manager
City of Wilsonville

503.570.1581
bateschell@ci.wilsonville.or.us
www.ci.wilsonville.or.us
[Facebook.com/CityofWilsonville](https://www.facebook.com/CityofWilsonville)



29799 SW Town Center Loop East, Wilsonville, OR 97070

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

Tami Bergeron
Administrative Assistant
City of Wilsonville

503.570.1571
bergeron@ci.wilsonville.or.us
(TC TF, PC, CC, INT PARTIES, TAB 2, TAB 6-7)

ATTACHMENT C - TOWN CENTER RECORD

COMMUNICATION – Interested Parties

- Mailchimp emails
- Outlook emails

<p>Interested Parties Update January 2019 Regular • ALL Town Center E-mailing Lists 09.2017 Sent on Wed, Jan 30, 2019 7:52 pm</p>	<p>272 Subscribers 44.6% Opens 22.5% Clicks</p>
<p>Task Force Award Reminder Regular • ALL Town Center E-mailing Lists 09.2017 Sent on Wed, Nov 28, 2018 3:48 pm</p>	<p>34 Subscribers 64.7% Opens 8.8% Clicks</p>
<p>Fall 2018 Task Force Update Regular • ALL Town Center E-mailing Lists 09.2017 Sent on Tue, Nov 06, 2018 5:08 pm</p>	<p>33 Subscribers 57.6% Opens 12.1% Clicks</p>
<p>Reminder: October 11th Economic Summit Panel</p>	<p>278 Subscribers 34.5% Opens</p>

ATTACHMENT C - TOWN CENTER RECORD

Regular • ALL Town
Center E-mailing Lists
09.2017
Sent on Thu, Oct 04, 2018
11:55 pm

2.2%
Clicks

**Block Party Thank
You and Oct. Event
Invite**

279
Subscribers
45.1%
Opens
7.2%
Clicks

Regular • ALL Town
Center E-mailing Lists
09.2017
Sent on Mon, Sep 17, 2018
5:35 pm

**Interested Parties
Update July 2018**

278
Subscribers
44.0%
Opens
6.5%
Clicks

Regular • ALL Town
Center E-mailing Lists
09.2017
Sent on Fri, Jul 27, 2018 1:01
pm

Task Force Update

33
Subscribers
60.6%
Opens
12.1%
Clicks

Regular • ALL Town
Center E-mailing Lists
09.2017
Sent on Fri, Jul 27, 2018
11:25 am

Letters of Support

24
Subscribers

ATTACHMENT C - TOWN CENTER RECORD

Regular • ALL Town Center E-mailing Lists 09.2017 Sent on Fri, Jul 06, 2018 3:26 pm	66.7% Opens 0.0% Clicks
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Task Force Meeting #5 Materials Regular • ALL Town Center E-mailing Lists 09.2017 Sent on Thu, May 31, 2018 3:41 pm	33 Subscribers 69.7% Opens 45.5% Clicks
---	--

Community Concept Survey Results Regular • ALL Town Center E-mailing Lists 09.2017 Sent on Wed, May 02, 2018 1:32 pm	274 Subscribers 57.4% Opens 24.6% Clicks
--	---

Community Design Concept Survey Reminder and Thank You EXTENSION Regular • ALL Town Center E-mailing Lists 09.2017	274 Subscribers 36.1% Opens 8.4% Clicks
---	--

ATTACHMENT C - TOWN CENTER RECORD

Sent on Tue, Mar 06, 2018
5:27 pm

<p>Community Design Concept Survey Reminder and Thank You Regular • ALL Town Center E-mailing Lists 09.2017 Sent on Fri, Mar 02, 2018 6:11 pm</p>	<p>276 Subscribers 32.7% Opens 12.6% Clicks</p>
--	---

<p>Community Design Concept Open House Reminder Regular • ALL Town Center E-mailing Lists 09.2017 Sent on Thu, Feb 08, 2018 4:00 pm</p>	<p>263 Subscribers 38.8% Opens 3.0% Clicks</p>
--	--

<p>Community Design Concept Open House (HOA Contacts) Regular • ALL Town Center E-mailing Lists 09.2017 Sent on Thu, Jan 25, 2018 1:45 pm</p>	<p>40 Subscribers 22.5% Opens 5.0% Clicks</p>
--	---

ATTACHMENT C - TOWN CENTER RECORD

Community Design 25
 Concept Open Subscribers
 House (Task Force) 76.0%
Regular • ALL Town Opens
 Center E-mailing Lists 12.0%
 09.2017 Clicks
Sent on Thu, Jan 25, 2018
 1:43 pm

Community Design 7
 Concept Open Subscribers
 House (Planning 57.1%
 Commission) Opens
Regular • ALL Town 14.3%
 Center E-mailing Lists Clicks
 09.2017
Sent on Thu, Jan 25, 2018
 1:43 pm

Community Design 5
 Concept Open Subscribers
 House (City 60.0%
 Council) Opens
Regular • ALL Town 0.0%
 Center E-mailing Lists Clicks
 09.2017
Sent on Thu, Jan 25, 2018
 1:42 pm

193
 Subscribers

ATTACHMENT C - TOWN CENTER RECORD

Community Design 47.6%
 Concept Open Opens
 House 14.7%
 Regular • ALL Town Clicks
 Center E-mailing Lists
 09.2017
 Sent on Thu, Jan 25, 2018
 1:41 pm

Winter Update 224
 (2017) Subscribers
 Regular • ALL Town 47.8%
 Center E-mailing Lists Opens
 09.2017 6.3%
 Sent on Wed, Nov 29, 2017 Clicks
 8:03 pm

Joint City Council - 21
 Planning Subscribers
 Commission Dec 76.2%
 2017 Meeting Opens
 Regular • ALL Town 42.9%
 Center E-mailing Lists Clicks
 09.2017
 Sent on Tue, Nov 28, 2017
 5:29 pm

Task Force Meeting 33
 #4 Materials Subscribers
 Regular • ALL Town 66.7%
 Center E-mailing Lists Opens
 09.2017 36.4%

ATTACHMENT C - TOWN CENTER RECORD

<p>Sent on Tue, Nov 21, 2017 8:13 pm</p>	<p>Clicks</p>
<p>Design Survey Input Update Regular • ALL Town Center E-mailing Lists 09.2017 Sent on Mon, Oct 30, 2017 5:05 pm</p>	<p>267 Subscribers 49.4% Opens 25.7% Clicks</p>
<p>Task Force Meeting #3 Materials Regular • ALL Town Center E-mailing Lists 09.2017 Sent on Tue, Oct 17, 2017 3:50 pm</p>	<p>32 Subscribers 68.8% Opens 43.8% Clicks</p>
<p>Task Force Photo Contest Panel Request Regular • ALL Town Center E-mailing Lists 09.2017 Sent on Tue, Sep 05, 2017 6:51 pm</p>	<p>24 Subscribers 75.0% Opens 0.0% Clicks</p>
<p>Fall Update (HOA List)</p>	<p>43 Subscribers 34.9% Opens</p>

ATTACHMENT C - TOWN CENTER RECORD

Regular • ALL Town
 Center E-mailing Lists
 09.2017
Sent on Fri, Sep 01, 2017
 7:42 pm

0.0%
 Clicks

Fall Update
Regular • ALL Town
 Center E-mailing Lists
 09.2017
Sent on Fri, Sep 01, 2017
 7:25 pm

224
 Subscribers
 56.6%
 Opens
 7.3%
 Clicks

Interested Parties
Showcase Invitation
Regular • ALL Town
 Center E-mailing Lists
 09.2017
Sent on Fri, Feb 22, 2019
 8:20 pm

272
 Subscribers
 41.0%
 Opens
 3.7%
 Clicks

ATTACHMENT C - TOWN CENTER RECORD

TOWN CENTER PLAN PROJECT
OUTLOOK EMAILS

Topic of Notice		Date Emailed	Sent to:
Notice about 1/9/2019 PC Work Session		1/2/2019	<i>Interested Parties</i>
Notice about 11/14/18 PC Meeting		11/6/2018	<i>Interested Parties</i>
Notice about 10/10/18 PC Meeting		10/3/2018	<i>Interested Parties</i>
Notice about 12/4/17 CC/PC Meeting		11/21/2017	<i>Interested Parties</i>
Notice about 11/8/17 PC Work Session		11/1/2017	<i>Interested Parties</i>
Reminder about Survey & Block Party		8/14/2017	<i>Interested Parties</i>
Notice about Block Party		4/28/2017	<i>Interested Parties</i>
Reminder about Summer Events Scheduled		6/13/2017	<i>Interested Parties</i>

ATTACHMENT C - TOWN CENTER RECORD

LIST SOURCE	FIRST NAME	LAST NAME	EMAIL
TAB 2	Loreta	Boskovic	loreta@factoregon.org
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TAB 6-7 W/EMAIL	Debbie	Arce	debbiearce@gmail.com
2/28/17 EVENT	Donna	Atkinson	donna00822@gmail.com
2/28/17 EVENT	G.J.	Baker	jerbaker1@carrblink.net
event 6.26.17	Andrew	Kilstrom	akilstrom@pamplinmedia.com
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TAB 6-7 W/EMAIL	Bill	Bennett	whittlesing@comcast.net
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2/28/17 EVENT	Corina	Bilger	corina@bilger.com
2/28/17 EVENT	Richard	Bilger	richard@bilger.com
WEBSITE	Lisa	Bippes	bippesl@gmail.com
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EVENT 8/16/17	Sam	Blackburn	scblackburn@live.com
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TAB 6-7 W/EMAIL	Vanessa	Ceryance	vceryance@thespringsliving.com
website	Sheryl	Bourgeois	ranch29351@aol.com
Event 8.09.2017	Adam	Boyd	AJBOYD11@GMAIL.COM
2/28/17 EVENT	Chris	Buchholz	cmbuchholz@gmail.com
INT PARTY	Kyle	Bunch	KBUNCH@amfam.com
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TC TF	Kyle	Bunch	kbunch@amfam.com
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2/28/17 EVENT	Amanda	Casteel	Amanda.sfox@farmersagency.com

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Event 08.05.2017	Lindsay	Cera	lindsay.cera@gmail.com
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Event 08.05.2017	Terressa	Davis	teressa.davis2@gmail.com
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M. Ottenad email	Larry	Dortmund	ldortmund@cejohn.com
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2/28/17 EVENT	Saskia	Dresler	dreslers@wlwv.k12.or.us
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former taskforce	Jon & Doris	Dunn	jgdunn55@gmail.com
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Event 08.05.2017	Renee	Eckes	Eckert.Renee@yahoo.com
TC TF	Bruce	Eicher	bruce@wilsonvillediamond.com
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TAB 2	Nels	Erickson	wilsonvilleyouthsports@gmail.com
TAB 2	Julie	Etzel	etzelj@wlwv.k12.or.us
TAB 6-7 W/EMAIL	Alax	Evans	tnemgr@amcllc.net
2/28/17 EVENT	Dianne	Farbiars	apaplus@yahoo.com

ATTACHMENT C - TOWN CENTER RECORD

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2/28/17 EVENT	Miguel	Heneva Perez	miguellherrera09@gmail.com
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2/28/17 EVENT	Stephanie	Fox	sfox@farmersagent.com
TAB 2	Angela	Freeman	freemana@wlwv.k12.or.us
WEBSITE	John	Gannon	jgannon@geodesigninc.com
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TAB 6-7 W/EMAIL	Mr. & Mrs.	Gardner	oakleafpark@hotmail.com
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2/28/17 EVENT	Martin	Glastravanloon	Mglavalo@gmail.com
Event 8.12.2017	Alex	Goldensoph	agoldensoph@gmail.com
Event 08.05.2017	James	Lund	James.D.Lund@yahoo.com
TAB 6-7 W/EMAIL	Shanna	Karssevoom	pmboulderercreek@avenue5apt.com
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TAB 6-7 W/EMAIL	Eric	Gordon	info@superiorcommunity.com
2/28/17 EVENT	Kate	Greenfield	gr33kat@yahoo.com
TAB 2	Dawn	Gunter	soccer@wusc.net
2/28/17 EVENT	Paul	Lehto	plfinix22@gmail.com
website	Lori	Hall	lori.hall@clackamas.edu
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2/28/17 EVENT	Rebecca	Hamilton	rebecca.hamilton@oregonmetro.gov
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TAB 6-7 W/EMAIL	Mike	Lucich	mike@jazzmanusa.com
TAB 6-7 W/EMAIL	Valerie	Hannan	montebello@viridianmgt.com
2/28/17 EVENT	Susan	Hanson	susanhanson3@gmail.com
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TC TF	Darren	Harmon	darrenh@fun-center.com
2/28/17 EVENT	Brian	Harper	brian.harper@oregonmetro.gov
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2/28/17 EVENT	Kathy	Harry	Kathleenharry@gmail.com
TC TF	Ron	Heberlein	ronheberlein@gmail.com

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TAB 6-7 W/EMAIL	Diann-	Burke	towncenterparkcd@fpimgmt.com
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2/28/17 EVENT	Casey-	Pardo	caseynoodle02@gmail.com
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ATTACHMENT C - TOWN CENTER RECORD

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Sm BusinessMtgs	Cooper	Maixner	wankercoop@comcast.net
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2/28/17 EVENT	Mike	Clouser	Mike@powermax.com
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2/28/17 EVENT	Len	Zucker	leno@comcast.net
INT PARTY	Randy Evans		randy.evans@managementtrust.com
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ATTACHMENT C - TOWN CENTER RECORD

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TC PROJECT TEAM	Jackie	Ruiz	jruiz@migcom.com
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TAB 6-7 W/EMAIL	Bill	Shevlin	bshevy@comcast.net
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2/28/17 EVENT	Suzy	Sivyer	iwk24hrs@hotmail.com
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ATTACHMENT C - TOWN CENTER RECORD

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TAB 2	Cheryl	Snow	cheryl@clackamasartsalliance.org
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WEBSITE 5.3.17 3+ PM	N/A	N/A	trinh_nguyen15@yahoo.com
WEBSITE 5.3.17 3+ PM	N/A	N/A	darin.duvernay@yahoo.com
WEBSITE 5.3.17 3+ PM	N/A	N/A	duellpetsch@gmail.com
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WEBSITE 5.3.17 3+ PM	N/A	N/A	dwayne.keogh@gmail.com
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WEBSITE 5.3.17 3+ PM	N/A	N/A	wellsgbw3@yahoo.com
WEBSITE 5.3.17 3+ PM	N/A	N/A	viviamrob_1222@yahoo.com
WEBSITE 5.3.17 3+ PM	N/A	N/A	terry_sanders_jr@yahoo.com
WEBSITE 5.3.17 3+ PM	N/A	N/A	eva.vanderhaar@gmail.com
WEBSITE 5.3.17 3+ PM	N/A	N/A	turnera1960@gmail.com

2/28/17 EVENT	Mohamed	Solghir	mohadaya@hotmail.com
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ATTACHMENT C - TOWN CENTER RECORD

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website	Mary	Tarkington	metark1@gmail.com
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website	Nancy	Thurston	nwthurston@gmail.com
TC TF	Shelly	Tracy	shellyt@clackamas.edu
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EVENT 9.27.2017	Peter	Tucker	peter.tucker@oit.edu
WEBSITE	Terry	Valo	bookbuf1@aol.com
2/28/17 EVENT	Sandra	Verner	sdayton2003@yahoo.com
TAB 6-7 W/EMAIL	Dorothy	Von Eggers	hoa@landoverhoa.com ; dorothyve@frontier.com
TC TF	Scott	Vosburg	scott@Wilsonvillesecurity.com
TAB 6-7 W/EMAIL	Stephanie	Walczak	swalczak@bluestonehockley.com
website	Clark	Hildum	clarkhildun@frontier.com
interested party	Ellen	Rubenstein	ellen.rubenstine1@gmail.com
WEBSITE	Bill	Wallace	bill.wallace@wallacefutures.com
WEBSITE	Bob	Weaver	bobweaver26@Gmail.com
TC TF	Doris	Wehler	dawehler@gmail.com
TAB 6-7 W/EMAIL	Kathy	White	Kathy.white2@brookdale.com
TAB 6-7 W/EMAIL	Kathy	White	Kathy.white2@brookdale.com
TAB 2	Dawn	Wilbur	dawnwilbur@frontier.com
email to staff	Steve	Wiltshire	steve@amfcapital.net
TAB 6-7 W/EMAIL	Wanda	Winn	sadredhead@aol.com
website	Rene	Wirtz	rwirtz7@hotmail.com
TAB 6-7 W/EMAIL	Marie	Neshihara	unknown
Event 08.05.2017	Sandi	Scott	invalid/absent email
website	Darlene	Wiswall	darzw503@gmail.com
TAB 6-7 W/EMAIL	Randy	Wortman	Randal.Wortman@gmail.com
TAB 6-7 W/EMAIL	John	Wynton	jwynton@ROIREIT.net
WEBSITE	Zia	Yamayee	yamayee@up.edu
Event 8.12.2017	Daniel	Mckay	invalid email
TAB 6-7 W/EMAIL	Lance	Yunck	canyoncreekor@greystar.com
WEBSITE	Anne	Zielsdorf	annezielsdorf@gmail.com
WEBSITE	Kamryn	Zotos	eyelvaps@aol.com

ATTACHMENT C - TOWN CENTER RECORD

WEBSITE	UNKNOWN		ammelson@hotmail.com
WEBSITE	UNKNOWN		balex226@gmail.com
website	Fran		franhalp@yahoo.com
EVENT 8/16/17	Korbin	Stein	kstein5@gmail.com
EVENT 8/16/17	Vidya		vvidbhi@mail.com
WEBSITE	UNKNOWN		hollydee1@hotmail.com
website	Jodee		jobarn2u@yahoo.com
WEBSITE	UNKNOWN		kcarlner@thespringsliving.com
WEBSITE	UNKNOWN		lloen@comcast.net
CALLED WARD 3/13/17	UNKNOWN		moc68@yahoo.com
WEBSITE	UNKNOWN		mlebrandes@gmail.com
WEBSITE	UNKNOWN		mlebrandes@gmail.com
WEBSITE	UNKNOWN		ninz1123@yahoo.com
website	Peter		peter.donahower@gmail.com
WEBSITE	Debbie		Pritchett242@gmail.com
WEBSITE	UNKNOWN		sailorgirl1963@yahoo.com
WEBSITE	UNKNOWN		sarahpf81@gmail.com
WEBSITE	Tillie		sntpresz@gmail.com
WEBSITE	UNKNOWN		tpckhall@juno.com
WEBSITE	Jon	Legarza	jlegarza@clackamas.us
website	Carrie	Teerman	cteerman@gmail.com
TC OPEN HOUSE 2.2018	Pam	Martin	p.martin.nm@gmail.com
TC OPEN HOUSE 2.2018	Robert & Verna	Scheffel	rescheffel@gmail.com
TC OPEN HOUSE 2.2018	Jim	McCarthy	jp.mccarthy@comcast.net
TC OPEN HOUSE 2.2018	Larry	Schadle	larryschadle@gmail.com
TC OPEN HOUSE 2.2018	Brian	Hough	bhough68@gmail.com
TC OPEN HOUSE 2.2018	Jason	James	irjames.pt@gmail.com
TC OPEN HOUSE 2.2018	Rene'e	James	reneebrandt@hotmail.com
TC OPEN HOUSE 2.2018	Jaimj	Behrein	jaimy.beltron@gmail.com
TC OPEN HOUSE 2.2018	Lisa	Davidson	lisa.davidson@clackamas.edu
TC OPEN HOUSE 2.2018	Madison	Everetts	modi.everetts@gmail.com
TC OPEN HOUSE 2.2018	Gerald	Jaswise	geraldr68@yahoo.com
TC OPEN HOUSE 2.2018	Paul & Reggy	Osborn	phosborn@comcast.net
WEBSITE	Gregory	Pauly	gregpauly97070@yahoo.com
website	Kim	Buchanan	lady8ugg@gmail.com
WEBSITE	Destiny	Huffman	destinydhuffman@hotmail.com
WEBSITE	Connie	McCready	connee221@yahoo.com
WEBSITE 6/18	Elizabeth	Santana	eli.santana@live.com
website 6/18	Kyle	Aaron	kyleaaron1@gmail.com
website 6/18	John	Hillan-Payne	jrhillan@gmail.com
website 6/18	D & K	Dehaven	kdehaven@me.com
website 6/18	Garet	Prior	garet.prior@gmail.com
website 08.2018	Ahern	Natalie	natahern@yahoo.com
website 09.2018	Thomas C.	Hann	thomaschann@hotmail.com
added by Susie Stevens	Jim	Meierotto	jim@charbonneaucountryclub.com
10.10.2018 PC MTG	Angela	Niggli	angelaniggli@yahoo.com
added by Shelly Tracy	Ray	Atkinson	ray.atkinson@clackamas.edu
website 11/18	Edward	Pothetes	EPOTHETES@PAPEMACHINERY.COM
website3 11/2018	Ray	Bullard	rayb@migcom.com

ATTACHMENT C - TOWN CENTER RECORD

MB 12/2018

Rebecca

Mefford

meffordr@comcast.net

ATTACHMENT C - TOWN CENTER RECORD

AFFIDAVIT OF MAILING AND POSTING NOTICE OF PUBLIC HEARING IN THE CITY OF WILSONVILLE

STATE OF OREGON)

COUNTIES OF CLACKAMAS)
AND WASHINGTON)

CITY OF WILSONVILLE)

I, Tami Bergeron, do hereby certify that I am Administrative Assistant for the City of Wilsonville, Counties of Clackamas and Washington, State of Oregon, that the attached copy of Notice of Public Hearing is a true copy of the original notice; that on February 7, 2019, I did cause to be mailed copies of such notice of said public hearing in the exact form hereto attached to the following property owners:

MAILED TO: See Attached List of affected agencies and property owners within 250'

EMAILED TO: interested parties

Also notice was posted at the following locations:

- City Hall, 29799 SW Town Center Loop, East, Wilsonville OR 97070
- Wilsonville Community Center, 7965 SW Wilsonville Road, Wilsonville, OR 97070
- Library, 8200 SW Wilsonville Road, Wilsonville OR 97070
- City of Wilsonville Web Site
- Wilsonville Spokesman Journal

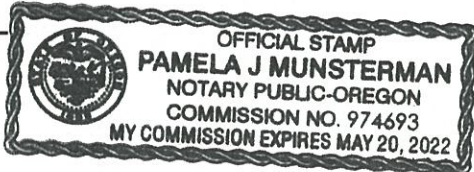
Witness my hand this 7th day of February 2019

Tami Bergeron
Tami Bergeron, Administrative Assistant

Acknowledged before me this 7th day of February 2019

[Signature]

NOTARY PUBLIC STATE OF OREGON



ATTACHMENT C - TOWN CENTER RECORD

NOTICE OF LEGISLATIVE PUBLIC HEARING BEFORE THE PLANNING COMMISSION: TOWN CENTER PLAN LP19-0003



This is to notify you that the City of Wilsonville has proposed Land Use Regulations that may affect the permissible uses of your property and other properties.

(This notice required by ORS 227.186)

Planning Commission:

On **Wednesday, March 13, 2019, beginning at 6:00 p.m.**, the Wilsonville Planning Commission will hold a public hearing. The Planning Commission will consider whether to recommend adoption of the Wilsonville Town Center Plan and associated Comprehensive Plan, Zoning Map, and Development Code amendments to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the Planning Commission hearing, or
- Submit a request, in writing or by telephone, to the Planning Division.

City Council:

The Wilsonville City Council is scheduled to hold a public hearing on the proposal on **April 15, 2019 at 7:00 p.m.** after which it may make the final decision.

The hearings will take place at **Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon**. A complete copy of the relevant file information, including the staff report, findings, and recommendations, will be available for viewing seven days prior to each public hearing at Wilsonville City Hall and at the Wilsonville Public Library.

Summary of Proposal:

Adoption of the Wilsonville Town Center Plan and related amendments to the text of the Wilsonville Comprehensive Plan, the City's Zoning Map (from PDC-TC to TC), and the Wilsonville Development Code - amending text in section 4.155 (parking), deleting section 4.131.05 (PDC-TC Zone), and adding section 4.132 (Town Center Zone).

How to Comment: Oral or written testimony may be presented at the public hearing. Written comment on the proposal to be submitted into the public hearing record is welcome prior to the public hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by 2 pm on **March 12, 2019**.

Direct such written comments or testimony to:

Miranda Bateschell, Planning Manager
29799 SW Town Center Loop East, Wilsonville, Oregon, 97070;
bateschell@ci.wilsonville.or.us, (503) 570-1576

Copies of the full draft plan is available starting one week before the hearing, March 6, 2019, from the Wilsonville Planning Department at the above address and **at the project website:** <https://www.ci.wilsonville.or.us/planning/page/town-center-plan>

Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Tami Bergeron, Planning Administrative Assistant at (503) 682-4960.

ATTACHMENT C - TOWN CENTER RECORD

TOWN CENTER PLAN PC HEARING 250' PROPERTY OWNERS

TLID	RNO	OWNERSORT	OWNER1	OWNERADDR	OWNERCITY	STATE	OWNERZIP	SITESTRNO	SITEADDR	SITECITY	SITEZIP
31W14D 00230	5015369	29100	TOWN CENTER LLC	29100 SW TOWN CENTER LOOP W STE 14	WILSONVILLE	OR	97070	29100	29100 SW TOWN CENTER LOOP W STE 14	WILSONVILLE	97070
31W14D 00211	811875	29991	WILSONVILLE LLC	412 NW COUCH ST STE 201	PORTLAND	OR	97209	29991	29991 SW TOWN CENTER LOOP W STE 14	WILSONVILLE	97070
31W14D 00406	811937	8755	SW CITIZENS LLC	819 SE MORRISON STE 110	PORTLAND	OR	97214	8755	8755 SW CITIZEN WILSONVILLE	WILSONVILLE	97070
31W14D 00700	811991	8900	CITIZENS LLC	28521 SW 45TH DR	WILSONVILLE	OR	97070	8900	8900 SW CITIZEN WILSONVILLE	WILSONVILLE	97070
31W13C000600	808959	AUFEN	AUFENTHIE TIMOTHY A & RENEE E	8660 SW ROGUE LN	WILSONVILLE	OR	97070	8660	8660 SW ROGUE LN	WILSONVILLE	97070
31W13C001200	1324123	BOWLI	BOWLING BLDG LLC	29040 SW TOWN CENTER LOOP E	WILSONVILLE	OR	97070	29040	29040 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W13C00200	809021	CHRIS	CHRISTIE RYAN & ERIKA MARKEL	24495 BUTTEVILLE RD NE	AURORA	OR	97002	24495	24495 BUTTEVILLE RD NE	AURORA	97002
31W13C001800	806346	CITY	CITY OF WILSONVILLE URBAN RL	29799 SW TOWN CENTER LOOP E	WILSONVILLE	OR	97070	29799	29799 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W13C001300	1375194	CLARK	CLACKAMAS COMMUNITY COLLEGE DIST.	19600 S MOLALLA AVE	OREGON CITY	OR	97045	19600	19600 S MOLALLA AVE	OREGON CITY	97045
31W13C000300	1548551	CLARK	CLARK PROFESSIONAL BUILDING LLC	7940 SW RACQUET CT	WILSONVILLE	OR	97070	7940	7940 SW RACQUET CT	WILSONVILLE	97070
31W13C000400	809085	CLARK	CLARK TERRANCE A TRUSTEE	31460 SW ISLE WAY LN	WEST Linn	OR	97068	31460	31460 SW ISLE WAY LN	WEST Linn	97068
31W13C000300	808932	CONOV	CONOVER SHEA RUE TRUSTEE	5232 SW BUDDINGTON ST	PORTLAND	OR	97219	5232	5232 SW BUDDINGTON ST	PORTLAND	97070
31W13C000400	1487625	CORNW	CORNWELL FARM LTD PARTNERSHIP	PO BOX 214	WOODBURN	OR	97071	29222	29222 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W14D 00205	1450165	CORP	CORP PRES BSHP CH JESUS CHRIST LDS	50 E NORTH TEMPLE ST 22 FLR	SALT LAKE CITY	UT	84150	29350	29350 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W14D 00411	811839	D35 L	D35 LLC	15545 NE ELLERS RD	AURORA	OR	97002	29781	29781 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W14D 00411	1646963	DUNN	DUNN DORIS MARIORY ROSE TRUSTEE	3707 JAMES HILL CIR	HOOVER	AL	35226	29680	29680 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W14D 00400	811900	EK LA	EK LANDS OREGON LLC	8855 SW CITIZENS DR	WILSONVILLE	OR	97070	8855	8855 SW CITIZEN WILSONVILLE	WILSONVILLE	97070
31W13C000700	806220	ELIO	ELLIOTT & ASSOCIATES	901 NE GUSAN ST	PORTLAND	OR	97232	29020	29020 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W13C000200	808923	FLECK	FLECK CHRISTOPHER & JULIANA R	7925 SW COURTSIDE WAY	WILSONVILLE	OR	97070	7925	7925 SW COURT WILSONVILLE	WILSONVILLE	97070
31W13C002000	809101	FLOOD	FLOOD MICHAEL E & JOANNE	7960 SW RACQUET CT	WILSONVILLE	OR	97070	7960	7960 SW RACQU WILSONVILLE	WILSONVILLE	97070
31W13C000500	1450600	FRY D	FRY DOUGLAS A & CINDY J	18187 SIENA DR	LAKE OSWEGO	OR	97034	29702	29702 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W13C001200	806266	GEM C	GEM CAPITAL INVESTMENTS LLC	7300 SW CHILDS RD #B	TIGARD	OR	97223	29345	29345 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W14D 00206	811848	GEVUR	GEVURTZ BRAD	14108 KNAUS RD	LAKE OSWEGO	OR	97034	29950	29950 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W13C000600	5021907	GOODW	GOODWILL IND OF THE COLUMBIA WILLAMETTE	1943 SE 6TH AVE	PORTLAND	OR	97214	8275	8275 SW WILSONVILLE	WILSONVILLE	97070
31W13C001300	809030	GRAY	GRAY WILLIAM	7975 SW TENNIS CT	WILSONVILLE	OR	97070	7975	7975 SW TENNIS WILSONVILLE	WILSONVILLE	97070
31W14D 00207	811857	GREEN	GREENTREE PROFESSIONAL LLC	8655 SW CITIZENS DR STE 201	WILSONVILLE	OR	97070	8655	8655 SW CITIZEN WILSONVILLE	WILSONVILLE	97070
31W14D 00407	811948	JANRO	JANROW PROPERTIES LLC	3102 SW RIVERFRONT TER	WILSONVILLE	OR	97070	8655	8655 SW CITIZEN WILSONVILLE	WILSONVILLE	97070
31W13C000800	819109	JAVG	JAVG INVESTMENTS LLC	30045 SW PARKWAY AVE	WILSONVILLE	OR	97070	30045	30045 SW PARK WILSONVILLE	WILSONVILLE	97070
31W13C000100	808914	JONES	JONES LYN TERESA	7923 SW COURTSIDE WAY	WILSONVILLE	OR	97070	7923	7923 SW COURT WILSONVILLE	WILSONVILLE	97070
31W13C000100	806337	KAISE	KAISER FOUNDATION HOSPITALS	500 NE MULTNOMAH AVE #100	PORTLAND	OR	97232	0	NO SITUS WILSONVILLE	WILSONVILLE	97070
31W14D 00228	5015367	KC EV	KC EVEREST PROPERTIES LLC	29174 SW TOWN CENTER LOOP W STE 20	WILSONVILLE	OR	97070	29174	29174 SW TOWN CENTER LOOP W STE 20	WILSONVILLE	97070
31W14D 00302	811849	LUBE	LUBE MGMT CORP	7430 SOUTH CREEK RD STE 200	SANDY	UT	84093	8815	8815 SW MAIN SWILSONVILLE	WILSONVILLE	97070
31W14D 00220	1507257	LUMBE	LUMBERJACK LP	600 E BROKAW RD	SAN JOSE	CA	95112	29400	29400 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W13C000100	809110	MILLE	MILLER MICHAEL A & LINDA D	7945 SW RACQUET CT	WILSONVILLE	OR	97070	7945	7945 SW RACQU WILSONVILLE	WILSONVILLE	97070
31W14D 00302	1595090	NILI	NILI SHAWN S & DORNA	PO BOX 3120	AGOURA HILLS	CA	91376	29660	29660 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W14D 00409	811964	OREGO	OREGON ASSN OF NURSRYMN INC	29751 SW TOWN CENTER LOOP W	WILSONVILLE	OR	97070	29751	29751 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W13C002100	809012	OWENS	OWENS RICHARD W & SUSAN L	8075 SW SPRUCE ST	TIGARD	OR	97223	7960	7960 SW TENNIS WILSONVILLE	WILSONVILLE	97070
31W14D 00221	1606532	PARK	PARK PAVILION LLC	1780 SW ADVANCE RD	WEST LINN	OR	97068	29585	29585 SW PARK WILSONVILLE	WILSONVILLE	97070
31W14D 00001	8121277	PLUMJ	PLUMLEE WILBUR D & CAROLINE R FOLEY	13829 N BUCCANEER WAY	SUN CITY	AZ	85351	29765	29765 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W14D 00223	1697667	REGAL	REGAL CINEMAS INC	101 E BLOUNT AVE	KNOXVILLE	TN	37920	29300	29300 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W13C0001900	809094	REHDE	REHDER STEVEN C & SHAWNNA L	7970 SW RACQUET CT	WILSONVILLE	OR	97070	7970	7970 SW RACQU WILSONVILLE	WILSONVILLE	97070
31W13C000400	806300	RETAI	RETAIL OPPORTUNITY INVESTMENTS CORP	PO BOX 130839	CARLSBAD	CA	92013	8229	8229 SW WILSONVILLE	WILSONVILLE	97070
31W14D 00500	811973	ROBER	ROBERG JEFF W & ANN E	8187 NW 93RD ST	TERREBONNE	OR	97708	8750	8750 SW CITIZEN WILSONVILLE	WILSONVILLE	97070
31W14D 00104	811802	SFP-F	SFP-F LLC	PO BOX 5350	BEND	OR	97700	0	NO SITUS WILSONVILLE	WILSONVILLE	97070
31W13C000500	806284	SHEFR	SHEFRIN DAVID K TRUSTEE	29200 SW TOWN CENTER LOOP NW	WILSONVILLE	OR	97070	29111	29111 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W14D 00100	811777	SMITH	SMITH-HALL INDUSTRIES INC	8811 HUFF ST NE	SALEM	OR	97303	29029	29029 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W13C000900	806211	SOLI	SOLI PROPERTIES LLC	3660 SE 122ND AVE	PORTLAND	OR	97236	29190	29190 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W13C000501	5022121	STORA	STORAGE PLACE WILSONVILLE LLC	20255 SW AVERY CT	TUALATIN	OR	97062	7959	7959 SW COURT WILSONVILLE	WILSONVILLE	97070
31W13C000700	808978	SUNKL	SUNKLE BRENT A & JUDITH M	28996 SW CASCADE LOOP	WILSONVILLE	OR	97070	29330	29330 SW PARK WILSONVILLE	WILSONVILLE	97070
31W13C001000	1404313	TOWNC	TOWNCENTER PARK-PORTLAND LLC	10500 NE 8TH ST STE 301	BELLEVUE	WA	98004	29333	29333 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W14D 00229	5015368	US BA	US BANK CORP RE	2800 E LAKE ST	MINNEAPOLIS	MN	55406	8639	8639 SW MAIN SWILSONVILLE	WILSONVILLE	97070
31W13C001100	806248	US PO	US POSTAL SERVICE	850 CHERRY AVE FSC551	SAN BRUNO	CA	94066	29028	29028 SW TOWN CENTER LOOP E	WILSONVILLE	97070
31W13C000700	5003162	VILLA	VILLAGE COMMERCIAL LLC	30050 SW TOWN CENTER LOOP W STE 20	WILSONVILLE	WA	98101	8840	8840 SW CITIZEN WILSONVILLE	WILSONVILLE	97070
31W13C000800	1465701	WASHI	WASHINGTON FEDERAL SAVINGS	425 PIKE ST	SEATTLE	WA	98101	8840	8840 SW CITIZEN WILSONVILLE	WILSONVILLE	97070
31W14D 00600	811982	WEAKL	WEAKLEY FAMILY LLC	PO BOX 368	WILSONVILLE	OR	97070				

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31W14D 00209	811866 WEATH	WEATHERLY PROPERTIES LLC	PO BOX 179	NEWBERG	97132	8656 8656 SW CITZER WILSONVIL	97070
31W13CD01000	809003 WIKE	WIKE JENNIFER	7930 SW TENNIS CT	WILSONVILLE	97070	7950 7950 SW TENNIS WILSONVIL	97070
31W13CD02200	809129 WILLI	WILLIAMS ALYSSA N & NICHOLAS R	7913 SW RACQUET CT	WILSONVILLE	97070	7913 7913 SW RACQU WILSONVIL	97070
31W14D 00227	5015366 WILSO	WILSONVILLE INVESTMENT PROPERTIES INC.	11086 SE OAK ST	MILWAUKIE	97267	0 NO SITUS WILSONVIL	97070
31W14D 00107	1349801 WSW L	WSW LLC	29025 SW TOWN CENTER LOOP W	WILSONVILLE	97070	29025 29025 SW TOWN WILSONVIL	97070

ATTACHMENT C - TOWN CENTER RECORD

Affected State or Federal Agencies, Local Governments or Special Districts

9/19/17/2017		(refer to Shelley's similar label-based document to affected agencies updated 5.6.2018.docx updates:		..\\DLCD\\Mail Labels for affected agencies updated 5.6.2018.docx		
updated Name	Company	Address	City	State	Zip	COMMENTS
James Clark	BPA, Realty Department	2715 Tepper Lane	Kcizer	OR	97303	*updated 3/24/2016
City Planner	Chamber of Commerce	8565 SW Salish Lane	Wilsonville	OR	97070	
Planning Director	City of Canby	PO BOX 930	Canby	OR	97013	updated 1/29/2018
Aquilia Hurd-Ravich	City of Sherwood	22560 SW Pine Street	Sherwood	OR	97140	
Mike McCallister	City of Tualatin	18880 SW Martinazzi Avenue	Tualatin	OR	97062	
Diane Taniguchi-Dennis	Clackamas Co. Transportation & Development	150 Beaver Creek Road	Oregon City	OR	97045	*updated 3/28/2016
Bobbi Burton	Clean Water Services	2550 SW Hillsboro Hwy.	Hillsboro	OR	97123	
Doug Young	Columbia Cable of Oregon	14200 SW Brigadoon Ct.	Beaverton	OR	97005	
John Lilly	Community Coordinator, Facilities Division	2575 Center Street, NE	Salem	OR	97310	
Justin Wood, Assoc. Dir. of Gov. & Builder Rel.	Department of Corrections	2575 Center Street NE	Salem	OR	97310	*updated 3/28/2016
Jon Kloor, Gov. & Political Rel. Coord.	Department of State Lands	775 Summer Street, NE	Salem	OR	97301-1279	
Paulette Copperstone	Home Builders Associations	15555 SW Bangy Road, Suite 301	Lake Oswego	OR	97035	
Brian Harper	Home Builders Associations	15555 SW Bangy Road, Suite 301	Lake Oswego	OR	97035	
Anthony Buczek	Metro	600 NE Grand Avenue	Portland	OR	97233	9/22/2017 P. Copperstone requested she is point of contact for Metro
Nina Carlson	Metro	600 NE Grand Avenue	Portland	OR	97233	
Attn: Development Review	Metro	600 NE Grand Avenue	Portland	OR	97233	
District Manager	NW Natural Gas	220 NW 2 nd Avenue	Portland	OR	97209	updated 1/9/2018
Gail Curtis	ODOT Region 1	123 NW Flanders Street	Portland	OR	97209	Updated 01/2018 all others to be deleted
Seth Bramley	ODOT Region 2A	9200 SE Lawnfield Road	Clackamas	OR	97015	cancel-mailing
	ODOT Region 1	123 NW Flanders Street	Portland	OR	97209	cancel-mailing
	ODOT Region 1	123 NW Flanders Street	Portland	OR	97209	cancel-mailing

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	Oregon Dept of Environ Quality	700 NE Multnomah Street, Suite 600	Portland	OR	97232	updated 1/2018
Bill Ferber, Region Manager	Oregon Water Resources Department	725 Summer Street, NE, Suite A	Salem	OR	97301	
Brian Buswell	Portland General Electric	9480 SW Boeckman Road	Wilsonville	OR	97070	
	Sherwood School Dist Admin Office	23295 SW Miami Street	Sherwood	OR	97140	
Ben Baldwin	Tri-Met Project Planning Dept	4012 SE 17th Avenue	Portland	OR	97202	
	Tualatin Valley Fire and Rescue	29875 SW Kinsman Road	Wilsonville	OR	97070	
	Tualatin Valley Fire and Rescue	8445 SW Elligsen Road	Wilsonville	OR	97070	
	Tualatin Valley Water District	1850 SW 170 th Ave.	Beaverton	OR	97005-4211	
Frank Lonergan	United Disposal Services	10295 SW Ridder Road	Wilsonville	OR	97070	updated 9/2016
Andy Baek	Wash. County Long Range Planning	155 N. First Avenue	Hillsboro	OR	97124	
Dr. Kathy Ludwig	West Linn/Wilsonville School District 3JT	22210 SW Stafford Rd.	Tualatin	OR	97062	updated 9/2016
Tim Woodley	West Linn/Wilsonville School District 3JT	22210 SW Stafford Rd.	Tualatin	OR	97062	Sep-17

ATTACHMENT C - TOWN CENTER RECORD

Bergeron, Tami

From: DLCD Plan Amendments <plan.amendments@state.or.us>
Sent: Wednesday, February 6, 2019 4:56 PM
To: Bergeron, Tami
Subject: Confirmation of PAPA Online submittal to DLCD

Wilsonville

Your notice of a revised proposal for a change to a comprehensive plan or land use regulation has been received by the Oregon Department of Land Conservation and Development.

Local File #: LP19-0003

DLCD File #: [002-19](#)

Original Proposal Received: 2/6/2019

Date of Revision: 2/6/2019

First Evidentiary Hearing: 3/13/2019

Final Hearing Date: 5/6/2019

Submitted by: bergeron@ci.wilsonville.or.us

If you have any questions about this notice, please reply or send an email to plan.amendments@state.or.us.

Pamplin Media Group

-Ad Proof-

This is the proof of your ad, scheduled to run on the dates indicated below. Please proofread carefully, and if changes are needed, please contact Charlotte Allsop prior to deadline at (971) 204-7706 or callsop@pamplinmedia.com.

<p>Date: 02/07/19 Account #: 108863 Reference #: Company Name: WILSONVILLE, CITY OF Contact: Address: 29799 SW TOWN CENTER LOOP E WILSONVILLE Telephone: (503) 570-1502 Fax: (503) 682-1015</p>	<p>Ad ID: 93093 Start: 02/20/19 Stop: 02/20/19 Total Cost: \$167.95 Ad Size: 9.708 Column Width: 1 Column Height: 9.708 # of Inserts: 1 Ad Class: 1202 Phone #: (971) 204-7706 Email: callsop@pamplinmedia.com</p>
<p>Run Dates: Wilsonville Spokesman 02/20/19</p>	

**NOTICE OF LEGISLATIVE PUBLIC HEARING
BEFORE THE PLANNING COMMISSION:
TOWN CENTER PLAN
LP19-0003**

Planning Commission:

On **Wednesday, March 13, 2019, beginning at 6:00 p.m.**, the Wilsonville Planning Commission will hold a public hearing regarding the **Town Center Plan (Case File LP19-0003)**. The Planning Commission will consider whether to recommend adoption of the Wilsonville Town Center Plan and associated Comprehensive Plan, Zoning Map, and Development Code amendments to the City Council. No additional mailed notice will be sent to you unless you either:

- Submit testimony or sign in at the Planning Commission hearing, or
- Submit a request, in writing or by telephone, to the Planning Division.

City Council:

The Wilsonville City Council is scheduled to hold a first-reading public hearing on the proposal on **April 15, 2019 at 7:00 p.m.** after which it may make the final decision.

The hearings will take place at **Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon**. A complete copy of the relevant file information, including the staff report, findings, and recommendations, will be available for viewing seven days prior to each public hearing at Wilsonville City Hall and at the Wilsonville Public Library.

Oregon state law ORS 227.186. The City has not determined how or if this particular proposal will reduce or otherwise impact either the value or use of properties within Wilsonville. Any changes to permitted land uses may reduce or increase property values, depending on various factors. A written notice has been mailed to potentially impacted property owners, as required by Oregon law.

Summary of Proposal: LP19-0003 Town Center Plan

Adoption of the Wilsonville Town Center Plan and related amendments to the text of the Wilsonville Comprehensive Plan, the City's Zoning Map (from PDC-TC to TC), and the Wilsonville Development Code - amending text in section 4.155 (parking), deleting section 4.131.05 (PDC-TC Zone), and adding section 4.132 (Town Center Zone).

How to Comment

Oral or written testimony may be presented at the public hearing. Written comment on the proposal to be submitted into the public hearing record is welcome prior to the public hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by **2 pm on March 12, 2019**. Direct such written comments or testimony to:

Miranda Bateschell, Planning Manager
29799 SW Town Center Loop East, Wilsonville,
Oregon, 97070;
bateschell@ci.wilsonville.or.us, (503) 682-4960

Copies of the full draft plan is available 7 days prior to the hearing: at the Wilsonville Planning Division, at the above address, and on at the meeting web page: www.ci.wilsonville.or.us

Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will also endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Tami Bergeron, Planning Administrative Assistant at (503) 682-4960.

Publish Feb. 20, 2019.

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