City of Wilsonville

City Council Meeting

January 7, 2019

WILSONVILLE
OREGON

AMENDED
AGENDA

WILSONVILLE CITY COUNCIL MEETING
JANUARY 7, 2019
7:30 P.M.

CITY HALL
29799 SW TOWN CENTER LOOP EAST
WILSONVILLE, OREGON

Mayor Tim Knapp

Councilor Kristin Akervall
Councilor Charlotte Lehan
Councilor Susie Stevens
Councilor Ben West

CITY COUNCIL MISSION STATEMENT

To protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

Executive Session is held in the Willamette River Room, City Hall, 2nd Floor

5:00 P.M. EXECUTIVE SESSION [25 min.]
A. Pursuant to: ORS 192.660 (2)(e) Real Property Transactions
ORS 192.660(2)(h) Legal Counsel / Litigation

5:25 P.M. REVIEW OF AGENDA [5 min.]

5:30 P.M. COUNCILORS' CONCERNS [5 min.]

5:35 P.M. PRE-COUNCIL WORK SESSION

A.	French Prairie Bicycle-Pedestrian-Emergency Access Bridge Type Review (Weigel)	[30 min.]	Page 5
B.	Small Wireless Facility Design Standards & Code Amendments (Neamtzu/Guile-Hinman/Pauly)	[20 min.]	
C.	State Legislative Agenda (Ottenad)	[20 min.]	Page 124
D.	Council Appointments to Intergovernmental Bodies (Ottenad)	[15 min.]	Page 172
E.	Letter of Support for Implementation of Proposed Vehicle Registration Fee by Ordinance (Ottenad)	[15 min.]	Page 183
F.	Memorial Park Pump Station PSA Amendment (Huffman)	[5 min.]	
G.	Extreme Emergency Declaration – Storm Drainage Pipe (Nelson)	[10 min.]	

7:30 P.M. ADJOURN

CITY COUNCIL MEETING

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, Monday, January 7, 2019 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10 a.m. on December 18, 2018. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered there with except where a time limit for filing has been fixed.

7:30 P.M. CALL TO ORDER

A. Roll Call
B. Pledge of Allegiance
C. Motion to approve the following order of the agenda and to remove items from the consent agenda.

Swear In Newly Elected Councilors. – the Honorable Judge Weinhouse
Break for refreshments.

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7:45 P.M. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on items ***not*** on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

7:50 P.M. MAYOR'S BUSINESS

A. Elect City Council President
B. Placeholder for Board/Committee Reappointments and Appointments
C. Upcoming Meetings

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8:00 P.M. COUNCILOR COMMENTS

A. Councilor Stevens
B. Councilor Lehan
C. Councilor Akervall
D. Councilor West

8:10 P.M. CONSENT AGENDA

A. **Resolution No. 2719**

Page 236

A Resolution Of The City Of Wilsonville Authorizing The City Manager To Amend A Professional Services Agreement With Murraysmitth, Inc. For Design And Construction Engineering Services For The Memorial Park Pump Station Project (Capital Improvement Project #2065). (Huffman)

8:15 P.M. PUBLIC HEARING

A. **Ordinance No. 831** – 1st Reading *(Legislative Hearing)*

Page 252

An Ordinance Of The City Of Wilsonville Amending Wilsonville Code Chapter 4, Sections 800 Through 814 To Address The New Rules Promulgated By The Federal Communications Commission; And Declaring An Emergency. (Neamtzu/Guile-Hinman)

8:25 P.M. NEW BUSINESS

A. **Resolution No. 2720**

Page 279

A Resolution Of The City Of Wilsonville Approving The City's Small Wireless Facilities Planning Application Review Fee, Technical Design Review Fee, And Right-Of-Way Access Fee, And Adopting Design Standards. (Neamtzu/Guile-Hinman)

8:35 P.M. CONTINUING BUSINESS

Page 321

A. **Ordinance No. 830** – 2nd Reading

An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Exclusive Farm Use (EFU) Zone To The Village (V) Zone On Approximately 25.69 Acres In The North Central Portion Of Villebois From 110th Avenue To Calais East Subdivision, South Of Tooze Road To Berlin Avenue; The Land Is More Particularly Described As Tax Lots 7200, 7290, 7300, 7400, 7500, And 7600, Section 15AB, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. Polygon WLH LLC, Applicant. (Pauly)

8:40 P.M. CITY MANAGER'S BUSINESS

8:45 P.M. LEGAL BUSINESS

8:50 P.M. ADJOURN

Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated.) Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting if required at least 48 hours prior to the meeting. The city will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting: Qualified sign language interpreters for persons with speech or hearing impairments. Qualified bilingual interpreters. To obtain services, please contact the City Recorder, (503) 570-1506 or cityrecorder@ci.wilsonville.or.us.

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: January 7, 2019	**Subject:** Selection of the Top Two Preferred Bridge Types for the French Prairie Bicycle-Pedestrian-Emergency Access Bridge: Boones Ferry Road to Butteville Road (CIP #9137) **Staff Member:** Zachary Weigel, P.E. Capital Projects Engineering Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☒ Approval ☐ Denial ☐ None Forwarded ☐ Not Applicable **Comments:** Task Force recommends the cable-stayed and suspension as the top two preferred bridge types.
Staff Recommendation: N/A	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☒Council Goals/Priorities Complete the French Prairie Bridge feasibility study.	☒Adopted Master Plan(s) High Priority Regional Trail Project RT-06 of the City's 2016 Transportation System Plan.	☐Not Applicable

ISSUE BEFORE COUNCIL:

Provide direction to staff identifying the top two preferred bridge types for the French Prairie Bicycle-Pedestrian-Emergency Access Bridge to be advanced for further investigation in the selection of the preferred bridge design.

EXECUTIVE SUMMARY:

In 2009, the City was awarded Regional Flexible funds through Metro for planning and project development of the French Prairie Bridge, a multi-modal (pedestrian, bike, and emergency vehicle) bridge crossing the Willamette River. The project development work aims to address three key questions:

- Where are the preferred landing points for the bridge?
- What is the preferred bridge type?
- What is the estimated cost of the preferred bridge and how might its construction be funded?

On June 4, 2018, Council adopted Resolution No. 2688 identifying Alignment W1 as the preferred French Prairie Bridge location, affirming the unanimous recommendation from the project Task Force. Alignment W1 is located at the far west edge of the project area (**Attachment A**), adjacent to the Portland and Western Railroad facility. The north end of the path connects to the west shoulder of SW Boones Ferry Road in Boones Ferry Park. The south end of the path connects to NE Butteville Road opposite of the Boones Ferry Boat Launch parking lot.

Following selection of the preferred bridge landing points, the Project Management Team (PMT), comprised of OBEC Consulting Engineers, City of Wilsonville, Clackamas County, and the Oregon Department of Transportation, identified five bridge types for consideration. The consultant team assessed the suitability of each of the bridge types based on the site constraints of the preferred bridge location using four criteria, including economics, constructability, site impacts, and aesthetics. A summary and detailed report of the bridge type evaluation is included as **Attachment B** and **Attachment C**.

At the project Technical Advisory Committee (TAC) meeting on October 3, 2018, they provided a technical review of the bridge type evaluation. Meeting minutes detailing the TAC discussion of the bridge types is provided in **Attachment D**. The TAC members represent public agencies and organizations having expertise and implementation authority involving bridge projects

The project team sought public feedback on the bridge types through an in-person open house on October 18 and an online open house October 11-30. Feedback was provided through a questionnaire and of the 296 respondents, the cable stay and suspension bridge types were viewed most favorably. A detailed summary of the bridge type public involvement is provided in **Attachment E**.

The project Task Force, stakeholders representing a wide range of values and interests with members from affected neighborhoods and businesses, walking and cycling enthusiasts, local parks and trails interests, tourism associations, and emergency service personnel, met on December

5, 2018 to consider the five bridge types. The Task Force provides recommendations to the decision makers at key milestones in the bridge planning and design process.

After consideration of the project team bridge type evaluation, TAC technical analysis, and public feedback, the Task Force recommended that the cable-stayed and suspension bridges be advanced for further investigation in the selection of the preferred bridge design. The key rational for the recommendation cited by the Task Force included least impact on the environment, signature style that looks attractive, economic benefit through tourism, and least impact on marina operations. A detailed Task Force meeting summary is provided in **Attachment F**.

EXPECTED RESULTS:

Upon selection of the top two preferred French Prairie Bridge types, the project team will perform additional bridge evaluation, develop rendered drawings, and produce cost estimates for the selected bridge designs to help inform selection of the final preferred bridge type.

Determination of the preferred bridge location and type are necessary steps to begin the environmental assessment work and produce estimated bridge design and construction costs. Eliminating project risks and understanding project costs is a key milestone in the project to be considered "construction ready", placing the project in a more favorable position to receive additional federal funding to complete design and construction.

TIMELINE:

Selection of the final preferred bridge type is anticipated by April 2019. While the bridge type selection work is underway, the project team will be coordinating with ODOT to identify the work needed to perform the environmental and archeological assessment work for the preferred bridge location. This work is anticipated to be completed by the end of summer 2019.

CURRENT YEAR BUDGET IMPACTS:

Project #9137 is funded through a combination of Parks System Development Charges (SDC) and Federal funding to cover the costs of project development and preliminary engineering. The FY 2018/19 budget includes $363,050.00 in Parks SDC's to cover the City's required 10.27% match of the Federal grant and City overhead, of which approximately $31,000 has been expended. A second project, #4211-French Prairie Bridge, was established to set aside Street SDC funds for the design, acquisitions and construction of the bridge. This project is anticipated in the City's five-year capital improvement plan and will carry into the next fiscal year or as funding becomes available.

FINANCIAL REVIEW / COMMENT:

Reviewed by: CAR Date: 12/20/2018

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 12/20/2018

COMMUNITY INVOLVEMENT PROCESS:

Public involvement is a focus of the project work to help ensure the bridge type selection thoughtfully considers project stakeholder priorities, interests, and concerns. The project team

created a project website updated regularly with project information and upcoming events and included a sign-up form to be added to the project stakeholder list. These stakeholders were notified of upcoming meetings and provided regular project updates at key milestones in the project.

In addition, project information was shared via mailers and door hangers to residents and businesses located within the project area, as well as articles published in the Boones Ferry Messenger and Wilsonville Spokesman. All correspondence included links to the project website and information on how to be added to the stakeholder list, review project materials and submit comment cards.

Also, input on the five bridge types were solicited from the public through an in-person and online public open house (**Attachment E**) and online comment forms.

The project team convened a Task Force, with members representing a wide range of stakeholder values and interests, including affected neighborhoods and businesses, walking and cycling enthusiasts, local parks and trails interests, tourism associations, and emergency services personnel, to provide recommendations to the Wilsonville City Council at key milestones in the bridge planning and design process. The Task Force meetings were open to interested community members and time provided for public comment. (Meeting minutes from meeting attached hereto as **Attachment F**.)

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

There are no impacts to the community by selecting the top two preferred bridge types for the French Prairie Bridge. The project development work currently underway will help the community to decide whether to pursue final design and construction of the bridge project. Selection of the preferred bridge type is a key piece of information to help make this decision and does not commit the City to design or build the French Prairie Bridge.

ALTERNATIVES:

City Council can provide the project team with additional input and direction on the top two preferred bridge types to advance for further consideration as part of the determination of the preferred bridge type.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

A. Attachment A – French Prairie Bridge Location Map
B. Attachment B – French Prairie Bridge Type Summary
C. Attachment C – French Prairie Bridge Type Evaluation Report (Draft)
D. Attachment D – French Prairie Bridge TAC Meeting Minutes (Meeting 4)
E. Attachment E – French Prairie Bridge Fall 2018 Bridge Type Public Involvement Summary
F. Attachment F – French Prairie Bridge Task Force Meeting Minutes (Meeting 4)

Attachment A

Three general alignment corridors are represented. Multiple alignments are possible within each corridor to minimize effects on constraints and maximize project opportunities. The alignments shown are only conceptual to demonstrate possible connections, footprint, and impacts. Upon selection of an alignment corridor, detailed alignments will be developed (tailored to the bridge types being evaluated) based on the constraints and opportunities.

N

I-5 BOONE BRIDGE

ALIGNMENT W3

CONNECTIONS TBD

CONNECTIONS TBD

CONNECTIONS TBD

ALIGNMENT W2

CONNECTIONS TBD

CONNECTIONS TBD

ALIGNMENT W1

P&W RAILROAD BRIDGE

CONNECTIONS TBD

FRENCH PRAIRIE BRIDGE PROJECT IN WILSONVILLE

SCALE IN FEET

0 150 300

CONSULTING ENGINEERS

Regional Offices: LAKE OSWEGO, SALEM, WESTPORT, OREGON, VANCOUVER, WASHINGTON

Corporate Office: 900 COLUMBIA CLUB ROAD, SUITE 1005, RAISTAL, OREGON 97140-8689

PED. BRIDGE FEASIBILITY STUDY
KEY MAP

SHEET NO.
1

DATE PLOTTED: Jan 23, 2017 - 1:22pm CITY OF WILSONVILLE DRAWING FILE: C:\docs\nwdocs01\d0536897\Alignments.dwg

FRENCH PRAIRIE BRIDGE PROJECT

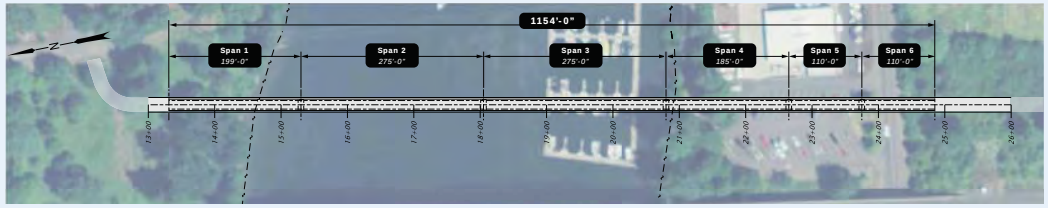
PROJECT AREA

Project Criteria

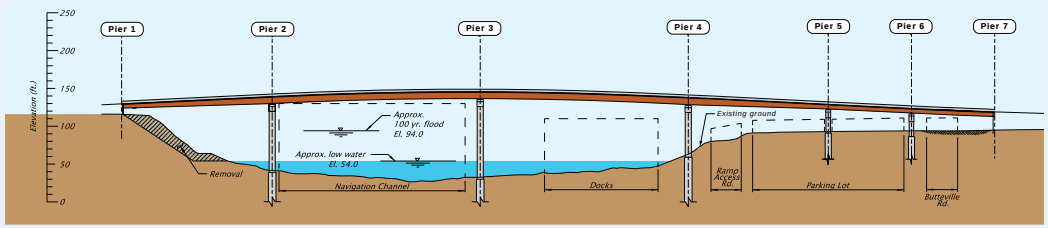
- Connects to existing or planned bike/pedestrian routes
- Provides direct and rapid emergency vehicle access
- Avoids adverse impacts on environmental resources
- Maximizes recreational benefits
- Compatible with built environment
- Minimizes cost and adverse economic impacts

FRENCH PRAIRIE BRIDGE PROJECT

STEEL GIRDER BRIDGE



Plan view of Steel Girder bridge



Profile line drawing of Steel Girder bridge

Example Steel Girder Bridge

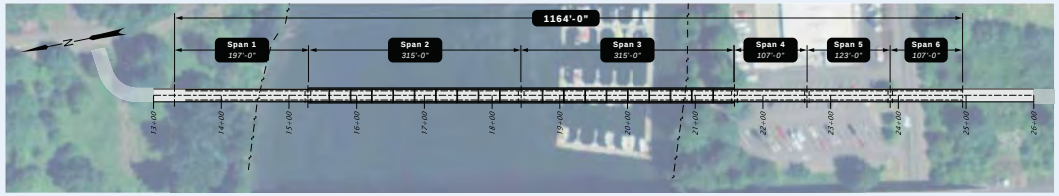
Springwater Trail Steel Girder bridge

Criteria	Suitability
Cost and Complexity	
Least cost	●
~2-year construction duration	●
Longest permitting duration	○
Most risk to cost and schedule for in-water work	○
Constructible by local contractors	●
Temporary Impacts	
Foundation construction in the river channel	○
Temporary bridge supports in the river, reducing navigational channel and impacting marina	○
Access and staging on both sides of the river, causing moderate impacts to Boones Ferry Park and high impacts to dock area and marina parking	◉
Permanent Impacts	
Three piers in river channel	○
One pier in marina parking lot	○
Grading in Boones Ferry Park for higher bridge deck/deeper girders	◉
Potential dock area impacts due to proximity of new pier	○
Regrade river banks to mitigate floodway impacts	○
Aesthetic considerations	
Unobstructed views, least visual impact	n/a

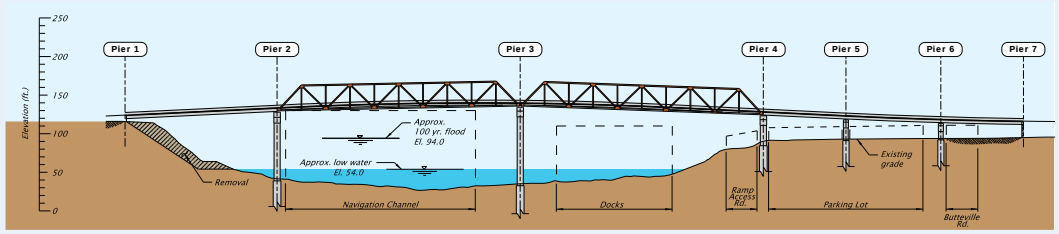
The table summarizes how well the bridge type meets project evaluation criteria and compares against other bridge types. Filled circles (●) indicate best suitability and least adverse impact while empty circles (○) indicate least suitability and most adverse impact.

FRENCH PRAIRIE BRIDGE PROJECT

STEEL TRUSS BRIDGE



Plan view of Steel Truss bridge



Profile line drawing of Steel Truss bridge

A Steel Truss bridge within the project area

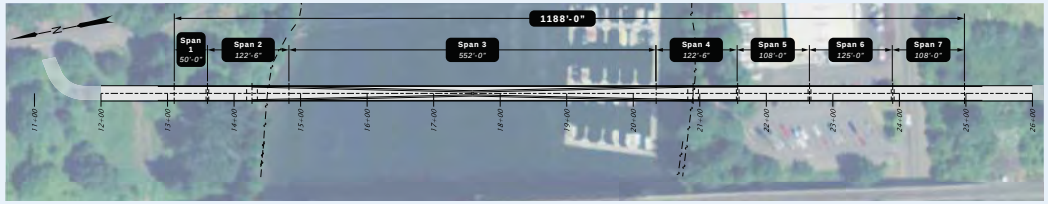
A Steel Truss bridge

Criteria	Suitability
Cost and Complexity	
Cost is ~15-30% greater than steel girder	●
~2-year construction duration	●
Longest permitting duration	○
Most risk to cost and schedule for in-water work	○
Requires some specialty fabrication	◉
Temporary Impacts	
Foundation construction in the river channel	○
Temporary bridge supports in the river, reducing navigational channel and impacting marina	○
Access and staging on both sides of the river, causing minor impacts to Boones Ferry Park and high impacts to dock area and marina parking	◉
Permanent Impacts	
Two piers in river channel	○
One pier in marina parking lot	○
Minor grading in Boones Ferry Park	●
Potential dock area impacts due to proximity of new pier	○
Regrade river banks to mitigate floodway impacts	○
Aesthetic considerations	
Matches railroad bridges, bulky	n/a

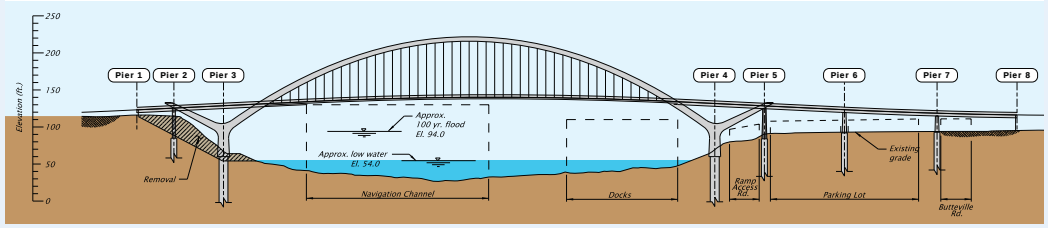
The table summarizes how well the bridge type meets project evaluation criteria and compares against other bridge types. Filled circles (●) indicate best suitability and least adverse impact while empty circles (○) indicate least suitability and most adverse impact.

FRENCH PRAIRIE BRIDGE PROJECT

TIED-ARCH BRIDGE



Plan view of Tied-Arch bridge



Profile line drawing of Tied-Arch bridge

Minto Island Tied-Arch bridge, Salem

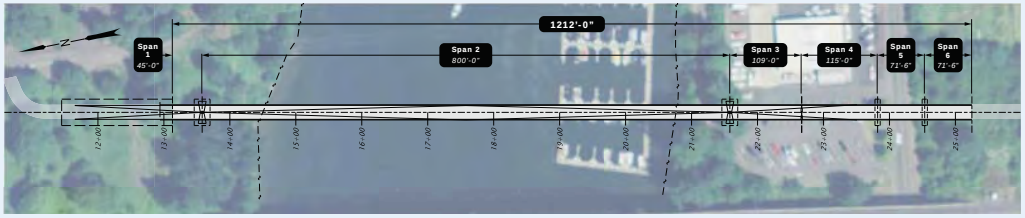
Tempe Town Lake Tied-Arch Bridge, AZ

Criteria	Suitability
Cost and Complexity	
Cost is ~90-100% greater than steel girder	○
~3+ year construction duration	○
Long permitting duration	○
Most risk to cost and schedule for in-water work	○
Requires specialty contractors	○
Temporary Impacts	
Foundation construction in the river channel	○
Temporary bridge supports in the river, reducing navigational channel and impacting marina	○
Access and staging on both sides of the river, causing minor impacts to Boones Ferry Park, high impacts to dock area and moderate impacts to marina parking	●
Permanent Impacts	
Two piers on river banks	◉
One pier in marina parking lot	○
Minor grading in Boones Ferry Park	●
No dock area impact	
Regrade river banks to mitigate floodway impacts	○
Aesthetic considerations	
Signature bridge. Engineering supports require steel tubes about three feet in diameter which increases the mass of the structure.	n/a

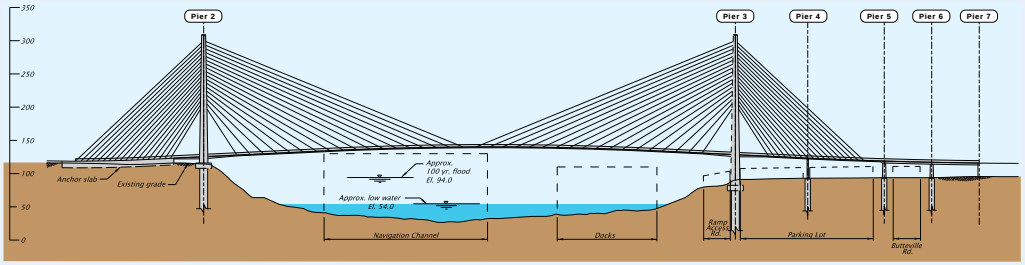
The table summarizes how well the bridge type meets project evaluation criteria and compares against other bridge types. Filled circles (●) indicate best suitability and least adverse impact while empty circles (○) indicate least suitability and most adverse impact.

FRENCH PRAIRIE BRIDGE PROJECT

CABLE-STAYED BRIDGE



Plan view of Cable-Stayed bridge



Profile line drawing of Cable-Stayed bridge

Elbe River Cable-Stayed bridge, Czech Republic

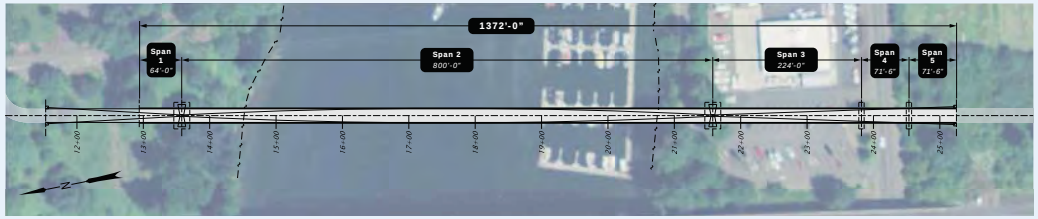
Gateway Cable-Stayed bridge, Eugene

Criteria	Suitability
Cost and Complexity	
Cost is ~70-90% greater than steel girder	◉
~3-year construction duration	○
Shortest permitting duration	●
Least risk to cost and schedule for in-water work	●
Requires specialty contractors	○
Temporary Impacts	
No foundation construction in the river	●
No temporary bridge supports in the river, sporadic impacts to navigational channel and marina	●
Access and staging on both sides of the river, causing the highest impacts to Boones Ferry Park, and moderate impacts to dock area and marina parking	◉
Permanent Impacts	
No piers in river	●
Potentially one pier in marina parking lot	◉
Anchorage for stay cable in the north end of Boones Ferry Park	○
No dock area impact, but boat launch road must be realigned	◉
No floodway impacts	●
Aesthetic considerations	
Signature bridge. See-through main span. Tallest pylons at 160 feet above the bridge deck.	n/a

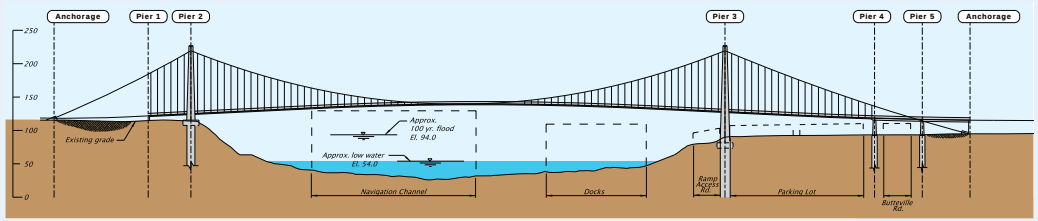
The table summarizes how well the bridge type meets project evaluation criteria and compares against other bridge types. Filled circles (●) indicate best suitability and least adverse impact while empty circles (○) indicate least suitability and most adverse impact.

FRENCH PRAIRIE BRIDGE PROJECT

SUSPENSION BRIDGE



Cross section of Suspension bridge



Profile line drawing of Suspension bridge

DeFazio Suspension Bridge

Fort Edmonton Park Suspension Bridge, Alberta

Criteria	Suitability
Cost and Complexity	
Cost is ~70-90% greater than steel girder	◉
~3-year construction duration	○
Shortest permitting duration	●
Least risk to cost and schedule for in-water work	●
Requires specialty contractors	○
Temporary Impacts	
No foundation construction in the river	●
No temporary bridge supports in the river, sporadic impacts to navigational channel and marina	●
Access and staging on both sides of the river, causing the highest impacts to Boones Ferry Park, and moderate impacts to dock area and marina parking	◉
Permanent Impacts	
No piers in the river	●
No pier in marina parking lot	●
Anchorage for suspension cable in the north end of Boones Ferry Park	○
No dock area impact, but boat launch road must be realigned	◉
No floodway impacts	●
Aesthetic considerations	
Signature bridge. See-through main span. Shorter pylons than cable-stay bridge at 80 feet above the bridge deck.	n/a

The table summarizes how well the bridge type meets project evaluation criteria and compares against other bridge types. Filled circles (●) indicate best suitability and least adverse impact while empty circles (○) indicate least suitability and most adverse impact.

French Prairie Bridge Project

Bridge Type Assessment

October 2018

The table summarizes how well the bridge type meets project evaluation criteria and compares against other bridge types. Filled circles indicate best suitability and least adverse impact while empty circles indicate least suitability and most adverse impact.

	Steel Girder		Steel Truss		Tied-Arch		Cable-Stayed		Suspension	
Cost & Complexity	Least cost	●	Cost is ~15-30% greater than steel girder	●	Cost is ~90-100% greater than steel girder	○	Cost is ~70-90% greater than steel girder	◎	Cost is ~70-90% greater than steel girder	◎
	~2 year construction duration	●	~2 year construction duration	●	~3+ year construction duration	○	~3 year construction duration	○	~3 year construction duration	○
	Longest permitting duration	○	Longest permitting duration	○	Long permitting duration	○	Shortest permitting duration	●	Shortest permitting duration	●
	Most risk to cost and schedule for in-water work	○	Most risk to cost and schedule for in-water work	○	Most risk to cost and schedule for in-water work	○	Least risk to cost and schedule for in-water work	●	Least risk to cost and schedule for in-water work	●
	Constructable by local contractors	●	Requires some specialty fabrication	◎	Requires specialty contractors	○	Requires specialty contractors	○	Requires specialty contractors	○
Temporary Impacts	Foundation construction in the river channel	○	Foundation construction in the river channel	○	Foundation construction in the river channel	○	No foundation construction in the river	●	No foundation construction in the river	●
	Temporary bridge supports in the river, reducing navigational channel and impacting marina	○	Temporary bridge supports in the river, reducing navigational channel and impacting marina	○	Temporary bridge supports in the river, reducing navigational channel and impacting marina	○	No temporary bridge supports in the river, sporadic impacts to navigational channel and marina	●	No temporary bridge supports in the river, sporadic impacts to navigational channel and marina	●
	Access and staging on both sides of the river, causing moderate impacts to Boones Ferry Park and high impacts to dock area and marina parking	◎	Access and staging on both sides of the river, causing minor impacts to Boones Ferry Park and high impacts to dock area and marina parking	◎	Access and staging on both sides of the river, causing minor impacts to Boones Ferry Park, high impacts to dock area and moderate impacts to marina parking	●	Access and staging on both sides of the river, causing the highest impacts to Boones Ferry Park, and moderate impacts to dock area and marina parking	◎	Access and staging on both sides of the river, causing the highest impacts to Boones Ferry Park, and moderate impacts to dock area and marina parking	◎
Permanent Impacts	Three piers in river channel	○	Two piers in river channel	○	Two piers on river banks	◎	No piers in river	●	No piers in the river	●
	One pier in marina parking lot	○	One pier in marina parking lot	○	One pier in marina parking lot	○	Potentially one pier in marina parking lot	◎	No pier in marina parking lot	●
	Grading in Boones Ferry Park for higher bridge deck/deeper girders	◎	Minor grading in Boones Ferry Park	●	Minor grading in Boones Ferry Park	●	Anchorage for stay cable in the north end of Boones Ferry Park	○	Anchorage for suspension cable in the north end of Boones Ferry Park	○
	Potential dock area impacts due to proximity of new pier	○	Potential dock area impacts due to proximity of new pier	○	No dock area impact	●	No dock area impact, but boat launch road must be realigned	◎	No dock area impact, but boat launch road must be realigned	◎
	Regrade river banks to mitigate floodway impacts	○	Regrade river banks to mitigate floodway impacts	○	Regrade river banks to mitigate floodway impacts	○	No floodway impacts	●	No floodway impacts	●

Attachment C

DRAFT

Bridge Type Evaluation Report

December 2018

Prepared for the City of Wilsonville

Prepared By

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Attachment C

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Introduction

The City of Wilsonville is undertaking a project to develop preliminary designs for the French Prairie Bridge, a proposed bicycle/pedestrian/emergency vehicle crossing of the Willamette River between Interstate 5 (I-5) and the Portland and Western Railroad Bridge. The project addresses bridge location, bridge type selection, 30% design, and preliminary environmental documentation. In May 2018, City Council approved the Task Force's recommended Alignment, W1, as shown in Figure 1.

Prior to preparation of this report, the project team performed preliminary investigations of the project site and compiled the resulting information into reports. These reports were prepared using the project team's best judgement, and were supplemented with guidance offered by the Technical Advisory Committee (TAC). This information is summarized in the Opportunities and Constraints Report.

Following development of the Opportunities and Constraints Report, the project team, with input from the TAC, Task Force, an open house, Wilsonville City Council, and Clackamas County Board of Commissioners (BCC), prepared a list of criteria to evaluate the relative merits of each location. These criteria are based on the needs and values of the community, including City and County goals. The Task Force assigned relative weighting to the criteria to provide for a quantitative comparison of the locations. This work is summarized in the Evaluation Criteria Memo.

The project team then prepared the Location Selection Summary, which served as a capstone document for determining and documenting the preferred bridge location using the information prepared in the technical reports, Opportunities and Constraints Memo, and Evaluation Criteria Memo.

This report focuses on evaluation of bridge types. The discussion below presents the proposed selection criteria and range of bridge types, a description of each of the five considered bridge types, and a brief description of types considered infeasible. The report concludes with an assessment summary of the alternatives. Input from the October 2018 TAC meeting, the October 2018 Open House, and the December 2018 Task Force meeting have been incorporated. The next step is the Wilsonville City Council selecting two bridge types for further evaluation.

The assessment summary for the five alternatives is included in Appendix A.

Design Criteria and Constraints

Any bridge at French Prairie must meet minimum functionality requirements and effectively address site constraints. The proposed bridge is intended to serve multiple functions. It will provide a safer river crossing for bicyclists and pedestrians than currently provided by the I-5 structures. It will also provide an alternative route for emergency vehicles when I-5 is blocked and

access across the Willamette River is required. Finally, it will provide a redundant crossing in case of a major seismic event.

The design pedestrian loading for a pedestrian bridge is 90 pounds per square foot. At a minimum, the HS20 truck, a notional 3-axle, 72,000-pound design loading, will be considered for emergency and post-seismic event vehicle use. Typically, the pedestrian load, when applied over the entire structure, is heavier than a single emergency vehicle. The heavy point loads associated with emergency vehicle wheels tend to control the design of localized elements and connections. The proposed bridge will be designed to remain serviceable following a Cascadia Subduction Zone event and to avoid collapse during the 1,000-year return period earthquake.

The recommended bridge width is 17 feet, based on the potential for simultaneous emergency vehicle and recreational use. A vehicle travel lane is typically 12 feet, and Oregon Department of Transportation's (ODOT) minimum sidewalk width is five feet. These two items serve as the basis for the bridge width recommendation.

The route will need to comply with the requirements of the Americans with Disabilities Act (ADA). The maximum slope along the path cannot exceed five percent. The maximum cross slope cannot exceed two percent. Recommended maximum slopes of 4.8 percent and 1.5 percent, respectively, allow for construction tolerances.

The minimum radius of curvature used on the path needs to accommodate both the design speed for bicycle use and off tracking of large emergency vehicles. A design speed of 20 miles per hour for cyclists using a 20-degree lean angle results in a radius of 74 feet. This radius accommodates most emergency vehicles with minimal off tracking.

The Willamette River is a navigable waterway regulated by the United States Coast Guard (USCG). Preliminary consultation with the USCG and river users has indicated that a new crossing of the Willamette River must provide a navigational clearance comparable to the bridges located immediately upstream and downstream. This results in a minimum horizontal clearance of approximately 240 feet and a minimum overhead obstruction elevation of 130 feet, which is 76 feet above the approximate low-water surface elevation of 54 feet. Temporary reductions in the navigational channel may be negotiated with the USCG and the Oregon State Marine Board (OSMB).

The bridge will need to comply with FEMA Floodway regulations. This project area is within a regulated floodway. New bridge piers located within the FEMA floodway will require mitigation to prevent a rise in the 100-year flood elevation.

In addition to USCG navigational requirements, the selected alignment passes over the Boones Ferry Marina and Boones Ferry Boat Ramp access road and parking area.

A desktop study of the geotechnical site setting has been performed. This investigation researched existing records of subsurface explorations in the

project area and concluded that the site is predominantly alluvial deposits (silts, gravels, and sands) over the Troutdale Formation (stiff clays). These soils will require deep foundations in the form of driven piles or drilled shafts.

The alluvial deposits vary in density and composition and may be subject to liquefaction, depending on water table elevation and intensity of shaking during an earthquake. Lateral spread and seismic-induced slope instability are risks on both river banks. The detailed bridge design will need to address these issues to comply with the seismic design criteria. Significant additional investigations, testing, and analyses will be required to determine what, if any, mitigation is necessary.

Selection Criteria

The bridge type selection process has three phases. The first phase involves identifying bridge structure types that are potentially suitable for the French Prairie Bridge, given the site constraints. The second phase includes a preliminary evaluation of each type of structure. The bridge types are then compared and the two most suitable bridge types are selected for further investigation. Finally, a more rigorous investigation of the two remaining structure types will be performed in phase three. The available data will then be analyzed to determine the most suitable structure type for the French Prairie Bridge.

All potentially suitable alternatives meet the minimum functionality criteria discussed above, and were investigated considering the opportunities and constraints previously identified. The project team compared the bridge types with respect to project economics, constructability, impacts, and bridge aesthetics. A discussion of each criterion is included below. To conclude this phase of the evaluation process, the project team prepared an Assessment Summary, which is located in Appendix A.

Economics

This criterion is related to initial and long-term project costs. It is also related to how soon the bridge could be in service measured from the time funding is secured.

Design & Construction Cost – Bridge types that are less time-consuming to design and less expensive to construct are preferred.

Design & Construction Duration – Simple bridge types, or those with fewer stages of construction and conventional access requirements, will take less time to design and build. Permits can potentially be secured more easily and quickly for bridge types with less in-water footprint. Bridges that avoid permanent in-water impacts may qualify for programmatic permitting. Bridge types that can be completed sooner provide a greater local and regional economic benefit and minimize the effect of inflation on overall project costs. Types achieving these objectives are preferred.

Maintenance – Simpler structural systems and bridge types with fewer components or that are easier to access and inspect are preferred.

Constructability

This criterion is related to how each bridge is constructed, specifically focusing on site access requirements and overall complexity. Access considerations include the necessary staging and work areas, the need for temporary work roadways and/or bridges, and whether or not cofferdams will be necessary. Complexity is considered to include overall construction sequencing, equipment and technology needs, construction materials, and anticipated contractor capabilities.

Substructure Access Requirements – Depending on the bridge type, the substructure's foundation elements and configuration may vary significantly. Different configurations and elements will have different equipment, staging, and access requirements. Foundation elements could include driven piles, prebored piles, or drilled shafts that support columns, piers, or towers. Factors affecting the score include the type, number, location, and size of foundation elements and supported members. Bridge types that avoid or minimize the number of foundation elements in the water, particularly the deeper sections of the river where access is more challenging, or at the water's edge are preferred.

Substructure Complexity – Depending on the bridge type's foundation elements and configuration, the complexity to design and construct the substructure elements can vary significantly. Factors considered include the overall arrangement and configuration of individual bridge foundation elements and supported members, any construction staging or sequencing of the elements, and the capabilities of local contractors to perform the work. Bridge types with less complex foundation elements are preferred. Bridge types with arch rib or pylon foundations are more complex than those with only typical columns.

Superstructure Access Requirements – Depending on the bridge type, the superstructure's girder and deck elements and configuration may vary significantly. Different configurations and elements will have different equipment, staging, and access requirements. Superstructure elements could include steel girders, trusses, cables, arches, and precast concrete deck panels. Factors considered include the type, number, placement method, and size of superstructure elements. Bridge types that are more readily constructible and limit access needs in or above the water are preferred.

Superstructure Complexity – Depending on the bridge type's girder and deck elements and configuration, the complexity to design and construct the superstructure elements can vary significantly. Factors considered include the overall arrangement and configuration of individual elements, how these elements connect to the substructure, any construction staging or sequencing of the elements, and the capabilities of local contractors to perform the work. Bridge types with less complex superstructure elements

are preferred. Bridges with arch ribs and/or cable systems and precast deck panels are more complex than those with typical girder and deck systems.

Impacts

This criterion is related to the overall site impacts resulting from temporary construction access and staging needs, as well as the permanent project impacts associated with the bridge's footprint. A range of impacts are considered, from natural and cultural resources to physical constraints, such as navigational clearance and public and private property. The impacts will be organized and described by area, as shown in Figure 1.

Temporary Resource Impacts – Bridge types with less temporary construction impact to archeological and historic resources; terrestrial habitat and wildlife; waters and wetlands; and State and Federally managed species are preferred.

Temporary Built Environment Impacts – Bridge types with less temporary construction impact to private residences; public parks; marina property and structures; the river floodway and its navigational channel; railroad property; and existing utilities are preferred.

Permanent Resource Impacts – Bridge types with less permanent impact to archeological and historic resources; terrestrial habitat and wildlife; and waters, wetlands, and aquatic wildlife are preferred.

Permanent Built Environment Impacts – Bridge types with less permanent impact to private residences; public parks; marina property and structures; the river floodway and its navigational channel; railroad property; and existing utilities are preferred.

Aesthetics

Aesthetic considerations relate to the bridge's setting, user experience, and visual impact. Though aesthetic preferences are subjective, preference will be given to the bridge types that look appropriate within the site and relate to the surrounding natural and built environments. The team also considered whether the appearance of the bridge would be a draw to users beyond just the utilitarian function. This helps determine whether the bridge type should blend in or stand out as a signature structure.

Bridge Types Considered

Five bridge types have been identified as most suitable for this project site: steel girder, steel truss, tied-arch, cable-stayed, and suspension. The following five sections evaluate these bridge types against the criteria presented above.

Steel Girder

Steel girders consist of either I-beams or a box. Individual segments can be spliced together through bolted connections.

Springwater Trail Bridges: Johnson Creek Crossing, Portland, OR

The proposed steel girder alternative consists of I-girders cut from steel plate and welded together. The steel could be uncoated weathering steel or painted. A concrete deck would be placed on the girders. The heights of the girders can be increased at the supports, at an additional cost, to improve structural efficiency and provide architectural interest. To maintain visual consistency, the approach spans would also use welded steel plate girders.

An approximate structure layout was performed. As initially visualized, the structure consists of two frames. The north frame crosses the river and extends to the middle of the parking lot with spans of 185'-275'-275'-185'. The south frame continues from the north frame, ending south of Butteville Road with two 110-foot spans. See Figure 2 for elevation and section views.

This alternative is being evaluated as it is capable of economically achieving the necessary span lengths with appropriate structure depths and temporary impacts, given the project constraints. This structure type is commonly constructed by local bridge fabricators and contractors, and is similar to the I-5 bridges downstream.

Steel box girders could be considered, but are significantly more expensive than the I-beams. These structures are best suited for highly curved horizontal alignments, which are not required for this project. In addition to the higher construction cost, box girders are more difficult to inspect due to the enclosed space.

Economics

Design & Construction Cost and Duration

Of all the alternatives analyzed, the welded steel plate girder is the most straight-forward to design and construct. The substructures would likely be single columns on large-diameter drilled shafts. No unique analysis or design tasks are required. The design duration would be approximately one year.

Based upon input from the TAC, permitting the in-water piers will potentially require some individual approvals from regulatory agencies that add time and cost to the design phase. There could also be off-site mitigation required that would add time to locate the mitigation area and complete the design, as well as add cost to design and construct the mitigation.

The construction cost of this structure is the least of all the alternatives considered. The construction duration would be approximately two years. Due to the extensive in-water construction, there is an increased risk of delays because of the annual in-water work window that prescribe the period when the contractor is allowed to work within the river.

Maintenance

Maintenance of a steel girder pedestrian bridge is similar to maintenance of steel girder highway bridges, which are common in the area. The highest maintenance cost typically associated with steel bridges is related to the coating (paint) systems. The use of weathering steel will minimize or eliminate this consideration. Other common maintenance items are expansion joints and girder bearings.

The routine condition inspection of a steel girder bridge is similar to the regularly scheduled bridge inspections for highway bridges, except at a longer interval between inspections. There are a number of connections between various steel members, such as the splices and cross frames, that will need to be inspected regularly. Inspection access walkways and ladders can be included as part of the design to aid in this work. Under-bridge inspection trucks (UBITs, "snooper cranes") or other similar equipment would occasionally be required to closely inspect the exterior faces of the girders. Designing the superstructure as a three-girder system, as shown in Figure 2, eliminates the higher level of inspection required for fracture-critical structures.

The steel plate girder bridge would require three in-water piers, which increases the risk of debris accumulating on the bridge. It also requires underwater inspections by divers at a minimum of every five years.

Constructability

Access Requirements

There would be piers located in the river on either side of the navigation channel. The drilled shafts for these piers would need to be constructed from a work bridge or barge. With the locks at Willamette Falls currently closed, the practicality of getting a barge of adequate size to the project site needs to be investigated, but it appears that modular systems could be employed.

Access from the north shore to the pier north of the navigation channel would be via a work bridge extending from the ferry access road, approximately 400 feet downstream. Access to a work bridge for the piers in the river between the navigation channel and the south shore would be challenging to locate without impacting the use of a portion of the Boones Ferry Marina dock. This work bridge would start from the boat ramp access road, located west of the dock and east of the railroad bridge. The remaining pier locations on the south bank are all easily accessed.

Installation of the girders would require a combination of barges (if used) and cranes. Shoring towers may be required to temporarily support girder segments. Girder placement over the boat dock is the most challenging

location. There are numerous ways the girders could be placed in this location with varying impacts to the dock, ramp access road, and parking lot. For this analysis, it was assumed that temporary shoring towers could be placed within the limits of the boat dock, resulting in the lowest construction cost. A work containment system and short closure windows would be required to prevent debris from falling on the dock below during a variety of work tasks.

Complexity

This bridge type is seen as relatively simple to build when there is good access. It is more complicated if barges, girder launching, and/or hanging splices are required. The girders, while large, are within the capabilities of steel fabricators located in the Portland area. Due to the slenderness of the girders, stability of the individual girder segments would likely require additional temporary shoring towers in the river. Construction of the piers in the deep portion of the river is a work item not typically accomplished by local contractors. This work also represents an increased risk to the project, because of the extensive in-water work, as previously explained.

Impacts

The various impacts to the project site resources and built environment are summarized below as permanent or temporary. Impacts are discussed according the six areas identified on Figure 1.

Resource Impacts

Permanent Impacts

Boones Ferry Park – There will be a loss of upland vegetation and open space in the undeveloped portion of Boones Ferry Park west of Boones Ferry Road, including in the historic orchard further north.

North Bank – There will be a loss of riparian vegetation where the bridge crosses, both at the top of the bank and under the bridge. The three piers within the floodway will require mitigation to avoid raising the flood elevation. Excavating along the north bank is the most likely mitigation. Since this river bank is steep and the required area of excavation to balance the area of the new bridge columns is large, the entire hillside may need to be cut back to the top of the slope.

Willamette River – There will be three piers in the river. It also may be necessary to install additional structures, such as dolphins, to protect the piers from vessel collisions.

South Bank – There will be a loss of riparian vegetation where the bridge crosses the top of the bank and under the bridge.

Ramp Access Road, Parking Lot, and Butteville Road – Some ground disturbance will be required at the south approach span piers.

South Approach Path – This on-grade segment will have upland vegetation removal and ground disturbance under its footprint.

Temporary Impacts

There will be a local increase in construction traffic, noise, emissions, and dust.

Boones Ferry Park – Additional upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

North Bank – Additional riparian vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

Willamette River – To access the pier work and place girders, the navigational channel and other portions of the river will need to be partially restricted at times. Some of the additional towers required to safely place the girder segments over the river will have to be located within the limits of the boat dock. Temporary piles and cofferdams will need to be installed and removed.

Ramp Access Road, Parking Lot, and Butteville Road – Additional upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

South Approach Path – Additional upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

Built Environment Impacts

Permanent Impacts

Boones Ferry Park – There will be bridge approaches in the park and a new path accessing Boones Ferry Road. There would be minor revisions required to the Boones Ferry Park Master Plan (MP) that is currently in development.

North Bank – There is no built environment currently present to be impacted.

Willamette River – Remnants of the north bank ferry slip may be impacted due to construction access and placement of the work bridge (if used). There will be a new structure over the Boones Ferry Marina and dock. Pier 3 is located approximately 100 feet from the boat docks, which may impact maneuverability and access to them.

Ramp Access Road, Parking Lot, and Butteville Road – There will be a new structure over the ramp access road, the primary Boones Ferry Boat Launch parking lot, and Butteville Road. One pier column will be required in the parking lot, resulting in the loss of one parking space for a truck with trailer.

South Approach Path – The approach path will partially be constructed on the existing fill for the railroad bridge approach.

Temporary Impacts

Boones Ferry Park – Construction activities will increase traffic on Boones Ferry Road and increase noise levels in the park. Impacts could increase or

decrease, depending on the timing for constructing park improvements identified in the MP.

North Bank – There is no built environment currently present to be impacted.

Willamette River – Placing girders and other work over the boat dock will require temporary closures of portions of the dock. There may be a need to place temporary shoring towers within the limits of the dock.

Ramp Access Road, Parking Lot, and Butteville Road – There will be occasional closures of portions of the parking lot and the ramp access road to construct the piers and install the superstructure. There is a possibility that full closures of the parking lot will be necessary for short periods of time. There will be short duration closures and construction traffic on Butteville Road.

Impact Summary

The defining permanent impact of this alternative is the anticipated need to excavate a portion of the north bank to ensure no rise in the water level upstream of the bridge during the 100-year flood.

The primary temporary impacts are related to the use and operation of the river, parking lot, ramp access road, and boat docks due to the necessary shoring towers and girder placement.

Aesthetics

For path users, this alternative would feel very open with no bridge elements extending above the bridge rail. Views upstream and downstream would be unobstructed.

For people viewing the bridge from locations other than the path, this alternative will have a relatively heavy deck appearance, but be visually simple. This alternative does not have trusses, arch ribs, cables, or towers that would increase the visual impact of the structure. The bridge would not stand out against its surroundings, given its relatively simple lines and girder color options, such as weathering steel, that could match the adjacent railroad trusses.

Steel Truss

Steel trusses are formed by arranging steel members to extend the span lengths beyond the range of steel girders. For spans longer than 150 feet, box-shaped trusses are required for stability. The box-shaped trusses can be either below the deck (deck trusses) or the deck can go through the box (through trusses). Deck trusses were not considered for this location due to the required superstructure depth above the navigational channel.

Portland and Western Railroad Bridge, Wilsonville, OR

The proposed steel truss alternative consists of steel through-truss main spans. The through-trusses would be similar to the railroad bridge immediately upstream of the project. The steel could be uncoated weathering steel or painted. The approach spans at both ends would be steel plate girders, as described above for the steel girder alternative, to maintain visual consistency with the railroad bridge. A concrete deck would be placed the full length of the bridge. See Figure 3 for elevation and section views.

A preliminary structure layout was performed. As initially visualized, the structure consists of four frames. The north approach frame is a single 181-foot span of steel plate girders extending from the river bank to the first pier in the river. The steel trusses make up the middle two frames with spans of 315 feet each. The south frame of steel plate girders continues from the trusses, ending south of Butteville Road with spans of 107'-123'-107'.

This alternative is being evaluated as it is capable of achieving the necessary span lengths; can be designed with a shallower deck system compared to the steel plate girder bridge; reduces the height of the path over the navigation channel; uses construction methodologies familiar to local bridge fabricators and contractors; and is similar to the railroad bridge upstream.

Economics

Design & Construction Cost and Duration

The welded steel plate girder approach spans are straight-forward to design and construct. While trusses are familiar to some in the bridge design community, the main truss spans are slightly more complicated to design compared to the steel plate girder option. Construction of the truss spans is slightly more complicated, as well, due to the increased number of member connections. The substructures would likely be single columns on large-diameter drilled shafts. No unique analysis or design tasks are required. The design duration would be approximately one year.

Permitting costs and durations, and potential mitigation are similar to those discussed for the steel girder bridge.

The construction cost of this structure is estimated to be the second least expensive; it is about 10 to 30% more than the steel girder bridge. The construction duration would be approximately two years. Risk of delay due to in-water work is similar to that discussed for the steel girder bridge.

Maintenance

Maintenance of a steel truss pedestrian bridge is similar to maintenance of steel girder highway bridges, which are common in the area. The highest maintenance cost typically associated with steel bridges is related to the coating (paint) systems. The use of weathering steel would minimize or eliminate this consideration. Other common maintenance items are expansion joints and girder bearings.

The routine condition inspection of steel truss approach spans is similar to the regularly scheduled bridge inspections for highway bridges, except at a longer interval between inspections. Truss bridges are typically considered fracture-critical, which require more stringent and time-consuming inspections. There are a number of connections between various steel members, such as the splices and cross frames, that will need to be inspected regularly. Under-bridge inspection trucks or other similar equipment would be required to inspect the superstructure under the deck. Manlifts would be required to access the tops of the trusses and related connections.

The steel truss bridge would require three in-water piers, which increases the risk of debris accumulating on the bridge. It also requires underwater inspections by divers at a minimum of every five years.

Constructability

Access Requirements

There would be piers located in the river on either side of the navigation channel. The drilled shafts for these piers would need to be constructed from a work bridge or barge. With the locks at Willamette Falls currently closed, the practicality of getting a barge of adequate size to the project site needs to be investigated, but it appears that modular systems could be employed.

Access from the north shore to the pier north of the navigation channel would be via a work bridge extending from the ferry access road, approximately 400 feet downstream. Access to a work bridge for the piers in the river between the navigation channel and the south shore would be challenging to locate without impacting the use of a portion of the Boones Ferry Marina dock. This work bridge would start from the boat ramp access road, located west of the dock and east of the railroad bridge. The remaining pier locations on the south bank are all easily accessed.

Installation of the trusses and girders would take some combination of work bridges, barges, and cranes. Shoring towers would be required to temporarily support truss segments if not fully assembled on the ground and lifted or launched into place. The approach girder segments may also require shoring towers. Truss placement over the boat dock is the most challenging location.

There are numerous ways the girders could be placed in this location with varying impacts to the dock, ramp access road, and parking lot. For this analysis, it was assumed that temporary shoring towers could be placed within the limits of the boat dock, resulting in the lowest construction cost. A work containment system and short closure windows would be required to prevent debris from falling on the dock below during a variety of work tasks.

Complexity

This bridge type is seen as relatively straight-forward to build. The trusses and girders are within the capabilities of steel fabricators located in the Portland area. Construction of the piers in the deep portion of the river and installation of the superstructure are the only items not typically accomplished by local contractors. This work also represents an increased risk to the project, because of the extensive in-water work, as previously explained.

Impacts

The various impacts to the project site resources and built environment are summarized below as permanent or temporary. Impacts are discussed according the six areas identified on Figure 1.

Resource Impacts

Permanent Impacts

Boones Ferry Park – There will be a loss of upland vegetation and open space in the undeveloped portion of Boones Ferry Park west of Boones Ferry Road, including in the historic orchard further north

North Bank – There will be a loss of riparian vegetation where the bridge crosses, both at the top of the bank and under the bridge. The three piers within the floodway will require mitigation to avoid raising the flood elevation. Excavating along the north bank is the most likely mitigation. Since this river bank is steep and the required area of excavation to balance the area of the new bridge columns is large, the entire hillside may need to be cut back to the top of the slope.

Willamette River – There will be three piers in the river. It also may be necessary to install additional structures, such as dolphins, to protect the piers from vessel collisions.

South Bank – There will be a loss of riparian vegetation where the bridge crosses the top of the bank and under the bridge.

Ramp Access Road, Parking Lot, and Butteville Road – Some ground disturbance will be required at the south approach span piers.

South Approach Path – This on-grade segment will have upland vegetation removal and ground disturbance under its footprint.

Temporary Impacts

There will be a local increase in construction traffic, noise, emissions, and dust.

Boones Ferry Park – Additional upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

North Bank – Additional riparian vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

Willamette River – To access the pier work and place girders, the navigational channel and other portions of the river will need to be partially restricted at times. Temporary piles and cofferdams will need to be installed and removed.

Ramp Access Road, Parking Lot, and Butteville Road – Additional upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

South Approach Path – Additional upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

Built Environment Impacts

Permanent Impacts

Boones Ferry Park – There will be bridge approaches in the park and a new path accessing Boones Ferry Road. There would be minor revisions required to the Boones Ferry Park MP that is currently in development.

North Bank – There is no built environment currently present to be impacted.

Willamette River – Remnants of the ferry slip may be impacted due to the placement of the work bridge (if used). There will be a new structure over the Boones Ferry Marina and dock. Pier 3 is located approximately 100 feet from the boat docks, which may impact maneuverability and access to them.

Ramp Access Road, Parking Lot, and Butteville Road – There will be a new structure over the ramp access road, the primary Boones Ferry Boat Launch parking lot, and Butteville Road. One pier column would be required in the parking lot, resulting in the loss of one parking space for a truck with trailer.

South Approach Path – The approach path will partially be constructed on the existing fill for the railroad bridge approach.

Temporary Impacts

Boones Ferry Park – Construction activities will increase traffic on Boones Ferry Road and increase noise levels in the park. Impacts could increase or decrease, depending on the timing for constructing park improvements identified in the MP.

North Bank – There is no built environment currently present to be impacted.

Willamette River – Placing trusses and other work over the boat dock will require temporary closures of portions of the dock. There may be a need to place temporary shoring towers within the limits of the dock.

Ramp Access Road, Parking Lot, and Butteville Road – There will be occasional closures of portions of the parking lot and the ramp access road to construct the piers and install the superstructure. There is a possibility that full closures of the parking lot will be necessary for short periods of time. There will be short duration closures and construction traffic on Butteville Rd.

Impact Summary

The defining permanent impact of this alternative is the anticipated need to excavate a portion of the north bank to ensure no rise in the water level upstream of the bridge during the 100-year flood.

The primary temporary impacts are related to the use and operation of the river, parking lot, ramp access road, and boat docks due to the necessary shoring towers and truss and girder placement.

Aesthetics

For path users, this alternative would feel the most enclosed of all options. The through trusses have significant members extending alongside the deck and overhead. Views of the river would be somewhat obstructed by the structure. The use of weathering steel for the above deck truss members may result in patches of rust colored staining on the bridge deck. Alternatively, these members could be painted to minimize staining, but that would increase the maintenance needs.

For people viewing the bridge from locations other than the path, this alternative would blend in with the railroad trusses, as they are approximately the same configuration, height, and possibly color, if weathering steel or matching paint is used.

Tied-Arch

Arches can span significant distances by transferring the vertical deck loads into axial compression in the arch ribs. The form and construction of these structures can be extremely varied. For example, they can be formed out of concrete or steel; apply the thrust in the ribs into the foundations or be tied together on itself like a bowstring; and the ribs can be fully below the deck, fully above the deck, or some combination thereof.

Peter Courtney Minto Island Pedestrian Bridge, Salem, OR

Three Countries Pedestrian Bridge, Germany, Switzerland, France

The proposed tied-arch alternative consists of a single semi-through-tied-arch main span over the river. The term "semi-through" indicates that portions of the arch ribs are located both above and below the deck. Vertical hold-downs would be required at each end of the arch to help resist the lateral loads at the bases of the arch. Portions of the bridge deck below the arch rib would be supported on suspender cables. The remainder of the bridge would be ground-supported. The portion of the arch ribs above the deck could be either concrete or steel. The approach spans at both ends would be concrete slabs to maintain visual consistency. A concrete deck would be placed the full length of the bridge. The suspended portion would use precast panels. See Figure 4 for elevation and section views.

Tempe Town Lake Bridge, Tempe, AZ

A preliminary structure layout was performed. As initially visualized, the proposed structure consists of three frames. The north approach frame is a single 50-foot span of cast-in-place post-tensioned concrete extending from the river bank to the end of the arch system. The arch system has a continuous deck consisting of 552 feet of suspended precast concrete below the arch, sandwiched by twin adjoining cast-in-place post-tensioned concrete spans of 122.5 feet. The precast concrete deck panels are suspended from the arch. The arch itself has a span from support to support of 663 feet with a crown height 80 feet above the deck. The south frame of post-tensioned concrete continues from the end of the arch frame, connecting south of Butteville Road with spans of 108'-125'-108'.

This alternative is being evaluated as it is capable of achieving the necessary span lengths; can be designed with a very shallow deck system over the river, further reducing the height of the path over the navigation channel;

could limit in-water work to the arch foundations on each bank; and is a distinctive signature-type structure.

A river crossing consisting of two tied-arch spans was considered, but not carried forward as it has the same level of complexity as the single-span, includes a pier in the river between the navigational channel and the boat dock, and doesn't fit the site as well as a single-span. A deck arch was also investigated and dismissed due to the required raising of grade to clear the navigational channel and boat dock, the inefficient low rise-to-span ratio, and lack of competent foundation soils to resist the lateral thrust.

Economics

Design & Construction Cost and Duration

The cast-in-place concrete approach spans are straight-forward to design and construct. The main arch span is more complicated due to the height of the structure above the river and its inherent instability prior to being fully connected together. Temporary towers, either in the river and/or on the river banks, would likely be required to support the arch ribs during construction. The arch rib foundations would be large-diameter drilled shafts or driven pile groups. The approach span substructures will most likely be single columns on large-diameter drilled shafts. The vertical hold-downs at the ends of the arch frame would require either rock anchors or large-diameter drilled shafts to resist the expected uplift. The arch span and hold-downs require a level of unique analysis and design to account for construction staging and final structure balancing. The design duration would be approximately two years.

Permitting costs and durations, and potential mitigation are similar to those discussed for the steel girder bridge.

The construction cost of this structure is estimated to be the highest; it is about 90 to 100% more than the steel girder option. The construction duration would be approximately three years. Risk of delay due to in-water work is similar to that discussed for the steel girder bridge.

Maintenance

Maintenance of a tied-arch pedestrian bridge is moderate. The use of weathering steel or concrete for the arch rib to avoid painting, if selected, will minimize maintenance needs. The hanger systems for the suspended portion of the deck require additional inspection effort. Since no piers will be in the river during low-water periods, no underwater diver inspections would be required. Other common maintenance items are expansion joints and girder bearings.

Under-bridge inspection trucks or other similar equipment would be required to inspect the superstructure under the deck. Manlifts would be required to access the tops of the arch ribs and hangers.

Constructability

Access Requirements

The two main arch span piers would be located on either bank of the river. The one on the north bank is at the bottom of the steep hill and not directly accessible from the park above. A temporary work bridge from the end of the ferry slip access road would be required to access this pier. The pier on the south bank would be located between the boat dock and the boat ramp access road, and a short work bridge off the parking lot would be required to access this location. Small cofferdams would probably be required to dewater the base of the arch piers to allow forming and placement of the concrete. Temporary shoring of the boat ramp access road would be required.

Installation of the arch ribs would require some combination of work bridges, barges, and cranes. Shoring towers, either in the river or on the banks with cable supports to the arch, would be required to temporarily support the arch segments. If the arch ribs are steel or precast concrete, access is required to lift the individual pieces into place. The arch rib placement over the boat dock is the most challenging location. A work containment system and/or short closure windows would be required to prevent debris from falling on the dock below during a variety of work tasks. The approach girder segments would require ground-supported falsework, and the vertical clearance over Butteville Road may be temporarily reduced below 17 feet.

The remaining pier and vertical tie-down locations on the north and south banks are all easily accessed.

Complexity

The tied-arch bridge type is seen as very challenging to build in this location and not typically accomplished by local contractors. Based on OBEC's experience with similar structures, the construction sequence of the arch span substructure and superstructure is critical to an efficient, constructible design.

Arch span piers are located on the river bank. This work also represents an increased risk to the project, because of the extensive in-water work, as previously explained. The post-tensioned approach spans are relatively straight-forward, common construction.

Impacts

The various impacts to the project site resources and built environment are summarized below as permanent or temporary. Impacts are discussed according the six areas identified on Figure 1.

Resource Impacts

Permanent Impacts

Boones Ferry Park – There will be a loss of upland vegetation and open space in the undeveloped portion of Boones Ferry Park west of Boones Ferry Road, including in the historic orchard further north.

North Bank – There will be a loss of riparian vegetation where the bridge crosses, both at the top of the bank and under the bridge. The two piers within the floodway will require mitigation to avoid raising the flood elevation. Excavating along the north bank is the most likely mitigation. Since this river bank is steep and the required area of excavation to balance the area of the new bridge columns is large, the entire hillside may need to be cut back to the top of the slope.

Willamette River – Piers will be located at the edge of the ordinary high water line, resulting in a loss of riparian vegetation.

South Bank – There will be a loss of riparian vegetation where the bridge crosses the top of the bank and under the bridge.

Ramp Access Road, Parking Lot, and Butteville Road – Some ground disturbance will be required at the south approach span piers.

South Approach Path – This on-grade segment will have upland vegetation removal and ground disturbance under its footprint.

Temporary Impacts

There will be a local increase in construction traffic, noise, emissions, and dust.

Boones Ferry Park – Additional upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

North Bank – Additional riparian vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

Willamette River – Construction of the arch ribs will require work bridges and/or barges for access. Installation and removal of the temporary shoring towers (piles if required) will impact the river, as well. The navigational channel and other portions of the river will need to be partially restricted at times due to the shoring towers and during deck panel placement.

Ramp Access Road, Parking Lot, and Butteville Road – Additional upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

South Approach Path – Additional upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

Built Environment Impacts

Permanent Impacts

Boones Ferry Park – There will be bridge approaches in the park and a new path access to Boones Ferry Road. There would be minor revisions required to the Boones Ferry Park MP that is currently in development.

North Bank – There is no built environment present to be impacted.

Willamette River – Remnants of the ferry slip may be impacted due to the placement of the work bridge (if used). There will be a new structure over the Boones Ferry Marina and dock.

Ramp Access Road, Parking Lot, and Butteville Road – There will be a new structure over the ramp access road, the primary Boones Ferry Boat Launch parking lot, and Butteville Road. One pier column would be required in the parking lot, resulting in the loss of one parking space for a truck with trailer.

South Approach Path – The approach path will partially be constructed on the existing fill for the railroad bridge approach.

Temporary Impacts

Boones Ferry Park – There will be construction traffic on Boones Ferry Road. Impacts could increase or decrease, depending on the timing for constructing park improvements identified in the Master Plan.

North Bank – There is no built environment present to be impacted.

Willamette River – Placing the arch ribs, deck panels, and other work over the boat dock will require temporary closures of portions of the dock. There may be a need to place temporary shoring towers within the limits of the dock.

Ramp Access Road, Parking Lot, and Butteville Road – There will be occasional closures of portions of the parking lot and the ramp access road to construct the piers and install the superstructure. There is a possibility that full closures of the parking lot will be necessary for short periods of time. There will be short duration closures and construction traffic on Butteville Road.

Impact Summary

The defining permanent impact of this alternative is the anticipated need to excavate a portion of the north bank to ensure no rise in the water level upstream of the bridge during the 100-year flood.

The primary temporary impacts are related to the use and operation of the river, parking lot, ramp access road, and boat docks due to the necessary shoring towers and arch rib placement.

Aesthetics

For path users, this alternative would feel somewhat enclosed through the arch with the large arch ribs, cross members, and hangers extending above the deck and overhead. The width of each arch rib is estimated to be 2.5 feet. Compared to the approximate 20-foot width of the superstructure, this could look out of proportion. Weathering steel, if used above the bridge deck, could stain portions of the deck an iron oxide red.

The form of the tied-arch alternative makes this a signature-type bridge. For people viewing the bridge from locations other than the path, this alternative makes a significant visual statement. This alternative would have significant visual mass and uniqueness of form compared to the adjacent bridges.

Cable-Stayed

Cable-stayed bridges are cable-supported structures where the suspenders supporting the deck system are tied back directly to tall pylons. Cable-stayed structures can support very long spans and have very shallow superstructures.

Pedestrian Bridge across the Elbe River, Celakovice, Czech Republic

The proposed cable-stayed alternative consists of a cable-stayed main span over the river supported from two pylons. The form of the pylons is somewhat flexible, depending on the aesthetic appearance desired. The stays supporting the main span are balanced with back-stays at each approach. The north backstays would be tied to an anchor block or ground anchors. The south backstays would support an approach span and be supplemented with vertical hold-downs supported by a drilled shaft or ground anchor. The suspended portion of the bridge deck would be connected to cables. The remainder of the bridge would be ground-supported. The approach spans at both ends would be concrete slabs to maintain visual consistency. A concrete deck would be placed the full length of the bridge. The suspended portion would use precast panels. See Figure 5 for elevation and section views.

I-5: Gateway Pedestrian Bridge, Eugene, OR

A preliminary structure layout was performed. As initially visualized, the proposed structure consists of two frames. The cable-stayed frame consists primarily of precast deck panels with transitional cast-in-place segments and makes up the north 1,069 feet of the structure. The two pylons extend approximately 160 feet above the deck. The south frame, which consists of cast-in-place concrete slab, connects south of Butteville Road with two spans of 71.5 feet.

This alternative is being evaluated as it is capable of achieving the necessary span lengths; can be designed with a very shallow deck system over the river, further reducing the height of the path over the navigation channel; would eliminate in-water work with the pylon foundations on the top of each bank; and is a distinctive signature-type structure.

Cable-stayed structures with either one or three pylons were considered, but not carried forward as they would have the same level of complexity as the two pylon option, include at least one pier in the river between the

navigational channel and the boat dock, and wouldn't fit the site as well as the two pylon structure. They would also require floodway mitigation, which is not necessary for the two pylon layout.

Economics

Design & Construction Cost and Duration

The cast-in-place concrete slab approach spans are straight-forward to design and construct. The main cable-stayed structure is more complicated due to the stay cable assembly and tensioning, and construction sequencing. Temporary towers would likely be required to support the pylons during construction. The pylon foundations would be groups of large-diameter drilled shafts. Since the cable-stayed bridge is anticipated to not have temporary or permanent in-water impacts as noted below, the permitting effort will be minimized. The approach span substructures will most likely be single columns on large-diameter drilled shafts. The cable-stayed portion of the structure requires unique analysis and design to account for construction staging and final structure balancing. The design duration would be approximately two years.

Based upon input from the TAC, the project will potentially qualify for some programmatic permits, largely since there are no in-water piers. The potential for off-site mitigation is also reduced.

The construction cost of this structure is estimated to be second highest; it is about 70 to 90% more than the steel girder bridge. The construction duration would be approximately three years. Due to the limited in-water construction, there is a lower risk of delays compared with some other bridge types.

Maintenance

Maintenance of a cable-stayed pedestrian bridge is moderate. The cables and related connection systems are typically painted or otherwise encapsulated to provide corrosion protection. These protection systems require regular maintenance. The cable-stayed systems require additional inspection effort. Since no piers will be in the river, no underwater diver inspections would be required. Other common maintenance items are expansion joints and girder bearings.

Under-bridge inspection trucks or other similar equipment would be required to inspect the superstructure under the deck. Working the inspection equipment around the stays can be awkward and time-consuming. Accessing the tops of the pylons (160 feet above the deck) and hangers for maintenance and inspection would require special accommodations during design.

Constructability

Access Requirements

The pylons on both banks would be located on the top of the river banks. The one on the north bank is in the currently undeveloped portion of the park and is directly accessible from Boones Ferry Road. The pylon on the south bank would be between the boat ramp access road and the parking lot. Temporary relocation and/or closure of the boat ramp access road would be required to access this location.

Installation of the pylons would require large cranes. Shoring towers would be required to temporarily support the pylons. The approach girder segments would require ground-supported falsework, and the vertical clearance over Butteville Road may be temporarily reduced below 17 feet. The deck panel and hanger placement over the boat dock is the most challenging location. A work containment system would be required to prevent debris from falling on the dock below. Deck panel placement will most likely take place primarily from the pylons outward across the river.

The remaining pier locations on the south banks are all easily accessed.

Complexity

The cable-stayed bridge type is seen as relatively challenging to build and not typically accomplished by local contractors. Based on OBEC's experience with similar structures, the construction sequence of the cable-stayed portion of the substructure and superstructure is critical to an efficient, constructible design, and requires close coordination between the engineers and contractor. The approach spans are relatively straight-forward, common construction.

Impacts

The various impacts to the project site resources and built environment are summarized below as permanent or temporary. Impacts are discussed according the six areas identified on Figure 1.

Resource Impacts

Permanent Impacts

No hydraulic impact is expected for this alternative; therefore, no mitigation will be required.

Boones Ferry Park – There will be a loss of upland vegetation and open space in the undeveloped portion of Boones Ferry Park west of Boones Ferry Road, including in the historic orchard further north. One of the main pylon piers will be located at the edge of the north bank.

North Bank – There will be a loss of riparian vegetation where the bridge crosses, both at the top of the bank and under the bridge.

Willamette River – No permanent impacts are anticipated.

South Bank – There will be a loss of riparian vegetation where the bridge crosses the top of the bank and under the bridge.

Ramp Access Road, Parking Lot, and Butteville Road – Some ground disturbance and riparian and upland vegetation removal will be required at the south pylon footing and approach span piers. The ramp access road may need to be relocated to provide room for the pylon.

South Approach Path – This on-grade segment will have upland vegetation removal and ground disturbance under its footprint.

Temporary Impacts

There will be a local increase in construction traffic, noise, emissions, and dust.

Boones Ferry Park – Additional upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

North Bank – No temporary impacts are anticipated on the north bank.

Willamette River – The navigational channel and other portions of the river will need to be partially restricted at times during deck panel placement.

Ramp Access Road, Parking Lot, and Butteville Road – Additional riparian and upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

South Approach Path – Additional upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

Built Environment Impacts

Permanent Impacts

Boones Ferry Park – There will be bridge approaches and backstay anchors in the park and a new path access to Boones Ferry Road. There would be minor to moderate revisions required to the Boones Ferry Park MP that is currently in development.

North Bank – There is no built environment present to be impacted.

Willamette River – There will be a new structure over the Boones Ferry Marina and dock.

Ramp Access Road, Parking Lot, and Butteville Road – There will be a new structure over the primary Boones Ferry Boat Launch parking lot, and Butteville Road. One tie-down column would be required in the parking lot for the configuration shown in Figure 5, resulting in the loss of one parking space for a truck with trailer. Alternatively, a larger tie-down south of Butteville Road and an asymmetrical stay arrangement could be used to eliminate piers in the parking lot.

South Approach Path – The approach path will partially be constructed on the existing fill for the railroad bridge approach.

Temporary Impacts

Boones Ferry Park – There will be construction traffic on Boones Ferry Road. Impacts could increase or decrease, depending on the timing for constructing park improvements identified in the MP.

North Bank – There is no built environment present to be impacted.

Willamette River – Placing the deck panels and other work over the boat dock will require temporary closures of portions of the dock.

Ramp Access Road, Parking Lot, and Butteville Road – There will be occasional closures of portions of the parking lot and the ramp access road to construct the piers and install the superstructure. There is a possibility that full closures of the parking lot and/or ramp road will be necessary for short periods of time. The ramp road would likely need to be temporarily realigned to construct the Pier 3 pylon and foundation. There will be short duration closures and construction traffic on Butteville Road.

Impact Summary

The defining permanent impact of this alternative is the anticipated need to relocate a portion of the ramp access road to provide room for the south pylon between the ramp and the parking lot.

The primary temporary impacts are related to the use and operation of the parking lot and ramp access road.

Aesthetics

For path users, this alternative would feel open, with only the pylons and hangers extending above the deck and overhead. The pylons would extend approximately 180 feet above the bridge deck. With a superstructure width of only 20 feet, the towers may appear out of proportion to the pylons. The form of the cable-stayed alternative makes this a signature-type bridge. For people viewing the bridge from locations other than the path, this alternative would not particularly stand out from its surroundings due to the minimal mass of the suspended deck system and stay systems and the location of the pylons on the river banks in line with the riparian vegetation.

Suspension

Suspension bridges are cable-supported structures where the suspenders supporting the deck system are tied to the primary suspension cables spanning between pylons. The pylons for a suspension bridge are approximately one-half as tall as those for a cable-stayed bridge with a similar span. Suspension bridges support the longest spans in the world and can have very shallow superstructures.

Fort Edmonton Park Pedestrian Bridge, Edmonton, AB, Canada

Defazio Bridge, Eugene, OR

For the proposed suspension alternative, the form of the pylons is somewhat flexible, depending on the aesthetic appearance desired. The back spans of the main suspension cables would support some of the approaches and be tied to anchor blocks with ground anchors. The suspended portion of the bridge deck would be connected to hanger cables. The remainder of the bridge would be ground-supported. The approach spans at both ends would be concrete slabs to maintain visual consistency. A concrete deck would be placed the full length of the bridge. The suspended portion would use precast panels. See Figure 6 for elevation and section views.

A preliminary structure layout was performed. As initially visualized, the proposed structure consists of two frames. The suspension frame consists primarily of precast deck panels with transitional cast-in-place segments and makes up the north 1,088 feet of the bridge. The two pylons extend approximately 80 feet above the deck. The south frame of cast-in-place concrete slab connects south of Butteville Road with two spans of 71.5 feet.

This alternative is being evaluated as it is capable of achieving the necessary span lengths; can be designed with a very shallow deck system over the river, further reducing the height of the path over the navigation channel; would eliminate in-water work with the pylon foundations on the top of each bank; and is a distinctive signature-type structure.

Economics

Design & Construction Cost and Duration

The cast-in-place concrete slab approach spans are straight-forward to design and construct. The main suspension structure is more complicated due to the suspender cable connections and erection of the suspended spans without falsework. Temporary towers would likely be required to support the pylons during construction. The pylon foundations would be groups of large-diameter drilled shafts. At the ends of the suspension bridge cables,

anchorages are required to resist the horizontal forces of the structure. These anchorages are likely to be constructed from drilled shafts with large concrete caps. Since the suspension bridge will not have permanent in-water impacts as noted below, the permitting effort will be minimized. The approach span substructures will be single columns on large-diameter drilled shafts. The suspended portion of the structure requires unique analysis and design to account for construction staging. The design duration would be approximately two years.

Permitting costs and durations, and potential mitigation are similar to those discussed for the cable-stayed bridge.

The estimated construction cost of this structure is estimated to be second highest; it is about 70 to 90% more than the steel girder bridge.. The construction duration would be approximately three years. Risk of delay due to in-water work is similar to that discussed for the cable-stayed bridge.

Maintenance

Maintenance of a suspension pedestrian bridge is moderate. The cables and related connection systems typically are painted or otherwise encapsulated to provide corrosion protection. These protection systems require regular maintenance. The suspension system requires additional inspection effort. Since no piers will be in the river, no underwater diver inspections would be required. Other common maintenance items are expansion joints and girder bearings.

Under-bridge inspection trucks or other similar equipment would be required to inspect the superstructure under the deck. Working the inspection equipment around the hangers can be awkward and time-consuming. Accessing the tops of the pylons (80 feet above the deck) and hangers for maintenance and inspection would require special accommodations during design.

Constructability

Access Requirements

The pylons on both banks would be located on the top of the river banks. The one on the north bank is in the currently undeveloped portion of the park and is directly accessible from Boones Ferry Road. The one on the south bank would be between the boat ramp access road and the parking lot. Temporary relocation and/or closure of the boat ramp access road would be required.

Installation of the pylons would require large cranes. Shoring towers would be required to temporarily support the pylons. The approach girder segments would require ground-supported falsework, and the vertical clearance over Butteville Road may be temporarily reduced below 17 feet. The deck panel and hanger placement over the boat dock is the most challenging location. A work containment system would be required to prevent debris from falling on

the dock below. Deck panel placement for the main span will probably take place primarily from the middle of the river outward towards the pylons.

The remaining pier locations on the south banks are all easily accessed.

Complexity

The suspension bridge type is seen as relatively challenging to build and not typically accomplished by local contractors. Based on OBEC's experience with similar structures, the construction sequence of the suspended portion of the substructure and superstructure is simpler than the cable-stayed bridge, but still requires specialty equipment. The approach spans are relatively straight-forward, common construction.

Impacts

The various impacts to the project site resources and built environment are summarized below as permanent or temporary. Impacts are discussed according the six areas identified on Figure 1.

Resource Impacts

Permanent Impacts

No hydraulic impact is expected for this alternative; therefore, no mitigation will be required.

Boones Ferry Park – There will be a loss of upland vegetation and open space in the undeveloped portion of Boones Ferry Park west of Boones Ferry Road and in the historic orchard further north. One of the main pylon piers will be located at the edge of the north bank.

North Bank – There will be a loss of riparian vegetation where the bridge crosses, both at the top of the bank and under the bridge.

Willamette River – No permanent impacts are anticipated.

South Bank – There will be a loss of riparian vegetation where the bridge crosses the top of the bank and under the bridge.

Ramp Access Road, Parking Lot, and Butteville Road – Some ground disturbance and riparian and upland vegetation removal will be required at the south pylon footing and approach span piers. The ramp access road may need to be relocated to provide room for the pylon.

South Approach Path – This on-grade segment will have upland vegetation removal and ground disturbance under its footprint.

Temporary Impacts

There will be a local increase in construction traffic, noise, emissions, and dust.

Boones Ferry Park – Additional upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

North Bank – No temporary impacts are anticipated on the north bank.

Willamette River – The navigational channel and other portions of the river will need to be partially restricted at times during deck panel placement.

Ramp Access Road, Parking Lot, and Butteville Road – Additional riparian and upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

South Approach Path – Additional upland vegetation loss and ground disturbance over that included in the permanent impacts above will be necessary to access the work.

Built Environment Impacts

Permanent Impacts

Boones Ferry Park – There will be bridge approaches and main suspension cable anchors in the park and a new path access to Boones Ferry Road. There would be minor to moderate revisions required to the Boones Ferry Park MP that is currently in development.

North Bank – There is no built environment present to be impacted.

Willamette River – There will be a new structure over the Boones Ferry Marina and dock.

Ramp Access Road, Parking Lot, and Butteville Road – There will be a new structure over the primary Boones Ferry Boat Launch parking lot, and Butteville Road.

South Approach Path – The approach path will partially be constructed on the existing fill for the railroad bridge approach.

Temporary Impacts

Boones Ferry Park – There will be construction traffic on Boones Ferry Road. Impacts could increase or decrease, depending on the timing for constructing park improvements identified in the MP.

North Bank – There is no built environment present to be impacted.

Willamette River – Placing the deck panels and other work over the boat dock will require temporary closures of portions of the dock. Deck panel installation may also require use of barges.

Ramp Access Road, Parking Lot, and Butteville Road – There will be occasional closures of portions of the parking lot and the ramp access road to construct the piers and install the superstructure. There is a possibility that full closures of the parking lot and/or ramp road will be necessary for short periods of time. The ramp road would likely need to be temporarily realigned to construct the Pier 3 pylon and foundation. There will be short duration closures and construction traffic on Butteville Road.

Impact Summary

The defining permanent impact of this alternative is the anticipated need to relocate a portion of the ramp access road to provide room for the south pylon between the ramp and the parking lot.

The primary temporary impacts are related to the use and operation of the parking lot and ramp access road.

Aesthetics

For path users, this alternative would feel open with only the pylons, main suspension cable, and hangers extending above the deck and overhead. The form of the suspension alternative makes this a signature-type bridge. For people viewing the bridge from locations other than the path, this alternative would not particularly stand out from its surroundings due to the minimal mass of the suspended deck system and hanger systems and the location of the pylons on the river banks in line with the riparian vegetation.

Bridge Types Considered Infeasible

Concrete Girders

Concrete girders could be either precast, cast-in-place, or a combination of both. The maximum span length for precast I- or T-girders is limited to just over 200 feet. Precast segmental girders consist of discrete box-shaped sections tied together and can span significantly further than the I- or T-girders. However segmental girders require a complicated placement apparatus. The concrete girder options were not selected for further analysis for a number of reasons:

Owosso Pedestrian Bridge, Eugene, OR

- Precast concrete I- or T-girders have maximum spans of approximately 200 feet, which is not adequate to clear span the Willamette's approximately 240-foot-wide navigational channel and meet USCG requirements.
- Segmental post-tensioned concrete bridges can achieve the required spans, but are only economical when the bridge is long enough overall to realize savings due to repetition of superstructure segments.
- Traditional cast-in-place concrete, typically box, beams require significant falsework and associated access to construct. The height of the falsework would be more than 100 feet over the bottom of the river and could significantly restrict the navigational channel during a multi-year construction period.
- In all cases, the concrete girders would be deep, at five percent of the span, for the span lengths considered. This would require raising the path to clear the navigational channel and extending the approaches at each end.

Stress Ribbon

Stress ribbon bridges are tension structures with suspension cables embedded in the deck that follow a catenary curve between supports. The main spans sag between supports, much like power lines between poles. Stress ribbon options were not selected for further analysis for a number of reasons:

Rogue River Pedestrian Bridge, Grants Pass, OR

- To meet the ADA requirement to limit slopes along the path to five percent maximum and to meet USGS vertical clearance requirements, the tension in the supporting cables would have to be excessively high.

- The low point of the structure is also at mid-span due to the catenary curve, which would require raising the grade much like the concrete girders above.

Summary

In this report OBEC has: identified the possible bridge types for a crossing of the Willamette River along the identified alignment; identified the five types that best meet the needs of the project and site; developed preliminary layouts for the five types; broadly examined and evaluated the bridge types against the four criteria (economics, constructability, impacts, and aesthetics); and completed a comparison of bridge types.

On October 3, 2018, the project team met with the TAC to review the draft report and bridge type evaluation process and outcome. TAC input has been incorporated into this report. Recognizing that obtaining funding for the project may prove challenging, their recommendation is to advance one bridge type that is lower cost and conventional, and one that is a signature type and also avoids locating a pier in the marina parking lot.

The project team's evaluation and the TAC's input to this report are presented in Appendix A – Bridge Type Assessment Summary. This appendix provides a concise comparison of the bridge types in three areas: cost and complexity, temporary impacts, and permanent impacts.

On December 5, 2018 the project team met with the Task Force to review the bridge type evaluation process, TAC and public input, and develop a recommendation for the Wilsonville City Council. A complete record of the discussions at the Task Force Meeting is presented in the Meeting Summary with the key recommendations being:

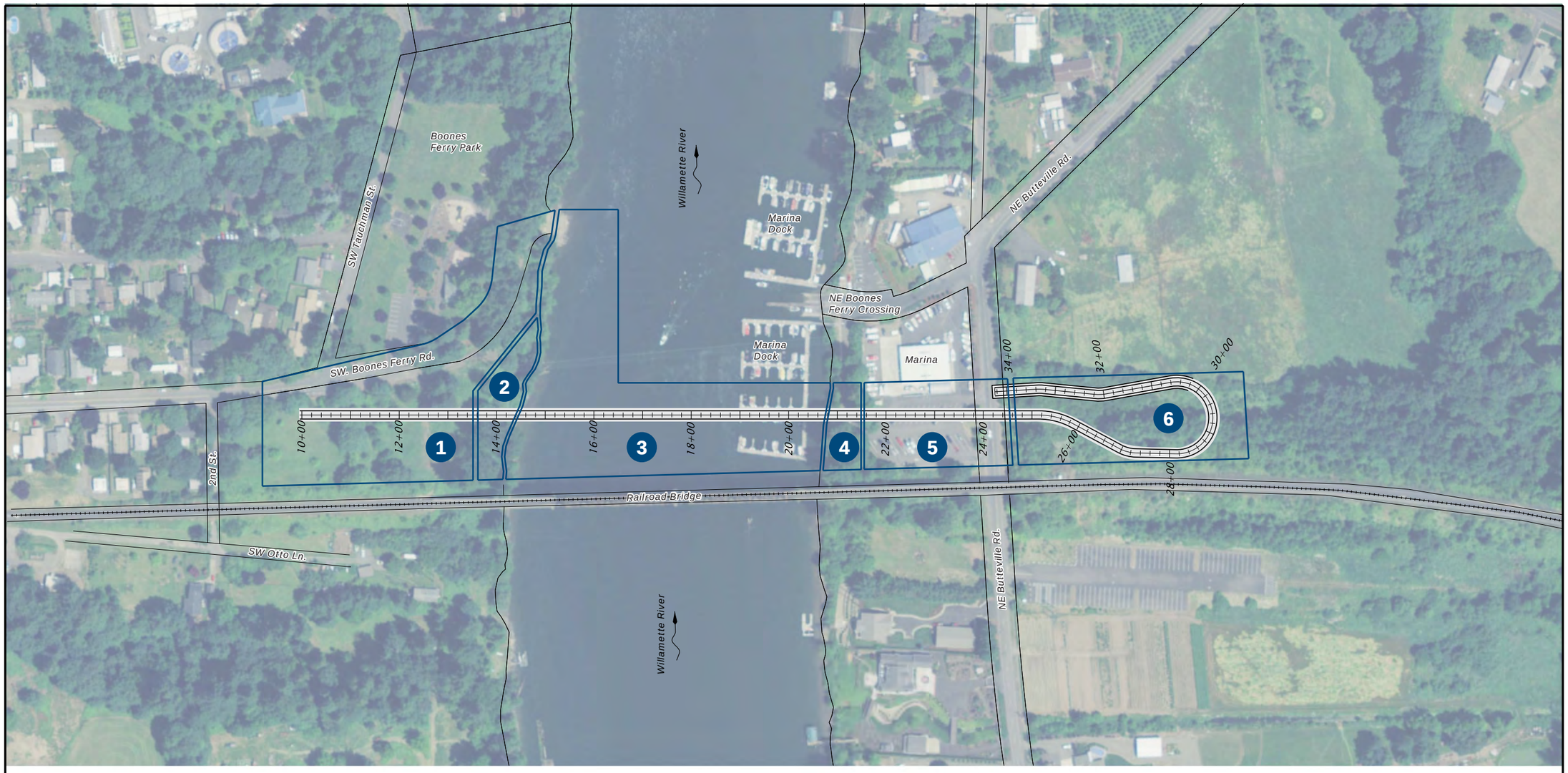
- Unanimous agreement to eliminate the steel truss and tied arch from further consideration. Members cited the cost and impacts of the tied arch and the poor aesthetics of the steel truss as reasons for supporting this recommendation.
- Further evaluate the cable-stayed and suspension bridges. In a straw poll, nine of the 12 members voted for this recommendation. Members cited the importance of a signature bridge in Wilsonville, the avoidance of permanent in-water impacts, and that these two bridge types are in the middle relative to project cost as reasons for supporting this recommendation. The three members supporting inclusion of the steel girder bridge cited the lack of construction funding and opportunities for alternatives decorative treatments as reasons to further evaluate the lower-cost bridge option along with either the cable-stayed or suspension bridge. No member objected to the final Task Force recommendation to further evaluate the cable-stayed and suspension bridges.

The next step is for Wilsonville City Council will select two bridge types for further investigation. Three-dimensional renderings will be prepared for those two bridge types.

Following the additional investigation, the BCC and City Council will select the preferred bridge type.

Attachment C

FIGURES



Project Areas of Assessing Impacts

1. Boones Ferry Park
2. North Bank
3. Willamette River
4. South Bank
5. Ramp Access Rd., Parking Lot, Butteville Rd.
6. South Approach Area

FRENCH PRAIRIE BRIDGE PROJECT IN WILSONVILLE

WILSONVILLE OREGON

SCALE WARNING

If scale bar doesn't measure one inch then drawing is not to scale

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COUNTY	Clackamas
DATE	Sept. 2018

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FRENCH PRAIRIE BRIDGE PROJECT

BOONES FERRY ROAD
MARION AND CLACKAMAS COUNTY

Designer: Eric E. Bonn, P.E. Reviewer: Bob Goodrich, P.E.
Drafter: OBEC CAD Checker: Andy Howe, P.E.

ALIGNMENT

SHEET NO. FIG. 1

BR_Alignment_PE_01.dgn :: border 9/4/2018 2:13:44 PM LWilhelm

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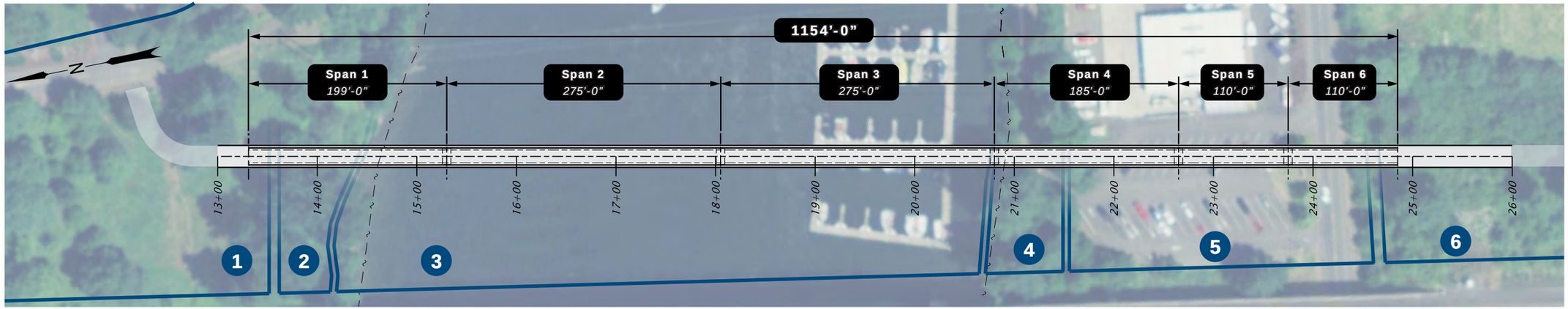

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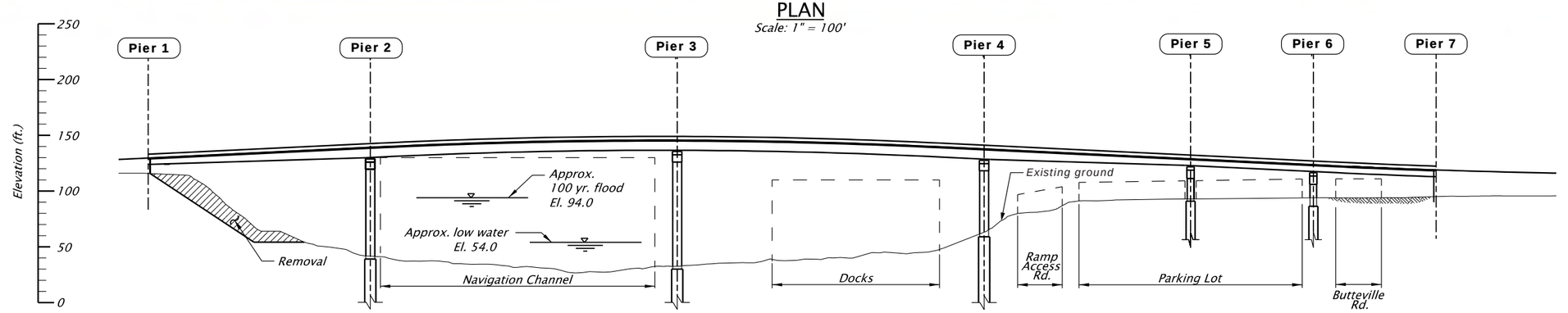

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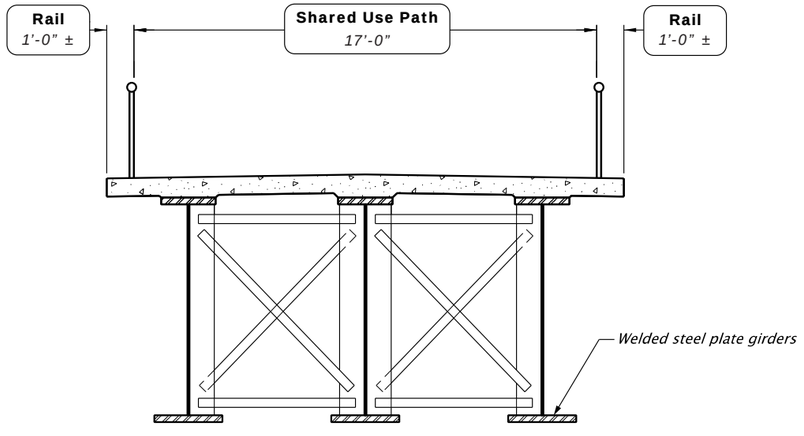

TYPICAL SECTION
Scale: 1" = 5'

FRENCH PRAIRIE BRIDGE PROJECT

WILSONVILLE OREGON

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BOONES FERRY ROAD
MARION AND CLACKAMAS COUNTY

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STEEL GIRDER

SHEET NO. FIG. 2

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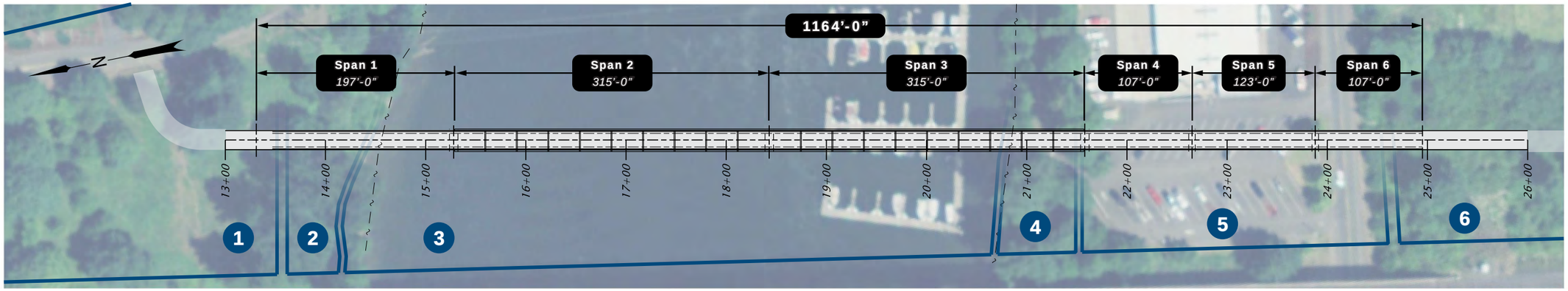
Rotation: 0° Scale: Full Size 1=1



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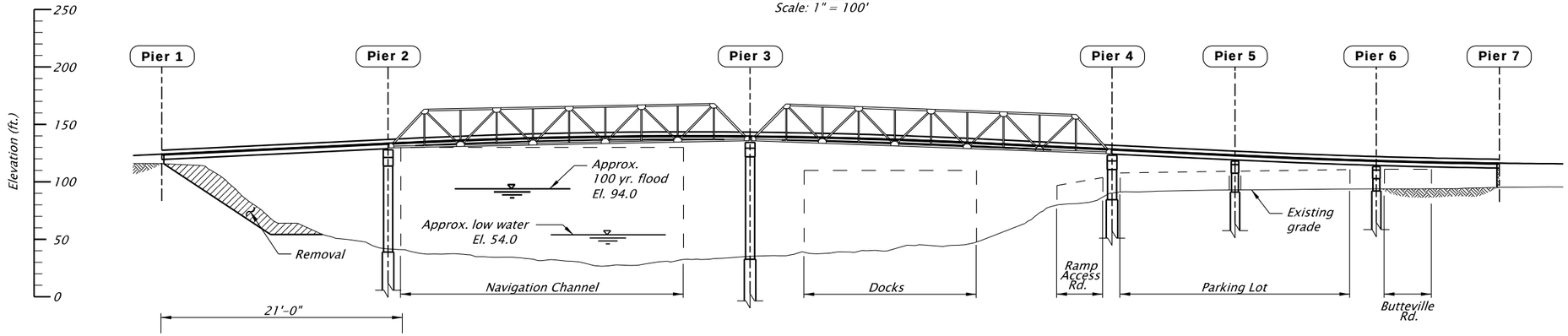

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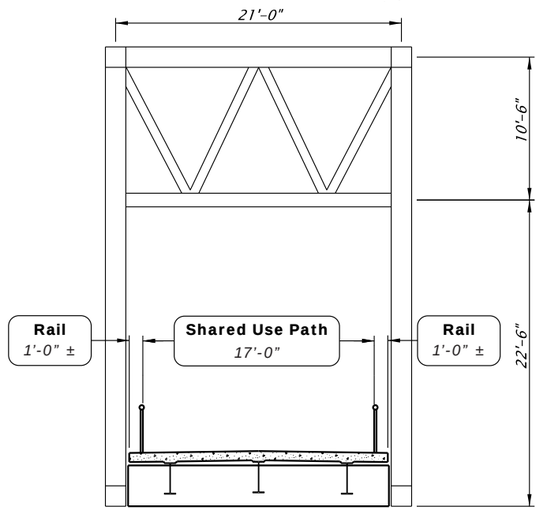

TYPICAL SECTION
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FRENCH PRAIRIE BRIDGE PROJECT IN WILSONVILLE

WILSONVILLE OREGON

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STEEL TRUSS

SHEET NO. FIG. 3

BR_SteelTruss_PE_01.dgn :: border 9/5/2018 3:47:22 PM LWilhelm

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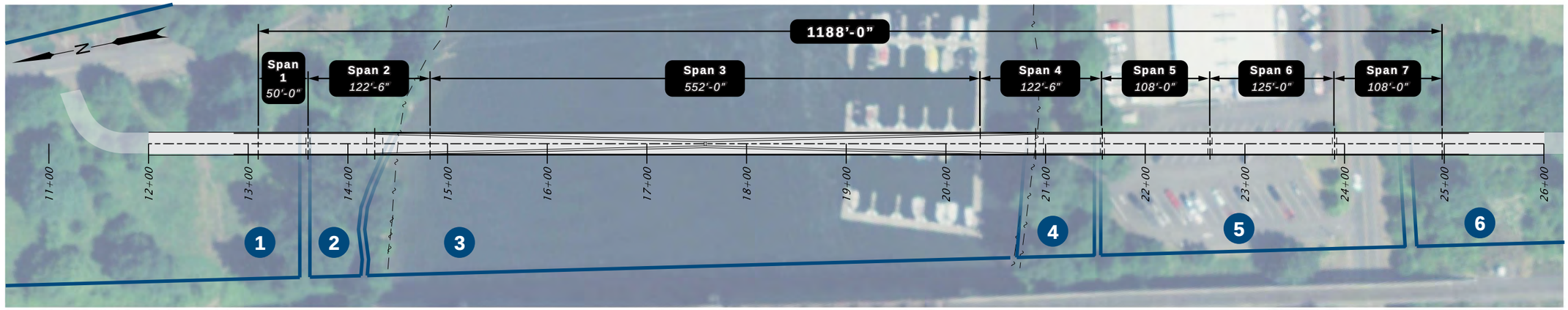

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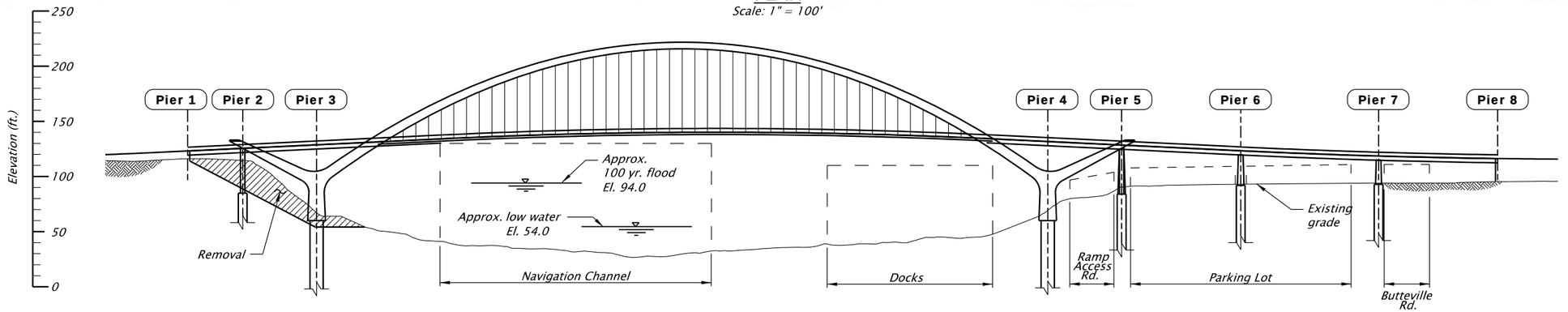

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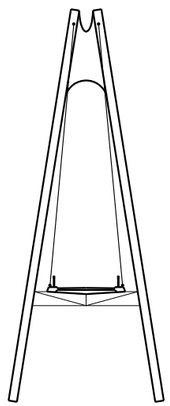

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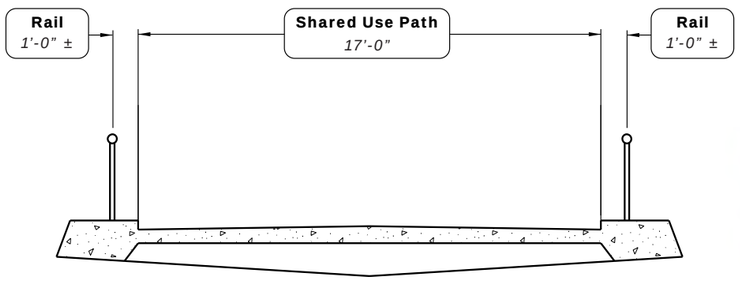

DECK SECTION
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FRENCH PRAIRIE BRIDGE PROJECT IN WILSONVILLE

WILSONVILLE OREGON

SCALE WARNING

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MARION AND CLACKAMAS COUNTY

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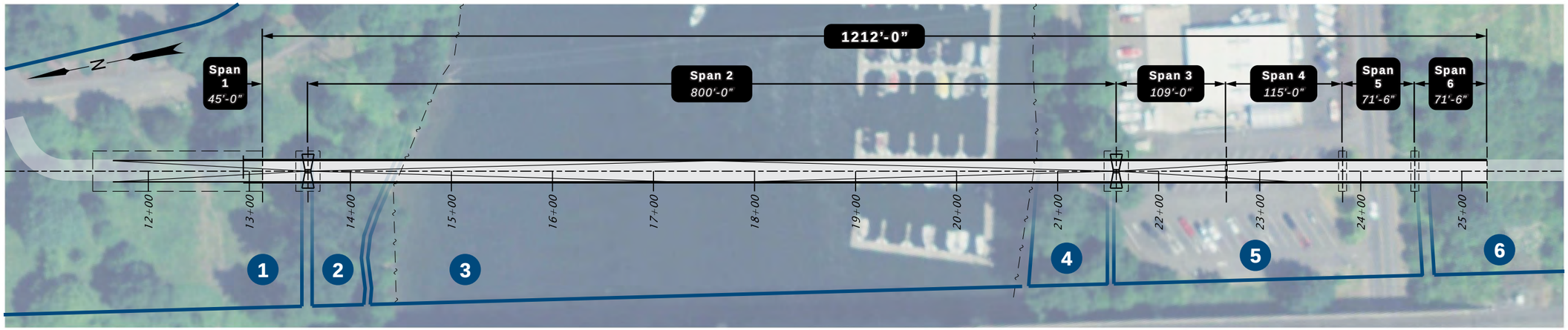
SINGLE ARCH

SHEET NO. FIG. 4



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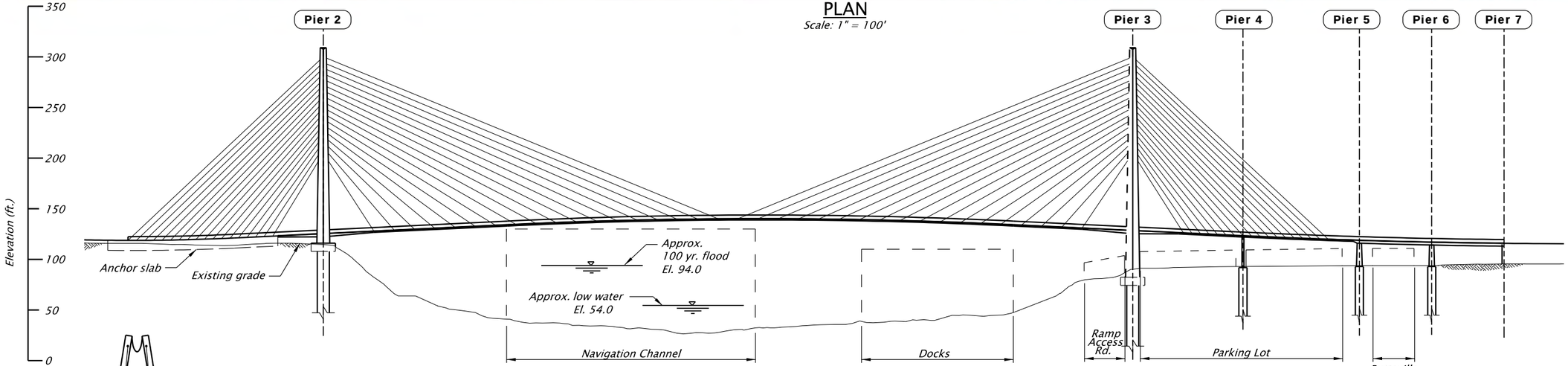

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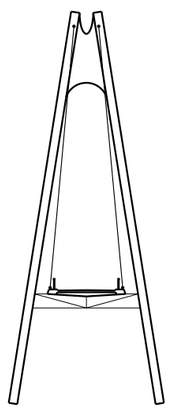

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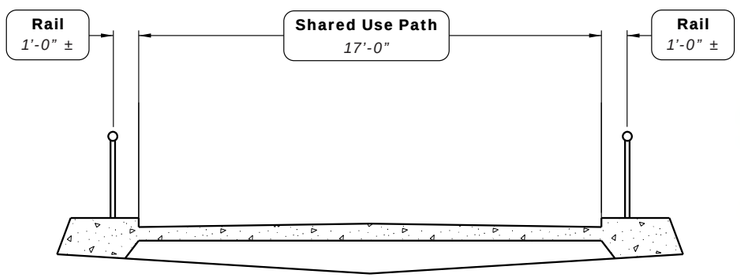

DECK SECTION
Scale: 1" = 5'

FRENCH PRAIRIE BRIDGE PROJECT IN WILSONVILLE

WILSONVILLE OREGON

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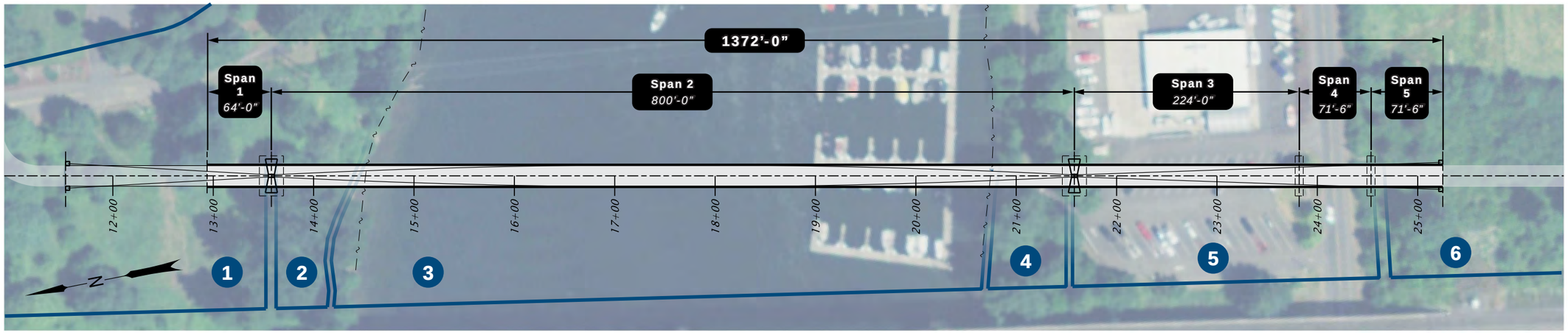
CABLE STAYED

SHEET NO. FIG. 5

BR_CableStay_PE_01.dgn :: border 9/5/2018 4:15:32 PM LWilhelm

Rotation: 0° Scale: Full Size 1=1



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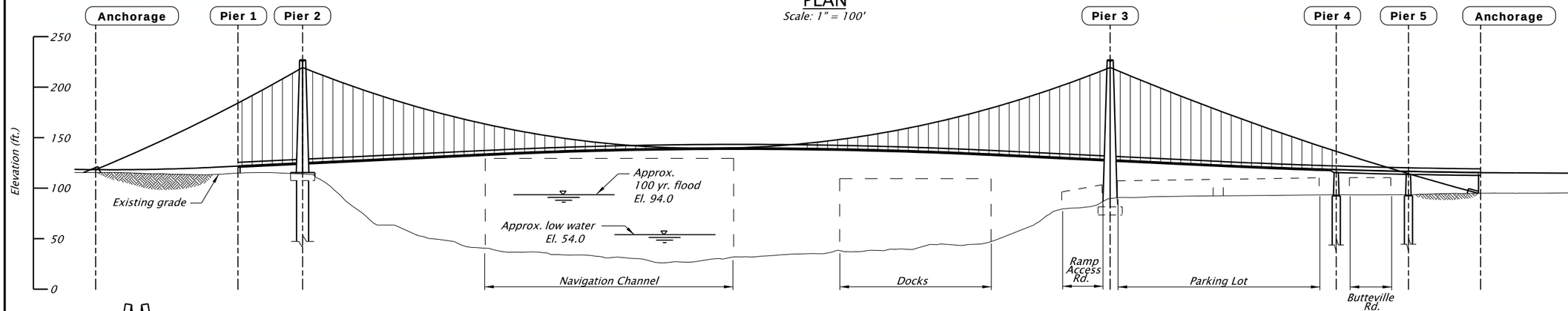

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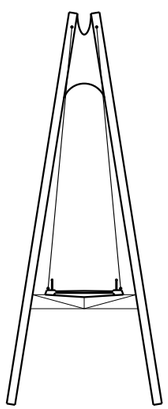

TYPICAL SECTION
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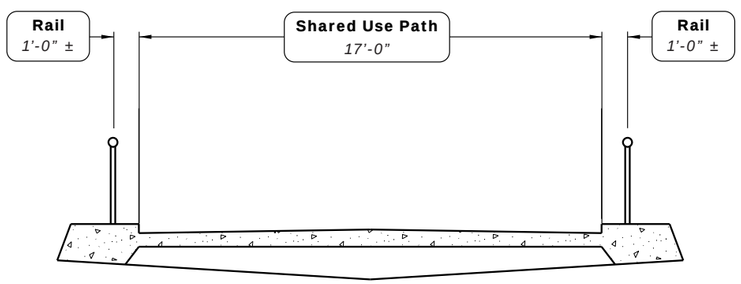

DECK SECTION
Scale: 1" = 5'

FRENCH PRAIRIE BRIDGE PROJECT IN WILSONVILLE

WILSONVILLE OREGON

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SUSPENSION

SHEET NO. FIG. 6

BR_Suspension_PE_01.dgn :: border 9/5/2018 4:16:55 PM LWilhelm

Rotation: 0° Scale: Full Size 1=1

Attachment C

APPENDIX A

Bridge Type Assessment Summary

French Prairie Bridge Project

Bridge Type Assessment

October 2018

The table summarizes how well the bridge type meets project evaluation criteria and compares against other bridge types. Filled circles indicate best suitability and least adverse impact while empty circles indicate least suitability and most adverse impact.

	Steel Girder		Steel Truss		Tied-Arch		Cable-Stayed		Suspension	
Cost & Complexity	Least cost	●	Cost is ~15-30% greater than steel girder	●	Cost is ~90-100% greater than steel girder	○	Cost is ~70-90% greater than steel girder	◎	Cost is ~70-90% greater than steel girder	◎
	~2 year construction duration	●	~2 year construction duration	●	~3+ year construction duration	○	~3 year construction duration	○	~3 year construction duration	○
	Longest permitting duration	○	Longest permitting duration	○	Long permitting duration	○	Shortest permitting duration	●	Shortest permitting duration	●
	Most risk to cost and schedule for in-water work	○	Most risk to cost and schedule for in-water work	○	Most risk to cost and schedule for in-water work	○	Least risk to cost and schedule for in-water work	●	Least risk to cost and schedule for in-water work	●
	Constructable by local contractors	●	Requires some specialty fabrication	◎	Requires specialty contractors	○	Requires specialty contractors	○	Requires specialty contractors	○
Temporary Impacts	Foundation construction in the river channel	○	Foundation construction in the river channel	○	Foundation construction in the river channel	○	No foundation construction in the river	●	No foundation construction in the river	●
	Temporary bridge supports in the river, reducing navigational channel and impacting marina	○	Temporary bridge supports in the river, reducing navigational channel and impacting marina	○	Temporary bridge supports in the river, reducing navigational channel and impacting marina	○	No temporary bridge supports in the river, sporadic impacts to navigational channel and marina	●	No temporary bridge supports in the river, sporadic impacts to navigational channel and marina	●
	Access and staging on both sides of the river, causing moderate impacts to Boones Ferry Park and high impacts to dock area and marina parking	◎	Access and staging on both sides of the river, causing minor impacts to Boones Ferry Park and high impacts to dock area and marina parking	◎	Access and staging on both sides of the river, causing minor impacts to Boones Ferry Park, high impacts to dock area and moderate impacts to marina parking	●	Access and staging on both sides of the river, causing the highest impacts to Boones Ferry Park, and moderate impacts to dock area and marina parking	◎	Access and staging on both sides of the river, causing the highest impacts to Boones Ferry Park, and moderate impacts to dock area and marina parking	◎
Permanent Impacts	Three piers in river channel	○	Two piers in river channel	○	Two piers on river banks	◎	No piers in river	●	No piers in the river	●
	One pier in marina parking lot	○	One pier in marina parking lot	○	One pier in marina parking lot	○	Potentially one pier in marina parking lot	◎	No pier in marina parking lot	●
	Grading in Boones Ferry Park for higher bridge deck/deeper girders	◎	Minor grading in Boones Ferry Park	●	Minor grading in Boones Ferry Park	●	Anchorage for stay cable in the north end of Boones Ferry Park	○	Anchorage for suspension cable in the north end of Boones Ferry Park	○
	Potential dock area impacts due to proximity of new pier	○	Potential dock area impacts due to proximity of new pier	○	No dock area impact	●	No dock area impact, but boat launch road must be realigned	◎	No dock area impact, but boat launch road must be realigned	◎
	Regrade river banks to mitigate floodway impacts	○	Regrade river banks to mitigate floodway impacts	○	Regrade river banks to mitigate floodway impacts	○	No floodway impacts	●	No floodway impacts	●

French Prairie Bridge Project Technical Advisory Committee Meeting #4

Meeting Summary
Wednesday, October 3, 2018
1:00– 3:00 PM

Wilsonville City Hall
29799 SW Town Center Loop E, Wilsonville,
OR Willamette River Rooms I & II

Members Present

Chris Neamtzu, City of Wilsonville Planning; Kerry Rappold, City of Wilsonville Natural Resources; Tod Blankenship, City of Wilsonville Parks and Recreation; Rick Gruen and Tom Riggs, Clackamas County Parks; Anthony Buczek, Metro; Tom Loynes, National Marine Fisheries Service; Tom McConnell, Oregon Department of Transportation; Russ Klassen (for Dan Cary) Oregon Department of State Lands; Natalie Edwards (replaces Carrie Bond), U.S. Army Corps of Engineers

Members Unable to Attend

Nancy Bush, Clackamas County Disaster Management; Scott Hoelscher, Clackamas County Planning; Terry Learfield, Clackamas County Bridge Maintenance; Tom Murtaugh, Oregon Department of Fish and Wildlife; Dan Cary, Oregon Department of State Lands; Robert Tovar, Oregon Department of Transportation; Andrew Phelps, Oregon Office of Emergency Management

Project Management Team/ Staff

Karen Buehrig, Clackamas County; Bob Goodrich, OBEC Consulting Engineers; Zach Weigel, City of Wilsonville; Anne Pressentin, EnviroIssues; August Burns, EnviroIssues

Conversation is summarized by agenda item below.

---

1. Welcome and Introductions **1:00 – 1:20pm**

City of Wilsonville French Prairie Bridge Project Manager Zach Weigel welcomed Technical Advisory Committee (TAC) members and thanked them for staying with this important project into the next phase of bridge type selection. Acknowledging that Kirstin Greene, former facilitator from EnviroIssues, had moved on to a public-sector position, Zach introduced Anne Pressentin of EnviroIssues as the new project facilitator. Facilitator Anne Pressentin asked members to introduce themselves and then went through the meeting agenda.

2. Project Updates **1:20 – 1:40pm**

Recognizing that it has been many months since the last TAC meeting, Zach gave a brief overview of key decisions that have been made since the last TAC meeting as well as a project schedule update. Key decisions include the unanimous decision of Wilsonville City Council and the Clackamas County Board of Commissioners passing a resolution in favor of alignment W1, which the TAC and Task Force recommended. The next step is to evaluate five potential bridge types.

Based on discussions with the Federal Highway Administration, the project team will complete a

planning summary document that comprehensively details the analysis and process to date. FHWA will review the document to determine what other environmental reviews/assessments are needed for the project to proceed.

The Task Force will meet in December to review the five bridge types and recommend two preferred bridge types for further evaluation based on TAC and public input. Those two bridge types will go to City Council and Clackamas County Board of Commissioners for approval to proceed with the additional analysis. Zach presented an update project schedule.

Additionally, there is a project online open house that will be live from October 11, 2018 – October 30, 2018, and an in-person open house slated for October 18th.

3. Bridge Type Selection Process **1:40– 1:55pm**

Bob Goodrich explained the selection process and logic behind settling on the five bridge types identified for evaluation. He noted a couple of structure types specifically not evaluated: a stress ribbon bridge would have difficulty meeting ADA requirements because of the steep grades near bridge supports; concrete girders cannot feasibly achieve the necessary span lengths to meet the navigational clearance without incurring additional costs and impacts. The five bridge types being evaluated are: steel girders, steel trusses, tied arch, cable-stayed, and suspension.

The project team developed the following selection criteria when evaluating the bridge types:

- Economics
    - Design and Construction Cost
    - Design and Construction Duration
    - Maintenance
- Constructability,
    - Substructure Access Requirements
    - Substructure Complexity
    - Superstructure Access Requirements
    - Superstructure Complexity
- Impacts
    - Temporary Resource Impacts
    - Temporary Built environment Impact
    - Permanent Resource Impacts
    - Permanent Built environment Impact
- Aesthetics

A TAC member asked whether temporary and permanent impacts were weighted the same. Bob Goodrich said when different weights were applied the outcome did not change significantly. The TAC noted the subjectivity of impacts as a challenge in considering weighting, but did not want to mask the permanent impact if there was a high weight on temporary impacts.

The TAC recommended removing aesthetics from the scoring criteria due to the inherent subjectivity.

Clarification was given that the smaller scoring numbers are meant to denote better bridge type outcomes for the individual criteria. Clarification was also given that this ranking system is relative to the other bridge types, and are meant to help the TAC, Task Force, and Public get a sense of the bridges compared to one another. It is a process developed to facilitate discussion and inform

decision-making, not to provide "the answer".

Questions arose around real numbers for bridge cost estimates, something that will dictate whether building a bridge is feasible. The project team pointed out that it is too early in the project to give hard numbers for bridge costs because there are too many factors that will arise in later stages to be able to give accurate estimates at this point. However, relative cost was a scoring criterion.

Bob Goodrich then walked the TAC through each of the five bridge types and how the scoring criteria was applied to each.

Some aspects of all bridge types that were taken into consideration included:

- Creating a navigational channel in line with up and downstream bridges
- Providing vertical clearance over the river no less than the up and downstream bridges
- Minimum span length similar to the navigational channel
- Adverse natural resource impacts that are potentially avoidable with other bridge types
- Ability to avoid permanent impacts is dictated by bridge type and span length

Steel Girder

The TAC asked whether the bridge type would determine how far or close the structure could be built to the existing railroad bridge. The project team clarified that the alignment dictated the distance between the potential structure and current railroad bridge. The alignment placement took into consideration the railroad bridge's potential failure in the event of an earthquake. Each bridge type has the same horizontal alignment, but vertical alignment shifts depending on the total depth of the bridge structure spanning the river.

A concern was raised about the stormwater outfall from Boones Ferry road and how the environmental impacts of a cut bank from this bridge type might be problematic due to erodible soils. The project team recognizes that environmental impact of this bridge type, given the pier locations and the need to balance flooding potential with soil types. Steel girder bridges have the deepest structure from the bridge deck to the bottom of the girders. It was also noted by the project team that no bridge will be inexpensive or low impact.

There was discussion about the impacts to the marina's parking lot. This bridge has a potential to impact parking for up to two years of construction and the potential to remove a parking spot for the bridge's foundation. Consideration is needed long term for a new parking lot to serve the trailhead to alleviate stress on marina parking space, one member said. A new lot was not considered in this study since it does not affect bridge type selection.

While the cost is relatively low for this bridge, there are temporary and permanent impacts associated with it, including permanent piers in the river and one in the marina parking lot.

Steel Truss

The profile of a steel truss can be closer to the water than a steel girder bridge and still meet the navigational requirements, which makes the bridge a little shorter overall and may save on some of the approach construction costs. Costs are similar to the steel girder. The TAC wondered if the shorter approach affected the dimension of the piers, but it does not affect it dramatically. Permanent impacts are also similar.

A TAC member said that Oregon has several steel truss bridges and that a common expenditure in

maintenance is painting, and that Wilsonville will need to consider that expense as they will be the ones fronting the bill. The project team explained that a way around that expense is to construct either the steel girder or steel truss bridge with weathered steel, which is inherently corrosion resistant. This would eliminate painting as a maintenance concern. The project team also said that should either a truss or girder bridge move forward, the agency responsible for long-term maintenance will need to weigh in.

Tied Arch
The tied arch bridge type still requires a pier in the marina parking lot, but the river piers are removed from the main river and are located on the edge of the channel. The structure depth is shallow, and the profile is low. However, this is a much higher cost bridge type and requires specialty construction.

The TAC brought up a concern about excavating the edge of the river versus building a retaining wall, a consideration the project team went back and forth on in terms of showing on the bridge figure. Ultimately, the project team decided to show the bank cut back. It was noted that land could be better utilized with the construction of a retaining wall, but at a higher project cost.

The TAC asked about why the tied arch bridge was ranked lower in aesthetics than the steel girder and steel truss bridge types. The project team recognized the subjective nature of the ranking but felt it was justified given the height (tall) and width (narrow) of the bridge would be disproportionate to the two existing bridges in the project area.

There was also concern as to whether emergency vehicles would be able to fit through the narrow archway of this bridge type. The project team assured the TAC that emergency vehicle clearance would be accommodated in bridge design.

Cable Stayed
This bridge type has no piers in the river, which will reduce or eliminate permanent impacts in the river. The bridge figure shows a pier in the parking lot, but the project team says it is possible to remove that pier during preliminary design. This bridge type has the potential for further modifications to reduce temporary and permanent impacts to the marina and river, however, it is a relatively high cost bridge type that requires specialty construction.

The TAC requested that the project team list out local examples of all the bridge types.

The TAC was also curious if the Aurora Airport had been coordinated with and was concerned with the height of the piers affecting flight path. The project team assured the TAC that the design would be coordinated appropriately and that the piers would not intrude in flight path.

Suspension bridge
This bridge type has many similarities to cable stayed. The piers and pylons are shorter and it has a main suspender cable. Potential temporary impacts include the need to construction a large buried anchorage block in Boones Ferry Park. Most construction of the suspension bridge is at deck level and won't create temporary or permanent river impacts, making this one of the lowest impact bridges compared to the other options. This is a high cost bridge type requiring specialty construction.

Additional comments and questions:

- What is difference in the height between suspension and cable-stay?
- Better explain rationale for different ranks. If ranks are different, the text in the table should be different.
- Have you talked with the tribal nations?

4. Ranking of Bridge Types **1:55 – 2:50pm**

Cost

In terms of expense, steel girders are the least expensive with steel trusses not far behind, cable stayed and suspension bridges are close in cost, and the tied arch is the most expensive.

TAC asked why the suspension bridge was ranked as being less expensive to maintain than a cable stayed bridge and the project team felt that the greater number of individual cables compared to one main cable for the suspension bridge to maintain warranted a higher score.

TAC was concerned about the lack of mention regarding permitting process and difficulty for each bridge type. TAC suggested the project team consider adding a criterion about difficulty to permit and duration of the permitting process.

Based on TAC feedback, the project team will add a percentage range difference in cost between the bridge types to the scoring and change the cost scoring for cable stayed and suspension bridges to 4 (from 3) (A higher rank is less desirable).

Constructability

There was confusion about the scoring difference between steel truss and steel girder bridges. The project team explained that the gap was due to a hidden row in the excel spreadsheet used for the analysis that calculated scores under certain assumptions. These assumptions did not change to outcomes significantly.

Based on project team presentation, the TAC concluded that the tied arch is most difficult bridge type to construct, and cable stayed and truss are easiest.

Impacts

TAC members wondered if temporary impacts for construction, materials delivery and staging were captured in the scoring. The project team confirmed that it was to some degree, but a more detailed assessment will need to be done later in the project to account for economic impact to the surrounding businesses. Rick Gruen wanted his concern on record with construction-related impacts to local businesses. The project team noted that only a small amount of data in terms of inventory maps have been gathered to assess impacts to wetland streams. It was also mentioned that regardless of what spans the river, there will be impacts to wetlands.

One member said this project should acknowledge the majority of impacts will be to the south side of the river, with the north side accruing very little, if any, impacts. Much consideration needs to take place regarding the impacts to the marina and the time of year of construction. One member asked how much flexibility exists to move the piers within the selected alignment to avoid impacts to structures. The project team said there wasn't much flexibility given the railroad bridge and the need to land at Boones Ferry Road. TAC members said care should be taken in designing of the final bridge type to mitigate the potential for bridge users to launch projectiles off the bridge and damage property. The project team said fences or nets and cameras can be used to mitigate the

potential for property damage from items being thrown from the bridge deck.

TAC members were concerned about wildlife habitat and wanted to see greater differences between the tied arch bridge type and the steel girder and steel truss in terms of permanent impacts because the latter two bridge types have piers in the river while the former does not, and this will have permanent impact on fish habitat. The project team said the tied-arch would have piers below the high-water mark, but the cable-stayed and suspension do not, which is reflected in the scoring.

Additional comments included:

- Would in water work be conducted from barge or work bridge? Could affect navigation.
- What/where would access be for materials?
- ACOE will need to consider all the alignments and understand the rationale during the permitting process.
- Concern raised during the end of the discussion about impacts during construction and permanent impacts to marina and natural resources and whether the best alignment was selected to avoid impacts that are now better understood.

Anne Pressentin flip charted key points of the discussion to gain the group's consensus on the recommendations to move ahead:

- Reflect mitigation cost in the design and construction cost comparison
- Provide more detail to explain the differences and the rationale for the scoring in the ranking tables in the draft report
- Reflect in the rankings the longer permitting window for the bridge types with piers below the high-water mark
- Re-check the ranking methodology to be sure results accurately reflect the analysis
- Remove aesthetics from the ranking because it is subjective.
- The tied arch should not move ahead because the benefits clearly do not outweigh the impacts and cost.
- One each of steel bridge types and cable/suspension bridge types should move ahead. The impacts and costs of the two groups are similar and offer a range of options.

6. Next Steps **2:50 – 3:00pm**

The project team will take public comment through an in-person open house on October 18th and an online open house, which closes at the end of October. After public comments have been summarized, and the TAC and Task Force have recommended two bridge types, the project team will present to City Council and the Clackamas County Board of Commissioners.

Anne Pressentin thanked the TAC for participating and closed the meeting.

Attachment E

Fall 2018 Bridge Type
Public Involvement Summary

November 19, 2018

Prepared for the City of Wilsonville

Prepared By

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Portland, OR 97201
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Introduction

The City of Wilsonville, in partnership with Clackamas County, Metro and the Oregon Department of Transportation, is planning and developing preliminary designs for a proposed bicycle/pedestrian/emergency-access bridge across the Willamette River. The bridge would be located at the approximate site of the historic Boones Ferry, located between the I-5 Boone Bridge and the railroad bridge to the west.

Regional and community leaders have worked since 2016 to deliver on a 20-year vision to better connect the region's trail system and close a gap for safe bicycle and pedestrian travel across the Willamette River. In 2018, the Wilsonville City Council and Clackamas County Board of County Commissioners selected an alignment for the new bridge that would connect the City's Boones Ferry Park on the north side of the river to Northeast Butteville Road, opposite the Boones Ferry Boat Launch on the south side. The project team is currently assessing five bridge types for this preferred bridge location.

This report summarizes public input received during October 2018, which will inform discussions of a community task force in December 2018. The task force will make a recommendation to the Wilsonville City Council and Clackamas County Board of County Commissioners, which will narrow the bridge type options to two in early 2019.

Public input opportunities

In October 2018, the project team sought to:

- Continue ongoing education of stakeholders, future bridge users and others about project benefits
- Share information from the technical analysis of each bridge type with the public (including environmental impacts, effects to existing structures, costs, constructability, compatibility with project goals, etc.)
- Gain feedback on bridge type options to allow the task force to make a recommendation to the Wilsonville City Council and Clackamas Board of County Commissioners to narrow choices
- Increase awareness of project process and schedule

Figure 1: Project staff and attendees at Oct. 18, 2018, French Prairie Bridge open house.

The City of Wilsonville invited public input via two primary methods:

In-person open house: The project team hosted an in-person open house on Oct. 18, 2018, at City Hall to share information about the project and solicit feedback. Attendees could view posters and a slide show with images of bridge types under consideration. Project staff were available to present information and answer questions. The project team solicited public input via a paper questionnaire and flip charts corresponding to each of the bridge types (see Appendix A for a transcript of the flip charts).

Figure 2: Project staff and attendee at Oct. 18, 2018, French Prairie Bridge open house.

Fifty-three people attended the open house and 23 attendees completed questionnaires. In addition, nine people completed event evaluations which indicated satisfaction with the information presented and opportunity to provide input.

Online open house: The project team also hosted an online open house Oct. 11-30, 2018. The interactive website provided the same information presented at the in-person event in a digital format. The online open house included a questionnaire with the same questions as the paper questionnaire used at the in-person open house. The website could be automatically translated into Spanish and other languages via Google Translate. More than 1,200 unique users accessed the online open house during 1,400 sessions (meaning some users visited the page multiple times).

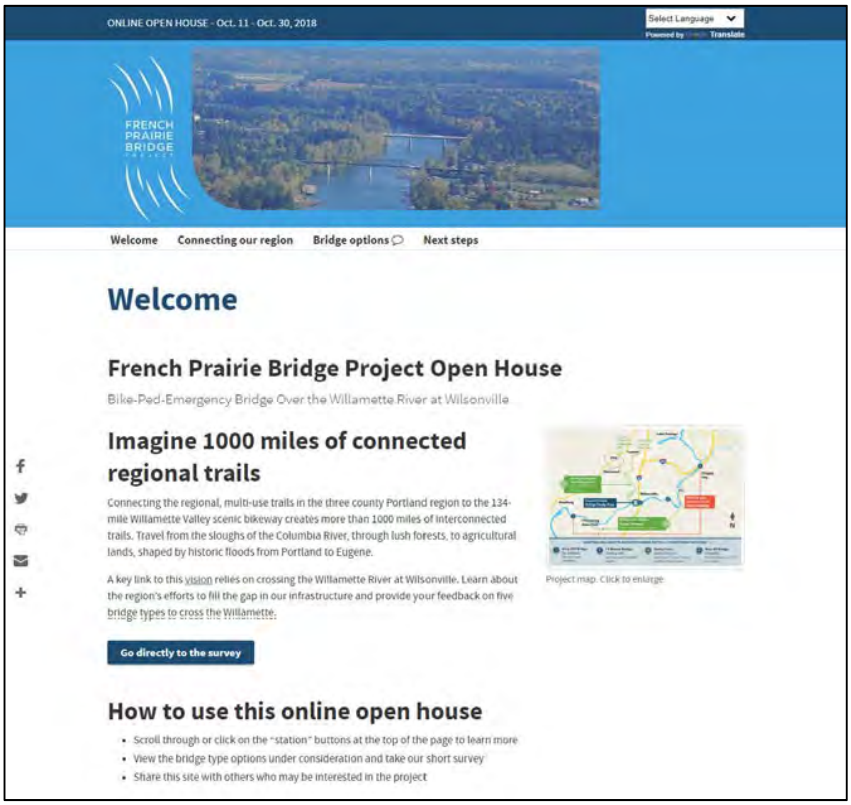


Figure 3: Screen shot of French Prairie Bridge Project online open house.

Notification

The project team used the following methods to publicize the in-person and online open house:

Project website: The project team published information about the open house and a link to the online open house on the project website, www.frenchprairiebridgeproject.org.

Mailer: In early October, a notice in English and Spanish was mailed to 12,854 addresses, which included Wilsonville households and households within a 0.5 mile radius just south of the proposed bridge landing.

Email: Emails were sent to the project mailing list and to news media.

Social media posts: The City of Wilsonville shared information about the open house and online open house in September and October via the City's Facebook and Twitter accounts.

***Boones Ferry Messenger*:** The City featured an article about the input opportunities in its October edition of the monthly newsletter.

Media and blog coverage: The *Wilsonville Spokesman*, *Bike Portland* blog, *Wilsonville Patch* and *Canby Now* published articles about the input opportunities in October.

Feedback analysis methodology

Figure 4: Attendees to Oct. 18, 2018, French Prairie Bridge open house complete questionnaires.

For the purposes of analysis, the results from both the online and in-person questionnaires (which were identical) are discussed together. The questionnaire included 17 questions about the project and five demographic questions. (See Appendix B for text of the questionnaire.) In total, 296 respondents answered at least one question, and 263 completed the questionnaire.

For each bridge type, the questionnaire asked participants to gauge their agreement with three statements related to visual compatibility, user experience, and benefits outweighing costs. Participants were asked if and how they see themselves using the potential bridge and had the opportunity to provide open-ended feedback. The questionnaire gathered demographic data on neighborhood, age, gender identity, and racial/ethnic identity.

The questionnaire did not require participants to answer every question before submitting. Bridge type questions were randomized so that each user answered questions about the five bridge types in a different order. This intentional data collection technique was used to

ensure that every bridge type gathered responses and led to slight variations in the number of responses received for each bridge type. There was no substantial drop in response numbers for any bridge type.

Responses were not limited by Internet Protocol (IP) address so that multiple members of the same household or workplace could submit feedback. The project team reviewed data by IP address, and no evidence of intentional multiple submissions was found.

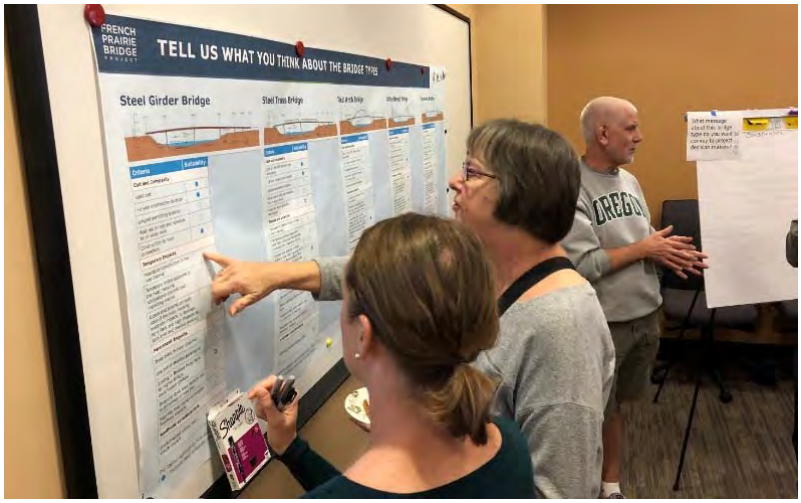


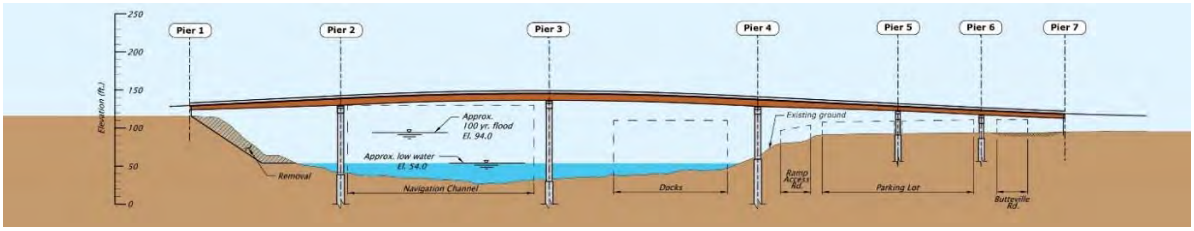
Figure 5:Project staff and attendee at Oct. 18, 2018, French Prairie Bridge open house.

The questionnaire results are not statistically representative, meaning the respondent sample is not predictive of the opinions of the Wilsonville or Clackamas County population as a whole. Questionnaire respondents are more likely to be male and older than the Wilsonville average (see demographics section on page 7 for more information).

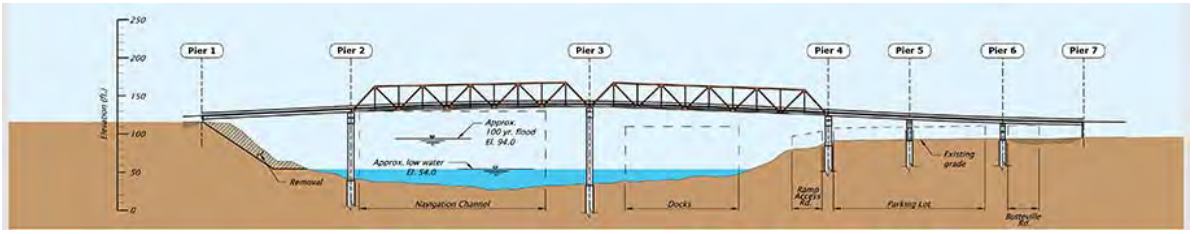
Key takeaways

- Many respondents identified aesthetics, cost of construction and impacts to the river as top considerations for them when deciding on a bridge type.
- The cable-stay and suspension bridge types were viewed more favorably by many respondents than other bridge types because they would not involve constructing piers in the water and because they offer a signature or statement look that is different from other bridges in the area. The steel girder bridge type also was viewed favorably by many due to its unobstructed views from the bridge and visual compatibility with surroundings. The steel truss bridge type received the most negative responses.
- Respondents expressed mixed opinions on the need for the project and the need to get it started right away.
    - Respondents who questioned project need often said alleviating vehicle congestion was a higher priority than building a non-vehicle bridge.
    - Respondents seeking to build the project quickly cited the safety benefits for bicyclists and pedestrians, potential positive impact on tourism and potential to attract private investment.
- Across the board, respondents appear skeptical that the positive benefits of these bridge types outweigh the costs and negative impacts. Just over half said benefits outweigh the negative impacts for cable stay and suspension bridge types, but respondents don't believe this is the case for the other three bridge types.

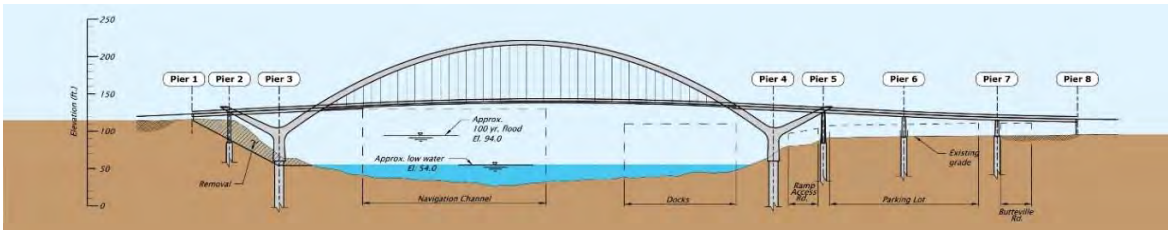
Bridge types under consideration:



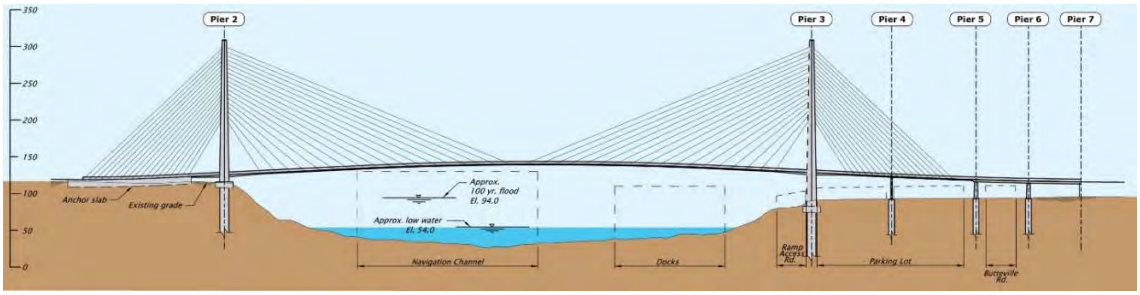
Steel Girder



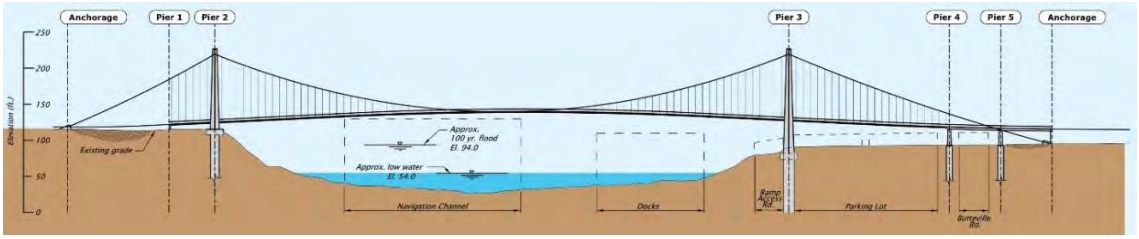
Steel Truss



Tied Arch



Cable Stay



Suspension

Demographics

Neighborhood of residence: About 60 percent of questionnaire participants lived in Wilsonville. Of those, the most represented neighborhoods are Charbonneau, Villebois, Daydream Ranch, Old Town, Park at Merryfield and Landover. About 35 percent of questionnaire participants live outside of Wilsonville in surrounding Portland-metro area communities. About 5 percent live elsewhere in Oregon or out of state.

Table 1: Respondent's age

Age	Survey respondents	Wilsonville population
20-24	2%	7%
25-34	13%	10%
35-44	15%	8%
45-54	24%	13%
55-59	12%	6%
60-64	10%	6%
65-74	18%	7%
75+	5%	7%

Age: Year of birth data was compared using the demographics from the 2012-2016 American Community Survey. Wilsonville's median age is 36 years and the average age of respondents is about 53 years. The most represented age bracket of survey responders falls is 45-54 years at 24 percent, but the same demographic makes up 13 percent of Wilsonville's population.

Race/Ethnicity: About 82 percent of participants identified as White/Caucasian alone, compared to 85 percent of Wilsonville residents. The Hispanic or Latino community was underrepresented, making up 14 percent of Wilsonville residents but only 3 percent of questionnaire participants. Asian/Pacific Islander represents 6 percent of Wilsonville residents, but only 2 percent of survey respondents. African American/Black participants made up less than 1 percent of respondents but represent 3 percent of Wilsonville residents. Native Americans fell within a percentage point of survey participation and Wilsonville resident demographics. Participants who identified as more than one race matched Census data for the City at 4 percent. None of the 'other' responses denoted a categorical race or ethnicity.

Table 2: Survey respondent's race/ethnicity

Race/Ethnicity	Survey respondents	Wilsonville population	Total
African American/Black	<1%	3%	1
Asian/Pacific Islander	2%	6%	4
Hispanic/Latinx	3%	14%	7
Native American/American Indian	2%	1%	4
White/Caucasian	82%	85%	195
Mixed Race	4%	4%	10
I prefer not to say	13%	-	31
Other – write in	3%	-	8

Gender: Female participation comprised 27 percent of survey responses and nearly 54 percent of Wilsonville's population. Many survey participants identified as male (40 percent), many preferred not to answer (31 percent) and one participant identified as genderqueer.

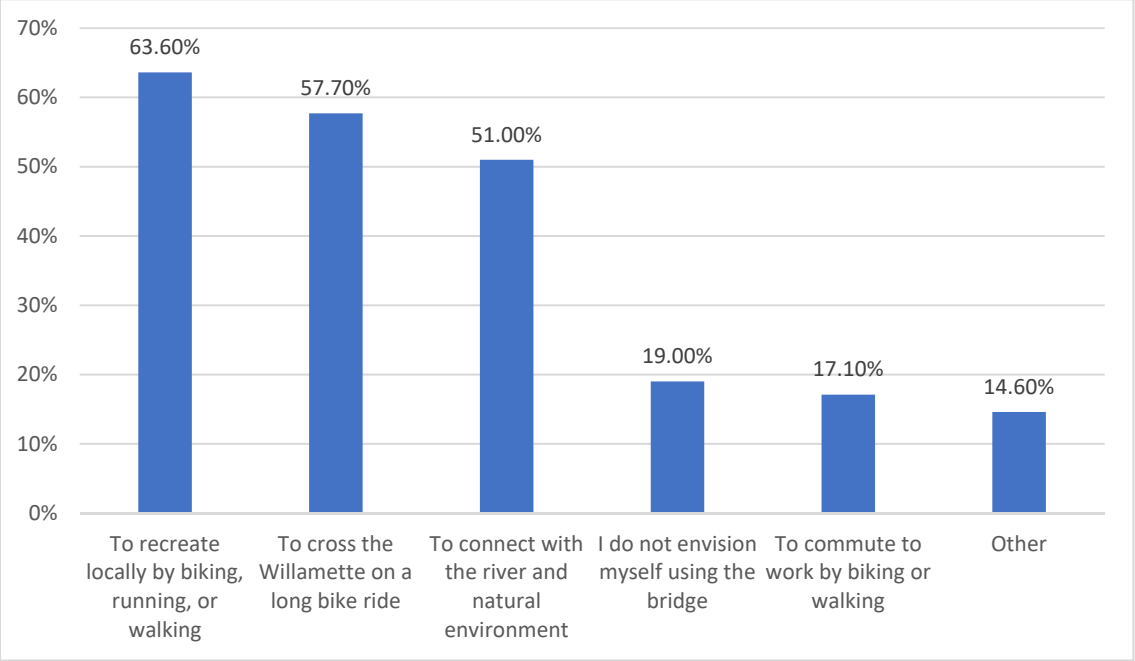
Questionnaire results: Closed ended questions

The following section has results for the closed-ended questions.

Future use of a new bridge

Participants were asked how they envisioned themselves using a new bridge (Figure 6). Respondents could select multiple responses.

Figure 6: How do you envision yourself using the bridge? (N = 256)



Respondents indicated they would most likely use the bridge to recreate or connect with the natural environment. Fewer than 20 percent of respondents said they did not envision themselves using the bridge.

Almost 15 percent (37 responses) selected “other” and wrote in a response. Of those, most participants said the bridge would be best utilized in case of emergency, like a natural disaster or traffic incident on the Boone Bridge that would otherwise prevent emergency responders from crossing the river. Other responses included walks with friends and family and commuting by bike to amenities on opposite sides of the river like shopping, groceries and dining. Some participants said they would use the bridge if it were built but said there were much greater transportation needs in the area. A few were concerned that the bridge would bring increased crime and vandalism to their neighborhoods. (See Appendix C for all written responses.)

Questions on bridge type

For each bridge type, respondents were asked how much they agree with three statements based on the technical information provided (Tables 3, 4 and 5):

1. This bridge type is visually compatible with the surrounding build and natural environment.
2. This bridge type would provide a positive user experience.
3. The positive benefits of this bridge type outweigh the costs and negative impacts.

Table 3: Percent of respondents who agreed or disagreed with the following statement: This bridge type is visually compatible with the surrounding built and natural environment.

	Strongly or somewhat agreed	Strongly or somewhat disagreed	Unsure	Total responses
Steel Girder	61%	33%	1%	269
Steel Truss	44%	55%	1%	262
Tied-Arch	60%	39%	2%	260
Cable Stay	66%	33%	1%	268
Suspension	74%	25%	1%	260

Table 4: Percent of respondents who agreed or disagreed with the following statement: This bridge type would provide a positive user experience.

	Strongly or somewhat agreed	Strongly or somewhat disagreed	Unsure	Total responses
Steel Girder	63%	36%	1%	268
Steel Truss	43%	55%	3%	261
Tied-Arch	73%	24%	3%	258
Cable Stay	80%	18%	2%	266
Suspension	81%	18%	1%	259

Table 5: Percent of respondents who agreed or disagreed with the following statement: The positive benefits of this bridge type outweigh the costs and negative impacts.

	Strongly or somewhat agreed	Strongly or somewhat disagreed	Unsure	Total responses
Steel Girder	48%	50%	3%	270
Steel Truss	27%	68%	5%	259
Tied-Arch	34%	61%	5%	260
Cable Stay	57%	39%	4%	268
Suspension	62%	35%	3%	260

A slight majority of respondents generally feel all the bridge types would be visually compatible, with the exception of the steel truss type. More than half of all respondents agreed that four of the five bridge types (steel girder, tied-arch, cable stay and suspension) would be visually compatible with the surrounding environment. The exception was the steel truss bridge type, which received the lowest level of agreement across all three statements.

Greater majorities of respondents generally feel most bridge types will provide a good user experience, with the exception of steel truss. For four of the five bridge types (steel girder, tied-arch, cable stay and suspension), respondents had more favorable responses on user experience than visual compatibility.

For the steel truss, the total negative response was similar to the visual compatibility results, but there were fewer respondents who strongly disagreed. For the cable stay and suspension bridge, a greater percentage of respondents strongly agreed these bridge types would provide a positive user experience. Overall, the greatest proportion of respondents agreed the suspension bridge would be visually compatible and provide a positive user experience.

Across the board, respondents appear skeptical that the positive benefits of these bridge types outweigh the costs and negative impacts. Just over half said this is true for cable stay and suspension bridge types, but respondents don't believe this is the case for the other three bridge types. More than half of respondents agreed that cable-stay and suspension bridges had benefits that outweighed the costs, though agreement on this issue was less strong than the other statements. Conversely, a plurality of respondents felt that the benefits of building a steel girder, steel truss and tied-arch types did not outweigh the costs.

Questionnaire Results: Open Ended Questions

Two open ended questions were asked:

1. What else should project decision makers know about the bridge types? (121 responses)
2. What additional questions do you have? (64 responses)

Topics and themes in responses to these questions were very similar, so the comments have been combined for the analysis. The project team reviewed and categorized each open-ended comment based on the topics discussed. Table 6 summarizes the frequency of topics mentioned in these open-ended comments. Many comments discussed multiple themes and could therefore be categorized into multiple categories. The following sections discuss key messages, questions and concerns related to these categories. Verbatim comments are presented in Appendix C.

Table 6: Open ended comments by thematic topic

Topic	Number of comments	Percent of all comments
Bridge aesthetics	46	25%
Cost of construction and/or maintenance	45	24%
Project need	31	17%
Piers in the water	20	11%
Project schedule	18	10%
Vehicle congestion on nearby roadways	16	9%
User experience	13	7%
Seismic resiliency	8	4%
Decision process	8	4%
Design considerations	8	4%
User safety	7	4%
Funding / revenue	6	3%
Emergency response	6	3%
Fish and wildlife	5	3%
Long-term effects	4	2%
Nuisance behavior	4	2%
Future users of facility	3	2%
Alternatives considered	2	1%
Crime	1	1%
Other topics	2	

Bridge aesthetics:

Approximately 25 percent of all open-ended responses discussed how the bridge would look.

- More than a dozen comments said aesthetics should be a top priority. They said a special or statement bridge could help attract tourists and more investment to the area. Some said aesthetics was more important than cost.
- Many commenters provided their preference or opposition of a particular bridge type based on aesthetics:
    - Steel truss was mentioned as the least attractive by several respondents because this bridge type already exists in Wilsonville.

    - Several said the steel girder was most attractive because of its simplicity and ability to fit in with the surroundings. One person suggested using pots and trees on the bridge deck to fit in with surroundings. Another said a steel girder could be built with walls and a roof to match historic covered bridges.
    - A handful of comments suggested a suspension or cable-stayed bridge was the most attractive, modern option and would serve as a "signature bridge."
    - Two respondents suggested the tied-arch as their preferred option.
- Other comments related to aesthetics mentioned:
    - Preference for matching neighboring bridges
    - Adding finishes or treatments to the façade to improve aesthetics
    - Requests for photo visualizations to better understand compatibility
    - Arguments that aesthetics should be secondary to cost
    - Calls for ensuring the bridge has a high aesthetic value
    - Statements that all options look nice

Cost of construction and/or maintenance

About a quarter (24 percent) of comments mentioned the cost of construction or long-term maintenance.

- Many of these commenters said selecting a lower cost bridge option is a priority.
- A few commenters said the project is a waste of funds given the high expected cost and importance of other regional priorities.
- A few commenters said they would support a higher cost bridge because it is an investment in the community and will attract tourists.
- Other comments related to cost included:
    - Questions about the total cost
    - Preference for not selecting the bridge type without knowing what funds are available
    - Calls for maintenance costs to be considered during decision-making

Project need

About 16 percent of comments discussed project need.

- Most of these comments questioned the need for the project given other transportation priorities – specifically to resolve congestion of the I-5 corridor and Boone Bridge – and other community needs.
- Some said the project should not be built because they do not perceive a need for it.
- A few comments specifically said the project will benefit the safety of bicyclists and pedestrians and will attract users, making it needed.

Piers in the water

About 10 percent of comments advocated for fewer piers or avoiding piers in the water either to prevent flooding, protect fish and wildlife habitat, avoid navigation impacts and/or avoid lengthy permitting processes related to construction in the water.

Project schedule

About 10 percent of comments focused on schedule. Several said the project should proceed a soon as possible. Some said sticking to a schedule was important and construction should not extend past two years. Some others asked questions about when project construction would start and/or end.

Vehicle congestion on surrounding roadways

Vehicle congestion was mentioned in about 8 percent of comments. Frequently, commenters who questioned the need for the project said congestion was a higher-priority problem. Some specifically mentioned the need to improve the Boone Bridge. A few questioned if the French Prairie Bridge would alleviate congestion on the I-5 Bridge. Others said the French Prairie Bridge would lead to vehicle congestion on local roads after the project was constructed.

User experience

About 7 percent of comments mentioned bridge user experience, saying that views from the bridge should be a high priority. A few mentioned the steel girder bridge as preferred because of the unobstructed views from the bridge. Other comments included:

- See-through decking from a high bridge can be frightening
- Calls to consider off-bridge connections to planned or existing trails to enhance user experience
- Calls to add viewing platforms

Other topics included:

- ***Seismic resiliency***: Some comments questioned if the bridge designs would be built to withstand an earthquake.
- ***Design considerations***: Some comments provided suggestions or had questions about lighting, maximum grade of the bridge, ADA accessibility, width of the bridge and use of sustainable features (e.g. solar panels)
- ***Decision process***: Some comments suggested a vote was needed before a final decision should be made.
- ***User safety***: A few comments highlighted safety concerns on roads leading to/from the French Prairie Bridge, while a few others supported a new bridge due to the existing safety concerns with the I-5 Boone Bridge.
- ***Funding/revenue***: A few comments asked where construction funding would originate. One comment suggested the steel girder bridge could best be used to also carry utility lines, which could help generate fees from the utility owner.
- ***Long-term effects:*** A few comments said it is important to consider the lifespan of the facility when making a decision. Others advocated for considering any long-term effects to the marina and natural resources.
- ***Emergency response:*** A few comments said the new bridge would enhance emergency response because the new bridge could be used by responder vehicles to reach incidents if I-5 is congested.
- ***Nuisance behavior:*** A few comments said efforts are needed to prevent nuisance behavior such as throwing items from the bridge or painting graffiti. Two comments

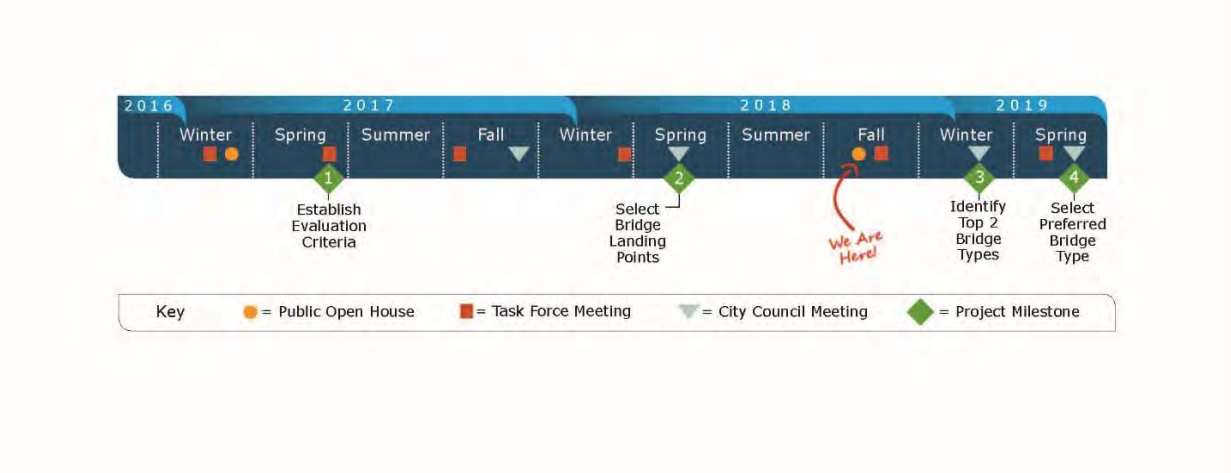
said the steel girder and steel truss were more inviting to nuisance behavior because these bridge types are not as artistic.

- ***Fish and wildlife:*** A few comments mentioned the need to avoid impacts to wildlife or use the project to enhance habitat.
- ***Alternatives considered***: A few comments questioned whether enhancements to the Boone Bridge were considered to address the project need.
- ***Future users of facility***: A few comments questioned who would use the bridge in the future. Two comments suggested that golf carts should be allowed.
- ***Crime***: One comment suggested a new bridge would bring more crime to the area.
- ***Jobs***: One comment asked about the potential for short and long-term job creation for each bridge type during design and construction.

Conclusion and next steps

The results of this outreach and engagement effort will be provided to the project's task force in advance of discussions to recommend two bridge types to the Wilsonville City Council and Clackamas County Board of County Commissioners. The results also will be provided to the project's technical advisory committee.

The Wilsonville City Council and Clackamas County Board of County Commissioners are expected to select two bridge types for additional technical analysis in early 2019 and make a final decision on a preferred bridge type in spring 2019.



Attachment E

APPENDICES

Attachment E

APPENDIX A:

Comments received on flip charts at Oct. 18, 2018 open house

Steel Girder

- General design has potential to blend well with existing railroad bridge
- No "statement" made for Wilsonville ☹

Steel Truss

- Match adjacent bridge which may be visually appealing (less "messy")

Tied Arch

- Far too many adverse impacts, along with highest cost!
- Highest economic impact locally (more jobs and materials sourced here)

Cable Stay

- Least adverse impacts, with best aesthetics. Great choice – IF we can afford it!!
- Like the look of this one the best, unique look!
- Less impacts to the river.
- An iconic bridge (like this) supports local economy!
- #1 choice

Suspension

- Just do it!
- The better looking the better!
- This would offer advantages of less environmental impact
- Would certainly be a "statement" (beautiful) bridge

Attachment E

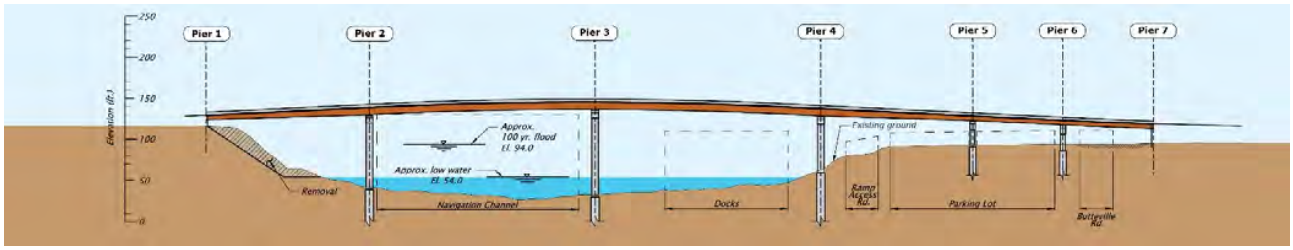
APPENDIX B: Questionnaire

Attachment E

French Prairie Bridge Project

Fall 2018 Open House Survey

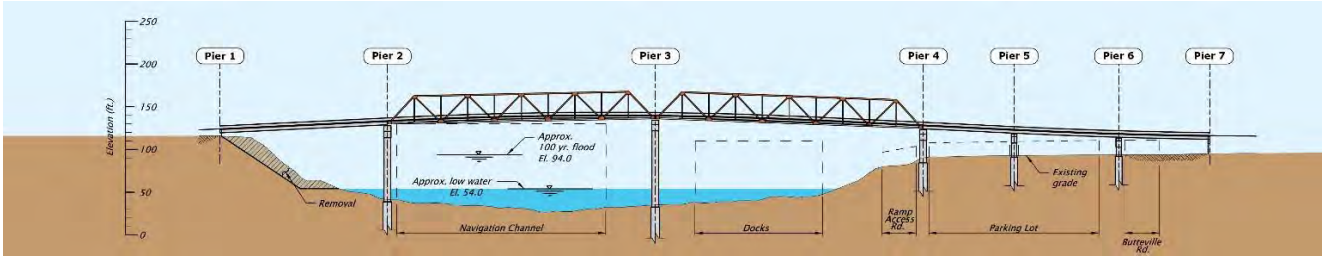
Steel Girder Bridge



Provide your level of agreement with the following statements:

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure
1. This bridge type is visually compatible with the surrounding built and natural environment	( )	( )	( )	( )	( )
2. The bridge type would provide a positive user experience.	( )	( )	( )	( )	( )
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	( )	( )	( )	( )	( )

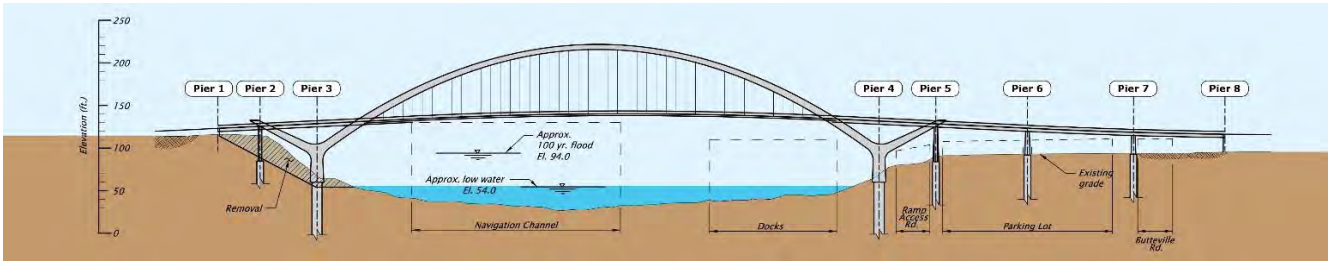
Steel Truss Bridge



Provide your level of agreement with the following statements:

	Strongly agree	**Somewhat agree**	**Somewhat disagree**	**Strongly disagree**	**Unsure**
1. This bridge type is visually compatible with the surrounding built and natural environment	( )	( )	( )	( )	( )
2. The bridge type would provide a positive user experience.	( )	( )	( )	( )	( )
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	( )	( )	( )	( )	( )

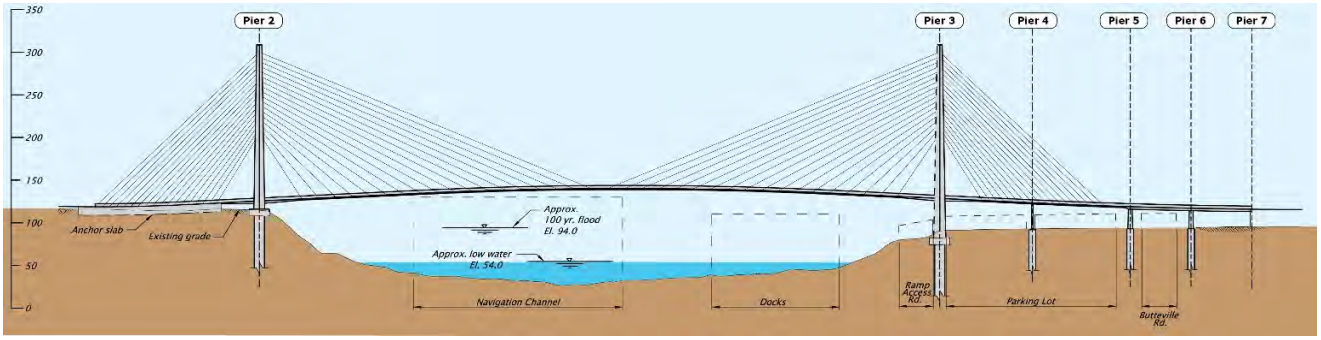
Tied-Arch Bridge



Provide your level of agreement with the following statements:

	Strongly agree	**Somewhat agree**	**Somewhat disagree**	**Strongly disagree**	**Unsure**
1. This bridge type is visually compatible with the surrounding built and natural environment	( )	( )	( )	( )	( )
2. The bridge type would provide a positive user experience.	( )	( )	( )	( )	( )
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	( )	( )	( )	( )	( )

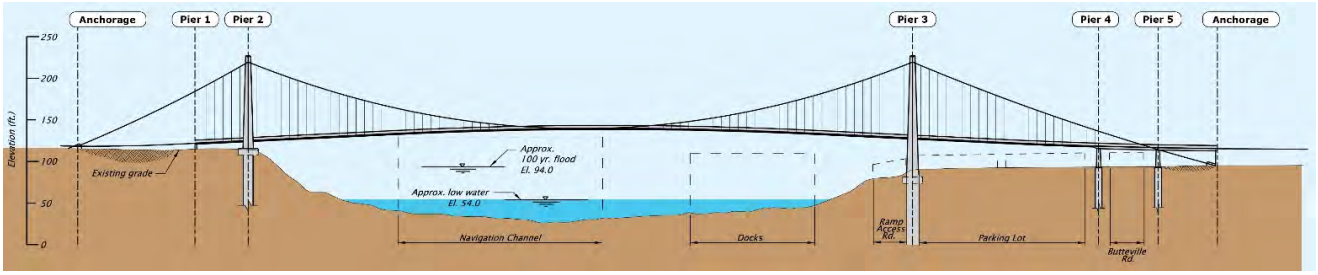
Cable-Stayed Bridge



Provide your level of agreement with the following statements:

	Strongly agree	**Somewhat agree**	**Somewhat disagree**	**Strongly disagree**	**Unsure**
1. This bridge type is visually compatible with the surrounding built and natural environment	( )	( )	( )	( )	( )
2. The bridge type would provide a positive user experience.	( )	( )	( )	( )	( )
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	( )	( )	( )	( )	( )

Suspension Bridge



Provide your level of agreement with the following statements:

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure
1. This bridge type is visually compatible with the surrounding built and natural environment	( )	( )	( )	( )	( )
2. The bridge type would provide a positive user experience.	( )	( )	( )	( )	( )
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	( )	( )	( )	( )	( )

What else should project decision makers know about the bridge types?

What additional questions do you have?

A little about you:

What neighborhood do you live in? _____

How do you envision yourself using the bridge?

[ ] To commute to work by biking or walking

[ ] To connect with the river and natural environment

[ ] To recreate locally by biking, running or walking

[ ] To cross the Willamette on a long bike ride

[ ] I do not envision myself using the bridge

[ ] Other - Write In: _____

I describe my gender as _____

How do you identify yourself culturally? (select all that apply)

[ ] African American/Black

[ ] Asian/Pacific Islander

[ ] Hispanic/Latino(a)

[ ] Native American/American Indian

[ ] White/Caucasian

[ ] Mixed Race

[ ] I prefer not to say

[ ] Other - Write In: _____

What year were you born?_____

Thank You!

APPENDIX C: Response Statistics and Open End Responses

1.Provide your level of agreement with the following statements:

STEEL GIRDER	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure	Responses
1. This bridge type is visually compatible with the surrounding built and natural environment	83 30.9%	81 30.1%	47 17.5%	55 20.4%	3 1.1%	269
2. The bridge type would provide a positive user experience.	83 31.0%	86 32.1%	46 17.2%	50 18.7%	3 1.1%	268
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	78 28.9%	51 18.9%	65 24.1%	69 25.6%	7 2.6%	270

2.Provide your level of agreement with the following statements:

STEEL TRUSS	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure	Responses
1. This bridge type is visually compatible with the surrounding built and natural environment	38 14.5%	77 29.4%	61 23.3%	83 31.7%	3 1.1%	262
2. The bridge type would provide a positive user experience.	35 13.4%	76 29.1%	78 29.9%	65 24.9%	7 2.7%	261
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	22 8.5%	49 18.9%	71 27.4%	104 40.2%	13 5.0%	259

3.Provide your level of agreement with the following statements:

TIED-ARCH	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure	Responses
1. This bridge type is visually compatible with the surrounding built and natural environment	78 30.0%	77 29.6%	37 14.2%	64 24.6%	4 1.5%	260
2. The bridge type would provide a positive user experience.	98 38.0%	91 35.3%	26 10.1%	35 13.6%	8 3.1%	258
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	34 13.1%	55 21.2%	63 24.2%	95 36.5%	13 5.0%	260

4.Provide your level of agreement with the following statements:

CABLE-STAY	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure	Responses
1. This bridge type is visually compatible with the surrounding built and natural environment	101 37.7%	77 28.7%	34 12.7%	53 19.8%	3 1.1%	268
2. The bridge type would provide a positive user experience.	141 53.0%	73 27.4%	14 5.3%	34 12.8%	4 1.5%	266
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	84 31.3%	69 25.7%	38 14.2%	67 25.0%	10 3.7%	268

5.Provide your level of agreement with the following statements:

SUSPENSION	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure	Responses
1. This bridge type is visually compatible with the surrounding built and natural environment	118 45.4%	74 28.5%	28 10.8%	37 14.2%	3 1.2%	260
2. The bridge type would provide a positive user experience.	147 56.8%	62 23.9%	14 5.4%	33 12.7%	3 1.2%	259
3. The positive benefits of this bridge type outweigh the costs and negative impacts.	84 32.3%	77 29.6%	34 13.1%	58 22.3%	7 2.7%	260

6.What else should project decision makers know about the bridge types?

ResponseID	Response
15	We should focus on cost and functionality. All bridge options look good except the Steel Truss Bridge. We don't need another Steel Truss Bridge in Wilsonville.
16	Most economic outlook in building as well as least amount of disruption to properties on both sides. Shortest amount of construction time should be considered for properties on both sides
17	This type of design would allow for secondary uses such as hiking opportunities to the top (Sydney Australia harbor bridge). Pull-out rest areas mid span for photos, picnics, etc.
19	Please select a type that matches one of the neighboring bridges.
25	In-river piers present river safety hazard near the high-hazard marina area due to boat ramp, docks, vision blockage & constriction of boating flow. This new hazard will only worsen with time due to increased river traffic. In-river piers should be avoided at all costs.

28	This bridge needs to be a "signature" span. A typical steel girder bridge will not look good and will not add to the user experience. The bridge will be visible from literally every angle, and aesthetic considerations should be a top priority. There are parks on both sides, river users below, I-5 traffic will see the bridge, as well as home owners along the river on both sides of the bridge. Make sure it's not an eyesore. It's worth the wait and the additional cost to make it beautiful. The arch bridge type matches the site perfectly.
29	Given that this bridge provides such limited service, I think that the least amount of money should be spent as possible.
34	Wow. I thought the Minto bridge was overbuilt when I crossed it. Guess my sentiments were accurate. There is no reason to select that takes an extra year to build, and costs at least 70% more than the Steel Girder. I think the Steel Girder bridge is quite attractive. Crossing the river should have the least visual interruption to the pedestrian or bicycle rider. I like that the Steel Girder choice maximizes the enjoyment of the natural beauty around the bridge.
38	Seeing as Wilsonville also not only has a lot of trees and caters to the business community, it also is a haven for artists. Considering the Girder and Truss bridges are more easier targets for graffiti and vandalism, I would say that going more for aesthetic would not only please those in the art community, but also discourage such easy targets for illicit spray-painting. Also, the Steel Girder and Truss Bridges look too like the existing train bridge, and therefore would not stand out from it, and it would be an aesthetic eyesore across Wilsonville's portion of the Willamette River. I would like to see a bridge that not only allows pedestrians to cross the river, but also shows creative aesthetic that should be synonymous with Wilsonville and the varying sculptures embellishing our good town.
39	For the intended use, the steel girder is the least visually intrusive and lowest cost option. It also may become an attractive nuisance if users can throw stuff off the bridge onto the docks below. Some sort of barriers is needed.
43	I bike Boones Bridge at least once a month, more in the summer, less in the winter. Pretty bridge, ugly bridge I don't care, we need a safer and better maintained crossing for bikes and pedestrians! FAST TRACK THIS, NO DELAYS!
44	Practicality of construction and the overall views of the river are more important than the beauty of the bridge itself. For example, in my opinion one of the most beautiful views is from the I-5 Columbia crossing east across the I 205 bridge with Mt Hood and sailboats in the background, because the 205 bridge is so unobtrusive. One of the

	worst, and most cluttered views is of the new Portland transit bridge, even though the bridge itself is attractive.
49	Avoiding piers in the river is important. The steel truss bridge is just ugly. It is ok to spend a little extra money for a once in a lifetime bridge development. The suspension bridge and cable stayed are the best ones. The tied arch bridge seems too pricey and taking longer than 3 years to build is not practical.
50	The Steel Girder Bridge is Simplistic and Big Pots of Trees and Benches could be put along the overhead walk to enhance the beauty of the River and Nature. This bridge would fit well and could be used well for emergency access across the Willamette.
51	I travel all over Europe and America. Great towns build great bridges.
56	We don't want or need this bridge!
57	Least impact to wildlife. Best view of river.
59	What is the cost to upgrade the I5 bridge seismically? What is the budget cost of this bridge? Why is I5 bridge not being upgraded first? 6 lanes of traffic versus one lane does not make a lot of sense.
64	No bridge! Focus on relief for drivers! This bridge won't help Wilsonville residents. Do what the people of Wilsonville need and that's help with congestion
66	Wilsonville needs something more beautiful. We want something that will beautify our town and not look like more strip mall style city planning.
68	The tied-arch bridge is by far the most visually appealing option.
69	Consider the visual attractiveness and the positive impact that would have on the city and tourism trade.
72	There should not be a bridge built at this location. The impact on rural roads leading to Canby and impact on Canby's traffic is not being considered.
73	Make sure the grade is less than 5% on either side and provides a cool downriver view. Also, whatever can be built faster should take priority.
74	The bridge will only increase crime in the area. It will not be safe at night. It will just become another way for transients to get from their

	camps to parts of town where they can panhandle and steal. It will increase traffic and littering in the neighborhood. This is not good for the taxpayers of Wilsonville!
80	People will use the bridge because it's there, not because it's beautiful. Also, see-through decking at-or-above 100 feet from the water is frightening, to both children and adults. It won't matter if the bridge is there if you can't muster the courage to cross it.
82	We need more car lanes. I do not support a bridge that is biker and pedestrian friendly only. It is a waste of taxpayer money and will only add to the congestion problem at the Boone Bridge.
88	Considering that this bridge is also meant as an "emergency" crossing, I think the most important aspect to consider is which of these bridge types is most likely to survive a large earthquake.
89	A pretty design will be seen from the I-5 bridge and encourage folks to seek it out and become a destination. Instead of a strictly utilitarian bridge such as the steel girder bridge. Plus, there are already many piers in the river there already causing navigation hazards, please don't add more piers.
91	The best type of bridge would permit automobile traffic. This is a giant waste of money. The people proposing this thing should have to make their case to the voters.
94	The impacts are too great on the environment, traffic, and the neighborhood. Costs are too high. This project is not a good use of public funding nor should it be a priority.
98	We need a bridge that cars can drive upon. Traffic congestion is at unacceptable levels and will increase as the population increases due to new homes being built.
100	Risks to project schedule from in water work are a big factor. I think the suspension bridge is the best compromise, plus it would look great!
101	The most important thing is the connection, and building it as soon as possible, and to last if possible. It's going to be a tremendous benefit to bicyclists in the Willamette Valley and pedestrians more locally.
106	The sides of the bridge should be high enough to discourage either the public or debris to be thrown or jump into the river. Shorter sides may be more aesthetic but are much more dangerous. Safety needs to be of the utmost concern.

107	Please select the lowest cost solution
108	The cable stayed bridge and suspension bridge types would have the least impact on the river (as well as little in-water work) and are the most aesthetically pleasing. They are the obvious choices despite their higher cost. Compared to the suspension bridge, the cable stayed bridge seems to be a more modern, more robust, and more easily constructed design. Let's have a cable stayed bridge!
109	Two primary factors for me: Cost and length of time to get it up and running. I want the least cost with the quickest usability as possible.
110	The more beautiful the better.
114	Steel girder is clean, simple and IMO more likely to look good 50 years from now. And cheapest doesn't hurt either.
120	It will be around for 50-100 years, so think of future development and uses, particularly emergency access/use.
121	There are many that feel this bridge is not necessary, a waste of tax payer's money. I feel it will provide another way to cross the river to the north and am for it. But I do feel it needs to be done in an economical way. So, I vote for the least expensive option. I also feel the least expensive option will blend with the surrounding scenery. Spending money wisely on projects is important to me.
124	Please plan for the long-term and not just the cheapest bridge option.
126	1. Is there possibilities to incorporate wildlife habitat under/near bridge? Bat boxes, light pollution reduction, etc.
127	I'd suggest removing the truss from consideration. The only apparent benefit over the basic girder is the 'enclosure' of the users; while this may be desirable from a psychological perspective, it's not clear that this is worth the disadvantages. I also think the cable-stay towers may be too tall of a visual impact, and would suggest the suspension bridge over the cable-stay
132	They need to give the highest priority to the lowest cost option. The steel girder bridge would also have the least amount of visual impact to our River frontage.
133	First, assuming all the five choices presented are equally sound, fiscally within the budget (and most are not!), up to current earthquake standards and adequate pedestrian safety margins when emergency vehicles pass, I would greatly prefer the clean, lower profile Steel

	Girder Bridge option. I would be VERY disappointed to see the higher profiles of the other bridge options in our skyline unless increased safety and lower budget was a factor in the choice. The Steel Girder Bridge is a simple, clean looking option, and would not interrupt the beauty of our natural skyline. It should NOT be an expensive piece of art but a safe, practical, affordable! bridge for our community.
141	Don't waste taxpayer dollars on something that is not necessary.
148	Marketing the 1,000-Mile Loop to tourists could best be accomplished, I think, by the cable-stay bridge, because it's got such a unique style that's eye catching, and, of course, would be visible to many tourists as they travel I-5! The suspension bridge option, though not as eye-catching, could work, too, especially for residents who don't want too much of an eye-catcher. These two bridges keep piers out of the main river channel and apparently have the least piers on land, too, especially in the existing parking area. So, even though more expensive in overall costs, they could be looked upon as an investment in terms of marketing the trail to tourists, the long-term gains to Willamette Valley businesses outweighing the initial costs. So, there's some marketing and tourism benefits potentially related to the bridge types eventually chosen, a couple more factors to consider perhaps.
151	Steel truss bridge - We do not like this option! Tied-arch bridge - too expensive Cable-stayed bridge - too expensive Suspension bridge - too expensive
152	Toll bridge to offset cost (?)
163	Important for bridge to be an attraction for Wilsonville. Pull in tourism money.
164	-Not building piers in the river should be an advantage from environmental view -And construction "uncertainties" would be minimized
166	-Steel Girder Bridge: not a fan - boring, don't like the pylons -Steel Truss Bridge: have one already - boring, no pylons -Tied-arch Bridge: 3rd choice - Cable stayed Bridge: 2nd choice - but I don't want what Portland has - needs to be set apart, a bridge people want to come here to see - Suspension Bridge: 1st choice - yes it's the most expensive but worth it - no pylons - just make sure there is something unusual about it. Factor in protective side nets, should be able to drive golf carts across from Charbonneau if possible.
167	The proximity of the steel truss rail bridge currently on the site makes this type for the pedestrian bridge a bit confusing. I think visually the

	area would benefit most from types that can contrast the steel truss namely cable-stayed and suspension.
168	-Special and iconic design will draw more visitors -Should select least intrusive: no pillars in the river or at marina -Let's not have same look/design as the two existing bridges, again won't be appealing -Needs to fit with the new Boones Ferry Park improved design too
170	Steel girder bridge: general design has potential to blend well with the aesthetics (such as they are) of the railroad bridge
172	Steel girder bridge: too mundane for Portland current bridge designs
173	Owners should be fully aware of available budget and not move forward an unaffordable bridge type.
174	Cost
175	Just get it done!
178	Any impact to marina parking or uses of the docks is unacceptable. Why do you keep identifying "best suitability" when it is a minor impact to Boones Ferry Park but high impact to the marina? That is not BEST Suitability. That is self-serving.
179	Add artistic finishing to the bridge, like facades on buildings are made
181	I would like to see stated for all to consider: 1) What the earthquake suitability is for each type of bridge, and 2) A projected visual of each bridge type against the current railroad bridge (view from Boone Bridge, for instance) in order to evaluate the aesthetics of each design and compatibility with the existing RR bridge structure. Right now, all I can do is try to visualize it in my head, but that doesn't tell me exact height comparisons, nor does it inform me how the in-river piers may align with the RR bridge piers, which would seem to be a critical consideration for boaters.
182	Practicality and safety should outweigh high-cost aesthetics. Set an example on how to get the job done as economically, safely and as quickly as possible. The Frog Pond development is going to negatively impact traffic in an already congested town.
184	Go with the cheapest. This is a folly and as such does not warrant consideration as art.
186	I believe it is worth the extra time to build a bridge that is visually appealing, unique to Wilsonville area and can become known as a

	"landmark" for our area for many years to come. The Steel Truss bridge is too much like the existing railroad bridge that spans the Willamette near I-5.
187	Any expenditure for a bridge that does not include a dedicated lane to move traffic south from Wilsonville to Butteville Road would be a mistake. We need to reduce the unbelievable bottle neck on the Boone Bridge going south - especially from 3:00-7:00 p.m. Property owners that live on the south side of the bridge, that pay taxes to the City and County should benefit from this bridge. Pedestrian and bicycle use will be limited to good weather and it makes little sense to have a pedestrian/bicycle bridge when there are not adequate trail systems to tie into on both sides to handle the projected use numbers.
191	Cost needs to be primary consideration.
197	N/A
199	This is a horrible project and citizens of Wilsonville don't want to spend $54 on a useless project
200	We don't want a bridge. Please put this to a vote before wasting any more money.
201	I would like to see the designs in place with the current bridges to help make a better choice. I prefer the lower river and bank impact of the suspension and cable designs though I suspect that the girder or truss may look better with the existing bridges.
202	Project decision makers should know that it's time to re-evaluate this project. The #1 project we need to be putting our efforts & funds towards is addressing the internal traffic issues we have now. Find a way to further engage at the state level, working with ODOT to address this issue. An extra bridge invites more in next to traffic continuing to grow. A bike pedestrian bridge will not be q standalone fix for I-5...it will take more focus than that.
204	Love the bridge idea, but go with least cost
205	While a lovelier bridge type would be important if located in a central location, this location is at the border between urban and rural and is primarily functional. We should save our aesthetic dollars for the urban core.
206	The option to have voters VOTE on if they want a bridge and pay for this bridge Option to have "No Bridge" on a survey

210	Please make sure the new bridge can resolve the lack of safe bike, ped, skate access across the river. Active mode users currently need to detour at least 15 miles to safely get south of the river. A safer bridge crossing would be a benefit to tourism as well as local users.
223	It's important to make the bridge a place unto itself and not limit it to a way to cross the river. It also says something to people crossing the neighboring bridge for I-5 if this bridge is basic or plain versus something more inspiring.
224	The tied-arch bridge is by far the most attractive bridge option.
225	Make it beautiful please! Can we get a cable stayed bridge where the cables from each tower extend all the way to the other side, and thus crisscross each other like the spokes on a bike wheel?
227	Portland/statewide pedestrian and bicycle committees
228	How wide will the bridge be?
229	Consider this as a marquee project to bring other investments, infrastructure improvement, and business. It should be a marquee bridge to kick start other improvement!
231	A steel girder bridge with a roof and walls that mimic the appearance of a wooden covered bridge, with open sides would fit the environment the best, though at a much higher cost.
236	Given this will be the only non-freeway bridge for 30 miles along the Willamette, I think it will very much be a different bridge for many bicyclists, runners, and walkers. Therefore, I believe a very striking design should be called for, in order to create a strong sense of place.
238	Build the least expensive, quickest to completion, and structurally sound bridge. Stop wasting time.
241	Don't build one until Boone Bridge is widened. Spend the money there.
242	To a degree the design should be unobtrusive, but its decision makers will know that it should also fit in with the other structures around it, and the other bridges in the area. A modern/fancy (e.g. cable-stayed bridge) approach would not fit in with other bridges in the area as well as a truss bridge would, etc.

247	All of these meet the needed function from a user-experience. I believe schedule (or certainty of schedule) and mitigating long term impacts to the river bed should be most important in deciding a scheme.
249	This bridge should really be considered for emergency use first and foremost. Recreational use of the bridge in my opinion will be limited by lack of activities on south side of river. Limiting the cost of the bridge should be the foremost concern.
250	Aesthetics should be secondary to costs, build duration and environmental impact. Great survey, very informative. Thank you.
251	Conde McCullough would favor the suspension bridge. In fact, in 1940 he wrote the definitive analysis of short span bridges of the type, Technical Bulletin No. 13, Oregon State Highway Department: "Rational Design Methods for Short-span Suspension Bridges for Modern Highway Loadings." Then he built some in Central America for the Pan American Highway. "Mac's" thesis is subtle. In short suspension bridges the stiffened deck acts as a bridge-within-a-bridge and so does double duty, resolving primary loads to the piers as well as providing necessary local stiffening. This results in a very efficient structure. Your suspension design is by far the lightest, least intrusive, and most aesthetic of the five. It has no piers in the river, unlike the truss and the girder designs. The tied arch also has no in-river piers but is overbearing and dominates the site. The cable-stay, with its great towers and huge "fans" is even worse. After all, the bridge is primarily for pedestrians and cyclists, and should be light and unobtrusive. McCullough's "Modern Highway Loadings" could be adjusted to reflect those different kinds of loads. James B. Lee 6016 S. E. Mitchell Street Portland, Or 97206 503 771 6128 cadwal@macforcego.com
255	Be sure when people get to the Marina there is somewhere for them to go.... right now, Butteville is not equipped to handle mom's with strollers, etc. - it is dangerous, people drive Fast around the Marina, and it has NO shoulder. I live where all these people will be directed too, and while the design is important - the ramifications are a scary, scary thought.
256	Any of the selected bridge types will be greatly appreciated by trail users, but if selecting a more expensive bridge type means less trails, I think I would much prefer a simple bridge with a larger trail network.
257	Whichever design is the most seismically resilient is the one which should ultimately be used. Ideally, the bridge should offer scenic views and have viewing platforms for people to rest and photo document the views without interrupting the those commuting across the bridge.

258	Make it visually aesthetic. The Marquam Bridge is an eyesore in Portland. This area is beautiful, and the bridge should be as well!
265	Steel Girder Bridge - Best alternative to carry additional utilities which could help support the cost of the project. Unfortunately, three piers in the water will be a significant short as well as long term impact to navigation on the water. Aesthetics of the bridge types are affected by the proximity of the railroad bridge. It would be nice to see the alternatives advanced with the background of the railroad bridge to appreciate the compatibility or not of the alternatives.
268	Steel girder bridge - Bridge type provides the best opportunity of any of the bridge alternatives for utilities to help share in the cost of the project. Unfortunately, three piers in the water will have the highest construction/long term impacts to the navigable channel. Maintenance could also be a problem for drift or scour with proximity to the railroad bridge.
270	Make it look nice and not the most expensive.
272	One of the things I like best about the steel girder bridge is that these is nothing between you and everything around the bridge.
273	There's no discussion of seismic performance, are the costs in the tables for comparable performance? There is no discussion of maintenance costs? Which designs have low maintenance costs?
274	Based on user-experience in other places: the cable-stayed bridge is my first choice, and bridge suspension is my second.
276	Long term maintenance should also be considered in the decision matrix. i.e. corrosion issues, fastener replacement costs, ease of inspection, etc. I'm sure this was considered but was not presented here.
277	Thanks for the opportunity to comment. I know the steel girder is cheapest, but I think it's worth celebrating this desperately needed connection and excellent opportunity with an aesthetically-pleasing bridge. I think the suspension or cable-stayed options provide the nicest balance, not being as expensive (theoretically) as the arch bridge. Good luck!
278	I think it is important to keep piers out of the river channel. Flooding tends to break docks loose that float down river and there are several barges moored just up river from the bridge that could impact channel piers if they got loose. Not worth the risk in my opinion. I feel we should choose one of the first 2 options for this reason.

279	Lifespan of structures
281	Don't build anything which impedes river navigation. Keep the footings/pilings out of the Willamette River.
282	The steel girder design is the least visually intrusive and most cost-effective design. This seems like a win all the way around.
283	The Oregon Coast is known for beautiful bridges. An aesthetically pleasing bridge into Wilsonville would leverage that association. A steel girder bridge is acceptable; it isn't beautiful, but it would at least echo the I5 Boones Bridge and not be unattractive. The only design that I find downright ugly is the steel truss bridge. The steel bridge in Portland is lovable because it looks like an industrial relic but making a *new* bridge look like that would be a shame.
286	Always easy to weigh in on something when it's not your money. That said, it's not every day a large span bridge gets built. Personally, I think the design and overall experience should have at least have a high consideration, over the overall cost of the project. If it's affordable but ugly, we're all going to be looking at an ugly bridge for a LONG time.
287	They all look nice.
289	Width of bridge is not specified. I'm assuming they would all be the same.
295	As there has been no discussion around the possible ways in which the community/region can make the most use of the bridge and we can make it work for us beyond just providing a means across the river (a 'bridge') - it seems that some really creative, beneficial thoughts could be added to this discussion if we don't get the horse before the cart. The current approach seems to only want to do things the easiest way. This eliminates a real effort to utilize imagination and creativity, so we can make the MOST mileage with all the money that will go into this bridge. Limiting the discussion to just TYPE severely limits the potential benefits the bridge could offer us! For example: the choice of a building type would be hugely influenced if you FIRST decide you want a "green" building. A green building is built differently than a regular building 'type', but that option would be eliminated if you don't decide from the outset you want a green building. So, without the discussion of how we can use the bridge as a "tool" for our benefit and how to make the most of this fantastic opportunity, I think we are going to limit the benefits the bridge can offer. This will only add ammunition to the detractors of the bridge.
296	Bridges that have complete, open views of sunlight are the best. They "give" lighter and space.

305	Putting time and money into this project is irresponsible when there are other more pressing issues in Wilsonville, especially traffic. This bridge does nothing to alleviate traffic concerns. This bridge will negatively impact the Old Town neighborhood in many ways.
306	This is a waste of money with what needs to be addressed in the city. Traffic is horrendous and is only going to get worse with the Frog Pond development and with people moving south to live (more affordable). Address what the citizens who live here now want to have happen not what was in a survey years ago.
309	No reason to impact river if option exist to not do so, therefore two options should not be considered.
311	Make finding the approaches easy to find. (signage, pavement markings). It would also be great to have lighting for when it is no daylight.
314	I really hope we can keep out of the water with this project.
316	Please use rails that you can see through (not solid concrete) in order to maximize the river view for users.

7.What additional questions do you have?

ResponseID	Response
17	Have/has any thought been given to utilizing the bridge for golf cart use(s) from residents of Charbonneau. Coupled with paths or roadway special use lanes and a revision of the Wilsonville City code, many folks could utilize the new span for getting to town for shopping. NOTE: this would greatly improve the safety of I-5 northbound @ Butteville road on-ramp from elderly slow pokes (a stereotype) from Charbonneau.
18	Don't need this.... just going to cost us tax payers a heck of a lot of money. We pay enough for taxes ... city, state and nation.
25	How do you measure the cost-benefit ratio for the intended use?
27	How are you paying for this bridge? What is the projected use of the bridge by the different users - pedestrians, bicyclists, etc.? Will this in any way help congestion on I-5 and if so to what is the projected impact?

28	Can the main span pier locations of the suspension and cable stayed alternatives be moved in to match the arch pier locations? This would better balance the main spans and back spans and reduce uplift at the back-span piers. As currently shown, both alternatives require "extra" length of bridge to be built on the north end than is needed for the path alignment. This seems a bit inefficient.
29	I am wondering why a lower or upper deck on the existing I5 bridge with a spiral approach on either side is not being considered. This is being used in many locations in Austria and other European countries with well-established bike routes. It would seem to be the least expensive alternative.
34	Not sure why more expensive, and longer construction duration choices are even in the mix. 2 years is a long time. We shouldn't be looking at anything that takes longer than 2 years.
38	By the terminology of grading within Boones Ferry Park and re-grading in the river banks, what does that entail in the environmental impact of construction of any of these types of bridges? Considering the concerns with climate change along with non-sustainable energy sources and the impact on our environment, were more sustainable options for the bridge plans considered in the decision process (i.e. Solar panels to power bridge lighting).
39	This bridge will be nice to have, but it seems more like a red herring issue to distract those of us who live south of the river and are in desperate need of a way to get to and from the city of Wilsonville during heavy traffic hours. Several months ago, ODOT showed up at a meeting in Charbonneau to discuss the widening/rehab of the Boone Bridge, only to tell us that MAYBE such a project would start in 2028. I've lived and driven in many metro areas around the U.S. I must tell you that Portland traffic is one of the worse I've experienced. And I don't see much being done about it. Instead of asking us questions about this project to check the box that you performed community involvement, it would be better to spend time convincing ODOT that we need to reduce Boone Bridge congestion soon.
43	Best- and worst-case timeline to completion?
49	When will construction starts?
56	Why are you wasting our tax dollars on this? Don't you have more important things to do? Also, we will vote you out of office if you go along with this.
59	What is the cost to upgrade the I5 bridge seismically? What is the budget cost of this bridge? Why is I5 bridge not being upgraded first? 6

	lanes of traffic versus one lane does not make a lot of sense. If it is primary use is a pedestrian and bicycle bridge ODOT money should not fund this project. Use our tax money better!
64	Why would we waste our money on something like this? Pay attention to what Wilsonville residents want
69	What kind of cost are we really talking about, and what are the likely funding sources?
72	How can we stop the construction of this bridge?
73	When will this finally happen?
74	When will the citizens of Wilsonville have a chance to vote on whether we have a bridge or not? Or do we use the upcoming elections to vote in candidates who will listen to us?
75	Not a question. I believe this bridge is a great idea. My wife and I love biking around Wilsonville. However, I do not believe this project should proceed until I-5 south from Wilsonville to the Hubbard turnoff has the necessary 4 lanes needed to reduce congestion. At this point nothing is more important than that.
80	Why are you considering a new bridge instead of attaching ped/cycle walkway extension(s) to the existing I-5 bridge?
82	What are the plans to widen the car bridge beyond adding a new one lane access to merge at Wilsonville Road? The current bridge is too narrow and inadequate for current traffic need.
85	Can this new bridge be used to alleviate I-5 and surface street congestion around Wilsonville? Will it make the area around Fred Meyer even worse?
90	How much $$$ for how long?
91	Where is the option that we do not build it?
94	The community should be allowed to vote on this misguided, special interest project.
98	I would prefer the money be spent on better roads in order to alleviate traffic problems that exist. The new bridge does nothing for the traffic congestion which will only get worse as the population increases due to the addition of new homes. It would be nice to be able to afford the

	bridge you are proposing; however, we don't seem to have enough dollars to fund both. I feel the money could be better spent on a plan that helps the traffic situation.
106	If the steel girder bridge seems to be the most cost-efficient for this project, then why is it taking so long for the decision to be made and the work to begin? The City of Wilsonville needs to understand that those of us who reside in the Charbonneau District are in constant danger for the lack of response time from Emergency Services. The money would be better spent to purchase a piece of land with Tualatin Valley Fire & Rescue on a joint-basis on the South side off the river for better fire and medical response. Charbonneau does not receive its fair share of the allocation of money from the City of Wilsonville for services and with the increase in traffic, the response time is only going to get worse. Time for the City to step-up to the plate for Charbonneau! They don't seem to mind taking our tax $.
120	What is range of time for permitting process?
121	nothing
127	Bridgehead design, alignment, and wayfinding will have an important impact on the user experience; please consider carefully.
130	Is there a report that documents how this construction would affect water quality, and native fish species?
131	Will the bridge have areas to stop and look out over the river off the main path? What will the lighting be like above and below the bridge? How does this bridge connect in with the new plan for Boones Ferry Park?
132	Why are you considering the highest cost options? How is the bridge funded? Why are you not combining the use of this bridge in a widening of the Boone Bridge (1-5) which is a bottleneck for vehicular traffic?
133	How do these bridge options rate under our current knowledge of earthquake building sturdiness?
154	Where will the funds for construction come from? When will we know if it will be funded?
161	Why are we doing this when the priority should be upgrade and widening the Boone bridge? What is the bicycle count for the area per month? I do not see very many bikes on our streets outside neighborhood kids.

173	Bridge cost and available budget should be developed before final selection. There are many examples of proposed bridges must be redesigned after bidding because they were unaffordable. That is a waste of money on the initial design.
183	How many people will use any bridge on a Tuesday in February? This whole thing is a waste of money!!!!!!!!!!!
186	Thank you for asking for community input!
187	What happens to people when they walk across the bridge? Will they just walk along Butteville Rd. (dangerous)?
194	Will this be constructed when I-5 is widen. It appears we have a greater urgency with traffic flow than we do with people out on a bike ride. Please tell us there will be room left to widen I5. Or is this Another Oregon example of planning...😳🙇‍♀️
197	N/A
199	Why are we wasting money on something like this when we could be advocating for Boone Bridge
200	Why are we wasting money on a bridge that the majority doesn't want? Let bicyclists pay for it.
202	When will this be up for a public vote again?
206	NO BRIDGE without A VOTE by RESIDENTS
207	For Emergency will care be able to access if the Boones bridge has a major issue?
210	Will the new bridge include routing through Wilsonville and south so there can finally be a safe alternative for people cycling, walking, skating and scooting south of the metro area?
228	How will I get to this bridge if there are no safe and separated paths leading from Portland?
241	Fix the I-5 corridor 1st.
242	I didn't see anywhere about seismic stability, I'm sure that thought has gone into that, but it would be nice to know which designs are most stable, considering we are due for significant activity.

257	Will the bridge be ADA compliant and be designed at no greater of an incline than 5% grade?
265	Do the piers for the steel girder and steel truss alternatives line up with the railroad bridge piers? To many piers in the water for navigation around the marina and maintenance (drift/scour) concerns if not. Is the new bridge alignment far enough away from the existing railroad bridge so no need to worry about seismic design/construction issues of the railroad bridge? Is the railroad bridge on spread footings or pile supported? May impact construction decisions for new bridge.
266	How many Oregon jobs are created short term/long term. Engineers, architects, construction, logistics etc.? Per each design. Please and thank you :)
268	Do the bridge piers for the steel girder and steel truss bridge alternatives line up with the existing railroad bridge? If not too much congestion in the channel and impacts to the marina area. Is the existing railroad bridge on spread footings or piling? Railroad bridge likely not meeting current seismic code design. Is the proposed new alignment far enough away not to be impacted by these design/construction constraints?
273	What road and trail development are envisioned on the South side of the river? The current Southern terminus road is not bicycle or pedestrian friendly.
277	Has there been substantial study of other impacts beyond the floodway? I.e., any impacts to habitat for fauna etc.? Not sure if we're there yet in the process. Also, I appreciate highlighting the 100-year floodplain, but with these being more frequent and the risk of 500- or 1000-year floods emerging in the region, have these been studied at all? Finally, my assumption is that these would all be built to be seismically sound? All new infrastructure should meet this requirement, especially if major freeway bridges, such as the I-5 Willamette crossing in Wilsonville as an example, are out for extended periods of time after a large earthquake.
279	How wide will it be?
289	schedule for implementing various bridge
294	Will the bridge be made available for emergency vehicle use?
295	The offered bridge types look like samples right out of a text book. It's hard to believe that these are the only 'types' available. Nothing is offered that does not exist around the region already - thus showing no effort towards making this bridge something special. The original design that was quickly drawn and thrown together but what was available

	when the $1.5 million current grant was given had a sweeping "S" type design to the bridge - showing some creativity and effort to make the design 'type' work for the community rather than just be text book designs off page 127 of the text book for "Bridge Building 101."
296	Will more Oregon White Oak trees be planted near the bridge?
305	Will this project be put to the voters before any building commences? It is highly doubtful that most voters would be for this project. Proceeding without voter input would be very foolhardy and show zero concern for the vast amount of negative input from Wilsonville constituents that has been coming in as more and more people learn about it.
306	Why would you spend money on this project when it only affects a small proportion of the community? This will help people who don't live here and that shouldn't be the priority.

9.How do you envision yourself using the bridge?

Other - Write In	Count
Access the marina/boat dock	1
As an alternative to get home should there be a catastrophic failure of the Boone bridge.	1
Bike or walk to Wilsonville from my home	1
Connection to Canby	1
Emergency connection if Boone bridge shut down	1
Family bike camping to Champoeg State Park	1
Family walks, bike fun	1
For sitting/standing and I would like to visit Charbonneau	1
Having emergency vehicles access south of the river	1
I just heard of these trails. Now I must go explore. :)	1
I skateboard between Portland and Salem	1

I used to commute to work by exiting off the charbeanu exit across I5 to the Wilsonville exit to get to Tigard. It was scary and when they took the shoulder off the bridge to make another lane for the Wilsonville exit that was not a viable option, so I stopped commuting	1
If I call 911 the emergency responders won't be stuck in 1-5 traffic	1
If it is built, I'd probably use it and yet there are much greater transportation needs.	1
If it was closer, I would walk to town. But it is a good 3 miles from my house, so I'm not sure how I would use it.	1
Inviting visitors to bike or walk across the Willamette	1
It's going to ruin this neighborhood with traffic and possibly inviting wrong crowd	1
Maybe a walk a couple times a year.	1
No need for it. It will cause to many traffic headaches on Butteville with all the new bikers using it. It already shows our cars down because there is no bike lane or shoulder for the bikers to ride on. But no one cares about that. It will take some biker getting hit by a car and killed before you realize what's going on. There are people on your committee as have spoken to that didn't even realize there are houses over here.	1
Picking up garbage, calling the police with all the increased crime, vandalism, malicious mischief and vagrancy it will bring.	1
Ride my bike to Fred Meyer for shopping	1
Ride to WV for dinner or shopping - golf cart or bike	1
There is NO safe way to get from my home to the bridge. Butteville road is too narrow from I-5 to the access point of foot bridge.	1
To connect with shopping	1
To get to the grocery store without having to deal with the horrific traffic	1
Total waste of money.	1
Visit family on south side of river	1

Visiting family in Charbonneau	1
Would bike/walk to a job if I eventually worked south.	1
car lane	1
emergency access via walking to my home in case of earthquake	1
enjoy aesthetically	1
no one will use it in the winter	1
shopping, restaurants in downtown Wilsonville	1
to draw tourists/money to the area	1
to visit family	1
Totals	36

French Prairie Bridge Project Task Force
Meeting #4

Meeting Summary
Wednesday, December 5, 2018
6:00– 9:00 PM

Wilsonville City Hall
29799 SW Town Center Loop E, Wilsonville,
OR Willamette River Rooms I & II

Members Present
Douglas Muench, Andrew Harvey, Steve Chinn, Samara Phelps, Steven Van Wechel, Michelle Ripple, Councilor Charlotte Lehan, Commissioner Chair Jim Bernard, Simon Springall, Pete Ihrig, Steve Benson, Leann Scotch, Patricia Rehberg

Members Unable to Attend
Jeremy Appt, Blake Arnold, David Becker, Heidi Bell, Tony Holt, Karen Houston, Brian Sherrard, David Stead, Gary Wappes, Ryan Sparks, Councilor Susie Stevens

Project Management Team/ Staff
Zach Weigel, City of Wilsonville; Patty Nelson, City of Wilsonville; Bob Goodrich, OBEC Consulting Engineers; Anne Pressentin, EnviroIssues; August Burns, EnviroIssues

Conversation is summarized by agenda item below.

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1. Welcome and Meeting Purpose
Co-Chairs Councilor Charlotte Lehan and County Chair Jim Bernard opened the meeting and began introductions. Count Chair Jim Bernard went through the meeting purpose for the Task Force, which included:

- Reviewing alignment selection decision
- Reviewing bridge type selection and public engagement processes
- Discussing and providing comments on draft Bridge Type Evaluation Report
- Reviewing and advising on the ranking of the five bridge types

2. Project Updates
Zach Weigel, City of Wilsonville Project Manager reminded the Task Force of key project milestones, including the recommendation for the preferred bridge alignment, which the Council and Commission unanimously adopted. Zach then reminded the task force of the project's key benefits:

- Creating healthy communities: The project will connect the Ice Age Tonquin trail and the

southwest Portland metro area's trail system to Champoeg State Park, and the Willamette River Scenic Bikeway, as well as future connections to Charbonneau and residences on the south side of the river.

- Emergency Services: The French Prairie Bridge would be the only seismically resilient bridge for 30 miles and would serve as an emergency vehicle route.
- Economy and tourism: In 2014 there was $3.1 million in bicycle related tourism associated with just bike routes in the area

Zach said the project is funded by a Metro RFFA grant, which covers the determination of the preferred bridge location (which has been done), the preferred bridge type (currently underway), and the bridge cost (based on bridge alignment and type). After these three pieces have been determined, decision makers will be able to decide if and how the project moves forward.

Zach then briefly went through the project schedule, reminding the task force of the public open house and online open house that took place in October. Zach said that the goal for this evening was to narrow from five to two recommended bridge types based on technical advisory committee and public feedback, as well as the Task Force's own expertise. After two bridge types are recommended, further work will be done to analyze those bridge types, including cost estimate ranges and artists renderings.

3. Public Comment

There was no public comment during the designated time.

4. Bridge Type Selection Process

Bob Goodrich of OBEC Consulting Engineers walked the Task Force through the selection criteria for five bridge types, noting they were different than the bridge alignment selection criteria. Bob began by showing the Task Force two bridge types that had already been eliminated based on incompatibility with ADA standards and minimum span requirements for navigation. Bob then described the four criteria;

1. Economics
   Broken down into three major areas; design and construction costs, design and construction duration, maintenance.
2. Constructability
   Broken down into four major areas; substructure (everything below the bridge deck) access and complexity, and super structure (everything from the bridge deck up) access and complexity. Considerations included: whether the construction means and methods are readily completed by Oregon contractors, potentially unique design and construction requirements, specialty access techniques required because of the river, etc.
3. Temporary and permanent impacts
   Both temporary and permanent impacts were broken down into resource impacts such as environmental (water, wetlands, biology, wildlife), cultural, and built environment impacts (marina, parking lots, parks, roads)
4. Bridge aesthetics
   This was not formally evaluated due to its subjective nature

<u>Questions/Comments from the Task Force:</u>

- A member asked if any bridge types were more capable of withstanding an earthquake.

    - Bob answered that earthquake readiness is a basic design criterion that all bridge types will meet.
- A member asked whether the bridge types with pillars in the water would obstruct navigation.
    - Bob responded that all pillars in the water would be designed to meet minimum requirements for navigation. Some bridge types exceed the minimum requirements.
- A member asked if the curve of the north end of the alignment could swing toward the railroad bridge to allow for more usable park space.
    - Bob responded that every stage of the project has a refinement process and that is a consideration for a future phase.
- The Task Force wanted the project team to consider landing points and their impact on adjacent properties. A concern was expressed over potential impacts to adjacent properties caused by moving the bridge landing.

Bob walked the Task Force through all five potential bridge types, their benefits and drawbacks, and the suitability of each bridge type for the selection criteria.

<u>Questions from the Task Force:</u>

- A clarifying question was asked regarding why excavating of the shoreline was necessary for bridge types that had pillars in the water. The Task Force member assumed that the volume would be negligible
    - Bob explained that the Willamette River is in a FEMA regulated floodway and therefore the new bridge cannot result in a rise of the 100-year flood elevation without costly and time-intensive letter of map revision. Therefore to provide an equivalent conveyance of water and maintain the flood elevation, some bank excavation or other hydraulic mitigation will be required. At this preliminary phase of the project, the shoreline excavation captures this work.
    - Zach responded that the volume of the foundation and piers in the water are significant enough to require excavating so that the bridge met FEMA requirements to accommodate the 100-year flood.
    - Bob told the Task Force that there are bridge types in the study that span the entire length of the river and therefore require no hydraulic mitigation (bank excavation) because there are no piers in the water.
- A member asked if boats will have to curve to get between the two bridges.
    - Bob responded that boats will still have to turn because they must turn in the current set up, but a new bridge would not add an additional navigational challenge.
- A member asked if the piers would impact kayak access to the northside of the river.
    - Bob did not expect the piers to impact kayak access to the river directly. Bob noted that hydraulic mitigation to offset water displaced by the piers could potentially impact the existing access.
- A member asked if the experience of riding across all these bridge types are essentially the same or if the grade of the bridges will impact the experience.
    - Bob responded that the experience will be similar but not the same. As an example, the steel girder is a little bit steeper than the steel truss because below the deck is deeper, so it must be higher in the air to meet the navigational clearance and connect with Butteville Road. However, all bridge types will be at a grade of 5% or less to meet ADA requirements.
- A member asked if all bridge types can have a view from a platform, a bench, or pull off.

  - Bob responded that design can accommodate something with each bridge option.
  - Zach pointed out an aesthetic consideration for the steel truss. The steel must be painted, which is an additional maintenance cost for every time the bridge needs to be repainted. If weathering steel were used, then when it rains the steel would bleed onto the concrete deck and stain it. The steel girder only stains below the deck.
- A member asked if the tied-arch bridge main span is at its practical maximum length or if it could be increased to move the piers further up the bank.
  - Bob responded that on the southside it is not possible to move them further up the bank because vertical clearance for boats and trailers going out of the marina is needed under the bridge. He also said this bridge type would look thin and tall and might feel closed in.
- A member asked if the cables from the cable-stayed bridge need to be anchored into the ground.
  - Bob responded that they do on the north side, but do not on the south side. On the south side the cables connect to the deck, which hooks into the pier, which anchors the stay cables. If the pier in the marina parking lot were to be removed, the cables could be arranged differently while still achieving the overall intent. This reconfiguration would avoid permanently impacting a marina parking spot.
- A member wondered if the Tilikum Crossing is a cable stayed bridge.
  - Bob confirmed that it is.
- A member asked about the distance from Boones Ferry Park and houses to the cables from the cable-stayed bridge. The Task Force also asked if the placement of the cables would affect the curve of the bridge.
  - The bridge extends 150 feet back from the top of the bank into Boones Ferry Park and is quite far from the nearest house. Bob responded that curving the bridge is a bit trickier, and could be possible but potentially at a cost increase.
- Anne Pressentin asked for the Task Force to clarify the benefit of the curve.
  - Members explained that the space between the railroad track and bridge is wasted park space. If the bridge were brought closer to the railroad bridge then more space would open for parking or more park space.
- A member asked if the bridge could be angled differently to maximize space.
  - Bob responded that the bridge currently crosses the river essentially perpendicularly to keep it as short as possible. Angling the bridge would make it longer and thus more expensive.
- One member expressed interest in ensuring the new bridge design and location is consistent with the master plan for Boones Ferry Park.
  - Zach said the master plan identifies the bridge area.
- Members asked questions related to the height of the cable-stayed bridge.
  - Bob said the height of the pylons at 160 feet would be significantly higher than the railroad bridge, but was unlikely to affect the airspace of Aurora Airport.
- Members asked about the experience with and size of the suspension bridge compared to other types
  - Bob said the suspension pylons are about half as tall as the cable stay and the cable supports are thinner than tied-arch.
  - A member asked if there would be retractable bollards at either end of the bridge to allow emergency vehicles. Bob said that type of design detail would be decided later.
- A member asked where the suspension bridge would tie off, concerned about an anchor encroaching on public space.

- Bob responded that the anchors will be buried and on the south side likely placed in the middle of where the bridge loop on the south side of Butteville Road.

Public Questions:

- A member of the public asked if all the bridges have a refuge for pedestrians in the instance of an emergency vehicle crossing.
  - Bob said that there is no designated refuge, but the intention behind providing a 17' wide deck is to offer ample passing room between vehicles and pedestrians. It was noted that a standard car lane is 12' wide.
- A member of the public asked how the bridge types compare in terms of maintenance, durability, and longevity and if there is a ranking for one being considerably more expensive to maintain than another.
  - Bob responded that the steel girder bridge is going to be the least expensive by quite a bit. It will also be the least expensive to build. It requires very little maintenance. A consideration is that underwater piers will need to be examined every 5 years. The steel truss bridge is not too far behind in cost. The other three bridges would all require specialty equipment to do the inspections.
- A member of the public asked for a cost differentiation between a bridge that would only accommodate pedestrian and bicycles to this bridge, which also accommodates emergency vehicles.
  - Bob responded that the difference is negligible.

Bob then told the Task Force about the Technical Advisory Committee (TAC) recommendations and the results from the public engagement efforts in October (an in-person open house and an online open house).

Key takeaways from the TAC:

- Permanent impacts are more important than temporary impacts
- Incorporate relative bridge cost and the relative difficulty of permitting for each bridge type (which the project team incorporated)
- Recommend against advancing the tied-arch because it is higher cost and has a similar river impact to the truss and girder bridge types
  - Zach added that another TAC reasoning was that there are two other lower cost signature type bridges that do not impact in the river.
- TAC recommended picking one utilitarian type bridge and one signature bridge as the final two

Key takeaways from public engagement:

- Top three considerations included: aesthetics, construction cost and river impacts
- Favored bridge types:
  - Cable-stayed – agree the benefits outweigh the cost
  - Suspension – agree the benefits outweigh the cost
  - Steel girder
  - Steel truss – highest percentage of negative responses
  - Tied arch – high percentage of negative responses due to cost and impacts
- There was a mixed opinion on project need with many people saying alleviating congestion was a higher priority.

Anne Pressentin then led the Task Force in a round of discussion to narrow the bridge types. She first asked the Task Force if there were any bridge types they felt comfortable getting rid of immediately. The Task Force agreed to eliminate the tied-arch and steel truss from the discussion. The tied arch was removed based on higher cost and negative impacts to the natural environment. The steel girder was removed based on aesthetic considerations.

Anne then asked if the Task Force agreed with the TACs recommendation for selecting one bridge type from the least cost and signature categories. This sparked robust conversation centered around aesthetics. Some members of the Task Force wanted a more utilitarian bridge type because it blended in with the other bridges in the area and did not distract from the natural beauty. Many members recounted trips they had taken around the region and internationally that had iconic bridges that they vividly remember. A member of the public pointed out that they did not want Wilsonville to be known as the city with three boring bridges, but rather a destination with a signature bridge that people remember and want to experience. Members of the Task Force felt that a signature bridge would garner the most public support and have the highest chance of finding funding. Many members also valued the two signature bridge types because they had the least amount of permanent impacts and no piers in the water, which are easier to permit and can be built year-round.

<u>Key discussion points flip charted by Anne:</u>

- Maximize the usable space on the north side/park side
    - Is there opportunities for parking between two bridge landings? However, there is a question as to the need for parking.
    - Try to move new bridge landing close to the railroad bridge
- Quality structure and cost are both important.
- Want a beautiful community that attracts tourism. Least cost is less important
- Aesthetics are important, but we need options.
- Think to the future. Don't want to look back and say, "why didn't we?"
- Plan for emergencies and the potential for two-way vehicle traffic
- Support for the facility will bring funding. Support exists.

5. Recommendation for City Council

Anne drew three scenarios on a flip chart and asked the Task Force to vote on their favorite option. The options and final votes were:

1. Steel girder and cable stayed - 2
2. Steel girder and suspension - 2
3. Cable stayed and suspension – 9

Members who preferred the cable-stayed and suspension bridge said it was important to have a signature bridge in Wilsonville that would attract users and be something that the City is known for. These members also highlighted the lack of permanent in-water impacts.

Members who preferred keeping a lower cost option said decorative treatments can be added and construction funding is not yet secured. Cost should be a consideration.

Anne flip charted key rationale for the recommendations, which the Task Force agreed to:

- Concerned about the environmental impacts – both for in-water and excavation
- Impacts on the park

- Attraction to Wilsonville; looks attractive and attracts people
    - Great cities have great structures
- Economic benefits of the facility for Wilsonville
- Impact on the marina

6. Next Steps

Zach told the Task Force that the project team will take into consideration the Task Force, TAC, and public recommendations and bring two bridge types to City Council in January. After there is agreement on the two bridge types moving forward the project team will begin putting together cost estimates and artists renderings as well as in-depth analysis of the two final bridge types.

The project team is looking at gathering the Task Force again in the spring to review that data to select a final preferred bridge type.

7. Closing Comments

Co-chair Lehan noted that most members of the committee recommended eliminating both the highest cost and the least cost options as well as those with the most environmental impacts. Co-chair Bernard said the conversation was productive and resulted in changing his opinion. Both co-Chairs thanked the Task Force and community members for coming.

Flip chart transcription

Comments on Steel Girder Bridge

- Simple and doesn't call attention to itself, plus it's the least cost
- Doesn't market itself
- Can add decorative treatments for visual interest

Comments on Cable-Stay Bridge

- Very high pylons for the area - agree
- Prefer
    - Regionally significant!
- Really stands out visually -- positive

Comments on Suspension Bridge

- Prefer
    - No impact to river
    - Aesthetics
    - Have to weigh costs

Comments on Tied-Arch Bridge

- Eliminate

Comments on Steel Truss Bridge

- Eliminate

Comments:

- North side of river/park side:
    - Maximize usable space
    - Opportunity for parking between 2 bridges? Question as to need
    - Move closer to Boones Ferry or RR Bridge
- Want a beautiful community
    - Attractive for tourism
- Don't agree with least cost
- Don't want to create problem for Boone Bridge
- Quality, cost important
- Think to future -> don't want to say why didn't we?
- Plan for emergencies – 2way vehicle traffic or protocol.
- Aesthetics are important – but need options
- Look to economic development opportunities with bridge
    - Lean to signature bridge to make Wilsonville noticed
- Support for facility will bring funding. There is support.

Rationale

- Environmental impacts
    - In-water and excavation
- Attraction for Wilsonville
- Economic benefit
- Effect to the park
- Effect to Marina
- Signature/memorable for Wilsonville
    - Great structures

Final Vote

- Girder - Cable-stay – 2 (*Note: One vote was mistakenly counted from a member of the public)*
- Girder – Suspension – 2
- Suspension – Cable-stay - 9

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: January 7, 2019	**Subject:** 2019-20 State Legislative Agenda **Staff Member:** Mark Ottenad, Public/Government Affairs Director **Department:** Administration
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution Information or Direction ☐ Information Only ☒ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** The 2019-20 session of the Oregon Legislative Assembly commences on January 22. Adoption of a state legislative agenda provides direction to staff and consultants on the City Council's legislative priorities.
Staff Recommendations: City Council adopts the 2019-20 State Legislative Agenda.	
Recommended Language for Motion: N/A	
PROJECT / ISSUE RELATES TO:	
☒ Council Goals/Priorities	☐ Adopted Master Plan(s) ☐ Not Applicable

ISSUE BEFORE COUNCIL:

City Administration seeks adoption by the City Council of a State Legislative Agenda for general public-policy priorities that guides how the City reacts to specific legislative proposals that may arise in the 2019-20 session of the Oregon Legislative Assembly.

EXECUTIVE SUMMARY:

At the start of each two-year-long session of the Oregon legislature, the City Council adopts a State Legislative Agenda that guides how City staff and consultants evaluate proposed legislation in terms of opposing, supporting or remaining neutral. The City's State Legislative Agenda is grounded in long-term City Council-adopted policies embodied in the Comprehensive Plan and other master plans or specific strategy documents, current Council goals and other known issues under consideration.

BACKGROUND:

History of City's Legislative Engagement

The City has been actively engaged with matters before the Oregon legislature for the past two decades, often in a defensive posture seeking to curtail legislative attempts that would preempt municipal home-rule authority or super-site controversial land-uses in or near Wilsonville. A state proposal in the late 1990s to site the Coffee Creek Correctional Facility at the shuttered Dammasch State Hospital, now home to the Villebois neighborhood, galvanized the community to action and underscored the need to participate actively in legislative affairs. The City has contracted with Greg Leo, principal of The Leo Company, who commands considerable respect from both sides of the isle for his credible and authoritative background in local, state and federal affairs, including work with the Office of Congressman Walden and as secretary of the Oregon Republican Party.

The City works with coalitions of organizations that share similar legislative objectives. The City coordinates closely with the League of Oregon Cities (LOC) Intergovernmental Relations staff to analyze the potential impacts of proposed legislation and to lobby legislators as needed to advance the City's positions. The City works with Clackamas and Washington Counties, the Port of Portland and the Metro regional government which acts as a convening body for the 24 Portland metro-area cities.

For the past few legislative sessions, the City's process has generally been as follows:

- Greg Leo meets regularly with legislators, executive-agency staff and public- and private-sector lobbyists to obtain information on key bills of interest and he relays to City staff;
- Mark Ottenad reviews and then forwards to appropriate staff members as need be for their review and assessment of particular issues. Critical staff assisting in these reviews include the City Manager, City Attorney, Community Development Director, Planning Director, Transit Director, Building Official and other staff members.
- Mark Ottenad communicates the City's position to Greg Leo and other parties, and often composes City testimony on behalf of the Mayor and City Council on specific legislation that is then reviewed by relevant City staff prior to submission.
- Mark Ottenad and Greg Leo relay the testimony electronically and in-hard copy. Periodically the Mayor or a City Councilor is requested to present the testimony in-person before the committee considering the bill at issue. Requesting direct City Council testimony in-person at the State Capitol in Salem is never considered lightly by staff due to the time and travel burden placed on a volunteer member of Council; however, in-person testimony by a local elected official is the most powerful and persuasive form of legislative input available to the City.

City's State Legislative Agenda

The City first developed a written State Legislative Agenda in 2011 with citations to specific sources of City authority for each agenda item. All of the legislative agenda items are based on policies established by the City Council over time through the Comprehensive Plan, Goal 9 Economic Opportunities Analysis and other City master plans/strategies and Council direction. Thus, the City's State Legislative Agenda is grounded in long-term City Council-adopted policies that embrace core community values as expressed by the community's elected officials.

In developing the City's draft legislative agenda, staff reviewed existing and prior city policies and practices, examined the legislative agendas and priorities of other metro-area jurisdictions and affiliated organizations, such as LOC, and gathered information from lobbyists and other public-affairs professionals about primary issues of concern in the 2019-20 legislative session. The proposed 2019-20 State Legislative Agenda is modeled after the prior 2015-16 Agenda.

Potential 2019 Legislative Session Issues

The Governor, legislators, interest groups and the media have suggested the following issues could be at play in the 2019 session with direct impact to the City:

1) Affordable Housing
3) Possible legislation concerning System Development Charges (SDCs)
4) Telecommunication Fees
5) Possible attempt by Special Districts to limit use of Urban Renewal

Other priorities are Education Funding, Oregon Health Plan, Cap and Invest Carbon Tax, and Forest Fire Reduction and State Forest Management.

In July 2018, the City Council reviewed the list of LOC legislative priorities for the upcoming session and selected the following priorities of greatest relevance to the City:

- Carbon Cap-and-Invest Program Adoption
- Infrastructure Financing and Resilience
- Mental Health Investment
- Right-of-Way and Franchise Fee Authority
- Mercury Wastewater Discharge Limits

When the LOC board tallied results of the statewide survey and reviewed prior LOC legislative priorities, the following became LOC's top priorities for the 2019 legislative session:

1. Mental Health Investment
2. Revenue Reform/Cost Containment
3. Housing/Homelessness Improvement
4. Infrastructure Finance and Resilience Investment
5. Right-of-Way and Franchise Fee Authority Preservation/Broadband Investment
6. Third-Party Building Inspection Preservation

Based on a Clackamas County request for a joint set of 2019 state legislative priorities, the Clackamas County Coordinating Committee agreed to collectively advance two related transportation-funding requests that align well with the City legislative agenda:

- Support for "I-205 Bottleneck Funding" for state-match funds of approximately $400 million for a third lane of capacity in each direction of I-205 from Stafford Road to OR 213, including expansion and seismically retrofitting of the Abernethy Bridge.
- Advocate for $2.5 million to fund a Clackamas County Transportation Futures Study similar to a legislatively-funded study for Washington County in 2012.

City's State Legislators

The City of Wilsonville community is currently split between House Districts 26 and 51 and between Senate Districts 13 and 26, with the Willamette River acting as a dividing line. When Wilsonville eventually annexes portions of UGB expansion areas Frog Pond East and South, the City may straddle three sets of House of and Senate districts, potentially adding House District 37 and Senate District 19, assuming that eventual House and Senate districts reapportionment after 2020 decennial census maintains current boundaries (which is not at all guaranteed to occur).

Elected officials representing the Wilsonville area in the 2019 legislative session:

Representing Wilsonville north of the Willamette River

- House District 26 (current): Representative Courtney Neron of Wilsonville (Democrat), who replaced Representative Rich Vial of Scholls/Sherwood (Republican)
- House District 37 (possible future): Representative Rachel Prusak of West Linn (Democrat), who replaced Representative Julie Parrish of West Linn (Republican)
- Senate District 13 (current): Senator Kim Thatcher of Keizer (Republican)

Representing Wilsonville south of the Willamette River (Charbonneau)

- House District 39 (current): Representative Christine Drazan of Oregon City (Republican), who replaced Representative Bill Kennemer of Oregon City (Republican)
- Senate District 20 (current): Senator Alan Olsen of Canby (Republican)
- Senate District 19 (possible future): Senator Rob Wagner of Tualatin (Democrat)

TIMELINE:

The 2019 session convenes on January 22 and has June 21 as the target-date for Sine Die, which is constitutionally mandated to occur by June 30.

LOC and the Oregon Mayors Association hosts the bi-annual "City Day at the Capitol" on Thursday, January 24, 2019, that City Council members and staff are encouraged to attend (note same day as rescheduled City Council meeting).

During the course of the legislative session 3,000 to 4,000 bills may be introduced, of which several hundred may receive committee hearings. Towards the end of the session when the legislature moves into "24-hour" hearing-notice period, bills and amendments are flying. The legislative agenda is an important tool that enables the City to be responsive in a timely manner to legislative proposals.

CURRENT YEAR BUDGET IMPACTS:

No budget impacts are anticipated based solely on adoption of the legislative agenda. Other legislative-related expenses are currently budgeted.

Actions that the legislature takes can impact the City's budget directly or indirectly in a favorable or detrimental manner.

FINANCIAL REVIEW / COMMENT:

Reviewed by: CAR Date: 12/19/2018

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 1/2/2019

CITY MANAGER COMMENT:

The proposed 2019-20 State Legislative Agenda is in accord with Council's long-term direction for City policies.

EXHIBITS:

A. Draft 2019-20 State Legislative Agenda
B. Citations to Authorities that Act as Foundation for City of Wilsonville/SMART 2019-20 State Legislative Agenda
C. Maps of Wilsonville state legislative districts: Oregon House of Representatives (2019)
D. Maps of Wilsonville state legislative districts: Oregon Senate (2019)
E. Excerpts, "Capital Chatter: Kate Brown discusses her 2019 priorities," by Dick Hughes/For Oregon Capital Insider
F. "Let Cities Work" — 2019 League of Oregon Cities (LOC) Legislative Priorities
G. League of Oregon Cities (LOC) 2019 Day at the State Capitol draft agenda
H. 2019 Clackamas County State Legislative Agenda (Draft)
I. 2019 Metro Council Legislative Principles
    - Recapitalization of Brownfields Redevelopment Fund
    - Industrial Site Readiness

2019-20

WILSONVILLE OREGON

State Legislative Agenda

Wilsonville City Council

Tim Knapp, Mayor

Susie Stevens, Councilor

Kristin Akervall, Councilor

Charlotte Lehan, Councilor

Ben West, Councilor

City Appointed Management

Bryan Cosgrove, City Manager

Barbara Jacobson, City Attorney

CITY OF WILSONVILLE, OREGON /
SOUTH METRO AREA REGIONAL TRANSIT (SMART)
Mark Ottenad, Public/Government Affairs Director
503-570-1505; ottenad@ci.wilsonville.or.us
Greg Leo, Public Affairs Consultant, The Leo Co.
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Wilsonville, OR 97070
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SMART
SOUTH METRO AREA REGIONAL TRANSIT

REV.12/2018

Acting on behalf of the residents and businesses of the City of Wilsonville and SMART, the City Council adopts this legislative agenda to guide municipal policy positions in the 2019-20 session of the Oregon Legislative Assembly.

Wilsonville City Council, January 7, 2019

1. GOVERNANCE

■ Local Autonomy

1.1 The City of Wilsonville supports the home-rule autonomy of local governments and opposes efforts to preempt local-government authority to work on behalf of the city's residents and businesses. The City seeks opportunities to restore municipal authority where it has previously been pre-empted by state law.

■ State Shared Revenues / Unfunded Mandates

1.2 The City of Wilsonville supports the State Shared Revenue formula and opposes efforts to shift service-costs from the State to local governments, often referred to as "unfunded mandates." The City opposes efforts to reduce traditional "shared revenues," which include alcoholic beverage and cigarette taxes and other state shared revenue that pay for essential local services.

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

2.1 The City of Wilsonville supports multi-modal transportation options—including roadways, transit services and bike/ped alternatives—for residents, commuting workers and businesses.

2.2 The City of Wilsonville supports strategies and plans that maintain or increase the traffic-handling capacity of I-5 for the timely movement of freight and conduct of commerce, including the stretch of I-5 Boone Bridge crossing the Willamette River.

2.3 The City of Wilsonville supports increased funding by federal and state governments of public transportation infrastructure.

2.4 The City of Wilsonville supports efforts to re-open and maintain the operations of the Willamette Falls Locks and Canal.

■ Transit

2.5 The City of Wilsonville supports increased funding and access to increased transit services that provide residents and commuting workers with an affordable option for personal mobility.

2.6 The City of Wilsonville supports expanded Westside Express Service (WES) commuter rail transit service for full-day and Saturday service and extension of service to Salem.

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Development

3.1 The City of Wilsonville supports sustainable, "smart-growth" concepts that include objectives such as walkable neighborhoods, compact urban development, the conservation of valuable resource lands and the protection of prime agricultural soils outside the urban growth boundary (UGB).

3.2 The City of Wilsonville supports Oregon land-use law that calls for intergovernmental coordination and urban-development activities to occur in cities—areas with municipal governance and supporting infrastructure—and opposes efforts to encourage activities outside of cities that result in urban-level development.

3.3 The City of Wilsonville supports initiatives that reclaim industrial "brownfield" sites in urban settings for productive re-use and that assists cities to develop existing industrial lands. These kinds of initiatives maximize the benefit from existing public resources and reduce the need for urban-growth boundary expansions to accommodate industrial development.

3.4 The City of Wilsonville supports the creation or extension of additional economic-development tools that cities may utilize as they wish, including implementing the Oregon Industrial Site Readiness Program that complies with current state law and making the state "Enterprise Zone" and similar designations available to more cities.

■ Workforce Development

3.5 The City of Wilsonville supports adequate funding for institutions of higher education in order to provide more comprehensive workforce development opportunities for future and current employees of industrial employers.

3.6 The City of Wilsonville supports efforts to improve the overall quality of K–12 education, and in particular to strengthen Science-Technology-Engineering-Math (STEM) education, as well as post-secondary education that prepare tomorrow's workforce.

4. ENVIRONMENTAL IMPACT

4.1 The City of Wilsonville supports the protection of the environment and important natural resources for the benefit of human health, quality of life for citizens, recreational opportunities, and wildlife habitat.

FAST FACTS: City of Wilsonville & South Metro Area Regional Transit (SMART)

■ Population: *One of Oregon's fastest growing cities*

For the past 20 years, Wilsonville has been one of Oregon's fastest growing cities with population over 10,000. Wilsonville is now the state's 22nd largest city.

Jurisdiction	2000 Census	2018 PSU Est.	% Change
City of Wilsonville	13,991	25,250	96.9%
Portland metro region*	1,444,219	1,839,005	22.2%
State of Oregon	3,421,399	4,195,300	22.6%

* Clackamas, Multnomah and Washington Counties

■ SMART Transit: *I-5 Corridor Public Transportation Service*

South Metro Area Regional Transit (SMART) provides transit services six days per week for 300,000 riders composed of commuting workers and residents. SMART links with regional transit providers, including TriMet and WES (Westside Express Service) commuter trains, Salem Area Mass Transit District ("Cherriots") and Canby Area Transit (CAT), as well as providing in-town fixed-route and paratransit services.

■ Education & Workforce Development: *In-Demand Skills Training*

OregonTech Wilsonville is the metro-area campus of the Oregon Institute of Technology (OIT), the state's premier university of advanced engineering and applied-technology studies. OregonTech Wilsonville works closely with the region's high-tech employers and area high schools to promote hands-on, practical Science-Technology-Engineering-Math (STEM) curriculum.

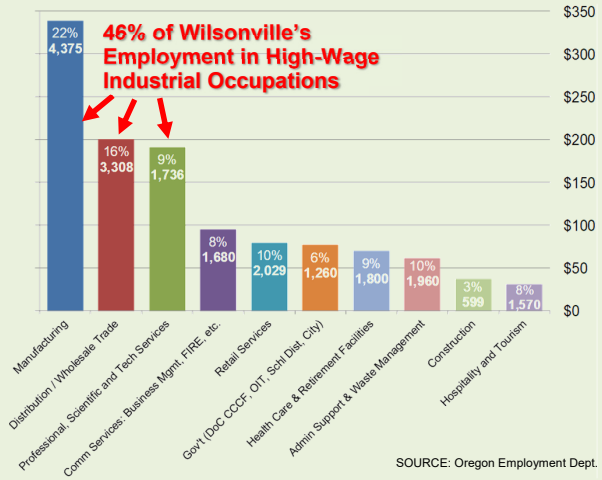
Clackamas Community College, Wilsonville Training Center Campus

West Linn-Wilsonville School District and Canby School District

■ Employment: *Over 20,000 Jobs with $1.1 Billion Direct Annual Payroll*

Wilsonville's 1,080 businesses provide 20,317 full-time equivalent jobs, of which about half are in high-wage industrial occupations of manufacturing—primarily in high-tech and software engineering—wholesale distribution and professional services. Nine out of 10 employees commute to jobs in Wilsonville primarily from the Portland metro-area and North Willamette Valley, Canby, Woodburn and Salem/Keizer.

Total annual payroll in Wilsonville exceeds $1.1 billion annually—an +80% increase since 2000—that generates a total direct/indirect regional economic-multiplier impact of over $3.2 billion per year.



Top-10 Private-Sector Wilsonville Employers

Sorted descending by Number of Full-Time Equivalent (FTE) Jobs

Business	Type	Jobs
1. Siemens Mentor Graphics Corp.	Software	986
2. Xerox Corp.	Manufacturing	687
3. Sysco Food Services	Wholesale Dist.	545
4. Rockwell Collins	Manufacturing	475
5. Swire Coca-Cola USA	Mfg/Dist.	366
6. TE Medical (Tyco Electronics Connectivity)	Manufacturing	359
7. Costco Wholesale	Retail	292
8. Southern Wines & Spirits	Wholesale Dist.	283
9. Fred Meyer Stores	Retail	261
10. OptiMiM	Manufacturing	255

The Wilsonville SMART Transit Center serves as the TriMet Westside Express Service (WES) commuter rail train station that features a 400-car park-and-ride lot that can be expanded. Each WES train is met by SMART buses that whisk employees to the worksite within 10 minutes of arrival in Wilsonville, providing key 'last-mile' public transit service.

Citations to Authorities that Act as Foundation for City of Wilsonville/SMART 2019-20 State Legislative Agenda

— January 7, 2019 —

This document provides citations to various authorities, such as the City Charter and Comprehensive Plan, and the legislative agendas of affiliate organizations, in support of the 2019-20 State Legislative Agenda**.** The document recites each specific proposed legislative agenda policy position, which is then followed immediately by relevant citations to authorities, listing first references to City documents and then legislative agendas of affiliate organizations.

1. GOVERNANCE

■ Local Autonomy

1.1 The City of Wilsonville supports autonomy of local governments and opposes efforts to preempt local-government authority to work on behalf of the city's residents and businesses. The City seeks opportunities to restore municipal authority where it has previously been pre-empted by state law.

This proposed legislative agenda policy is supported by the following authorities:

City of Wilsonville Charter, 1987

Chapter II, Powers

> Section 4. POWERS OF THE CITY. The city shall have all powers that the constitutions, statutes and common law of the United States and of this state expressly or impliedly [sic] grant or allow municipalities, as fully as though this charter specifically enumerated each of those powers.
>
> Section 5. CONSTRUCTION OF CHARTER. In this charter no mention of a particular power shall be construed to be exclusive or to restrict the scope of the powers which the city would have if the particular power were not mentioned. The charter shall be liberally construed to this end that the city may have all powers necessary or convenient for the conduct of its municipal affairs, including all powers that cities may assume pursuant to state laws and to the municipal home rule provisions of the state constitution.

Wilsonville Comprehensive Plan, 2013

History of Local Planning Efforts, Intro-1

> In a move to increase local control, the local residents voted to incorporate. On January 1, 1969, Wilsonville became a City..

League of Oregon Cities (LOC) 2019 Legislative Priorities, 2018

> Introduction: The League of Oregon Cities' Board of Directors has set six legislative priorities for the 2019 session of the Oregon Legislature. * * * The six priorities were approved by the LOC Board Wednesday and focus on the theme, "Let Cities Work."

Right-of-Way and Franchise Fee Authority Preservation/Broadband Investment: The League will continue to oppose any legislation that preempts local authority to manage public rights of way and cities' ability to set the rate of compensation for the use of such rights of way.

5. Right-of-Way and Franchise Fee Authority Preservation/Broadband Investment

The League will continue to oppose any legislation that preempts local authority to manage public rights of way and cities' ability to set the rate of compensation for the use of such rights of way. In addition, the League will seek additional state support and funding for increased and equitable broadband infrastructure deployment, especially in rural areas, while opposing any legislative efforts to restrict municipal authority to provide broadband services.

■ State Shared Revenues / Unfunded Mandates

1.2 The City of Wilsonville supports the State Shared Revenue formula and opposes efforts to shift service-costs from the State to local governments, often referred to as "unfunded mandates." The City opposes efforts to reduce traditional "shared revenues," which include alcoholic beverage and cigarette taxes and other state shared revenue that pay for essential local services.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Urban Growth Boundary, p. B-3

Implementation Measure 2.1.1.d. — Establish and maintain revenue sources to support the City's policies for urbanization and maintain needed public services and facilities.

City of Wilsonville budget reports

Various states-shared revenues form a significant component to the City's general fund budget, as the following summary shows:

Wilsonville State-Shared Revenues

	FYE 2015	FYE 2016	FYE 2017	FYE 2018
Type of Revenue	**Actual**	**Actual**	**Actual**	**Budget**
Alcoholic beverage tax	$ 264,832	$ 349,368	$ 359,513	$ 384,055
Cigarette tax	53,478	29,549	29,577	29,614
State shared revenue	245,664	312,477	285,524	300,081
TOTAL	$ 563,975	$ 691,395	$ 674,615	$ 713,751

Metro 2019 Legislative Principles, Draft 2018

2. Funding: To ensure a prosperous economy, a clean and healthy environment, and a high quality of life for all of their citizens, Metro and the region's counties, cities, and other service providers must have the financial resources to provide sustainable, quality public

services. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions, and all state mandates should be accompanied by funding.

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

2.1 The City of Wilsonville supports multi-modal transportation options—including roadways, transit services and bike/ped alternatives—for residents, commuting workers and businesses.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Transportation: The Transportation Network, p. C-22–C-24

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

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

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

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

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

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

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

Wilsonville Transportation Systems Plan (TSP), 2016

Chapter 2 — Vision, pp. 2-3, 2-5

Policies And Implementation Measures

System Design

Policy 1. Provide a safe, well-connected, and efficient system of streets and supporting infrastructure for all travel modes.

Connectivity

Policy 10. Add system connections for all modes throughout the city's transportation system to improve access between neighborhoods, serve new development, and manage system performance.

Chapter 5 — The Projects, p. 5-1

Make strategic investments in new and expanded facilities to serve all modes.

Wilsonville Bicycle and Pedestrian Master Plan, 2006, p.3

Goal — To promote non-motorized travel and provide a safe, interconnected system of pedestrian and bicycle facilities.

Metro 2019 Legislative Agenda, draft, 2018

Transportation Funding: Providing adequate funding for all transportation modes that move people and freight supports economic prosperity, community livability, public health and environmental quality. For these reasons, Metro supports an increase in overall transportation funding, investments in a safe and balanced multimodal transportation system that addresses the needs of all users, and flexibility in the system to provide for local solutions to transportation problems.

2.2 The City of Wilsonville supports strategies and plans that maintain or increase the traffic-handling capacity of I-5 for the movement of freight and conduct of commerce, including the stretch of I-5 Boone Bridge crossing the Willamette River..

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Public Facilities and Services, The Transportation Network, pp. C-21, C-24

Wilsonville is bisected by I-5, just south of its intersection with I-205. I-5 is classified as an Interstate Highway. It is part of the National Highway system and is a designated freight route between Portland and points south. The operational objective for Interstate Highways is to provide safe and efficient high-speed travel in urban and rural areas.

Two I-5 interchanges are located within Wilsonville, Interchange 283, I-5 at Wilsonville Road, and 286, I-5 at Elligsen Road. Both interchanges provide a vital function in supporting local and regional economic development goals and plans. Local traffic, including commercial and industrial vehicles, must have safe and efficient access to and from the freeway.

* * * * *

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.

Wilsonville Transportation Systems Plan (TSP), 2016

CHAPTER 2: The Vision, p. 2-7

> Policy 18. Work with ODOT, Metro, TriMet, Cherriots, and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, transit connections, 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.
>
> Policy 19. Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Clackamas and Washington Counties, Metro, TriMet, and Cherriots to improve regional transportation facilities and services.
>
> Policy 20. Work with neighboring jurisdictions to plan, fund, and implement a phased transportation network that serves southwest employment area growth while reserving I-5 interchange capacity for access to and from Wilsonville destinations.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

> Goal 1
>
> Continue to facilitate economic development in conjunction with provision of adequate infrastructure to serve the needs of specific industry clusters. Work to maintain reasonable access to, and the functionality of Interstate-5 and its interchanges within Wilsonville and to increase the capacity of the Boone Bridge.
>
> Goal 5
>
> Continue to accept our fair share of regional industrial and employment growth in appropriate geographic locations that protect existing and future neighborhoods and the capacity of I-5, while encouraging Metro and member jurisdictions to develop land use policies, goals, code revisions and infrastructure necessary to more equitably distribute such growth throughout the region.

2.3 The City of Wilsonville supports increased funding by federal and state governments of public transportation infrastructure.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Transportation, p. C-21

> Transportation plans must also "facilitate the safe, efficient and economic flow of freight and other goods and services within regions and throughout the state through a variety of modes including road, air, rail and marine transportation".
>
> Communities must "protect existing and planned transportation facilities, corridors and sites for their identified functions' and also "provide for the construction and implementation of

transportation facilities, improvements and services necessary to support acknowledged comprehensive plans".

Transportation plans must include a transportation financing program.

Public Facilities and Services, pp. C-27,C-28

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

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

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

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

Wilsonville Transportation Systems Plan (TSP), 2016

Funding Outlook, p. 1-8

The City draws from multiple funding sources to pay for the construction, operation, and maintenance of its transportation infrastructure and services.

Approximately $104 million is estimated to be available from City sources to fund transportation related capital improvement projects through 2035. Additional contributions are expected to be available from regional, state, and federal sources to partially fund the City projects included in the Regional Transportation Plan (RTP).

Because the available funds will be insufficient for the City to construct all of its transportation projects (expected to cost at least $170 million), Wilsonville must choose how to invest its available funding to best meet its needs through the year 2035.

Transportation Funding, p. 2-12

Implementation Measures (Policy 45):

46.a. The City shall coordinate routine and necessary maintenance with the appropriate State or County agencies.

46.b. The City shall pursue grants and other funding resources to assist the City with constructing infrastructure improvements, buying new transit buses, and making other transportation investments.

> Policy 47. Maintain a transportation financing program for the construction and implementation of transportation facilities, improvements, and services necessary to support the TSP, the Transit Master Plan, and the Bicycle and Pedestrian Plan. This program should be resourceful and innovative to ensure the City can make key transportation investments. Revenue sources may include public/private partnerships, Local Improvement Districts (LIDs), grants, etc.

Additional Planned Projects, p. 5-16

> Even though the City should primarily focus on the projects included in the Higher Priority Solutions Package, it should look for opportunities to pursue these remaining projects as funding opportunities become available, including grant funding.

Wilsonville Transit Master Plan, June 2017

Transit Tax, p. 31

> Transit tax funds are used to pay for SMART operations and to leverage funding from federal and state grants.

Grant Funding, p. 35

> Funding from grants, SMART's second largest revenue source, are beginning to become fewer as monies at the federal level for transportation are being reduced. SMART has historically been successful in seeking and being awarded grants. SMART will continue to seek grants from the counties, region, state and federal sources.

Conclusion, p. 36

> In order to maintain a high quality public transportation system, it is important to maintain consistent funding levels while operating efficiently. SMART management, working with City staff and City Council, can consider a range of possibilities with various considerations. The top priorities for SMART's management team are to improve operational efficiencies and seek out new funding sources, particularly intergovernmental grants. It appears to be uncertain, however, that state or federal funds will continue as they have.

2.4 The City of Wilsonville supports efforts to re-open and maintain the operations of the Willamette Falls Locks and Canal.

This proposed legislative agenda policy is supported by the following authorities:

Resolution No. 2601, 2016

> A Resolution of the City of Wilsonville Adopting as a Concurring Party the Willamette Falls Locks "Section 106" Memorandum of Agreement (MOA) and Exhibits.

Resolution No. 2515, 2015

> A Resolution Of The City Of Wilsonville Supporting Efforts To Create A Willamette Falls National Heritage Area And Urging Designation Of Such By Congress

Resolution No. 2601, 2014

A Resolution Of The City Of Wilsonville Supporting The Reopening Of The Willamette Falls Locks

Wilsonville Transportation Systems Plan (TSP), 2016

Goods Movement, p. 2-8

Policy 25. Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Acquire or improve access to Willamette River for public docking purposes and consider the potential development of a new port or ports.

■ Transit

2.5 The City of Wilsonville supports increased funding and access to increased transit services that provide residents and commuting workers with an affordable option for personal mobility.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville City Council 2017-2018 Work Plan

Administrative Initiatives

Advocate for more funding for all transportation facilities.

As SMART's infrastructure ages, it will be important that SMART properly maintains and/or replaces facilities and equipment accordingly. To this end, Smart must make it an ongoing priority to seek out and secure funding; state and federal grants are areas with the greatest potential. SMART will continue to aggressively pursue and secure funding grants.

Wilsonville Comprehensive Plan, 2013

Transportation: The Transportation Network, pp. C-22, C-23

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

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

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

Wilsonville Transportation Systems Plan (TSP), 2016

Public Transit, p. 2-9

Policy 29. Increase public awareness of transit and other transportation options, such as walking and bicycling, so that individuals can make informed decisions.

Policy 30. Provide transit service which is coordinated, convenient, comfortable, and safe.

Implementation Measures (Policy 30): 30.a. Maintain transit service and expand as necessary to meet the demands of a growing population and employment base in Wilsonville.

Policy 31. Create a sense of community ownership of the transit system by encouraging citizen involvement in the planning and development of transit facilities and services.

Policy 32. Develop a process for responding to public feedback regarding transit services, including additional service requests, bus routing, and transit stop amenities.

Policy 33. Guided by a transit-specific public feedback process, provide transit routes throughout the city so that transit stops are located within one-quarter mile walking distance from residents and businesses.

Transportation Funding, p. 2-13

Implementation Measures (Policy 45):

46.b. The City shall pursue grants and other funding resources to assist the City with constructing infrastructure improvements, buying new transit buses, and making other transportation investments.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

SMART will expand hours of operation, as funds become available, in order to provide improved access to public transit. This will enable workers to get to and from their jobs and students to get to and from their place of education using public transit.

Wilsonville Transit Master Plan, 2017

Transit Tax, p. 31

Transit tax funds are used to pay for SMART operations and to leverage funding from federal and state grants.

Conclusion, p. 36

In order to maintain a high quality public transportation system, it is important to maintain consistent funding levels while operating efficiently. SMART management, working with City staff and City Council, can consider a range of possibilities with various considerations. The top priorities for SMART's management team are to improve operational efficiencies and seek out new funding sources, particularly intergovernmental grants.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

SMART will expand hours of operation, as funds become available, in order to provide improved access to public transit. This will enable workers to get to and from their jobs and students to get to and from their place of education using public transit.

2.6 The City of Wilsonville supports expanded Westside Express Service (WES) commuter rail transit service for full-day and Saturday service and extension of service to Salem.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville City Council 2017-2018 Work Plan

Administrative Initiatives

Advocate for increased WES service.

Wilsonville Comprehensive Plan, 2013

Transportation: The Transportation Network, p. C-23

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

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

Wilsonville Transit Master Plan, 2017

Commuter Rail, p. 28

Expanding WES service would lead to more ridership for SMART as many customers transfer from WES.

Wilsonville Transportation Systems Plan (TSP), 2016

Public Transit

Policy 36. Coordinate with other transit districts, including TriMet and Cherriots, to strengthen the efficiency and performance of the Wilsonville transit network.

Implementation Measures (Policy 36):

36.a. Advocate for TriMet to provide full day and Saturday service for its Westside Express Service (WES) commuter rail.

36.b. Advocate for the extension of WES to Salem.

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Development

3.1 The City of Wilsonville supports sustainable, "smart-growth" concepts that include objectives such as walkable neighborhoods, compact urban development, the conservation of valuable resource lands and the protection of prime agricultural soils outside the urban growth boundary (UGB).

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville City Council 2017-2018 Work Plan

Council Goals

16. Promote farm and forest land protection.

Advocate for farm and forest land protection in legislative and agency venues and raise public awareness of the economic, health and environmental values of farm and forest land protection.

Wilsonville Comprehensive Plan, 2013

Land Use and Development: Environmental Resources and Community Design, pp. D-23, D-25, D-26, D-28, D-29

* * * one of the major aspects of Wilsonville's natural environment is its relationship to agricultural land. Statewide Planning Goal #3 is intended to preserve agricultural lands.

Wilsonville's 1971 General Plan and 1988 Comprehensive Plan set objectives to allow for the continuation of agriculture as a viable part of the community's economy. Agricultural activities still exist as an interim use within the City, and they are the primary land use outside of the City.

In recognition of this factor, Metro has established an urban growth boundary to protect prime agricultural lands outside of the urban area. The urban growth boundary has been established in consideration of the placement of existing and planned utilities in relation to existing and planned development patterns and provides sufficient vacant land for continued growth over the next 20 years.

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

Implementation Measure 4.1.5.b Help to preserve agricultural land by protecting the agricultural lands outside the Urban Growth Boundary, by guiding development within the boundary. Discourage long term agricultural uses within the urban boundary.

Implementation Measure 4.1.5.e Protect the beneficial uses and functional values of resources within the Water Quality and Flood Management Areas and Habitat Conservation Areas identified by Metro by limiting or mitigating the impact on these areas from development activities.

Implementation Measure 4.1.5.m Protect the river-connected wildlife habitat and encourage the integration and inter-connection of the Willamette River Greenway to open space areas of the City. Continue to regulate development within the Greenway boundaries. Provide for public access to the river only through and within the City parks or other properties intended for public access.

Implementation Measure 4.1.5.o Adopt Metro's Habitat-Friendly Development Practices, which provide a method of developing property that protects natural resources and focuses on land development and site design that mimic natural processes. The design and construction practices include the following categories:

1. Minimize hydrologic impacts
2. Minimize impacts on wildlife corridors and fish passage
3. Protect and enhance native landscaping

Implementation Measure 4.1.5.y Protect the Willamette River Greenway from incompatible uses or development activities, using the standards of the Greenway section of the Development Code.

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 4

Encourage growth of compact employment and industrial development by increasing commercial and industrial job densities per acre within the Urban Growth Boundary to accommodate living wage jobs in concentrated developments in a land efficient manner, thus ensuring that the Metro UGB does not need to extend south of the Willamette River into the foundation agricultural lands of French Prairie. [footnotes omitted]

3.2 The City of Wilsonville supports Oregon land-use law that calls for intergovernmental coordination and urban-development activities to occur in cities—areas with municipal governance and supporting infrastructure—and opposes efforts to encourage activities outside of cities that result in urban-level development.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Citizen Involvement, p. A-4

Implementation Measure 1.3.1.b Where appropriate, the City shall continue to coordinate its planning activities with affected public agencies and private utilities. Draft documents will be distributed to such agencies and utilities and their comments shall be considered and kept on file by the City.

Urban Growth Management, p. B-1

Wilsonville is located within the jurisdiction of Metro, and coordinates the management of urban growth in and around Wilsonville with the affected county and regional governments.

Urban Growth Boundaries, pp. B-3, B-5

Given the demand for urban development in Wilsonville, it makes sense for the City to begin planning for outward expansion into those areas and to coordinate such planning with Metro, the counties and the state.

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

Implementation Measure 2.2.1.g Urban sanitary sewer and water service shall not be extended outside the City limits * * *.

Public Facilities and Services, p. C-28

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

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

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

Land Use and Development: Environmental Resources and Community Design, p. D-25

Implementation Measure 4.1.5.b Help to preserve agricultural land by protecting the agricultural lands outside the Urban Growth Boundary, by guiding development within the boundary. Discourage long term agricultural uses within the urban boundary.

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

Implementation Measure 4.1.5.oo Industrial and other potential noise generating activities will be located and designed so as to minimize noise conflicts with adjacent uses. The City will cooperate with DEQ and ODOT in establishing and where practicable assisting in enforcing noise control standards.

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

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

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, pp. 1-2

Goal 4

Encourage growth of compact employment and industrial development by increasing commercial and industrial job densities per acre within the Urban Growth Boundary to accommodate living wage jobs in concentrated developments in a land efficient manner, thus ensuring that the Metro UGB does not need to extend south of the Willamette River into the foundation agricultural lands of French Prairie. [footnotes omitted]

Goal 9 of the Oregon Statewide Planning Goals, Section 1, Chapter 812, Oregon Laws 2001

Local governments shall provide "Reasonable opportunities for urban residential, commercial and industrial needs over time through changes to urban growth boundaries."

3.3 The City of Wilsonville supports initiatives that reclaim industrial "brownfield" sites in urban settings for productive re-use and that assists cities to develop existing industrial lands. These kinds of initiatives maximize the benefit from existing public resources and reduce the need for urban-growth boundary expansions to accommodate industrial development.

3.4 The City of Wilsonville supports the creation or extension of additional economic-development tools that cities may utilize as they wish, including implementing the Oregon Industrial Site Readiness Program that complies with current state law and making the state "Enterprise Zone" and similar designations available to more cities.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Comprehensive Plan, 2013

Economic Development, p. D-3

> Industrial development is the basic element of economic growth as it produces goods for marketing, as well as being the primary employment generator.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Emerging Regional Planning Issues, p. 11

> Effective economic development strategies must also confront challenges regarding cost effective delivery of adequate project-ready sites * * *
>
> At issue is the additional industrial land supply that was brought into the Portland Metro UGB in 2002 and 2004. While the majority of the new industrial land added by Metro to the UGB does not yet have adequate public roads, sewer, and water lines, the land supply increase will likely create a near-term industrial land surplus. Hence, Wilsonville must carefully evaluate prospective land absorption and return on public investment before making major fiscal expenditures aimed at increasing its project-ready industrial land base.

Wilsonville Economic Development Strategy, 2012

4.3 Next Steps, p. 26

> [T]here is now a broad technical and political consensus that Wilsonville's logical path for the development of new employment space is the Coffee Creek Area and, farther off, the Basalt Creek Area. But the cost of that development, the sources of funding, and the fiscal impacts on the City are not yet estimated.

2019 Clackamas County State Legislative Agenda

> Grow a Vibrant Economy
>
> Build a Strong Infrastructure

League of Oregon Cities (LOC) 2019 Legislative Priorities, 2018

4. Infrastructure Finance and Resilience Investment

The League will advocate for an increase in the state's investment in key infrastructure funding sources, including, but not limited to: the Special Public Works Fund (SPWF), the Brownfield Redevelopment Fund, and the Regionally Significant Industrial Site loan program. This advocacy will also seek an investment and set aside through the SPWF for seismic resilience planning and related infrastructure improvements to make Oregon water and wastewater systems more resilient. League research has identified a minimum of $7.6 billion in infrastructure needs for municipal water and wastewater systems in the next 20 years. Without key infrastructure investments, Oregon's economy cannot continue to grow.

Metro 2019 Legislative Principles, Draft 2018

Recapitalization of Brownfields Redevelopment Fund

Industrial Site Readiness

Oregon Economic Development Association (OEDA) 2019 Legislative Priorities

Land and Infrastructure

Tax climate for traded-sector business retention and corresponding tools

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■ Workforce Development

3.5 The City of Wilsonville supports adequate funding for institutions of higher education in order to provide more comprehensive workforce development opportunities for future and current employees of industrial employers.

3.6 The City of Wilsonville supports efforts to improve the overall quality of K–12 education, and in particular to strengthen Science-Technology-Engineering-Math (STEM) education, as well as post-secondary education that prepare tomorrow's workforce.

This proposed legislative agenda policy is supported by the following authorities:

Wilsonville Economic Development Strategy, 2012

Table 4-1. Summary of Actions

Action 4.2. Adopt a policy demonstrating support for Oregon Tech

The City Council will adopt a policy that expresses the City's willingness to collaborate with Oregon Tech to help it succeed in its mission of training and education and also supporting other institutions of higher education.

Action 4.1. Connect businesses with organizations involved in workforce training and education

The City recognizes the importance of workforce training and education in having a skilled workforce that can meet the needs of businesses. City staff have established working relationships with businesses and with workforce development and educational organizations,

including the Art/Tech High School, Wilsonville High School, Clackamas Community College, Pioneer Pacific College, and Oregon Tech.

Action 4.2. Adopt a policy demonstrating support for Oregon Tech and other institutions of higher education

What is the action?

The City Council will adopt a policy that expresses the City's willingness to collaborate with Oregon Tech to help it succeed in its mission of training and education and also supporting other institutions of higher education.

Why is the City doing it?

The City recognizes the importance of having local opportunities for workforce training and higher education within the City. The City recognizes the significant opportunities that result from having a highly regarded university (Oregon Tech) consolidating its metropolitan campuses in Wilsonville. Oregon Tech's specialized technical training will be a valuable economic development tool, giving Wilsonville one more competitive advantage. The City is committed to making Oregon Tech's relocation successful and to helping businesses in Wilsonville benefit from the opportunities resulting from having Oregon Tech and other institutions of higher education in the community.

Wilsonville Economic Opportunity Analysis Report, 2012, 2008

Vision and Goals, p. 1

Goal 2

Encourage expansion of existing business clusters such as…secondary education.

Emerging Regional Planning Issues, p. 10

Another challenging issue that may increase institutional land demand in Wilsonville is the perceived lack of workforce training and higher education institutions that can meet the hiring needs of larger employers. The perception is that in-migration of labor into the Portland Metro Region will continue to fill the perceived "gap" in providing a well educated work force. The Portland Metro Region could fill this void with the development of world class institutions, such as Oregon Health Science University (OHSU). New or expanded satellite campuses for higher education that offer both two and four-year college degree programs will be needed over the 20-year planning horizon. Wilsonville has an advance start on this with Pioneer Pacific College and Clackamas Community College's Wilsonville Training Center. Transportation system facilities provide access to educational institutions in the greater Metro area.

Quality of Life, p. 13

Excellent schools…make Wilsonville a desirable place to live.

Recent investments in higher education in Wilsonville by the Oregon State University and Clackamas Community College are important for local quality of life and workforce training. These investments in higher education will be necessary to help maintain a well trained local labor pool.

Industry Clusters Analysis: Target Industries, p. 26

• Health Care and Secondary Education. As the regional hub with excellent local quality of life and small town atmosphere, Wilsonville has an excellent opportunity to provide expanded health services and additional two-year and four-year advanced degree programs for the local and regional population. Both of these sectors are currently under-represented job sectors in Wilsonville, but appear to have excellent long-term growth potential.

Oregon Economic Development Association (OEDA) 2019 Legislative Priorities

Labor and Workforce Development

Resolution No. 2269, A Resolution Of The City Of Wilsonville Supporting The 2011 Legislative State Bonding Request Of The Oregon Institute Of Technology, Also Known As "Oregon Tech," January 20, 2011

NOW, THEREFORE THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The Wilsonville City Council hereby endorses and supports the 2011 legislative state bonding request of the Oregon Institute of Technology (OIT), also known as "Oregon Tech."

4. ENVIRONMENTAL IMPACT

4.1 The City of Wilsonville supports the protection of the environment and important natural resources for the benefit of human health, quality of life for citizens, recreational opportunities, and wildlife habitat.

This proposed legislative agenda policy is supported by the following authority:

Wilsonville Comprehensive Plan, 2013

History of Local Planning Efforts, Page Intro – 2

Almost immediately after incorporation, the newly-formed City began work on a General Plan that was intended to help the City preserve the natural qualities of the area, while also ensuring efficient land use as development occurred.

Storm Drainage Plan, p. C-8

Implementation Measure 3.1.7.d Major natural drainage ways shall be retained and improved as the backbone of the drainage system and designated as open space… Remnant creek channels, which previously carried water that has since been diverted, shall be evaluated for their wildlife habitat value before being selected for use as drainage ways.

Parks/Recreation/Open Space, pp. C-13 – C-14

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

1. Preserve the natural integrity of the Willamette River. Provide for frequent contact with the river. Encourage development of an adequate park and recreation system which would contribute to the physical, mental and moral health of the community.

* * * * *

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

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

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

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

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

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

Land Use and Development, p. D-1

The last section deals with resource areas and natural hazards and it discusses the City's intention to protect environmental resources… The design criteria ensure the protection of significant natural resources and enhance the visual attractiveness of the community.

General Development, p. D-5

The City has historically focused considerable attention on economic development without losing sight of the importance of protecting natural resources and developing attractive residential neighborhoods. The City has a well-established history of designating and protecting open space areas. Wilsonville residents also voted to support regional efforts to acquire large tracts of open space outside the City.

Commercial Development, p. D-12

Implementation Measure 4.1.3.g Encourage energy-efficient, low-pollution industries.

Environmental Resources and Community Design, pp. D-21, D-22, D-24, D-25, D-26, D-29

In nature, there is a balanced system of events and processes that affect and shape the land on which we live. Because these processes continually and ultimately affect land and property, it follows that we should respect these natural processes in making land use decisions. For example, unless mitigated, it would not be wise to make a land use decision that encourages subdivisions to be built in areas that are known to flood.

* * * * *

The City has identified significant natural resource areas that warrant special use management consideration in order to preserve water quality, visual quality, and sensitive wildlife habitats.

* * * * *

In combination, these Policies and Implementation Measures form the foundation for an integrated community design that preserves the integrity and aesthetic quality of the natural

environment while allowing for development… As the City has become more urban, there remains a desire to create the sense of openness and to preserve natural features, while allowing for higher density development, as expected in urban areas.

* * * * *

Noise, water quality, and air quality affect our health, our economic interests and quality of life. High noise levels affect a person's mental and physical well being and ability to work. Poor water and air quality can be a health hazard. Because of their complexities, air and water quality and noise control require both local and regional action. A regional and urban growth boundary has been established to concentrate urban growth within a specified area and to reduce sprawl. Wilsonville is within the regional growth boundary. While urban growth will be contained by the boundary, the boundary, without the necessary safeguards (such as performance standards), could simultaneously exaggerate and concentrate urban pollution.

* * * * *

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

Implementation Measure 4.1.5.b Help to preserve agricultural land by protecting the agricultural lands outside the Urban Growth Boundary, by guiding development within the boundary.

Implementation Measure 4.1.5.f Ensure protection of Water Quality and Flood Management Areas and Habitat Conservation Areas pursuant to Title's 3 and 13 of the Metro Urban Growth Management Functional Plan.

* * * * *

Implementation Measure 4.1.5.k Develop open, limited, or restricted access natural areas connected where possible by natural corridors, for wildlife habitat, watershed, soil and terrain protection. Preservation of contiguous natural corridors throughout the City for the protection of watersheds and wildlife will be given priority in land use decisions regarding open space.

Implementation Measure 4.1.5.l Identify areas of natural and scenic importance and give them priority in selection of public open space. Where legal rights of access have been acquired, extend public access to, and knowledge of such areas, in order to encourage public involvement in their preservation.

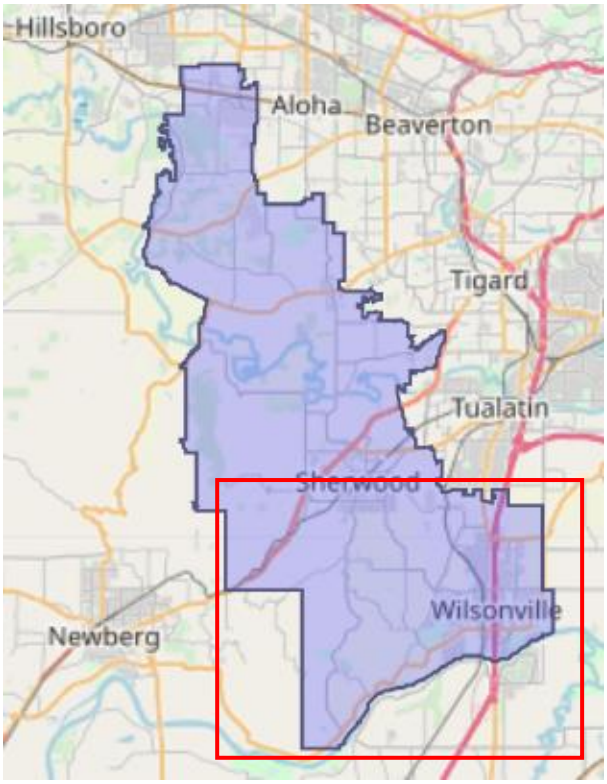
Implementation Measure 4.1.5.m Protect the river-connected wildlife habitat and encourage the integration and inter-connection of the Willamette River Greenway to open space areas of the City. Continue to regulate development within the Greenway boundaries. Provide for public access to the river only through and within the City parks or other properties intended for public access.

* * * * *

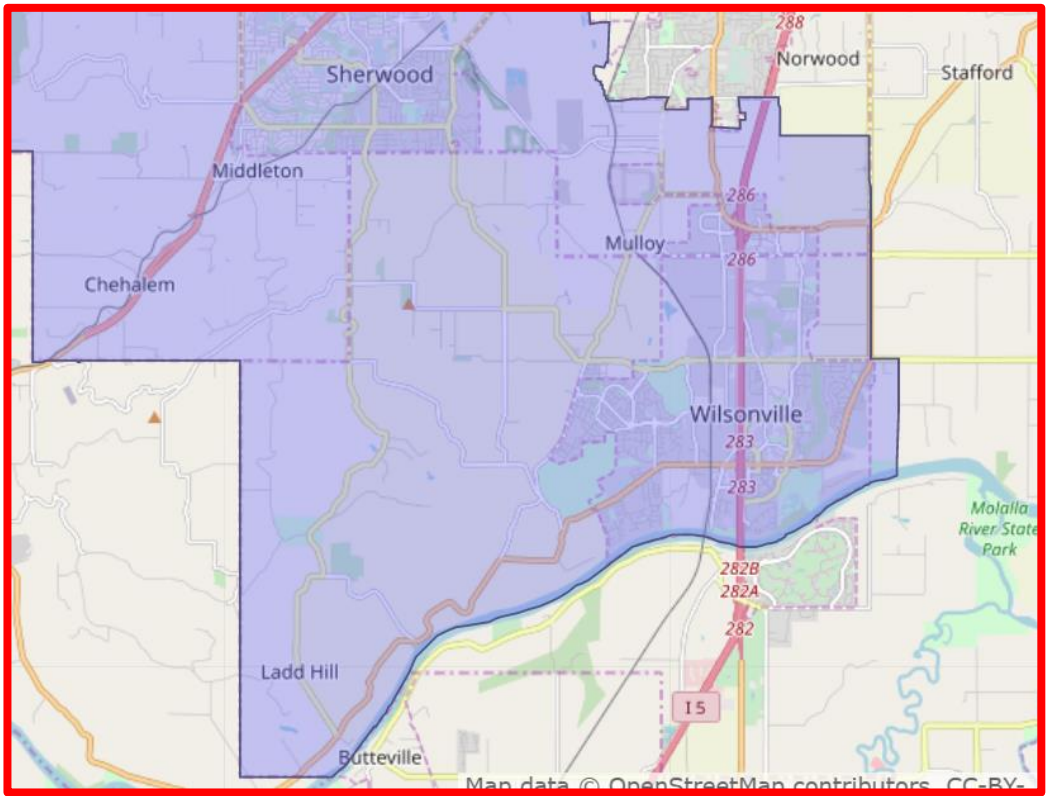
Implementation Measure 4.1.5.hh Minimize the impact of urban development on adjacent rural and agricultural lands. A combination of open space and low density land use designation may be employed.

Maps of Wilsonville state legislative districts: Oregon House of Representatives (2019)

House District 26 (current)

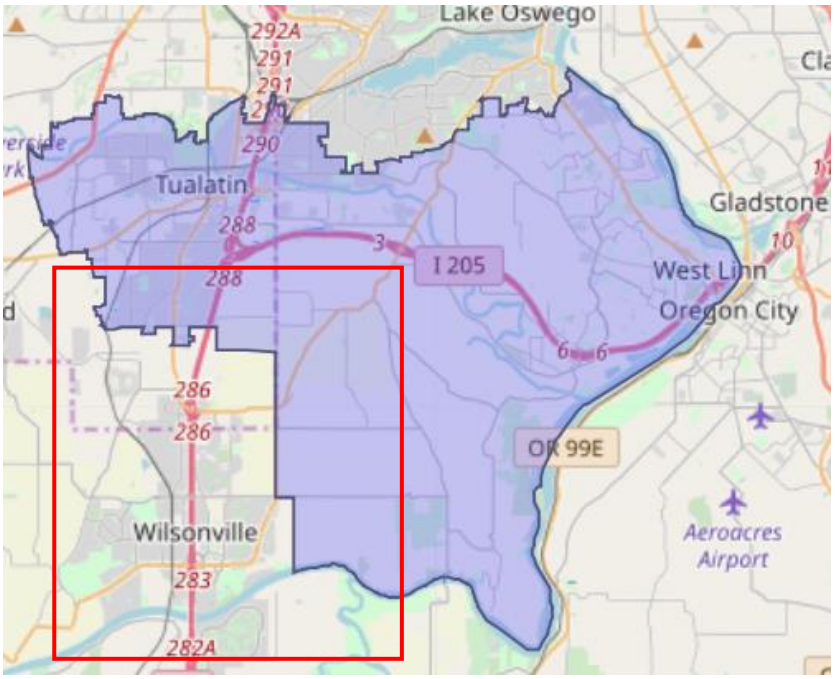


Inset Map: Area near Wilsonville

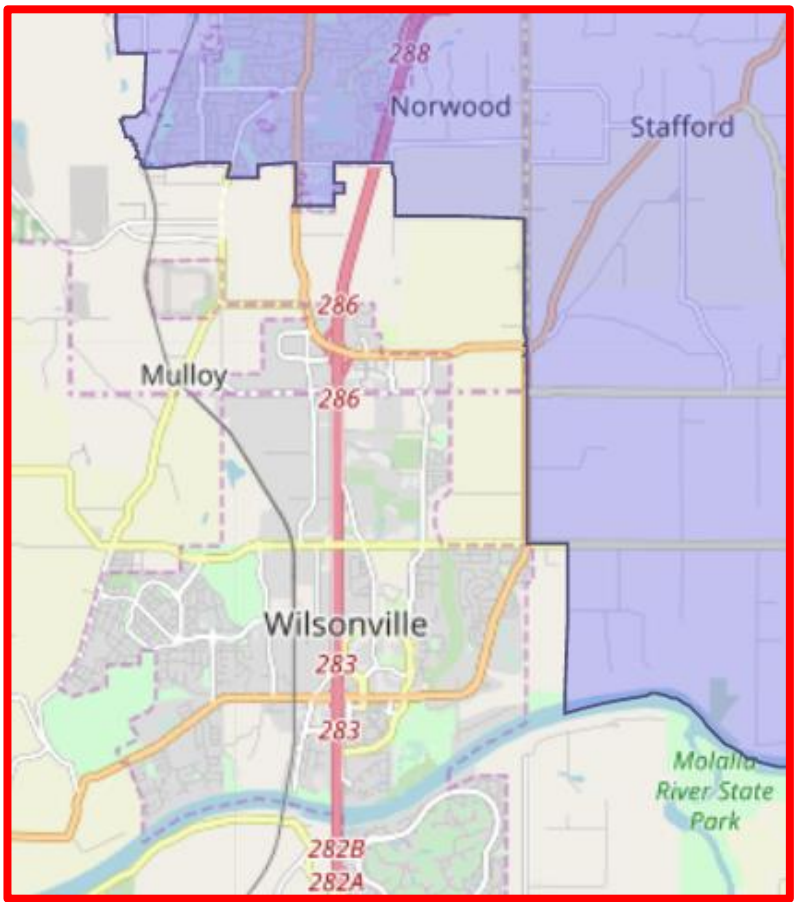


Maps of Wilsonville state legislative districts: Oregon House of Representatives (2019)

House District 37 (possible future)

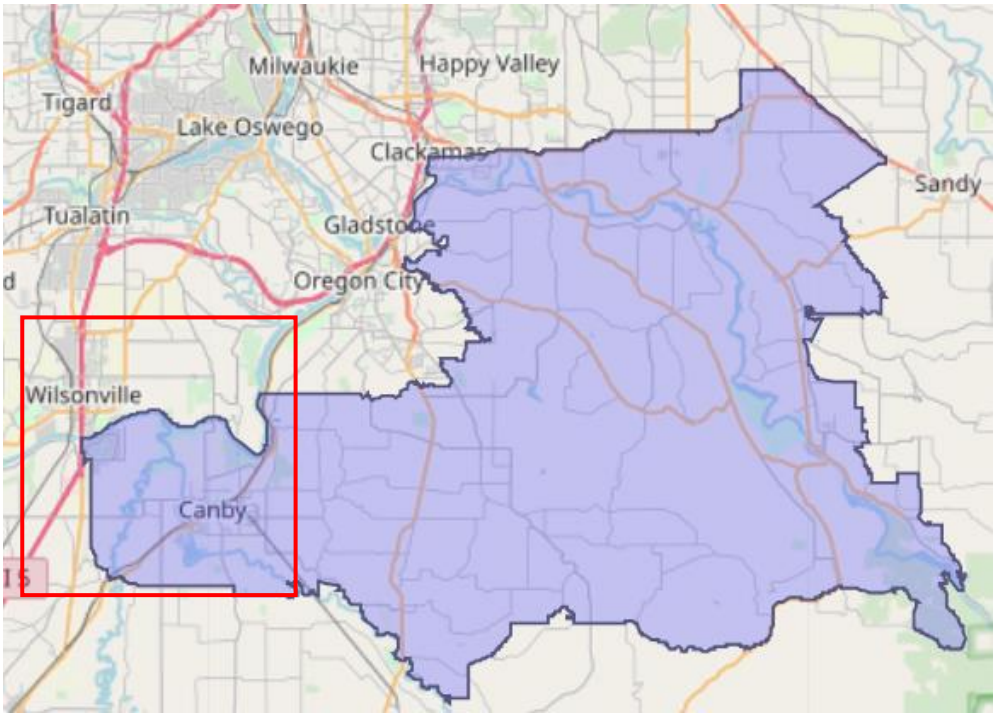


Inset Map: Area near Wilsonville

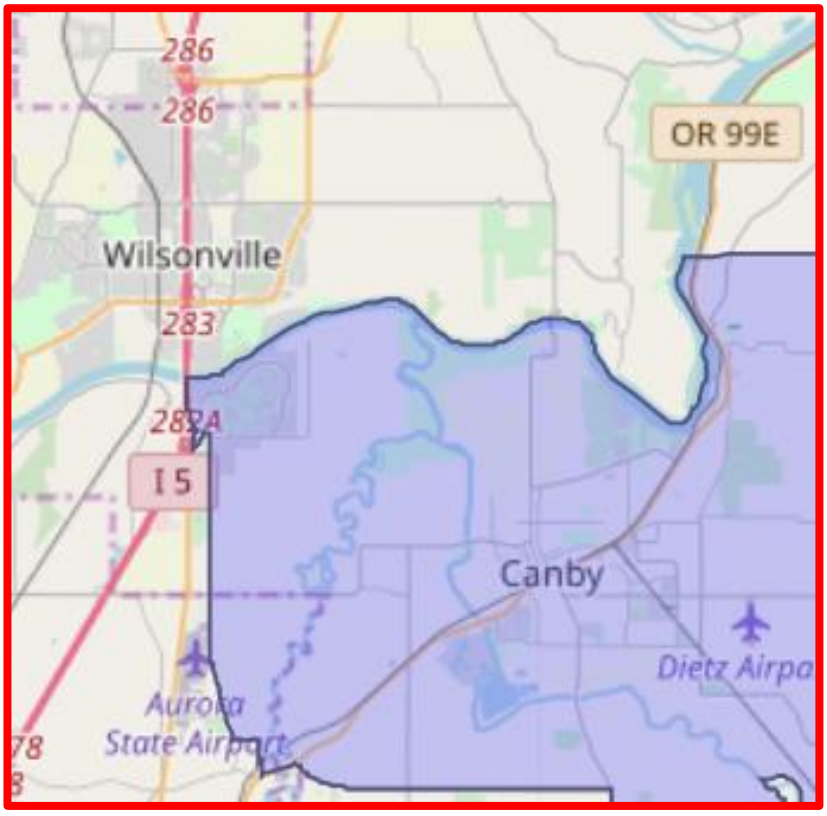


Maps of Wilsonville state legislative districts: Oregon House of Representatives (2019)

House District 39 (current)

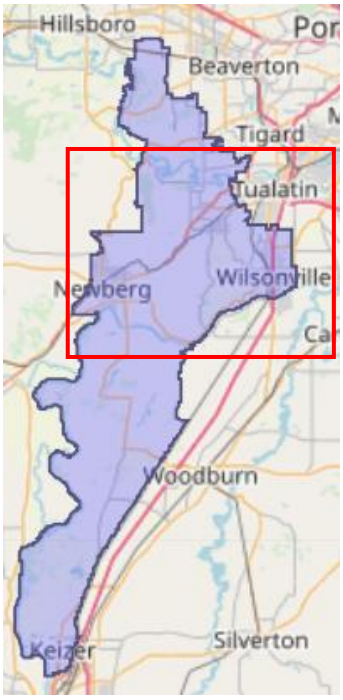


Inset Map: Area near Wilsonville

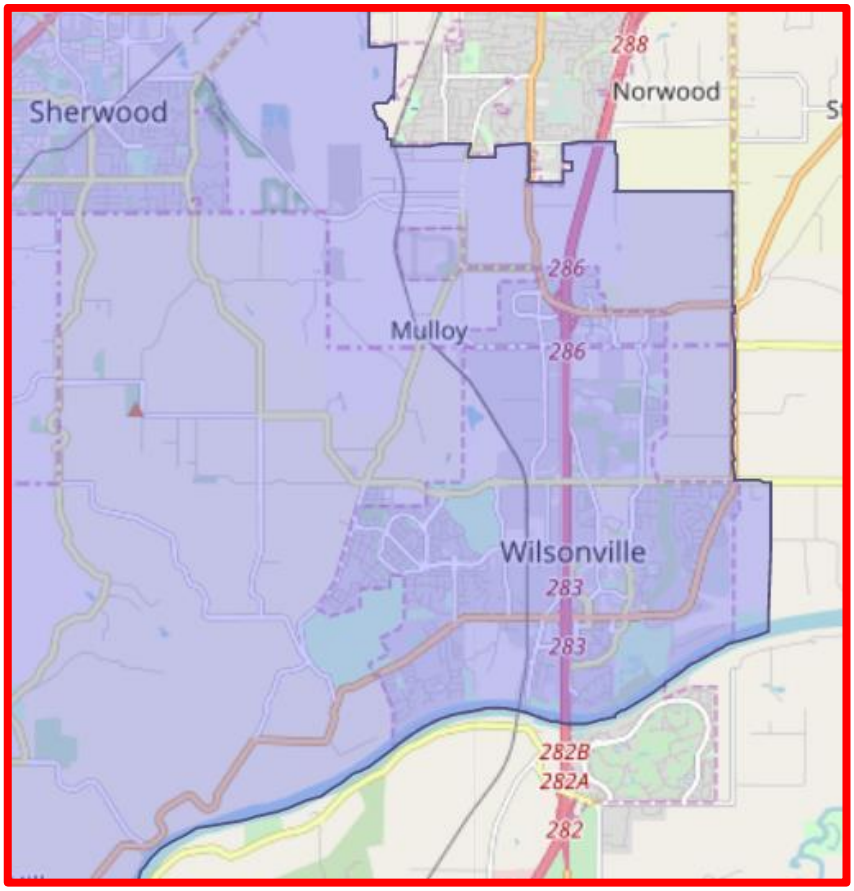


Maps of Wilsonville state legislative districts: Oregon Senate (2019)

Senate District 13 (current)

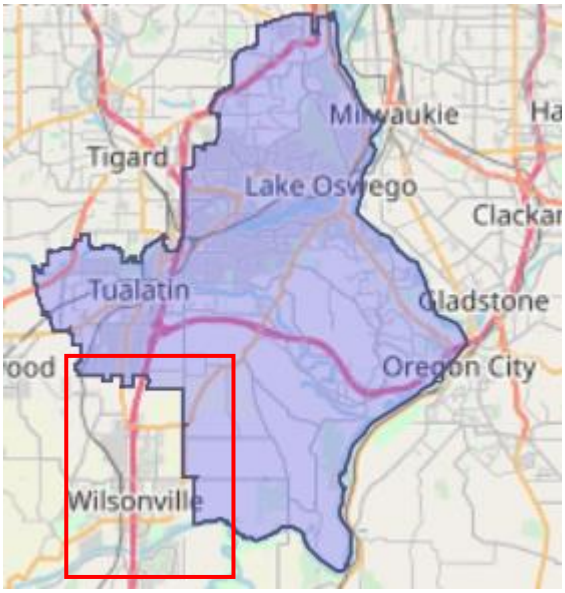


Inset Map: Area near Wilsonville

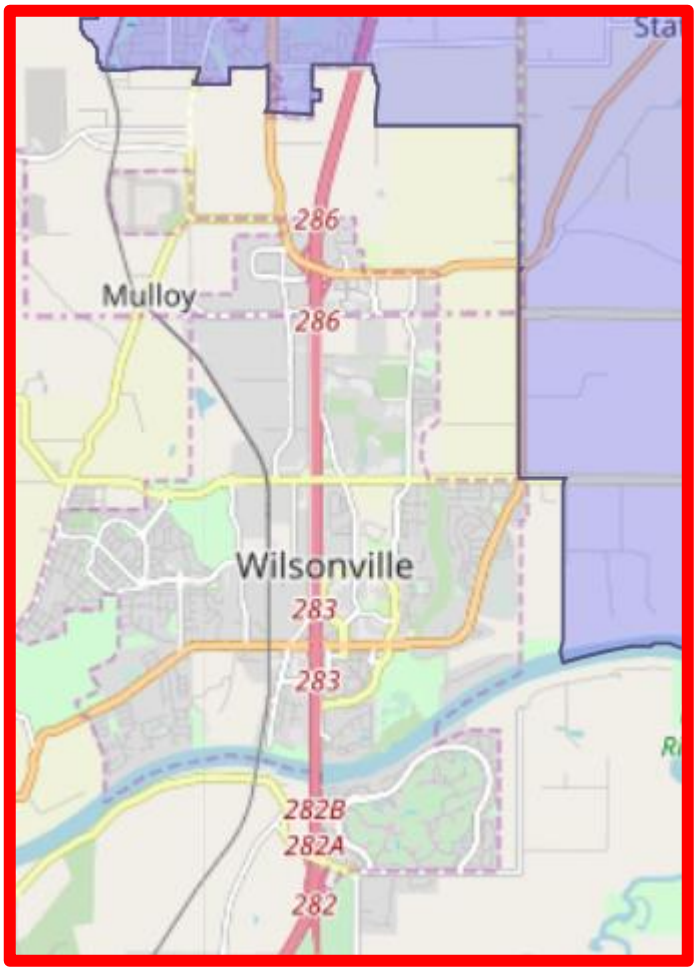


Maps of Wilsonville state legislative districts: Oregon Senate (2019)

Senate District 19 (possible future)

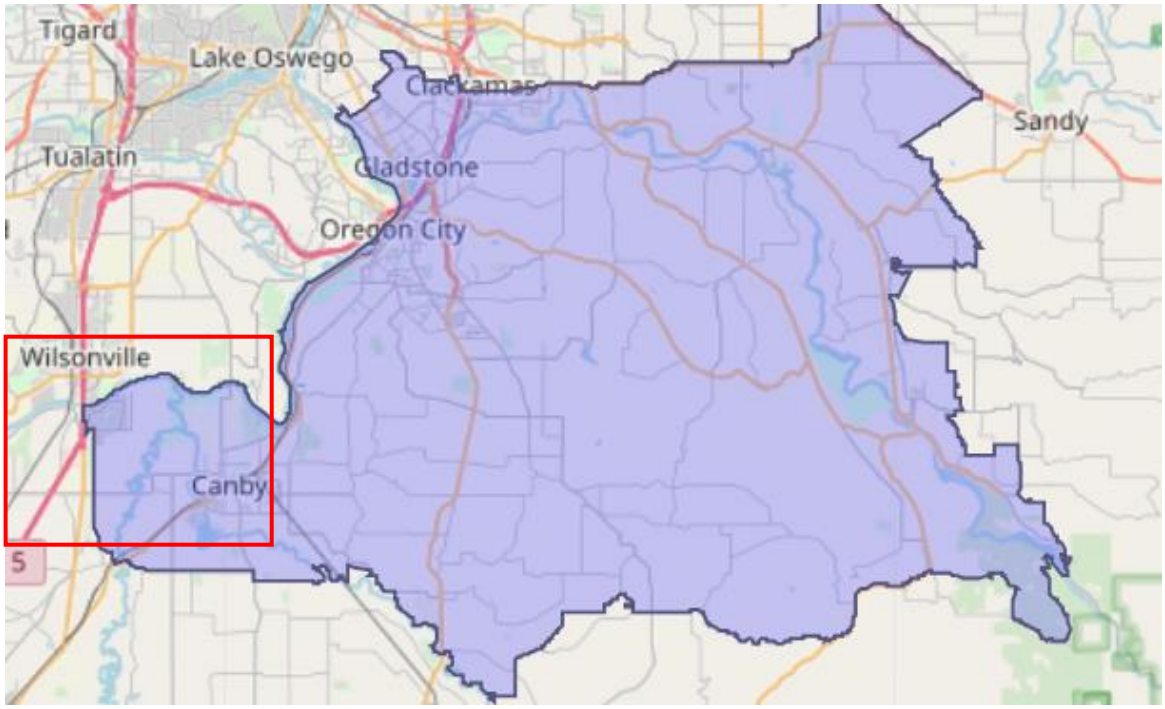


Inset Map: Area near Wilsonville

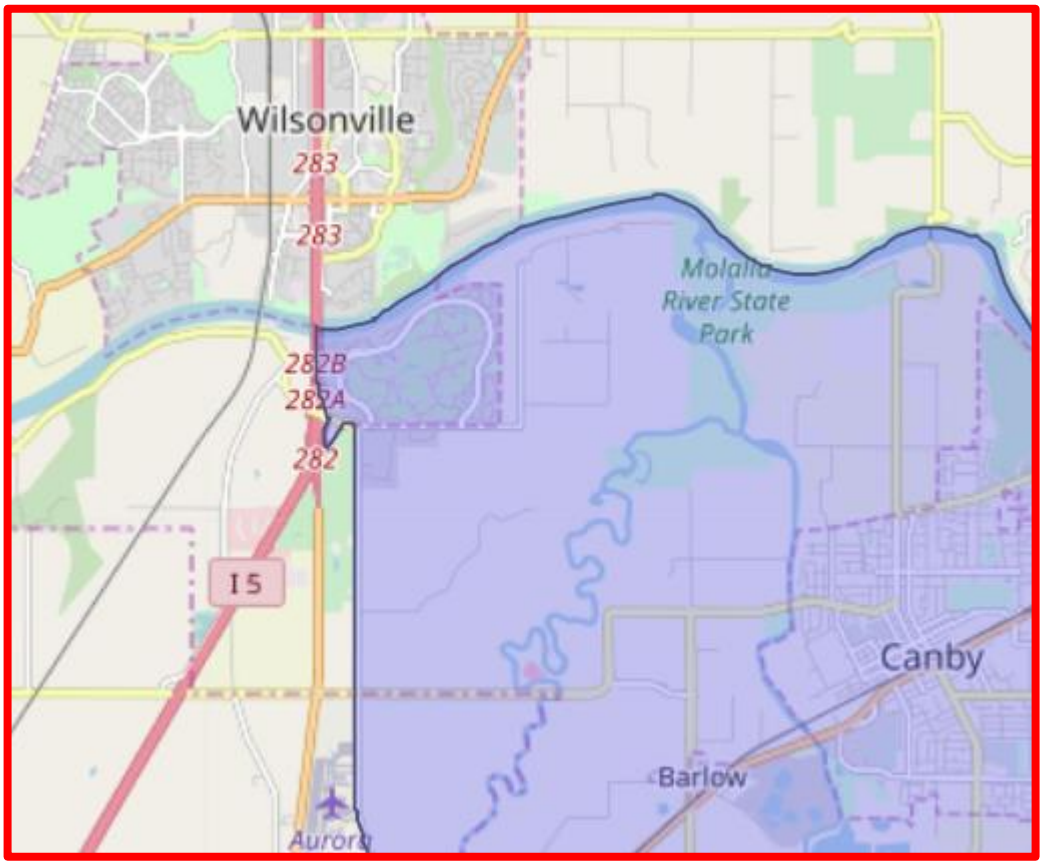


Maps of Wilsonville state legislative districts: Oregon Senate (2019)

Senate District 20 (current)



Inset Map: Area near Wilsonville



EXCERPTS

Capital Chatter: Kate Brown discusses her 2019 priorities

Created: 22 November 2018 | Written by Dick Hughes/For Oregon Capital Insider

http://oregoncapitalinsider.com/oci/1916-313876-capital-chatter-kate-brown-discusses-her-2019-priorities?utm_source=Oregon+Capital+Insider&utm_campaign=17d976443c-EMAIL_CAMPAIGN_2018_04_25_COPY_02&utm_medium=email&utm_term=0_362d804414-17d976443c-233876145

Gov. **Kate Brown** had a wide-ranging discussion via telephone last week with two other journalists and me.

* * * * *

On business politics: Brown said she is meeting with a variety of business leaders to discuss increasing state revenue and making government more cost-efficient.

"I think our goal is to, shall we say, broaden the number of businesses that are at the table and having serious conversations about how we tackle some of the problems facing Oregon's future, both the cost-containment issues in terms of state government as well as the structural issues and how do we invest in education in a significant way that will really drive different outcomes," she said.

"My goal is to get us aligned on where we want to make investments in education."

Legislative priorities: Brown's top four priorities for the 2019 Legislature are making sure the state sustainably funds the Oregon Health Plan for more than one biennium, investing significantly in affordable housing across the state, tackling global climate change through a carbon tax-and-invest strategy — known as Clean Energy Jobs — and making a significant investment in improving educational outcomes.

She listed the priorities in what she said was no particular order.

Clean Energy Jobs: Brown favors a market approach for reducing carbon emissions at the least cost; her focus is not on increasing revenue through the Clean Energy Jobs legislation.

She was not surprised that Washington voters defeated a carbon fee, which is why Oregon's legislation must be a bipartisan bill that either won't be referred to voters or, if it is, will gain voter approval.

"Even though we [Democrats] have supermajorities, it is my expectation that we work across the aisle and around the state to develop the best policy for Oregonians.

"I know what it is like to serve in the minority," said Brown, a former legislator. "I served almost 10 years without being able to get bills that I was interested in heard ... my perspective included in legislation."

The Democratic and Republican vice chairs of the Legislature's Joint Interim Committee on Carbon Reduction are crafting the 2019 bill, which the committee is expected to discuss in December.

Tax kicker: The personal income tax "kicker" is ingrained in Oregon's landscape, Republicans did a nice job of putting it in the Oregon Constitution, and Brown has no plans to mess with it.

On PERS: Brown's focus is on K-12 schools, helping them pay off some of their unfunded actuarial liability — which has driven up school districts' PERS costs — so more money can go into the classroom.

She has heard interest around the state from local governments about participating in the Employer Incentive Fund for reducing their PERS liabilities. She expects to see legislation introduced next year to ensure public employees "have skin in the game."

On wildfires: Brown is committed to expanding the Ashland forest collaborative and similar efforts that more aggressively prevent wildfires through thinning, prescriptive burning and other work on public lands.

Firearms: She anticipates introducing comprehensive firearms safety legislation in the 2019 legislative session.

Although she does not yet know which ideas have legislative support, she would like to close the "Charleston loophole"; increase the firearms purchase age to 21, especially for assault weapons; and ban bump stocks.

* * * * *

Dick Hughes, who writes the weekly Capital Chatter column, has been covering the Oregon political scene since 1976. Contact him at TheHughesisms@Gmail.com, Facebook.com/Hughesisms, YouTube.com/DickHughes or Twitter.com/DickHughes.

LEAGUE of Oregon CITIES

FOR IMMEDIATE RELEASE:
August 8, 2018

CONTACT:
Craig Honeyman, Legislative Director
(800) 452-0338

"Let Cities Work" - LOC Announces Legislative Priorities

SALEM, Ore. – The League of Oregon Cities' Board of Directors has set six legislative priorities for the 2019 session of the Oregon Legislature. The priorities were established through a committee process in the spring and a statewide vote of the League's member cities. The six priorities were approved by the LOC Board Wednesday and focus on the theme, "Let Cities Work."

Specifically, the League is requesting state investment in city solutions for systemic problems, and allowing cities to address the needs and goals of their communities with all necessary tools. The six priorities are:

1. **Mental Health Investment**
   While the state and Oregon's 36 counties serve as the direct providers of mental health services, service levels have not kept pace with demands. This has resulted in cities responding to an increasing number of situations in which people are in crisis. In 2015, the Legislature invested in crisis intervention services, expansion of emergency access to care, rental assistance for mental health clients, and specialized training for police. The League asks that the Legislature recognize the power of these investments and continue to protect them through the challenging budget process in 2019.

2. **Revenue Reform/Cost Containment**
   The League recognizes that Oregon needs a bipartisan deal in 2019 to address the fiscal crisis at both the state and local government levels. Cost increases are simply outpacing revenues - even in a booming economy - and there is no relief in sight. Revenue reform and cost containment are needed, and for cities two items must be included in a package:

   Property Tax Reform:
   The property tax system in Oregon is broken and in need of repair due to Measures 5 and 50, both of which are more than 20 years old. The League proposes that the property tax system be constitutionally and statutorily reformed to restore fairness and local choice. Adjustments should be included in efforts during the 2019 session on state and local tax reform and improving funding for schools.

   PERS Reform:
   The League will seek legislation to modernize the PERS investment pool, ensure proper financial controls are adhered to, and give cities greater voice in how their monies are invested. Further, the League will advocate for legislation that calls for the risks and costs of the pension to be shared by employees, but in a manner that impacts employees through an equitable calculation.

(continued)

"Let Cities Work" - LOC Announces Legislative Priorities

3. Housing/Homelessness Improvement

Across the state, cities are looking to address housing shortages and increases in homelessness that are impacting residents. The League will advocate for: additional technical assistance that will help cities plan for affordable housing; a stronger partnership for long-term solutions to homelessness; and an increased state investment in housing development and services for the homeless.

4. Infrastructure Finance and Resilience Investment

The League will advocate for an increase in the state's investment in key infrastructure funding sources, including, but not limited to: the Special Public Works Fund (SPWF), the Brownfield Redevelopment Fund, and the Regionally Significant Industrial Site loan program. This advocacy will also seek an investment and set aside through the SPWF for seismic resilience planning and related infrastructure improvements to make Oregon water and wastewater systems more resilient. League research has identified a minimum of $7.6 billion in infrastructure needs for municipal water and wastewater systems in the next 20 years. Without key infrastructure investments, Oregon's economy cannot continue to grow.

5. Right-of-Way and Franchise Fee Authority Preservation/Broadband Investment

The League will continue to oppose any legislation that preempts local authority to manage public rights of way and cities' ability to set the rate of compensation for the use of such rights of way. In addition, the League will seek additional state support and funding for increased and equitable broadband infrastructure deployment, especially in rural areas, while opposing any legislative efforts to restrict municipal authority to provide broadband services.

6. Third Party Building Inspection Preservation

The League will seek to clarify the ability of local governments to continue the practice of hiring private-party building officials and building inspectors to provide services for local building inspection programs. This includes recognizing that privately-employed, specialized inspectors can perform specialized inspections.

About the League of Oregon Cities

Founded in 1925, the League of Oregon Cities is a voluntary association representing all 241 of Oregon's incorporated cities. The League helps cities serve their citizens by providing legislative advocacy, policy consultation, networking and training, technical assistance and publications.

***

Exhibit G - Page 1

2019 City Day at the Capitol

Thursday, January 24, 2018

AGENDA

8:30 – 9:00 a.m. ***REGISTRATION*** **Salem Convention Center, Willamette Foyer**

- Registration Opens and Continental Breakfast Available

9:00 – 12:00 p.m. ***BREAKFAST/GENERAL SESSION*** **Salem Convention Center, Willamette Room**

Invited Speakers:

- Governor Kate Brown
- Treasurer Tobias Read
- Senate President Peter Courtney
- Senate Republican Leader _____
- House Speaker Tina Kotek
- House Republican Leader Carl Wilson

1. Welcome from LOC Board President and OMA President
2. Messages from LOC Executive and Legislative Directors
3. Legislative Session Overview
4. Issue Briefings
5. Legislative Orientation/Grassroots Advocacy Training
6. How to Track Legislation (OLIS and LOC Bill Tracker)

12:00 – 1:00 p.m. ***LUNCH*** **Salem Convention Center, Willamette Room**

- Group Lunch

1:15 – 4:15 p.m. ***LEGISLATIVE MEETINGS*** **State Capitol**

- Individual Appointments with Legislators

4:30 – 6:30 p.m. ***RECEPTION*** **Salem Convention Center, Willamette Foyer**

- Legislative Reception

*A shuttle bus will run all day between the Salem Convention Center and the State Capitol. The first bus will depart the Salem Convention Center at 8:00 a.m. and the last bus will depart the State Capitol at 5:00 p.m., with stops at each location approximately every 15-20 minutes throughout the day.

There will also be a space available to LOC members at the Capitol in Room 162 on the first floor from 8 a.m. to 5 p.m.

DRAFT DRAFT DRAFT

2019 Clackamas County State Legislative Agenda

Oregon counties and the state are partners in delivering vital public services

Clackamas County is a complete community that is truly urban, suburban, rural, and wild. We are dedicated to ensuring Clackamas is welcoming to new residents and businesses, and committed to delivering community services that are dependable, accessible, and equitable to the public.

County Initiatives

Courthouse Replacement Project

Support the Oregon Judicial Department's budget request of $31.5 million in bond funding to support the replacement of the 81-year old, structurally-deficient Clackamas County Courthouse. This second installment of funding from the state legislature ($1.2 million in 2017) will support the design and engineering phase of the project. Clackamas County looks forward to building a new, modern courthouse that serves the needs of all county residents.

I-205 Bottleneck Funding

Advocate for state funding to support a third lane of capacity in each direction of I-205 from Stafford Road to OR 213. The Oregon portion of I-205 is a federally designated High Priority Corridor and is vital to both the Portland metropolitan region and users statewide. Without additional travel lanes, this section of I-205 will be overwhelmed by forecasted traffic volumes and will negatively impact regional freight mobility. This project also will seismically retrofit the Abernethy Bridge to ensure that it can serve the emergency response needs of the region and state in a natural disaster.

County Priorities

Grow a Vibrant Economy

The county supports legislation that incentivizes businesses to grow and prosper. Successful legislation will ensure the county has dedicated resources for attracting and growing industries, and has access to an adequate supply of shovel-ready employment lands to expand economic development opportunities. Specific priorities include:

- Support redevelopment of vacated industrial, commercial, and residential sites, including brownfields
- Support investments in and around large employment areas, like the Sunrise Corridor, to energize redevelopment

Build a Strong Infrastructure

The county supports legislation that encourages long-term investments in major infrastructure improvements to ensure essential county services are available to the public. Successful legislation will ease congestion, spur economic growth, broaden telecommunication access, protect water quality, and enhance seismic resiliency. Specific priorities include:

- Support opportunities to repair and reopen the Willamette Falls Locks
- Advocate for state funding to support a Clackamas County Transportation Futures Study
- Support legislation that expedites permitting and opening of debris management sites after a large-scale disaster

Ensure Safe, Healthy, and Secure Communities

The county supports legislation that improves the health, safety, and wellbeing of all county residents and communities. Successful legislation will support access to community assets, such as parks and libraries, and assist vulnerable populations including residents who are facing addictions, behavioral health challenges, and homelessness. Legislation also should help to reduce the crime rate and recidivism, promote and sustain best practices for justice-involved individuals, improve emergency communications, and protect survivors of domestic violence. Specific priorities include:

- Support policies and funding to address the housing crisis and improve housing stability for low income households, including tenant protections, supportive housing services, and the ongoing increased funding levels for the Emergency Housing Fund (EHA) and the State Homeless Assistance Program (SHAP)
- Support an efficient, effective, and integrated model for Coordinated Care Organizations that preserves county's role as the local mental and public health authority toward ensuring a full continuum of public, physical, behavioral, and dental health services for low income residents
- Support funding for public health modernization
- Support tax relief for disabled veterans and surviving spouses
- Support funding for the Justice Reinvestment grant program

Honor, Utilize, Promote and Invest in our Natural Resources

The county supports legislation that ensures effective and sustainable management and conservation of our abundant natural and agricultural resources. Successful legislation will stimulate our natural resource-based economy, reduce and sequester carbon emissions, and adhere to the public process of Oregon's land use system. Specific priorities include:

- Protect the county's urban and rural reserves
- Support investments to develop the cross laminated timber (CLT) industry

Build Public Trust through Good Government

The county supports legislation that allocates sufficient resources to enable delivery of effective, reliable, and equitable services to county residents. Successful legislation will maintain the county's financial sustainability, support county efforts to attract and retain qualified employees, preserve state/county shared revenue agreements, and not preempt local tax sources or restrict local government authority. Specific priorities include:

- Support updating public contracting statutes to encourage efficient use of public resources for local agencies
- Oppose legislation that curtails the authority of counties from continuing to seek repayment of unpaid recording fees from lenders and the Mortgage Electronic Registration System (MERS)

Exhibit B to Resolution ~~18~~19-~~4866~~XXXX

METRO COUNCIL ~~2018~~ 2019 LEGISLATIVE PRINCIPLES[1]

LOCAL AUTHORITY

1. **Pre-emption:** With respect to issues related to solid waste management, land use, transportation planning and other matters of regional concern, Metro's authority should not be pre-empted or eroded.
2. **Funding:** To ensure a prosperous economy, a clean and healthy environment, and a high quality of life for all of their citizens, Metro and the region's counties, cities, and other service providers must have the financial resources to provide sustainable, quality public services. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions, and all state mandates should be accompanied by funding.

EQUITY

3. **Racial Diversity, Equity and Inclusion:** Metro envisions a region and state where a person's race, ethnicity or zip code does not predict their future prospects and where all residents can enjoy economic opportunity and quality of life. Metro therefore supports legislation that acknowledges past discrimination, addresses current disparities and promotes inclusion in public programs, services, facilities and policies.

LAND USE AND URBAN GROWTH MANAGEMENT:

4. **Local Authority:** The Legislature should take no actions that reduce or compromise Metro's land use and urban growth management authority.
5. **Oregon's Land Use System:** Oregon's land use planning system provides an important foundation for the prosperity, sustainability and livability of our region; this system reflects the values of Oregonians and enjoys strong public support.[2] The Legislature should exercise restraint and care when considering changes to Oregon's land use system.
6. **Successful Communities:** Metro supports legislation that facilitates the achievement of the six desired outcomes for successful communities that have been agreed upon by the region: vibrant, walkable communities; economic competitiveness and prosperity; safe and reliable transportation choices; leadership in minimizing contributions to global warming; clean air, clean water and healthy ecosystems; and equitable distribution of the burdens and benefits of growth and change.[3]
7. **Local Land Use Decisions:** Management of the urban growth boundary is a complex undertaking that involves extensive analysis, public input, and a balancing of many factors. Urban growth management decisions have profound impacts not just on land at the boundary, but on communities within the boundary and on farms and other rural lands outside the boundary. For these reasons, the Legislature should establish the process and policy framework for local land use decisions and should affirm the authority of local governments, including Metro, to make specific decisions on local land use matters.
8. **Efficiency:** Land within the urban growth boundary should be used efficiently before the boundary is expanded.[4]
9. **Need:** The UGB should not be expanded in the absence of demonstrated need.[5]
10. **Affordable Housing:** Metro supports efforts to ensure that housing choices are available to people of all incomes in every community in our region, and to reduce the number of

households that must spend more than 50 percent of their income on housing plus transportation.[6]

11. **Transportation:** Land use and transportation planning should be coordinated so land uses do not undermine the efficiency and reliability of the transportation system and transportation investments do not lead to unintended or inefficient land uses.[7]
12. **Annexation:** Cities are the preferred governing structure for providing public services to urban areas, and Metro supports reforms that will facilitate, or reduce barriers to, orderly annexation and incorporation.
13. **Rules/Statutes:** Administrative rules should not be adopted into statute.
14. **Non-Regulatory Tools:** State efforts at regulatory streamlining should include funding to support development of non-regulatory tools for achieving desired land use outcomes.[8]
15. **Fiscal Responsibility:** Funding to support urban development should be generated at least in part by fees on those who directly benefit from that development.

SOLID WASTE:

16. **Product Stewardship:** Metro supports efforts to minimize the health, safety, environmental, economic and social risks throughout all lifecycle stages of a product and its packaging, and believes that the producer of the product has the greatest ability, and therefore the greatest responsibility, to minimize those adverse impacts.

TRANSPORTATION:

17. **Transportation Governance:** The Legislature should take no actions that reduce or compromise Metro's or JPACT's authority in the areas of transportation policy and funding.
18. **Transportation Funding:** Providing adequate funding for all transportation modes that move people and freight supports economic prosperity, community livability, public health and environmental quality. For these reasons, Metro supports an increase in overall transportation funding, investments in a safe and balanced multimodal transportation system that addresses the needs of all users, and flexibility in the system to provide for local solutions to transportation problems.

PARKS AND NATURAL AREAS:

19. **Parks and Natural Areas:** Our region has invested heavily in protecting water quality and wildlife habitat and providing residents with access to nature and outdoor activity. Parks and natural areas are regional assets that support public health, environmental quality, strong property values and economic prosperity. For these reasons, Metro supports measures to increase local and regional authority to raise revenues to support parks and natural areas and to increase the level of state funding distributed to local governments for acquisition, capital improvements, and park operations.

SUSTAINABILITY:

20. **Climate Change:** Metro supports efforts to combat and adapt to climate change and to meet the state's goals for reducing greenhouse gas emissions. Metro and its regional partners are committed to the Climate Smart Strategy, which includes actions needed to achieve state targets for reducing greenhouse gas emissions from transportation. The state should provide financial support for implementation of the Climate Smart Strategy.

21. **Species Conservation:** Metro supports efforts to protect and restore wildlife habitat, to recover threatened and endangered species, and to create a better future for wildlife, both in Oregon and globally.
22. **Conservation Education:** Metro supports efforts to provide stable and reliable funding to conservation education.

ECONOMIC PROSPERITY:

23. **Infrastructure Finance:** Metro supports measures, including funding or revenue measures, which facilitate state, regional or local investments in the public structures needed to accommodate population and economic growth in a way that helps the region achieve its six desired outcomes for successful communities.
24. **Metro Venues:** Because the Oregon Convention Center, Expo Center, Portland'5 Centers for the Arts and Oregon Zoo are assets that contribute millions of dollars to the state and regional economies, Metro supports legislative measures that facilitate the success of these venues in attracting visitors and enhancing the quality of their experiences.

AGENCY OPERATIONS:

25. **Firearms and Public Facilities:** Metro supports legislation that increases Metro's authority to regulate the carrying of firearms on Metro properties and public venues, and opposes legislation that limits or reduces that authority.
26. **Disaster Preparedness:** Metro supports legislative efforts to improve community disaster preparedness and resilience, with the goal of enabling the Portland region to provide for the immediate needs of its residents and businesses after a catastrophic event and facilitating the region's short- and long-term recovery.

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[1] Unless otherwise noted, endnotes refer to applicable policy statements in Metro's Regional Framework Plan (RFP).

[2] See http://oregonvaluesproject.org/findings/top-findings/ (specifically item 5, Natural Resource Protections for Future Generations)

[3] RFP Chapter 1 (Land Use).

[4] RFP Policy 1.1 (Compact Urban Form).

[5] RFP Policy 1.9 (Urban Growth Boundary).

[6] RFP Policy 1.3 (Housing Choices and Opportunities).

[7] RFP Policy 1.3.13 (Housing Choices and Opportunities); Transportation Goal 1 (Foster Vibrant Communities and Efficient Urban Form).

[8] RFP Policy 1.1 (Compact Urban Form); Policy 1.2 (Centers, Corridors, Station Communities and Main Streets).

September 7, 2018

Governor Kate Brown
Oregon State Capitol
Salem, Oregon

[Via electronic mail]

Re: Recapitalization of Brownfields Redevelopment Fund

Dear Governor Brown:

Thousands of properties around Oregon are vacant or underutilized because of known or perceived environmental contamination. More than half of these so-called brownfields are located in economically distressed communities. These properties, which can be found in virtually every city and county in the state, are failing to contribute to Oregon's economic recovery and are undermining the livability of communities statewide.

Studies conducted by local governments across Oregon – including in the Rogue Valley, Ontario, Lincoln City, The Dalles, Tigard and Portland – have identified the local potential for cleanup and redevelopment of these vacant, blighted, and/or underutilized sites. A 2014 ECONorthwest analysis found that each dollar the state invests in brownfield redevelopment programs leverages an additional $116 toward redevelopment.

In 2014, a new statewide coalition came together to address this opportunity by supporting both existing and new policy and funding tools that can facilitate brownfield cleanup and redevelopment. Beginning in the 2015 legislative session, the Oregon Brownfield Coalition has been instrumental in the passage of legislation and funding to support this goal.

One existing tool that plays a key role in brownfield cleanup is the state's Brownfields Redevelopment Fund (BRF), administered by Business Oregon. The BRF, which provides both grants and loans to address contaminated sites statewide, has supported brownfield redevelopment projects in communities located in 33 Oregon counties. It was last recapitalized with $7 million from lottery bonds authorized by the 2015 Legislature with the support of the Oregon Brownfield Coalition.

Due to increasing demand for brownfields financing assistance, Business Oregon anticipates that the BRF will need to be recapitalized again by the end of the 2019-2021 biennium. We understand that the agency has submitted a request for $10 million in lottery bond proceeds to recapitalize this Fund. The undersigned organizations support this request and ask that you include $10 million for the recapitalization of the Brownfields Redevelopment Fund in your recommended 2019-2021 budget.

Thank you very much for your consideration of this request.

Sincerely,


Audubon Society of Portland
Founded in 1902


AOC
Association of Oregon Counties


Beaverton
OREGON


CITY OF PORTLAND, OREGON
1851


Cardno
Shaping the Future


CLACKAMAS
COUNTY


BEYOND
TOXICS
Leadership For a Clean and Just Oregon


CCA
COLUMBIA
CORRIDOR
ASSOCIATION


DUDEK


Allen Enterprises 2000
Here to Help


CITY OF
GRESHAM


Metro


GEODESIGN INC


MAUL
FOSTER
ALONGI


LEAGUE
of Oregon
CITIES


CITY OF MEDFORD
OREGON


GREATER
PORTLAND


Hillsboro
OREGON


AVA
Roasteria
Fresh Roasted Coffee


oeda
OREGON ECONOMIC DEVELOPMENT ASSOCIATION


OREGON
BUSINESS
& INDUSTRY
OBI


OREGON
PUBLIC PORTS
ASSOCIATION


TIGARD


SPRINGFIELD
OREGON


WILSONVILLE
OREGON


VERDE


PROSPER
PORTLAND


Tillamook County
Community
Health Centers


CITY OF Salem
AT YOUR SERVICE


NEBC
northwest
environmental
business
council


WASHINGTON COUNTY
OREGON


PORT OF PORTLAND


1000
friends
of Oregon

METRO
2019 LEGISLATIVE ISSUE IDENTIFICATION

Department: GAPD **Date:** August 3, 2018

Person completing form: Randy Tucker **Phone:** x1512

ISSUE: Industrial Site Readiness

BACKGROUND: In 2011, Metro joined with public and private sector partners to complete a comprehensive review of the market-readiness of the Portland region's inventory of industrial sites of 25 acres or more. The goal of this project was to better understand and identify the challenges to the development of larger industrial sites in our region and the costs of making these sites ready to provide traded-sector jobs.

The study found that our region has many places where high-paying manufacturing and other traded-sector jobs can grow, but these sites often require investment to make them ready for new employers to develop. These investments and actions include regulatory approvals (permitting, mitigation), infrastructure (sewer, water, transportation, fill), site aggregation, brownfield cleanup, and state/local actions (land division, rezoning, annexation).

Another key finding was that the biggest public beneficiary when these lands are brought into productive traded-sector use is the state general fund, through increased personal income tax revenues. This finding suggested that the state has an interest in providing up-front financing for site preparation when landowners and local governments are otherwise unable to address the constraints that prevent the land from being market-ready.

This study became the impetus for the passage in 2013 of Senate Bill 246, which authorized Business Oregon to provide either reimbursement or partially forgivable loans to local project sponsors to support investments that could overcome constraints and make industrial sites market ready. However, funding was not provided to implement SB 246 (beyond rulemaking).

The coalition that supported SB 246 tried again in 2015 to obtain funding and was again unsuccessful. Following that session, we began to meet with coalition partners and Business Oregon to identify barriers and next steps. The result of those meetings was an understanding that certain flaws in SB 246 needed to be rectified before the next funding request. Working with that coalition, we passed SB 333 in 2017 to streamline the eligibility for participation in the program, ease reporting and other requirements on employers without undermining the program's intent, and clean up definitions and needless complexity.

RECOMMENDATION:
Now that the statute has been made more workable, funding is needed for the Oregon Industrial Site Readiness Program to support the partially forgivable loans described above. Business Oregon has requested $5 million for this purpose and the coalition has submitted a

letter of support urging the Governor to include it in her recommended budget. $5 million will not go far but should be enough to provide proof of concept, enabling us to request more in the future.

LEGISLATIVE HISTORY:
See above. There have been many previous efforts over the last decade to address various issues related to the availability and readiness of industrial land; the most recent was SB 766 from 2011, which established a state program for identifying regionally significant industrial areas and streamlining the permitting process for those areas. Other past efforts include legislation promoted unsuccessfully by the City of Gresham (and supported by Metro) to establish a revolving loan fund to provide up-front financing for infrastructure needed to make land ready for development.

OTHER INTERESTED PARTIES:
The original project partners for the 2011 survey of large sites in the region were the Portland Business Alliance, the Port of Portland, the Oregon chapter of NAIOP, and Business Oregon. Other interested parties include business groups like the Oregon Business Council and the Oregon Economic Development Association; local jurisdictions; land use interest groups like 1000 Friends of Oregon; and the usual stakeholders in this arena.

IMPACT IF PROPOSED ACTION OCCURS:
Reduction in the cost and risk to property owners and local jurisdictions of making large industrial sites market ready. Efficient use of industrial land within the urban growth boundary. Creation of traded-sector jobs, which pay better on average than jobs serving the local market. Positive impact on Metro finances via increased property tax revenues. (All of these impacts assume that investments in site readiness lead to successful recruitment of traded-sector firms.)

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: January 7, 2019	**Subject:** City Council Representation to Regional and State Intergovernmental Boards and Committees **Staff Member:** Mark Ottenad, Public/Government Affairs Director **Department:** Administration
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution Information or Direction ☐ Information Only ☒ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** The City Council appoints representatives and alternates of the Council to various regional external intergovernmental boards and committees.
Staff Recommendations: City Council appoints members to act as the primary representative and/or alternate(s) for the City to various regional and state intergovernmental boards and committees.	
Recommended Language for Motion: N/A.	
PROJECT / ISSUE RELATES TO:	
☐ Council Goals/Priorities	☐ Adopted Master Plan(s) ☒ Not Applicable

ISSUE BEFORE COUNCIL:

The City Council appoints Council members to act as the primary representative and/or secondary alternate representative to represent the City of Wilsonville on various regional or state boards and committees.

EXECUTIVE SUMMARY:

The City of Wilsonville is represented by City Council members on various public boards and committees throughout the region. Most of these intergovernmental bodies require an elected official of the City Council to be appointed as the primary representative and/or the alternate representative for the City of Wilsonville.

Many of these posts to external leadership bodies are filled at the start of an odd-numbered calendar year after a general election that results in a new council/commission being sworn into office for a two-year period. Traditionally, a Council appointee to any of these boards and committees has remained in a given position for a one- or two-year period.

Members of the City Council, most notably the Mayor by virtue of the position of the office, may serve on boards of organizations or associations of mayors or other elected officials. Most frequently these positions of volunteer service are *not* appointed by City Council; rather, the Council member is appointed by the organization or joins the organization as a member.

Due to Wilsonville's location—within the Metro UGB in two metro-area counties along I-5 and the Willamette River at the foot of the North Willamette Valley as a major 'employment-center' city operating a federally-chartered urban transit system—and strategic interests in economic development, land-use and transportation issues, the City is engaged in a host of regional and statewide intergovernmental organizations and business associations.

This report provides summary information on three sets of organizations that the City interfaces with in an official manner:

- **A.** Regional and State Intergovernmental Bodies for City Council Appointment
- **B.** Organizations that May Appoint City Council Members to a Board or Committee
- **C.** Organizations that All City Council Members May Participate In (No Appointment)

Attachment A, City Council Assignments for Regional Intergovernmental Bodies, provides a concise re-cap of the prior Council's assignments and space for recording 2019 assignments.

A. Regional and State Intergovernmental Bodies for City Council Appointment

The City Council is expected to appoint members as primary and/or secondary representative to these various regional and state intergovernmental boards.

Leadership Body	Date/Time	Location	2018 Council Rep/Alternate
1. **Clackamas County Coordinating Committee** (C4)	*Monthly:* 1st Thursday 6:45 – 8:45 pm	Clackamas County Development Services Building, Oregon City	Representative: Tim Knapp Alternate: Kristin Akervall
2. **Clackamas County Coordinating Committee Metro Subcommittee** (C4 Metro Subcom.)	*Monthly:* 2nd or 3rd Wednesday 7:30 – 9:00 am	Clackamas County Development Services Building, Oregon City	Representative: Tim Knapp Alternate: Scott Starr

3. French Prairie Forum Local Governments Working Group	*Monthly:* 3rd Wednesday 2 – 4 pm	OSU North Willamette Research and Extension Center, Aurora	Representative: Susie Stevens Alternate: Charlotte Lehan
4. Greater Portland, Inc., Small Cities Consortium (GPI SCC)	*Monthly:* 2nd Wed. 1:30 – 2:30 pm	Century Hotel, Tualatin	Representative: Tim Knapp Alternate: Susie Stevens
5. Washington County Coordinating Committee (WCCC)	*Monthly:* 2nd or 3rd Mon. 12 – 1:30 pm	Beaverton Library, City Hall or Community Center	Representative: Tim Knapp Alternate 1: Kristin Akervall Alternate 2: Mark Ottenad
6. Willamette Intake Facilities (WIF) **Commission Board, Tualatin Valley Water District** (TVWD)	*Quarterly*	Tualatin Valley Water District, Beaverton	Representative: Tim Knapp Alternate: Kristin Akervall
7. Willamette Falls Locks Commission	*Periodic:* 4-hr long mtg 6x in 2019	West Linn City Hall	Representative: Scott Starr

Summary of Regional and State Intergovernmental Bodies

1. Clackamas County Coordinating Committee (C4) meets monthly in Oregon City and is composed of all the cities (Metro jurisdiction cities of Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove, Tualatin, West Linn and Wilsonville; and the non-Metro/rural cities of Barlow, Canby, Estacada, Molalla and Sandy) and the County of Clackamas County, along with representatives of special districts and hamlet/villages; representatives from Metro, urban and rural transit agencies and the Port of Portland are ex-officio members.

C4, which is advised by a staff-level technical advisory committee known as "CTAC," reviews and makes recommendations on land-use and transportation matters to the Board of County Commissioners and occasionally other jurisdictions such as Metro.

2. Clackamas County Coordinating Committee Metro Subcommittee (C4 Metro Subcom) meets monthly in Oregon City and is a committee of C4 composed of the county and nine Clackamas County cities located with Metro's UGB jurisdiction—Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove, Tualatin, West Linn and Wilsonville.

The C4 Metro Subcommittee reviews and makes recommendations to Metro for transportation projects and policy (through the Joint Policy Advisory Committee on Transportation (JPACT)) and land-use matters (through the Metropolitan Advisory Policy Committee(MPAC)), and assists

in appointing the cities' representatives to JPACT and the staff-level advisory committee, Transportation Policy Alternatives Committee (TPAC).

The Cities of Clackamas County have elected Mayor Knapp to be the representative of the Cities of Clackamas County to JPACT and Milwaukie Mayor Mark Gamba as the alternate representative.

3. French Prairie Forum Local Governments Working Group is an informal monthly meeting held at the OSU North Willamette Research Center near Aurora composed of representatives of the North Willamette Valley cities of Aurora, Canby, Donald, Gervais, Hubbard, Wilsonville and Woodburn; counties of Clackamas and Marion; and the Aurora Fire Protection District. Topics of discussion are wide ranging and include land-use, transportation and transit, governance issues, economic development, agricultural and tourism promotion and more. This group is not a formally charted body and makes no formal recommendations.

4. Greater Portland, Inc., Small Cities Consortium (GPI SCC) is a monthly meeting of the 15 metro-area smaller cities that are members of the regional economic development association that is focused on business recruitment and retention efforts. By virtue of the City's membership in GPI's, the City has a seat on the SCC that elects an SCC member to the GPI Board of Directors. City staff also participate in GPI through monthly and special meetings of the Economic Development Professionals committee that is composed of government and business-association staff involved in economic-development matters.

Succeeding retiring Tualatin Mayor Lou Ogden, Mayor Knapp has been elected by the small cities as the 2019 SCC representative to the GPI board of directors.

5. Washington County Coordinating Committee (WCCC) meets monthly in Beaverton and is composed of representatives of all the cities (cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, King City, Hillsboro, North Plains, Tigard, Tualatin, Sherwood and Wilsonville) and Washington County; Tri-Met and Metro representatives attend as ex-officio members.

The WCCC, which is advised by a county-cities staff-level technical advisory committee, Transportation Advisory Committee (WCCC TAC), reviews and makes recommendations on land-use and transportation matters and funding proposals to the Board of County Commissioners for Major Streets Transportation Improvement Program (MSTIP) transportation projects and to Metro for transportation projects, and appoints the cities' representatives to JPACT.

6. Willamette Intake Facilities (WIF) Commission Board is an inter-governmental policy body that meets quarterly to manage the business affairs of the WIF Commission on issues pertaining to the Willamette Intake Facility. The WIF Commission is a partnership formed under ORS Chapter 190 between the following Parties: The Tualatin Valley Water District and the cities of Wilsonville, Sherwood, Hillsboro, Tigard and Beaverton. The WIF Commission is the successor to the former Willamette Water Supply Council.

The Willamette Intake Facilities Commission is responsible for oversight of the management and operation of the Willamette Intake Facilities in a prudent, economic and efficient manner to:

- Provide water to the existing Willamette River Water Treatment Plant (in Wilsonville) and the anticipated Willamette Water Supply System Water Treatment Plant (in Sherwood).
- Support their commitment to watershed planning and management and preserve and protect the parties' water rights.
- Support the functioning of the Intake Facilities as the foundation of water systems.

Note that the City withdrew from the Regional Water Providers Consortium Board in 2016 based on the recommendation of Council President Scott Starr with concurrence by Council.

7. Willamette Falls Locks Commission is a limited-duration two-year-long, state-chartered body established by Senate Bill 256 in the 2017 legislative session with support from the City. Appointment to the Commission by the Office of the Governor requires that a City Council member provide a resume, statement of interest, submission of a background check, a signed oath and certification of review of ethical conduct principles.

The Commission advises state, local and regional government agencies on the development and implementation of state policies relating to the repair, reopening, operation and maintenance of the Willamette Falls navigation canal and locks. The Commission is tasked to investigate, address issues, make recommendations and negotiate with the U.S. Army Corps of Engineers regarding the transfer of ownership, financing, repair, reopening, operation and maintenance of the navigational canal and locks, including possible recommendations for the formation of an intergovernmental agreement.

The Commission is composed of 17 Governor-appointed voting members representing: the cities of West Linn, Oregon City and Wilsonville; the Clackamas, Marion and Yamhill County Commissions; Metro Council; Confederated Tribes of the Grand Ronde and the Columbia River Tribes; Port of Portland, Business Oregon, Oregon Parks and Recreation Department, Oregon Department of Transportation; local businesses and economic development; local tourism and recreation; local residents; and environmental/ecological interests. Commission members also include six non-voting legislator members appointed by the majority and minority leadership of the Oregon Senate and House of Representatives.

The Commission leadership is advancing two legislative concepts for pre-session filing to start the process of repair and ownership transfer. LC 2876 authorizes lottery bonds to finance repairs for the Locks and LC 2332 expresses the intent for the State to acquire the Locks, authorizing the Department of State Lands (DSL) to work to acquire the Locks and restore operations. The WFLC leadership also approved requesting an appropriation of $12,833,450 million in lottery bonds. The total reached for full rehab is $15,533,450. In the Draft Disposition Study, the Corps expressed the intent to spend $2.7 million for seismic repairs, so the legislative ask is reduced by that amount. The Governor included $7.5 million in her budget for repairs to the Locks.

The Commission is anticipated to meet up to six times in 2019 and to propose legislation pertaining to the transfer of ownership and reopening of the Locks. The current schedule of Willamette Falls Locks Commission 2019 meetings is:

- Meeting #7 - Wednesday, January 30, 8:30 AM to 12:00 PM, Location TBD
- Meeting #8 - Wednesday, April 10, 1:00 to 4:30 PM, Location TBD
- Meeting #9 - Wednesday, July 10, 1:00 to 4:30 PM, Location TBD

B. Organizations that May Appoint City Council Members to a Board or Committee

There are a number of other governmental boards and committees and nonprofit organizations that the City may be a member of or represented on. In some instances, the organization makes an appointment of a City Council member to the organization's board or a committee or task force.

The following organizations may appoint to their boards or committees members of City Council due to their roles as City Council members:

Official Governmental Committees

- Cities of Clackamas County in the Metro UGB appointment of representatives and alternates to Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metropolitan Policy Advisory Committee (MPAC) or other bodies: *City's Metro representation is through Clackamas County Coordinating Committee (C4) Metro Subcommittee, which appoints city members to be metro-area cities' representative or alternate (see below for details)*
- Metro Council-designated Committees:
  - JPACT Finance Subcommittee: *Mayor Knapp appointed as Clackamas Cities rep by JPACT Chair Dirksen*
  - Urban Growth Management Task Force: *Mayor Knapp appointed by Council President Hughes in 2016 (task force charge has since expired)*

Community Benevolent/Charitable Nonprofits

- Korean War Memorial Foundation of Oregon: *Mayor is named as board member*

Business/Economic-Development Association Nonprofits

- Clackamas County Business Alliance (CCBA): *City is a member; Council member and/or staff could be appointed by CCBA to board or committee*
- Greater Portland Inc. (GPI): *City is a member; Council member could be appointed by organization to board or committee*
- Wilsonville Area Chamber of Commerce: *City is a member; Council member named as ex-officio director appointed by Chamber board*

Governmental Leadership Association Nonprofits

- Metropolitan Mayors Consortium (MMC): *Mayor is a volunteer member*
- League of Oregon Cities (LOC): *City is a member; Mayor is City representative*
- Oregon Mayors Association (OMA): *Mayor is a volunteer member*

Notes on Specific Organizational Appointments of City Council Members

Metro Regional Government Appointments by Others or Metro
Due to the City's unique role in the greater Metro region as a major employment-center 'edge city' located on I-5 operating an urban transit system, Wilsonville has tended to play a leadership role in the greater Portland area and especially in Clackamas County, which is the city's assigned county by Metro due to percent resident population.

Over the past 10 years, Mayor Knapp has been elected by his peers—representatives of the nine or 10 metro-area cities that participate in the Clackamas County Coordinating Committee "C4" Metro Subcommittee—in a leadership role to act as representative of behalf all nine or 10 metro-area cities' representatives voting [The former City of Damascus disincorporated in July 2016]:

- In 2017 and 2015 Mayor Knapp was elected as Representative for all 9 or 10 of the Metro-area "Cities of Clackamas County" to Metro's Joint Policy Advisory Committee on Transportation (JPACT).
  - Mayor Knapp may be re-elected in January 2019 for another two-year term as JPACT Rep for the nine metro-area "Cities of Clackamas County."
- In 2011 Mayor Knapp was elected as the "Cities of Clackamas County" Alternate to JPACT.
- In 2010 Mayor Knapp was elected as the "Other Cities of Clackamas County" Representative to Metro's Metro Policy Advisory Committee (MPAC) for the eight smaller metro-area cities.
- In 2009 Mayor Knapp was elected as the "Other Cities of Clackamas County" Representative to the Metro Urban/Rural Reserves Steering Committee during 2009-10 for the eight smaller metro-area cities.

Previously, then Mayor Charlotte Lehan served as the Other Cities rep to MPAC and chaired MPAC in 2008. Acting in 2009-10 as then Clackamas County Commissioner Lehan, she was a "Core 4" Co-Chair of the Urban/Rural Reserves Steering Committee.

Additionally, the Metro Council has created periodic work-groups that in past year have included appointing in 2016 Mayor Knapp to the JPACT Finance Subcommittee by JPACT Chair Dirksen and to the Urban Growth Management Task Force by Council President Hughes.

None of these positions were City Council appointments; rather, the appointments were made by the external bodies.

Other organizational appointments
In past years, the Clackamas County Business Alliance (CCBA), Greater Portland Inc. (GPI) and Wilsonville Area Chamber of Commerce have elected or appointed a City Council member of their choosing to serve on boards of the organizations. The City Council does *not* appoint a Council member to any of these organization's board of directors.

Note that CCBA differs from the Westside Economic Alliance (WEA), which does have City-appointed members whose Cities are represented on the WEA board of directors. Wilsonville is *not* a city named on the WEA board.

C. Organizations that All City Council Members May Participate In (No Appointment)

City Council members may participate in a number of organizations based on the City's membership status, including with the following associations and nonprofits.

Clackamas Cities Association (CCA)

This is an informal, somewhat monthly gathering of elected and appointed officials of Clackamas County—including county commissioners, city council members, state legislators and special districts board members—and staff of these various jurisdictions. A dinner meeting with a social hour and special topic or presenter is held on the fourth Thursday, 6:30–8:30 pm.
Each city in Clackamas County takes turns hosting the dinner; Wilsonville last hosted a CCA Dinner in May 2018 and featured the STEM programs of World of Speed Motorsports Museum. Notice to City Council members generally comes from the City Manager's Office about two to three weeks in advance.

The CCA 2019 dinner schedule is currently set for:

- January 24 *Cancelled*
- February 28
- April 25
- May 23
- June 27
- Oct. 24

Business Associations Meetings

The City is a member of several business and economic-development associations, including Clackamas County Business Alliance (CCBA), Greater Portland Inc. (GPI), Oregon Economic Development Assn. (OEDA), Westside Economic Alliance (WEA) and Wilsonville Area Chamber of Commerce. Each of these organizations has various meetings and events that City officials, along with other association members and the general public, may attend. Generally, the City pays expenses associated with attending events and programs.

Attached to this report is a "Summary of Regular Meetings Held by Key Regional Leadership Bodies in the Portland Metro Area" and who attends on a regular basis from the City.

TIMELINE:

The City Council may act at its leisure; however, acting in January would be optimum for codifying the City's representation to these various intergovernmental bodies for timely notice and attendance.

CURRENT YEAR BUDGET IMPACTS:

Membership costs, event attendance fees and other expenses are budgeted.

FINANCIAL REVIEW / COMMENT:

Reviewed by: CAR Date: 12/31/2019

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 1/2/2019

CITY MANAGER COMMENT:

The City benefits from strategic participation in regional intergovernmental bodies.

EXHIBITS:

A. 2019-20 City Council Representative Appointments to Regional Intergovernmental Bodies
B. Wilsonville City Council Leadership Roles: Local and Regional/State

2019-20 City Council Representative Appointments to Regional and State Intergovernmental Bodies

Leadership Body	When/Where	City Position	2017-18 Reps.	2019-20 Reps.
1. Clackamas County Coordinating Committee (C4)	*Monthly:* 1st Thursday 6:45 – 8:30 pm Oregon City	Representative	Tim Knapp	
		Alternate	Kristin Akervall	
		Staff	Mark Ottenad, Dwight Brashear, Nancy Kraushaar	Mark Ottenad Dwight Brashear Chris Neamtzu
2. Clackamas County Coordinating Committee Metro Subcommittee (C4 Metro Subcom.)	*Monthly:* 1st Thursday 7:30 – 9 am Oregon City	Representative	Tim Knapp	
		Alternate	Scott Starr	
		Staff	Mark Ottenad Dwight Brashear Nancy Kraushaar	Mark Ottenad Dwight Brashear Chris Neamtzu
3. French Prairie Forum Local Governments Working Group	*Monthly:* 3rd Wednesday 2 – 4 pm Aurora	Representative	Susie Stevens	
		Alternate	Charlotte Lehan	
		Staff	Mark Ottenad	Mark Ottenad
4. Greater Portland, Inc., (GPI) **Small Cities Consortium** (SCC)	*Monthly:* 2nd Wednesday 1:30 – 2:30 pm Tualatin	Representative	Tim Knapp	
		Alternate	Susie Stevens	
		Staff	Jordan Vance	Jordan Vance
5. Washington County Coordinating Committee (WCCC)	*Monthly:* 2nd or 3rd Monday 12 – 1:30 pm Beaverton	Representative	Tim Knapp	
		Alternate	Kristin Akervall	
		Staff/Alternate 2	Mark Ottenad Dwight Brashear	Mark Ottenad Dwight Brashear
6. Willamette Intake Facilities (WIF) **Commission Board, Tualatin Valley Water Dist.** (TVWD)	*Quarterly* Beaverton	Representative	Tim Knapp	
		Alternate	Kristin Akervall	
		Staff	Delora Kerber Nancy Kraushaar	Delora Kerber Chris Neamtzu
7. Willamette Falls Locks Commission	*Periodic; 4-hour-long meeting* West Linn	Representative	Scott Starr	
		Staff	Mark Ottenad	Mark Ottenad

NOTE: The City withdrew from the Regional Water Providers Consortium Board in 2016.

Wilsonville City Council Leadership Roles:
Local and Regional/State

LOCAL		REGIONAL / STATE	
City Boards & Committees	**Organizations**	**Intergovernmental Bodies**	**Organizations**
City Council	Kitakata/Wilsonville Sister City Association	Clackamas County Coordinating Committee (C4)	Clackamas Cities Assn. (CCA)
Budget Committee	Korean War Memorial Foundation of Oregon	Clackamas County Coordinating Committee Metro Subcommittee (C4 Metro Subcom.)	Clackamas County Business Alliance (CCBA)
Urban Renewal Agency	Korean War Veterans Assn (KWVA), Oregon Trail Chapter	French Prairie Forum Local Governments Working Group	League of Oregon Cities (LOC)
Development Review Board Panel A	Wilsonville Area Chamber of Commerce Board of Directors Ex-Officio appointment	Greater Portland, Inc., (GPI) Small Cities Consortium (SCC)	Metropolitan Mayors Consortium (MMC)
Development Review Board Panel B	Wilsonville Community Seniors, Inc. (WCSI)	Washington County Coordinating Committee (WCCC)	Oregon Economic Development Assn. (OEDA)
Library Board	Wilsonville Friends of the Library	Willamette Intake Facilities (WIF) Commission, Tualatin Valley Water Dist.	Oregon Mayors Association (OMA)
Parks and Recreation Advisory Board	Wilsonville Library Foundation	Willamette Falls Locks Commission	Westside Economic Alliance (WEA)
Planning Commission		Positive Aurora Airport Management (PAAM)	
Tourism Promotion Committee		**Regional** (Clackamas Cities, Metro) **Appointments of Council Made by Others**	
Wilsonville – Metro Community Enhancement Committee		JPACT – Joint Policy Area Committee on Transportation	
City Task Forces		MPAC – Metropolitan Policy Advisory Com.	
French Prairie Bridge Task Force			
Town Center Plan Task Force			

Boards/Committees appearing in reverse/white font above indicate bodies that City Council traditionally makes appointments to serve in a liaison or representative/alternate role.

WILSONVILLE
OREGON

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: January 7, 2019	**Subject:** Request by Clackamas County Board of County Commissioners for City Council Support of Implementation of Proposed Vehicle Registration Fee (VRF) by Ordinance. **Staff Member:** Mark Ottenad, Public/Government Affairs Director **Department:** Administration
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution Information or Direction ☐ Information Only ☒ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** The City Council appoints representatives and alternates of the Council to various regional external intergovernmental boards and committees.
Staff Recommendations: City Council considers request from Board of County Commissioners for letter of support to implement local countywide vehicle registration fee via ordinance.	
Recommended Language for Motion: N/A	
PROJECT / ISSUE RELATES TO:	
☐ Council Goals/Priorities	☐ Adopted Master Plan(s) ☒ Not Applicable

ISSUE BEFORE COUNCIL:

Does the City Council wish to express support to the Clackamas County Board of County Commissioners for the implementation via ordinance of a county-wide vehicle registration fee (VRF) that would provide new revenue to County and Cities located in county for road maintenance and improvements.

EXECUTIVE SUMMARY:

The Board of County Commissioners of Clackamas County is considering implementing an annual $30 vehicle registration fee, via ordinance, and seeks support from cities and others.

The proposed countywide fee is estimated to generate $11.2 million annually, with 40% of revenue ($4.5 million) accruing to cities and the balance ($6.7 million) to the County. The County is considering providing 10 percentage points ($1.1 million) of the County's share to a Strategic Investment Fund for road improvements in select locations where rural County and urban city roads meet (e.g., the intersection of SW 65th Ave./Elligsen Rd/Stafford Rd).

Distribution of revenue would be based on a similar manner as state-shared revenues on a per-head population basis. Using the latest PSU Population Research Center certified population estimates of 2016, the population Clackamas County portion of Wilsonville is estimated at 21,260, which would yield approximately $429,000 annually. The funds would be available for road-related planning, engineering, maintenance, construction, etc. for appropriate projects in the City's Transportation Systems Plan.

To date, four cities have endorsed implementing a VRF by ordinance: Lake Oswego, Milwaukie, Oregon City and West Linn. Two cities have indicated support for voter referral of a VRF: Canby and Estacada. Happy Valley has indicated it would want to see "a VRF have strong community backing prior to enacting it by the BCC."

BACKGROUND:

While Multnomah and Washington Counties have additional, substantial local sources of road funding, Clackamas County relies principally on state-shared revenues via the statewide gas tax. Since at least 2010, Clackamas County has considered implementing a vehicle registration fee (VRF) to help meet an estimated $17 million annual shortfall on 1,400 miles of county road maintenance funding.

The 2009 Jobs and Transportation Act allowed Clackamas County to implement a VRF by ordinance rather than a vote of the people. In 2010 voters overturned a County Commission ordinance implementing $5 VRF to help fund replacement of the Sellwood Bridge over the Willamette River on Highway 99E in conjunction with Multnomah County.

In 2015 the Board of County Commissioners approved consideration of a seven-year, $25/vehicle/year countywide VRF, and directed staff to arrange for public outreach in 2016. Over the course of the next year, state leaders indicated that they would seek to move a major state "transportation package," which caused the County to pause. The "Keep Oregon Moving" House Bill 2017 provided a major transportation funding boost—especially for a number of large projects and improved public transit services—and gradual, incremental increases in the state gas tax, of which a portion is shared with local jurisdictions.

Over the past two years, the County has continued to meet with various stakeholders and interest groups to discuss implementing a potential VRF. Participants at the Clackamas County Coordinating Committee (C4) retreat held in June 2018 discussed and generally expressed support for the county adopting a VRF to address capacity additions for congestion relief and provide road maintenance funds.

The attached exhibits to this report provide greater detail on the proposed VRF, County outreach efforts and related information on the collection and use of a VRF.

EXPECTED RESULTS:
Additional road-funding revenue would assist the City in advancing road projects outlined in the Transportation Systems Plan (TSP).

TIMELINE:
The Clackamas County Board of County Commissioners is scheduled to consider a VRF ordinance on January 22, 2019, and has requested endorsement from the Wilsonville City Council via a letter of support; model template attached to this report.

COMMUNITY INVOLVEMENT PROCESS:
Clackamas County has undertaken outreach to community and business groups throughout the County over the past several years. The exhibits provide greater detail on County outreach efforts over time to various constituencies.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
The 2018 Wilsonville Community Survey demonstrated that traffic congestion was a top community concern. Additional road funding would provide the City Council with additional options to advance critical road improvement projects.

ALTERNATIVES:
The City Council could opt to suggest that the Board of County Commissioner refer the VRF to the voters for approval, or the City Council could provide no support one way or the other for implementation of a VRF.

CURRENT YEAR BUDGET IMPACTS:
Current estimates of the proposed VRF show an annual revenue of $428,938 to the City.

FINANCIAL REVIEW / COMMENT:
Reviewed by: CAR Date: 12/19/2018

LEGAL REVIEW / COMMENT:
Reviewed by: BAJ Date: 12/31/2018

CITY MANAGER COMMENT:
N/A

EXHIBITS:
A. Clackamas County staff report to Board of County Commissioners: Vehicle Registration Fee Outreach and Options — Proposed VRF, December 18, 2018
B. TEMPLATE for Letter of Support for County VRF by Ordinance
C. Clackamas County staff report to Board of County Commissioners: Transportation Funding Update — Proposed VRF, September 4, 2018
D. 2018 C4 Retreat Final Report and Vehicle Registration Fee Discussion, Clackamas County Coordinating Committee (C4), August 8, 2018
E. Quick Facts about Possible Funding Proposals for Road Maintenance and Safety Improvements, C4 Meeting, February 4, 2016

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS
Policy Session Worksheet

Presentation Date: 12/18/18 **Approx Start Time**: 11 am **Approx Length**: 1 hr

Presentation Title: Vehicle Registration Fee Outreach and Options

Department: Transportation & Development, Public & Government Affairs

Presenters: Dan Johnson, Director, DTD; Gary Schmidt, Director, PGA; Mike Bezner, Assistant Director-Transportation, DTD

Other Invitees: Diedre Landon, DTD; Ellen Rogalin, PGA/DTD

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Direction on next steps related to a possible countywide Vehicle Registration Fee (VRF) to provide an ongoing source of local funds for transportation safety, road maintenance and congestion relief.

EXECUTIVE SUMMARY:

In response to a continuing need for a steady, local source of funds to maintain and improve our transportation system, officials from both Clackamas County and cities in the county have concluded that a countywide vehicle registration fee (VRF) is needed.

Even with the additional funds coming in from HB 2017, without a stable local source of funds the county will not be able to provide all of the services that its residents value and desire. With a local funding source the county could provide enhanced services, including annual paving projects for local/residential roads, a wider variety of capital construction projects to relieve congestion in urban and rural areas, and additional improvements to increase safety.

After years of analysis and discussion along with conversations with business representatives this past spring, County and city officials agreed to consider a $30/year/vehicle local, countywide VRF.

Though Oregon State law prescribes a standard distribution of county VRF funds of 60% to go to the county and 40% to go to the cities, County and city officials agreed to consider a different split –

- 40% would continue to go to the cities, based on population
- 50% would come to the County; and
- The remaining 10% that would normally be County funding would be allocated into a strategic investment fund for multi-jurisdictional projects.

Since the County/city agreement this summer, staff has engaged in two major initiatives to continue to explore the VRF option.

1. **Outreach:** During fall 2018, leadership from the Department of Transportation & Development shared information (see Appendix A) with community and business groups about the need for a possible countywide VRF to raise additional transportation funds. The meetings were publicized by the organizations that hosted the meetings, and by the county through emails, social media, flyers and website.

    a) There were 11 presentations with a total of approximately 200 participants (see Appendix B):
        a. 7 to community groups (hosted by the Clackamas County Committee for Community Involvement [CCI] and/or a Community Planning Organization [CPO])
        b. 3 to business groups (hosted by a chamber or business alliance)

c. 1 to a city council (invited by the city)

b) Meetings were held in locations throughout the county:
   a. Unincorporated areas – Clackamas, Oak Grove, Redland, Welches
   b. Incorporated areas – Estacada, Milwaukie, Molalla, Oregon City

c) There were three general responses from participants:
   a. Questions about the specific impact of the VRF on them, e.g., which vehicles would be included; and the hardship that might entail
   b. Wondering why the County hasn't pursued a gas tax
   c. Better understanding of the need, and a belief that most people would understand the need if they attended a similar County outreach and education session

2. **Analysis and Discussion of How Best to Use VRF Revenue**:

Cities: County staff visited with city staff to identify top transportation priorities in each jurisdiction. City needs fell into three categories: 1) paving and general maintenance, 2) capital projects and 3) sidewalks and/or ADA curb ramps.

County: Any additional revenue would be directed into the following three areas of need: 1) Congestion Relief (capital), 2) safety and 3) development of a local road maintenance program.

A. ***Congestion Relief:*** To analyze congestion relief/capital needs for unincorporated areas of the county, staff re-evaluated the condition of our roadways and re-examined the needs prioritized in the County's Transportation System Plan (TSP). (See Attachment D for a possible list of top priority TSP projects to consider funding with local VRF revenue.)

   The county focused on projects that meet the following criteria:
   - *Priority*. Listed in Tier 1 of our TSP, that was developed with extensive input from the public and adopted by the BCC in 2013.
   - *Geographic distribution.* At least one high priority project in each general area of the County.
   - *Congestion relief component* in response to what we heard repeatedly from the community to do something about congestion. (The only exception is near Mt. Hood where there aren't many opportunities for congestion relief projects.)
   - *Need for funds.* The likelihood that the project wouldn't be built without funding from a local VRF or something similar.

B. ***Safety***: The County has taken an active role in trying to ensure a safe travel environment for everyone traveling to or through Clackamas County, as evidenced by updating the Clackamas County *Drive to Zero* Transportation Safety Action Plan. Funding would be allocated for additional safety projects throughout the system as prioritized by the Plan.

C. ***Local Road Maintenance:*** Currently we direct our available funds towards the higher capacity county roadways, such as arterials and collectors that benefit the most users. Clackamas County does not have a local road paving program for neighborhood streets. Based on current funding estimates, up to $1 million of VRF revenue could be allocated to a paving program to ensure our local road system is maintained.

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? YES **NO** N/A What is the cost? $ **N/A**

STRATEGIC PLAN ALIGNMENT:

- How does this item align with your Department's Strategic Business Plan goals?
  - DTD:
    - *By 2022, maintain the average condition of paved county roads at 70 PCI (Pavement Condition Index) or higher*
    - *By 2022, improve the average condition of urban local county roads to a PCI of 70 or higher*
  - PGA: *By 2019, the $17 million road maintenance funding gap will be addressed*
- How does this item align with the County's Performance Clackamas goals? *By 2019, improve the average condition of paved county roads to a PCI rating of 70.*

LEGAL/POLICY REQUIREMENTS:

Road funds from HB 2017 and/or a local VRF may only be used for road purposes. State law allows Clackamas County to implement a VRF through either a public vote or through Board approval of an ordinance.

If the Board were to direct staff to proceed with a VRF with a Board ordinance, the process would follow the county's usual ordinance adoption procedures, with two separate readings by the Board at least 13 days apart and an effective date no sooner than 90 days after adoption (unless an emergency is declared). As with any ordinance, the VRF ordinance would be subject to referendum; a challenger would have 90 days from the effective date of the ordinance to initiate the referendum process.

If the Board were to direct staff to proceed with a VRF through a public vote, staff would work with County Counsel to develop ballot language for future Board consideration.

PUBLIC/GOVERNMENTAL PARTICIPATION:

In addition to the meetings referred to above, for years there has been extensive outreach to the general public, business community and others about road funding needs.

OPTIONS:

1. Direct staff to advance implementation of a local vehicle registration fee, subject to a process (either ordinance or public vote) as determined by the Board of Commissioners.
2. Direct staff to conduct further outreach, analysis and/or other steps related to a possible future countywide vehicle registration fee.
3. Direct staff to take no further action on this topic.

RECOMMENDATION:

1. Staff respectfully requests that the Board direct staff to advance implementation of a local vehicle registration fee, subject to a process (either ordinance or public vote) as determined by the Board of Commissioners.

ATTACHMENTS

A. *The Road Ahead 2018: The Conversation Continues* (presentation slides)
B. Fall 2018 Outreach Presentations Schedule
C. Summary of Input Received About a Possible Countywide VRF
D. Possible High Priority County TSP Projects to Consider Funding with VRF Revenue
E. 2018 Local Vehicle Registration Fee (VRF): Strategic Investment Fund Revenue Opportunity Projections

SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval _____

County Administrator Approval _____

For information on this issue, please contact Mike Bezner, mikebez@clackamas.us or 503-742-4651.

Attachment A

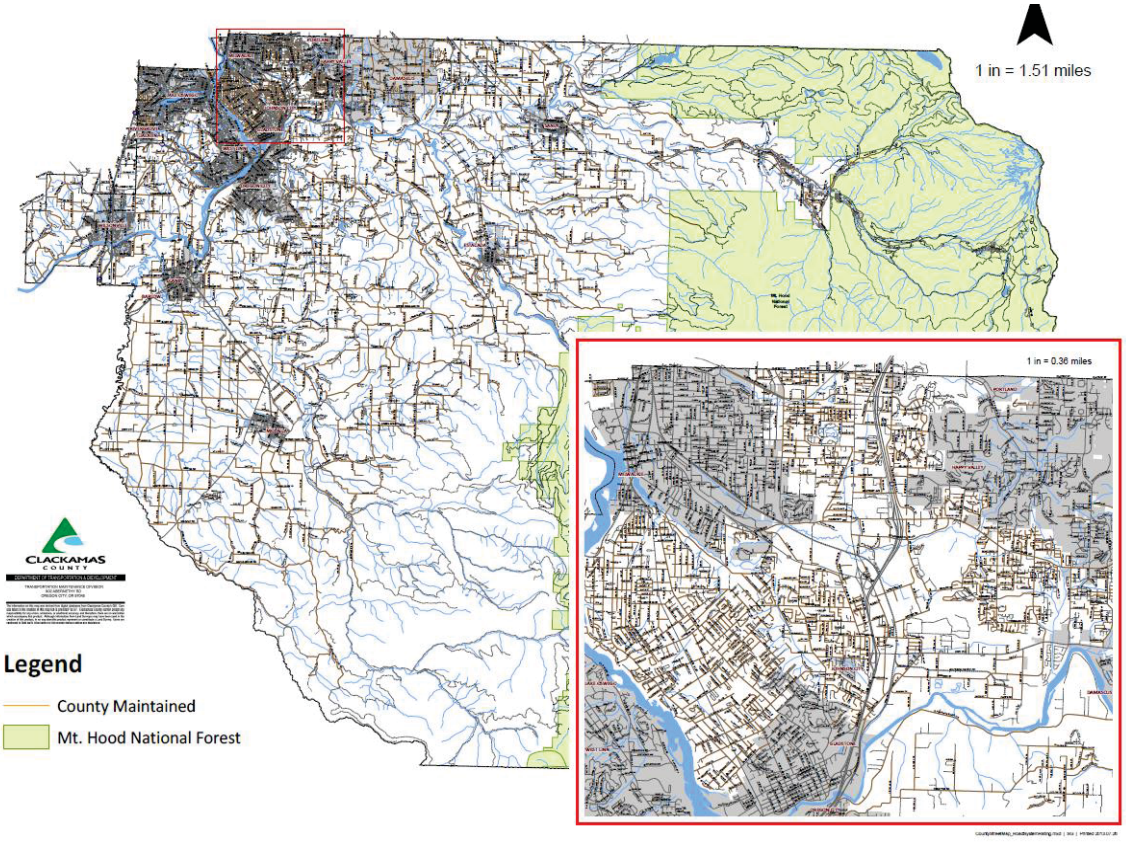
THE ROAD AHEAD, 2018

Continuing the Conversation

Presentation to Business and Community Groups

October – December 2018

Presented by Clackamas County Department of Transportation & Development



County Road System

1,400 road miles (including 40+ miles inside cities)

- 700 miles of road striping
- 1,900 manholes
- 2,400 miles of gravel shoulder
- 27,000 traffic signs
- 8,100 culverts
- 9,300 catch basins
- 111,000 linear feet of guardrail

PLUS

- 180 bridges
- 1 ferry

CLACKAMAS COUNTY

3

Road funding in Clackamas County

Maintenance

- State Highway Fund (Road Fund)
- Federal Timber Receipts/Secure Rural Schools
- **State House Bill (HB) 2017 (new)**

Capital Projects (historic)

- Federal/State/Other (46%)
- Urban Renewal (33%)
- Transportation System Development Charges (TSDC) (16%)
- Road Fund (5%)

CLACKAMAS COUNTY

4

In 2017…State Legislature passed House Bill 2017

- Increased funding is **phased in**:
  - Additional $3 million in 2018, to
  - Additional $13 million/year by 2027 and beyond

5

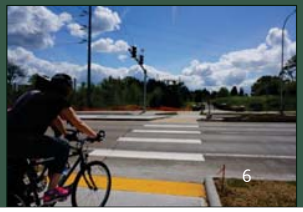
HB2017: It helped…

Maintenance: Arterials & Collectors

Safety

ADA

Bike / Ped



CLACKAMAS COUNTY

6

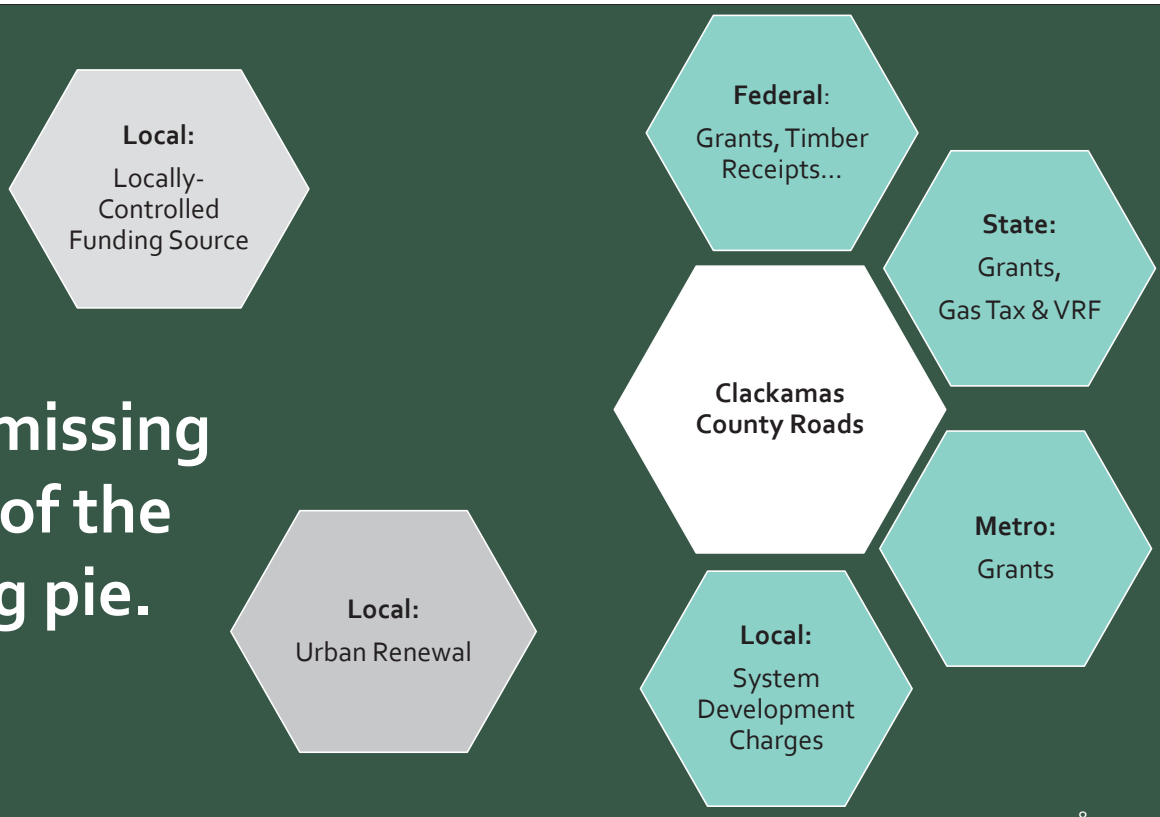
But even with House Bill 2017….

County still has unmet needs:

- Construct **capital projects** to relieve congestion
- **Local road** maintenance
- **Safety** improvements
- **ADA/curb ramps**
- **Multi-use paths/bike paths/sidewalks**
- Relocating **Transportation Maintenance**

CLACKAMAS COUNTY

We're missing pieces of the funding pie.



CLACKAMAS COUNTY

Road Funding by County – Portland Metro Region

For years, residents in neighboring counties have voted in additional local funding to support road maintenance in their communities. These local sources supplement state and federal funds. (The year each fee was established is shown for each fee.)

WASHINGTON COUNTY $48.9 M Annual Collections	Road Miles 1,300	Local Gas Tax — 1977 — $2.1 M / Yr. Road District — 1987 — $3.7 M / Yr. Local Property Tax — 1986 — $35 M / Yr. Vehicle Registration Fee — 2018 — $8.1 M / Yr.
MULTNOMAH COUNTY $17.9+ M Annual Collections	Road Miles 230	Local Gas Tax — 1976 — $7 M / Yr. Vehicle Registration Fee — 2009 — $10.9+ M / Yr.
CLACKAMAS COUNTY	Road Miles 1,400+	No Local Funding

9/18/2018

Transportation Temperature Check

We interviewed 29 business and community leaders in spring 2018.

They expressed support for:

- **Congestion** relief projects
- Maintenance program for **local roads**
- More **safety** projects

Idea of ***strategic investment fund*** for local transportation needs

Idea of a ***vehicle registration fee (VRF)***

CLACKAMAS COUNTY

We talked with C4…

Clackamas County Coordinating Committee

Should we move forward with a vehicle registration fee (VRF) adopted by the Board of Commissioners?	**YES**
If yes, what's a reasonable rate?	**$30/year/vehicle**
Is there interest in creating a *Strategic Investment Fund* (SIF)?	**YES**
If yes, how much?	**10%**

CLACKAMAS COUNTY

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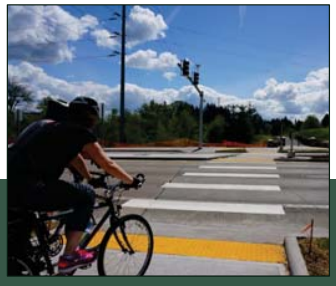
We talked with city staff…



They need funds for:

- Capital projects
- Paving & general maintenance
- Sidewalks and/or ADA curb ramps

CLACKAMAS COUNTY

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We talked with community leadership

Committee for Community Involvement (CCI)

- Advisory group to Board of Commissioners
- Oversees CPO and Hamlet program

- Expressed support for a vehicle registration fee (VRF)
- Hosted regional community meetings
  - Estacada
  - Molalla
  - Oak Grove
  - Welches

13

Clackamas County needs

- Maintain arterial and collector roads (HB 2017)
- Multi-use paths/bike paths/sidewalks (HB 2017)
- Replace/install curb ramps to meet ADA standards (HB 2017)
- **Safety (HB 2017/VRF)**
- **Local road maintenance program (VRF)**
- **Construct capital projects to relieve congestion (VRF)**
- Relocate Transportation Maintenance facilities

CLACKAMAS COUNTY

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Potential VRF Annual Revenue

City	Population (July 1, 2017)	Annual Revenue*
Lake Oswego**	34,855	$703,222
Oregon City	34,240	$690,807
West Linn	25,615	$516,794
Wilsonville**	21,260	$428,938
Milwaukie	20,510	$413,798
Happy Valley	18,680	$376,877
Canby	16,420	$331,281
Gladstone	11,660	$235,246
Sandy	10,655	$214,969

City	Population (July 1, 2017)	Annual Revenue*
Damascus***	10,625	$214,364
Molalla	9,085	$183,294
Estacada	3,155	$63,654
Tualatin**	2,911	$58,741
Portland**	766	$15,455
Johnson City	565	$11,399
Rivergrove**	459	$9,253
Barlow	135	$2,724
County		$5,588,520

Strategic Investment Fund (SIF): $1,117,704

*Based on population, per state law **Part of this city is outside Clackamas County
***Per state law, funds that would have gone to the former city go to the county for 10 years

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SIF: Congestion Relief

Capital projects that benefit multiple jurisdictions

When: Every 2-5 years

Who: Clackamas County Coordinating Committee (C4)

How: Identify and prioritize ***cross-jurisdictional*** projects

16

SIF: Maintenance/Road Transfers

Transfer jurisdiction of county-maintained roads within city boundaries to the cities within which they are located.

When: Annually
Who: Clackamas County Coordinating Committee (C4)
How: County and cities ***identify county roads*** in cities to transfer

All transfers are contingent upon official approval of the Board of County Commissioners and the city's council, per state law.

CLACKAMAS COUNTY

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VRF Impact on Motorists

- **$30 per vehicle per year ($60 paid every two years)**
  - Paid every other year when motorists renew vehicle registration
  - Not applicable to one-time permanent vehicle registrations
- **Included:** motorcycles (at $15); cars, pick-up trucks, vans and other passenger vehicles
- **Excluded:**
  - Unregistered farm equipment
  - Heavy trucks (they pay weight-mile tax)

CLACKAMAS COUNTY

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Steps Taken

- We've reached out to businesses
- We're reaching out to the community
- We've coordinated with C4
- We're meeting with the Board of Commissioners

CLACKAMAS COUNTY

CLACKAMAS COUNTY

QUESTIONS?

Visit our website for more information:
www.Clackamas.us/transportation/VRF

Attachment B

Fall 2018 Outreach Presentations Schedule

December 7, 2018

When	Where	Audience	Host	Staffing / Set-Up
Tuesday, Sept. 18 7 p.m.	Clackamas County Public Services Building Room 497	Committee for Community Involvement (CCI)	CCI	Presenters Mike Bezner Attendance: 10
Monday, Oct. 15 6 pm	Clackamas County Development Services Bldg.	Community Leaders Forum	Clackamas County	Presenter: Dan Johnson Attendance: 35
Tuesday, Oct. 23 11:30 am	Abernethy Center	Business	Oregon City Business Association	Presenters: Johnson, Bezner, Diedre Landon BCC: Jim Bernard Attendance: 40
Thursday, Nov. 1 11:30 am	Estacada City Hall	Mountain/Rural Business	Clackamas County	Presenters: Johnson, Bezner, Landon Attendance: 3
Monday, Nov. 5 6-7:30 pm	Estacada Community Center	Community	CCI	Presenters: Johnson, Bezner, Landon Attendance: 22
Wednesday, Nov. 7 7 pm	Redland-Viola-Fishers Mill CPO	CPO members and others	CPO	Presenters: Joe Marek, Christian Snuffin (Redland Road Safety Audit); Mike Bezner (RSA and VRF) Attendance: ~50
Tuesday, Nov. 13 7:30 am	Clackamas Community College - Harmony West	Business	Clackamas County	Presenters: Johnson, Bezner Attendance: 1
Monday, Nov. 19 6 pm	Molalla Public Library	Community	CCI	Presenters: Johnson, Bezner, Landon Attendance: 8
Monday, Nov. 26 6 pm	Rose Villa, Oak Grove	Community	CCI	Presenters: Johnson, Bezner, Landon Attendance: 24
Tuesday, Nov. 27 6 pm	Resort at the Mountain, Welches	Community	CCI	Presenters: Johnson, Bezner, Landon Attendance: 8
Tuesday, Dec. 4 7 p.m.	Milwaukie City Hall	Milwaukie City Council	Milwaukie	Presenters: Johnson, Bezner Attendance: 10

Attachment C

The Road Ahead 2018: The Conversation Continues

Summary of Input Received About a Possible Countywide VRF, Fall 2018

December 18, 2018

During fall 2018, leadership from the Clackamas County Department of Transportation & Development shared information with community and business groups about the need for a possible countywide vehicle registration fee (VRF) to provide a steady source of local funds to meet local transportation needs. The meetings were publicized by the organizations that hosted the meetings, as well as by the county through emails, social media, flyers and website.

- There were 11 presentations with a total of approximately 200 participants
  - 7 to community groups (hosted by the Clackamas County Committee for Community Involvement – CCI – and/or a CPO)
  - 3 to business groups (hosted by a chamber or business alliance)
  - 1 to a city council (invited by the city)

- Meetings were held throughout the county:
  - Unincorporated areas – Clackamas, Oak Grove, Redland, Welches
  - Incorporated areas – Estacada, Milwaukie, Molalla, Oregon City

- The majority of responses fell into one of three categories:
  - Questions about the specific impact of the VRF on them, e.g., which vehicles would be included; and the hardship that might entail
  - Wondering why the County hasn't pursued a gas tax
  - Better understanding of the need, and a belief that most people would understand the need if they attended a similar County education session

Specific comments from some of the meetings are below, followed by a couple of email comments.

Community Leaders

- I support VRF
- Yes. Pass VRF!
- Regional VRF meetings are good! We need the VRF. Please do not back out!
- I would like regional meetings for VRF presentations
- Regional meetings for VRF presentations is a very good idea. Allow community to get access.
- Yes to 3 or 4 regional meetings for VRF
- Rural road funding -- the concern is the process for prioritizing projects -- when it comes to a vote at C-4 each city gets one vote and all of rural (45%) gets one vote
- C-4 should have representation equal to the current population ratio (55% cities vs 45% unincorporated) not the current ratio.
- When cities annex roads, make them transfer jurisdiction also.
- Limit to vehicles/trucks
- Limit tax to $30 per year

Estacada City Hall

- Multnomah County has a large VRF compared to their road mileage, but they use the VRF for the large bridges they own
- Some cities are not getting a lot of money, but it can be used as match money for grants to increase it by 5 to 10 times.
- Don't like that you say that the BCC has the "authority" to implement a VRF.

Attachment C

Estacada Community Center

- Has this already been decided? Does our feedback matter?
- Why is this not going to be voted on?
- What vehicles are exempt?
- Will commercial trucks have to pay?
- Do veterans who are exempt from registration fees still have to pay?
- How will this impact seniors? Folks on fixed incomes?
- Will there be people/companies who avoid registering their vehicles here because of this? Will there be a penalty for that?
- How will you decide what projects get selected?
- How can we trust that you will do the projects you say you will do?
- How will the funds be dispersed?
- What projects will the City of Estacada work on?
- How many miles of county roads are inside the city limits of Estacada?
- Will the fee go up with inflation?
- Will you penalize people who leave their studded tires on all year long?
- What are timber receipts?
- How does this fee compare with Washington County?
- What businesses participated in the study?
- We need this. I wish we would have just passed the gas tax.
- We have 4 vehicles to register here but we are retired and travel most of the year. This doesn't seem to fair that we have to pay the fees if we don't spend much time here.
- What are you doing to fix the safety issues on Eagle Creek Hwy?
- What do you mean when you say "congestion relief"?
- What percent of the current gas tax does the county get?
- The population data you are using is old.
- Why are we moving so quickly on this?
- I support this. Our roads are in poor condition.
- I support this. I worry about the safety of our kids on school buses on rural roads in the condition many of them are in.
- What is C-4?

Welches/Resort at the Mountain

- Why is the state distribution based on registration and not need? It's a poor system.
- Vista Loop intersection – state highway. Provide TSDC exemption; Sunnyside Road.
- Fairway – sinkhole at Nickolav intersection, middle of the road.
- How is existing money spent?
- Washington County – per capita income of Washington County and Clackamas County.
- Federal/state land parking pass – can we keep that resource?
- I have 7 cars -- $30/year is a lot. My income isn't going up at that percentage rate.
- Pursue a gas tax locally.
- Who represents this area?
- It is $60 every two years. Everyone has their hand out.
- ADA improvements. The unfunded mandate needs to change.
- Need to educate the urban residents that the rural roads benefit them and vice-a-versa.

Oak Grove/Rose Villa

- Identify responsibilities – maintenance, roads, state
- Rate per 1,000 in Washington County

Attachment C

- Why don't we have a gas tax? When was it voted on?
- Consider spending 100% of the 60% and spend it locally. Can you allocate it to the Oak Grove unincorporated area? How do we geographically split the county for funding?
- Consider a road district for the unincorporated area. Why didn't the road district pass?
- Consider lower gas tax rate.
- Sunset/reduce gas tax.
- How do you manage the outreach and messaging?
- You didn't do a good enough job selling the gas tax to the people.
- How will the money be distributed?
- Will something else be enacted?
- Why is there an administrative fee?
- C4 control does not seem proportional for the money
- Community involvement. 4 CPO chairs are here. C4 doesn't provide adequate representation. Ask residents if they support it; do they want it.
- You approached the businesses, but didn't involve citizens in the initial discussions. I don't have any concerns about the VRF priorities, but am concerned that we weren't asked.
- What do residents want? How do you initiate public interaction?
- Public involvement increased as a result of local interest surrounding a project.
- Not much support or interest in the fee.
- Dealer transaction fees. Keep overhead costs down.
- Trust was broken in 2013. Need to clearly identify our intent.
- How do you fully fund River Road and Oatfield?
- Publish the project list every year; be transparent; prioritize it. Increase outreach.
- Jennings Avenue. Money set aside build trust with the area with the project.
- Metro – what was the funding cycle?
- Abernethy tolling will influence local roads.
- Construction for sidewalks.
- Find SDC money to help match Jennings/Oak Lodge/River Road.

Molalla Public Library

- List of project contributions from road fund
- Should be more clear. $30/year/vehicle = $60/vehicle impact every two years
- Motor homes should pay, too; they are impacting the road.
- Out-of-state plates are not reregistering and there is no enforcement. You're missing out on the dollars from work vehicles and light vehicles.
- Union Mills concerns – safety, signage, bypass, need safety audit, sight distance, ODOT
- Rural/urban balance
- Citizen involvement to determine how people can be involved
- Do we provide a bonus for private contractors to finish early?
- What is the condition of the roads?
- Why not a gas tax?
- What vehicles are included?
- Will there be a low-income exemption?
- What projects will be selected for completion first?
- How can we make suggestions on what projects we feel should be prioritized?
- Will this impact local logging?
- I can barely afford to register my vehicle as it is. Will there be a way to ask for an exemption due to financial hardship?

Attachment C

- I am in complete support. How can I help support this? What do the commissioners need to hear from me in order to move forward?
- This seems expensive. Are you sure there is no other way?
- When will this take effect?
- Will this be forever? Will the fee amount ever go up?
- What happens next?
- What other outreach are you doing?
- When will the fees be in effect?

EMAIL COMMENTS (staff responded, as appropriate)

I read in the "County Happenings" newspaper that the county is considering creating a countywide vehicle registration fee. I am very much in favor of this new fee. There is no reason that Clackamas County should go without the funds it needs to maintain and improve our roads.

Reading the article in the Clack co quarterly regarding the proposed vehicle fee I wanted to share a few thoughts on this proposal.

First of all we voted on a similar measure a year ago which did pass. In this measure almost the same verbiage was used as to what this new proposal would accomplish. We were told that the 2017 measure was needed to bring 1400 miles of clackamas county roads "up to a pci of 70 ", now you are saying that this was not the case at all, that additional monies are needed to accomplish what the 2017 measure was supposed to. What gives? Why were we told one thing on the 2017 measure and now are being told that another fee is needed to accomplish what the other measure was supposed to.

Yes , it is easy for the county to say yes, we need more money, again, for roads and then it always seems to get channeled to others projects . This is where the taxpayers get frustrated and mad , we are told one thing then the money gets sidetracked into other projects like bike paths or something else . When are bicycle owners going to have to start paying their fair share?

Have you figured what effect this additional reaching into pockets will have on seniors. Do you know what a FIXED income is . Many of us do not have access to mass transit so we must maintain an automobile. This fee will just be another hardship on seniors and low income people. We certainly want a vote of the people on this as most people I know thought the 2017 vote would put this issue to bed for a while. I would appreciate a response .

Attachment D

Possible High Priority County Transportation System Plan (TSP) Projects to Consider Funding with VRF Revenue

DRAFT: December 18, 2018

NAME	PROJECT DESCRIPTION	LOCATION	RURAL or URBAN	General County Region	CPO
Airport Rd	Install traffic signal	Airport Rd / Miley Rd intersection	Rural	Aurora	Aurora - Butteville - Barlow
Beavercreek Rd	Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections.	Henrici Rd to Yeoman Rd/Steiner Rd	Rural	Beavercreek	Beavercreek
Beavercreek Rd	Construct roundabout with additional analysis	Beavercreek Rd / Leland Rd / Kamrath Rd intersection	Rural	Beavercreek	Beavercreek
Amisigger Rd / Kelso Rd	Add paved shoulders; turn lanes at Amisigger/OR 212 and Kelso/Richey; smooth curves.	OR 224 to Kelso / Richey Rd	Rural	Boring	Boring
Richey Rd	Add paved shoulders and left turn lane at Richey Rd and OR 212	Kelso Rd to OR 212	Rural	Boring	Boring
Barlow Rd	Add dual left-turn lanes on southbound Barlow Rd	Barlow Rd / OR 99E intersection	Rural	Canby	South Canby
Canby-Marquam Highway	Reconstruct intersection; install northbound left-turn lane and southbound right-turn lane	Canby-Marquam Hwy / Lone Elder Rd intersection	Rural	Canby	South Canby
Holly St	Add paved shoulders in accordance with the Active Transportation Plan.	Territorial Rd to Canby Ferry	Rural	Canby	Aurora - Butteville - Barlow
Township Rd	Add paved shoulders and turn lanes at major intersections	Central Point Rd to Canby City limit	Rural	Canby	Central Point - Leland - New Era/Canby
Hattan Rd	Install southbound right-turn lane	Hattan Rd / Gronlund Rd intersection	Rural	Carver	Carver Logan
Springwater Rd	Install signal at Clackamas River Dr	Springwater Rd / Clackamas River Dr intersection	Rural	Carver	Carver Logan
Eagle Creek Rd	Remove horizontal curve, relocate intersection, add paved shoulders and turn lanes at major intersection; investigate speed zone south of Currin Rd	Currin Rd to Duus Rd	Rural	Estacada	Eagle Creek - Barton/Estacada
97th Ave / Mather Rd	Add bikeways, pedestrian facilities and eastbound left turn lanes at Mather Rd / Summers Ln	Lawnfield Rd to Summers Ln	Urban	Happy Valley	Sunnyside - West Mt. Scott
Johnson Creek Blvd	Add signal to either Johnson Creek Blvd and 79th Pl or 80th Ave	Johnson Creek Blvd near 79th Pl	Urban	Milwaukie	Southgate
Johnson Creek Blvd	Extend westbound left-turn lane and rebuild median; install dual northbound and southbound left-turn lanes	Johnson Creek Blvd / OR 213 intersection	Urban	Milwaukie	Southgate
Johnson Creek Blvd	Widen to 3 lanes with bikeways and pedestrian facilities	55th Ave to Bell Ave	Urban	Milwaukie	Southgate

Attachment D

Possible High Priority County Transportation System Plan (TSP) Projects to Consider Funding with VRF Revenue

DRAFT: December 18, 2018

NAME	PROJECT DESCRIPTION	LOCATION	RURAL or URBAN	General County Region	CPO
Harmony Rd	Railroad crossing and intersection improvements based on further study of intersection operations including bikeways and pedestrian facilities to be undertake jointly by the City of Milwaukie and the County	Railroad Ave / Linwood Ave / Harmony Rd	Urban	Milwaukie	Oak Grove Community Council / Clackamas
Welches Rd	Add paved shoulders; add pedestrian facilities in Welches rural center; evaluate pedestrian crossing near Stage Stop Rd; add multi-use path	US 26 to Birdie Ln	Rural	Mountain	Mt. Hood Cooridor
Fairway Ave	Add paved shoulders	Arrah Wanna Blvd to Salmon River Rd	Rural	Mountain	Mt. Hood Cooridor
Arrah Wanna Blvd	Add paved shoulders. In the interim, add 4-foot paved shoulders.	US 26 to Fairway Ave	Rural	Mountain	Mt. Hood Cooridor
Brightwood Loop Rd	Add 4-foot paved shoulders	US 26 to US 26	Rural	Mountain	Mt. Hood Cooridor
Union Mills Rd	Add turn lanes at major intersections	OR 213 to OR 211	Rural	Mulino	Mulino CPO
Union Mills Rd	Construct a shoulder on the south side of the roadway	OR 213 to OR 211	Rural	Mulino	Mulino CPO
Concord Rd	Add turn lanes at major intersections	River Rd to Oatfield Rd	Urban	Oak Grove	Oak Grove Community Council
Oatfield Rd	Add southbound and eastbound left-turn lanes	Oatfield Rd / McNary Rd intersection	Urban	Oak Grove	Oak Grove Community Council
Thiessen Rd	Add turn lanes on Thiessen Rd; consider converting to two-way stop controlled	Thiessen Rd / Aldercrest Rd intersection	Urban	Oak Grove	Clackamas
Springwater Rd	Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections	Hattan Rd to Bakers Ferry Rd	Rural	Redland	Redland - Fischers Mill - Viola / Carver Logan
Redland Rd	Construct roundabout	Redland Rd / Ferguson Rd intersection	Rural	Redland	Holcomb- Outlook
Redland Rd	Install eastbound left-turn lane	Redland Rd / Bradley Rd intersection	Rural	Redland	Holcomb- Outlook
Fischers Mill Rd	Install eastbound left-turn lane	Fischers Mill / Hattan Rd intersection	Rural	Redland	Redland - Fischers Mill - Viola
Redland Rd	Install traffic signal and westbound and northbound left-turn lanes or roundabout	Redland Rd / Holly Rd intersection	Urban	Redland	Holcomb- Outlook
Henrici Rd	Add paved shoulders and turn lanes at major intersections. Remove horizontal and vertical curves	Beavercreek Rd to Ferguson Rd	Rural	Redland	Beavercreek
65th Ave	Construct roundabout	65th Ave / Elligsen Rd / Stafford Rd intersection	Rural	Stafford	Far West Association of Neighbors
Stafford Rd	Install traffic signal and southbound and northbound turn lanes or roundabout	Stafford Rd / Childs Rd intersection	Rural	Stafford	Stafford-Tualatin Valley

Possible High Priority County Transportation System Plan (TSP) Projects to Consider Funding with VRF Revenue

DRAFT: December 18, 2018

NAME	PROJECT DESCRIPTION	LOCATION	RURAL or URBAN	General County Region	CPO
Stafford Rd	Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections	Rosemont Rd to I-205	Rural	Stafford	Stafford-Tualatin Valley
Rosemont Rd	Add paved shoulders and turn lanes at major intersections	Stafford Rd to West Linn	Rural	Stafford	Stafford-Tualatin Valley
Borland Rd	Add paved shoulders in accordance with the Active Transportation Plan	Stafford Rd to West Linn city limits	Rural	Stafford	Stafford-Tualatin Valley
Borland Rd	Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections	Tualatin city limits to Stafford Rd	Rural	Stafford	Stafford-Tualatin Valley

Attachment E

2018 Local Vehicle Registration Fee (VRF)

Strategic Investment Fund Revenue Opportunity Projections

Jurisdiction	Revenue Share	Revenue Collection
City Share (%)	40%	$4,470,816.00
County Share (%)	50%	$5,588,520.00
County Strategic Investment Fund (%)	10%	$1,117,704.00
Estimated Annual Revenue Collection *	**100%**	**$11,177,040.00**

Revenue Source	Rate	Assumptions
Vehicle Registration Fee (VRF) *(Maximum is $56 per year.)*	**$30**	**--> Annually (per registered vehicle.)** **--> 50% reduction for motorcycles.**

Annual $ Collection	**$11,177,040**

Jurisdiction	Annual $ Distribution	Population **	City Distribution Percentage
Barlow	$2,724	135	0.06%
Canby	$331,281	16,420	7.41%
Damascus ***	$214,364	10,625	4.79%
Estacada	$63,654	3,155	1.42%
Gladstone	$235,246	11,660	5.26%
Happy Valley	$376,877	18,680	8.43%
Johnson City	$11,399	565	0.25%
Lake Oswego ****	$703,222	34,855	15.73%
Milwaukie	$413,798	20,510	9.26%
Molalla	$183,294	9,085	4.10%
Oregon City	$690,807	34,240	15.45%
Portland ****	$15,455	766	0.35%
Rivergrove ****	$9,253	459	0.21%
Sandy	$214,969	10,655	4.81%
Tualatin ****	$58,741	2,911	1.31%
West Linn	$516,794	25,615	11.56%
Wilsonville ****	$428,938	21,260	9.59%
Clackamas County	$5,588,520		
County Strategic Investment Fund	$1,117,704		
Totals:	**$11,177,040**		**100%**

* Registered passenger vehicles and motorcycles updated to reflect ODOT December 31, 2017 registration numbers.

** Population estimates are based on Portland State University (PSU) Population for Oregon and its Counties and Incorporated Cities and Towns: July 1, 2017.

*** Though Damascus is disincorporated, state law distributes State Motor Vehicle Fund receipts previously assigned to the City to Clackamas County for 10-years after disincorporation.

**** A portion of this city is outside Clackamas County; population represents the population PSU estimates within Clackamas County jurisdiction.

Exhibit B - Page 1

TEMPLATE for Letter of Support for County VRF by Ordinance:

Month DD, 2018

Clackamas County
2051 Kaen Rd
Oregon City, OR 97045

RE: Support for Clackamas County to enact a Vehicle Registration Fee

Dear Board of County Commissioners:

On behalf of <<insert city>>, we support Clackamas County's consideration to enact a countywide vehicle registration fee (VRF). This would provide the cities and county with greater ability and additional resources to address congestion, safety and maintenance needs on our roads.

Clackamas County is the only one of the three Portland metropolitan area counties that has no local source of transportation revenue. As we have discussed at the Clackamas County Coordinating Committee (C4), new, stable and locally controlled revenue will help the county and cities promote local values such as addressing maintenance needs on aging roadways, and will support opportunities for new projects needed to keep traffic moving reliably and safely throughout our growing region. Additionally, proposals at C4 to create a strategic investments fund from potential county VRF revenue offers a new tool to promote cross jurisdictional coordination to meet our mutual congestion relief and maintenance objectives.

<<Insert short paragraph describing how your city might use new revenue from a vehicle registration fee or identifying high-priority transportation needs in your community.>>

We recognize and appreciate that passage of a local funding ordinance can be a challenge, but it is also necessary to respond to countywide needs such as crumbling roads and ever-increasing commute times. We support Clackamas County making a bold decision today to address local funding needs through passage of a VRF by ordinance.

Sincerely,

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: 09/04/18 **Approximate Start Time:** 2:30 pm **Approximate Length:** ½ hr

Presentation Title: Transportation Funding Update

Department: Transportation & Development, Public & Government Affairs

Presenters: Dan Johnson, Director, DTD; Gary Schmidt, Director, PGA

Other Invitees: Randy Harmon, Transportation Maintenance; Mike Bezner, Assistant Director-Transportation; Diedre Landon, DTD; Ellen Rogalin, PGA/DTD

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Discussion; no action at this time.

EXECUTIVE SUMMARY:

Background: Participants at the Clackamas County Coordinating Committee (C4) retreat June 29-30 discussed and generally expressed support for the county adopting a vehicle registration fee (VRF) to address ongoing transportation funding needs. Even with the additional funds coming in as a result of HB 2017, without a stable, local source of funds the county will still not be able to provide the level of service that its residents value and need.

At the retreat and at the following August 2 meeting, C4 members' opinions were fairly well aligned with the feedback the county received from the business community earlier this year – to address congestion relief and additional road maintenance, establish a countywide VRF of $25-30 and dedicate part of the revenue to a shared "strategic investment fund" to be spent on county-city transportation priorities.

Revenue Scenarios: The attached table that shows three possible revenue scenarios for a $30 VRF, including two with a strategic investment fund:

A. A 60% / 40% split between the county and cities, as required by law unless the cities and county mutually agree to a different amount;

B. A 50% / 40% split between the county and cities, with the county's additional 10% going into a shared strategic investment fund, and

C. A 40% / 20% split between the county and cities, with the county's additional 20% and the cities' additional 20% going into a shared strategic investment fund.

Strategic Investment Fund: Ideas for the use of a strategic investment fund are materializing around two concepts:

- The development of a road transfer program to improve County-maintained roads in city jurisdictions facilitating transfer of these assets to the cities, and
- Capital investment opportunities where there is regional or multijurisdictional benefit.

In addition, at this point the assumption is that all projects would be vetted annually through C4, and C4 would be the final decision-making body.

County Use of VRF Revenue: While revenue provided through HB2017 is providing additional support for several important transportation programs – including resurfacing of major roads, ADA ramp upgrades, asset management, safety projects and bike/ped projects – it is not sufficient to meet the even larger needs of resurfacing local roads (both urban and rural) and building capital projects to provide congestion relief. In fact, the county currently only has funding for approximately 15% of the adopted Transportation System Plan. The plan identified needed improvements to support planned growth and safe travel options throughout Clackamas County. Funding for these projects is usually secured through the region or state, which dictate the type and size of what projects are constructed.

With revenue from a VRF under scenario "B" above – about $5.5 million – the county would be able to resurface local roads to bring local road condition average to closer to the county's goal of a Pavement Condition Index (PCI) of 70 and fund eight or nine top priority projects in the TSP that align with the needs of our residents.

Next Steps: Since early August, Mike Bezner has been meeting with city staff, and reports the discussions have been productive and amicable. In addition, county staff will be reporting back to the businesses we contacted this spring and, as the businesses suggested, hope to share the information with various policy groups throughout the county – business organizations, chambers, etc.

C4 is scheduled to discuss VRF revenue options at its next meeting, on Sept. 6. Staff will return to you with a follow-up policy session on Sept. 11 to seek your direction. A VRF may be implemented through a public vote or through Board approval. If the Board were to direct staff to proceed to consider a VRF with Board action, the process would follow the county's normal ordinance adoption procedures, with two separate readings by the Board at least 13 days apart and an effective date no sooner than 90 days after adoption (unless an emergency is declared). As with any ordinance, the VRF ordinance would be subject to referendum; a challenger would have 90 days from the effective date of the ordinance to complete certain steps to initiate the referendum process.

Next Steps

1. Discussion of options for distribution of possible VRF revenue is on the agenda for discussion at the Sept. 6 C4 meeting.
2. If the BCC is interested, staff is prepared to move forward on:
    a. Reporting our progress on this issue to policy groups in the community – chambers, business groups, etc.
    b. Expanded public outreach

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? ☐ YES ☐ NO **N/A**
What is the cost? $ What is the funding source?

Explain the fiscal impacts to the County and your department as well as to the public and businesses, both in the short and long term.

STRATEGIC PLAN ALIGNMENT:

- **How does this item align with your Department's Strategic Business Plan goals?**

- DTD goals:
  - By 2022, maintain the average condition of paved county roads at 70 PCI (Pavement Condition Index) or higher
  - By 2022, improve the average condition of urban local county roads to a PCI of 70 or higher
- PGA goal: By 2019, the $17 million road maintenance funding gap will be addressed

- **How does this item align with the County's Performance Clackamas goals?**
  - By 2019, improve the average condition of paved county roads to a PCI rating of 70

LEGAL/POLICY REQUIREMENTS:

Road funds from HB 2017 may only be used for road purposes.

The Board of County Commissioners has the legal authority to pass an ordinance to institute a countywide vehicle registration fee.

PUBLIC/GOVERNMENTAL PARTICIPATION:

In addition to the meetings referred to in the staff report, for years there has been extensive outreach to the general public, business community and others about road funding needs.

OPTIONS: N/A

RECOMMENDATION: N/A

ATTACHMENTS:

A. Countywide VRF Distribution Scenario Concepts
B. Road Funding by County – Portland Metropolitan Region

SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval _____

County Administrator Approval _____

For information on this issue, please contact Gary Schmidt @ 503-742-5908.

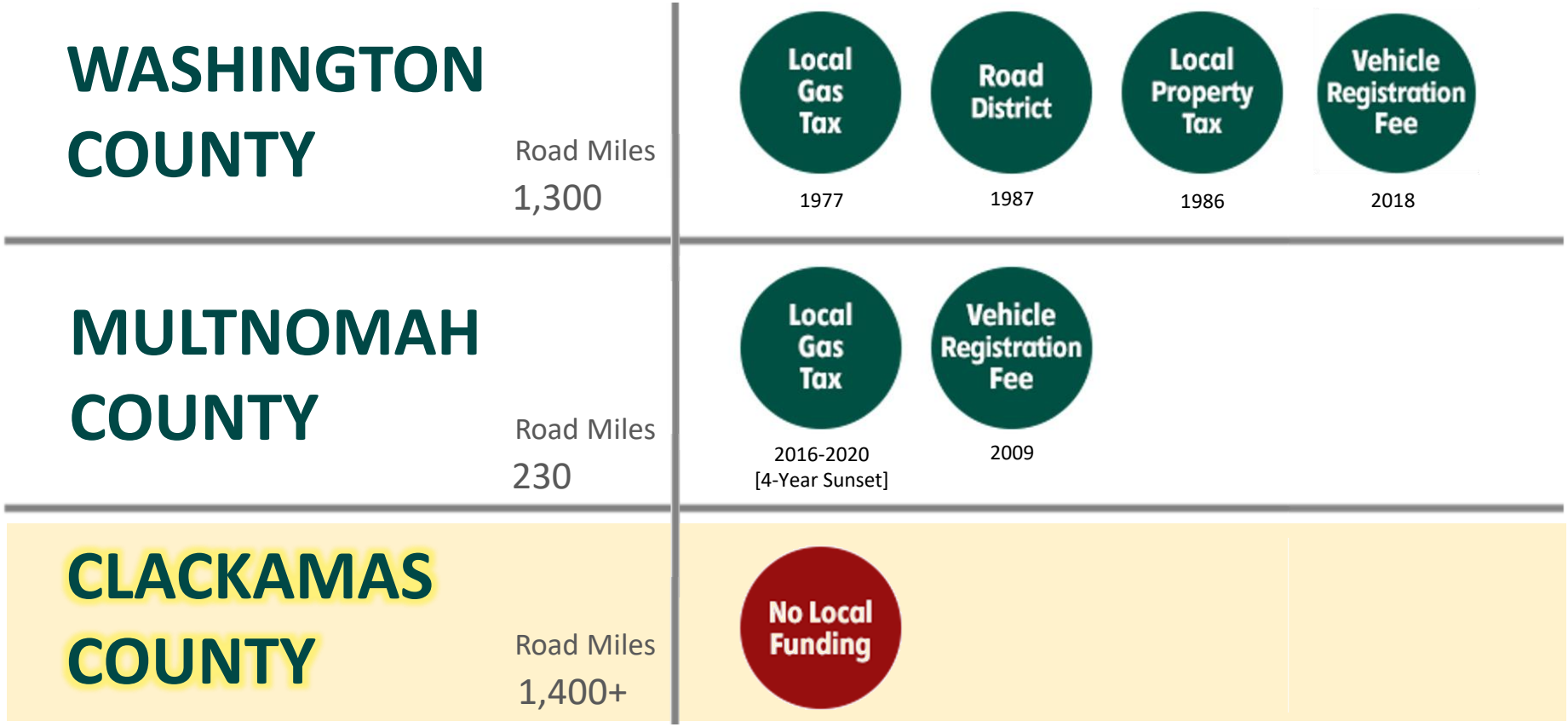
Countywide VRF Distribution Scenario Concepts

Revenue Distribution		State Highway Fund Distribution - Scenario 1: City 40% | County 60%		Modified Revenue Distribution Scenario 2: City 40% | County 50% | Strategic Investment Fund 10%		Modified Revenue Distribution Scenario 3: City 20% | County 40% | Strategic Investment Fund 40%	
		Revenue Share	Revenue Collection	Revenue Share	Revenue Collection	Revenue Share	Revenue Collection
City Share (%)		40%	$4,470,816	40%	$4,470,816	20%	$2,235,408
County Share (%)		60%	$6,706,224	50%	$5,588,520	40%	$4,470,816
County Strategic Investment Fund (%)		0%	$0	10%	$1,117,704	40%	$4,470,816
Estimated Annual Revenue Collection *		**100%**	**$11,177,040**	**100%**	**$11,177,040**	**100%**	**$11,177,040**
Revenue Source		**Rate**	**Assumptions**	**Rate**		**Rate**	**Assumptions**
Countywide Vehicle Registration Fee (VRF) *(Maximum is $56 per year.)*		**$30**	--> Annually per vehicle. --> 50% reduction for motorcycles.	**$30**	--> Annually per vehicle. --> 50% reduction for motorcycles.	**$30**	--> Annually per vehicle. --> 50% reduction for motorcycles.
Jurisdiction	**Population ** / City Distribution Percentage**	**Annual $ Distribution**	**State Highway Fund Distribution**	**Annual $ Distribution**	**% of State Highway Fund Distribution**	**Annual $ Distribution**	**% of State Highway Fund Distribution**
Barlow	135 / 0%	$2,724	100%	$2,724	100%	$1,362	50%
Canby	16,420 / 4%	$331,281	100%	$331,281	100%	$165,640	50%
Damascus ***	10,625 / 3%	$214,364	100%	$214,364	100%	$107,182	50%
Estacada	3,155 / 1%	$63,654	100%	$63,654	100%	$31,827	50%
Gladstone	11,660 / 3%	$235,246	100%	$235,246	100%	$117,623	50%
Happy Valley	18,680 / 5%	$376,877	100%	$376,877	100%	$188,439	50%
Johnson City	565 / 0%	$11,399	100%	$11,399	100%	$5,700	50%
Lake Oswego ****	34,855 / 9%	$703,222	100%	$703,222	100%	$351,611	50%
Milwaukie	20,510 / 5%	$413,798	100%	$413,798	100%	$206,899	50%
Molalla	9,085 / 2%	$183,294	100%	$183,294	100%	$91,647	50%
Oregon City	34,240 / 8%	$690,807	100%	$690,807	100%	$345,404	50%
Portland ****	766 / 0%	$15,455	100%	$15,455	100%	$7,728	50%
Rivergrove ****	459 / 0%	$9,253	100%	$9,253	100%	$4,627	50%
Sandy	10,655 / 3%	$214,969	100%	$214,969	100%	$107,485	50%
Tualatin ****	2,911 / 1%	$58,741	100%	$58,741	100%	$29,370	50%
West Linn	25,615 / 6%	$516,794	100%	$516,794	100%	$258,397	50%
Wilsonville ****	21,260 / 5%	$428,938	100%	$428,938	100%	$214,469	50%
Clackamas County	183,383 / 45%	$6,706,224	100%	$5,588,520	83%	$4,470,816	67%
Countywide Strategic Investment Fund		$0		$1,117,704		$4,470,816	
Totals:	**404,980 / 100%**	**$11,177,040**		**$11,177,040**		**$11,177,040**	

* Registered passenger vehicles and motorcycles updated to reflect ODOT December 31, 2017 registration numbers.
** Population estimates are based on Portland State University (PSU) Population for Oregon and its Counties and Incorporated Cities and Towns: July 1, 2017.
*** Though Damascus is disincorporated, state law distributes State Motor Vehicle Fund receipts previously assigned to the City to Clackamas County for 10-years after disincorporation.
**** A portion of this city is outside Clackamas County; population represents the population PSU estimates within Clackamas County jurisdiction.

Road Funding by County – Portland Metro Region

For years, residents in neighboring counties have voted in additional local funding to support road maintenance in their communities. These local sources supplement state and federal funds. (The year each fee was established is shown for each fee.)



Clackamas County Coordinating Committee

Agenda

Thursday, August 02, 2018
6:45 PM – 8:30 PM

Development Services Building
Main Floor Auditorium, Room 115
150 Beavercreek Road, Oregon City, OR 97045

AGENDA

6:45 p.m. **Pledge of Allegiance**

Welcome & Introductions
Chair Jim Bernard & Mayor Brian Hodson, Co-Chairs

Housekeeping
- Approval of June 07, 2018 C4 Minutes **Page 03**

6:50 p.m. **Draft Letters Advanced from C4 Metro Subcommittee (Action Item)**
- Memo **Page 05**
- Wilsonville UGB Expansion Request **Page 06**
- RTP Post-Visioning Process Letter **Page 07**

7:05 p.m. **2018 C4 Retreat – Final Report**
Presenting: Trent Wilson
- Final Report - 2018 C4 Retreat **Page 14**
- 2018-2019 C4 Agenda DRAFT Schedule **Page 26**

7:20 p.m. **Vehicle Registration Fee Discussion**
Presenting: Dan Johnson
- Staff memo and materials **Page 27**

8:15 p.m. **Updates/Other Business**
- JPACT/MPAC Updates
- Housing Bond Update
- Housing Needs Assessment Update
- Other Business

8:30 p.m. **Adjourn**

Clackamas County Coordinating Committee

Final Report

2018 Retreat
Clackamas County Coordinating Committee (C4)

Friday, June 29 – Saturday, June 30

Clackamas County Coordinating Committee

Retreat Attendees (C4 Members and Alternates)

1. Jim Bernard, Co-Chair	Clackamas County, Chair
2. Brian Hodson, Co-Chair	Canby, Mayor
3. Traci Hensley	Canby, Councilor
4. Julie Wehling	Canby, Transit Director
5. Paul Savas	Clackamas County, Commissioner
6. Hugh Kalani	Clackamas River Water
7. Sean Drinkwine	Estacada, Mayor
8. Kenny Sernach	Hamlet of Beavercreek
9. Markley Drake	Happy Valley, Councilor
10. Jeff Gudman	Lake Oswego, Councilor
11. Theresa Kohlhoff	Lake Oswego, Councilor
12. Betty Dominguez	Metro, Councilor
13. Mark Gamba	Milwaukie, Mayor
14. Wilda Parks	Milwaukie, Councilor
15. Jimmy Thompson	Molalla, Mayor
16. Laurie Freeman Swanson	Molalla Community Planning Organization
17. Susan Keil	Oak Lodge Water Services District, Director
18. Dan Holladay	Oregon City, Mayor
19. Renate Mengelberg	Oregon City, Councilor
20. Carl Exner	Sandy, Councilor
21. Jan Lee	Sandy, Councilor
22. Andi Howell	Sandy, Transit Director
23. Dwight Brashear	SMART, Director
24. Brenda Perry	West Linn, Council President
25. Tim Knapp	Wilsonville, Mayor
26. Russ Axelrod	West Linn, Mayor

Clackamas County Coordinating Committee

Retreat Attendees (Non-C4 Members)

1.	Sonya Fischer	Clackamas County, Commissioner
2.	Ken Humberston	Clackamas County, Commissioner
3.	Martha Schrader	Clackamas County, Commissioner
4.	Don Krupp	Clackamas County, Administrator
5.	Mary Jo Cartasegna	Clackamas County, Commission Staff
6.	Tracy Moreland	Clackamas County, Commission Staff
7.	Gary Schmidt	Clackamas County, Public & Government Affairs
8.	Chris Lyons	Clackamas County, Public & Government Affairs
9.	Trent Wilson	Clackamas County, Public & Government Affairs
10.	Shelly Parini	Clackamas County, Public & Government Affairs
11.	Amy Herman	Clackamas County, Resolution Services
12.	Martine Coblentz	Clackamas County, Resolution Services
13.	Dan Johnson	Clackamas County, Transportation & Development,
14.	Karen Buehrig	Clackamas County, Transportation & Development
15.	Stephen Williams	Clackamas County, Transportation & Development
16.	Jennifer Hughes	Clackamas County, Transportation & Development
17.	Ray Atkinson	Clackamas Community College
18.	Jacque Betz	Gladstone, City Administrator
19.	Jaimie Huff	Happy Valley, Policy Analyst
20.	Craig Dirksen	Metro, Councilor
21.	Kelly Brooks	Milwaukie, Assistant City Manager
22.	John Lewis	Oregon City, Public Works Director
23.	Dayna Webb	Oregon City, Senior Project Engineer
24.	Tom Markgraf	TriMet, Public Affairs Director
25.	Tom Mills	TriMet, Planner
26.	Nancy Kraushaar	Wilsonville, Community Development Director

C4 Retreat: Summary of Agenda Discussions

Friday, June 29

Session 1: Transportation Goals for Clackamas County

Karen Buehrig and Stephen Williams (CC Transportation & Development) introduced findings from a questionnaire sent to C4 members and city/county transportation staff that outlined various transportation priorities. A low response rate to the questionnaire prompted a discussion about transportation goals at-large within Clackamas County. C4 members reached no conclusions during this discussion, but identified various outcomes that were important to jurisdictions and relevant for ongoing and future discussions about transportation planning.

Session 2: I-205 Widening Project Status and Value Pricing Recommendations

Rian Windsheimer (ODOT) and Chris Lyons (CC Public & Government Affairs) presented updates and findings on the I-205 widening project and recommendations coming from the Value Pricing Policy Advisory Committee. Retreat attendees asked clarifying questions aimed at how to advance funding needs for the I-205 project and discussed the state legislature's intent to fund I-205 with revenue generated from value pricing (tolling). Attendees also expressed concern about diversion.

Session 3: Transit Goals within Clackamas County

Following a discussion at the June 7 C4 meeting, retreat attendees explored goals for transit within Clackamas County, including urban and rural needs. Attendees agreed that HB 2017 funding presents incredible opportunities to advance goals, but that C4 should spend more time identifying what the transportation system should look like and accomplish for Clackamas County. Attendees offered the suggestion of creating a "lens" for exploring broader transportation goals that better understands linkages, related to housing and jobs, and project criteria, connections, and outcomes.

Session 4: Tualatin Transportation Bond Measure

Sherilyn Lombos (Tualatin City Manager) shared "lessons learned" from their successful May 2018 ballot measure on transportation funding.

Saturday, June 30

Session 5: Breakfast Discussion – Transportation Goals Continued

Retreat attendees continued the discussion from the first session about at-large transportation goals within Clackamas County. Attendees also expanded this discussion to consideration of the larger metro region, noting a need for the region to have a longer range plan that addresses the larger system, thus allowing Clackamas County to better

know how to fit within the system. Members landed on a need to continue advancing I-205 at the state legislature to ensure the remaining needed project design funding is identified. Members also discussed a set of "lenses" for how to approach transportation needs in the county, but ultimately agreed that pursuing a "transportation futures" study – requesting funding from the state legislature – made sense as well.

Session 6: Proposed 2020 Regional Transportation Bond

Karen Buehrig (CC Transportation & Development) and Chris Lyons (CC Public & Government Affairs) provided materials from the June 7 C4 meeting, where Metro staff presented existing information – mainly timelines – related to the proposed 2020 regional transportation bond. Members agreed much of this discussion was dependent on findings from a futures study and related to the conversations previously held on transportation and transit goals. C4 members suggested that important elements for Clackamas County's approach to the 2020 regional transportation bond should be: congestion relief, a complete modal package, and a "big picture" view.

Session 7: The Road Ahead, 2018: A Continued Conversation

Dan Johnson (CC Transportation & Development) and Shelly Parini (CC Public & Government Affairs) shared the results of business outreach discussions related to a potential vehicle registration fee in Clackamas County. Retreat attendees agreed with the business community to advance discussions towards a $25-$30 VRF, but also communicated that more discussion was needed to understand the details of how funds might be used and whether or not C4 members would be interested in creating a joint fund to better leverage VRF dollars for higher-cost projects.

Session 8: Next Steps Discussion

C4 members requested the VRF discussion take precedence in the coming months and encouraged the BCC to take action quickly. Members were also interested in advancing legislative initiatives on I-205 and a potential transportation futures study, advancing additional discussions on the potential 2020 transportation bond and transit goals, and to continue engaging in efforts to address housing.

C4 Retreat: Flip Chart Transcription

Session 1 – Transportation Goals for Clackamas County

Outcomes

- Reduce Congestion (Highways, local roads)-Project Competitive
- Maintenance
- Safety
- Infrastructure
- Resiliency
- Access
- Reliability-Benefit the entire county
- Integrated System-Multiple choices via different modes
- Expanded capacity accommodating future growth
- Economic development
- Carbon reduction
- Vision- How far out?

Regional Outcomes

- Reliability (Reduce congestion)
- Safety
- Freight Mobility
- Community Trips (Active Transportation)
- Resiliency/Sustainability

Evaluate Projects On

- Multi-model transit Projects
    - Does it help to produce a redundant system of ways to get to work, school, and shop when and where we all need to enhance our daily lives
- Additional Projects
    - More direct route from Canby to I-5 (Arndt Road)
    - Stafford Road-Bicycles
    - Bike Ped-West Linn, LO, Portland
    - McLaughlin redevelopment

Session 2 – I-205 Widening Project Status and Value Pricing Recommendation

I-205 Funding

- Need to understand level/cost of toll
    - Will they be able to raise enough money to pay for project?
- Questions remain about diversion
- Funding will come from various sources
- Concern about lack of choices for alternatives to I-205

- Support for partial funding of I-205 thru tolling

Session 3 – Transit Goals within Clackamas County

Multi Modal-Increasing Transit

- Lens criteria
  - Need to talk about linkages
    - How they relate to housing
    - How they relate to jobs
  - How projects assist with making
    - Criteria
    - Connections
    - Outcomes
  - What we want our transportation system to do for our county
- Build from what currently exists
  - Redevelopment-Example: McLaughlin
- Need to know routes, frequency
  - Needs assessment to bring to Trimet or start own system or SMART or Canby
  - City-routes and sub-routes
- Use of existing rails or express bus→streetcar or trolley in LO
- Collaborating between cities, communities
  - Transit ties people together
  - Urban→ rural coverage for all
  - Ride from churches
- Local systems within communities while still connecting to Trimet
- Shuffles to Trimet
  - Figure out $
- Smaller vehicles→ more flexibility
- Public safety at stops
- Look at NW connector as an example→addressing connectivity issues
- Look at other models that work
  - Does it serve our county well?
  - What works, what doesn't, what are the consequences?
- Think about Boring and Damascus
  - No Trimet service
  - Other communities that do not have service
- Think about ridership
  - Productive service vs. coverage

Session 5 and 6 – Transportation Goals Cont. + Proposed 2020 Regional Transportation Bond

Important Elements in 2020 Regional Measure

- Congestion Relief
- Complete Modal Package
- Need for "big picture" view

For Legislative Agenda

- See $24M to keep I-205 project design moving forward

Ideas/Area of Common Interest

- Connecting Rural to Urban-Options
    - A→B Access to Arterials
        - Infrastructure/Maintenance
        - Connections to Highways/ I-5, I-205 Access
        - Amenities vs. Necessities
        - Local support for projects
        - Multi-modal (bikes, ped)
        - Emerging need
    - HB 2017 Funds
        - How will it be used?
        - Urgent need to present plans
        - Regionally powerful ways to use $
- Keeping roads open for access (rural roads)
    - Connecting urban and rural with complimentary means
    - Take advantage of STIF money
    - Prioritize planning first, then ID projects
    - Plan for and fund Travel Shed
    - Prioritize Regional and local needs for transit
- New transit money applied by 2019
- Priorities for legislative matters
    - Disconnect with UGB/Limits to project potential
- Decrease various bottlenecks and recognized diverted traffic paths
- State highway system is very important for connecting our communities
    - Think holistically
- C.C. master plan for transportation combined with city TSP?
- Ask legislature for planning funds
    - Washington county did ($1.5M)

Integrated/Redundant System

- To enhance daily lives
    - Multiple options
    - Access
    - Congestion reduction
    - Expanded capacity
    - Safety
    - Carbon footprint reduction

Lens for Discussion

- Benefits to the entire community
- Vision is future focus
- Competitive projects
- Linkage to housing, jobs, etc.
- Regional projects/need
- Engineer capacity vs. perceived capacity
- Potential/available funding
- Innovative thinking
- Projects with consensus
- Environmental impacts
- Access strengths of cities and taking advantage of potential for integration of services
    - Rural and urban linkages

Transit → Planning Process

- Needs assessment
- Service level assessment
- Funding
- Productive service vs. coverage
- Looking at other models
- Local focus and connection
- Looking at the gaps

Session 7 – The Road Ahead, 2018: A continued conversation

Table 1

- Q1. Road maintenance, safety, wider shoulders
    - 10% of thecounty's 60% to use on other needs
- Q2. Will there be enough people to do the road work?
    - When VRF starts, how soon after will money start to come in.
    - YES local control important
    - Collaborate by using C4 to look at ways to support rural and city roads
- Q3.
    - Yes, $25

Table 2

- Q1. Maintenance Interconnectivity (Urban and Rural)
- Q2. Local control
    - Yes
    - Within cities
    - Links crossing jurisdiction boundaries
        - No dead-ending
        - Commute shed
        - Thinking beyond local projects
        - Pipeline of ready projects

- Q3.
  - VRF- Yes, as a way to fund
  - $30 sweet spot, $25 helpful, $29.95
  - Licensing multiple vehicles for different uses in rural areas
  - Careful communications
  - Responsible use of revenues

Table 3

- Q1. Local transit better interface with Trimet-seamless for rider
  - Maintenance
  - Wider shoulders
  - Larger capital project
  - Arndt Road
- Q2.
  - Yes (from city lens)
  - Very local
  - B.
    - If could benefit neighboring then yes collaborate
  - State roads too
- Q3. Yes, $25
  - $43 for electric

Table 4

- Q1. Intra- County Connections
  - Road maintenance
  - Congestion relief
  - Integrated transit connections
  - Safe routes to school
  - Transport for vulnerable populations
  - Highway 43
    - East → West transit in WL
    - Transportation corridors including sunrise
- Q2.
  - Yes
  - Control own fate
  - Buy-in for voter support
  - Integration
  - State/regional funding for big projects
- Q3.
  - Yes/maybe
  - $25-$30
  - Highest fee based on car that is being assessed

Table 5

- Q1. Maintenance funding
- Q2. Yes, local. Yes, collaborative.
    - County roads that run through cities up to city standards so cities can continue maintenance
- Q3. Yes
    - See some polling to get a sense from general populace
    - Leaning on higher side between $43-56

Table 6-Urban/Rural, Elected/Non-elected

- Q1.
    - Congestion
    - Maintenance and Safety
    - Connectivity
- Q2. Weight mile tax-corridors
    - What constitutes local?
    - A.
        - Individual
            - 99E
            - 205
    - B.
        - Local Control-Yes
            - Processes may not be efficient regionally
            - Collaboration on county wide plans-Yes
        - Voters don't care who the roads are being maintained by
- Q3. VRF-Yes
    - Impact on commissioners/elected
    - $25
    - Not adding staff
    - Weight mile

VRF

- At least $25 = Full support
- $30 = 12 green
- $43 = 3 blocked, more discussion
- Support VRF = All green
- Different charges for Gas vs. electric = 16 yes
- Progressive VRF rate = 5 block

Next Steps

- Transportation land use
- Housing
- Transit
    - Hub connections for local jurisdictions

    - Guidance to staff for project focus
- Regional bond
- #1 County wide TSP/Regional vision
- #2 VRF
    - I-205 and Tolling
        - Congestion vs. construction
        - 7/12 Public input meeting-letter
- Opioids
- Housing
- Homelessness

Other Topics

- Housing and funding for affordable housing
    - Housing non-profits
    - Housing bond-C4 supporting #1
    - Constitutional amendment
- Annexation issues
- Project priorities from C4 to all member staff
    - Create support documents for C4 to study

Retreat Feedback

- More time for open forum on 1st day
- More agenda flexibility based on energy
- Cell phone access
- Cold room
- More time

2018-2019 C4 Agenda DRAFT Schedule:

Issues needing attention, identified at C4 Retreat, C4, or C4 Metro Subcommittee

- Retreat Recap
- Vehicle Registration Fee (VRF) Next Steps
- Moving forward with I-205 Legislative Strategy
- Continued discussion on 2020 Regional Transportation Bond, as needed
- UGMA Revisit/Annexation Issues
- Burnside Bridge/Seismic Bridge List Presentation
- Housing Bond Resolution by C4
- Visit from Roy Rogers (to discuss MSTIP revenue sharing concept)
- PGE/Marie Pope visit
- 3-party IGA discussion/update

Meeting Schedule Recommendation

August 2018

- Retreat Recap and Final Report
- C4 Metro Subcommittee Letters
- VRF Next Steps

September 2018

- VRF Next Steps (continued). May include:
    - Visit from Washington County Commissioner Roy Rogers
- Discussion re Transportation Visioning Plan – Potential Legislative Request

October 2018

- PGE Visit/Presentation with CEO Marie Pope

November 2018

- Legislative Strategy Discussion

December 2018

January 2019

February 2019

March 2019

- C4 Co-Chair Elections
- C4 New Members Meeting

Memorandum
To: Clackamas County Coordinating Committee (C4)
From: Dan Johnson, Director – Department of Transportation & Development
Date: August 02, 2018

RE: Discussion on Potential Vehicle Registration Fee

Overview:

Discussion at August 2 C4 meeting is intended to clarify what cites desire regarding shared revenue of a potential Vehicle Registration Fee (VRF).

At the June 29-30 C4 Retreat, attendees expressed general support for the county's adoption of a VRF to address local road funding needs. Retreat attendees were substantially in alignment with feedback Clackamas County received from the local business community, including a willingness to consider a VRF of $25 to $30 and a need to identify how jurisdictions would use new funds generated by a VRF.

While state law mandates that fees received by a VRF are split between the county (60%) and cities (40%), C4 members asked for further discussion on certain elements of the VRF including the possibility of using some of the VRF revenue for collaborate efforts and/or a shared strategic investment fund.

Clackamas County wants any effort resulting in increased assessed fees, such as VRF, to be clearly identified, well-reasoned, and widely supported. Support by individual cities and C4 as a whole is crucial if a VRF is to be successfully adopted by the Board of County Commissioners. Therefore, we want to clearly identify and clarify options and expectations between the county and cities.

Discussion Items:

- ***How do the cities envision sharing revenue generated by a potential VRF?***
  - Traditional 60%-40% split?
  - Non-traditional approach that still honors the 60%-40% split, while also creating a joint fund for strategic investments and/or collaborative approaches?
- ***If C4 agrees to pursue consideration of a non-traditional revenue sharing model, please provide clarity on the following issues:***
  - Define "strategic investments" and/or "collaborative approaches"
  - Describe core concepts that revenue sharing might be used to address, if implemented

2018 Local Vehicle Registration Fee (VRF)

Strategic Investment Fund Revenue Opportunity Projections

Jurisdiction	Revenue Share	Revenue Collection
City Share (%)	40%	$3,725,680.00
County Share (%)	60%	$5,588,520.00
Estimated Annual Revenue Collection *	**100%**	**$9,314,200.00**

Revenue Source	Rate	Assumptions
Vehicle Registration Fee (VRF) *(Maximum is $56 per year.)*	**$25**	**--> Annually (per registered vehicle.)** **--> 50% reduction for motorcycles.**

Annual $ Collection	**$9,314,200**

Jurisdiction	Annual $ Distribution	Population **	City Distribution Percentage
Clackamas County	$5,588,520	183,383	N/A
Barlow	$2,270	135	0.06%
Canby	$276,067	16,420	7.41%
Damascus ***	$178,637	10,625	4.79%
Estacada	$53,045	3,155	1.42%
Gladstone	$196,038	11,660	5.26%
Happy Valley	$314,064	18,680	8.43%
Johnson City	$9,499	565	0.25%
Lake Oswego ****	$586,018	34,855	15.73%
Milwaukie	$344,832	20,510	9.26%
Molalla	$152,745	9,085	4.10%
Oregon City	$575,673	34,240	15.45%
Portland ****	$12,879	766	0.35%
Rivergrove ****	$7,711	459	0.21%
Sandy	$179,141	10,655	4.81%
Tualatin ****	$48,951	2,911	1.31%
West Linn	$430,662	25,615	11.56%
Wilsonville ****	$357,448	21,260	9.59%
Totals:	**$9,314,200**	**404,980**	**100%**

* Registered passenger vehicles and motorcycles updated to reflect ODOT December 31, 2017 registration numbers.

** Population estimates are based on Portland State University (PSU) Population for Oregon and its Counties and Incorporated Cities and Towns: July 1, 2017.

*** Though Damascus is disincorporated, state law distributes State Motor Vehicle Fund receipts previously assigned to the City to Clackamas County for 10-years after disincorporation.

**** A portion of this city is outside Clackamas County; population represents the population PSU estimates within Clackamas County jurisdiction.

2018 Local Vehicle Registration Fee (VRF)

Strategic Investment Fund Revenue Opportunity Projections

Jurisdiction	Revenue Share	Revenue Collection
City Share (%)	40%	$4,470,816.00
County Share (%)	60%	$6,706,224.00
Estimated Annual Revenue Collection *	**100%**	**$11,177,040.00**

Revenue Source	Rate	Assumptions
Vehicle Registration Fee (VRF) *(Maximum is $56 per year.)*	**$30**	**--> Annually (per registered vehicle.)** **--> 50% reduction for motorcycles.**

Annual $ Collection	**$11,177,040**

Jurisdiction	Annual $ Distribution	Population **	City Distribution Percentage
Clackamas County	$6,706,224	183,383	N/A
Barlow	$2,724	135	0.06%
Canby	$331,281	16,420	7.41%
Damascus ***	$214,364	10,625	4.79%
Estacada	$63,654	3,155	1.42%
Gladstone	$235,246	11,660	5.26%
Happy Valley	$376,877	18,680	8.43%
Johnson City	$11,399	565	0.25%
Lake Oswego ****	$703,222	34,855	15.73%
Milwaukie	$413,798	20,510	9.26%
Molalla	$183,294	9,085	4.10%
Oregon City	$690,807	34,240	15.45%
Portland ****	$15,455	766	0.35%
Rivergrove ****	$9,253	459	0.21%
Sandy	$214,969	10,655	4.81%
Tualatin ****	$58,741	2,911	1.31%
West Linn	$516,794	25,615	11.56%
Wilsonville ****	$428,938	21,260	9.59%
Totals:	**$11,177,040**	**404,980**	**100%**

* Registered passenger vehicles and motorcycles updated to reflect ODOT December 31, 2017 registration numbers.

** Population estimates are based on Portland State University (PSU) Population for Oregon and its Counties and Incorporated Cities and Towns: July 1, 2017.

*** Though Damascus is disincorporated, state law distributes State Motor Vehicle Fund receipts previously assigned to the City to Clackamas County for 10-years after disincorporation.

**** A portion of this city is outside Clackamas County; population represents the population PSU estimates within Clackamas County jurisdiction.

Quick Facts about Possible Funding Proposals for Road Maintenance and Safety Improvements

C4 Meeting: February 4, 2016

Dec. 15, 2015: The Board of County Commissioners approved consideration of a seven-year, $25/vehicle/year countywide vehicle registration fee (VRF), and directed staff to arrange for public outreach and input opportunities beginning in January 2016.

This VRF would generate a total of approximately $60 million in revenue over the seven years. In accordance with state law, the revenue would be split between the county and the cities in the county.

- 60% of the funds – approximately $36 million -- would go to the county
- 40% of the funds -- approximately $24 million – would be split (based on population) between cities in the county to spend on their own transportation needs (see revenue details on back of this page).

The County would spend its $36 million as follows:

1. **$32.3 million** on specific, identified paving and related safety improvements (guardrails, striping, etc.) on more than 115 miles of roadways in unincorporated areas of the county.
2. **$3.7 million** on safety improvements, including curve warning and intersection notification signs on nearly 800 miles of rural roads.

Feb. 2, 2016: The Board directed staff to prepare for a possible ballot measure in May 2016 and draft possible ballot measure questions, both advisory and binding, for review at a policy session on February 9. The Commissioners also discussed alternatives to the $25/vehicle/year seven-year VRF, including a combination of a 3-cent gas tax with a $5/vehicle/year or a $10/vehicle/year VRF, limited to five years.

Feb. 9, 2016: The Board will discuss wording options for possible ballot measures.

General Information

- The funding proposals under consideration won't come close to meeting the County's need of more than $17 million per year to maintain the county's 1,400 miles of roads, but would make a positive difference on roads throughout the county, and demonstrate our commitment to maintaining the integrity and safety of our road system.
- Oregon law requires voter approval of a gas tax increase.
- Oregon law permits county commissions to implement a vehicle registration fee by ordinance without voter approval.
- Some vehicles are exempt from the VRF, including those registered with the state as antique or special interest vehicles, as farm vehicles, as snowmobiles or Class I all-terrain vehicles, fixed load vehicles, vehicles registered to disabled veterans, and travel trailers, campers and motor homes.
- Any measure for the May 17, 2016 ballot must be submitted by Friday, Feb. 26.

(over)

WILSONVILLE
OREGON

CITY OF WILSONVILLE
OATH OF OFFICE

STATE OF OREGON)
COUNTIES OF CLACKAMAS)
AND WASHINGTON)
CITY OF WILSONVILLE)

I, Charlotte Lehan, the undersigned, having been elected to the office of Wilsonville City Councilor, on oath depose and say that I will support the Constitution and Laws of the United States, and the State of Oregon, and that I will faithfully perform the duties of Wilsonville City Councilor to which I have been elected.

_____
Charlotte Lehan

Subscribed and sworn to before me this 7th day of January, 2019.

CITY OF WILSONVILLE OREGON SEAL

_____
Honorable Judge Fred Weinhouse

WILSONVILLE
OREGON

CITY OF WILSONVILLE
OATH OF OFFICE

STATE OF OREGON)
COUNTIES OF CLACKAMAS)
AND WASHINGTON)
CITY OF WILSONVILLE)

I, Ben West, the undersigned, having been elected to the office of Wilsonville City Councilor, on oath depose and say that I will support the Constitution and Laws of the United States, and the State of Oregon, and that I will faithfully perform the duties of Wilsonville City Councilor to which I have been elected.

_____
Ben West

Subscribed and sworn to before me this 7th day of January, 2019.

CITY OF WILSONVILLE SEAL OREGON

_____
Honorable Judge Fred Weinhouse

CITY COUNCIL ROLLING SCHEDULE

Board and Commission Meetings 2018

Items known as of 01/02/19

January

DATE	DAY	TIME	EVENT	LOCATION
1/9	Wednesday	1:00 p.m.	Wilsonville Community Seniors, Inc. Advisory Board	Community Center
1/9	Wednesday	6:00 p.m.	Planning Commission	Council Chambers
1/10	Thursday	4:30 p.m.	Parks & Recreation Advisory Board	Parks & Rec. Admin. Bldg.
1/14	Monday	6:30 p.m.	DRB Panel A - **CANCELLED**	Council Chambers
1/23	Wednesday	6:30 p.m.	Library Board	Library
1/24	Thursday	7:00 p.m.	City Council Meeting	Council Chambers
1/28	Monday	6:30 p.m.	DRB Panel B	Council Chambers

February

DATE	DAY	TIME	EVENT	LOCATION
2/4	Monday	7:00 p.m.	City Council Meeting	Council Chambers
2/11	Monday	6:30 p.m.	DRB Panel A	Council Chambers
2/13	Wednesday	6:00 p.m.	Planning Commission	Council Chambers
2/21	Thursday	7:00 p.m.	City Council Meeting	Council Chambers
2/25	Monday	6:30 p.m.	DRB Panel B	Council Chambers

Community Events:

1/21 City offices closed in observance of Martin Luther King Jr. Day

1/29 History Pub at Wilsonville McMenamins' Old Church, 6:30 p.m. - 8:00 p.m.

2/1 First Friday Films at Wilsonville Library, 6:00 p.m. – 8:00 p.m.

2/18 City offices closed in observance of Presidents' Day

2/22 Daddy Daughter Dance at Community Center, 7:00 p.m. – 9:00 p.m.

2/26 History Pub at Wilsonville McMenamins' Old Church, 6:30 p.m. - 8:00 p.m.

3/1 First Friday Films at Wilsonville Library, 6:00 p.m. – 8:00 p.m.

3/26 History Pub at Wilsonville McMenamins' Old Church, 6:30 p.m. - 8:00 p.m.

4/5 First Friday Films at Wilsonville Library, 6:00 p.m. – 8:00 p.m.

All dates and times are tentative; check the City's online calendar for schedule changes at www.ci.wilsonville.or.us.

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: January 7, 2019	**Subject: Resolution No. 2719** Authorizing the City Manager to Amend the Professional Services Agreement with Murraysmith, Inc. for Design and Construction Engineering Services for the Memorial Park Pump Station project (CIP #2065) **Staff Member:** Dominique Huffman, P.E., Civil Engineer **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☒ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☒ Resolution ☐ Information or Direction ☐ Information Only ☐ Council Direction ☒ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** N/A
Staff Recommendation: Staff recommends that Council adopt the Consent Agenda.	
Recommended Language for Motion: I move to approve the Consent Agenda.	
Project / Issue Relates To:	

☒Council Goals/Priorities: Well-maintained Infrastructure	☒Adopted Master Plan(s) Wastewater Collection System Master Plan	☐Not Applicable

ISSUE BEFORE COUNCIL:

Council to consider whether to approve the amendment to the Professional Services Agreement with Murraysmith, Inc. for an additional $160,380 for a total cost of $652,794. Additional work includes Design and Construction Engineering Services for the Memorial Park Pump Station project (CIP #2065).

EXECUTIVE SUMMARY:

The design of the Memorial Park Pump Station is underway to increase capacity and reliability. Murraysmith, Inc. is currently providing engineering services for the design of the new submersible wastewater pump station. During the preliminary engineering phase of this project, unanticipated site limitations were discovered including seismically unstable soils and high groundwater. Certain elements of the pump station design need to be expanded to provide for the structural integrity of the pump station and ensure the groundwater is controlled during construction. Given the recently discovered site limitations the expanded scope of work will also provide a clearer depiction of the construction work and will solicit more accurate bidding. The engineering services scope of work for this amendment includes:

- Mitigating high groundwater and liquefiable soil potential at the pump station site.
- Evaluating the existing force main for transient pressure surge potential and mitigation needs.
- Revising site planning and building architecture to meet staff recommendations.

<u>High Ground Water:</u>
Geotechnical investigations and analysis identified the need to develop external groundwater control requirements in order to maintain stable excavations and install the gravity sewer and wet well structures. By completing this additional design work, the contractors will be provided an equal basis of bidding for groundwater control, treatment, and disposal. This will limit the City's risk of an unprepared contractor attempting to construct the work without proper groundwater control.

<u>Liquefiable Soils:</u>
Geotechnical investigations also identified the soils at the pump station site have the potential for both vertical settlement and horizontal movements from seismic liquefaction. This condition requires additional structural design to protect the building and structures from displacement or damage. By completing this additional design work, the new pump station, which serves the eastern half of the City, will remain operational following a seismic event.

<u>Existing Force Main:</u>
The additional design work includes conducting a hydraulic analysis for transient pressure surges of the existing force main. This evaluation was not originally included in the scope of work in the Professional Services Agreement because it was thought to be a temporary asset that would need upsizing in the relatively near future. However, since the project has begun more current information from development plans within the service area indicate less loadings than originally modeled. The existing force main may have enough capacity to serve the build out area or at least

delay the need to upsize the pipeline. As such, it is now recommended that this evaluation be completed to ensure that the force main has long term protection from transient pressure surges and related damage.

Site Plan Refinement:
Preliminary design review meetings spurred site plan adjustments to accommodate stakeholder needs, including raising all pump station features above the flood elevation, adjusting the trail location, accommodating operational access limitations, and revising the architectural design guidelines. This amendment captures the work needed to adjust the site plan and building design concept plans to be submitted for the land use process.

The scope of work included in this amendment is an extension of the work Murraysmith is currently performing; it is logical for them to continue this work rather than separating it out and requesting quotes from other consultants. We are modifying elements of the design Murraysmith is currently preparing rather than adding completely new elements. Removing these design services from Murraysmith's scope of work would significantly increase the cost of the work, requiring a substantial amount of re-work and would increase the contract timeframe and potentially delay construction.

EXPECTED RESULTS:
The Memorial Park Pump Station project will increase capacity and reliability. The work identified in the amendment to the Professional Services Agreement will provide suitable infrastructure designs for the soil conditions identified and based on the unique site conditions will also ensure bids received for construction services are informed and from qualified bidders.

TIMELINE:
Preliminary Design Complete .....January 2019
Design Complete RFP .....Fall 2019
Construction Complete .....Fall 2020

CURRENT YEAR BUDGET IMPACTS:
The amendment to the Professional Services Agreement with Murraysmith includes $160,380 for additional design and construction engineering services for the Memorial Park Pump Station (CIP #2065) and can be accommodated in this fiscal years budget.

FINANCIAL REVIEW / COMMENT:
Reviewed by: CAR Date: 12/31/2019

LEGAL REVIEW / COMMENT:
Reviewed by: BAJ Date: 1/2/2019

COMMUNITY INVOLVEMENT PROCESS:
The Memorial Park Master Plan went through an extensive public involvement process, including the Parks Board, Planning Commission, and City Council, where the location of the pump station was determined. The Wastewater Collection System Master Plan, adopted by Council, identifies the need for a new pump station.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The project will benefit the community by providing needed future capacity and making it more flood and seismically resilient.

ALTERNATIVES:

Flood walls could be constructed around the existing pump station, however, that would require changes to the access road and would still not allow Public Works employees to safely access the site during a flood event or address future capacity needs.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Resolution No. 2719

RESOLUTION NO. 2719

A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING THE CITY MANAGER TO AMEND A PROFESSIONAL SERVICES AGREEMENT WITH MURRAYSMITTH, INC. FOR DESIGN AND CONSTRUCTION ENGINEERING SERVICES FOR THE MEMORIAL PARK PUMP STATION PROJECT (CAPITAL IMPROVEMENT PROJECT #2065).

WHEREAS, the City has planned and budgeted for Capital Improvement Project (CIP) #2065, known as the Memorial Park Pump Station Relocation project; and

WHEREAS, the City solicited Requests for Proposals for Engineering Services from qualified consultants for the Project using the formal selection procedure that duly followed the State of Oregon Public Contracting Rules and the City of Wilsonville Municipal Code; and

WHEREAS, Murraysmith, Inc. was selected as the most qualified consultant and was awarded a contract for the Memorial Park Pump Station Relocation (CIP #2065) for design services in the amount of $492,414.00 on December 4, 2017; and

WHEREAS, when the bid documents were prepared the City was not aware of geotechnical issues pertaining to the stability of the location, which were discovered through Murraysmith's initial work. As a result, the City now needs to incorporate additional site limitations into the design of the pump station and thus requires additional design, bid support, and construction services from a qualified consultant to accommodate the added scope of work; and

WHEREAS, the City desires to amend the Professional Services Agreement contract with Murraysmith, Inc. to include additional design, bid support and construction engineering services for the Memorial Park Pump Station Relocation project; and

WHEREAS, Oregon Administrative Rules (OAR 137-048-0200(1)(c) – "Continuation of Project with Intermediate Fee") allows the City to utilize Murraysmith, Inc.'s engineering services without undertaking a new procurement process; and

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

1. The procurement process for the Project duly followed Oregon Public Contracting Rules.
2. The Professional Services Agreement complies Oregon Public Contracting Rules for Continuation of Project with Intermediate Fee (OAR 137-048-0200(1)(c)).
3. The City of Wilsonville, acting as the Local Contract Review Board, authorizes the City Manager to enter into and execute, on behalf of the City of Wilsonville, the First Amendment to the Professional Services Agreement with Murraysmith, Inc. for a not-to-exceed amount of One-hundred sixty thousand three-hundred eighty dollars ($160,380.00), which First Amendment is in substantially similar form to **Exhibit A** attached hereto.
3. This Resolution becomes effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 7th day of January 2019, and filed with the Wilsonville City Recorder this date.

_____
Tim Knapp, Mayor

ATTEST:

_____
Kimberly Veliz, City Recorder

SUMMARY OF VOTES:
Mayor Knapp
Councilor Stevens
Councilor Lehan
Councilor Akervall
Councilor West

Attachments:

A. Exhibit A – Amendment 1 Scope of Services Memorial Park Pump Station Improvements City of Wilsonville

EXHIBIT A

AMENDMENT 1 SCOPE OF SERVICES
MEMORIAL PARK PUMP STATION IMPROVEMENTS
CITY OF WILSONVILLE

Project Overview and Understanding

The City of Wilsonville is improving its Memorial Park Pump Station to increase capacity and reliability. Additional design work has been identified as the preliminary design work was completed. This work includes mitigation for high groundwater and liquefiable soil potential at the pump station site, evaluation of the existing force main for transient pressure surge potential and mitigation needs and revising site planning and building architecture to meet staff requests.

Geotechnical investigations and analysis identified the need to develop external groundwater control requirements in order to maintain stable excavations and install the gravity sewer and wet well structures. By completing this additional design work, the contractors will be provided an equal basis of bidding for groundwater control, treatment, and disposal. This will limit the City's risk of an unprepared contractor attempting to construct the work without proper groundwater control. In addition, the soils at the pump station site were identified for the potential of both vertical settlement and horizontal movements from seismic liquefaction. This condition requires additional structural design to protect the building and structures from displacement or damage. By completing this additional design work, the new pump station, which serves the eastern half of the City, will remain operational following a seismic event.

Conducting a hydraulic analysis for transient pressure surges of the existing force main is recommended. This evaluation was not originally included in the scope of work because it was thought to be a temporary asset recommended for upsizing with the pump station. The City chose to implement the improvements to the pump station and force main separately in order to phase capital expenditures. The pump station was prioritized because it was capacity limited between the two assets and is also vulnerable to flooding. The new force main could be delayed several years as it had enough capacity to serve near term developments along Advanced Road and Frog Pond areas.

However, since the project has begun more current information from development plans within the service area suggest reduced loadings than assumed in the master planning models. This results in the potential for the existing force main may have enough capacity to serve the build out area or at least delay the need to upsize the pipeline. As such, it is now recommended that this evaluation be completed to ensure that the force main has long term protection from transient pressure surges and related damage.

This amendment also includes additional work to revise the site plan layout and architectural renderings submitted at the 30% design stage. The initial designs were developed in coordination with City staff with the intent to accommodate a future paved pathway along Boeckmann Creek, behind the new pump station. The resulting site plans presented operational access limitations and the City decided to remove the path requirement and revise the site layout. In addition, Park staff have revised architectural design guidelines after the building concepts were developed. This amendment also include time to update the building design concepts and prepare a building materials board that can be submitted with the land use application.

The City has also elected to delay the pump station construction to 2020 to accommodate the additional design work and schedule the work in dry weather. This will add additional project management and administration for an additional year.

This scope of work includes the additional design phase engineering services as described below.

Scope of Services

Additional work outlined in this amendment is included as either supplemented existing subtasks or new subtasks added to the existing task list. The task that are affected by this amendment are listed below and followed by a detailed scope of work.

Task 1 – Project Management
Task 4 – Geotechnical Investigations
Task 5 – Preliminary Design Development
Task 6 – Land Use Approval
Task 7 – Final Design Documents
Task 9 – Bidding and Award Services
Task 10 – Construction Phase Services

The Consultant will perform the following services under this amendment:

Task 1. Project Management

Objective:

To provide overall leadership and team strategic guidance aligned with the City of Wilsonville staff objectives. To coordinate, monitor, and control the project resources to meet the technical, communication, and contractual obligations required for developing and implementing the project scope.

Activities:

1.1 Invoices/Status Reports (Amended Existing Task)

Consultant will prepare monthly invoices, including expenditures by task, hours worked by project personnel, and other direct expenses with the associated backup documentation. Monthly status reports will accompany each invoice.

1.3 Coordination with Subconsultants (Amended Existing Task)

Consultant will coordinate with subconsultants on specific tasks, scope, and budget. Review subconsultant deliverables prior to submitting to the City.

Task Deliverables

1. Monthly invoicing and activity reports

Assumptions

1. Project duration will be extended up to 12 months.

Task 4. Geotechnical Investigations

Objective:

To complete subsurface investigations and geotechnical engineering report to support project design and construction.

Activities:

4.7 Groundwater Transmissivity Testing and Report Addendum (New Task)

Consultant will perform testing at two locations to measure the potential flow rate of ground water to design and specify the dewatering system in order to lower the ground water levels below the proposed excavation elevations. An addendum will be prepared for the Geotech report to include this information.

Task Deliverables

1. Geotechnical Engineering Report addendum in PDF format.

Assumptions

1. Traffic control is anticipated not to be required for these borings.
2. Two borings will be completed.

3. All necessary right-of-entry permits will be provided by the City.
4. Drilling will be accomplished on weekdays, during daylight hours, and with no time restrictions.

Task 5. Preliminary Design Development

Objective:

To develop and document design criteria and concepts in a Preliminary Design Memorandum that will establish the basis for detailed design work.

Activities:

5.5 Site Plan Development (Amended Existing Task)

Revise site plan development and associated 30% design deliverable to incorporate revised design requirements. These include removing the path from the site, raising the valve vaults to same elevation as wet well, and revising the architectural building concepts. These will be delivered through a final Preliminary Design Memorandum submittal.

Task Deliverables

1. One revised Sketch Up Architectural perspectives
2. One Building Elevation Drawing
3. One revised preliminary Site Plan
4. One revised landscape concept plan
5. One revised force main and sanitary sewer extension plan and profile

Assumptions

1. Plan revisions will follow updated site plan submitted to the City on October 11th, 2018.

Task 6. Land Use Approval

Objective:

To support the City to obtain necessary land use approvals.

Activities:

6.2 Complete Site Design Review Application (Amended Existing Task)

This task will be supplemented to prepare and submit a building materials presentation board to be included with the land use application.

Task Deliverables

1. Building material presentation board.

Assumptions

1. Board will include descriptions and sample materials or photos of the proposed building siding, roofing, doors, louvers, and other key architectural elements.

Task 7. Final Design Documents

Objective:

To prepare contract plans, specifications, and bidding documents for soliciting bids and constructing the project.

Activities:

7.4 Develop Dewatering Requirements and Specifications (New Task)

Services under this task include a conceptual design analysis to establish minimum requirements for dewatering including a minimum number of deep wells and/or vacuum extraction well points that the contractor should be required to include in their bid. Under this conceptual design approach, the contractor would still be required to hire an independent licensed hydrogeologist/engineering or certified geologist, civil engineer, or geotechnical engineer to prepare a stamped dewatering design as part of an overall dewatering plan.

Based on our understanding of the site conditions and wide range of excavation depths, there may be opportunity to utilize two different "external" dewatering systems, including the following:

- Deep wells for excavations exceeding 21 feet in depth
- Vacuum extraction well points for the shallower portion of the pipeline below the groundwater table, where the soils are Clay to Silt and Silt with sand, varying from non-plastic to low plasticity.

At various locations, additional groundwater observation wells would also be identified that should be installed by the dewatering contractor.

7.5 Seismic Mitigation Design (New Task)

The geotechnical report identified the potential for seismically induced liquefaction and slope failure are the proposed pump station location. Mitigation design will be completed under this task to provide vertical and horizontal foundation supports for the pump station building, wet well, and below grade vaults. It is anticipated that the building and vaults will be supported on pile foundations that extend below the liquefiable soil layer. The wet well nearly extends through the liquefiable layer so it will be over excavated and placed on a thickened foundation. Connection straps between the precast barrel structures will be designed to prevent joint separation. Special fittings that allow for rotation and extension will be installed at transitions to structures. The force main pipe will include all restrained joints. The design work under this task includes:

- Generation of gravity and lateral design loads for structures.
- Coordinate with geotechnical engineer for L-pile analysis for auger cast piles.
- Coordination with precast wet well suppliers to discuss lateral spreading and proposed connections.
- Develop calculations to support building permit plan submittal.
- Preparation of additional structural plans and specifications for the proposed improvements. Submit with 60, 90, final deliverable schedule.

7.6 Pressure Transient Evaluation (New Task)

Conduct transient analysis modeling of the 12-inch diameter force main for potential water hammer conditions. Identify need and location of combination air release valves (CARVs) to mitigate risk of pipe failure assuming the design flow rate, emergency shutdown from power loss scenario and factor of safety of two. The initial model results will be graphically represented along the force main alignment and provided to the City for review and comment. A second model run will be completed to incorporate City staff revisions to the design criteria. The recommended size and CARV locations will be documented in a brief technical memorandum (TM).

7.7 Pressure Transient Mitigation Design (New Contingency Task)

Design combination air valve assembly details at locations recommended from Task 7.6. This includes collecting additional topographic survey at proposed locations to support site design.

Task Deliverables

1. Minimum requirements for dewatering and associated plan notes and specifications.
2. Structural plans, specifications, and cost estimates for seismically resiliency at 60%, 90%, final increments.
3. TM for Pressure Transient Evaluation.
4. Up to three CARV details for transient mitigation.

Assumptions

1. The contractor will be required to hire an independent licensed hydrogeologist/engineering or certified geologist, civil engineer, or geotechnical engineer to prepare a stamped dewatering designs as part of an overall dewatering plan that will be based on specified criteria and reviewed by the Consultant.
2. Design calculations and construction drawings for precast wet well structure are not included and typically provided by the manufacturer.
3. L-Pile analysis will be completed for three different horizontal displacements that include ½ inch, 1 inch, and 2 inches
4. The budget for Task 7.7 assumes three mitigation valves.

Task 9. Bidding and Award Services

Objective:

To provide professional engineering services during bidding as described below.

Activities:

9.2 Respond to Bidder Inquiries (Amended Existing Task)

The level of effort for this task is increased to account for the additional dewater and structural foundation requirements.

Task Deliverables

1. Bidder Responses and Addenda

Assumptions

1. City will print and distribute bidding documents, responses to bidder inquires, addenda, and maintain a plan holders list.

Task 10. Construction Phase Services

Objective:

Work under this task refers to engineering services during construction of the project so that the project is constructed in accordance with the approved plans and specifications.

Activities:

10.2 Submittal Review (Amended Existing Task)

The level of effort for this task is increased to account for the additional dewater and structural foundation requirements.

10.3 Construction Engineering (Amended Existing Task)

The level of effort for this task is increased to account for the additional dewater and structural foundation requirements.

10.4 Construction Observation (Amended Existing Task)

The level of effort for this task is increased to account for the additional dewater and structural foundation requirements.

Task Deliverables

1. Submittal review comments for dewatering and pile foundations.
2. Responses to contractor RFI's for dewatering and pile foundations.
3. Site visits for observations of dewatering system or pile installation or operations. Provide written observation summary.

Assumptions

1. City will provide a project manager and designated inspector that will be the primary contact for the contractor and coordinate with Murraysmith for work under this task.
2. Five submittals for dewatering and piles are assumed.
3. Up to one change order request is included in the budget.
4. Up to five RFI responses are included in the budget.
5. Up to four observations for dewatering and pipe installation are included.

Payment

Payment will be made at the billing rates for personnel working directly on the project, which will be made at the Consultant's Hourly Rates, plus Direct Expenses incurred. Billing rates are as shown in the table below. Subconsultants, when required by the Consultant, will be charged at actual costs plus a 10 percent fee to cover administration and overhead. Direct expenses will be paid at the rates shown in the table below.

Principal Engineer VI	$245.00
Principal Engineer V	237.00
Principal Engineer IV	227.00
Principal Engineer III	218.00
Principal Engineer II	209.00
Principal Engineer I	201.00
Professional Engineer IX	193.00
Engineering Designer IX	185.00
Professional Engineer VIII	183.00
Engineering Designer VIII	176.00
Professional Engineer VII	174.00
Engineering Designer VII	167.00
Professional Engineer VI	165.00
Engineering Designer VI	159.00
Professional Engineer V	156.00
Engineering Designer V	150.00
Professional Engineer IV	146.00
Engineering Designer IV	146.00
Professional Engineer III	142.00
Engineering Designer III	142.00
Engineering Designer II	131.00
Engineering Designer I	120.00
Technician IV	141.00
Technician III	126.00
Technician II	110.00
Technician I	93.00
Administrative III	100.00
Administrative II	93.00
Administrative I	81.00

Direct Expenses

Expenses incurred in-house that are directly attributable to the project will be invoiced at actual cost. These expenses include the following:

Computer Aided Design and Drafting..... $18.00/hour
GIS and Hydraulic Modeling $10.00/hour
Mileage.....Current IRS Rate
Postage and Delivery Services .....At Cost
Printing and Reproduction .....At Cost
Travel, Lodging and Subsistence.....At Cost

Time and Performance

The anticipated project schedule is as follows:

Consultant Notice to Proceed.....December 2018
Preliminary Design Complete.....December 2018
Design Complete.....November 2019
Construction Complete .....September 2020
Project Complete .....December 2020

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: January 7, 2019	**Subject: Ordinance No. 831** - 1st Reading Amending WC 4.800-4.814; **Resolution No. 2720** Adopting Design Standards and Fees for Small Wireless Facilities **Staff Member:** Chris Neamtzu, Community Development Director & Amanda Guile-Hinman, Assistant City Attorney **Department:** Planning/ Legal
	Advisory Board/Commission Recommendation
☒ Motion ☒ Public Hearing Date: January 7, 2019 ☒ Ordinance 1st Reading Date: January 7, 2019 ☒ Ordinance 2nd Reading Date: January 24, 2019 ☒ Resolution ☐ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:** Consider proposed design standards, fees, and Development Code amendments regarding the installation of small wireless facilities in the public right-of-way in response to the Federal Communications Commission's ("FCC") new rules governing small wireless facilities.
Staff Recommendation: Staff recommends that City Council adopt Ordinance No. 831 and Resolution No. 2720.	
Recommended Language for Motion: I move to approve Ordinance No. 831 on first reading. I move to approve Resolution No. 2720.	
Project / Issue Relates To:	
☐Council Goals/Priorities	☒Adopted Master Plan(s) ☒Not Applicable

ISSUE BEFORE COUNCIL:

Council to consider design standards, Planning Application Review Fee, Technical Design Review Fee, right-of-way access fee, and revisions to Chapter 4 of the Wilsonville Code ("WC") to address new rules promulgated by the Federal Communications Commission ("FCC") governing small wireless facilities ("SWFs") in the public right-of-way, which rules become effective on January 14, 2019.

Ordinance No. 831, attached hereto as **Attachment A** amends Wilsonville Code (WC) 4.800-4.814.

Resolution No. 2720 addresses the Planning Application Review Fee, the Technical Design Review Fee, right-of-way access fee, and SWF Design Standards. Resolution No. 2720 is attached hereto as **Attachment B**.

EXECUTIVE SUMMARY:

On September 26, 2018, the FCC adopted its Declaratory Ruling and Third Report and Order ("Declaratory Ruling"). The Declaratory Ruling interpreted existing federal law and created new federal regulations regarding SWFs. The Declaratory Ruling requires state and local jurisdictions to conform to the FCC's interpretations of federal statutes and newly adopted federal regulations governing SWFs, which become effective on January 14, 2019. A summary review of the new regulations in the Declaratory Ruling are summarized in the December 17, 2018 staff report.

To ensure compliance with the Declaratory Ruling, staff recommend the Council review and approve, on first reading Ordinance No. 831, which provides amendments to WC 4.800 through 4.814, and approve Resolution No. 2720, which adopts SWF design standards and application and right-of-way fees.

I. Ordinance No. 831

A. Revisions to WC 4.800 through 4.814

In order to implement the FCC's Declaratory Ruling and accompanying new federal regulations, some minor revisions to WC 4.800 through 4.814 are necessary. The amendments to WC 4.800 through 4.814 are provided in Ordinance No. 831, and more particularly described in **Exhibit 1**, attached thereto.

II. Resolution No. 2720

A. Design Standards

Staff undertook a review of design standards currently provided in WC 4.800 through 4.814 governing wireless communications facilities to determine whether any additional design standards are needed. Although WC 4.800 through 4.814 already provide a breadth of requirements relating to undergrounding, camouflage, and the like. Resolution No. 2720 adopts design standards specifically for SWFs that address the FCC's Declaratory Ruling.

The Declaratory Ruling interprets federal law as prohibiting the City from materially limiting or inhibiting the ability of any SWF competitor to compete in a fair and balanced legal and regulatory

environment. *See* Declaratory Ruling ¶ 35. For design standards, the FCC applies its interpretation to mean that the City can only impose design standards that are (1) reasonable; (2) no more burdensome than those applied to other types of infrastructure deployments; and (3) objective and published in advance. *See* Declaratory Ruling ¶ 86.

Staff consulted other cities' design standards, worked with its consultant, Jonathan Kramer of the Telecom Law Firm to develop design standards that address the FCC's Declaratory Ruling. The Design Standards are attached as **Exhibit 1** to Resolution No. 2720 (**Attachment B** to this Staff Report).

Attached hereto as **Attachment C** is a redline of the changes made to the Design Standards from the prior Council Work Session, held on December 17, 2018.

B. New Fee Structure for SWFs

Staff also reviewed application fees and public right-of-way use or lease fees for SWFs in other jurisdictions. Staff recommend Council require applicants to deposit a Planning Application Review Fee of $335 per application and a Technical Design Review Fee of $300 per deployment for the Class I Administrative Review and design review that will be performed by various departments within the City. Staff also propose to include cost recovery for review time by City departments for each SWF deployment.

1. Application Fees

Staff recommend that an applicant be required to deposit a combined Planning Application Review Fee and a Technical Design Review Fee based on the number of SWF per application. A list of the application fees for SWF in the public right-of-way is provided in **Exhibit 2** attached to Resolution No. 2720 (**Attachment B** to this Staff Report), and a chart of the proposed fees based on the number of deployments is also provided below.

Number of Deployments in One Application	Planning Application Review Fee	Technical Design Review Fee	Total Application Fee
1	$335	$300	$635
2	$335	$600	$935
3	$335	$900	$1,235
4	$335	$1,200	$1,535
5	$335	$1,500	$1,835

Once City staff complete the application review and design, staff will review the City's actual cost associated with the review, including any outside consultants, experts, and contractors the City needs to utilize as part of the review. The City will then either invoice the applicant or refund the applicant the difference between the City's actual costs incurred compared to the deposit of the review fees.

2. Right-of-Way Access Fees

As part of the application process for SWFs in the right-of-way, applicants must enter into a lease

agreement with the City for its use of the public right-of-way. The Declaratory Ruling allows the City to recover from providers the City's actual costs associated with maintaining the public right-of-way, similar to recovering its actual costs from the application review. *See* Declaratory Ruling ¶ 50.

Since each location of the SWFs is unique and may have different maintenance requirements, staff recommend that the City specify the particular right-of-way access fee in each lease agreement so that the City is collecting its actual cost associated with each SWF. This approach ensures that the City recovers its actual cost without over-charging or under-charging the provider. **Exhibit 2** attached to Resolution No. 2720 (**Attachment B** to this Staff Report) includes this public right-of-way access fee.

III. Updates from December 17 Work Session

Below is a summary of the updates to the SWF design standards and WC 4.800-4.814 based on the City Council's feedback at the December 17, 2018 Work Session.

A. SWF Design Standards

As stated above, a redline comparing the draft SWF design standards provided to the Council at the December 17 Work Session to the proposed SWF design standards included in Resolution No. 2720 is attached hereto as **Attachment C**. Below is a summary of some of the key changes:

- Reorganized the General Requirements into sub-categories so they are more readable and easier to follow.
- Prohibited SWFs on wood poles in historical commercial and residential areas.
- For freestanding poles, they must be no less than 250 feet from other freestanding poles, regardless of type of area (commercial, residential, etc.).
- Added images of examples of appropriate and inappropriate types of streetlights for SWF collocation.
- Sidewalk clearance addressed in ADA compliance requirement.
- Added other general requirements based on additional feedback from internal staff team.

B. WC 4.800-4.814

Staff made minor changes to WC 4.800-4.814 after the December 17 Council Work Session. Below is a summary of those changes:

- Further refined the height requirement for SWFs in WC 4.801(.07) and utilized the SWF design standards to ensure that any collocation or replacement pole does not exceed the height of the current pole, except for the cantenna.
- For clarity, added SWF technology to indemnity provision in WC 4.813(.05).
- Did not revise WC 4.803(.01)F because it regulates equipment for wireless towers. The sizing of SWFs is further regulated by the design standards, which inform deployment on private property, should a scenario arise where a provider wants to locate a SWF or its equipment on private property rather than public property. As such an accessory building under WC 4.803(.01)F is not applicable to SWFs in the right-of-way or on private property.

EXPECTED RESULTS:

The City will be in compliance with the FCC's Declaratory Ruling and the new federal regulations

but will retain flexibility to adjust the process if the court makes different determinations.

TIMELINE:

Adoption of Resolution No. 2720 regarding design standards, application fees, and public right-of-way use fees for SWFs is scheduled for January 7, 2019, as is the first reading of Ordinance No. 831 adopting revisions to WC 4.800 through 4.814. The second reading of Ordinance No. 831 is scheduled for January 24, 2019. Staff recommend that Council declare an emergency so that Ordinance No. 831 becomes effective immediately upon approval at the second reading to ensure that the Wilsonville Code complies with applicable FCC regulations.

CURRENT YEAR BUDGET IMPACTS:

The budget impacts are not known at this time. Staff anticipate that the application review fees should cover the actual City costs for reviewing the applications, but further refinement of the application review fees and the right-of-way use fees may be necessary.

FINANCIAL REVIEW / COMMENT:

Reviewed by: CAR Date: 12/31/2018

LEGAL REVIEW / COMMENT:

Reviewed by: BAJ Date: 12/31/2018

COMMUNITY INVOLVEMENT PROCESS:

The City Council will conduct a public hearing on the revisions to the City Code affording all interested parties an opportunity to participate. Information regarding SWFs was provided in the January 2019 Boones Ferry Messenger and the Planning Commission was briefed on the FCC Declaratory Ruling and planned City response at the November 2018 Planning Commission meeting.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The proposed fees and City regulations will place the City in compliance with the new FCC regulations and the Declaratory Ruling while also remaining dedicated to its adopted aesthetic policies and recovering all or most of its costs in implementing the new rules.

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

A. **Attachment A: Ordinance No. 831**
B. **Attachment B: Resolution No. 2720**
C. **Attachment C: Redline of Design Standards** (comparing current version to prior version provided at December 17, 2018 Council work session)

ATTACHMENT A

ORDINANCE NO. 831

AN ORDINANCE OF THE CITY OF WILSONVILLE AMENDING WILSONVILLE CODE CHAPTER 4, SECTIONS 800 THROUGH 814 TO ADDRESS THE NEW RULES PROMULGATED BY THE FEDERAL COMMUNICATIONS COMMISSION; AND DECLARING AN EMERGENCY.

WHEREAS, the City of Wilsonville is authorized, under existing State and federal law, to enact appropriate regulations and restrictions relative to small wireless facilities, distributed antenna systems, and other personal wireless telecommunication facility installations in the public right-of-way consistent with State and federal law; and

WHEREAS, the City of Wilsonville wishes to provide a fair and predictable process for the deployment of small wireless facilities while managing public rights-of-way in a manner that promotes the interests of the public health, safety and welfare; and

WHEREAS, the City of Wilsonville recognizes that the Federal Communications Commission ("FCC") adopted its Declaratory Ruling and Third Report and Order ("Declaratory Ruling") on September 26, 2018, interpreting the federal law and creating new federal regulations regarding small wireless facilities that become effective on January 14, 2019; and

WHEREAS, the City of Wilsonville finds it necessary to be in compliance with the FCC's Declaratory Ruling and the new federal regulations; and

WHEREAS, the City of Wilsonville is aware that in order to be in compliance with the FCC's Declaratory Ruling it must address conflicts between WC 4.800 through 4.814 and the new federal regulations; and

WHEREAS, the City of Wilsonville recognizes that the FCC's review standards require review of an application to collocate a small wireless facility on an existing structure to be completed within sixty (60) days and review of an application for a small wireless facility on its own stand-alone pole to be completed within ninety (90) days, which timeframes warrant a Class I Administrative Review process under the Wilsonville Development Code; and

WHEREAS, the City has provided the Oregon Department of Land Conservation and Development the required notice for amendments to the Development Code; and

WHEREAS, the effective date of the Declaratory Ruling and new regulations renders it impossible for the City to conduct a public hearing with the Planning Commission, but the City has advised the Planning Commission of the Declaratory Ruling and City response.

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

1. FINDINGS.

   The above-recited findings, including the staff reports, dated December 17, 2018 and January 7, 2019, are adopted and incorporated by reference herein. The City Council further finds and concludes that the adoption of the proposed Development Code amendments is necessary for the good of the public and to protect the health, safety, and welfare of the municipality.

2. DETERMINATION.

   Based on such findings, the City Council hereby adopts the Development Code amendments attached hereto as Exhibit 1. The City Recorder is hereby directed to prepare final formatting to make sure such style and conforming changes match the format and style of the Wilsonville Development Code.

3. EFFECTIVE DATE OF ORDINANCE.

   This Ordinance being necessary for the immediate preservation of the public peace, health, and safety, an emergency is declared to exist and this Ordinance shall be in full force and effect on January 24, 2019.

4. Except as set forth above, Chapter 4 of the Wilsonville Code remains in full force and effect as written.

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting thereof on the 7th day of January, 2019, commencing at the hour of 7 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon, and scheduled for second reading at the same hour and place.

_____

Kimberly Veliz, City Recorder

ATTACHMENT A

ENACTED by the City Council on the ____ day of _____, 2019, by the following votes: Yes: _____ No: _____

_____
Kimberly Veliz, City Recorder

DATED and signed by the Mayor the _____ day of _____, 2019.

_____
TIM KNAPP, MAYOR

SUMMARY OF VOTES:

Mayor Knapp

Councilor Stevens

Councilor Lehan

Councilor Akervall

Councilor Ben West

Attachments:

Exhibit 1 – Revised Wilsonville Code Chapter 4, Sections 800 through 814.

WILSONVILLE CODE
PLANNING AND LAND DEVELOPMENT

CHAPTER 4 – SECTIONS 4.800 – 4.~~804~~814
WIRELESS COMMUNICATIONS FACILITIES

INDEX

WIRELESS COMMUNICATIONS FACILITIES

Section 4.800. Wireless Communications Facilities – Permitted, Conditionally Permitted, And Prohibited Uses.

Purpose:

Wireless Communications Facilities ("WCF") play an important role in meeting the communication needs of Wilsonville citizens. This Section aims to balance the proliferation of and need for WCF with the importance of keeping Wilsonville a livable and attractive City, consistent with City regulations for undergrounding utilities to the greatest extent possible.

In accordance with the guidelines and intent of Federal law and the Telecommunications Act of 1996, these regulations are intended to: 1) protect and promote the public health, safety, and welfare of Wilsonville citizens; 2) preserve neighborhood character and overall City-wide aesthetic quality; 3) encourage siting of WCF in locations and by means that minimize visible impact through careful site selection, design, configuration, screening, and camouflaging techniques.

As used herein, reference to Wireless Communications Facilities is broadly construed to mean any facility, along with all of its ancillary equipment, used to transmit and/or receive electromagnetic waves, radio or television signals including, but not limited to, antennas, dish antennas, microwave antennas, small cells, distributed antenna systems ("DAS"), 5G, small cell sites/DAS , and any other types of equipment for transmission or receipt of signals, including telecommunication towers, poles, and similar supporting structures, equipment cabinets or buildings, parking and storage areas, and all other accessory development.

Reference to Small Wireless Facilities (SWF) herein is construed to mean telecommunications facilities and associated equipment that meet the definition of small wireless facilities as stated in 47 C.F.R. § 1.6002(l).

This Section does not apply to (i) amateur radio stations defined by the Federal Communication Commission and regulated pursuant to 47 C.F.R. Part 97; or (ii) WCF owned by, or operated solely for, the City of Wilsonville.

If any provision of this Code directly conflicts with State or Federal law, where State or Federal law preempts local law, then that provision of this Code shall be deemed unenforceable, to the extent of the conflict, but the balance of the Code shall remain in full force and effect.

Nothing contained in this Section shall be construed in any way to waive or limit the City's proprietary rights over its real and personal property, including without limitation any proprietary interest in the right-of-way. Thus, if it is determined the City has authority to exert greater rights or impose additional conditions or limitations beyond those set forth in this Section, the City reserves the absolute right to do so, as it determines appropriate or necessary.

(.01) Permitted Uses.

A. Towers, poles, and structures for WCF and ancillary facilities thereto are permitted ~~subject to submission of a complete City-developed and approved application, payment of all fees, and approval through the Class II Administrative~~

~~Review process listed in Section 4.030.B of the Wilsonville Code,~~ in all of the following locations:

1. Any property owned by the City of Wilsonville, including public right-of-way;
2. Any property owned by the West Linn - Wilsonville School District;
3. Any property owned by the Tualatin Valley Fire District;
4. Any property within an electric utility substation.

B. Co-locating WCF is encouraged on all existing, legally established, towers, poles, and structures in all zones and may be required on City property.

C. Satellite communications antennas not exceeding one (1) meter in diameter shall be permitted in any zone without requiring Administrative Review. ~~All others are subject to Class II review~~

D. Camouflaged WCF antennas attached to existing light, power, or telephone poles are permitted in all zones, subject to the development standards of Section 4.803~~, and subject to City approval through the Class II Administrative Review process listed in Section 4.030 of the Wilsonville Code~~.

F. The City of Wilsonville is an underground utility City (Undergrounding District) where mandatory aesthetic design standards do not unreasonably preclude WCF by requiring undergrounding of all equipment to the maximum extent possible. Therefore, no new vertical elements will be allowed on City property if there are existing facilities available to reasonably accommodate the WCF, and all equipment other than the antennas shall be placed underground to the maximum extent possible. The following shall be used to determine maximum extent possible:

1. Equipment functional underground;

2. Location available to underground near associated antenna; and

3. Conflicts with other underground uses as determined by the City

(.02) Conditional Uses. Except as ~~provided above~~indicated as permitted in (.01) above, WCF ~~shall be~~can be ~~allowed~~ conditionally permitted in all zones, ~~upon approval of a conditional use permit~~pursuant to Section 4.184 of the Wilsonville Code~~, subject to the following limitations:~~.

~~A. In any commercial Master Planning Area, WCF attached to existing permitted structures shall be permitted as conditional uses if WCF design review and screening criteria, as described in Wilsonville Code Sections 4.176 and 4.400, are met. All other WCF are prohibited.~~

~~(~~.03) Prohibited Uses. WCF are prohibited on all lands designated as Significant Resource Overlay Zone lands.

Section 4.801. Application Requirements.

Cable providers that occupy any portion of the City's right-of-way are required to enter into a Franchise Agreement with the City. Other utilities, including Competitive Local Exchange Competitor carriers are subject to the terms of the City's Privilege Tax Ordinance No. 616. In order to be permitted, an applicant must complete: 1) a Site Development Permit Application; 2) a Public Works Permit; 3) a Building Permit; and 4) enter into a Lease Agreement with the City for use of the public Right-of-Way. In preparing the Application, the applicant should review all provisions of this Code Section, particularly the portion attached to the Development Review Standards. The WCF Application process shall include all of the following:

(.01) Speculation. No Application for a WCF shall be approved from an applicant that constructs WCF and leases tower space to service providers that is not itself a wireless service provider, unless the applicant submits a binding written commitment or executed lease from a service provider to utilize or lease space on the WCF.

(.02) Geographical Survey. The applicant shall identify the geographic service area for the proposed WCF, including a map showing all of the applicant's existing sites in the local service network associated with the gap that the proposed WCF is proposed to close. The applicant shall describe how this service area fits into and is necessary for the service provider's service network. Prior to the issuance of any building permits, applicants for WCF shall provide a copy of the corresponding FCC Construction Permit or license for the facility being built or relocated, if required. The applicant shall include a vicinity map clearly depicting where, within a one-half (1/2) mile radius, any portion of the proposed WCF could be visible, and a graphic simulation showing the appearance of the proposed WCF and all accessory and ancillary structures from two separate points within the impacted vicinity, accompanied by an assessment of potential mitigation and screening measures. Such points are to be mutually agreed upon by the Planning Director or the Planning Director's designee and the applicant. This Section (.02) is not applicable to applications submitted subject to the provisions of 47 U.S.C. 1455(a).

(.03) Visual Impact, Technological Design Options, and Alternative Site Analysis. The applicant shall provide a visual impact analysis showing the maximum silhouette, viewshed analysis, color and finish palette, and proposed screening for all components of the facility. The analysis shall include photo simulations and other information as necessary to determine visual impact of the facility as seen from multiple directions. The applicant shall include a map showing where the photos were taken. The applicant shall include an analysis of alternative sites and technological design options for the WCF within and outside of the City that are capable of meeting the same service objectives as the preferred site with an equivalent or lesser visual impact. If a new tower or pole is proposed as a part of the proposed WCF, the applicant must demonstrate the need for a new tower and pole and why existing locations or design alternatives, such as the use of microcell technology, cannot be used to meet the identified service objectives. Documentation and depiction of all steps that will be taken to screen or camouflage the WCF to minimize the visual impact of the proposed facility must be submitted.

(.04) Number of WCF. The Application shall include a detailed narrative of all of the equipment and components to be included with the WCF, including, but not limited to, antennas and arrays; equipment cabinets; back-up generators; air conditioning units; poles; towers; lighting; fencing; wiring, housing; and screening. The applicant must provide the number of proposed WCF at each location and include renderings of what the WCF will look like when screened. The Application must contain a list of all equipment and cable systems to be installed, including the maximum and minimum dimensions of all proposed equipment. Wilsonville is an Undergrounding District, meaning that the City will require any utility that can be fully or partially located underground to the maximum extent possible to help preserve the aesthetic appearance of the right-of-way and community and to prevent aboveground safety hazards. Therefore, all components of the WCF must be undergrounded to the extent reasonably feasible. Those components of the WCF that must be above ground must be identified by type of facility, dimension of facility, with proposed screening to reduce to the maximum extent possible the visual impact of aboveground facilities and equipment. A written narrative of why any portion of the WCF must be above ground is required. ~~Cost savings is not a valid reason for placing facilities and equipment above ground except where the applicant conclusively shows that this requirement would result in an effective or actual prohibition of the telecommunications service.~~

(.05) Safety Hazards. Any and all known or expected safety hazards for any of the WCF facilities must be identified and the applicant who must demonstrate how all such hazards will be addressed and minimized to comply with all applicable safety codes.

(.06) Landscaping. The Application shall provide a landscape plan, drawn to scale, that is consistent with the need for screening at the site, showing all proposed landscaping, screening and proposed irrigation (if applicable), with a discussion of how proposed landscaping , at maturity, will screen the site. Existing vegetation that is proposed to be removed must be clearly indicated and provisions for mitigation included.

(.07) Height. The Application shall provide an engineer's diagram, drawn to scale, showing the height of the WCF and all of its above-ground components. Applicants must provide sufficient evidence that establishes that the proposed WCF is designed to the minimum height required to meet the carrier's coverage objectives. If a tower or pole height will exceed the base height restrictions of the applicable zone, this narrative shall include a discussion of the physical constraints (topographical features, etc.) making the additional height necessary. The narrative shall include consideration of design alternatives, including the use of multiple sites or designs that would avoid the need for the new WCF or over zone height WCF. Except as noted in (a) and (b) below, t~~T~~he maximum height allowed in the right-of-way is fifty (50) feet.

a. The maximum height for a freestanding SWF in the public right-of-way is no more than 10% taller than other adjacent structures in the right-of-way.

b. When collocated on an existing structure in the public right-of-way, the SWF and the existing structure (including the antenna and any equipment enclosures contained within the structure) shall not exceed 50 feet or more than 10% of the existing structure or nearby structures.

(.08) Construction. The Application shall describe the anticipated construction techniques and time frame for installation of the WCF.

(.09) Maintenance. The Application shall describe the anticipated maintenance and monitoring program for the WCF, including antennas, back-up equipment, poles, paint, and landscaping.

(.10) Noise/Acoustical Information. The Application shall provide manufacturer's specifications for all noise-generating equipment, such as air conditioning units and back-up generators, and a depiction of the equipment location in relation to adjoining properties. The applicant shall provide a noise study prepared and sealed by a qualified Oregon-license Professional Engineer that demonstrates that the WCF will comply with intent and goals of Section 6.204 et seq. of this Code.

(.11) Parking. The Application shall provide a site plan showing the designated parking areas for maintenance vehicles and equipment, if any. No parking of maintenance vehicles and equipment parking shall be permitted in any red curb zone, handicap parking zone, or loading zone.

(.12) Co-Location. In the case of new multi-user towers, poles, or similar support structures, the applicant shall submit engineering feasibility data and a letter stating the applicant's willingness to allow other carriers to co-locate on the proposed WCF.

(.13) Lease. The site plan shall show the lease area of the proposed WCF.

(.14) FCC License and Radio Frequency Safety Compliance. The Application shall provide a copy of the applicant's FCC license and/or construction permit, if an FCC license and/or construction permit is required for the proposed facility. The applicant shall provide documentation showing that the party responsible for radio frequency transmissions is in planned or actual compliance with all FCC RF emissions safety standards and guidelines at 47 C.F.R. § 1.1307 et seq. and FCC Office of Engineering Technology Bulletin 65.

(.15) Lighting and Marking. The Application shall describe any proposed lighting and marking of the WCF, including any required by the FAA.

(.16) Co-Location Feasibility. A feasibility study for the co-location of any WCF as an alternative to new structures must be presented and certified by an Oregon-licensed Professional Engineer. Co-location will be required when determined to be feasible. The feasibility study shall include:

A. An inventory, including the location, ownership, height, and design of existing WCF within one-half (1/2) mile of the proposed location of a new WCF. The planning director may share such information with other applicants seeking permits for WCF, but shall not, by sharing such information, in any way represent or warrant that such sites are available or suitable.

B. Documentation of the efforts that have been made to co-locate on existing or previously approved towers, poles, or structures. The applicant shall make a good faith effort to contact the owner(s) of all existing or approved towers, poles, or

structures and shall provide a list of all owners contacted in the area, including the date, form, and content of such contact.

C. Documentation as to why co-location on existing or proposed towers, poles, or commercial structures within one thousand (1,000) feet of the proposed site is not practical or feasible. Co-location shall not be precluded simply because a reasonable fee for shared use is charged or because of reasonable costs necessary to adapt the existing and proposed uses to a shared tower. The Planning Director and/or Development Review Board may consider expert testimony to determine whether the fee and costs are reasonable when balanced against the market and the important aesthetic considerations of the community.

(.17) Engineering Report for New Location.

A. An Application for a new WCF, whether co-located or new, shall include, as applicable, a report from an Oregon licensed Professional Engineer documenting the following:

1. A description of the proposed WCF height and design, including technical, engineering, and other pertinent factors governing selection of the proposed design. A cross-section of the proposed WCF structure shall be included. The engineer shall document whether the structure is at its maximum structural capacity and, if not, the additional weight the structure could support.

2. Documentation that the proposed WCF will have sufficient structural integrity for the proposed uses at the proposed location, in conformance with the minimum safety requirements of the State Structural Specialty Code and EIA/TIA 222 (Structural Standards for Communication and Small Wind Turbine Support Structures), latest edition at the time of the application.

B. A description of mitigation methods which will be employed to avoid ice hazards, including increased setbacks, and/or de-icing equipment, if required by any safety law, regulation, or code.

C. Evidence that the proposed WCF will comply with all applicable requirements of the Federal Aviation Administration, the Aeronautics Section of the Oregon Department of Transportation, and the Federal Communications Commission.

(.18) Maintenance. The applicant shall provide a description of anticipated maintenance needs, including frequency of service, personnel needs, equipment needs and potential safety impacts of such maintenance.

(.19) Recordation Requirements. If a new WCF is approved, the owner shall be required, as a condition of approval, to:

A. Record the conditions of approval specified by the City with the Deeds Records Office in the Office of the County Recorder of the county in which the WCF is located;

B. Respond in a timely, comprehensive manner to a request for information from a potential shared use applicant;

C. Negotiate in good faith for shared use by others; and

D. Such conditions shall run with the land and be binding on subsequent purchasers of the WCF.

(.20) The Planning Director may request any other information deemed necessary to fully evaluate and review the information provided in the application.

Section 4.802. Co-Location.

In order to encourage shared use of towers, poles, or other facilities for the attachment of WCF, no conditional use permit shall be required for the addition of equipment, provided that:

(.01) There is no change to the type of tower or pole.

(.02) All co-located WCF shall be designed in such a way as to be visually compatible with the structures on which they are placed.

(.03) All co-located WCF must comply with the conditions and concealment elements of the original tower, pole, or other facility upon which it is co-locating.

(.04) Shall not disturb, or will mitigate any disturbed, existing landscaping elements.

(.05) Does not entail excavation or deployment outside site of current facility where co-location is proposed.

(.06) All co-located WCF, and additions to existing towers, poles, or other structures, shall meet all requirements of the State of Oregon Structural Specialty Code and EIA/TIA 222 (Structural Standards for Communication and Small Wind Turbine Support Structures), latest edition at the time of the application. A building permit shall be required for such alterations or additions. Documentation shall be provided by an Oregon-licensed Professional Engineer verifying that changes or additions to the tower structure will not adversely affect the structural integrity of the tower.

(.07) Additional Application Requirements for Co-Location:

A. A copy of the site plan approved for the original tower, pole, or other base station facility to which the co-location is proposed.

B. A site survey delineating development on-the-ground is consistent with the approved site plan.

Section 4.803. Development Review Standards.

All WCF shall comply with the following Development Review standards, unless grandfathered under State or Federal law:

(.01) Visual Impact.

A. Maximum Number of High Visibility Facilities Per Lot or Parcel. No more than one high visibility WCF is allowed on any one lot or parcel of five acres or less. The Development Review Board may approve exceeding the maximum number of high visibility WCF per lot or parcel if one of the following findings is made

through a Class III review process: (1) co-location of additional high visibility WCF is consistent with neighborhood character, (2) the provider has shown that denial of an application for additional high visibility WCF would prohibit or have the effect of prohibiting service because the WCF would fill a significant gap in coverage and no alternative locations are available and technologically feasible, or (3) the provider has shown that denial of an application for additional high visibility WCF would unreasonably discriminate among providers of functionally equivalent services. In such cases, the Development Review Board shall be the review authority for all related applications.

B. Height. The tower or pole height of a freestanding WCF in R, PDR and RA-H zones shall not exceed fifty (50) feet, except the following:

1. ~~that the~~ RA-H zoned property occupied by the City Wastewater Treatment Plant and the PDR zoned property occupied by the Elligsen Road Water Reservoir shall be exempted from the height limitations of the subject zones, and subsection 4.803(.01)A, above, shall apply.

2. Small Wireless Facilities in the public right-of-way. SWF in the public right-of-way shall not exceed the height permitted under WC 4.801(.07).

C. WCF Adjacent to Residentially Designated Property. In order to ensure public safety, all WCF located adjacent to any property designated as residential in Wilsonville shall be set back from all residential property lines by a distance at least equal to the maximum height of the facility including any antennas or other appurtenances attached thereto. The setback shall be measured from that part of the WCF that is closest to the neighboring residentially designated property.

D. Historical Buildings and Structures. No WCF shall be allowed on any building or structure, or in any district, that is listed on any Federal, State, or local historical register unless it is determined by the Development Review Board that the facility will have no adverse effect on the appearance of the building, structure, or district. No change in architecture and no high visibility facilities are permitted on any such building, any such site, or in any such district.

E. Tower or Pole Heights. Towers or poles may exceed the height limits otherwise provided for in the Development Code with compelling justification only. Costs and cost efficiency are not compelling justifications.

F. Accessory Building Size. Within the public right-of-way, no above-ground accessory buildings shall be permitted. Outside of the public right-of-way, all accessory buildings and structures permitted to contain equipment accessory to a WCF shall not exceed twelve (12) feet in height unless a greater height is necessary and required by a condition of approval to maximize architectural integration. Each accessory building or structure is limited to two hundred (200) square feet, unless approved through a Conditional Use Permit.

G. Utility Vaults and Equipment Pedestals. Within the public right-of-way, utility vaults and equipment pedestals associated with WCF must be underground to the maximum extent possible.

H. Visual Impact. All WCF shall be designed to minimize the visual impact to the maximum extent possible by means of placement, screening, landscaping, and camouflage. All WCF shall also be designed to be compatible with existing architectural elements, building materials, and other site characteristics. All WCF shall be sited in such a manner as to cause the least detriment to the viewshed from other properties. The use of radomes and/or other camouflage techniques acceptable to the City to conceal antennas, associated equipment and wiring, and antenna supports is required.

I. Color Schemes. For the sake of visual impact, no wooden poles are allowed except Small Wireless Facilities on existing poles with high voltage power lines that would require thermal hydraulic cooling if undergrounded. Color schemes must be approved by the City to best camouflage with the surrounding landscape.

J. Antennas. Façade-mounted antennas shall be architecturally integrated into the building design and otherwise made as unobtrusive as possible. As appropriate, antennas shall be located entirely within an existing or newly created architectural feature so as to be completely screened from view. Façade-mounted antennas shall not extend more than two (2) feet out from the building face. Roof-mounted antennas shall be constructed at the minimum height possible to serve the operator's service area and shall be set back as far from the building edge as possible or otherwise screened to minimize visibility from the public right-of-way and adjacent properties.

K. Noise. Noise from any equipment supporting the WCF shall meet the requirements of City Code Section 6.204 – Noise.

L. Signage. No signs, striping, graphics, or other attention-getting devices are permitted on any WCF except for warning and safety signage with a surface area of no more than three (3) square feet. Except as required by law, all signs are prohibited on WCF except for one non-illuminated sign, not to exceed two (2) square feet, which shall be provided at the main entrance to the WCF, stating the owner's name, the wireless operator(s) if different from the owner, and address and a contact name and phone number for emergency purposes. WCF may be placed entirely behind existing street or building signs as one method of camouflage.

M. Traffic Obstruction. Maintenance vehicles servicing facilities located in the public right-of-way shall not park on the traveled way or in a manner that obstructs traffic. No maintenance vehicle parking shall be permitted in red curb zones, handicap zones, or loading zones.

N. Parking. No net loss in minimum required parking spaces shall occur as a result of the installation of any WCF.

O. Sidewalks and Pathways. Cabinets and other equipment shall not impair pedestrian use of sidewalks or other pedestrian paths or bikeways on public or private land and shall be screened from view. Cabinets shall be undergrounded, to the maximum extent possible.

P. Lighting. WCF shall not include any beacon lights or strobe lights, unless required by the Federal Aviation Administration (FAA) or other applicable authority. If beacon lights or strobe lights are required, the Development Review Board shall review the available alternatives and approve the design with the least visual impact. All other site lighting for security and maintenance purposes shall be shielded and directed downward, and shall comply with the City's outdoor lighting standards in City Code Section 4.199, unless otherwise required under Federal law.

Q. Paint and Finish.

Towers, poles, antennas, and associated equipment shall either maintain a galvanized steel finish or be painted a non-reflective, neutral color, as approved by the Planning Director or Development Review Board, to minimize visibility. Attached communication facilities shall be painted so as to be identical to or compatible with the existing structure. Towers more than two hundred (200) feet in height shall be painted in accordance with the Oregon State Aeronautics Division and Federal Aviation Administration rules. Applicants shall attempt to seek a waiver of OSAD and FAA marking requirements. When a waiver is granted, towers shall be painted and/or camouflaged in accordance with subsection (.01), above. All ancillary facilities shall be colored or surfaced so as to blend the facilities with the surrounding natural and built environment.

R. Use of Concealments. Concealments are customized structures engineered to cover cell towers, antennas, DAS equipment and beautify them and make them either less visible or more pleasing to have in the landscape. Applicant shall present a proposal for concealment intended to meet the foregoing goal.

S. Public Works Standards. Additional applicable construction and design standards are as set forth in the City's 2015 Public Works Standards.

T. Compliance With All Laws. Every WCF shall comply with all local, state, and federal laws, codes, and regulations including without limitation to the Americans with Disabilities Act, 42 U.S.C. § 12101 et seq.

(.02) Site Size.

The site on which a transmission tower/pole is located shall be of a sufficient shape and size to provide all required setbacks as specified in this Code Section. Towers or poles only as permitted herein may be located on sites containing other principal uses in the same buildable area as long as all of the other general requirements of this Code Section are met.

(.03) Separation and Setbacks.

A. WCF shall be set back from any other property line by a distance at least equal to the maximum height of the facility including any antennas or other appurtenances attached thereto unless this requirement is specifically waived by the Planning

Director or the Development Review Board for purposes of mitigating visual impacts or improving compatibility with other uses on the property.

B. A guyed tower located on sites containing other principal uses must maintain a minimum distance between the tower and other principal uses of the greater of 100% breakpoint or twenty-five (25) feet, unless this requirement is specifically waived by the Planning Director or Development Review Board for purposes of mitigating visual impacts or improving compatibility with other uses on the property.

C. WCF mounted on rooftops or City-approved alternative tower structures shall be exempt from these minimum separation requirements. However, WCF and related equipment may be required to be set back from the edge of the roof line in order to minimize their visual impact on surrounding properties and must be screened.

D. WCF towers and poles are prohibited in the required front yard, back yard, or side yard setback of any lot in any zone, and no portion of any antenna array shall extend beyond the property lines. For guyed towers or poles, all guy anchors shall be located outside of the setback from all abutting properties.

(.04) Security Fencing. WCF or towers shall be enclosed by decay-resistant security fencing not less than six (6) feet in height and shall be equipped with an appropriate anti-climbing device. Fencing shall be compatible with other nearby fencing. Such requirements may be waived for attached WCF.

(.05) Landscaping. Landscaping shall be placed around the outside perimeter of the security fencing and shall consist of fast growing vegetation that can be expected to reach a minimum height of six (6) feet and form a continuous hedge within two (2) years of planting. Drought tolerant landscaping materials shall be required and otherwise meet the landscaping standards of City Code Section 4.176. Trees and shrubs in the vicinity of guy wires shall be of a kind that would not exceed twenty (20) feet in height and would not affect the stability of the guys should they be uprooted. Landscaping shall be compatible with other nearby landscaping.

(.06) Conflict with Right-of-Way. No WCF shall be located within a planned or existing public right-of-way, unless it is specifically designed for the purpose in a way that will not impede pedestrian, bicycle, or vehicular traffic and the installation of any sidewalk or path that is a planned future improvement.

(.07) Change to Approved WCF. Any change to or expansion of a WCF that will in any way change the physical appearance of the WCF will require a new application.

Section 4.804. Review Process and Approval Standards.

(.01) Class I Process: The following WCF are allowed with the approval of a WCF Site Plan to be reviewed by the Planning Director pursuant to a Class I process under City Code Section 4.030 (.01) A:

A. Small Wireless Facilities in the public right-of-way.

B. Replacement of existing antennas on approved tower at same height.

(.02) Class II Process. The following WCF are allowed with the approval of a WCF Site Plan to be reviewed by the Planning Director pursuant to a Class II process under City Code Section 4.030(.01)B:

A. WCF proposed in the following locations excepted as noted in (.01) above:

1. Any property owned by the City of Wilsonville, including public right-of-way;
2. Any school property owned by any public school district;
3. Any fire station property owned by any fire district;
4. Any property within an electric utility substation.

B. WCF attached to existing light, power, or telephone poles in all zones, subject to the development standards of Section 4.803.

C. WCF Co-locations meeting the criteria outlined in Wilsonville Code 4.802.

D. Satellite dishes larger than one (1) meter.

(.~~02~~03) Conditional Use Permit Requirements. Applications for WCF in all other locations and situations, including moderate or high visibility facilities that exceed the height limit of the applicable zone, shall also require a Conditional Use Permit to be reviewed by the Development Review Board. In addition to the approval standards in City Code Section 4.030, the applicant shall demonstrate that the WCF Site Plan approval standards in this Section are met.

(.~~03~~04) Approval Criteria. The Development Review Board shall approve the use and WCF Site Plan for any of the WCF listed in subsection~~s~~ (.~~01) and (.01~~02) of this Section upon a determination that the following criteria are met:

A. The height of the proposed WCF does not exceed the height limit of the underlying zoning district, or does not increase the height of an existing facility.

B. The location is the least visible of other possible locations and technological design options that achieve approximately the same signal coverage objectives.

C. The location, size, design, and operating characteristics of the proposed WCF will be compatible with adjacent uses, residences, buildings, and structures, with consideration given to:

1. Scale, bulk, coverage, and density;
2. The suitability of the site for the type and intensity of the proposed WCF; and
3. Any other relevant impact of the proposed use in the setting where it is proposed.

D. All required public facilities have adequate capacity, as determined by the City, to serve the proposed WCF; and

E. The proposed WCF complies with all of the general regulations contained in this Section 4.800 – 4.812.

(.~~04~~05) Conditions of Approval. The City may impose any other reasonable condition(s) deemed necessary to achieve compliance with the approval standards, including designation of an alternate location. If compliance with all of the applicable criteria cannot be achieved through the imposition of reasonable conditions, the Application shall be denied.

Section 4.805. Exemptions.

The following shall be considered exempt structures or activities under this Code Chapter:

(.01) Antennas (including direct-to-home satellite dishes, TV antennas, and wireless cable antennas) used by viewers to receive video programming signals from direct broadcast facilities, broadband radio service providers, and TV broadcast stations regardless of zone capacity.

(.~~03~~02) Cell on Wheels (COW), which are permitted as temporary uses in nonresidential zones for a period not to exceed sixty (60) days, except that such time period may be extended by the City during a period of emergency as declared by the City, County, or State.

(.~~04~~03) Replacement antennas or equipment, provided the replacement antennas and/or equipment have the same function, size, and design to the replaced antenna and/or equipment and do not exceed the overall size of the original approved antenna and/or equipment.

Section 4.806. Damage, Destruction, or Interference to Other Utilities.

In the installation of any WCF within the right-of-way, care must be taken to install in such a way that does not damage, interfere with, or disturb any of the several other utilities that may already be located in the area. Any damage done to such other utilities must be immediately reported to both the City and the owner of the damaged utility, and must be promptly repaired by the permittee or the utility owner, with the permittee being responsible for all costs of repair, including any extra charges that may be assessed for emergency repairs. Failure to notify the City and the damaged utility provider will result in revocation of the WCF. When approving the location for a WCF, the location of other utilities, or the need for the location of other utilities, within the right-of-way must be considered before approval to locate the WCF will be given in order to ensure those other services to the public are not disrupted.

Section 4.807. Maintenance.

The following maintenance requirements apply to WCF, as applicable:

(.01) All landscaping shall be maintained at all times and shall be promptly replaced if not successful.

(.02) If a flag pole is used for camouflaging a facility, flags must be flown and must be properly maintained at all times. If a United State Flag is flown, it shall be illuminated as required by the United States Flag Code.

(.03) All WCF sites shall be kept clean, neat, and free of litter.

(.04) A WCF shall be kept clean and painted in good condition at all times. Rusting, dirt, or peeling facilities are prohibited.

(.05) All equipment cabinets shall display a legible operator's contact number for reporting maintenance problems.

(.06) Any graffiti on a WCF must be promptly removed at Owner's expense.

Section 4.808. Permit Tracking.

The permittee of each permit issued to it by the City shall retain full and complete copies of all permits and other regulatory permits issued in connection with this facility. In the event that the City cannot locate any such full and complete permits or other regulatory approvals in its official records, and the permittee fails or refuses to retain or produce full and complete permits or other regulatory approvals in the permittee's files, any ambiguities or uncertainties that would be resolved through an examination of the missing documents will be resolved against the permittee.

Section 4.809. Inspections.

(.01) The City or its agents shall have authority to enter onto the property upon which a WCF is located to inspect the facility for the purpose of determining whether it complies with the Building Code and all other construction standards provided by the City and Federal and State law.

(.02) As a condition of approval and prior to final inspection of the WCF, the applicant shall submit evidence, such as photos, to the satisfaction of the City, sufficient to prove that the WCF is in substantial conformance with photo simulations provided with the application. Nonconformance shall require modification to compliance within thirty (30) days or the WCF, or nonconforming components, must be removed.

(.03) The City reserves the right to conduct such inspections at any time, upon reasonable notice to the WCF owner. In the event such inspection results in a determination that violation of applicable construction and maintenance standards set forth by the City has occurred, remedy of the violation may include cost recovery for all costs incurred in conforming and processing the violation.

Section 4.810. Preexisting WCF.

WCF that lawfully existed prior to the adoption of this Chapter shall be allowed to continue their use as they presently exist. This Code does not make lawful any WCF that are not fully approved on the date the ordinance codified in this Code is adopted and those pending WCF will be required to meet the requirements of this Code. Routine maintenance shall be permitted on such lawful preexisting WCF. Lawfully existing WCF may be replaced as long as the replacement is in the exact location of the WCF being replaced and is of a construction type identical in height, width, weight, lighting, and painting. Any changes or modifications to a

replacement WCF shall not be considered routine maintenance, shall be treated as new construction, and shall comply with the requirements of this Chapter.

Section 4.811. Ancillary Facilities.

Unenclosed storage of materials is prohibited. Other building facilities, including offices, vehicle storage areas, or other similar uses not necessary for transmission or relay functions, are prohibited unless a separate land use application for such is submitted and approved.

Section 4.812. Abandoned Facilities; Discontinuation of Use.

The following requirements apply to the abandonment and/or discontinuation of use for all WCF:

(.01) All WCF located on a utility pole shall be promptly removed at the operator's expense at any time a utility is scheduled to be placed underground or otherwise moved.

(.02) All operators who intend to abandon or discontinue the use of any WCF shall notify the City of such intentions no less than sixty (60) days prior to the final day of use.

(.03) WCF shall be considered abandoned ninety (90) days following the final day of use or operation.

(.04) All abandoned WCF, including ancillary equipment, shall be physically removed by the facility owner no more than ninety (90) days following the final day of use or of determination that the facility has been abandoned, whichever occurs first.

(.05) The City reserves the right to remove any WCF that are abandoned for more than ninety (90) days, at the expense of the facility owner.

(.06) Any abandoned site shall be restored to its natural or former condition. Grading and landscaping in good condition may remain.

Section 4.813. Mandatory and Automatic Permit Conditions.

All WCF permits, whether issued by the City or approved by operation of law, shall be subject to the standard conditions of approval provided in this Section. The City may add, remove or modify any conditions of approval as necessary or appropriate to protect and promote the public health, safety and welfare.

(.01) Permit Duration. The permit will automatically expire ten (10) years from the issuance date.

(.02) Compliance with All Applicable Laws. Permittee shall at all times maintain compliance with all applicable federal, state and local laws, regulations, ordinance or other rules.

(.03) Inspections; Emergencies. The City or its designee may enter onto the facility area to inspect the facility upon reasonable notice to the permittee. The permittee shall cooperate with all inspections. The City reserves the right to enter or direct its

designee the facility and support, repair, disable or remove any elements of the facility in emergencies or when the facility threatens imminent harm to persons or property.

(.04) Contact Information for Responsible Parties. Permittee shall at all times maintain accurate contact information for all parties responsible for the facility, which shall include a phone number, street mailing address and email address for at least one natural person. All such contact information for responsible parties shall be provided to the Planning Director within one (1) business day of permittee's receipt of the Planning Director's written request.

(.05) Indemnities. The permittee and, if applicable, the non-government owner of the private property upon which the tower,~~/and or~~ base station, and/or SWF is installed shall defend, indemnify and hold harmless the City, its agents, officers, officials and employees (i) from any and all damages, liabilities, injuries, losses, costs and expenses and from any and all claims, demands, law suits, writs of mandamus and other actions or proceedings brought against the City or its agents, officers, officials or employees to challenge, attack, seek to modify, set aside, void or annul the City's approval of the permit, and (ii) from any and all damages, liabilities, injuries, losses, costs and expenses and any and all claims, demands, law suits or causes of action and other actions or proceedings of any kind or form, whether for personal injury, death or property damage, arising out of or in connection with the activities or performance of the permittee or, if applicable, the private property owner or any of each one's agents, employees, licensees, contractors, subcontractors or independent contractors. The permittee shall be responsible for costs of determining the source of the interference, all costs associated with eliminating the interference, and all costs arising from third party claims against the City attributable to the interference. In the event the City becomes aware of any such actions or claims the City shall promptly notify the permittee and the private property owner and shall reasonably cooperate in the defense. It is expressly agreed that the City shall have the right to approve, which approval shall not be unreasonably withheld, the legal counsel providing the City's defense, and the property owner and/or permittee (as applicable) shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense.

(.06) Adverse Impacts on Adjacent Properties. Permittee shall undertake all reasonable efforts to avoid undue adverse impacts to adjacent properties and/or uses that may arise from the construction, operation, maintenance, modification and removal of the facility.

(.07) General Maintenance. Permittee must comply with Section 4.806 at all times.

Section 4.814. Mandatory and Automatic Permit Conditions of Approval for Section 6409(a).

Any Section 6409(a) Co-Location/Modification Permit approved or deemed-granted by the operation of federal law shall be automatically subject to the conditions of approval described in this Section.

(.01) Permit Duration. The City's grant or grant by operation of law of a Section 6409(a) Co-Location/Modification Permit constitutes a federally-mandated modification to the underlying permit or approval for the subject tower or base station. The City's grant or grant by operation of law of a Section 6409(a) Co-Location/Modification Permit will not extend the permit term for any conditional use permit, land use permit or other underlying regulatory approval and its term shall be coterminous with the underlying permit or other regulatory approval for the subject tower or base station.

(.02) Accelerated Permit Terms Due to Invalidation. In the event that any court of competent jurisdiction invalidates any portion of Section 6409(a) or any FCC rule that interprets Section 6409(a) such that federal law would not mandate approval for any Section 6409(a) Co-Location/Modification Permit(s), such permit(s) shall automatically expire one (1) year from the effective date of the judicial order, unless the decision would not authorize accelerated termination of previously approved Section 6409(a) Co-Location/Modification Permits. A permittee shall not be required to remove its improvements approved under the invalidated Section 6409(a) Co-Location/Modification Permit when it has submitted an application for either a Conditional Wireless Facilities Permit or an Administrative Wireless Facilities Permit for those improvements before the one (1) year period ends. The Planning Director may extend the expiration date on the accelerated permit upon a written request from the permittee that shows good cause for an extension.

(.03) No Waiver of Standing. The City's grant or grant by operation of law of a Section 6409(a) Co-Location/Modification Permit does not waive, and shall not be construed to waive, any standing by the City to challenge Section 6409(a), any FCC rules that interpret Section 6409(a) or any Section 6409(a) Co-Location/Modification Permit.

(.04) Compliance with All Applicable Laws. Permittee shall at all times maintain compliance with all applicable federal, state and local laws, regulations, ordinance or other rules.

(.05) Inspections; Emergencies. The City or its designee may enter onto the facility area to inspect the facility upon reasonable notice to the permittee. The permittee shall cooperate with all inspections. The City reserves the right to enter or direct its designee the facility and support, repair, disable or remove any elements of the facility in emergencies or when the facility threatens imminent harm to persons or property.

(.06) Contact Information for Responsible Parties. Permittee shall at all times maintain accurate contact information for all parties responsible for the facility, which shall include a phone number, street mailing address and email address for at least one natural person. All such contact information for responsible parties shall be provided to the Planning Director upon permittee's receipt of the Planning Director's written request.

(.07) Indemnities. The permittee and, if applicable, the non-government owner of the private property upon which the tower/and or base station is installed shall defend, indemnify and hold harmless the City, its agents, officers, officials and employees (i)

from any and all damages, liabilities, injuries, losses, costs and expenses and from any and all claims, demands, law suits, writs of mandamus and other actions or proceedings brought against the City or its agents, officers, officials or employees to challenge, attack, seek to modify, set aside, void or annul the City's approval of the permit, and (ii) from any and all damages, liabilities, injuries, losses, costs and expenses and any and all claims, demands, law suits or causes of action and other actions or proceedings of any kind or form, whether for personal injury, death or property damage, arising out of or in connection with the activities or performance of the permittee or, if applicable, the private property owner or any of each one's agents, employees, licensees, contractors, subcontractors or independent contractors. The permittee shall be responsible for costs of determining the source of the interference, all costs associated with eliminating the interference, and all costs arising from third party claims against the City attributable to the interference. In the event the City becomes aware of any such actions or claims the City shall promptly notify the permittee and the private property owner and shall reasonably cooperate in the defense. It is expressly agreed that the City shall have the right to approve, which approval shall not be unreasonably withheld, the legal counsel providing the City's defense, and the property owner and/or permittee (as applicable) shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense.

(.08) Adverse Impacts on Adjacent Properties. Permittee shall undertake all reasonable efforts to avoid undue adverse impacts to adjacent properties and/or uses that may arise from the construction, operation, maintenance, modification and removal of the facility.

(.09) General Maintenance. Permittee must comply with Section 4.806 at all times.

ATTACHMENT B

RESOLUTION NO. 2720

A RESOLUTION OF THE CITY OF WILSONVILLE APPROVING THE CITY'S SMALL WIRELESS FACILITIES PLANNING APPLICATION REVIEW FEE, TECHNICAL DESIGN REVIEW FEE, AND RIGHT-OF-WAY ACCESS FEE, AND ADOPTING DESIGN STANDARDS.

WHEREAS, the City is authorized, under existing State of Oregon ("State") and federal law, to enact appropriate regulations and restrictions relative to small wireless facilities, distributed antenna systems, and other personal wireless telecommunication facility installations in the public right-of-way, consistent with State and federal law; and

WHEREAS, the City of Wilsonville wishes to provide a fair and predictable process for the deployment of small wireless facilities while managing the public rights-of-way in a manner that promotes the interests of the public health, safety and welfare as well as the aesthetic standards of the City; and

WHEREAS, the City of Wilsonville recognizes that the Federal Communications Commission ("FCC") adopted its Declaratory Ruling and Third Report and Order ("Declaratory Ruling") on September 26, 2018, interpreting the federal law and creating new federal regulations regarding small wireless facilities that become effective on January 14, 2019; and

WHEREAS, based on the Declaratory Ruling the City finds it necessary to establish fees and design standards for the purpose of complying with the FCC's Declaratory Ruling and the aesthetic requirements of the City; and

WHEREAS, the City is entitled to recover its actual costs associated with reviewing an application for a small wireless facility to be installed in the public right-of-way and maintaining the public right-of-way, including recovery of costs for outside experts, consultants, and contractors, as deemed necessary; and

WHEREAS, the Planning Application Review Fee and Technical Design Review Fee listed in **Exhibit 1,** attached hereto and incorporated herein, represent a reasonable initial deposit by applicants, as an approximation of the City's actual costs for reviewing applications for small wireless facilities in the public right-of-way; and

WHEREAS, the right-of-way access fee that will be included in a right-of-way lease agreement will be specific to each small wireless facility in the public right-of-way, as necessary to reimburse the City for its actual costs incurred for maintaining the public right-of-way; and

WHEREAS, the proposed Small Wireless Facilities Design Standards ("Design Standards") provided in **Exhibit 2,** attached hereto and incorporated herein, are ascertainable standards that meet the aesthetic requirements of the City and the requirements stated in the FCC's Declaratory Ruling. The Design Standards are reasonable and necessary to prevent the public harm of unsightly or out-of-character deployments.

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

1. FINDINGS.

   The above-recited findings, including the staff report accompanying this Resolution, are adopted and incorporated by reference herein.

2. DETERMINATION.

   a. Review Fees. The applicant submitting a site development application for a small wireless facility in the public right-of-way will pay, upon submission of the application to the City, a review fee deposit for both the Planning Application Review and the Technical Design Review, as specified **in Exhibit 1,** attached hereto. Upon the City's completion of the application review, the City will total its actual costs, including costs incurred for outside experts, consultants, and/or contractors, as needed, to review the application and will either invoice the applicant or refund the applicant the difference between the City's actual review costs and the deposit amount. If the City rejects the application for incompleteness within ten (10) business days of receipt of the application, the City will refund the Technical Design Review Fee deposit but not the Planning Application Review Fee Deposit. If the applicant resubmits the application after the City's rejection for incompleteness, the applicant must pay another deposit for the Planning Application Review Fee and the Technical Design Review Fee.

b. Right-of-Way Access Fee. The right-of-way access fee will be as set forth in each right-of-way lease agreement and will reflect the City's actual cost for right-of-way maintenance as related to the specific site of the small wireless facility.

c. Design Standards. The Design Standards for small wireless facilities are provided in WC 4.800 through 4.814 and are more specifically set forth in **Exhibit 2**. If a conflict exists between the standards in WC 4.800 through 4.814 and **Exhibit 2**, **Exhibit 2** shall control. The City Engineer is hereby authorized to amend Exhibit 2 from time to time, as needed, without further approval from the City Council.

d. Small Wireless Facility Permits. The City Engineer is authorized to prepare Small Wireless Facility permit applications and permit forms for collocated and freestanding small wireless facilities consistent with the Design Standards stated in (2)(c) above, the applicable application review time-periods, and any other pertinent information the City Engineer deems necessary.

3. EFFECTIVE DATE OF RESOLUTION.

This Resolution becomes effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 7th day of January, 2019, and filed with the Wilsonville City Recorder this date.

_____
TIM KNAPP, MAYOR

ATTEST:

_____
Kimberly Veliz, City Recorder

SUMMARY OF VOTES:
Mayor Knapp
Councilor Stevens
Councilor Lehan
Councilor Akervall
Councilor Ben West

ATTACHMENT B

Attachments:

1. Exhibit 1 – Small Wireless Facilities Review Fees
2. Exhibit 2 – Small Wireless Facilities Design Standards

Small Cell Wireless Facilities Fee Schedule

*Planning Application Review Fee for up to 5 locations	**$335**
**Technical Design Review Fee	**$300 X # of locations**
Public Right of Way Access Fee	**As stated in Lease Agreement entered into by the parties**

*Class I Administrative Review fee methodology created by FCS Group
**Refund or bill additional based on actual costs of review, including outside consulting costs

Example

Number of Deployments in One Application	Planning Application Review Fee	Technical Design Review Fee	Total Application Fee
1	$335	$300	$635
2	$335	$600	$935
3	$335	$900	$1,235
4	$335	$1,200	$1,535
5	$335	$1,500	$1,835

City of Wilsonville
Small Wireless Facility Infrastructure Design Standards

Community Development Department
29799 SW Town Center Loop East
Wilsonville, OR 97070

January 2019

Table of Contents

1 Background and Purpose

On September 26, 2018, the Federal Communications Commission ("FCC") passed regulations regarding the installation of small wireless facilities ("SWF"). As a result, the City of Wilsonville ("City") has been contacted by providers and other third party companies with requests to locate small wireless technologies in the City's public rights-of-way ("ROW"). The installation of these SWF will provide cellular and data coverage within the City to supplement the provider's wireless network. New SWF are intended to improve the provider's ability to meet current and future wireless needs and advance smart cities initiatives and economic development objectives.

The purpose of this document is to establish design guidelines for installing small wireless facility equipment and poles in the City of Wilsonville's public right-of-way.

The City desires to balance the deployment of the new technology with the need to maintain the high aesthetic standards and unobtrusive quality design of the community that complements and blends into the urban form. As a utility "underground city," Wilsonville requires the undergrounding of utility lines and further requires that any utility equipment that must be located above ground must be designed and placed to minimize adverse aesthetic and safety impacts on the site and neighboring properties. These Design Standards set forth requirements that all SWF in the public ROW must meet prior to installation within the City of Wilsonville. SWF not installed in the ROW, or other telecommunications infrastructure that do not meet the FCC definition of "small wireless facilities," as stated in 47 CFR § 1.6002(l), are not bound to the requirements of these Design Standards; although these Design Standards may be utilized by the City when reviewing applications for those installations.

The City requires network providers and their vendors and manufacturers to consider the placement aesthetics of the existing streetlights and neighborhoods adjacent to proposed SWF locations prior to submitting an application to the City. New SWF must match existing streetlight aesthetics that apply to the area where the SWF is being installed. Any SWF design that deviates from these Design Standards must receive individual written approval from the City's Planning Director.

Three types of SWF installations are permitted within the City's ROW. These types include: 1) new freestanding installations; 2) replacement or retrofit of existing poles to combination SWF and streetlight; and 3) SWF attachments to existing wooden utility poles and lines (*but see* caveat for removal and undergrounding requirements on page 8 below). All SWFs are subject to approval by the City. In addition to compliance with these Design Standards, City Public Works Standards and City Code, any provider who installs a SWF in the City right-of-way or on City owned equipment will be required to enter into a lease agreement with the City.

2 Design Elements

To aid in minimizing visual impacts to the community and meet safety requirements, SWF equipment must be placed as follows:

General Requirements

1. All SWF deployments must be consistent with the City's Public Works Standards or as approved by the City Engineer.

2. Flashing lights will not be allowed, except where required by law.

3. Where required by law, any identification tags or placards placed on the structure shall be no greater than 4" X 6". Other than the identification required by law or by City standards, no other tags or placards shall be placed on the structures.

    a. SWF must include signage that accurately identifies the equipment owner/operator, the owner/operator's site name or identification number and a toll free number to the owner operator's network operations and emergency center.

    b. SWF must include signage required by law. Radio Frequency (RF) notification signs must be placed where appropriate, and not at pedestrian eye level, unless required by the FCC or other regulatory agencies.

4. SWF must not damage street trees. If pruning is required, the City must be notified of the requested pruning and if the pruning is allowed, it must be conducted consistent with ISA Arboricultural standards and under the supervision of a licensed arborist, approved, in writing, by the City, and at the telecommunication company's expense.

5. Cooling fans must not be installed unless required by law.

6. The City reserves the right to attach any signs (including, but not limited to, no parking signs) to any City-owned poles utilized as SWF within the public ROW that the City deems appropriate, in its sole discretion.

General Requirements for Equipment and Antenna

1. SWF equipment must be installed in a manner reasonably deemed by the City's Planning Director to be the least obtrusive with regard to appearance, size, and location, which will require that providers show the Planning Director that the manner in which it proposes to fill a significant gap in coverage services is the least intrusive to the City's aesthetic goals.

2. All SWF equipment located in the City's ROW shall be located to meet all Americans with Disabilities Act ("ADA") requirements. All SWF equipment located in the City's

ROW must be located in a way that does not obstruct pedestrian or vehicular travel. The equipment cannot interfere with the operation of signal lights, signage, streetlights, street furniture, fire hydrants, stormwater facilities (including planters), stormwater/sanitary/ water mains or service laterals, water meters, or business district maintenance. SWF equipment cannot conflict or interfere with the healthy growth of street trees or other City required trees.

3. SWF Equipment must be located within the pole and/or undergrounded, except in the case of use of a permitted existing wooden pole where the equipment is in a strand-mounted enclosure. For an equipment cabinet within a pole, the portion of the pole encasing the equipment shall not exceed a diameter of 16" and the height of 7.5' from the foundation of the pole. All other equipment that will not fit within the base of the pole must be undergrounded. The combined size of all equipment cannot exceed 28 cubic feet. If an equipment cabinet within a pole is utilized, there must be a smooth, aesthetically pleasing transition between the top of the cabinet and the rest of the pole, as depicted in the "appropriate deployment" examples below. All transitions from the base of the pole to the upper portion of the pole shall have no more than a 1.5 inch flat horizontal surface.

4. All cables, wires and other connectors must be routed through conduits located within the pole, except in the case of a wooden pole, which is described below.

    a. Underground Utility Infrastructure:

        i. All structures and their components must maintain the following minimum separation distance:

            1) 5 linear feet from water lines and meters;
            2) 10 linear feet from fire hydrants;
            3) 5 linear feet from storm and sanitary sewer lines;
            4) 1 linear foot from telecommunications equipment;
            5) 1 linear foot from cable television equipment; and
            6) 10 linear feet from all other utility infrastructure not specifically listed above.

        ii. Any structures that deviate from these distances, must receive individual written approval from the City, which may be granted or denied in the City's sole discretion unless such denial would have the effect of unreasonably precluding coverage to an area.

        iii. No structure or its components are allowed to be located in a public pipeline easement, unless otherwise approved, in writing by the City in its sole discretion.

5. All structures and components must be designed for a minimum 155 mph wind velocity, in accordance with AASHTO's Standard Specifications for Structural Supports for Highways Signs, Luminaires and Traffic Signals.

6. City employees, contractors hired by the City, and utility providers must have the ability and right to easily shut off radio signals and power while working on poles. The applicant must assure that a clear, simple and accessible disconnect is provided. An emergency response contact name and number for the provider must be provided.

    a. Each streetlight pole must be wired with a breakaway fused connector of proper capacity rating. The fused connector shall be located in the equipment cabinet within the pole. If the streetlight has no equipment cabinet, the fused connector shall be located in the pole at the hand hole.

7. The SWF antenna shall be contained in a cantenna. A "cantenna" is an antenna housed in a cylindrical enclosure (see examples on pages 11 and 12 below). The cantenna must be mounted directly at the top or on top of the pole. A smooth transition between the upper pole and cantenna is required. The cantenna should be a maximum of 14" diameter and should not exceed 48" in height.

General Requirements for Collocation/Replacement Poles

1. All SWF collocated on streetlight poles must remain the same height as the current pole, excluding the height of the cantenna.

2. All SWFs collocated on City streetlights are subject to the indemnification provision found in WC 4.813(.05), in addition to any and all other requirements contained within WC 4.800-4.814 and the specific lease agreement.

General Requirements Regarding Location

1. The City encourages SWF to be installed in the following locational order, from most preferred to least preferred. In performing the alternative site analysis required by WC 4.801(.03), an applicant will prioritize the proposed SWF location as listed in (a) through (e) below. SWF are strongly discouraged in residential zones. The applicant must clearly demonstrate the necessity to install in the residential zones before being permitted. The following zones are as defined in WC Chapter 4.

    a. Industrial Zones, except residential areas within the industrial zones.
    b. Arterials and collector street right-of-ways.
    c. Public Facility Zones.
    d. Commercial Zones, except residential areas within the commercial zones.
    e. Residential Zones.

2. SWF are not allowed on decorative streetlights (including but not limited to Westbrooke, Town and Country, Acorn). SWF may be installed on shoe box style and cobra head style streetlights. Any other applications for collocation within the ROW must be approved, in writing, by the City. For safety, the provider may be required to replace existing streetlights poles, at the provider's expense, if the City Engineer determines that placement on an existing pole is a safety risk or a maintenance issue.

    a. Where a comprehensive streetlight design standard exists along a street where a SWF is proposed, the SWF must meet the design standards of the adopted streetlight design.

    b. When the City adopts a comprehensive streetlight design change along a street or in a neighborhood where an existing SWF exists, the owner of the SWF must coordinate with the City to remove its SWF and, if desiring to continue to provide a SWF in the same general location, must re-apply to the City for a new SWF either collocated or on a standalone pole as provided in these Design Standards and WC 4.800-4.814.

        i. In such circumstances, Planning Application Review Fees and Technical Design Review Fees will be waived by the City.

        ii. A new pole will be provided at the City's expense that meets the new design standards and the SWF owner will be responsible to relocate the SWF to the new pole.

    c. The City will make a good faith effort to notify an owner of a collocated SWF or an applicant for a future collocated SWF of any prospective or known streetlight design changes, but is not liable for failure to notify the owner or applicant.

3. The applicant must provide documentation from a licensed Professional Engineer specializing in Radio Frequency Engineering, that an installation will not interfere with City public safety radio systems, traffic signal, emergency signal control devices, radio read water meters, Supervisory Control And Data Acquisition (SCADA) systems, smart lights or any other unforeseen interferences. Interference with previously permitted private systems is also not allowed unless otherwise negotiated and agreed to, in writing, with the private provider.

4. No SWF installations will be permitted within 50' of a signalized intersection as measured from the nearest signal pole.

5. Any SWF installations proposed within 50' of a fire station must receive prior written approval from Tualatin Valley Fire and Rescue.

6. Any new pole installations for use by a SWF must not impede any other functional capacity or capability of the adjacent right way or private property (i.e. poles must be

located so not to impede storm water flow or treatment, impair the ability of an owner to effectively and efficiently maintain their property).

7. SWF shall not be located in stormwater treatment facilities.

Wood Pole Requirements

1. SWFs cannot be attached to wood poles located in the Wilsonville Old Town neighborhood because the attachments are not consistent with the unique historical aesthetics and pose safety risks to pedestrians or vehicle traffic.

2. In the case of wooden poles, all external conduits, conduit attachments, cables, wires and other connectors must be concealed from public view in a strand-mounted shroud.

3. Equipment attachments to wood poles must be bolted to the pole or installed using stainless steel banding straps.

4. SWF can only attach to allowed existing wooden poles. Applicants are not allowed to install new wooden poles within the City.

5. If an existing overhead utility is placed underground, the owner of the SWF must coordinate with the utility to remove its SWF and, if desiring to continue to provide a SWF in the same general location, must re-apply to the City for a new SWF either collocated or on a standalone pole as provided in these Design Standards and WC 4.800-4.814. All City fees will apply to any such reapplication.

Freestanding Pole Requirements

1. All SWF equipment, excluding the cantenna, shall be housed internal to an equipment cabinet in the base of the pole or undergrounded. SWF equipment cannot be strapped or attached to the outside of any pole.

2. Freestanding poles shall not be located along the frontage of any building that is deemed a historic building under a federal, state, or local law designation.

3. Freestanding poles must be located at least 250’ from any other freestanding pole regardless of provider or owner.

4. Freestanding poles shall have the same aesthetic appearance, i.e. color, material, pole design, as the nearest pole located within the prospective area, excluding wood poles, unless otherwise approved, in writing, by the City.

Freestanding Poles in Residential Areas

1. When and where allowed due to coverage necessity, Freestanding poles shall be located on corners or along property lines between lots and at least five feet (5’) from any

driveways, curb cuts or other access points, unless otherwise approved, in writing, by the City.

Freestanding Poles in Commercial and Industrial Areas

1. Freestanding poles shall not be located in front of storefront windows, primary walkways, primary business entrances or exits, or in such a way that would impede deliveries to the business.

2. New freestanding poles installations may be in alignment with existing trees.

3 Deployment Examples

Below are examples of some appropriate and inappropriate SWF deployments, based on these Design Standards.

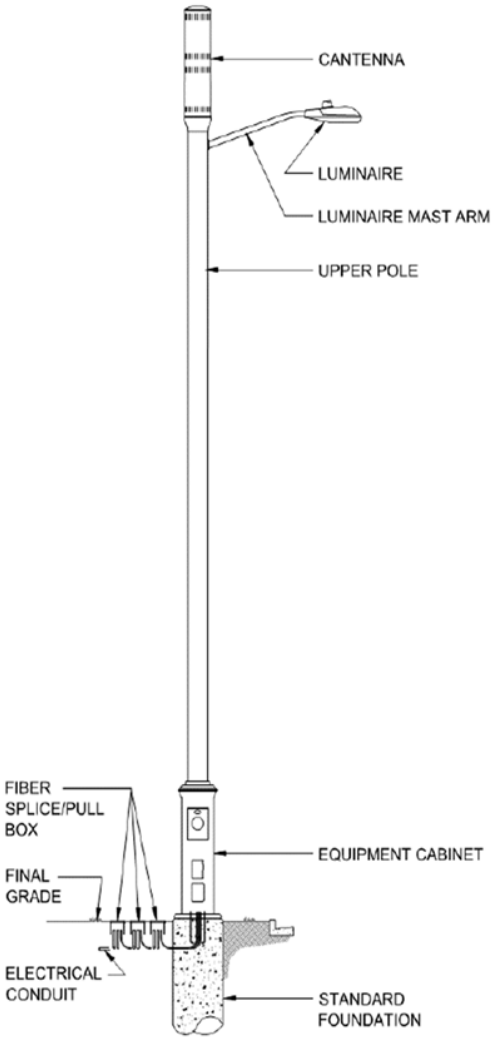
Appropriate Deployments

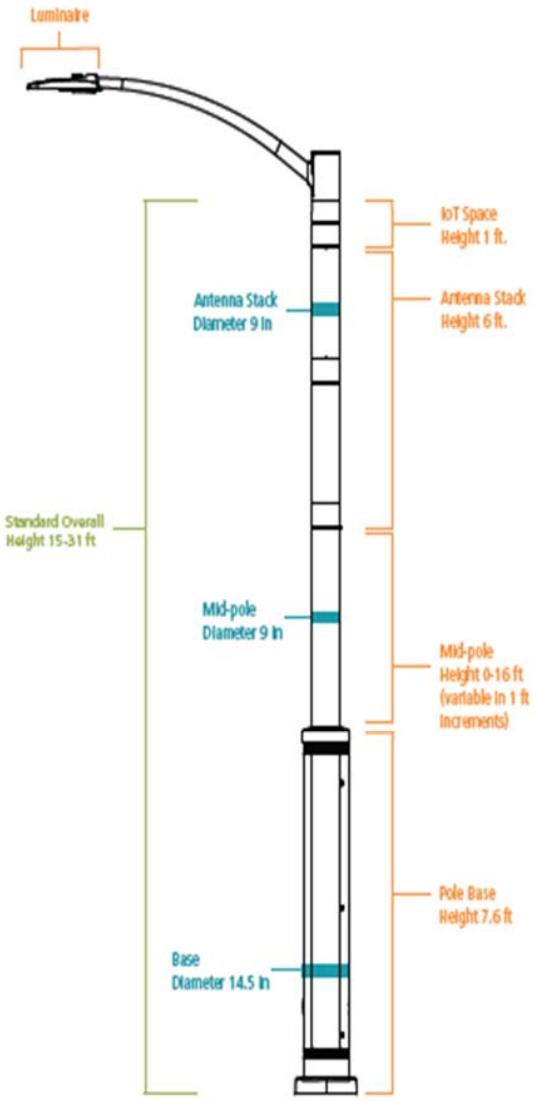
Collocations

Cobra Head Light Pole

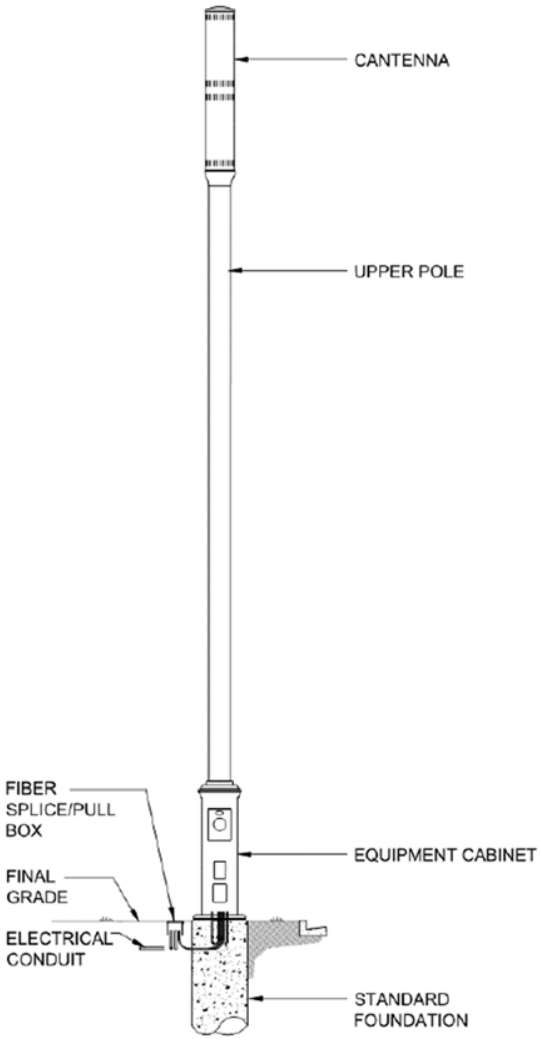
Shoe Box Light Pole

SWF Collocation on Cobra Head Light Pole

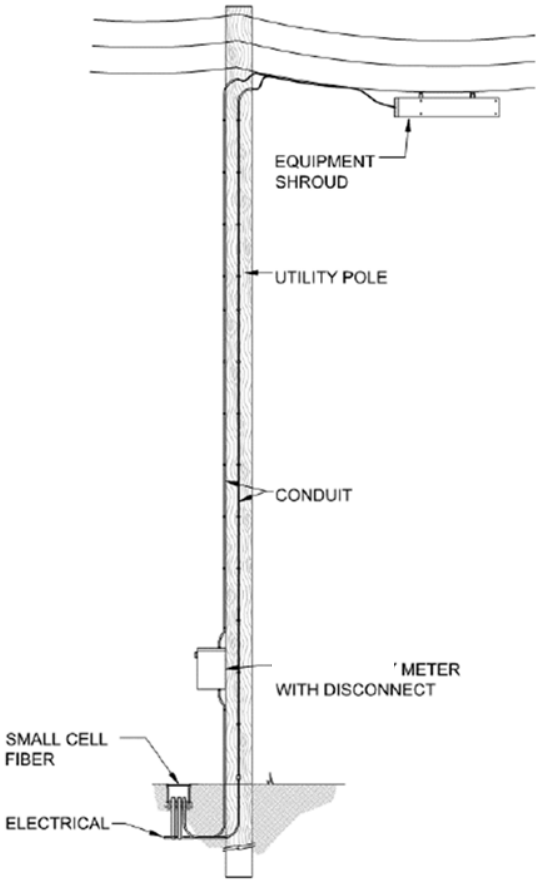




Freestanding Pole



Wood Pole



Locations

Residential Zone (if allowed)

Streetscape

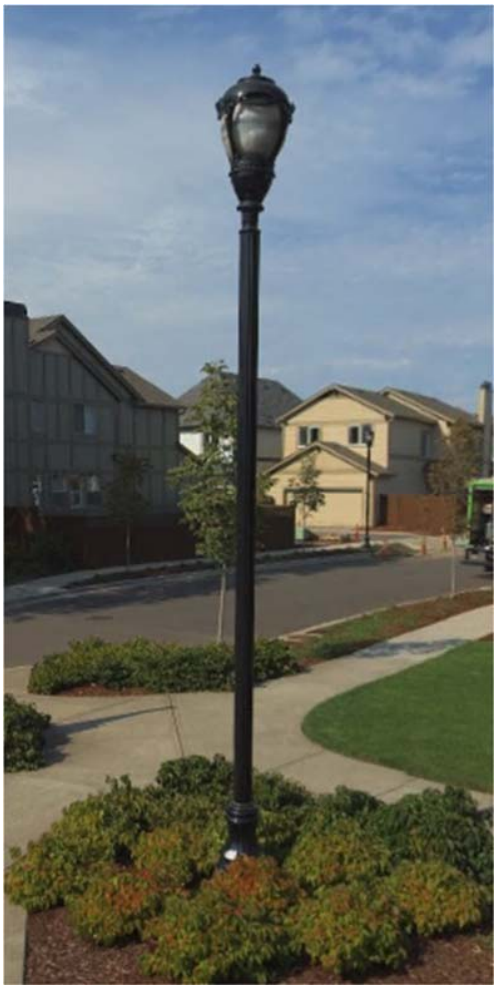
Commercial Zone

Inappropriate Deployments

No SWFs on Decorative Light Poles

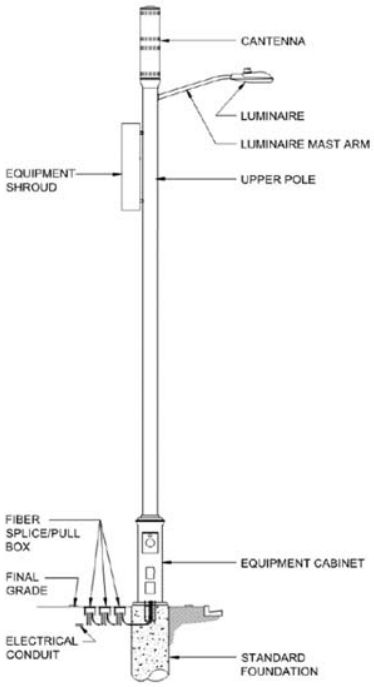
Town and Country

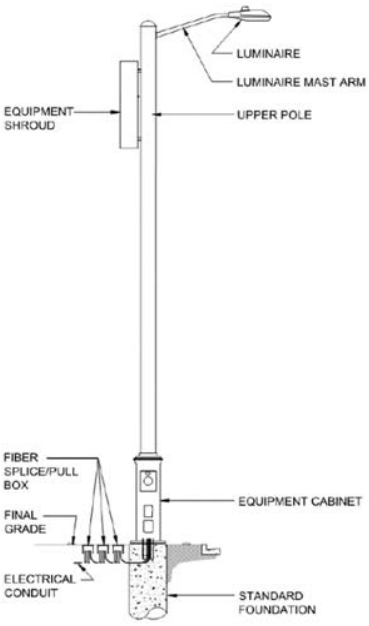
Acorn



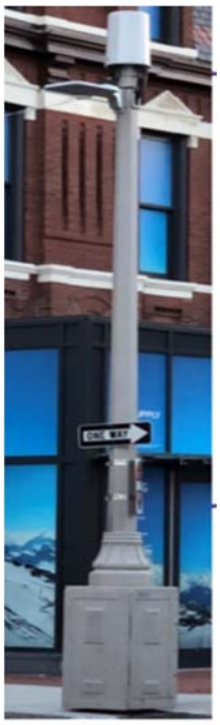
Westbrooke

Visible Equipment Shroud

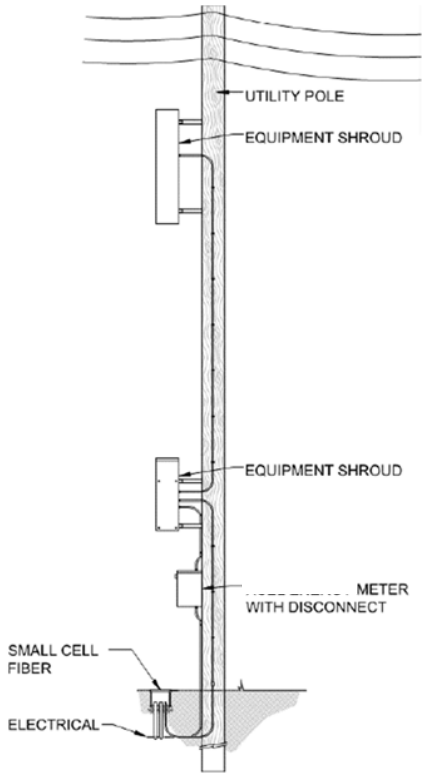




Ground Mounted Equipment



Wood Pole


UTILITY POLE
EQUIPMENT SHROUD
EQUIPMENT SHROUD
METER
WITH DISCONNECT
SMALL CELL
FIBER
ELECTRICAL

ATTACHMENT

City of Wilsonville
Small ~~Cell~~Wireless Facility Infrastructure Design Standards

Community Development Department
29799 SW Town Center Loop East
Wilsonville, OR 97070

January 2019

Table of Contents

1 Background and Purpose

The purpose of this document is to establish design guidelines for installing small ~~cell~~wireless facility equipment and poles in the City of Wilsonville's public right-of-way.

On September 26, 2018, the Federal Communications Commission ("FCC") passed regulations regarding the installation of small wireless facilities~~.~~ ("SWF"). As a result, the City of Wilsonville ("City") has been contacted by ~~numerous~~ providers and ~~infrastructure~~other third party companies with requests to locate small wireless technologies in the City's public ~~right~~rights-of-~~ways~~way ("ROW"). The installation of these ~~small wireless facilities~~SWF will provide cellular and data coverage within the City to supplement the provider's wireless network. ~~New small wireless facilities will~~New SWF are intended to improve the provider's ability to meet current and future wireless needs and advance smart cities initiatives and economic development objectives.

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The City requires network providers and their vendors and manufacturers to consider the placement aesthetics of the existing streetlights and neighborhoods adjacent to proposed ~~small wireless facility~~SWF locations prior to submitting ~~its~~an application to the City. New ~~small wireless facilities~~SWF must match existing streetlight aesthetics ~~when~~that apply to the area where the SWF is being installed ~~in an Overlay Zone or Residential Zone with unique streetlight assemblies. Unique assemblies may include mast arms, decorative poles, pole bases, architectural luminaires, mounting heights, material type, finishes and pole colors that deviate from these~~. Any SWF design ~~standards. The City must provide written approval all small wireless facility installations; unique assemblies. Any small wireless facility design~~ that

deviates from these ~~design standards~~Design Standards must receive individual written approval from the City's Planning Director.

~~-~~Three ~~different~~ types of ~~small wireless facility~~SWF installations are permitted within the City's ROW. These types include: 1) new freestanding installations; 2) replacement or retrofit of existing poles to combination ~~small wireless facility~~SWF and streetlight; and 3) ~~small wireless facility~~SWF attachments to existing wooden utility poles and lines~~. Unless otherwise specifically indicated, where City~~ (*but see* caveat for removal and undergrounding requirements on page 8 below). All SWFs are subject to approval ~~is required, such approval shall be within~~by the ~~sole discretion of~~City. In addition to compliance with these Design Standards, City Public Works Standards and City Code, any provider who installs a SWF in the City~~.~~ right-of-way or on City owned equipment will be required to enter into a lease agreement with the City.

2 Design Elements

To aid in minimizing visual impacts to the community~~, small cell~~ and meet safety requirements, SWF equipment must be placed as follows:

General Requirements

1. ~~Small wireless facility~~All SWF deployments must be consistent with the City's Public Works Standards or as approved by the City Engineer.

2. Flashing lights will not be allowed, except where required by law.

3. Where required by law, any identification tags or placards placed on the structure shall be no greater than 4" X 6". Other than the identification required by law or by City standards, no other tags or placards shall be placed on the structures.

    a. SWF must include signage that accurately identifies the equipment ~~must be~~ owner/operator, the owner/operator's site name or identification number and a toll free number to the owner operator's network operations and emergency center.

    b. SWF must include signage required by law. Radio Frequency (RF) notification signs must be placed where appropriate, and not at pedestrian eye level, unless required by the FCC or other regulatory agencies.

4. SWF must not damage street trees. If pruning is required, the City must be notified of the requested pruning and if the pruning is allowed, it must be conducted consistent with ISA Arboricultural standards and under the supervision of a licensed arborist, approved, in writing, by the City, and at the telecommunication company's expense.

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4. All cables, wires and other connectors must be routed through conduits located within the pole, except in the case of a wooden pole, which is described below.

    a. Underground Utility Infrastructure:

        i. All structures and their components must maintain the following minimum separation distance:

            1) 5 linear feet from water lines and meters;
            2) 10 linear feet from fire hydrants;
            3) 5 linear feet from storm and sanitary sewer lines;
            4) 1 linear foot from telecommunications equipment;
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        ii. Any structures that deviate from these distances, must receive individual written approval from the City, which may be granted or denied in the City's sole discretion unless such denial would have the effect of unreasonably precluding coverage to an area.

iii. No structure or its components are allowed to be located in a public pipeline easement, unless otherwise approved, in writing by the City in its sole discretion.

5. All structures and components must be designed for a minimum 155 mph wind velocity, in accordance with AASHTO's Standard Specifications for Structural Supports for Highways Signs, Luminaires and Traffic Signals.

City employees, contractors hired by the City, and utility providers must have the ability and right to easily shut off radio signals and power while working on poles. The applicant must assure that a clear, simple and accessible disconnect is provided.

6. ~~The~~An emergency response contact name and number for the provider must be provided.

a. Each streetlight pole must be wired with a breakaway fused connector of proper capacity rating. The fused connector shall be located in the equipment cabinet within the pole. If the streetlight has no equipment cabinet, the fused connector shall be located in the pole at the hand hole.

~~5.~~7. The SWF antenna shall be contained in a cantenna. A "cantenna" is an antenna housed in a cylindrical enclosure (see examples on pages 11 and 12 below). The cantenna must be mounted directly ~~on~~at the top or on top of the pole. A ~~tapered~~smooth transition between the upper pole and cantenna is required. The cantenna should be a maximum of 14" diameter and should not exceed 48" in height.

~~6. The City reserves the right to attach any signs (such as no parking signs) to any poles utilized as small wireless facilities within the public ROW that the City deems appropriate, in its sole discretion.~~

~~7. Small wireless facilities shall not be placed on decorative streetlights (including but not limited to Westbrooke, Town and Country, Acorn). Small wireless facilities may only be installed on shoe box lights style and cobra style streetlights. Type. Any other applications must be approved, in writing, by the City.~~

~~8. Small wireless facilities shall not be located in stormwater treatment facilities.~~

~~9. Flashing lights shall not be installed. Where required by law, any stickers placed on the structure shall be limited to fur by six inches. Other than those stickers required by law or by City standards, no stickers shall be placed on the structures.~~

~~10. Small wireless facilities shall not damage street trees. If pruning is required, the City must be notified of the requested pruning and if the pruning is allowed, it must be conducted consistent with ISA Arboricultural standards and under the supervision of a license arborist and at the telecommunication company's expense.~~

~~11. Fans shall not be installed to the maximum extent possible.~~

General Requirements for Collocation/Replacement Poles

1. All SWF collocated on streetlight poles must remain the same height as the current pole, excluding the height of the cantenna.

2. All SWFs collocated on City streetlights are subject to the indemnification provision found in WC 4.813(.05), in addition to any and all other requirements contained within WC 4.800-4.814 and the specific lease agreement.

General Requirements Regarding Location

~~12.~~1. The City encourages ~~small wireless facilities~~SWF to be installed in the following locational order, from most preferred to least preferred. ~~The~~ In performing the alternative site analysis required by WC 4.801(.03), an applicant ~~must~~will prioritize the proposed SWF location as listed in (a) through (e) below. SWF are strongly discouraged in residential zones. The applicant must clearly demonstrate the necessity to install in the residential zones before being permitted. The following zones are as defined in WC Chapter 4.

a. Industrial ~~zones~~Zones, except residential areas within the industrial zones.
b. Arterials and ~~collectors~~collector street right-of-ways.
c. Public Facility ~~zones~~Zones.
d. Commercial ~~zones~~Zones, except residential areas within the commercial zones.
e. Residential ~~zones~~Zones.

2. SWF are not allowed on decorative streetlights (including but not limited to Westbrooke, Town and Country, Acorn). SWF may be installed on shoe box style and cobra head style streetlights. Any other applications for collocation within the ROW must be approved, in writing, by the City. For safety, the provider may be required to replace existing streetlights poles, at the provider's expense, if the City Engineer determines that placement on an existing pole is a safety risk or a maintenance issue.

a. Where a comprehensive streetlight design standard exists along a street where a SWF is proposed, the SWF must meet the design standards of the adopted streetlight design.

b. When the City adopts a comprehensive streetlight design change along a street or in a neighborhood where an existing SWF exists, the owner of the SWF must coordinate with the City to remove its SWF and, if desiring to continue to provide a SWF in the same general location, must re-apply to the City for a new SWF either collocated or on a standalone pole as provided in these Design Standards and WC 4.800-4.814.

i. In such circumstances, Planning Application Review Fees and Technical Design Review Fees will be waived by the City.

ii. A new pole will be provided at the City's expense that meets the new design standards and the SWF owner will be responsible to relocate the SWF to the new pole.

c. The City will make a good faith effort to notify an owner of a collocated SWF or an applicant for a future collocated SWF of any prospective or known streetlight design changes, but is not liable for failure to notify the owner or applicant.

~~13.~~3. The applicant must provide documentation from a licensed Professional Engineer specializing in Radio Frequency Engineering, that an installation will not interfere with City public safety radio systems, traffic signal, emergency signal control devices, radio read water meters, Supervisory Control And Data Acquisition (SCADA) systems~~),~~, smart lights or any other unforeseen interferences. Interference with previously permitted private systems is also not allowed unless otherwise negotiated and agreed to, in writing, with the private provider.

4. No ~~small cell~~SWF installations will be permitted within 50' of a signalized intersection~~.~~ ~~No small cell~~ as measured from the nearest signal pole.

~~14.~~5. Any SWF installations ~~will be permitted~~proposed within 50' of a fire ~~or police~~ station must receive prior written approval from Tualatin Valley Fire and Rescue.

~~15.1. All structures and components must be designed for a minimum 155 mph wind velocity, in accordance with AASHTO's Standard Specifications for Structural Supports for Highways Signs, Luminaires and Traffic Signals.~~

~~16. Small wireless facilities must include signage that accurately identifies the equipment owner/operator, the owner/operator's site name or identification number and a toll free number to the owner operator's network operations center. This sticker may not exceed 4 x 6 inches in size.~~

~~17. Small wireless facilities must include signage required by law unless expressly approved by the City. Radio Frequency (RF) notification signs shall be placed where appropriate, and not at pedestrian eye level, unless required by the FCC or other regulatory agencies.~~

~~18. City workers and contractors must have the ability and right to easily shut off radio signals and power while working on poles. The applicant must assure that a clear, simple and accessible disconnect is provided. If the disconnect is not easy and accessible the provider will be required to immediately respond to the scene and disconnect. An emergency response contact name and number must be provided.~~

~~19.~~6. Any new pole installations for use by a SWF must not impede any other functional capacity ~~of~~or capability of the adjacent right way or private property (i.e. poles must be located so not ~~impeded~~to impede storm water flow or treatment, impair the ability of an owner to effectively and efficiently maintain their property).

7. SWF shall not be located in stormwater treatment facilities.

Wood Pole Requirements

1. SWFs cannot be attached to wood poles located in the Wilsonville Old Town neighborhood because the attachments are not consistent with the unique historical aesthetics and pose safety risks to pedestrians or vehicle traffic.

~~1.~~2. In the case of wooden poles, all external conduits, conduit attachments, cables, wires and other connectors must be concealed from public view in a strand-mounted shroud.

~~2.~~3. Equipment attachments to wood poles must be bolted to the pole or installed using stainless steel banding straps.

~~3.~~4. ~~Applicants~~SWF can only attach to allowed existing wooden poles. Applicants ~~will~~are not ~~be permitted~~allowed to install new wooden poles within the City.

5. If an existing overhead utility is placed underground, the owner of the SWF must coordinate with the utility to remove its SWF and, if desiring to continue to provide a SWF in the same general location, must re-apply to the City for a new SWF either collocated or on a standalone pole as provided in these Design Standards and WC 4.800-4.814. All City fees will apply to any such reapplication.

Freestanding Pole Requirements

~~1. Installation of freestanding small wireless facilities shall not be within sight lines at corners and driveways in the City's public right-of-way.~~

~~2.~~1. All ~~small wireless facility~~SWF equipment, excluding the ~~antenna~~cantenna, shall be housed internal to an equipment cabinet ~~at~~in the base of the pole or undergrounded. ~~Provider~~SWF equipment ~~must not~~ cannot be strapped or attached to the outside of ~~the~~any pole.

~~3.~~2. Freestanding poles shall not be located along the frontage of any building that is deemed a historic building under a federal, state, or local law ~~or~~ designation.

~~**Freestanding Poles in Residential Areas:**~~

~~1.~~ Freestanding poles ~~shall~~must be located ~~on corners or along property lines between lots and~~ at least ~~five feet (5') from any driveways, curb cuts or other access points.~~

~~2.~~3. ~~Freestanding poles shall be located at least~~ 250' from any other freestanding ~~poles~~pole regardless of provider or owner.

~~3.~~4. Freestanding poles shall have the same aesthetic appearance, i.e. color, material, pole design, as the nearest pole located within the prospective area, excluding wood poles, unless otherwise approved, in writing, by the City.

Freestanding Poles in Residential Areas

1. When and where allowed due to coverage necessity, Freestanding poles shall be located on corners or along property lines between lots and at least five feet (5') from any driveways, curb cuts or other access points, unless otherwise approved, in writing, by the City.

Freestanding Poles in Commercial and Industrial Areas~~:~~

1. Freestanding poles shall not be located in front of storefront windows, primary walkways, primary business entrances or exits, or in such a way that would impede deliveries to the business.

2. ~~Freestanding~~ New freestanding poles installations may be in alignment with existing trees.

3 Deployment Examples

Below are examples of some appropriate and inappropriate SWF deployments, based on these Design Standards.

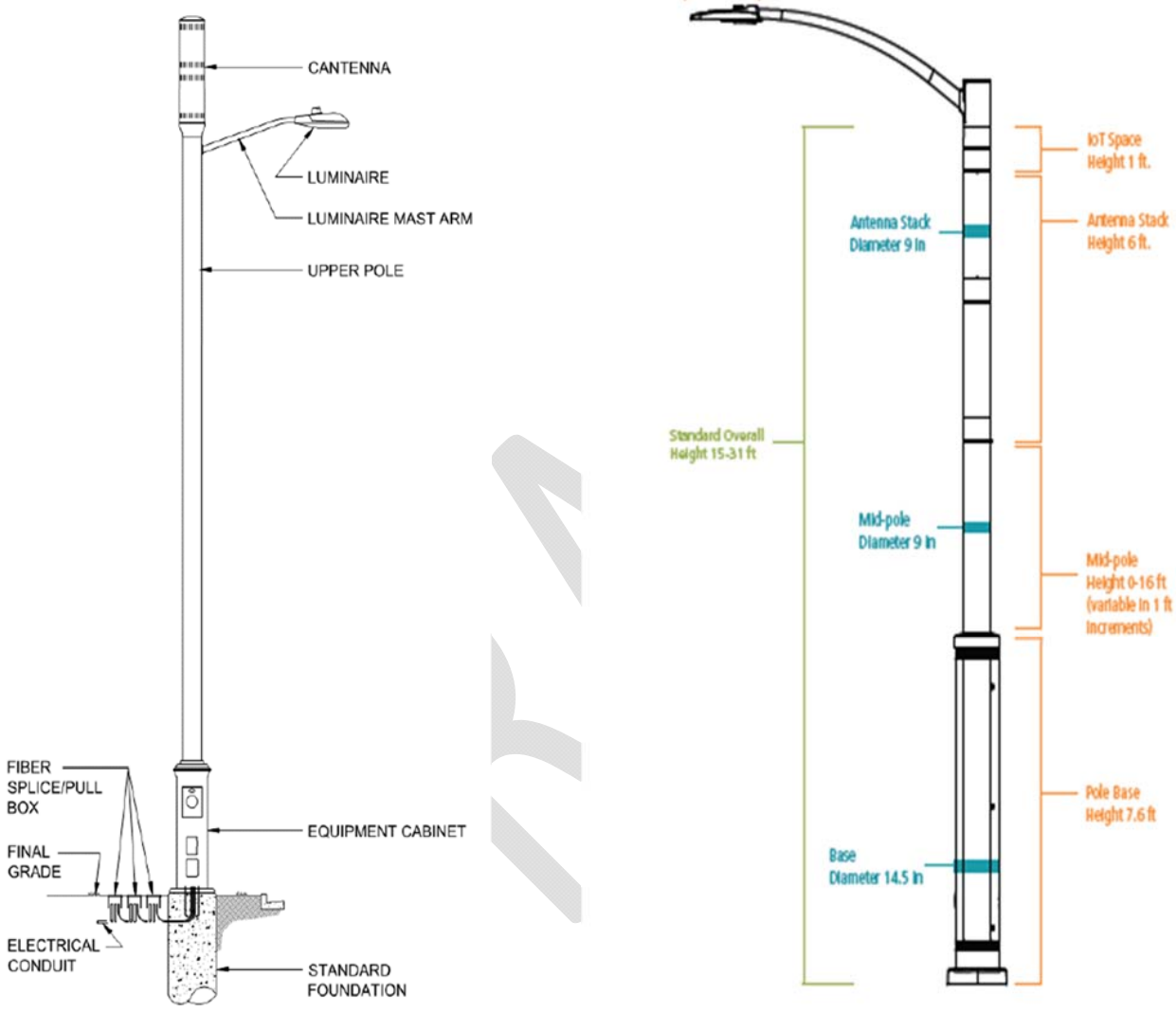
Appropriate Deployments

Collocations

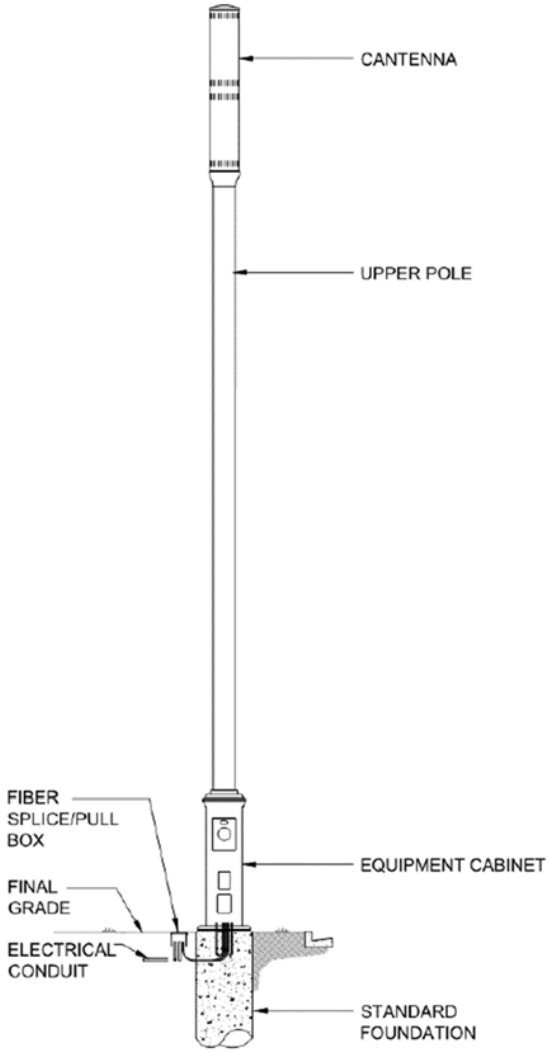
Cobra Head Light Pole

Shoe Box Light Pole

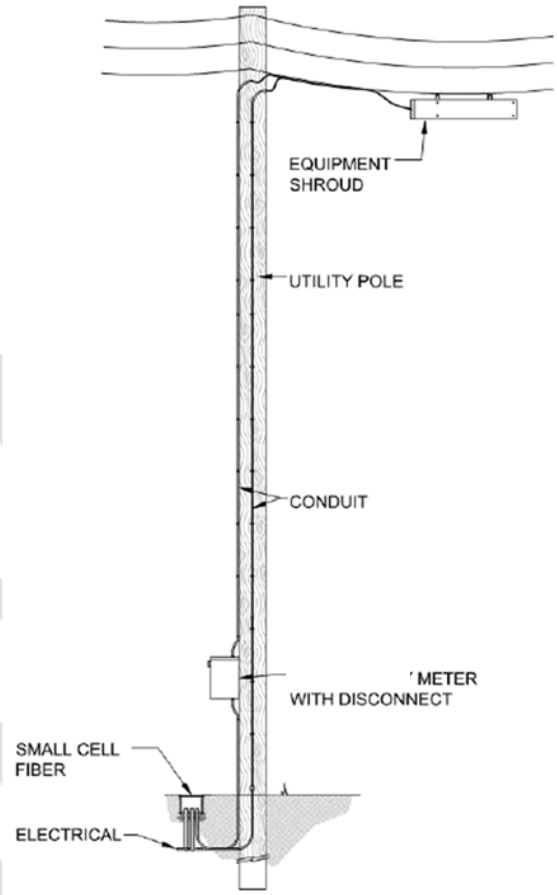
SWF Collocation on Cobra Head Light Pole



Freestanding Pole



Wood Pole



Locations

Residential Zone——————— (if allowed)

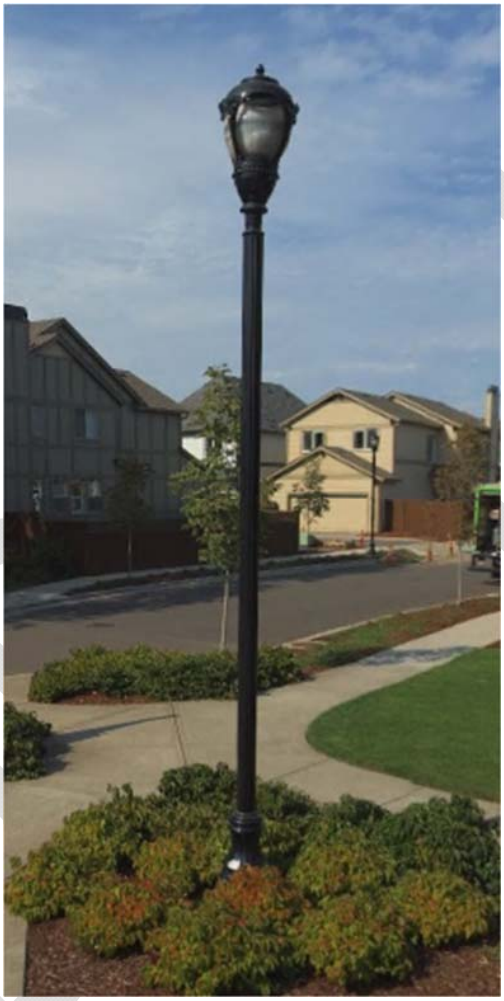
Streetscape

Commercial Zone

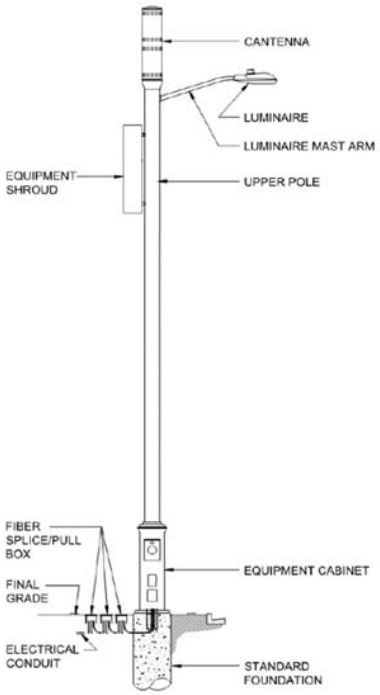
Inappropriate Deployments

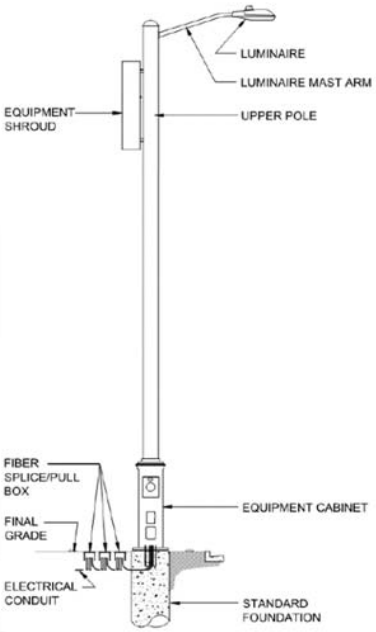
No SWFs on Decorative Light Poles

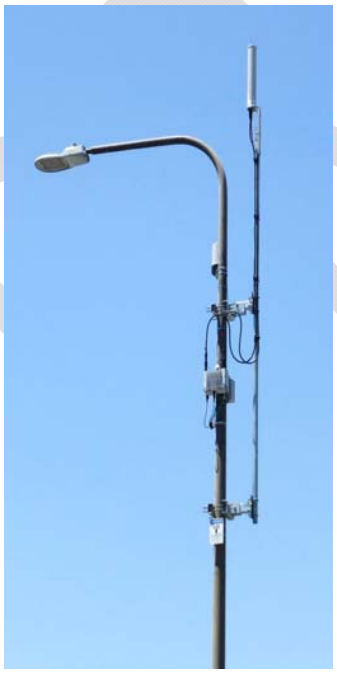
Town and Country | Acorn | Westbrooke



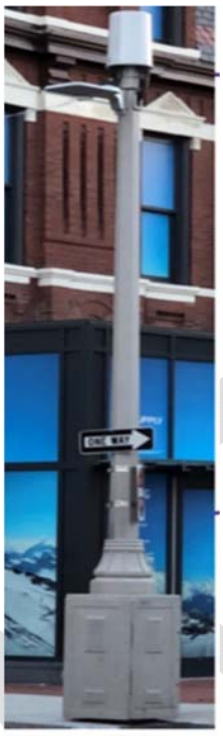
Visible Equipment Shroud



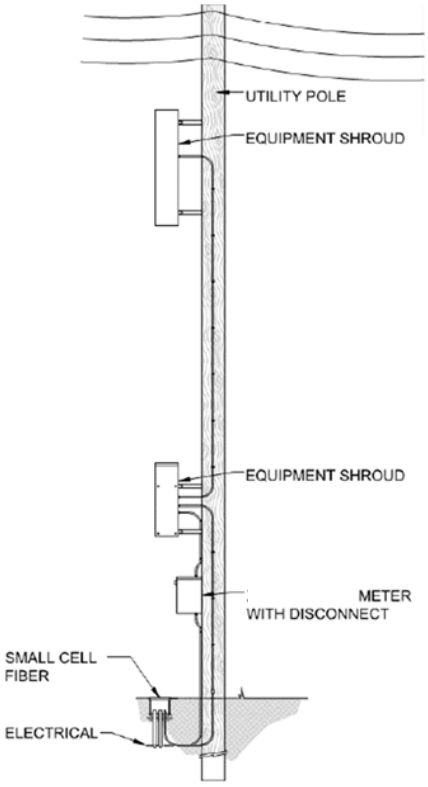




Ground Mounted Equipment



Wood Pole



Ordinance No. 830
Zone Map Amendment
Villebois Phase 5 North "Clermont"

INDEX of RECORD

1. City Council Staff Report for December 17, 2018 Meeting

2. Council Exhibit A, Ordinance No. 830: Zone Map Amendment for the subject territory

3. Council Exhibit A, Attachment 1: Zoning Order DB18-0049 including legal description and sketch depicting zone map amendment

4. Council Exhibit A, Attachment 2: Zone Map Amendment Findings

5. Council Exhibit A, Attachment 3: Development Review Board Panel 'B' Resolution No. 359 recommending approval of the Zone Map Amendment

6. Council Exhibit B: Amended and Adopted Staff Report and DRB Recommendation

CITY COUNCIL MEETING
STAFF REPORT

Meeting Date: January 7, 2019	**Subject: Ordinance No. 830** – 2nd Reading Zone Map Amendment for Clermont subdivision / Regional Park 6 in Villebois. **Staff Member:** Daniel Pauly AICP, Senior Planner **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☒ Motion ☒ Public Hearing Date: December 17, 2018 ☒ Ordinance 1st Reading Date: December 17, 2018 ☒ Ordinance 2nd Reading Date: January 7, 2019 ☐ Resolution ☐ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☒ Approval ☐ Denial ☐ None Forwarded ☐ Not Applicable **Comments:** Following their review at the November 26, 2018 meeting, Development Review Board Panel B, unanimously recommended approval of a Zone Map Amendment for the subject property. The DRB also approved with conditions, contingent on the zone map amendment, a Specific Area Plan Amendment, Preliminary Development Plan, Final Development Plan, Tentative Subdivision Plat, Type C Tree Removal Plan, and Abbreviated SRIR, copies of which are included for reference.
Staff Recommendation: Staff recommends that City Council adopt Ordinance No. 830.	
Recommended Language for Motion: I move to approve Ordinance No. 830 on the second reading.	
Project / Issue Relates To:	

☐Council Goals/Priorities	☒Adopted Master Plan(s): Villebois Village Master Plan	☐Not Applicable

ISSUE BEFORE COUNCIL:

Approve, modify, or deny Ordinance No. 830 to rezone 25.69 acres from Exclusive Farm Use (EFU) to Village in the north central portion of Villebois from 110th Avenue to the Calais East Subdivision, south of Tooze Road to Berlin Avenue to enable development of the Clermont subdivision and Regional Park 6 (RP-6).

EXECUTIVE SUMMARY:

The proposal rezones the property to Village (V), which is the zoning designation designed for the entirety of Villebois, concurrently with plans for development of single-family homes and parks and open space including RP-6. Based on citizen input to the Council regarding the DRB decision, staff worked with the applicant to save additional trees in the vicinity of Tract W resulting in the reduction of two lots (lots 64 and 65 as shown on the DRB approved tentative plat). Staff will process an Administrative Review following the Council adoption of the Zone Map Amendment to codify the changes that were proposed by Polygon Northwest at the December 3, 2018 Council meeting.

EXPECTED RESULTS:

Adoption of Ordinance No. 830 as recommend by staff and the Development Review Board.

TIMELINE:

The Zone Map Amendment will be in effect 30 days after ordinance adoption on second reading.

CURRENT YEAR BUDGET IMPACTS:

None.

FINANCIAL REVIEW / COMMENT:

Reviewed by: CAR Date: 12/11/2018

LEGAL REVIEW / COMMENT:

Reviewed by: ARGH Date: 12/12/2018

COMMUNITY INVOLVEMENT PROCESS:

Staff sent the required public hearing notices for the zone map amendment. Additional testimony/dialogue occurred with community members at the December 3, 2018 Council meeting under Citizen Input.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The Ordinances will provide:

- Continued build-out of the Villebois Master Plan
- Expanded Property Tax Base
- Expanded recreational opportunities

ALTERNATIVES:

The alternatives are to approve or deny the zone map amendment request.

CITY MANAGER COMMENT:
N/A

ATTACHMENTS:
A. Exhibit A – Zone Map Amendment Ordinance No. 830

1. Attachment 1 - Zoning Order DB18-0049 including legal description and sketch depicting zone map amendment
2. Attachment 2 - Zone Map Amendment Findings
3. Attachment 3 - DRB Resolution No. 359 recommending approval of Zone Map Amendment

B. Exhibit B – Amended and Adopted Staff Report and DRB Recommendation

Exhibit A

ORDINANCE NO. 830

AN ORDINANCE OF THE CITY OF WILSONVILLE APPROVING A ZONE MAP AMENDMENT FROM THE CLACKAMAS COUNTY EXCLUSIVE FARM USE (EFU) ZONE TO THE VILLAGE (V) ZONE ON APPROXIMATELY 25.69 ACRES IN THE NORTH CENTRAL PORTION OF VILLEBOIS FROM 110TH AVENUE TO CALAIS EAST SUBDIVISION, SOUTH OF TOOZE ROAD TO BERLIN AVENUE; THE LAND IS MORE PARTICULARLY DESCRIBED AS TAX LOTS 7200, 7290, 7300, 7400, 7500, AND 7600, SECTION 15AB, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CLACKAMAS COUNTY, OREGON. POLYGON WLH LLC, APPLICANT.

WHEREAS, certain real property described in **Attachment 1** attached hereto and incorporated herein ("Property") is within the Villebois Village Master Plan area; and

WHEREAS, the City of Wilsonville desires to have the Property zoned consistent with the Wilsonville Comprehensive Plan Map designation of "Residential-Village" rather than maintain the current Clackamas County zoning designations, as has been done for the rest of the land as it developed within the Villebois Village Master Plan area; and

WHEREAS, the City of Wilsonville Planning Staff analyzed the Zone Map Amendment request and prepared a staff report for the Development Review Board, finding that the application met the requirements for a Zone Map Amendment and recommending approval of the Zone Map Amendment, which staff report was presented to the Development Review Board on November 26, 2018; and

WHEREAS, the Development Review Board Panel 'B' held a public hearing on the application for a Zone Map Amendment, among other requests, on November 28, 2018, and after taking public testimony and giving full consideration to the matter, adopted Resolution No. 359 attached hereto and incorporated herein as **Attachment 3**, which recommends City Council approval of the Zone Map Amendment request (Case File DB18-0049) and adopts the staff report with findings and recommendation, all as placed on the record at the hearing; and

WHEREAS, on December 17, 2018, the Wilsonville City Council held a public hearing regarding the above described matter, wherein the City Council considered the full public record made before the Development Review Board, including the Development Review Board and City Council staff reports; took public testimony; and, upon deliberation, concluded that the proposed Zone Map Amendment meets the applicable approval criteria under the City of Wilsonville Development Code;

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

1. The City Council adopts, as findings and conclusions, the forgoing Recitals and the Zone Map Amendment Findings in **Attachment 2**, as if fully set forth herein.
2. The official City of Wilsonville Zone Map is hereby amended by Zoning Order DB18-0049, attached hereto as Attachment 1, from the Clackamas County Exclusive Farm Use (EFU) Zone to the Village (V) Zone.

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting thereof on the 17th day of December, 2018, and scheduled for a second reading at a regular meeting of the Council on the 7th day of January, 2019, commencing at the hour of 7:00 P.M. at Wilsonville City Hall.

_____
Kimberly Veliz, City Recorder

ENACTED by the City Council on the 7th day of January, 2019 by the following votes:

Yes: ___ No: ___

_____
Kimberly Veliz, City Recorder

DATED and signed by the Mayor this _____ day of January, 2019.

_____
TIM KNAPP, Mayor

SUMMARY OF VOTES:
Mayor Knapp
Councilor Stevens
Councilor Lehan
Councilor Akervall
Councilor West

Exhibit A

Attachments:

1. Attachment 1 – Zoning Order DB18-0049 including legal description and sketch depicting zone map amendment
2. Attachment 2 – Zone Map Amendment Findings
3. Attachment 3 – DRB Resolution No. 359 recommending approval of Zone Map Amendment

Ordinance No. 830 Attachment 1

**BEFORE THE CITY COUNCIL OF
THE CITY OF WILSONVILLE,
OREGON**

In the Matter of the Application of Polygon WLH LLC for a Rezoning of Land and Amendment of the City of Wilsonville Zoning Map Incorporated in Section 4.102 of the Wilsonville Code.	))))))	**ZONING ORDER DB18-0049**

The above-entitled matter is before the Council to consider the application of DB18-0049, for a Zone Map Amendment and an Order, amending the official Zoning Map as incorporated in Section 4.102 of the Wilsonville Code.

The Council finds that the subject property ("Property"), legally described and shown on the attached legal description and sketch, has heretofore appeared on the Clackamas County zoning map Exclusive Farm Use (EFU).

The Council having heard and considered all matters relevant to the application for a Zone Map Amendment, including the Development Review Board record and recommendation, finds that the application should be approved.

THEREFORE IT IS HEREBY ORDERED that The Property, consisting of approximately 16 acres on the north side of Boeckman Road just west of Stafford Road comprising tax lots 7200, 7290, 7300, 7400, 7500, and 7600, Section 15AB, as more particularly shown and described in the attached legal description and sketch, is hereby rezoned to Village (V), subject to conditions detailed in this Order's adopting Ordinance. The foregoing rezoning is hereby declared an amendment to the Wilsonville Zoning Map (Section
4.102 WC) and shall appear as such from and after entry of this Order.

Dated: This 17th day of December, 2018.

_____
TIM KNAPP, MAYOR

APPROVED AS TO FORM:

_____
Barbara A. Jacobson, City Attorney

Ordinance No. 830 Attachment 1

ATTEST:

_____
Kimberly Veliz, City Recorder

Attachment: Legal Description and Sketch Depicting Land/Territory to be Rezone

EXHIBIT A

Pacific Community Design

LEGAL DESCRIPTION
Zone Change
Clermont
3 1 W 15AB 7200, 7290, 7300, 7400, 7500, and 7600

Parcels I, II, and III, of the land described in Document Nos. 91-08202 and 91-08203, Clackamas County Deed Records, in the Northeast Quarter of Section 15, Township 3 South, Range 1 West, Willamette Meridian, City of Wilsonville, Clackamas County, State of Oregon, more particularly described as follows:

BEGINNING at the North quarter-corner of said Section 15;

thence along the North line of Samuel B. Franklin Donation Land Claim No. 50, South 88°35' 17" East, a distance of 1226.19 feet to the northeast corner of said Samuel B. Franklin Donation Land Claim No. 50;

thence along the East line of said Samuel B. Franklin Donation Land Claim No. 50, South 01°35' 01" West, a distance of 909.38 feet to a point on the northerly plat line of "Tonquin Meadows";

thence along the northerly plat line of "Tonquin Woods at Villebois No. 6", "Tonquin Meadows", "Fir Terrace", and "Calais East at Villebois", North 88°34' 00" West, a distance of 1235.31 feet to a point on the easterly plat line of "Calais East at Villebois";

thence along said easterly plat line, and its extension, North 02°09' 29" East, a distance of 909.00 feet to the POINT OF BEGINNING.

Containing 25.687 acres, more or less.

Basis of bearings being plat of "Calais East at Villebois", Clackamas County Plat Records.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 9, 2002
TRAVIS C. JANSEN
57751

RENEWS: 6/30/2019

Property Vested in:

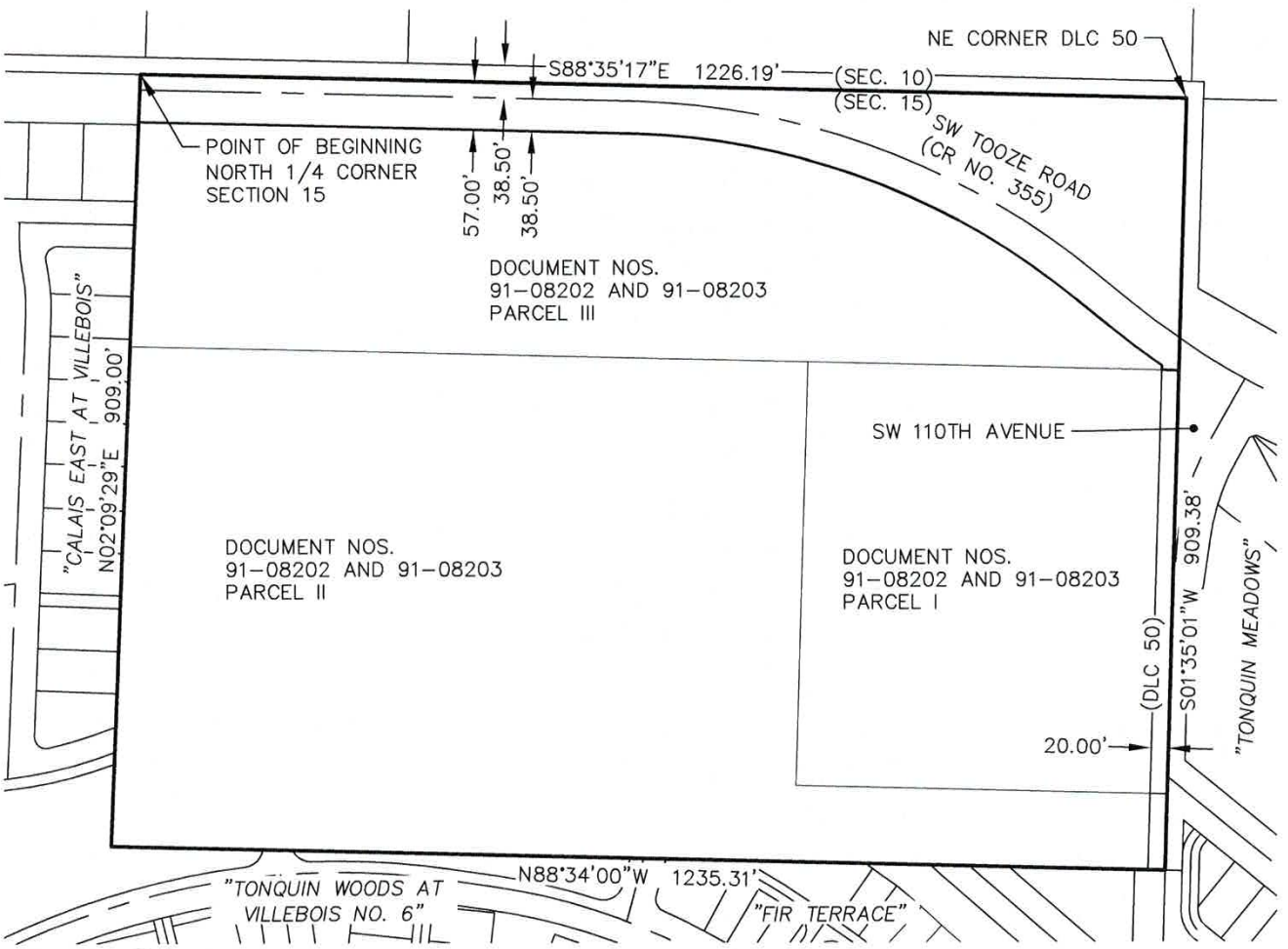
Victor C. Chang et al.

3 1 W 15AB 7200, 7290, 7300, 7400, 7500, and 7600

EXHIBIT B

Pacific Community Design

SKETCH TO ACCOMPANY LEGAL DESCRIPTION
ZONE CHANGE
CLERMONT
3 1 W 15AB 7200, 7290, 7300, 7400, 7500, AND 7600



N

SCALE
0 30 60
1 INCH = 60 FEET

Property Vested in:

VICTOR C. CHANG ET AL.

3 1 W 15AB 7200, 7290, 7300, 7400, 7500, AND 7600

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 9, 2002
TRAVIS C. JANSEN
57751

RENEWS: 6/30/2019

WILSONVILLE
OREGON

Ordinance No. 830 Attachment 2
Zone Map Amendment Findings

Polygon Homes- Clermont Single-family Subdivision
& Regional Park 6
Villebois Phase 5 North

City Council
Quasi-Judicial Public Hearing

Hearing Date:	December 17, 2018
Date of Report:	December 3, 2018
Application No.:	DB18-0049 Zone Map Amendment

Request: The request before the City Council is a Zone Map Amendment for approximately 25.69 acres.

Location: North central portion of Villebois between from 110th Avenue to Calais East Subdivision, south of Tooze Road to Berlin Avenue. The property described as Tax Lots 0543, 7000, 7200, 7290, 7300, 7400, 7500, 7600, 8130, and City of Wilsonville right-of-way between Tax Lots 0543 and 8130, Section 15AB, City of Wilsonville right-of-way (SW 110th Avenue) between Section AB and Section AA, Tax Lot 16400, Section AA, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon.

Owners: Victor C. Chang, Allen Y. Chang, City of Wilsonville

/Applicant: Jason Baker, Polygon WLH, LLC

Applicant's Rep.: Stacy Connery AICP, Pacific Community Design, Inc.

Comprehensive Plan Designation: Residential Village

Zone Map Classification (Current): EFU (Exclusive Farm Use)

Zone Map Classification (Proposed): V (Village)

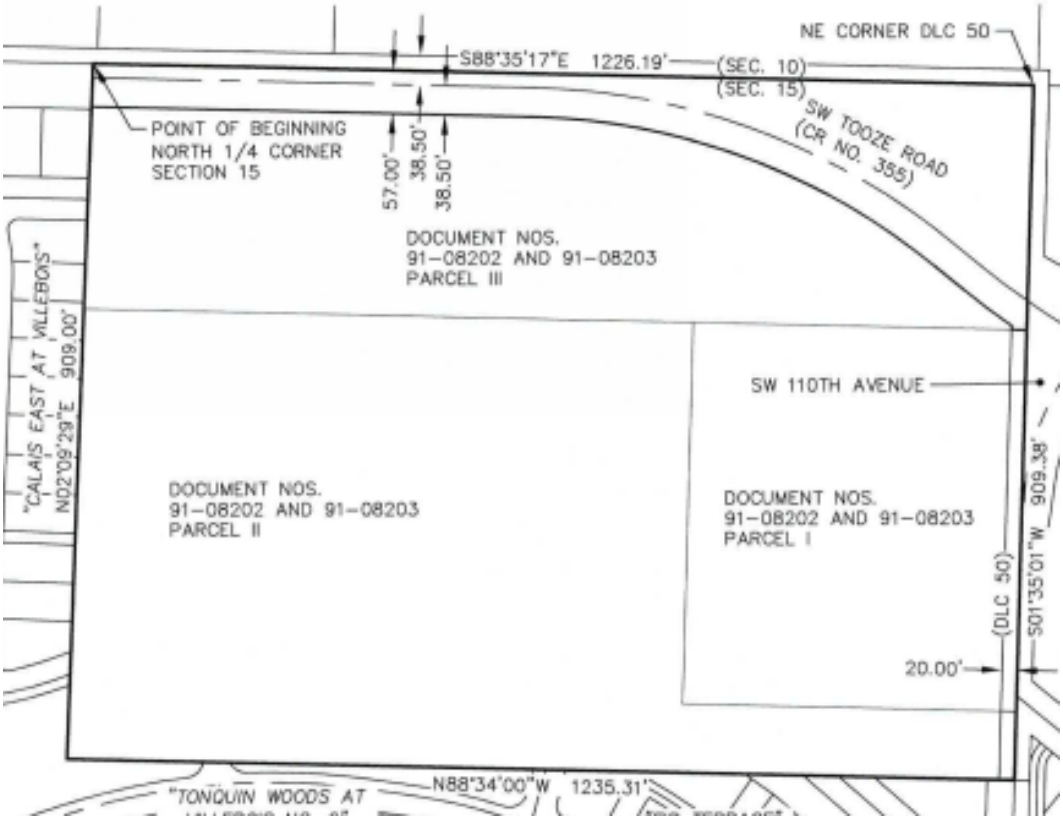
Staff Reviewers: Daniel Pauly AICP, Senior Planner

Staff/DRB Recommendation: **Adopt** the requested Zone Map Amendment.

Applicable Review Criteria:

Development Code:	
Section 4.110	Zones
Section 4.127	Residential Neighborhood (RN) Zone
Section 4.197	Zone Changes
Comprehensive Plan and Sub-elements:	
Citizen Involvement	
Urban Growth Management	
Public Facilities and Services	
Land Use and Development	
Plan Map	
Area of Special Concern L	
Transportation Systems Plan	
Villebois Village Master Plan	
Regional and State Law and Planning Documents	
Statewide Planning Goals	

Vicinity Map



Summary:

Zone Map Amendment (DB18-0049)

The applicant requests to change the portions of the project area with the current Clackamas County zoning designation of Exclusive Farm Use (EFU) to the City of Wilsonville zoning designation of Village (V). The Village zone is the zone designated for the areas with the Residential-Village Comprehensive Plan Map designation as they develop.

Findings:

NOTE: Pursuant to Section 4.014 the burden of proving that the necessary findings of fact can be made for approval of any land use or development application rests with the applicant in the case.

General Information

Application Procedures-In General
Section 4.008

The City's processing of the application is in accordance with the applicable general procedures of this Section.

Initiating Application
Section 4.009

The owners of all property included in the application signed the application forms. West Hills Development initiated the application with their approval.

Request: DB18-0049 Zone Map Amendment

As described in the Findings below, the request meets the applicable criteria.

Comprehensive Plan

Development in "Residential Village" Applicable Plans and Code
Implementation Measure 4.1.6.a. and c.

A1. The review of the proposed developed includes reviewing and applying applicable portions of the Villebois Village Concept Plan, Villebois Village Master Plan, the Comprehensive Plan, and the Development Code. Rezoning the property to "Village" will allow application of the Village Zone standards created to implement these plans, policies, and codes.

Contents of Villebois Village Master Plan
Implementation Measure 4.1.6.b.

A2. The concurrent proposal for a preliminary development plan implements the procedures as outlined by the Villebois Village Master Plan, as previously approved.

Applying "Village" Zone to Residential-Village Comprehensive Plan Designation
Implementation Measure 4.1.6.c.

A3. The request is to apply the Village Zone to an area designated as Residential-Village in the Comprehensive Plan.

Wide Range of Uses in "Village" Zone
Implementation Measure 4.1.6.d.

A4. The proposed residential uses as well as parks and open space use are amongst the wide range of uses allowed in the Village Zone.

Development Code

Zoning Concurrent with Planned Development Approval
Section 4.029

A5. The applicant is applying for a zone change concurrently with a Preliminary Development Plan, which is equivalent to a Stage II Final Plan for a planned development.

Base Zoning Designations
Subsection 4.110 (.01)

A6. The requested zoning designation of Village "V" is among the base zones identified in this subsection.

Village Zone Purpose
Subsection 4.125 (.01)

A7. Consistent with the Village Zone purpose, the proposal is for land designated Residential-Village on the Comprehensive Plan map and within the Villebois Village Master Plan area to receive the zoning designation of Village "V".

Village Zone Permitted Uses
Subsection 4.125 (.02)

A8. The proposed residential and park uses are consistent with the uses permitted in Village Zone and Villebois Village Master Plan.

Zone Change Concurrent with PDP Approval
Subsection 4.125 (.18) B. 2.

A9. The requested zone map amendment is concurrent with a request for PDP approval. See Request C.

Zone Change Procedures
Subsection 4.197 (.02) A.

A10. The applicant submitted the request for a zone map amendment as set forth in the applicable code sections.

Conformance with Comprehensive Plan Map, etc.
Subsection 4.197 (.02) B.

A11. The proposed zone map amendment is consistent with the Comprehensive Map designation of Residential-Village and as shown in Findings A1 through A4 comply with applicable Comprehensive Plan text.

Residential Designated Lands-Housing Variety
Subsection 4.197 (.02) C.

A12. Implementation Measures 4.1.4. b, d, e, q, and x require a variety of housing. The proposed zone map amendment allows for furthering of these implementation measures by permitting development of the diverse housing types called for in the Villebois Village Master Plan, which development on the subject property must conform.

Public Facility Concurrency
Subsection 4.197 (.02) D.

A13. The Preliminary Development Plan compliance report and the plan sheets demonstrate that the existing primary public facilities are available or the developer can provide in conjunction with the project. Section IIIC of the applicant's notebook, Exhibit B1, as well as Sheet 6 of Exhibit B3, and Exhibit B7 include supporting utility and drainage information. Exhibit B5 is a Trip Generation Memo confirming traffic concurrency.

Impact on SROZ Areas
Subsection 4.197 (.02) E.

A14. No SROZ is within the area to be rezoned.

Development within 2 Years
Subsection 4.197 (.02) F.

A15. Related land use approvals for PDP 5 North expire after 2 years, so requesting the land use approvals assumes development would commence within two (2) years. However, in the scenario where the applicant or their successors due not commence development within two (2) years allowing related land use approvals to expire, the zone change shall remain in effect.

Development Standards and Conditions of Approval
Subsection 4.197 (.02) G.

A16. As can be found in the findings for the accompanying requests, the applicable development standards will be met either as proposed or as a condition of approval.

Ordinance No. 830 Attachment 3

DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 359

A RESOLUTION ADOPTING FINDINGS RECOMMENDING APPROVAL TO CITY COUNCIL OF A ZONE MAP AMENDMENT FROM EXCLUSIVE FARM USE (EFU) ZONE TO VILLAGE (V) ZONE, AND ADOPTING FINDINGS AND CONDITIONS APPROVING SPECIFIC AREA PLAN – NORTH AMENDMENT, PRELIMINARY DEVELOPMENT PLAN, FINAL DEVELOPMENT PLAN FOR PARKS AND OPEN SPACE, TENTATIVE SUBDIVISION PLAT, TYPE C TREE PLAN AND ABBREVIATED SRIR REVIEW FOR DEVELOPMENT OF AN 89-LOT SINGLE-FAMILY SUBDIVISION AND VILLEBOIS REGIONAL PARK COMPONENT 6 AND A MODIFICATION OF THE EASTERN PORTION OF REGIONAL PARK COMPONENT 5 "TROCADERO PARK" AND ASSOCIATED IMPROVEMENTS IN VILLEBOIS SAP NORTH PHASE 5. THE SUBJECT PROPERTY IS LOCATED ON TAX LOTS 0543, 7700, 7200, 7290, 7300, 7400, 7500, 7600, 8130 AND CITY OF WILSONVLLE RIGHT-OF-WAY BETWEEN TAX LOTS 0543 AND 8130 OF SECTION 15AB, CITY OF WILSONVILLE RIGHT-OF-WAY (SW 110TH AVENUE) BETWEEN SECTION AB AND SECTION AA, TAX LOT 16400 OF SECTION AA, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON. STACY CONNERY, AICP, PACIFIC COMMUNITY DESIGN, INC. – REPRESENTATIVE FOR POLYGON WLH, LLC – APPLICANT AND VICTOR C. CHANG, ALLEN Y. CHANG, CITY OF WILSONVILLE, POLYGON AT VILLEBOIS III, LLC AND SPARROW CREEK LLC – OWNERS.

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code, and

WHEREAS, the Planning Staff has prepared staff report on the above-captioned subject dated November 19, 2018, and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel B at a scheduled meeting conducted on November 26, 2018, at which time exhibits, together with findings and public testimony were entered into the public record, and

WHEREAS, the Development Review Board considered the subject and the recommendations contained in the staff report, and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board of the City of Wilsonville does hereby adopt the staff report dated November 19, 2016, attached hereto as Exhibit A1, with findings and recommendations contained therein, and authorizes the Planning Director to issue permits consistent with said recommendations, subject to approval of the Zone Map Amendment Request (DB18-0049) for:

DB18-0050 through DB18-0054, SI18-0005 Specific Area Plan Amendment, Preliminary Development Plan, Final Development Plan, Tentative Subdivision Plat, and Type C Tree Plan for a 89-lot residential subdivision, regional park, and associated improvements.

Ordinance No. 830 Attachment 3

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 26th day of November, 2018 and filed with the Planning Administrative Assistant on Nov. 27, 2018. This resolution is final on the l5th calendar day after the postmarked date of the written notice of decision per *WC Sec 4.022(.09)* unless appealed per *WC Sec 4.022(.02)* or called up for review by the council in accordance with *WC Sec 4.022(.03)*.

Richard Martens, Chair, Panel B
Wilsonville Development Review Board

Attest:

Shelley White, Planning Administrative Assistant

Exhibit B

WILSONVILLE
OREGON

VIA: Certified Mail, Return Receipt Requested

November 27, 2018

Jason Baker
Polygon WLH, LLC
703 Broadway St., Suite 510
Vancouver, WA 98660

Re: Villebois Phase 5 North "Clermont"

Case Files:	**Request A:**	**DB18-0049**	**Zone Map Amendment**
	Request B:	DB18-0050	SAP North Amendment
	Request C:	DB18-0051	SAP North PDP5, Preliminary Development Plan
	Request D:	DB18-0052	Final Development Plan for Parks and Open Space
	Request E:	DB18-0053	Tentative Subdivision Plat
	Request F:	DB18-0054	Type C Tree Plan
	Request G:	SI18-0005	Abbreviated SRIR Review

Two copies of the Development Review Board's decision on your referenced project, including conditions of approval rendered are attached. ***Please note that these approvals are contingent upon the City Council's approval of the Zone Map Amendment, which is scheduled for a hearing on December 17, 2018.***

Please note that your signature acknowledging receipt and acceptance of the Conditions of Approval is required to be returned to the Planning Office before the decision is effective. One copy is provided for this purpose. Please sign and return to the undersigned. Thank you.

Thank you.

Shelley White
Planning Administrative Assistant

CC: Stacy Connery – Pacific Community Design

Exhibit B

CC via E-mail:

Eric Wonderly
Teresa Denney
Nicole Jackson
Sarah Ochs
Shelley Parker
Orlando Ferrer
Joseph Tucker
Steve Gaschler
Betsy Imholt
Craig Eggers
Pauline
Adam Hill
Herman Walter
Austen Rustrum
R. Michael Healey
Justin Guadagni
Jim Newton
Judy Newton
Brooke Fossati
Paolo Petines
Mary Steele
Chad Marley
Carol E. Hill
Julie Fitzgerald
Bill & Pat McConnell
Rey Torres
Sheryl Rhoades
Paul Lazatin

Exhibit B

November 27, 2018

DEVELOPMENT REVIEW BOARD PANEL B

DEVELOPMENT REVIEW BOARD NOTICE OF DECISION AND RECOMMENDATION TO CITY COUNCIL

Project Name: Villebois Phase 5 North "Clermont"

Case Files:	**Request A:**	**DB18-0049**	**Zone Map Amendment**
	Request B:	DB18-0050	SAP North Amendment
	Request C:	DB18-0051	SAP North PDP5, Preliminary Development Plan
	Request D:	DB18-0052	Final Development Plan for Parks and Open Space
	Request E:	DB18-0053	Tentative Subdivision Plat
	Request F:	DB18-0054	Type C Tree Plan
	Request G:	SI18-0005	Abbreviated SRIR Review

Owners: Victor C. Chang, Allen Y. Chang, City of Wilsonville, Polygon at Villebois III LLC, Sparrow Creek LLC

Applicant: Jason Baker, Polygon WLH LLC

Applicant's Representative: Stacy Connery, AICP – Pacific Community Design, Inc.

Property Description: Tax Lots 0543, 7000, 7200, 7290, 7300, 7400, 7500, 7600, 8130 and City of Wilsonville right-of-way between Tax Lots 0543 and 8130, Section 15AB, City of Wilsonville right-of-way (SW 110th Avenue) between Section AB and Section AA, Tax Lot 16400, Section AA; T3S R1W; Clackamas County; Wilsonville, Oregon.

Location: Phase 5 of SAP-North, Villebois

On November 26, 2018 at the meeting of the Development Review Board Panel B, the following action was taken on the above-referenced proposed development applications:

Exhibit B

Request A: The DRB has forwarded a recommendation of approval to the City Council. ***A Council hearing date is scheduled for Monday, December 17, 2018 to hear this item.***

Requests B, C, D, E, F and G:
Approved with conditions of approval.
These approvals are contingent upon City Council's approval of Request A.

An appeal of Requests B, C, D, E, F and G to the City Council by anyone who is adversely affected or aggrieved, and who has participated in this hearing, orally or in writing, must be filed with the City Recorder within fourteen (14) calendar days of the mailing of this Notice of Decision. *WC Sec. 4.022(.02).* A person who has been mailed this written notice of decision cannot appeal the decision directly to the Land Use Board of Appeals under *ORS 197.830.*

This decision has been finalized in written form and placed on file in the City records at the Wilsonville City Hall this 27th day of November 2018 and is available for public inspection. The decision regarding Requests B, C, D, E, F and G shall become final and effective on the fifteenth (15th) calendar day after the postmarked date of this written Notice of Decision, unless appealed or called up for review by the Council in accordance with *WC Sec. 4.022(.09).*

Written decision is attached

For further information, please contact the Wilsonville Planning Division at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon 97070 or phone 503-682-4960

Attachments: DRB Resolution No. 359, including adopted staff report with conditions of approval.

Exhibit B

DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 359

A RESOLUTION ADOPTING FINDINGS RECOMMENDING APPROVAL TO CITY COUNCIL OF A ZONE MAP AMENDMENT FROM EXCLUSIVE FARM USE (EFU) ZONE TO VILLAGE (V) ZONE, AND ADOPTING FINDINGS AND CONDITIONS APPROVING SPECIFIC AREA PLAN – NORTH AMENDMENT, PRELIMINARY DEVELOPMENT PLAN, FINAL DEVELOPMENT PLAN FOR PARKS AND OPEN SPACE, TENTATIVE SUBDIVISION PLAT, TYPE C TREE PLAN AND ABBREVIATED SRIR REVIEW FOR DEVELOPMENT OF AN 89-LOT SINGLE-FAMILY SUBDIVISION AND VILLEBOIS REGIONAL PARK COMPONENT 6 AND A MODIFICATION OF THE EASTERN PORTION OF REGIONAL PARK COMPONENT 5 "TROCADERO PARK" AND ASSOCIATED IMPROVEMENTS IN VILLEBOIS SAP NORTH PHASE 5. THE SUBJECT PROPERTY IS LOCATED ON TAX LOTS 0543, 7700, 7200, 7290, 7300, 7400, 7500, 7600, 8130 AND CITY OF WILSONVLLE RIGHT-OF-WAY BETWEEN TAX LOTS 0543 AND 8130 OF SECTION 15AB, CITY OF WILSONVILLE RIGHT-OF-WAY (SW 110TH AVENUE) BETWEEN SECTION AB AND SECTION AA, TAX LOT 16400 OF SECTION AA, TOWNSHIP 3 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON. STACY CONNERY, AICP, PACIFIC COMMUNITY DESIGN, INC. – REPRESENTATIVE FOR POLYGON WLH, LLC – APPLICANT AND VICTOR C. CHANG, ALLEN Y. CHANG, CITY OF WILSONVILLE, POLYGON AT VILLEBOIS III, LLC AND SPARROW CREEK LLC – OWNERS.

WHEREAS, an application, together with planning exhibits for the above-captioned development, has been submitted in accordance with the procedures set forth in Section 4.008 of the Wilsonville Code, and

WHEREAS, the Planning Staff has prepared staff report on the above-captioned subject dated November 19, 2018, and

WHEREAS, said planning exhibits and staff report were duly considered by the Development Review Board Panel B at a scheduled meeting conducted on November 26, 2018, at which time exhibits, together with findings and public testimony were entered into the public record, and

WHEREAS, the Development Review Board considered the subject and the recommendations contained in the staff report, and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board of the City of Wilsonville does hereby adopt the staff report dated November 19, 2016, attached hereto as Exhibit A1, with findings and recommendations contained therein, and authorizes the Planning Director to issue permits consistent with said recommendations, subject to approval of the Zone Map Amendment Request (DB18-0049) for:

DB18-0050 through DB18-0054, SI18-0005 Specific Area Plan Amendment, Preliminary Development Plan, Final Development Plan, Tentative Subdivision Plat, and Type C Tree Plan for a 89-lot residential subdivision, regional park, and associated improvements.

Exhibit B

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 26th day of November, 2018 and filed with the Planning Administrative Assistant on Nov. 27, 2018. This resolution is final on the l5th calendar day after the postmarked date of the written notice of decision per *WC Sec 4.022(.09)* unless appealed per *WC Sec 4.022(.02)* or called up for review by the council in accordance with *WC Sec 4.022(.03)*.

Richard Martens, Chair, Panel B
Wilsonville Development Review Board

Attest:

Shelley White, Planning Administrative Assistant

Exhibit B

Exhibit A1
Staff Report Wilsonville Planning Division

Polygon Homes- Clermont Single-family Subdivision & Regional Park 6
Villebois Phase 5 North

Development Review Board Panel 'B'
Quasi-Judicial Public Hearing
Added language ***bold italics underline***
Removed Language ~~struck through~~

Hearing Date:	November 26, 2018
Date of Report:	November 19, 2018

Application Nos.: DB18-0049 Zone Map Amendment
DB18-0050 SAP-North Amendment
DB18-0051 SAP-North PDP 5, Preliminary Development Plan
DB18-0052 Final Development Plan for Parks and Open Space
DB18-0053 Tentative Subdivision Plat
DB18-0054 Type C Tree Plan
SI18-0005 Significant Resource Impact Review

Request/Summary The requests before the Development Review Board include a Zone Map Amendment, Villebois Specific Area Plan North Amendment, Preliminary Development Plan, Final Development Plan, Tentative Subdivision Plat, and a Type C Tree Plan, for an 89-lot residential subdivision, Villebois Regional Park Component 6 and modification of Component 5, and associated improvements.

Location: North central portion of Villebois between from 110th Avenue to Calais East Subdivision, south of Tooze Road to Berlin Avenue. The property described as Tax Lots 0543, 7000, 7200, 7290, 7300, 7400, 7500, 7600, 8130, and City of Wilsonville right-of-way between Tax Lots 0543 and 8130, Section 15AB, City of Wilsonville right-of-way (SW 110th Avenue) between Section AB and Section AA, Tax Lot 16400, Section AA, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon.

Owners: Victor C. Chang, Allen Y. Chang, City of Wilsonville, Polygon at Villebois III LLC, Sparrow Creek LLC

Applicant: Jason Baker, Polygon WLH, LLC

Applicant's Rep.: Stacy Connery AICP, Pacific Community Design, Inc.

Comprehensive Plan Map Designation: Residential-Village

Zone Map Classification: Chang Property: EFU (Clackamas County Exclusive Farm Use), Other: V (Village

Staff Reviewers: Daniel Pauly AICP, Senior Planner
Steve Adams PE, Development Engineering Manager
Kerry Rappold, Natural Resource Program Manager

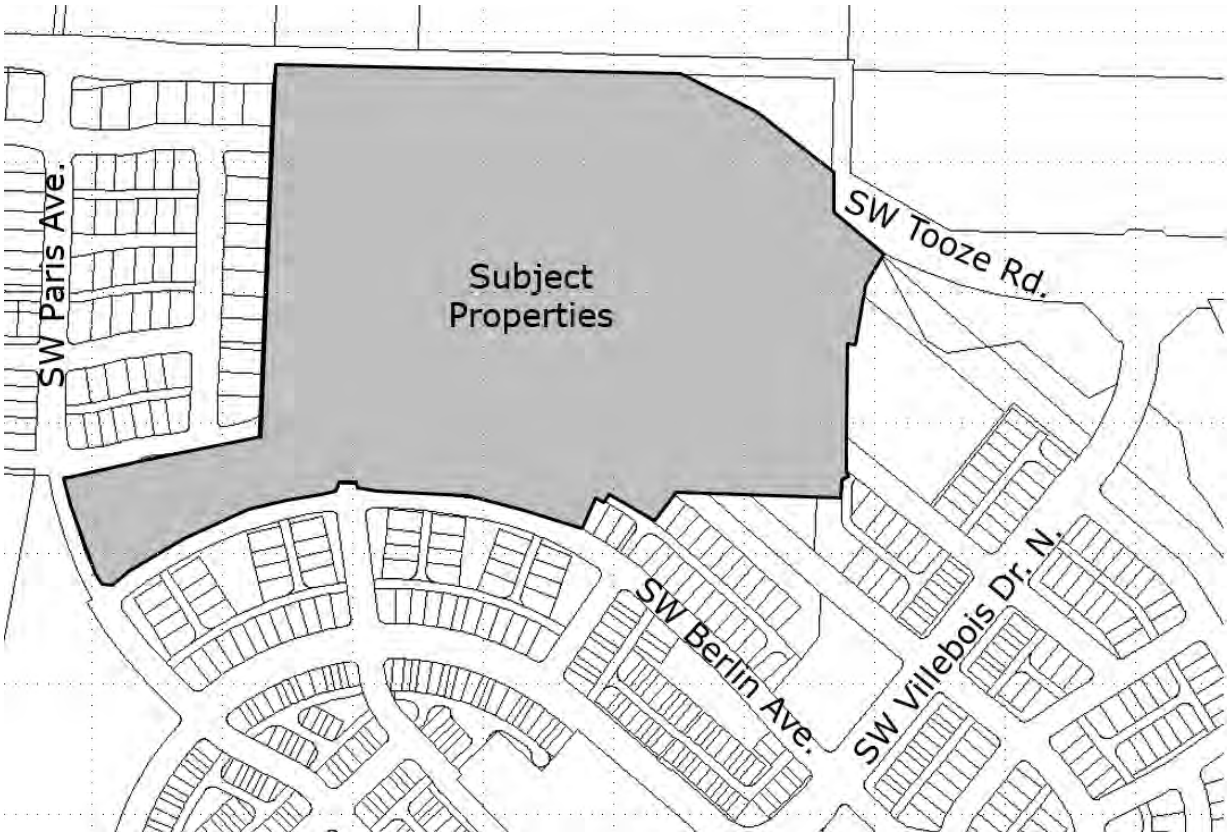
Staff Recommendations: **Approve with conditions** the requested SAP Amendment, Preliminary Development Plan, Final Development Plan, Tentative Subdivision Plat, Tree Removal Plan, and Significant Resource Impact Report. **Recommend approval** of the requested Zone Map Amendment to City Council.

Applicable Review Criteria

Development Code	
Section 4.008	Application Procedures-In General
Section 4.009	Who May Initiate Application
Section 4.010	How to Apply
Section 4.011	How Applications are Processed
Section 4.014	Burden of Proof
Section 4.031	Authority of the Development Review Board
Section 4.033	Authority of City Council
Subsection 4.035 (.04)	Site Development Permit Application
Subsection 4.035 (.05)	Complete Submittal Requirement
Section 4.110	Zones
Section 4.113	Residential Development in Any Zone
Section 4.125	V-Village Zone
Section 4.139.00 thru 4.139.11	Significant Resource Overlay Zone
Section 4.154	Bicycle, Pedestrian, and Transit Facilities
Section 4.155	Parking, Loading, and Bicycle Parking
Section 4.167	Access, Ingress, and Egress
Section 4.169	General Regulations-Double Frontage Lots
Section 4.171	Protection of Natural Features and Other Resources
Section 4.175	Public Safety and Crime Prevention
Section 4.176	Landscaping, Screening, and Buffering
Section 4.177	Street Improvement Standards
Section 4.197	Zone Changes and Amendments to Development Code-Procedures
Sections 4.200 through 4.220	Land Divisions
Sections 4.236 through 4.270	Land Division Standards
Sections 4.300 through 4.320	Underground Utilities
Sections 4.400 through 4.440 as applicable	Site Design Review
Sections 4.600 through 4.640.20 as applicable	Tree Preservation and Protection
Other City Planning Documents	
Comprehensive Plan	
Villebois Village Master Plan	

SAP North Approval Documents	
Regional and State Planning Documents	
Statewide Planning Goals	

Vicinity Map



Background/Summary:

Zone Map Amendment (DB18-0049)

The applicant requests to change the portions of the project area with the current Clackamas County zoning designation of Exclusive Farm Use (EFU) to the City of Wilsonville zoning designation of Village (V). The Village zone is the zone designated for the areas with the Residential-Village Comprehensive Plan Map designation as they develop.

SAP North Amendment (DB18-0050)

The proposed SAP Amendment adopts two SAP Elements, a Historic and Cultural Resource Inventory and Tree Inventory, for the subject property not previously approved with the last applicable SAP North Amendment. The City adopted the last SAP North wide Amendments with

Phase 3 North in 2014 (Case File DB14-0013). The City adopted SAP North Amendments specific to Phase 4 in February 2016. In addition to adopting the not yet adopted SAP elements for Phase 5, the proposed SAP North Amendment requests a number of changes to the previously approved SAP and related Villebois Village Master Plan refinements including street network, parks, trail, and open space, utilities and storm water, and land use and density. The effort to maximize protection and retention of good and important trees drives most the refinements.

The property has been part of the Villebois Master Plan from the beginning. The Villebois Master Plan acknowledged the existence of the trees on the property However, at the time of the Master Planning the property owner did not grant access for an arborist to inspect, inventory, and get a better understanding of the trees, so the Master Plan park layout was done without full information about trees on the site.

The Villebois Master Plan states a primary purpose of Regional Park 6 is to preserve "several large groves of trees". In addition, City Code in general requires a maximum regard be given to tree preservation in site design, but does allow for tree removal when retention is not viable due to (1) tree condition or (2) construction impacts when tree preservation has been appropriately weighed with other design considerations.

Recently the property owners granted access for an arborist to do a detailed inventory of size, type, and health of the individual trees. Information from the recent arborist report showed the most significant tree groves and individual trees were not where the park is shown in the Master Plan. Polygon and their design consultants worked closely with City staff to move the park and design it to maximize preservation of significant tree groves and individual trees. The proposed park relocation and design preserves the forested high point that is a focal point throughout much Villebois. Moving the park opened other areas previously shown as park but without trees or without significant trees to house development. The number of homes and mix of home types remains consistent with the Villebois Master Plan. Placement of different lot types seeks to match and complement adjoining lots.

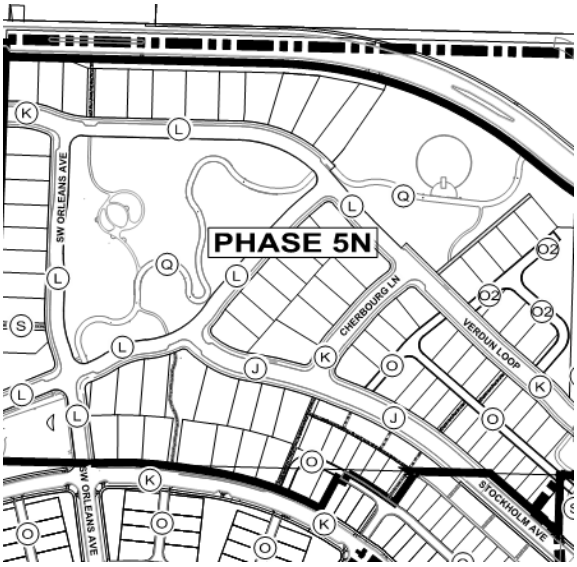
The paragraphs below describe each individual refinement requested

Street Network

The Master Plan showed two connections at the northern edge of the site connecting with SW Tooze Road. The City has since evaluated planned improvements for Tooze Road and determined to limit to one access point which exists in PDP 4N. Therefore, the previously shown street connection to Tooze Road in PDP 5N has been eliminated. There are now no vehicular connections to Tooze Road within Phase 5. Additionally, when Tonquin Meadows was reviewed (Phase 3 East), the extension of Coffee Lake Drive across Villebois Drive was eliminated in order to retain an existing wetland area along the eastern portion of the property. This has resulted in some minor changes to the residential streets in these intervening areas. Verdun loop and Stockholm Avenue now provide the connections from Tonquin Meadows across Villebois Drive into the site and both streets extend west to meet SW Palermo Street at RP-6. The proposed street

alignment seeks to preserve as many healthy trees as possible. RP-6 shifted to the western portion of the site where the bulk of the trees are located. Local streets (Barcelona, Orleans, and Palermo) surround RP-6 and the applicant proposes linear greens to both preserve important trees and to provide better pedestrian and cyclist circulation. Specifically, the applicant proposes a linear green between SW Palermo Street and SW Berlin Avenue to preserve three important trees. A second linear green has replaced the street segment between Cherbourg Lane and Berlin Avenue due to the steepness of the terrain and to minimize grading and thereby enable more tree preservation. The design provides a pedestrian and cyclist accessway between SW Barcelona Street and Tooze Road and pedestrian/cyclist connections throughout RP-6, which abuts and connects to Tooze Road.

Master Plan



With Proposed Refinements

Parks, Trails, and Open Spaces

The table below offers a side-by-side look at the Parks Master Plan and the proposed plan. A brief description of the refinements follows the individual table, explaining how the proposed design meets the goal for the Villebois Village Parks Master Plan.

Master Plan	**Proposed Plan**
RP-6	
5.93 Acres in size	**6.42 Acres in size**
Stormwater/Rainwater Features: Cell	**Stormwater/Rainwater Features: Swale**
Minor Water Feature: 1	Dog Bowl Fountain / Minor Water Feature
Benches	Benches
Picnic Tables	Picnic Tables

Child Play Structure: 1	Play Area - Totlot
Sport Court: 2 Tennis Courts	**Moved to RP-5**
Dog Park	**Dog Park**
RP-5	
No Special Features Provided	**1 Tennis Court (2+ pickle ball courts)**
LG-15	
0.35 Acres in size	**0.05 Acres in size (plus 0.25 in Tonquin Meadows)**
Lawn Play: 0.11 Acres (30' x 80') (40' x 50')	Lawn Play (7,207 square feet or 0.17 acres)
LG-16	
0.19 Acres in size	**0.36 Acres in size (plus area in Right-of-Way**
Lawn Play: 0.2 Acres (60' x 70') (60' x 70')	Lawn Play (22,557 square feet or 0.52 acres)
PP-9	
0.21 Acres in size	**0.13 Acres in size (plus 0.04 in Tonquin Meadows and Right-of-Way)**
Child Creative Play: 1	Child Creative Play: 1

The proposed RP-6 will retain multiple healthy trees that are currently existing on the subject site. This park is split into two halves by SW Barcelona Street with the western portion accessible by SW Barcelona Street, SW Orleans Avenue, and SW Palermo Street. The other half of the park is located in the northeastern quadrant of the subject site and is accessible by Tooze Road, SW Barcelona Street and Verdun Loop. RP-5, which is in the southwestern quadrant of the subject site will be completed with this development. The proposed parks in Phase 5 each have an asphalt trail system that connects to the wider Tonquin Trail, a regional trail that meanders through the Villebois development. These hard trail systems allow for the ability to recreate in all seasons of the year (Implementation Measure 7) and they allow for an improved pedestrian network. The trail also provides loops of varying lengths for running, walking, and roller blading (Policy 2). The proposed RP-6 park system provides a play structure in the left half and a dog park in the right while the proposed portion of RP- 5 that is to be completed with this development will include two tennis courts. LG- 15, LG-16 and PP-9 were partially constructed with the Tonquin Meadows development to the east and will include additions of a Lawn Play area and a Child Creative Play

area, respectively, with the proposed development. These proposed uses add potential layers of social interaction to the park system (Policy 5) and encourage a juxtaposition of various age-oriented facilities and activities, while maintaining adequate areas of calm (Policy 3, Implementation Measure 15). The location of the dog park in RP-6 has moved closer to SW Tooze/Boeckman Road than was shown in the Master Plan, but the use and the availability of the dog park is not hindered by the new location. The dog park has been moved to the northeastern

end of RP-6 so that it can be accessed by SW Tooze/Boeckman Road and be near the small parking lot along the northeastern border of the subject site. Additionally, the applicant is proposing to construct a Rainwater Swale instead of a Rainwater Cell as shown on the Master Plan, which will be located in the western portion of RP-6. These parks will be relatively similar in size to that are shown in the Master Plan.

Utilities and Storm Water Facilities

The Master Plan for the subject area shows Onsite Water Quality along Tooze Road and a larger area reserved for Rainwater Management. Tooze Road improvements affect the location and space of onsite stormwater and rainwater facilities. Water quality facilities have been moved off-site and retrofitted to meet Tooze Road improvements. The refinements to rainwater management within PDP 5N include street trees and bio-retention cells located in planter strips in rights-of-way, as shown within the attached utility plans (see applicant's notebook, Exhibit B1, Section IVC), in order to utilize the space available

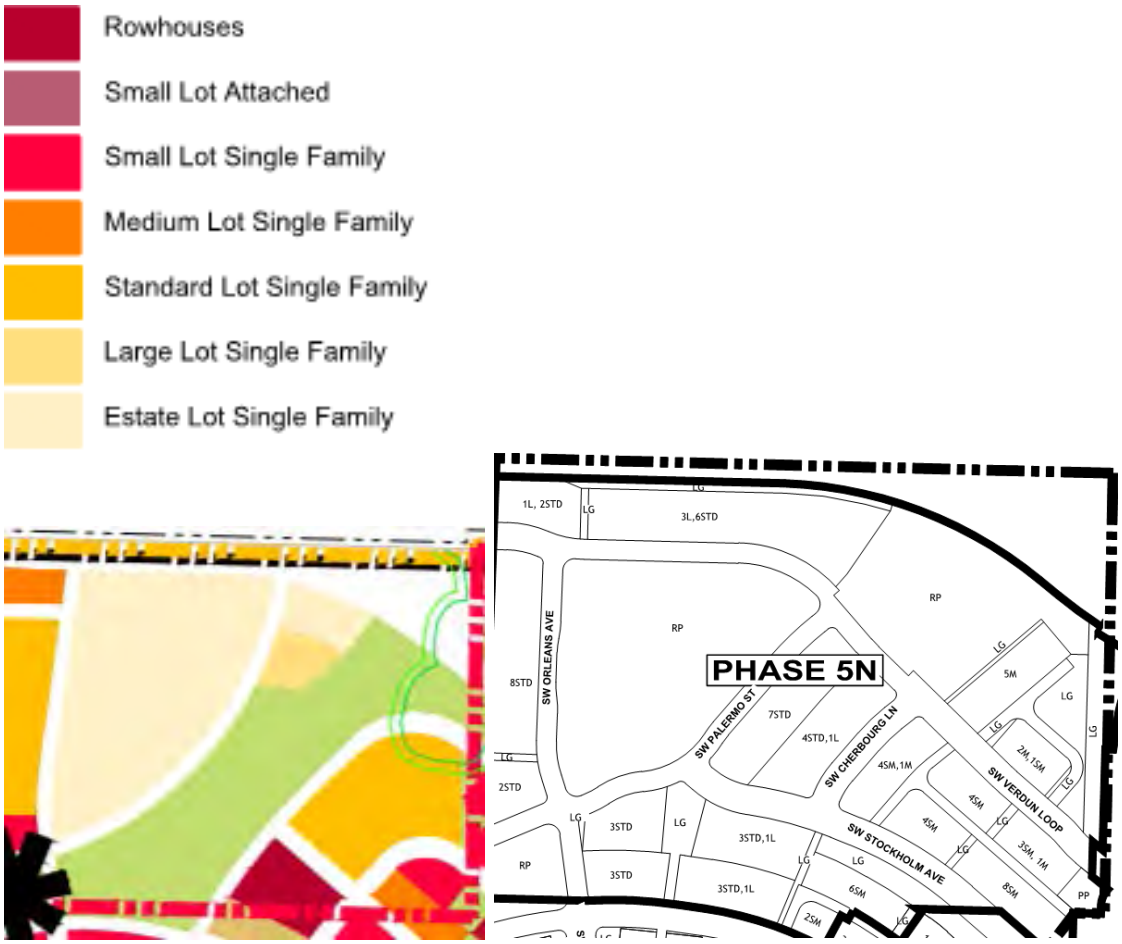
Land Use and Density

The Master Plan for the subject area shows estate, large, standard, medium, small, and row houses within the Phase 5 area. PDP 5N proposes 89 single family detached dwellings – 32 small lots, 9 medium lots, 41 standard lots, and 7 large lots. The refinements to the Master Plan include a change in mix and unit counts. The refinement removes estate lots but introduces single-level homes in the large and standard-sized lots. The transition from standards and larges moving toward the Villebois Greenway, then south of the Greenway with smalls and mediums, increasing in density and massing toward the core of the Village Center is consistent with the Master Plan.

The submitted plans illustrate that SAP North provides a mix of housing types generally consistent with the Master Plan. Phase 5 provides a mix of housing types to the greatest extent possible, ranging from small to large, while also providing a similar land use pattern to the other edges of Villebois. Additionally, this request adds single-level homes to the range of housing options.

	Currently Approved Count in SAP N	Proposed Unit Count in SAP N	% Change
Medium/Standard/ Large/Estate	179	197	10%
Small Detached/ Small Cottage/ Row Homes/ Neighborhood Apt.	246	271	10%
Total	425	468	10%

The table above shows that the proposed refinements do not exceed the 10% standard. This proposal results in a total of 2,558 units within Villebois. This is above the density of 2,300 units required to be obtained across Villebois, meeting the refinement criteria.



Master Plan Proposed with Refinement

PDP 5 North Preliminary Development Plan (DB18-0051)

The proposed Preliminary Development Plan 5 of Specific Area Plan North (also known as Clermont) comprises 26.65 acres. The applicant proposes a variety of single-family housing types totaling 89 units, 8.63 acres of parks and open space, 7.71 acres of public streets, and associated infrastructure improvements. The front of all the houses will face tree lined streets, parks and green spaces.

Proposed Housing Type	Number of Units
Large Size Single Family	7
Standard Size Single Family	41
Medium Size Single Family	9
Small Size Single Family	32
Total	89

Final Development Plan for Parks and Open Space (DB18-0052)

Submitted plans provide details all the parks and open space matching the requirements of the Community Elements Book. Street trees, curb extensions, street lights, and mail kiosks are also shown conforming to the Community Elements Book or are required to by condition of approval. In particular, the plans show the details of the design of Regional Park 6 and a portion of Regional Park 5 consistent with the requested Villebois Master Plan refinement.

Tentative Subdivision Plat (DB18-0053)

The applicant is proposing the subdivision of the properties into 89 residential lots, along with alleys, park areas, and street rights-of-way consistent with the requested Preliminary Development Plan. The name of the proposed subdivision approved by Clackamas County is "Clermont."

Type C Tree Plan (DB18-0054)

The applicant worked closely with City staff and the project arborist to understand the trees on the site, look at development alternatives, and design the proposed park, streets, and lot layouts to maximize protection of existing trees, particularly trees rated good and important by the arborist. Specific measures taken include siting Regional Park 6 to include the maximum number of good and important trees and minimizing grading within the park area with preserved trees; adding a linear green to preserve additional important trees; and designing grading to preserve important trees in rear yards where possible. Trees proposed for removal are due to tree conditions and unavoidable construction impacts. 64.3% of the trees on the site are Douglas-fir, other species can be seen in the table below.

Table 1. Count of Trees by Species – Villebois PDP 5N Clermont.

Common Name	Species Name	Total	%
apple	*Malus* spp.	1	0.2%
Atlas cedar	*Cedrus atlantica*	1	0.2%
bigleaf maple	*Acer macrophyllum*	62	11.4%
black hawthorn	*Crataegus douglasii*	42	7.7%
cascara	*Rhamnus purshiana*	1	0.2%
cherry	*Prunus* spp.	5	0.9%
Douglas-fir	*Pseudotsuga menziesii*	349	64.3%
English hawthorn	*Crataegus monogyna*	12	2.2%
madrone	*Arbutus menziesii*	1	0.2%
pear	*Pyrus* spp.	1	0.2%
plum	*Prunus* spp.	1	0.2%
red oak	*Quercus rubra*	1	0.2%
saucer magnolia	*Magnolia × soulangeana*	1	0.2%
Scouler's willow	*Salix scouleriana*	3	0.6%
sweet cherry	*Prunus avium*	60	11.0%
sweetgum	*Liquidambar styraciflua*	2	0.4%
Total		**543**	**100%**

Figure 1. Count of Trees by Species and Condition Rating – Villebois PDP 5N Clermont.

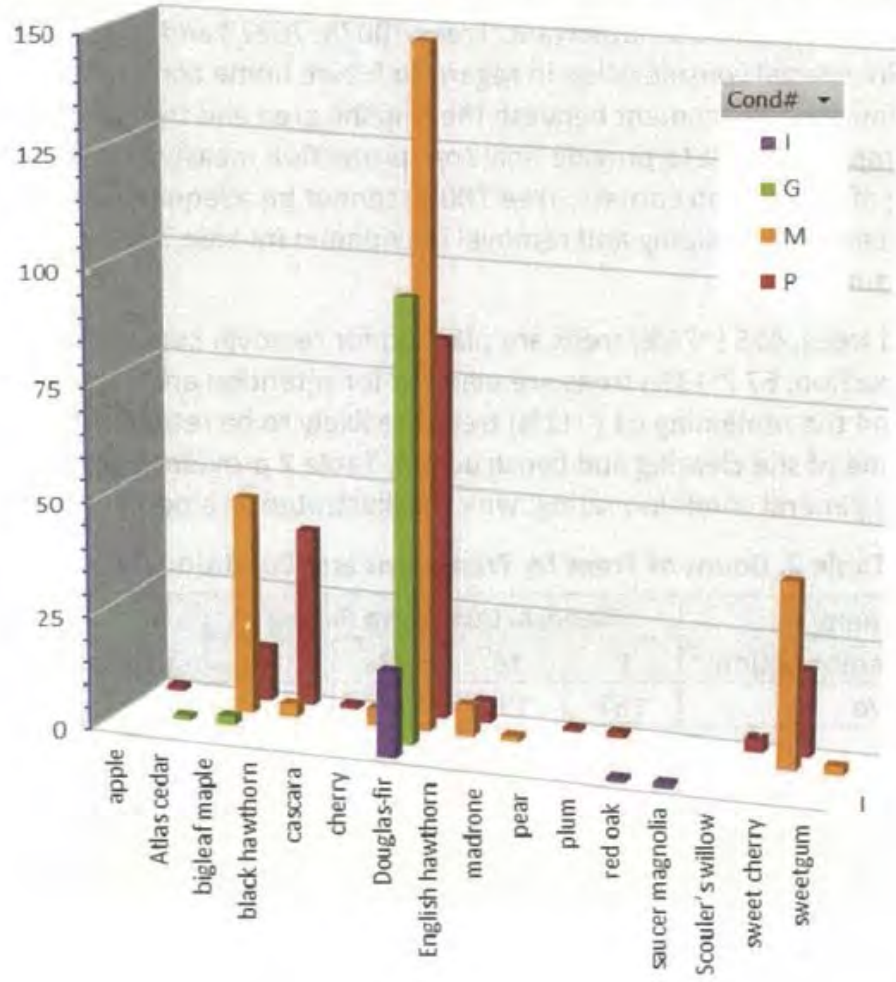


Table 2. Count of Trees by Treatment and Condition Rating.

Treatment Recommendation	General Condition Rating				Total	%
	P	M	G	I		
Remove	167	196	45	7	**415**	76%
Retain	-	12	44	11	**67**	13%
Likely to Retain	-	47	11	3	**61**	11%
Total	**167**	**255**	**100**	**21**	**543**	100%
Percent	31%	47%	18%	4%		

Abbreviated SRIR Review (SI18-0005)

Wetlands A and B, which are associated with a drainage ditch, are classified as palustrine emergent (PEM). Whereas, Wetland C is classified as a palustrine scrub-shrub (PSS) and

PEM/slope. Wetlands A is located in a horse pasture and Wetland B is primarily non-native reed canary grass. Wetland C is a combination of reed canary grass and native Sitka willow. The primary source of hydrology for the wetlands is surface runoff and groundwater. The applicant has provided a wetland delineation that provides substantially more detail, which brings into question the inclusion of the wetlands in the SROZ. Due to their size (both are less than the minimum 0.5-acre requirement) and isolated location, hydrologically and physically, in regards to the Coffee Lake wetlands/floodplain complex, they do not qualify as locally significant wetlands. Therefore, staff concurs with the applicant and authorizes an amendment to the SROZ.

Traffic Impact

The City's traffic consultants have previously studied the transportation impacts for Specific Area Plan (SAP) North, including the project area. Exhibit B5 is a memorandum comparing the proposal with the previously approved traffic generation for SAP North. As proposed the development will generate 23 additional p.m. peak hour trips from the previous planned traffic impact for SAP North. Existing and planned transportation infrastructure adequately accommodates the additional trips while meeting or exceeding Level of Service D, as required by City Code.

Public Comments and Responses:

Tennis Courts

Concerns raised include the amount of the existing open green space the tennis courts take up, blocking a planned Mt. Hood View, increased noise, and parking impacts. The design time examined different options the location in Regional Park 5 remains the preferred alternative due to the flat open location away from trees, and proximity to other amenities including the restrooms. To help mitigate many of the concerns, the applicant proposes a single tennis court instead of the two listed in the Master Plan. One commenter asks about eliminating the tennis courts all together. No public tennis courts exist on the west side of Wilsonville and it an amenity park user groups desire both of tennis and pickle ball. Removing the tennis courts all together would remove an amenity requested by the racquet-sport user groups in recent park master planning discussions.

Change/Removal of Open Space, Maintaining Enough Green Space

Some misunderstandings appear to exist in the community about the nature of the request in regards to open space. The proposal is not to remove open space, but rather to relocate open space to better accommodate health tree groves and individual trees. The proposed size of Regional Park 6 is approximately 0.5 acres larger than shown in the Villebois Village Master Plan. The applicant proposes another smaller open space not shown in the Villebois Village Master Plan to preserve an important group of trees.

Keeping Some Non-Treed Open Space

With all the effort to move the park location to accommodate the best trees on the property, one nearby resident expresses a desire for some of the non-treed area to be left as open space as well. The Villebois Village Master Plan describes Regional Park Component 6 as follows: "Regional Park component 6 preserves several large groves of trees while also providing active and passive recreation opportunities. The park includes a two tennis court facility, a child play structure, a dog park, picnic tables, benches, a minor water feature and may include stormwater/rainwater features." Many of the other Regional Park components include "open lawn play" providing ample opportunities throughout Villebois. A large open lawn area will be built in Regional Park 8 along Coffee Lake Drive. The design of the subject park is not focused on the open non-treed park amenities due to its topography and treed nature of the subject property.

Removal of Estate Lots, Possibility to Preserve Trees with Estate Lots

The Villebois Village Master Plan shows "Estate sized" lots on a portion of the property. The Village Zone allows flexibility in the type of lot within one of two categories, one being medium sized lots and larger. The applicant proposed large and standard sized lots rather than estate lots. Tree preservation works best in parks and open space rather than private yards. The level of preservation in the area the park is located would not be possible with homes and streets to access them. For the remainder of the site the topography is not supportive of creating feasible and accessible lots with preserved trees. The proposed mix of standard and large lots is similar to other edges of Villebois including the subdivisions to the west along the south side of Tooze Road.

Removal of Trees along Tooze Road

Many of the trees in the area just south of Tooze Road are in poor health. In addition, removing part of a grove in poor health often opens the remaining moderate condition trees to wind throw. In the area proposed for lots between Barcelona Avenue and Tooze Road only one tree is rated in good condition or better.

Burden on Transportation

As discussed above, the traffic generated by the project will be allow the continued meeting of the City's Level of Service.

Streets Too Narrow, Not Enough Parking

The street design follows the remainder of Villebois. The design team and City's Engineering team did examine and design additional on-street parking, particularly to serve park uses that are likely to attract vehicle traffic including the dog run and tennis court.

~~Abbreviated SRIR Review (SI18-0001)~~

~~The applicant is requesting approval of a Significant Resource Impact Report (SRIR) for exempt development that is located within the Significant Resource Overlay Zone and its associated 25-foot Impact Area. The impacts to the SROZ are necessary for the construction of the road network and stormwater infrastructure.~~

~~Proposed exempt development in the SROZ and its associated 25-foot Impact Area include the following:~~

~~1) Street A – minor grading for the construction of curbs and sidewalks.~~
~~2) Street C- a proposed crossing incorporating a concrete box culvert and retaining wall on the downstream side.~~
~~3) Boeckman Road – frontage improvements.~~
~~4) Stormwater Outfalls – installation of pipe and outfall structures.~~

Parks and Recreation Advisory Board Recommendation

During their October 11 meeting, the Parks and Recreation Advisory Board (Parks Board) received a presentation on the proposed changes to the park layout from the Villebois Village Master Plan and the reasons behind it. After the discussion, the Parks Board forwarded a recommendation for approval to the Development Review Board.

Conclusion and Conditions of Approval

Staff reviewed the applicant's analysis of compliance with the applicable criteria. Based on the information included in this Staff Report, and information received from a duly advertised public hearing, staff recommends that the Development Review Board approve the proposed applications (DB18-0050, DB18-0051, DB18-0052, DB18-0053, and DB18-0054) and recommend approval of the zone map amendment to City Council (DB18-0049) with the following conditions:

The Developer is working with the City to reach agreement on the apportionment of fair and equitable exactions for the subject applications through a Development Agreement. Such agreement is subject to approval by the City Council by resolution.

Planning Division Conditions:

Request A: DB18-0049 Zone Map Amendment

This action recommends adoption of the Zone Map Amendment to the City Council. Case files DB18-0050, DB18-0051, DB18-0052, and DB18-0053 are contingent upon City Council's action on the Zone Map Amendment request.

Request B: DB18-0050 SAP-North Amendment and Master Plan Refinements

PDB 1.	Approval of DB18-0050, SAP North Amendment and Master Plan Refinements, is contingent upon City Council approval of the Zone Map Amendment (Case File DB18-0049).
PDB 2.	Curb extensions shall be provided in the locations and orientations shown in the SAP North Community Elements Book. See Findings B29 and B52.
PDB 3.	Applicant shall modify plans and construct additional paved pedestrian and bicycle connections at least 5 feet wide at the following locations:

	• From the Verdun Loop sidewalk immediately east of the Tract J alley connection to Verdun Loop connecting to the northeast to the trail running north-south in Linear Green 16. • From the Barcelona Street Sidewalk to the Tooze Road sidewalk east of Orleans Avenue and west of Palermo Street ensuring spacing between pedestrian/bicycle connection of no more than 330 feet. Final approval of location and design shall be approved by the Planning Division through a Class I Administrative Review process. See Finding B43.
PDB 4.	The applicant shall gain final approval of any street grades between 8% and 12% from the City Engineer. See Finding B53.

Request C: DB18-0051 SAP-North PDP 5, Preliminary Development Plan

PDC 1.	Approval of DB18-0051 SAP-North PDP 5, Preliminary Development Plan is contingent on City Council approval of the Zone Map Amendment (Case File DB18-0049).
PDC 2.	Street lighting types and spacing and site furnishings shall be as shown in the Community Elements Book. See Findings C28 and D9.
PDC 3.	All park and open space improvements approved by the Development Review Board shall be completed prior the issuance of the 45th house permit for PDP 5 North. If weather or other special circumstances prohibit completion, bonding for the improvements will be permitted. See Finding C54.
PDC 4.	The applicant/owner shall enter into an Operations and Maintenance Agreement for the subdivision that clearly identifies ownership and maintenance for parks, open space, and paths. Such agreement shall ensure maintenance in perpetuity and shall be recorded with the subdivision for 'Clermont.' Such agreement shall be reviewed and approved by the City Attorney prior to recordation. See also Finding D4.
PDC 5.	The applicant/owner shall install courtyard fencing in the front yard of no less than thirty percent (30%) of the houses, which is 27 of the 89 houses. The applicant/owner is especially encouraged to place the courtyards in the front yard of homes facing the open space or linear greens and that do not have a porch as well as alley loaded homes. The design and placement of the required courtyard fencing shall be consistent with the Architectural Pattern Book and the architectural style of the house. The courtyard area enclosed by the fence shall not exceed a 5 percent slope from front building line of the house to the point of the courtyard closest to the front lot line or between the points of the courtyard closest to opposite side lot lines. Where necessary, the applicant shall install dry stack rock or brick wall along the front or side of the lot to ensure a 5 percent or less slope is maintained. See Finding C25.
PDC 6.	Where a building foundation is exposed in the public view shed more than would be typical on a level lot, the foundation shall have a brick or stone façade matching the design of the house.

Request D: DB18-0052 Final Development Plan for Parks and Open Space

PDD 1.	Approval of DB18-0052 Final Development Plan is contingent on City Council approval of the Zone Map Amendment (Case File DB18-0049).
PDD 2.	All plant materials shall be installed consistent with current industry standards. See Finding D24.
PDD 3.	All construction, site development, and landscaping of the parks shall be carried out in substantial accord with the Development Review Board approved plans, drawings, sketches, and other documents. Minor alterations may be approved by the Planning Division through the Class I Administrative Review process. See Finding D29.
PDD 4.	All retaining walls within the public view shed shall be a decorative stone or brick construction or veneer. Final color and material for the retaining walls shall be approved by the Planning Division through the Class I Administrative Review Process. See Finding D34.
PDD 5.	All hand rails, if any, within the parks and open space shall be of a design similar to the approved courtyard fencing shown in the Architectural Pattern Book. Final design of any hand rails in parks and open space shall be approved by the Planning Division through the Class I Administrative Review Process. See Finding D34.
PDD 6.	All landscaping shall be continually maintained, including necessary watering, weeding, pruning, and replacing, in a substantially similar manner as originally approved by the Development Review Board. See Finding D38 through D40.
PDD 7.	The applicant shall submit final parks, landscaping and irrigation plans to the City prior to construction of parks. The irrigation plan must be consistent with the requirements of Section 4.176(.07)C.
PDD 8.	Prior to occupancy of each house the Applicant/Owner shall install landscaping along the public view-sheds of each house, unless otherwise approved by the Community Development Director. Homeowners association shall contract with a professional landscape service to maintain the landscaping.
PDD 9.	No street trees shall be planted where there growth would interfere with preserved trees. Street trees shall be appropriately placed between curb cuts.
PDD 10.	Street trees shall be planted as each house or park is built.
PDD 11.	The street tree plan shall be revised as necessary, based on construction drawings, to comply with the spacing requirements of Public Works Standards Detail Drawing RD-1240 "Street Tree Location and Clearances."

Request E DB18-0053 Tentative Subdivision Plat

PDE 1.	Approval of DB18-0053 Tentative Subdivision Plat is contingent on City Council approval of the Zone Map Amendment (Case File DB18-0049).
PDE 2.	Any necessary easements or dedications shall be identified on the Final Subdivision Plat.
PDE 3.	Alleyways shall remain in private ownership and be maintained by the Homeowner's Association established by the subdivision's CC&Rs. The CC&Rs shall be reviewed and approved by the City Attorney prior to recordation.

PDE 4.	The Final Subdivision Plat shall indicate dimensions of all lots, lot area, minimum lot size, easements, proposed lot and block numbers, parks/open space by name and/or type, and any other information that may be required as a result of the hearing process for PDP-5N or the Tentative Plat.
PDE 5.	A non-access reservation strip shall be applied on the final plat to those lots with access to a public street and an alley. All lots with access to a public street and an alley must take vehicular access from the alley to a garage or parking area. A plat note effectuating that same result can be used in the alternative. The applicant shall work with the County Surveyor and City Staff regarding appropriate language. See Finding E2.
PDE 6.	All reserve strips and street plugs shall be detailed on the Final Subdivision Plat. See Finding E2.
PDE 7.	All tracts shall, except those indicated for future home development, shall include a public access easement across their entirety.
PDE 8.	The applicant/owner shall submit subdivision bylaws, covenants, and agreements to the City Attorney prior to recordation. See Finding E4.
PDE 9.	The applicant/owner shall record with Clackamas County Recorder's Office a waiver of remonstrance against formation of a local improvement district as part of the recordation of the final plat.
PDE 10.	Easements for sanitary or storm sewers, drainage, water mains, or other public utilities shall be dedicated wherever necessary consistent with the City's Public Works Standards. This includes over park and open space and alley tracts with public utilities beneath them. See Finding E26.

Request F: DB18-0054 Type C Tree Plan

PDF 1.	Approval of DB18-0054 Type C Tree Plan is contingent on City Council approval of the Zone Map Amendment (Case File DB18-0049).
PDF 2.	Trees planted as replacement of removed trees shall be, state Department of Agriculture Nursery Grade No. 1. or better, shall meet the requirements of the American Association of Nursery Men (AAN) American Standards for Nursery Stock (ANSI Z60.1) for top grade, shall be staked, fertilized and mulched, and shall be guaranteed by the permit grantee or the grantee's successors-in-interest for two (2) years after the planting date. A "guaranteed" tree that dies or becomes diseased during that time shall be replaced. See Findings F21 and F22.
PDF 3.	Solvents, building material, construction equipment, soil, or irrigated landscaping, shall not be placed within the drip line of any preserved tree, unless a plan for such construction activity has been approved by the Planning Director or Development Review Board based upon the recommendations of an arborist. See Finding F24.
PDF 4.	In order to ensure proper preservation and clear responsibility for maintenance and due to their good or important rating, the applicant/owner shall grant a tree protection and maintenance easement to the City over the area of private lots within the drip line of preserved trees rated good or important in the arborist report. The easements shall be shown on the Final Plat. The applicant/owner shall enter into an

	easement agreement regarding this tree preservation easement which, among other provisions typical of such agreements, shall include the following provisions: • City and HOA access to inspect health of trees and condition of area within easement and perform any necessary activity to preserve the tree and maintain appropriate landscaping within the easement area. • Limit landscaping within the tree protection easements to understory plantings compatible with the preserved trees. • Require temporary and permanent drainage and irrigation be designed around easement area to optimize the amount of water in the root zone of the tree to support its health. • Establish that if the tree dies or structurally fails beyond preservation, that an additional tree of the same species is planted in its place. • Establish HOA responsibility for tree maintenance within the easement area and replacement, if needed. See Finding F3.
PDF 5.	A five foot access easement shall be provided between the street adjoining the front lot line of lots subject to tree protection and maintenance easements required by Condition of Approval PDF 4 and the tree protection and maintenance easement area. Such easement shall allow for access by the authorized representatives and contractors for the HOA or City to reach the tree preservation and maintenance easement area. Such easement shall be shown on the final plat with a plat note defining the scope of the easement. No other obstructions other than a fence with an unlocked gate shall be allowed within the easement area. See Finding F3.
PDF 6.	Before and during development, land clearing, filling or any land alteration the applicant shall erect and maintain suitable tree protective barriers which shall include the following: • 6' high fence set at tree drip lines. • Fence materials shall consist of 2 inch mesh chain links secured to a minimum of 1 ½ inch diameter steel or aluminum line posts. • Posts shall be set to a depth of no less than 2 feet in native soil. • Protective barriers shall remain in place until the City authorizes their removal or issues a final certificate of occupancy, whichever occurs first. • Tree protection fences shall be maintained in a full upright position. See Findings F24.
PDF 7.	Prior to issuance of any public works permits or building permits the applicant shall obtain a Type C Tree Removal Permit from the City.
PDF 8.	Prior to issuance of Type C Tree Removal Permit for the project the applicant shall provide a final accounting of the number of trees planned for removal and planting. For each tree planned for removal not mitigated on a one to one basis by planned planting prior to Type C Tree Removal Permit issuance the applicant shall pay $300 into the City's tree fund or other amount approved by the Planning Director in writing as representing the cost of replacement trees meeting City standards,

	installed.
PDF 9.	Prior to approval of occupancy of the final home in the subdivision or City acceptance of Regional Park, whichever is later, the applicant shall provide a full accounting of the number of trees actually planted. Based on this accounting, the applicant will receive a refund of $300 for each tree over the amount determined per Condition of Approval PDF 8, or will pay an additional $300 for each tree less than the amount determined per Condition of Approval PDF 8 planted prior to approval of occupancy or park acceptance, as applicable. In See Finding G24.

The following Conditions of Approval are provided by the Engineering, Natural Resources, or Building Divisions of the City's Community Development Department or Tualatin Valley Fire and Rescue, all of which have authority over development approval. A number of these Conditions of Approval are not related to land use regulations under the authority of the Development Review Board or Planning Director. Only those Conditions of Approval related to criteria in Chapter 4 of Wilsonville Code and the Comprehensive Plan, including but not limited to those related to traffic level of service, site vision clearance, recording of plats, and concurrency, are subject to the Land Use review and appeal process defined in Wilsonville Code and Oregon Revised Statutes and Administrative Rules. Other Conditions of Approval are based on City Code chapters other than Chapter 4, state law, federal law, or other agency rules and regulations. Questions or requests about the applicability, appeal, exemption or non-compliance related to these other Conditions of Approval should be directed to the City Department, Division, or non-City agency with authority over the relevant portion of the development approval.

Engineering Division Conditions:

Request C: DB18-0051 Preliminary Development Plan

PFC 1.	Public Works Plans and Public Improvements shall conform to the "Public Works Plan Submittal Requirements and Other Engineering Requirements" in Exhibit C1.
PFC 2.	Applicant shall enter into a Development Agreement with the City that clarifies the responsibilities, reimbursements and/or estimated costs for construction of Regional Park (RP-6), city sanitary sewer main between Tooze Road and Verdun Loop, and street improvements or modifications.
PFC 3.	Recent traffic analysis reports done for Villebois have indicated that the intersection of Grahams Ferry Road and Tooze Road would operate at LOS F with the build-out of this and other approved Villebois subdivisions. Improvements to this intersection have been underway with CIP 4146 and construction work is anticipated to be completed by the end of 2018.
PFC 4.	In the 2013 Transportation Systems Plan Tooze Road is identified as a Minor Arterial. Sufficient right-of-way exists to accommodate Tooze Road and no additional right-of-way dedication is required.
PFC 5.	With completion of this development, 110th Avenue will be closed. Applicant shall submit the required exhibits and work with the City to abandon or transfer the

	existing right-of-way and create easements for the underground private and/or public utilities that remain.
PFC 6.	City staff have worked with the applicant in redesigning the proposed Regional Park (RP-6) location and the street layout. The street pattern in plans dated 9/28/2018 is approved by engineering.
PFC 7.	With previous development a stub of Cherbourg Lane was constructed off the north side of Berlin Avenue. Applicant shall submit the required exhibits and work with the City to abandon or transfer the existing right-of-way, demolish the roadway and reconstruct the north edge of Berlin Avenue with curb & gutter, sidewalk, landscape and irrigation.
PFC 8.	A majority of the paved 110th Avenue will be demolished. However, a small remnant section of pavement near Tooze Road will be kept and restriped for a minimum 6-space parking area. Access from the parking area to Tooze Road shall be reduced to a 24-ft width and Applicant shall reconstruct the south side curb & gutter, landscaping and irrigation in this area to match existing.
PFC 9.	Public access to SAP North PDP 5 development shall be via the constructed streets, alleys and intersections as shown on submitted plans dated 9/28/2018. Outside of the parking area noted in PF 8 no other direct vehicle access from the development to Tooze Road shall be allowed.
PFC 10.	Applicant shall abandon and demolish the current private driveway access to Tooze Road, construct curb & gutter and add landscaping and irrigation to match existing.
PFC 11.	On the section of Orleans Avenue adjacent to proposed lots 5, 6, and 7, the cross-section of the street is allowed an exception to use street type L2 in order to have less impact on existing trees in the proposed RP-6.
PFC 12.	On the section of Verdun Loop at Cherbourg Lane, approximately 80 feet adjacent to RP-6, the cross-section of the street is allowed an exception to use street type K to allow additional on-street parking.
PFC 13.	A section of Berlin Avenue adjacent to the proposed development lacks sufficient width for parking on both sides of the roadway. Applicant shall dedicate an additional 14.5 feet of right-of-way on the north side of Berlin Avenue from Orleans Avenue to the proposed alley and reconstruct the street to match street type K.
PFC 14.	Alleys that are identified by Tualatin Valley Fire and Rescue (TVF&R) as possible routes for medical and/or fire emergencies shall meet TVF&R's design requirements.
PFC 15.	On Berlin Avenue, opposite from proposed lot 85 there is an existing curb extension and ADA ramp. With the north side of the street switching from park use to residential this ADA ramp is no longer needed. Applicant shall remove this curb extension and ADA ramp and reconstruct the south side curb & gutter, landscaping and irrigation in this area to match existing.
PFC 16.	Adjacent to the proposed lot 88 and the alley on Tract T there are existing paired ADA ramps. Applicant shows the north side ADA ramp being eliminated (plans

	dated 9/28/2018). Applicant shall remove the south side ADA ramp and reconstruct the curb & gutter, landscaping and irrigation in this area.
PFC 17.	With RP-6 shifting to the north side of Palermo Street it creates a diagonal connection to RP-5. To enhance pedestrian safety Applicant shall construct the intersection of Palermo Street and Orleans Avenue as a platform intersection with 4-way stop.
PFC 18.	The applicant shall provide two perpendicular directional pedestrian ramps at intersection curb returns (outside of the raised intersection of Palermo Street and Orleans Avenue).
PFC 19.	Applicant shall complete the pedestrian connection to the SAP North PDP 4 development (shown on Tract C, plans dated 9/28/2018).
PFC 20.	Applicant shall add a pedestrian connection from Barcelona Street to Tooze Road (shown on Tract E, plans dated 9/28/2018).
PFC 21.	Where the proposed minor pathway crosses Verdun Loop and Stockholm Avenue, Applicant shall install curb extensions to provide for better pedestrian safety.
PFC 22.	All internal streets shall be lighted with approved Westbrooke style street lights per the Villebois street lighting master plan.
PFC 23.	City records show an existing street light on the stub to Cherbourg Lane; Applicant shall have a photometric analysis done at this location. If sufficient lighting exists such that this street light is not needed, Applicant shall salvage the street light and provide it to the City. If insufficient lighting is found here, then Applicant shall reinstall the street light adjacent to Berlin Avenue.
PFC 24.	Applicant shall connect to the existing storm line located in Stockholm Avenue or the alley in Fir Terrace. For that portion of the subdivision that naturally released into the wetlands east of 110th Avenue, stormwater shall continue to be directed there, after receiving water quality treatment in conformance with City Standards.
PFC 25.	The proposed subdivision lies within the Coffee Lake storm basin which is exempt from stormwater detention requirements as established per City Ordinance No. 608.
PFC 26.	Rainwater management components will be allowed to be located in the public right-of-way, however such components shall be maintained by the Applicant, or subsequent HOA, and this shall be included in the Ownership and Maintenance agreement per Exhibit C1, Item 26.
PFC 27.	City records show an existing storm line from the stub to Cherbourg Lane running east to tie into another storm system. This existing line underlies several proposed tax lots and homes. Applicant shall reroute this storm line to an approved location and properly abandon the pipe per a City approved recommendation from a Registered Geotechnical Engineer. City records indicate this storm line to be abandoned could underlie lots 52, 53, 54, 55, 56, 57, 88 and 89.
PFC 28.	Applicant shall connect to the existing 8" public water main lines located in Barcelona Street, Palermo Street, Stockholm Avenue and Verdun Loop.
PFC 29.	City records show an existing water line and fire hydrant on the stub to Cherbourg Lane. Applicant shall remove the water line, fire hydrant and 8" valve (salvage fire

	hydrant and valve and provide to City), and install a blind flange on the north arm of the tee in Berlin Avenue.
PFC 30.	With the adjacent Fir Terrace subdivision (SAP North PDP 2), lots 1, 2, 3, and 4 were allowed to connect to a bank of water meters located adjacent to lot 5, with the understanding that these water services would be relocated with the extension of Stockholm Avenue, and installed in conformance to City Standards.
PFC 31.	The City has a dry sanitary sewer line in Tooze Road. Applicant shall work with the City in adding a manhole at the 10" stub-out and determining the best location to run this sanitary sewer line and connect to the proposed sanitary sewer line in Verdun Loop. Cost of this work is SDC creditable/reimbursable and will be included in the development agreement.
PFC 32.	Applicant shall connect to the existing public sanitary sewer lines located in Stockholm Avenue, Verdun Loop and the alley in Fir Terrace.
PFC 33.	The subdivision is located within a sanitary sewer reimbursement district adopted with Resolution No. 2350 and is subject to the requirements established by this resolution.
PFC 34.	Construction of the proposed RP-6 will include installing a segment of the Ice Age Tonquin Trail; applicant shall work with city staff with final location of this trail and meeting U.S. Access Board accesiblility requirements.
PFC 35.	Applicant shall provide sufficient mail box units for this proposed phasing plan; applicant shall construct mail kiosk at locations coordinated with City staff and the Wilsonville U.S. Postmaster.

Request E: DB18-0053 Tentative Subdivision Plat

PFE 1.	The existing Public Utility Easement (PUE) along Tooze Road does not meet current City Standards. The Applicant shall dedicate an additional four feet of easement to provide a total PUE width of 10 feet.
PFE 2.	Subdivision or Partition Plats: Paper copies of all proposed subdivision/partition plats shall be provided to the City for review. Once the subdivision/partition plat is approved, applicant shall have the documents recorded at the appropriate County office. Once recording is completed by the County, the applicant shall be required to provide the City with a 3 mil Mylar copy of the recorded subdivision/partition plat.
PFE 3.	Subdivision or Partition Plats: All newly created easements shown on a subdivision or partition plat shall also be accompanied by the City's appropriate Easement document (on City approved forms) with accompanying survey exhibits that shall be recorded immediately after the subdivision or partition plat.

Natural Resources Division Conditions:

No conditions

Building Division Conditions:

All Requests

BD1.	Construction documents and a schedule for demolition of the existing structures shall be submitted to the building department when application is made for a Demolition Permit. At the same time an application for a Utility Permit shall be made if the site contains wells, septic tanks or piping to be removed. Section 3303.1, 2017 OPSC.

Master Exhibit List:

The entry of the following exhibits into the public record by the Development Review Board confirms its consideration of the application as submitted. The exhibit list below includes exhibits for Planning Case File DB18-0049 through DB18-0054. The exhibit list below reflects the electronic record posted on the City's website and retained as part of the City's permanent electronic record. Any inconsistencies between printed or other electronic versions of the same Exhibits are inadvertent and the version on the City's website and retained as part of the City's permanent electronic record shall be controlling for all purposes.

A1. Staff report and findings (this document)
A2. Slides and notes for Staff's Public Hearing Presentation *(available at Public Hearing)*
B1. Applicant's Notebook for PDP/Tentative Plat/Zone Change/Tree Removal Plan/Final Development Plan: *Under separate cover*
Section I: General Information
IA) Introductory Narrative
IB) Form/Ownership Documentation *See Exhibit B6*
IC) Fee Calculation
ID) Mailing List *This information has been revised*
Section II: SAP Amendment (Master Plan Refinements)
IIA) Supporting Compliance Report
IIB) Reduced Drawings *Note: see PDP/FDP Drawings for updated location and layouts of tennis court and dog run*
IIC) Updated Master Plan and SAP Unit Counts
IID) Historic/Cultural Resource Inventory
IIE) Tree Report
IIF) Community Elements Book Amendments (Maps Only)
IIG) Architectural Pattern Book Amendments (Maps Only)
IIH) Master Signage and Wayfinding Plan Amendment (Maps Only)
III) Significant Resource Impact Report
Section III: Preliminary Development Plan
IIIA) Supporting Compliance Report
IIIB) Reduced Drawings *See Exhibit B3*
IIIC) Utility & Drainage Reports

IIID) Traffic Analysis
IIIE) Tree Report
IIIF) Conceptual Elevations

Section IV: Tentative Subdivision Plat
IVA) Supporting Compliance Report
IVB) Tentative Plat
IVC) Draft CC&R's
IVD) Copy of Certification of Assessments and Liens
IVE) Subdivision Name Approval

Section V: Zone Change
VA) Supporting Compliance Report
VB) Zone Change Map
VC) Legal Description & Sketch

Section VI: Tree Removal Plan
VIA) Supporting Compliance Report
VIB) Tree Report
VIC) Tree Preservation Plan

Section VII: Final Development Plan
VIIA) Supporting Compliance Report
VIIB) Reduced Plans

B2. Applicant's SAP Large Format Plans (Smaller 11x17 plans included in Sections IIB of the applicant's notebook Exhibit B1.) *Under separate cover. Note: see PDP/FDP Drawings for updated location and layouts of tennis court and dog run.*

Sheet 1 Cover Sheet
Sheet 2 Phasing Plan
Sheet 3 Existing Conditions
Sheet 4 Aerial Photograph
Sheet 5 Land Use Key
Sheet 6 Land Use Plan
Sheet 7 Circulation Plan
Sheet 8 Street Sections
Sheet 9 Park/Open Space/Pathways Plan
Sheet 10 SROZ Plan
Sheet 11 Street Tree Plan
Sheet 12.1 Tree Preservation Plan
Sheet 12.2 Tree Preservation Plan Phase 5N
Sheet 13 Grading Plan
Sheet 14 Utility Plan

B3. Applicant's Large Format Plans PDP/Tentative Plat/Tree Plan (Smaller 11x17 plans included in Sections IIIB of the applicant's notebook Exhibit B1.) *Under separate cover.*

Sheet 1 Cover Sheet
Sheet 2 Existing Conditions

Sheet 3 Site Plan/Land Use Plan
Sheet 4 Preliminary Plat
Sheet 5 Preliminary Grading & Erosion Control Plan
Sheet 6 Composite Utility Plan
Sheet 7 Circulation Plan & Street Sections
Sheet 8 Parking Plan
Sheet 9.1 Tree Preservation Plan
Sheet 9.2 Tree Preservation Plan
Sheet 9.3 Tree Preservation Plan
Sheet 9.4 Tree Preservation Plan
Sheet 9.5 Tree Preservation Plan
Sheet 10 Street Tree/Lighting Plan

B4. Applicant's Large Format Plans Final Development Plan (Smaller 11x17 plans included in Section VIIB of the applicant's notebook, Exhibit B1.) *Under separate cover.*

Sheet 1 Cover Sheet
Sheet L1 Street Tree Planting Plan
Sheet L2 Planting Legend & Details
Sheet L3 Cavallo (RP-6) Park Layout Plan
Sheet L4 Cavallo (RP-6) Park Planting Plan
Sheet L5 Open Space Planting Plan
Sheet L6 Open Space Planting Plan
Sheet L7 Open Space Planting Plan
Sheet L8 Details
Sheet L9 Details

B5. DKS Trip Generation Memorandum
B6. Signed Application Forms
B7. Utility Memorandum
C1. Comments and Conditions from Engineering Division
D1. Email Correspondence with Eric Wonderly
D2. Email Correspondence with Teresa Denney
D3. Email Correspondence with Nicole Jackson
D4. Email Correspondence with Sarah Ochs
D5. Email Correspondence with Shelley Parker
D6. Email Correspondence with Orlando Ferrer
D7. Email Correspondence with Joseph Tucker
D8. Email Correspondence with Steve Gaschler
D9. Email Correspondence with Betsy Imholt
D10. Letter from and Email Correspondence with Craig Eggers
D11. Email Correspondence with Pauline
D12. Materials submitted during November 26 hearing by Betsy Imholt

Findings of Fact:

1. The statutory 120-day time limit applies to this application. The City received the application on July 30, 2018. On August 29, 2018, staff conducted a completeness review within the statutorily allowed 30-day review period and found the application to be incomplete. The applicant submitted additional material, including on October 8, 2018. On November 2, 2018 the City determined the application was complete. The City must render a final decision for the request, including any appeals, by March 2, 2018.

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2. Surrounding land uses are as follows:

Compass Direction	Zone:	Existing Use:
North:	Clackamas County EFU	Agriculture
East:	V	Residential
South:	V	Residential
West:	V	Residential

3. Prior land use actions include:

Legislative:
02PC06 - Villebois Village Concept Plan
02PC07A - Villebois Comprehensive Plan Text
02PC07C - Villebois Comprehensive Plan Map
02PC07B - Villebois Village Master Plan
02PC08 - Village Zone Text
04PC02 – Adopted Villebois Village Master Plan
LP-2005-02-00006 – Revised Villebois Village Master Plan
LP-2005-12-00012 – Revised Villebois Village Master Plan (Parks and Recreation)
LP10-0001 – Amendment to Villebois Village Master Plan (School Relocation from SAP North to SAP East)
LP13-0005 – Amendment to Villebois Village Master Plan (Future Study Area)

Quasi Judicial:
DB07-0054 et seq – SAP-North
DB07-0087 et seq – PDP-1N, Arbor at Villebois
DB11-0024 et seq – PDP-1N Modification, SAP North Amendment Polygon NW
DB12-0066 et seq – PDP-1N Modification, SAP North Amendment Polygon NW
DB13-0020 et seq – PDP-2N, SAP North Amendment Polygon NW
DB14-0009 et seq – PDP-3N, SAP North Amendment Polygon NW
DB15-0084 et seq – PDP 4N, SAP North Amendment Polygon NW

4. The applicant has complied with Sections 4.013-4.031 of the Wilsonville Code, said sections pertaining to review procedures and submittal requirements. The required public notices have been sent and all proper notification procedures have been satisfied.

Conclusionary Findings

NOTE: Pursuant to Section 4.014 the burden of proving that the necessary findings of fact can be made for approval of any land use or development application rests with the applicant in the case.

General Information

Application Procedures-In General
Section 4.008

The City's processing of the application is in accordance with the applicable general procedures of this Section.

Who May Initiate Application
Section 4.009

The owners of all property included in the application signed the application forms. Polygon Northwest initiated the application with their approval.

Pre-Application Conference
Subsection 4.010 (.02)

Following a request from the applicant, the City held a pre-application conference for the proposal (PA18-0004) in accordance with this subsection.

Lien Payment before Application Approval
Subsection 4.011 (.02) B.

No applicable liens exist for the subject property. The application can thus move forward.

General Site Development Permit Submission Requirements
Subsection 4.035 (.04) A.

The applicant has provided all of the applicable general submission requirements contained in this subsection.

Zoning-Generally
Section 4.110

This proposed development is in conformity with the applicable zoning district and general development regulations listed in Sections 4.150 through 4.199, applied in accordance with this Section.

Request A: DB18-0049 Zone Map Amendment

As described in the Findings below, the request meets the applicable criteria.

Comprehensive Plan

Development in "Residential Village" Applicable Plans and Code
Implementation Measure 4.1.6.a. and c.

A1. The review of the proposed developed includes reviewing and applying applicable portions of the Villebois Village Concept Plan, Villebois Village Master Plan, the Comprehensive Plan, and the Development Code. Rezoning the property to "Village" will allow application of the Village Zone standards created to implement these plans, policies, and codes.

Contents of Villebois Village Master Plan
Implementation Measure 4.1.6.b.

A2. The concurrent proposal for a preliminary development plan implements the procedures as outlined by the Villebois Village Master Plan, as previously approved.

Applying "Village" Zone to Residential-Village Comprehensive Plan Designation
Implementation Measure 4.1.6.c.

A3. The request is to apply the Village Zone to an area designated as Residential-Village in the Comprehensive Plan.

Wide Range of Uses in "Village" Zone
Implementation Measure 4.1.6.d.

A4. The proposed residential uses as well as parks and open space use are amongst the wide range of uses allowed in the Village Zone.

Development Code

Zoning Concurrent with Planned Development Approval
Section 4.029

A5. The applicant is applying for a zone change concurrently with a Preliminary Development Plan, which is equivalent to a Stage II Final Plan for a planned development.

Base Zoning Designations
Subsection 4.110 (.01)

A6. The requested zoning designation of Village "V" is among the base zones identified in this subsection.

Village Zone Purpose
Subsection 4.125 (.01)

A7. Consistent with the Village Zone purpose, the proposal is for land designated Residential-Village on the Comprehensive Plan map and within the Villebois Village Master Plan area to receive the zoning designation of Village "V".

Village Zone Permitted Uses
Subsection 4.125 (.02)

A8. The proposed residential and park uses are consistent with the uses permitted in Village Zone and Villebois Village Master Plan.

Zone Change Concurrent with PDP Approval
Subsection 4.125 (.18) B. 2.

A9. The requested zone map amendment is concurrent with a request for PDP approval. See Request C.

Zone Change Procedures
Subsection 4.197 (.02) A.

A10. The applicant submitted the request for a zone map amendment as set forth in the applicable code sections.

Conformance with Comprehensive Plan Map, etc.
Subsection 4.197 (.02) B.

A11. The proposed zone map amendment is consistent with the Comprehensive Map designation of Residential-Village and as shown in Findings A1 through A4 comply with applicable Comprehensive Plan text.

Residential Designated Lands-Housing Variety
Subsection 4.197 (.02) C.

A12. Implementation Measures 4.1.4. b, d, e, q, and x require a variety of housing. The proposed zone map amendment allows for furthering of these implementation measures by permitting development of the diverse housing types called for in the Villebois Village Master Plan, which development on the subject property must conform.

Public Facility Concurrency
Subsection 4.197 (.02) D.

A13. The Preliminary Development Plan compliance report and the plan sheets demonstrate that the existing primary public facilities are available or the developer can provide in conjunction with the project. Section IIIC of the applicant's notebook, Exhibit B1, as well as

Sheet 6 of Exhibit B3, and Exhibit B7 include supporting utility and drainage information. Exhibit B5 is a Trip Generation Memo confirming traffic concurrency.

Impact on SROZ Areas
Subsection 4.197 (.02) E.

A14. No SROZ is within the area to be rezoned.

Development within 2 Years
Subsection 4.197 (.02) F.

A15. Related land use approvals for PDP 5 North expire after 2 years, so requesting the land use approvals assumes development would commence within two (2) years. However, in the scenario where the applicant or their successors due not commence development within two (2) years allowing related land use approvals to expire, the zone change shall remain in effect.

Development Standards and Conditions of Approval
Subsection 4.197 (.02) G.

A16. As can be found in the findings for the accompanying requests, the applicable development standards will be met either as proposed or as a condition of approval.

Request B: DB18-0050 SAP-North Amendment and Master Plan Refinements

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Wilsonville Comprehensive Plan

Development in the "Residential-Village" Map Area Directed by Concept Plan
Implementation Measure 4.1.6.a.

B1. As found in this report, the applicant proposes development consistent with the Villebois Village Master Plan and the "Village" Zone District. See Findings B3 through C75.

Application of the "Village" Zone District to All Residential-Village Designated Land
Implementation Measure 4.1.6.c.

B2. The entire project area has the Comprehensive Plan designation of Residential-Village. The applicant proposes applying the "Village" Zone to the portions of the project nor previously rezoned to "Village". See Request A.

Villebois Village Master Plan General- Land Use Plan

Complete Community/Range of Choices
General-Land Use Plan Policy 1

B3. The proposed SAP amendment continues the provision of a mix of types and densities resulting in a minimum of 2,300 dwelling units within the Villebois area. Commercial areas continue to be concentrated around the Village Center.

Compliance with Figure 1 – Land Use Plan or SAP Master Plan Refinements
General-Land Use Plan Policy 2

B4. The proposed SAP Amendment further defines the residential uses in the subject area and other components are in the general configuration shown in the Master Plan as proposed for refinement. As can be seen on Sheet 6 Land Use Plan of the applicant's submitted plan set, Exhibit B3, the residential uses include large, standard, medium, and small detached single-family. They are arranged as a similar pattern as other areas in Villebois with large lots on the edges with a mix of lot sizes on the interior of the site. See Findings B94 through B99 regarding Master Plan land use mix and density refinements as part of the SAP Amendment request.

Civic, Recreational, Educational, and Open Space Opportunities
General-Land Use Plan Policy 3

B5. The Master Plan shows a portion of Regional Park 5 (Trocadero Park) and Regional Park (6) with Phase 5 North affected by the SAP Amendment. The applicant proposes the park and recreational uses consistent with the Master Plan as proposed for refinement.

Full Public Services Including Transportation, Rainwater Management, Water, Etc.
General-Land Use Plan Policy 4

B6. The proposal demonstrates the availability of all the listed public services including transportation; rainwater management; water; sanitary sewer; fire and police services; recreation, parks and open spaces; education; and transit, consistent with the Master Plan as proposed for refinement.

Development Guided by Finance Plan and CIP, Concurrency
General-Land Use Plan Policy 5

B7. All city requirements for concurrency and Development Agreements remain in effect and will be applied, including concurrency requirements with the PDP approval. See Request C.

Unique Planning and Regulatory Tools Including SAP, Pattern Books, Community Elements Book

General-Land Use Plan Implementation Measure 1

B8. The proposal utilizes all the tools, including the Pattern Book and Community Element Book as used throughout previous phases of SAP North and other Villebois SAP'.

Master Plan Refinements Anticipated and Allowed with Specific Area Plans

General-Land Use Plan Implementation Measure 3

B9. The applicant proposes refinements to the Master Plan concurrent with an amended Specific Area Plan.

General-Land Use Plan Implementation Measure 4 Coordinating Finance Plan and Development Agreements, Concurrency.

B10. All city requirements for concurrency and Development Agreements remain in effect and will be applied, including concurrency requirements with the PDP approval. See Request C.

Villebois Village Master Plan Residential Neighborhood Housing

Variety of Housing Options

Residential Neighborhood Housing Policy 1

B11. The proposed mix of housing for the subject area is consistent with the Villebois Village Master Plan and allowed refinements.

Affordable Rental and Ownership Opportunities

Residential Neighborhood Housing Policy 2

B12. Affordable rental and home ownership opportunities at the level shown in the adopted Master Plan remain.

Average Density Requirement

Residential Neighborhood Housing Policy 3

B13. The proposed development helps maintain an overall average density in Villebois of more than 10 dwellings units per net residential acre with the type of residential development shown in Figure 1 of the Villebois Village Master Plan.

Minimum Total Dwelling Units for Villebois 2,300

Residential Neighborhood Housing Policy 4

B14. With the proposal, Villebois will continue to exceed the 2300 dwelling unit minimum.

Mix of Housing Types in Neighborhoods
Residential Neighborhood Housing Policy 5

B15. The applicant proposes a variety of housing types in Phase 5 North consistent with Figure 1 of the Villebois Village Master Plan and allowed refinements.

Community Housing Requirements-Retention of 10 Acres
Residential Neighborhood Housing Policy 5

B16. None of the designated 10 acres are within Phase 5 North.

Consistency with Governor's Livability Initiative
Residential Neighborhood Housing Policy 7

B17. As further explained by the applicant on page 6 of their supporting compliance report for amendment to Specific Area Plan-North (Section IIA of Exhibit B1) the Specific Area Plan is consistent with the objectives and initiative referenced in this subsection.

Increasing Transportation Options, Bike and Pedestrian Friendly
Residential Neighborhood Housing Policy 8

B18. The proposed SAP amendment continues to show paths, bike facilities, block lengths, etc. to be pedestrian friendly and increase transportation options.

Incorporating Natural Features
Residential Neighborhood Housing Policy 10

B19. The applicant has taken care to incorporate the most important trees on the site to preserve the forested look of the much of the property visible from a broad area. The additional information about and desire to preserve the natural features of the site drive much of the proposed Master Plan refinements.

Compact, Pedestrian Oriented Character
Residential Neighborhood Housing Implementation Measure 1

B20. Development standards and a Pattern Book for SAP North ensure the required design and scale of dwellings.

Pattern Books
Residential Neighborhood Housing Implementation Measure 2

B21. The adopted Architectural Pattern Book used for the entirety of SAP North has only minor changes proposed for consistency with the updated layout and plan for Phase 5 North..

Villebois Village Master Plan Parks & Open Space

Incorporating Existing Trees, Planting Shade Trees
Parks and Open Spaces Policy 1

B22. The applicant has taken great care to incorporate the most important trees on the site to preserve the forested look of the much of the property visible from a broad area. The additional information about and desire to preserve the natural features of the site drive much of the proposed Master Plan refinements, including the change of location and shape of Regional Park 6.

Sanitary Sewer Goal, Policy, and Implementation Measures

B23. The Composite Utility Plan, Sheet 6 of Exhibit B3, shows the approved sanitary system. The sanitary system within Phase 5 of SAP North will comply with Policies 1 through 7 of the City of Wilsonville Wastewater Master Plan, as demonstrated by the Utility Plan, see Exhibit B7. No refinements to sanitary sewer are proposed.

Water System Goal, Policy, and Implementation Measures

B24. The Utility Plan, Sheet 6 of Exhibit B3, shows the water system for SAP North, reflecting the proposed water system for Phase 5. The proposed water system will comply with Policies 1 through 7 of the Water System Master Plan.

Storm Water Goal

Meeting Stormwater Master Plan and Public Works Standards
Storm Water Policy 1

B25. The Utility Plan, Sheet 14 of Exhibit B2, shows the stormwater system for SAP North, reflecting the proposed stormwater system for Phase 5. A supporting Utility and Drainage Report is included in Notebook (Exhibit B1) Section IIIC, which demonstrates that the stormwater system will meet the necessary requirements of the City of Wilsonville Stormwater Master Plan and Public Works Standards.

Minimizing Development "Footprint" on Hydrological Cycle, Rainwater Management
Storm Water Policy 2 and 3

B26. The submitted plans show Rainwater Management Systems integrated into parks and open space areas. See Sheet 9 of Exhibit B2. The applicant proposed a minor refinement to water quality/stormwater/rainwater facilities. See Findings B88 through B93.

Stormwater Facility Maintenance
Storm Water Implementation Measure 11

B27. Ownership and maintenance of stormwater conveyance facilities in SAP North Phase 5 and other future phases will be addressed through the Ownership & Maintenance Agreement prepared with Final Plat Review.

Circulation System Goal

Encourage Alternative Modes, Accommodate All Modes
Circulation System Policy 1

B28. The applicant proposes transportation facilities including streets, sidewalks, and trails consistent with the Master Plan, as proposed for refinement, accommodating different travel modes.

Curb Extensions
Circulation System Implementation Measure 5

B29. The Condition of Approval PDC 2 requires curb extensions in locations shown in the Community Elements Book, as amended, and meeting the minimum 20 foot curb to curb width.

Statewide Planning Goals

Citizen Involvement
Goal 1

B30. The adoption process for the proposed SAP amendment includes duly noticed public hearings before the Development Review Board. The current process was preceded by a Master Plan adoption and SAP North review processes found compliant with Goal 1.

Land Use Planning
Goal 2

B31. The City is currently in compliance with Goal 2 because it has an acknowledged Comprehensive Plan and regulations implementing the plan. The Villebois Village Master Plan was adopted consistent with the planning policies in the Comprehensive Plan. The Villebois Village Master Plan was found to be consistent with Goal 2 because it creates a more specific plan for a portion of the City that provides additional guidance for future regulations. The proposed SAP amendment does not alter these circumstances. No additional needed connections beyond what is proposed by the applicant in Phase 5 North have been identified.

Natural Resources, Scenic and Historic Areas, and Open Spaces
Goal 5

B32. The proposed SAP amendment complies with local and regional policies and requirements to implement this goal.

Air, Water and Land Resource Quality
Goal 6

B33. The Villebois Village Master Plan is consistent with the air, water and land resources policies of the Comprehensive Plan. The Villebois Village Master Plan protects water and land resources by providing protection for natural resource areas and limiting development to areas that have less impact on natural resources. The Master Plan does not propose any residential structures within the 100-year floodplain. The Plan also calls for measures to use environmentally sensitive techniques for storm drainage. The Plan provides for a mixed-use, compact, interconnected Village that will provide transportation benefits by reducing the need for lengthy vehicle trips and increase the opportunity for bicycle and pedestrian transportation. The proposed SAP amendment does not alter these conditions as it remains consistent with the Master Plan in this regard.

Areas Prone to Natural Disasters and Hazards
Goal 7

B34. No areas prone to floods, erosion, landslides, wildfire, etc. have been identified in the area affected by the SAP Amendment.

Recreational Needs
Goal 8

B35. Consistent with the Master Plan the applicant proposes a number of parks and open spaces within Phase 5 North to provide for the recreational needs of residents.

Housing
Goal 10

B36. The Villebois Village Master Plan complies with local and regional policies and requirements to implement this goal. The housing density and number goals for Villebois continue to be met with the number units and type of housing proposed for SAP North, including Phase 5.

Public Facilities and Services
Goal 11

B37. The Villebois Village Master Plan is consistent with the applicable provisions of the City's various utility plans (see Chapter 4 – Utilities of the Master Plan). It proposes to coordinate future development with the provision of the public facility infrastructure in the area (Figure 6 – Conceptual Composite Utilities Plan). The proposed SAP amendment does not change the overall approach to planned utilities as shown in the Master Plan.

Transportation
Goal 12

B38. The Villebois Village Master Plan provides plans (Figure 7 – Street Plan and Figure 8 – Proposed Arterial/Collectors Street System) for a transportation system that is integrated with the transportation system existing and proposed for the City and surrounding areas of Clackamas County. Street sections (Figures 9A and 9B – Street and Trail Sections) are designed to slow traffic, encourage walking and bicycling, and create a pleasant environment. The proposed SAP amendment remains consistent with the transportation components of the Villebois Village Master Plan, as proposed for refinement, and thus this goal.

Energy Conservation
Goal 13

B39. The Comprehensive Plan has been acknowledged to be consistent with Goal 13, and the Villebois Village Master Plan is consistent with Comprehensive Plan energy conservation policies. The Villebois Village Master Plan provides for a compact mixed-use development that will conserve energy by reducing the amount of and length of vehicle trips by making bicycle and pedestrian transportation viable alternatives for many trips. The proposed SAP amendment remains consistent with the Villebois Village Master Plan in this regard, and thus Goal 13.

Urbanization
Goal 14

B40. The Villebois Village Master Plan is consistent with Comprehensive Plan urbanization policies and the Residential – Village Land Use designation. The proposed SAP amendment for SAP North continues to comply with and further the intent of Goal 14 by providing a coordinated plan for urbanization of the Master Plan area that coordinates development of the area with development of public facilities, including the transportation system, and protects natural resources. The SAP amendment continues to provide more detailed plans for the urbanization of an area already determined to be within the City's urban growth boundary.

Village Zone Generally

Permitted Uses in Village Zone
Subsection 4.125 (.02)

B41. The uses proposed includes the Village Zone permitted single-family homes and parks and open space.

Villebois Block, Alley, Pedestrian and Bicycle Standards:

Maximum Block Perimeter (1800 ft)
Subsection 4.125 (.05) A. 1.

B42. The following blocks are less than the maximum block perimeter (blocks are described beginning with the southern most street then moving to the east, north, and west):

- Block bounded by Palermo Street, Orleans Avenue, Barcelona Street, Amsterdam Avenue
- Park block bounded by Palermo Street, Barcelona Street, Orleans Avenue
- Block bounded by Stockholm Avenue, Cherbourg Lane, Verdun Loop, Palermo Street

The following blocks exceed the maximum block perimeter but barriers, as described, permit approval as proposed.

- Block bounded by Barcelona Street/Verdun Loop, Villebois Drive North, Tooze Road, Paris Avenue. Circulation patterns within Phase 5 of SAP North are dictated by the 600-foot access spacing standard along SW Tooze Road, located along the northern site boundary (City of Wilsonville Transportation System Plan requirement for a minor arterial) and by the planned locations for the Villebois Greenway as well as existing street patterns west, east and south of Phase 5. The City has preferred that the applicant reduce the number of vehicular connections to Tooze Road and because of this decision, no connection to Tooze Road is proposed with PDP 5N. The spacing between the Tooze Road Connection in Phase 4 and the connection to Tooze Road in Tonquin Meadows exceeds the City's spacing requirements.
- Block bounded by Stockholm Avenue, Villebois Drive North, Verdun Loop, Cherbourg Lane. While this block doesn't have specific barriers preventing an additional street both the blocks to the northeast and southwest have barriers for the street continue preventing a street in this block from having significant connectivity value. See barrier discussion for adjacent blocks.
- Block bounded by Berlin Avenue, Villebois Drive North, Stockholm Avenue, Palermo Street, Orleans Avenue. Looking at a plan two-dimensional view a couple street connections look possible to break up this block, continuation of Dundee Lane from the south or Cherbourg Lane from the north. However, both connections have topographic barriers making them infeasible. In addition, the Dundee Lane connection would impact existing buildings. As discussed below, the applicant proposes mid-block pedestrian connections in alignment with Dundee Lane and Chergourg Lane.

Maximum Spacing Between Streets (530 ft)
Subsection 4.125 (.05) A. 2.

B43. In conjunction with the longer block perimeters discussed in Finding B42 above, a number of streets exceed the maximum 530 feet spacing for local access. As shown in the submitted plans, the required intervening pedestrian and bicycle access is provided with the required maximum of 330 feet except as listed below. Exceptions to the spacing requirements due to barriers are noted, otherwise Conditions of Approval require additional connections.

Between Verdun Loop and Tooze Road from current 110th right-of-way to path aligned with southeast side of Cherbourg Lane connecting with Tonquin trail in northern portion of Regional Park 6.
Between Barcelona Street and from the Tonquin Trail in the northern portion of Regional Park 6 to the connection just east of Orleans Avenue. Currently the spacing is approximately 533 feet.
Condition of Approval PDB 3 requires a pedestrian/bicycle connection immediately east of the Tract J alley connection to Verdun Loop adjacent to Linear Green 16 to intersection with the main path in Linear Green 16. This will provide a 318 foot spacing. The Condition of Approval additionally requires an additional pedestrian between Barcelona Street and the Tooze Road east of Orleans Avenue and west of Palermo Street.

Access
Subsection 4.125 (.05) B.

B44. The design of the subdivision shown in the SAP allows access from the alley where required.

Fences
Subsection 4.125 (.05) D.

B45. The City previously approved a Master Fencing Plan for the SAP, which the applicant proposes to follow as it pertains to special fence treatments.

Parks & Open Space
Subsection 4.125 (.08)

B46. Figure 5 – Parks & Open Space Plan of the Villebois Village Master Plan indicates that approximately 33% of Villebois is in Parks and Open Space. This SAP amendment continue to meet the open space requirements for Villebois.

Villebois Street Alignment and Access Improvements

Conformity with Master Plan, etc.
Subsection 4.125 (.09) A. 1. a.

B47. The street alignments are generally consistent with those shown in the Villebois Village Master Plan, as proposed for refinement. See Findings B76 through B81.

Conformity with Public Works Standards and Continuation of Streets
Subsection 4.125 (.09) A. 1. a. i.

B48. The proposed street network will enable conformance with the Public Work Standards. As the final single-family subdivision within Villebois, adjoining properties have street to which this subdivision will connect.

Streets Developed According to Master Plan
Subsection 4.125 (.09) A. 1. a. ii.

B49. The submitted plans show all streets developed with cross sections shown in the Master Plan except as noted in the Conditions of Approval from Engineering.

Intersections Angles
Subsection 4.125 (.09) A. 2. a. and b.

B50. The applicant's drawings in Exhibits B2 and B3 show all proposed streets are developed consistent with these standards.

Intersection Offsets
Subsection 4.15 (.09) A. 2. c.

B51. Proposed intersection meet the defined offsets.

Curb Extensions
Subsection 4.125 (.09) A. 2. d.

B52. Condition of Approval PDC 2 requires curb extensions consistent with the Community Elements Book, as amended, and the proposed curb to curb width will be at least 20 feet.

Street Grades 8% Maximum on Local Street, Up to 12% for Short Distances
Subsection 4.125 (.09) A. 3.

B53. The applicant proposes a number of street grades between 8% and 12% due to the relatively steep natural contours of the site. The City Engineer continues to review the exact slope of these street segments. Condition of Approval PDB 4 requires final approval of any street grades between 8% and 12% by the City Engineer.

Centerline Radius Street Curves
Subsection 4.125 (.09) A. 4.

B54. The submitted plan sheets, see Exhibits B2 and B3, show all street curves meet these standards.

Rights-of-way
Subsection 4.125 (.09) A. 5.

B55. Proposed rights-of-way are shown on the applicant's plan sheets, Exhibits B2 and B3. Rights-of-way will also be reviewed as part of the Preliminary Development Plan and Tentative Plat to ensure compliance. Rights-of-way will be dedicated and a waiver of remonstrance against the formation of a local improvement district will be recorded with recordation of a final plat in accordance with Section 4.177.

Access Drives
Subsection 4.125 (.09) A. 6.

B56. The applicant states in the narrative in Exhibit B1, "Access drives (alleys) will be paved at least 16-feet in width within a 20-foot tract, as shown on the Circulation Plan. In accordance with Section 4.177, all access drives will be constructed with a hard surface capable of carrying a 23-ton load. Easements for fire access will be dedicated as required by the fire department. All access drives will be designed to provide a clear travel lane free from any obstructions."

Clear Vision Areas
Subsection 4.125 (.09) A. 7.

B57. The applicant states that clear vision areas will be provided and maintained in compliance with the Section 4.177.

Vertical Clearance
Subsection 4.125 (.09) A. 8.

B58. The applicant states that Vertical clearance will be provided and maintained in compliance with the Section 4.177.

Sidewalk and Pathway Improvement Standards
Subsection 4.125 (.10)

B59. The applicant states, "All sidewalks and pathways within SAP SAP North Phase 5 will be constructed in accordance with the standards of Section 4.178 and the Villebois Village Master Plan." Sidewalks and pathways are shown in the circulation plan and street cross-sections (Sheets 7 and 8, Exhibit B2).

Other Village Zone Standards

Landscaping, Screening and Buffering, Street Trees Match Community Elements Book
Subsection 4.125 (.11)

B60. The submitted plans show the appropriate landscaping. Review of the Preliminary Development Plan and Final Development Plan will ensure street trees match the Community Elements Book.

Signage and Wayfinding
Subsection 4.125 (.12)

B61. The City previously adopted a Master Signage and Wayfinding Program for SAP North and the proposed development will remain consistent with the previous approval including signage at the SW Paris Avenue entrance to Villebois.

Village Zone Design Principles
Subsection 4.125 (.13)

B62. The SAP Drawings, Exhibit B2, the Architectural Pattern Book, and the Community Elements Book are intended to guide the Preliminary Development Plan and Final Development Plan applications to achieve a built environment that reflects the fundamental concepts and objectives of the Master Plan. The Design Principles of Section (.13) have driven the development of the SAP Drawings, the Architectural Pattern Book and the Community Elements Book, which the City previously approved for SAP North and will work in concert to assure that the vision of Villebois in Phase 5 of SAP North.

Design Standards: Flag Lots
Subsection 4.125 (.14) A. 1. a.

B63. No flag lots are proposed.

Building and Site Design Requirements
Subsection 4.125 (.14) A. 2. a. - e. and h. – k.

B64. The Architectural Pattern Book and Community Elements Book ensure compliance with these standards and consistency with surrounding development.

Lighting and Site Furnishings
Subsection 4.125 (.14) A. 3.

B65. The SAP North Architectural Pattern Book and Community Elements Books ensure compliance with these criteria.

Building Systems Requirements
Subsection 4.125 (.14) A. 4.

B66. Subsequent Building Permit applications will review proposed buildings for consistency with the criteria of Table V-3 and the Architectural Pattern Book for SAP North.

Villebois Specific Area Plan Approval

Specific Area Plan Purpose-Advance Design of the Villebois Village Master Plan
Subsection 4.125 (.18) C. 1.

B67. As shown in Findings B3 through B66 above, the proposed SAP amendment is advancing the design of the Villebois Village Master Plan.

Who Can Initiate a SAP Application
Subsection 4.125 (.18) C. 2.-3.

B68. The Master Planner previously submitted SAP North, which included the approval of many SAP elements. Some elements where not defined because they were not yet known. A subsequent SAP amendment defined the additional components for Phases 2 through 4.

With Phase 3 approval was granted for SAP Components for future additional phases that did not require access to the properties, including definition of street alignment and land uses consistent with the Master Plan. This request provides the required additional details for Phase 5, and has been signed by the property owners of Phase 5.

SAP Submittal Requirements: Existing Conditions
Subsection 4.125 (.18) D 1.

B69. The applicant submitted all the required existing condition information. See Sheet 3 of Exhibit B2.

SAP Submittal Requirements: Development Information
Subsection 4.125 (.18) D. 2.

B70. The applicant's submittal, particularly the SAP plan set, provides all the required information. See Exhibit B2.

SAP Submittal Requirements: Architectural Pattern Book, Community Elements Book, Rainwater Management Program, and Master Signage and Wayfinding
Subsection 4.125 (.18) D. 3.-6.

B71. The City previously approved the SAP North Architectural Pattern Book, Community Elements Book, Rainwater Management Program, and Master Signage and Wayfinding program for the entirety of SAP North, including Phase 5. The only proposed changes relate to correctly showing the lot types, street orientation, and park locations proposed with this application.

SAP Submittal Requirements: SAP Narrative Statement
Subsection 4.125 (.18) D. 8.

B72. The applicant submitted the required narrative. See Exhibit B1.

SAP Elements Consistent with Villebois Village Master Plan
Subsection 4.125 (.18) E. 1. b. i.

B73. Findings B3 through B66 above demonstrate compliance of proposed SAP amendment with the Villebois Village Master Plan.

SAP Phasing Reasonable
Subsection 4.125 (.18) E. 1. b. i.

B74. Proposed Phase 5 is the final phase of SAP North and is contiguous with the previously approved phases of SAP North and SAP East following long anticipated phasing.

DRB Modification of SAP to Ensure Compliance with Master Plan, Etc.
Subsection 4.125 (.18) E. 1. b. iii.

B75. Staff does not recommend any modifications pursuant to this subsection.

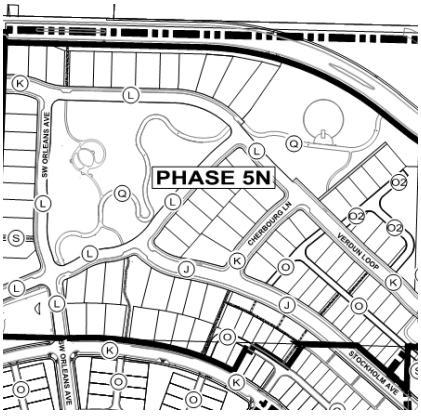
SAP Refinements to Villebois Village Master Plan

Refinement 1 Street Network

Refinements to the Master Plan: Streets
Subsection 4.125 (.18) F. 1. a. i.

B76. As stated by the applicant, "A comparison of the Circulation Plan from the proposed SAP North Amendment for Phase 5 and the Circulation Plan from the Master Plan shows updates to the circulation system. The Master Plan showed two connections at the northern edge of the site connecting with SW Tooze Road. The City has since evaluated planned improvements for Tooze Road and determined to limit to one access point which exists in PDP 4N. Therefore, the previously shown street connection to Tooze Road in PDP 5N has been eliminated. There are now no vehicular connections to Tooze Road within Phase 5. Additionally, when Tonquin Meadows was reviewed (Phase 3 East), the extension of Coffee Lake Drive across Villebois Drive was eliminated in order to retain an existing wetland area along the eastern portion of the property. This has resulted in some minor changes to the residential streets in these intervening areas. Verdun loop and Stockholm Avenue now provide the connections from Tonquin Meadows across Villebois Drive into the site and both streets extend west to meet SW Palermo Street at RP-6. The proposed street alignment was chosen in order to preserve as many healthy trees as possible. RP-6 has been moved to the western portion of the site where the bulk of the trees are located. Local streets (Barcelona, Orleans, and Palermo) surround RP-6 and linear greens have been proposed to both preserve important trees and to provide better pedestrian and cyclist circulation. Specifically, a linear green is proposed between SW Palermo Street and SW Berlin Avenue to preserve three important trees. A second linear green has replaced the street segment between Cherbourg Lane and Berlin Avenue due to the steepness of the terrain and to minimize grading and thereby enable more tree preservation. A pedestrian and cyclist accessway is provided between SW Barcelona Street and Tooze Road and pedestrian/cyclist connections are provided throughout RP-6, which abuts and connects to Tooze Road.

Master Plan



With Proposed Refinements

Refinements: Definition of Significant-Quantitative
Subsection 4.125 (.18) F. 1. b. i. and a. vi.

B77. Quantifiable measures related to this refinement request include circulation system function and connectivity. Level of Service (LOS) is the quantifiable performance measure related to circulation system function for motor vehicles. No data is available nor practical to obtain regarding the circulation system function for bicycles and pedestrians. Pedestrian and bicycle connections will be maintained or increased. Vehicle connectivity to SW Tooze has been balanced with the desired through function of SW Tooze Road. While the number of connection points to arterials in an quantifiable matter, and the small number of connection points would make this proposed change significant. In addition, the overall change in street layout would be significant. However, the changes are necessary to substantially improve the function of SW Tooze Road, an arterial, and necessary to preserve the greatest amount of important and good trees, an important community resource, as possible thus allowed as a refinement. While the traffic study did not compare LOS as various intersections with and without the proposed refinements, LOS of service continues to be met with the proposed changes.

Refinements: Definition of Significant-Qualitative
Subsection 4.125 (.18) F. 1. B. ii.

B78. This subsection does not provide clear definition of what an important qualitative feature might be. Absent details in this subsection, staff interprets the primary qualitative factors to consider being the three guiding design principles of the Villebois Village Master Plan: Connectivity, Diversity, and Sustainability. The three guiding design principles are further defined by the goals, policies, and implementation measures of the Master Plan. By virtue of better or equally implementing the goals, policies, and implementation measures of the Villebois Village Master Plan, as described in Finding B79 below, the proposed refinements do not negatively affect qualitative features of the street network.

Refinements: Equally or Better Meeting Master Plan
Subsection 4.125 (.18) F. 2. a.

B79. The following are the relevant goals and policies from the Villebois Village Master Plan followed by discussion of how the refinements better or equally meet them:

Circulation System Goal: The Villebois Village shall provide for a circulation system that is designed to reflect the principles of smart growth.

The refinement better meets the smart growth principle of preserving open space and natural features by allowing preservation of important and good trees better than the previously planned transportation networks. The preservation of trees also better reflects the principle of distinctive, attractive communities as the preserved trees at a high point in the topography is the primary existing identity of the subject properties. The refinements

provide a similar function as the previously contemplated network equally meeting the principles of walkable neighborhoods and a variety of transportation choices.

Circulations System Policy 1: The Villebois Village shall encourage alternatives to the automobile, while accommodating all travel modes, including passenger cars, trucks, buses, bicycles and pedestrians.

There will continue to be access to all homes and destinations from a variety of travel modes.

Refinements: Avoiding Detrimental Impacts on Resources
Subsection 4.125 (.18) F. 2. b.

B80. Among the refinement's primary purposes is avoiding detrimental impacts to the natural and scenic resource of important and good trees at a high point of Villebois's topography.

Refinements: Relation to Adjoining Areas' Ability to Develop Per Master Plan
Subsection 4.125 (.18) F. 2. c.

B81. All adjoining SAP areas are developed consistent with the Master Plan, thus the refinement does not preclude their development consistent with the Master Plan.

Refinement 2 Parks, Trails, and Open Spaces

Refinements to the Master Plan: Parks, Trails, and Open Space
Subsection 4.125 (.18) F. 1. a. ii.

B82. As stated by the applicant, " The proposed refinements to RP-6, LG-15 & 16, and PP-9 do not significantly reduce function, usability, connectivity, or overall distribution or availability of these park uses in the PDP. The table below offers a side-by-side look at the Parks Master Plan and the proposed plan. Changes are highlighted in bold font. A brief description of the refinements follows the individual table, explaining how the proposed design meets the goal for the Villebois Village Parks Master Plan. Relevant policies and implementation measures from the Villebois Village Master Plan are noted in parentheses in the following descriptions:

Master Plan	**Proposed Plan**
RP-6	
5.93 Acres in size	**6.42 Acres in size**
Stormwater/Rainwater Features: Cell	**Stormwater/Rainwater Features: Swale**
Minor Water Feature: 1	Dog Bowl Fountain / Minor Water Feature
Benches	Benches
Picnic Tables	Picnic Tables

Child Play Structure: 1	Play Area - Totlot
Sport Court: 2 Tennis Courts	**Moved to RP-5**
Dog Park	**Dog Park**
RP-5	
No Special Features Provided	**2 Tennis Courts**
LG-15	
0.35 Acres in size	**0.05 Acres in size (plus 0.25 in Tonquin Meadows)**
Lawn Play: 0.11 Acres (30' x 80') (40' x 50')	Lawn Play (7,207 square feet or 0.17 acres)
LG-16	
0.19 Acres in size	**0.36 Acres in size (plus area in Right-of-Way**
Lawn Play: 0.2 Acres (60' x 70') (60' x 70')	Lawn Play (22,557 square feet or 0.52 acres)
PP-9	
0.21 Acres in size	**0.13 Acres in size (plus 0.04 in Tonquin Meadows and Right-of-Way)**
Child Creative Play: 1	Child Creative Play: 1

The proposed RP-6 will retain multiple healthy trees that are currently existing on the subject site. This park is split into two halves by SW Barcelona Street with the western portion accessible by SW Barcelona Street, SW Orleans Avenue, and SW Palermo Street. The other half of the park is located in the northeastern quadrant of the subject site and is accessible by Tooze Road, SW Barcelona Street and Verdun Loop. RP-5, which is in the southwestern quadrant of the subject site will be completed with this development. The proposed parks in Phase 5 each have an asphalt trail system that connects to the wider Tonquin Trail, a regional trail that meanders through the Villebois development. These hard trail systems allow for the ability to recreate in all seasons of the year (Implementation Measure 7) and they allow for an improved pedestrian network. The trail also provides loops of varying lengths for running, walking, and roller blading (Policy 2). The proposed RP-6 park system provides a play structure in the left half and a dog park in the right while the proposed portion of RP- 5 that is to be completed with this development will include two tennis courts. LG- 15, LG-16 and PP-9 were partially constructed with the Tonquin Meadows development to the east and will include additions of a Lawn Play area and a Child Creative Play area, respectively, with the proposed development. These proposed uses add potential layers of social interaction to the park system (Policy 5) and encourage a juxtaposition of various age-oriented facilities and activities, while maintaining adequate areas of calm (Policy 3, Implementation Measure 15). The location of the dog park in RP-6 has moved closer to SW Tooze/Boeckman Road than was shown in the Master Plan, but the use and the availability of the dog park is not hindered by the new location. The dog park

has been moved to the northeastern end of RP-6 so that it can be accessed by SW Tooze/Boeckman Road and be near the small parking lot along the northeastern border of the subject site. Additionally, the applicant is proposing to construct a Rainwater Swale instead of a Rainwater Cell as shown on the Master Plan, which will be located in the western portion of RP-6. These parks will be relatively similar in size to that are shown in the Master Plan.

Refinements: Definition of Significant-Quantitative
Subsection 4.125 (.18) F. 1. b. i.

B83. As shown in Finding B82 above, the refined Parks and Open space maintain significantly the same nature and features as Master Planned parks.

Refinements: Definition of Significant-Qualitative
Subsection 4.125 (.18) F. 1. B. ii.

B84. This subsection does not provide clear definition of what an important qualitative feature might be. Absent details in this subsection, staff interprets the primary qualitative factors to consider being the three guiding design principles of the Villebois Village Master Plan: Connectivity, Diversity, and Sustainability. The three guiding design principles are further defined by the goals, policies, and implementation measures of the Master Plan. By virtue of better or equally implementing the goals, policies, and implementation measures of the Villebois Village Master Plan, as described in Finding B85 below, the proposed refinements do not negatively affect qualitative features of the parks, trails, and open space.

Refinements: Equally or Better Meeting Master Plan
Subsection 4.125 (.18) F. 2. a.

B85. By maintaining significantly the same park and open space nature and features, the refinement equally meets parks related goals, policies, and implementation measures of the Villebois Village Master Plan.

Refinements: Impact on Resources
Subsection 4.125 (.18) F. 2. b.

B86. Among the refinement's primary purposes is avoiding detrimental impacts to the natural and scenic resource of important and good trees at a high point of Villebois's topography.

Refinements: Relation to Adjoining Areas
Subsection 4.125 (.18) F. 2. c.

B87. All adjoining SAP areas are developed consistent with the Master Plan, thus the refinement does not preclude their development consistent with the Master Plan.

Refinement 3 Utilities and Storm Water Facilities

Refinements to Utilities and Storm Water Facilities
Subsection 4.125 (.18) F. 1. a. iii.

B88. The Master Plan for the subject area shows Onsite Water Quality along Tooze Road and a larger area reserved for Rainwater Management. Tooze Road improvements affect the location and space of onsite stormwater and rainwater facilities. Water quality facilities have been moved off-site and retrofitted to meet Tooze Road improvements. The refinements to rainwater management within PDP 5N include street trees and bio-retention cells located in planter strips in rights-of-way, as shown within the attached utility plans (see Exhibit B1 section IIIC and Exhibit B7), in order to utilize the space available.

Refinements: Definition of Significant-Quantitative
Subsection 4.125 (.18) F. 1. b. i.

B89. The performance measures, etc. being measured for the purpose of this refinement are the reduction of service and function of the utility or facility. The service or function is not being reduced.

Refinements: Definition of Significant-Qualitative
Subsection 4.125 (.18) F. 1. B. ii.

B90. This subsection does not provide clear definition of what an important qualitative feature might be. Absent details in this subsection, staff interprets the primary qualitative factors to consider being the three guiding design principles of the Villebois Village Master Plan: Connectivity, Diversity, and Sustainability. The three guiding design principles are further defined by the goals, policies, and implementation measures of the Master Plan. By virtue of better or equally implementing the goals, policies, and implementation measures of the Villebois Village Master Plan, as described in Finding B91 below, the proposed refinements do not negatively affect qualitative features of the parks, trails, and open space.

Refinements: Equally or Better Meeting Master Plan
Subsection 4.125 (.18) F. 2. a.

B91. Keeping the similar level of service and function will equally meet the Master Plan.

Refinements: Impact on Resources
Subsection 4.125 (.18) F. 2. b.

B92. No evidence has been provided that changes will have a negative impact on the environment or natural or scenic resources.

Refinements: Relation to Adjoining Areas
Subsection 4.125 (.18) F. 2. c.

B93. The proposed refinements do not impact the surrounding areas.

Refinement 4 Land Use and Density

Refinements to the Master Plan: Mix of Land Uses and Density
Subsection 4.125 (.18) F. 1. a. iv. and v.

B94. The Master Plan for the subject area shows large, standard, medium, small, and neighborhood apartment uses within the Phase 5 area. PDP 5N proposes 89 single family detached dwellings – 32 small lots, 9 medium lots, 41 standard lots, and 7 large lots. The refinements to the Master Plan include a change in mix and unit counts. The refinement removes estate lots but introduces single-level homes in the large and standard-sized lots. The transition from standards and larges moving toward the Villebois Greenway, then south of the Greenway with smalls and mediums, increasing in density and massing toward the core of the Village Center is consistent with the Master Plan.

The attached plans (see Notebook Section IIB) illustrate that SAP North provides a mix of housing types generally consistent with the Master Plan. Phase 5 provides a mix of housing types to the greatest extent possible, ranging from small to large, while also providing a similar land use pattern to the other edges of Villebois. Additionally, this request adds single-level homes to the range of housing options through a minor refinement to the Master Plan.

	Currently Approved Count in SAP N	Proposed Unit Count in SAP N	% Change
Medium/Standard/ Large/Estate	179	197	10%
Small Detached/ Small Cottage/ Row Homes/ Neighborhood Apt.	246	271	10%
Total	425	468	10%

Table A shows that the proposed refinements do not exceed the 10% standard. This proposal results in a total of 2,558 units within Villebois. This is above the density of 2,300 units required to be obtained across Villebois, meeting the refinement criteria.

Master Plan Proposed with Refinement

Refinements: Definition of Significant-Quantitative

Subsection 4.125 (.18) F. 1. b. i.

B95. Quantifiable measures related to this refinement include number of units within the aggregate land use category, which, as shown in the table, is being reduced within the allowable 10% limit for the SAP. The resulting unit count for Villebois is 2,558.

	Currently Approved Count in SAP N	Proposed Unit Count in SAP N	% Change
Medium/Standard/ Large/Estate	179	197	10%
Small Detached/ Small Cottage/ Row Homes/ Neighborhood Apt.	246	271	10%
Total	425	468	10%

Refinements: Definition of Significant-Qualitative
Subsection 4.125 (.18) F. 1. B. ii

B96. This subsection does not provide clear definition of what an important qualitative feature might be. Absent details in this subsection, staff interprets the primary qualitative factors to consider being the three guiding design principles of the Villebois Village Master Plan: Connectivity, Diversity, and Sustainability. The three guiding design principles are further defined by the goals, policies, and implementation measures of the Master Plan. By virtue of better or equally implementing the goals, policies, and implementation measures of the Villebois Village Master Plan, as described in Finding B97 below, the proposed refinements do not negatively affect qualitative features of the street network.

Refinements: Equally or Better Meeting Master Plan
Subsection 4.125 (.18) F. 2. a.

B97. As further explained by the applicant on pages 43-44 of their supporting compliance report for the SAP Amendment (Exhibit B1), the change in housing products in Phase 5 equally or better meets the Villebois Village Master Plan

Refinements: Impact on Resources
Subsection 4.125 (.18) F. 2. b.

B98. Among the refinement's primary purposes is avoiding detrimental impacts to the natural and scenic resource of important and good trees at a high point of Villebois's topography.

Refinements: Relation to Adjoining Areas
Subsection 4.125 (.18) F. 2. c.

B99. All adjoining SAP areas are developed consistent with the Master Plan, thus the refinement does not preclude their development consistent with the Master Plan.

Protection of Natural Features & Other Resources

General Terrain Preparation
Subsection 4.171 (.02)

B100. The applicant's proposal maximizes preservation of important and good trees and works with the natural contours of the site to do so. Grading will be required to follow the Uniform Building Code, as will be reviewed for grading permits for the site.

Trees and Wooded Area
Subsection 4.171 (.04)

B101. The applicant and the City have carefully worked together to maximize retention of important and good trees as well as other trees on the site. The layout of the park space for Regional Park 6, for which preservation of trees is a major Master Plan focus, other open space, streets, and lots focuses on tree preservation. With additional information

concerning the location and other details of trees on the site the applicant proposes a number of refinements to support maximizing retention as a major design tenant of the parks, open space, and subdivision.

Historic Protection
Subsection 4.171 (.09)

B102. A cultural resource inventory has been performed. See Section IID of Exhibit B1. According to a professionally preferred historic inventory of the subject site, no resources exist worthy for preservation or listing, and no further research or inventory is needed.

Request C: DB18-0051 SAP-North PDP 5, Preliminary Development Plan

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Village Zone

Permitted Uses in Village Zone
Subsection 4.125 (.02)

C1. The uses proposed include the Village Zone permitted uses of single-family homes and parks and open space.

Block, Alley, Pedestrian, and Bicycle Standards
Subsection 4.125 (.05) A.

C2. The Preliminary Development Plan drawings, Exhibit B4, shows blocks, alleys, pedestrian, and bicycle paths consistent with this subsection and the SAP, as proposed for amendment.

Vehicle Access Via Alley When Available
Subsection 4.125 (.05) B.

C3. A condition of approval for the Tentative Subdivision Plat will ensures vehicle access to lots via an alley when available.

Development Standards in the Village Zone
Table V-1

C4. In previous PDP's it has consistently been interpreted to allow the lot width and lot sizes to be governed by the Pattern Book. All lot dimensions and sizes meet the standards established in the SAP North Pattern Book with allowed variations for block shapes, street alignment and topography.

Off-Street Parking, Loading & Bicycle Parking
Subsection 4.125 (.07) Table V-2

C5. The applicant proposes at least two (2) vehicle parking spaces for each home, exceeding the minimum of one (1).

Parks & Open Space
Subsection 4.125 (.08)

C6. Figure 5 Parks & Open Space Plan of the Villebois Village Master Plan states that there are a total of 159.73 acres within Villebois, which is approximately 33% of Villebois. As described in the Parks, Trails, and Open Space refinement as part of the SAP Amendment, Request B, provides for the continued provision of the required open space. See Findings B82 through B87.

Street Alignment and Access Improvements

Conformity with Master Plan, etc.
Subsection 4.125 (.09) A. 1. a.

C7. The street alignments and access improvements conform with SAP North plans, as proposed for amendment, which have been found to be in compliance with the Villebois Village Master Plans. See Request B Findings B76 through B81.

Conformity with Public Works Standards and Continuation of Streets
Subsection 4.125 (.09) A. 1. a. i.

C8. All street improvements within this PDP will comply with the applicable Public Works Standards and make the connections to adjoining properties as shown in the Villebois Village Master Plan, as refined in Request B.

Streets Developed According to Master Plan
Subsection 4.125 (.09) A. 1. a. ii.

C9. The applicant will develop all streets within this PDP with curbs, landscape strips, sidewalks, and bikeways or pedestrian pathways as depicted on the Circulation Plan and Street Sections, Sheet 7 of Exhibit B4, , which are consistent with the cross sections shown in the Master Plan and as approved by the City Engineer.

Intersections of Streets: Angles and Intersections
Subsection 4.125 (.09) A. 2. a. & b.

C10. The Circulation Plan, Sheet 7 of Exhibit B4, demonstrates intersections designed for street to intersect at 90 degrees.

Intersection of Streets: Offsets
Subsection 4.15 (.09) A. 2. c.

C11. Circulation Plan, Sheet 7 of the applicant's plan set, demonstrates that opposing intersections on public streets are offset, as appropriate, so that no danger to the traveling public is created.

Curb Extensions as Shown in SAP and Maintain 20 foot wide clearance
Subsection 4.125 (.09) A. 2. d.

C12. The Circulation Plan, Sheet 7 of the applicant's plan set, shows curb extensions as shown in the SAP, as proposed for amendment. Curb extensions will not obstruct bicycle lanes on collector streets. The plan sheets illustrate that all local street intersections will have a minimum 20 foot wide clear distance between curb extensions.

Street Grades: 8% Max, Up to 12% for Short Distances approved by City Engineer
Subsection 4.125 (.09) A. 3.

C13. Due to the natural topography of the site a number of street grades exceed 8%. Condition of Approval PDB 4 ensures the City Engineer approves street grades exceeding 8%. See also Finding B53.

Centerline Radius Street Curves
Subsection 4.125 (.09) A. 4.

C14. Compliance is shown on the Circulation Plan, Sheet 7 of the applicant's plan set.

Rights-of-way, Waiver of Remonstrance to Local Improvement District
Subsection 4.125 (.09) A. 5.

C15. The applicant's plan set shows the proposed rights-of-way, including Sheet 4, Preliminary Plat. The applicant will dedicate rights-of-way and will record a waiver of remonstrance against the formation of a local improvement district with recordation of a final plat in accordance with Section 4.177.

Access Drives Width, Carrying Load, and Other Standards
Subsection 4.125 (.09) A. 6.

C16. The applicant states, "Access drives (alleys) will be paved at least 16-feet in width within a 20-foot tract, as shown on the Circulation Plan. In accordance with Section 4.177, all access drives will be constructed with a hard surface capable of carrying a 23-ton load. Easements for fire access will be dedicated as required by the fire department. All access drives will be designed to provide a clear travel lane free from any obstructions."

Clear Vision Areas
Subsection 4.125 (.09) A. 7.

C17. The applicant states that clear vision areas will be provided and maintained in compliance with the Section 4.177.

Vertical Clearance
Subsection 4.125 (.09) A. 8.

C18. The applicant states that Vertical clearance will be provided and maintained in compliance with the Section 4.177.

Interim Improvement Standards
Subsection 4.125 (.09) A. 9.

C19. The applicant does not propose any interim improvement standards.

Sidewalk and Pathway Improvement Standards
Subsection 4.125 (.10)

C20. All sidewalks and pathways within PDP 5 North will be constructed in accordance with the standards of Section 4.154 (which replaced 4.178) and the Villebois Village Master Plan. Sidewalks and pathways are shown in the Circulation Plan and Street Cross-sections, Sheet 7 of the applicant's plan set.

Landscaping, Screening and Buffering: Match Community Elements Book
Subsection 4.125 (.11)

C21. The appropriate landscaping is provided. The proposed street trees are among the choices provided in the Community Elements Book.

Signage and Wayfinding Plan Conformance
Subsection 4.125 (.12)

C22. The applicant will install signage consistent with the SAP North Signage & Wayfinding Plan.

Design Principles Applying to the Village Zone
Subsection 4.125 (.13)

C23. The Architectural Pattern Book and Community Elements Book ensure the design meets the fundamental design concepts and support the objectives of the Villebois Village Master Plan. By complying with an Architectural Pattern Book and Community Elements Book, the design of the PDP will satisfy these criteria. See also Final Development Plan, Request D.

Design Standards: Flag Lots
Subsection 4.125 (.14) A. 1. a.

C24. The applicant does not propose flag lots.

Building and Site Design Requirements
Subsection 4.125 (.14) A. 2. a. - e. and h. – k.

C25. The application requests PDP approval for single family detached houses. Conformance with the Pattern Book and Community Elements Book will assure consistency with the Design Standards of subsection (.14). Conformance with the Architectural Pattern Book will be reviewed at the issuance of each building permit. Conceptual front elevations of the planned homes are provided. See Section IIIF of Exhibit B1. Compliance with the Community Elements Book is being reviewed as part of Request D Final Development Plan. In order to increase consistency with the Architectural Pattern Book and other development elsewhere in Villebois Condition of Approval PDC 5 requires courtyard fencing consistent with the pattern book and the architectural style of the home for at least 30% of the homes with usable courtyards not exceeding a 5% slope.

Landscape Plans
Subsection 4.125 (.14) A. 2. g.

C26. The appropriate landscape plans have been provided. See Final Develop Plan plan set.

Protection of Significant Trees
Subsection 4.125 (.14) A. 2. f.

C27. The applicant provides tree protection information. See also Request F.

Lighting and Site Furnishings Comply with Community Elements Book
Subsection 4.125 (.14) A. 3.

C28. Condition of Approval PDD 2 ensures lighting and site furnishings comply with the Community Elements Book for SAP North.

Building Systems
Subsection 4.125 (.14) A. 4.

C29. Subsequent Building Permit applications will review proposed buildings for consistency with the criteria of Table V-3 and the Architectural Pattern Book.

Preliminary Development Plan Approval

Submission Timing
Subsection 4.125 (.18) G. 1. a.

C30. This PDP addresses Phase 5 on the SAP North Phasing Plan approved with Phase 4 North.

Owners' Consent
Subsection 4.125 (.18) G. 1. b.

C31. This application is made by Jason Baker of Polygon Homes. The PDP application has been signed by owners Victor C. Chang, Allen Y. Chang, City of Wilsonville, Polygon at Villebois III LLC, and Sparrow Creek LLC.

Proper Form & Fees
Subsection 4.125 (.18) G. 1. c.

C32. The applicant used the prescribed form and paid the required application fees.

Professional Coordinator Required for Professional Design Team
Subsection 4.125 (.18) G. 1. d.

C33. A professional design team is working on the project with Stacy Connery AICP from Pacific Community Design as the professional coordinator.

Mixed Uses
Subsection 4.125 (.18) G. 1. e.

C34. The proposed PDP includes only residential and park uses with supporting amenities and utilities.

Land Division Concurrent with Preliminary Development Plan
Subsection 4.125 (.18) G. 1. f.

C35. The applicant submitted a preliminary subdivision plat concurrently with this request. See Request E.

Zone Map Amendment Concurrent with Preliminary Development Plan
Subsection 4.125 (.18) G. 1. g.

C36. For portions of the subject properties not previously rezoned to Village, the applicant requests a zone map amendment concurrently with this request. See Request A.

Information Required
Subsection 4.125 (.18) G. 2. a. – c.

C37. The applicant provided the required information including a boundary survey, topographic information, SROZ information. See applicant's submitted plan sets.

Land Area Tabulation
Subsection 4.125 (.18) G. 2. d.

C38. Following is a tabulation of land area devoted to the various uses and a calculation of net residential density:

Approx. Gross Acreage	26.65 Acres
Parks and Open Space	8.63 Acres
Public Streets	7.71 Acres
Lots and Alleys	10.31 Acres

Net Residential Density: 89 lots / 10.31 Acres = 8.63 units per net acre

Streets, Alleys, and Trees
Subsection 4.125 (.18) G. 2. e.

C39. Information on planned alleys and streets are provided or the information is readily available. Easements, sidewalks, bike routes and bikeways, trails, and other relevant features are shown. The required trees are shown. See applicant's submitted plan sets.

Building Drawings
Subsection 4.125 (.18) G. 2. f.

C40. The proposed PDP includes Large, Standard, Medium, and Small detached single-family housing products. Conceptual elevations have been provided. See Section IIIF of Exhibit B1.

Utility Plan
Subsection 4.125 (.18) G. 2. g.

C41. Sheet 6 of the applicant's plan set provides the required composite utility plan.

Phasing Sequence
Subsection 4.125 (.18) G. 2. h.

C42. The applicant proposes executing the PDP in a single phase.

Security for Capital Improvements
Subsection 4.125 (.18) G. 2. i.

C43. The applicant states "the applicant will provide a performance bond or other acceptable security for the capital improvements required by the project."

Traffic Report
Subsection 4.125 (.18) G. 2. j. and H. 2.

C44. Exhibit B5 is the required trip generation memorandum from DKS Associates.

PDP Submittal Requirements

Matching SAP and General PDP Submission Requirements
Subsection 4.125 (.18) H. 1.

C45. The PDP matches the requested approval of the SAP North, as requested to be amended in Request B, and the application includes all of the requested information including location of utilities, conceptual building and landscape plans, the general type and location of signs, specified topographic information, plans showing all uses, and a grading and erosion control plan.

Level of Detail
Subsection 4.125 (.18) H. 3.

C46. The submitted plans show the required level of detail similar to other PDP's approved throughout Villebois.

Copies of Legal Documents
Subsection 4.125 (.18) H. 4.

C47. The applicant provided the required legal documents for review.

PDP Approval Procedures
Subsection 4.125 (.18) I.

C48. The review of the request follows the defined procedure including public notice, a public hearing, and a determination by the Development Review Board.

PDP Approval Criteria

PDP Consistent with Standards of Section 4.125
Subsection 4.125 (.18) K. 1. a.

C49. As shown elsewhere in this request, the proposed Preliminary Development Plan is consistent with the standards of Section 4.125.

PDP Complies with the Planning and Land Development Ordinance
Subsection 4.125 (.18) K. 1. b.

C50. Findings are provided showing compliance with applicable standards of the Planning and Land Development Ordinance. Specifically Findings C56 through C58 address Subsections 4.140 (.09) J. 1. through 3.

PDP Consistent with Approved SAP
Subsection 4.125 (.18) K. 1. c.

C51. The requested PDP approval is consistent with the SAP, as requested to be amended by Request B.

PDP Consistent with Approved Pattern Book
Subsection 4.125 (.18) K. 1. d.

C52. The proposed conceptual drawings have been found by the consultant architect to be consistent with the Architectural Pattern Book. The proposed lots are of sizes enabling conformance with the Architectural Pattern Book.

Reasonable Phasing Schedule
Subsection 4.125 (.18) K. 2.

C53. The applicant proposes completion of the PDP in a single phase.

Parks Concurrency: Parks Completion Prior to Occupancy of 50% of Homes
Subsection 4.125 (.18) K. 3.

C54. Condition of Approval PDD 3 ensures the completion of parks within PDP 5 North prior to occupancy of 50% of the housing units of the phase or bonding if special circumstances prevent completion. Specifically, park improvement shown must be completed prior to the granting of the building permit for the 45th house in the PDP.

DRB Conditions
Subsection 4.125 (.18) K. 5.

C55. Staff does not recommend any additional conditions of approval to ensure compliance.

Planned Development Regulations

Consistency with Comprehensive Plan and Other Plans, Ordinances
Subsection 4.140 (.09) J. 1.

C56. The applicant's findings demonstrate the location, design, size, and uses proposed with the PDP are both separately and as a whole consistent with SAP North as proposed for amendment in Request B, and thus the Villebois Village Master Plan, the City's Comprehensive Plan designation of Residential – Village for the area, and any other applicable ordinance of which staff is aware.

Meeting Traffic Level of Service D
Subsection 4.140 (.09) J. 2.

C57. The location, design, size and uses are such that traffic generated within the PDP at the most heavily used intersection(s) can be accommodated safely and without congestion in excess of Level of Service D. The proposed uses and the circulation system are consistent with SAP North, as requested to be amended in Request B. Exhibit B5 is the required traffic generation memorandum.

Concurrency for Other Facilities and Services Including Utilities
Subsection 4.140 (.09) J. 3.

C58. As shown in the Utility and Drainage Report, Section IIIC of the applicant's notebook, Exhibit B1 and Exhibit B7, and the applicant's Composite Utility Plan, Sheet 6 of Exhibit B4, adequate or immediately planned facilities and services are sufficient to serve the planned development.

Protection of Natural Features & Other Resources

General Terrain Preparation
Subsection 4.171 (.02)

C59. The City worked carefully with the applicant to ensure the proposed developments is designed, constructed and maintained with maximum regard to natural terrain features and topography, including the many mature healthy trees and steep terrain of the subject site. The review process changes the layout of the park, streets and lots, were adjusted from that shown in the Villebois Village Master Plan, subject to the provided refinement process, to maximize the regard given.

Hillsides
Subsection 4.171 (.03)

C60. No development is proposed on such slopes.

Trees and Wooded Area
Subsection 4.171 (.04)

C61. The applicant worked closely with City staff and the project arborist to understand the trees on the site, look at development alternatives, and design the proposed park, streets, and lot layouts to maximize protection of existing trees, particularly trees rated good and important by the arborist. Specific measures taken include: siting Regional Park 6 to include the maximum number of good and important trees and minimizing grading within the park area with preserved trees; adding a linear green to preserve additional important trees; and designing grading to preserve important trees in rear yards where possible.

High Voltage Power Lines
Subsection 4.171 (.05)

C62. The development area and surrounding area are not around high voltage power lines.

Safety Hazards
Subsection 4.171 (.06)

C63. The applicant states that development of the subject area will occur in a manner that minimizes potential hazards to safety.

Earth Movement Hazard Areas
Subsection 4.171 (.07)

C64. No areas of land movement, slump, earth flow, or mud or debris flow have been identified in the project area.

Standards for Soil Hazard Areas
Subsection 4.171 (.08)

C65. No soil hazard areas have been identified within the subject area.

Historic Protection
Subsection 4.171 (.09)

C66. The PDP matches the SAP North approvals, as requested to be amended in Request B and found to meet the requirements of this subsection.

Landscaping, Screening, and Buffering
Section 4.176

C67. Landscaping will be provided in accordance with the standards in Section 4.176. The Street Tree/Lighting Plan depicts street trees along rights-of-way within the subject Preliminary Development Plan area. The plan has been developed in conformance with the *Community Elements Book* and the applicable standards of Section 4.176. Landscaping in the parks and linear green areas will be reviewed with Request D, Final Development Plan.

Street Improvement Standards
Section 4.177

C68. The PDP matches the SAP North approvals, as requested to be amended in Request B and found to meet the requirements of this subsection.

Request D: DB15-0090 Final Development Plan for Parks and Open Space

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Parks and Open Space in the Village Zone-Amount Required
Subsection 4.125 (.08) A.

D1. The applicant proposes parks and open space consistent with the PDP found to meet the required amount of parks and open space.

Parks and Open Space in the Village Zone-Ownership
Subsection 4.125 (.08) B.

D2. Ownership will be by the homeowners association with the Regional Park being turned to the City after a 5-year period of homeowner association ownership and maintenance.

Parks and Open Space in the Village Zone-Protection and Maintenance
Subsection 4.125 (.08) C.

D3. Protection and maintenance of the open space and recreational areas are covered in the CCR's being reviewed by the City, and Operation and Maintenance Agreements between the developer and the City.

Landscaping Screening and Buffering
Subsection 4.125 (.11)

D4. Findings D15 through D26 pertain to Section 4.176. Plans show street trees consistent with the Community Elements Book.

Signs Compliance with Master Sign and Wayfinding Plan for SAP
Section 4.125 (.12) A.

D5. The Master Signage and Wayfinding Plan does not require any signs subject to the Final Development Plan within the subject development and the applicant does not propose any.

Design Standards Applying to the Village Zone

Details to Match Architectural Pattern Book and Community Elements Book
Subsection 4.125 (.14) A. 2. b.

D6. The Architectural Pattern Book is not applicable to the parks except that any retaining walls within the public view shed must be consistent with the materials in the Architectural Pattern Book and the Master Fencing shown in the pattern book. Proposed plant materials are consistent with the Community Elements Book.

Protection of Significant Trees
Subsection 4.125 (.14) A. 2. f.

D7. The applicant proposes protecting significant trees. See Request F, particularly Finding F6.

Landscape Plan
Subsection 4.125 (.14) A. 2. g.

D8. The applicant's plan set includes landscape plans providing the required information.

Lighting and Site Furnishings to Match Community Elements Book, Etc.
Subsection 4.125 (.14) C.

D9. Condition of Approval PDC 2 requires the lighting and site furnishings to be consistent with the Community Elements Book.

Final Development Plan Approval Procedures
Subsection 4.125 (.18) L.

D10. The proposal is subject to the applicable procedures set out in this subsection for approval of a FDP.

Final Development Plan Submittal Requirements
Subsection 4.125 (.18) M.

D11. The applicant submitted the necessary materials review of the FDP.

Final Development Plans Subject to Site Design Review Criteria
Subsections 4.125 (.18) N. and P. 1.

D12. The proposal is subject to the provisions of Section 4.421 as criteria in the review of the FDP. See Findings D30 through D34.

Refinements to Preliminary Development Plan as part of Final Development Plan
Subsection 4.125 (.18) O.

D13. The applicant does not request any refinements as part of the requested FDP.

Final Development Plan Compliance with Architectural Pattern Book, Community Elements Book, and PDP Conditions of Approval
Subsection 4.125 (.18) P.2.

D14. Overall, as demonstrated by Finding D6 above, the FDP demonstrates compliance with the SAP North Community Elements Book. The proposed landscaping is in conformance with the Community Elements Book. There are no relevant portions of the Architectural Pattern Book, or Conditions of Approval for a previously approved PDP to which to demonstrate compliance.

Landscape Standards

Landscape Standards and Compliance with Code
Subsection 4.176 (.02) B.

D15. The applicant has not requested for any waivers or variances to landscape standards. Thus all landscaping and screening must comply with standards of this section.

Landscape at least 15% of Site Area and Landscape Locations Spread Through Site
Subsection 4.176 (.03)

D16. Landscaping or vegetation covers the majority of the proposed parks.

Buffering and Screening
Subsection 4.176 (.04)

D17. No conditions requiring buffering and screening are within the area covered by the subject FDP request.

Plant Materials-Shrubs and Groundcover
Subsection 4.176 (.06) A.

D18. Applicant's sheet L2 in their FDP plan set, Exhibit B4, indicates the requirements established by this subsection will be met by the proposed plantings.

Plant Materials-Trees
Subsection 4.176 (.06) B.

D19. Applicant's Sheet L1 and L2 in their FDP plan set, Exhibit B4, indicates the requirements established by this subsection will be met by the proposed plantings.

Plant Materials-Street Trees
Subsection 4.176 (.06) D.

D20. Applicant's Sheets L2 in Exhibit B4, indicate the requirements established by this subsection as well as the Community Elements Book are generally met.

Types of Plant Species
Subsection 4.176 (.06) E.

D21. The allowed plant materials are governed by the Community Elements Book. All proposed plant materials will be consistent with the SAP North Community Elements Book.

Tree Credit
Subsection 4.176 (.06) F.

D22. The applicant is not requesting any of the preserved trees be counted as tree credits pursuant to this subsection.

Exceeding Plant Material Standards
Subsection 4.176 (.06) G.

D23. The selected landscape materials do not violate any height or visions clearance requirements.

Installation and Maintenance of Landscaping
Subsection 4.176 (.07)

D24. Installation and maintenance standards are or will be met by Condition of Approval PDD 2 as follows:

- Plant materials are required to be installed to current industry standards and be properly staked to ensure survival
- Plants that die are required to be replaced in kind, within one growing season, unless appropriate substitute species are approved by the City.
- A note on the applicant's Sheet L2 in their FDP plan set, Exhibit B4, indicates "coordinate landscape installation with installation of underground sprinkler and drainage systems."

Landscape Plans
Subsection 4.176 (.09)

D25. The applicant's plan set includes landscape plans with the required information. See Exhibit B4.

Completion of Landscaping
Subsection 4.176 (.10)

D26. As a condition of PDP approval the parks for the PDP or PDP phase must be completed prior to fifty percent (50%) of the house permits are issued unless certain conditions exist, similar to what is described in this subsection, in which case a bond can be posted. See Finding C54 and Condition of Approval PDC 3.

Site Design Review

Excessive Uniformity, Inappropriateness of Design, Etc.
Subsection 4.400 (.01)

D27. *Excessive Uniformity*: A variety of parks with a variety of features and amenities are provided consistent with the diversity of park uses described in the Villebois Village Master Plan avoiding excessive uniformity in park and open space design.
Inappropriate or Poor Design of the Exterior Appearance of Structures: No structures are proposed in the parks.
Inappropriate or Poor Design of Signs: Signs within parks and open spaces are required to be consistent with the Master Sign and Wayfinding program which is a comprehensive signage package that ensures signs in parks and open spaces, like elsewhere in Villebois, are of a quality design and appropriate for the Villebois context.
Lack of Proper Attention to Site Development: The appropriate professional services have been used to design the park and open spaces incorporating unique features of the site including natural features, demonstrating appropriate attention being given to site development.
Lack of Proper Attention to Landscaping: Landscaping has been professionally designed by a landscape architect, and includes a variety of plant materials, all demonstrating appropriate attention being given to landscaping.

Purposes of Objectives of Site Design Review
Subsection 4.400 (.02)

D28. It is staff's professional opinion that the applicant has provided sufficient information demonstrating compliance with the purposes and objectives of site design review. In addition, site features are consistent with the Community Element Book, which has previously been reviewed to ensure consistency with the Villebois Village Master Plan which has similar purposes and objectives as site design review.

Site Design Review-Jurisdiction and Power of the Board
Section 4.420

D29. Condition of Approval PDD 3 ensures construction, site development, and landscaping are carried out in substantial accord with the Development Review Board approved plans, drawings, sketches, and other documents. No grading or other permits will be granted prior to development review board approval. No variances are requested from site development requirements.

Site Design Review-Design Standards
Subsection 4.421 (.01)

D30. The scope of design standards refers only to the parks and open spaces, as the single-family homes are not subject to site design review. The park elements are appropriate for the topography of the site by working with the existing slopes. Surface water drainage has been thoroughly reviewed consistent with the Villebois Village Master Plan and the Rainwater Master Plan for SAP North.

Applicability of Design Standards to Various Site Features
Subsection 4.421 (.02)

D31. All applicable site features, which does not include single-family homes, are subject to design standards.

Objectives of Section 4.400 Serve as Additional Criteria and Standards
Subsection 4.421 (.03)

D32. The purposes and objectives in Section 4.400 are being used as additional criteria and standards. See Finding D28 above.

Site Design Review-Conditions of Approval for Proper and Efficient Site Function
Subsection 4.421 (.05)

D33. Staff does not recommend any additional conditions of approval pursuant to this subjection.

Color or Materials Requirements
Subsection 4.421 (.06)

D34. Conditions of Approval PDD 4 and PDD 5 require specific materials for any retaining walls or hand rails to ensure a quality of design consistent with the Architectural Pattern Book.

Site Design Review-Procedures, Required Materials
Section 4.440

D35. The applicant submitted the applicable required materials.

Time Limit on Approval
Section 4.442

D36. It is understood that the approval will expire after 2 years if a building permit hasn't been issued unless an extension has been granted by the board.

Landscape Installation or Bonding
Subsection 4.450 (.01)

D37. As a condition of PDP approval the parks for the PDP or PDP phase must be completed prior to fifty percent (50%) of the house permits being issued. See Finding C54 in Request C and Condition of Approval PDC 3.

Approved Landscape Plan Binding
Subsection 4.450 (.02)

D38. Condition of Approval PDD 6 provides ongoing assurance the approved landscaping plan is binding upon the applicant.

Landscape Maintenance and Watering
Subsection 4.450 (.03)

D39. Condition of Approval PDD 6 will ensure landscaping is continually maintained and watered in accordance with this subsection.

Addition and Modifications of Landscaping
Subsection 4.450 (.04)

D40. Condition of Approval PDD 6 prevents modification or removal of landscaping without the appropriate City review.

Request E: DB18-0053 Tentative Subdivision Plat

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Development Standards Applying to All Development in Village Zone

Block, Alley, Pedestrian, and Bicycle Standards
Subsection 4.125 (.05) A.

E1. The tentative subdivision plat shows blocks, alleys, pedestrian, and bicycle paths consistent with this subsection and the proposed PDP.

Access Standards: Access Required Via Alley Where Available
Subsection 4.125 (.05) B.

E2. Condition of Approval PDE 5 requires a non-access reservation strip on the street side of lots with alley access.

Development Standards in the Village Zone
Table V-1

E3. As been consistently interpreted for PDP approvals in Villebois, lot dimensions in the Architectural Pattern Book can govern such things as lot width and size even when it is not consistent with the table. The proposed lots facilitate the construction that meets relevant standards of the table and the Architectural Pattern Book for SAP North.

Open Space Requirements
Subsection 4.125 (.08)

E4. The tentative subdivision plat shows open space consistent with the requirements of the Village Zone and the proposed PDP. Consistent with the requirements of (.08) C. Condition of Approval PDE 8 requires the City Attorney to review and approve pertinent bylaws, covenants, or agreements prior to recordation.

Street and Improvement Standards:

General Provisions
Subsection 4.125 (.09) A. 1.

E5. The tentative subdivision plat shows street alignments, improvements, and access improvements consistent with the proposed PDP and SAP found, with proposed refinements, to be consistent with the Master Plan and Transportation Systems Plan.

Intersection of Streets
Subsection 4.125 (.09) A. 2.

E6. The tentative subdivision plat shows street intersections as proposed in the proposed PDP consistent with these standards.

Centerline Radius Street Curves
Subsection 4.125 (.09) A. 4.

E7. The tentative subdivision plat shows streets found to meet these standards under Requests B and C.

Street and Improvement Standards: Rights-of-way, Waiver of Remonstrance
Subsections 4.125 (.09) A. 5. and 4.177 (.01) C.

E8. As stated by the applicant, "rights-of-way will be dedicated and a waiver of remonstrance against the formation of a local improvement district will be recorded with recordation of a final plat in accordance with Section 4.177." Condition of Approval PDE 9 requires the waiver of remonstrance.

Plat Review Process

Plats Reviewed by Planning Director or DRB
Subsection 4.202 (.01) through (.03)

E9. The tentative subdivision plat is subject to review by the Development Review Board according to this subsection. The final plat is subject to review by the Planning Division under the authority of the Planning Director to ensure compliance with the DRB review of the tentative subdivision plat.

Legal Creation of Lots Prior to Selling Land
Subsection 4.202 (.04) A.

E10. It is understood that no lots will be sold until the final plat has been approved by the Planning Director and recorded.

Undersized Lots
Subsection 4.202 (.04) B.

E11. No lots will be divided into a size smaller than allowed.

Pre-Application Conference
Subsection 4.210 (.01)

E12. A pre-application conference was held in accordance with this subsection.

Preparation and Submission of Tentative Plat
Subsection 4.210 (.01) A. and B.

E13. Sheet 4 of Exhibit B3, as shown revised in Exhibit B6, is a tentative subdivision plat prepared by a licensed surveyor and including the required information.

Land Division Phases to Be Shown
Subsection 4.210 (.01) D.

E14. The applicant indicates a plan to subdivide and develop the land in a single phase.

Remainder Tracts
Subsection 4.210 (.01) E.

E15. The proposed tentative plat incorporates all affected property.

Conformity to the Master Plan or Map
Subsection 4.236 (.01)

E16. The tentative subdivision plat is consistent with applicable plans including the Transportation Systems Plan and Villebois Village Master Plan as requested to be refined.

Relation to Adjoining Street System
Subsection 4.236 (.02)

E17. The tentative subdivision plat shows streets meeting connecting to the adjoining existing streets consistent with the proposed PDP.

Streets: Conformity to Standards Elsewhere in the Code
Subsection 4.236 (.03)

E18. The tentative subdivision plat shows streets consistent with the proposed Master Plan refinement, SAP Amendment, and PDP and meeting Section 4.177 and the block requirements of the zone.

Creation of Easements for Future Land Divisions
Subsection 4.236 (.04)

E19. The applicant proposes no specific easements pursuant to this subsection.

Topography
Subsection 4.236 (.05)

E20. The tentative subdivision plat shows street alignments recognizing topographic conditions consistent with the requested PDP.

Reserve Strips Controlling Street Access for Specific Purposes
Subsection 4.236 (.06)

E21. No reserve strips are being required for the reasons listed in this subsection. However, reserve strips are being required by Condition of Approval PDE 5 to prevent access to the front side of lots served by an alley. See also Findings E2.

Future Expansion of Street
Subsection 4.236 (.07)

E22. Adjoining land is all developed, no future street extensions are planned. The proposed streets connect with street stubs created in previous adjoining subdivisions.

Additional Right-of-Way for Existing Streets
Subsection 4.236 (.08)

E23. The applicant proposes to dedicate any necessary right-of-way.

Street Names
Subsection 4.236 (.09)

E24. Street names will be reviewed by Engineering staff and be subject to approval by the City Engineer consistent with this subsection.

Blocks
Subsection 4.237 (.01)

E25. The tentative subdivision plat shows blocks consistent with those proposed Preliminary Development Plan. See Request C.

Easements
Subsection 4.237 (.02)

E26. Condition of Approval PDE 10 requires the necessary easements for utility lines.

Mid-block Pedestrian and Bicycle Pathways
Subsection 4.237 (.03)

E27. The submitted plans show pathways consistent with the proposed PDP.

Tree Planting & Tree Access Easements
Subsection 4.237 (.04)

E28. The proposed street trees are within the proposed public right-of-way.

Lot Size and Shape
Subsection 4.237 (.05)

E29. Proposed lot sizes, widths, shapes and orientations are appropriate for the proposed development and are in conformance with the Village Zone requirements as discussed under Requests B and C.

Access, Minimum Frontage
Subsection 4.237 (.06)

E30. Each lot has the minimum frontage on a street or greenbelt, as allowed in the Architectural Pattern Book.

Through Lots
Subsection 4.237 (.07)

E31. While certain lots front both SW Tooze Road and SW Barcelona Street, no access will be allowed directly from SW Tooze Road.

Lot Side Lines
Subsection 4.237 (.08)

E32. Generally side lot lines are at right angles with the front lot line. Where they do not, they run at the closest possible angle to 90 degrees as allowed by block shape, adjacent lot shape, and required alley orientation.

Large Lot Land Divisions
Subsection 4.237 (.09)

E33. Staff does not anticipate any future divisions of the lots included in the tentative subdivision plat.

Building Line and Built-to Line
Subsection 4.237 (.10) and (.11)

E34. No building lines or built-to lines are proposed or recommended.

Land Reserved for Public Acquisition
Subsection 4.237 (.12)

E35. No property reservation is recommended as described in this subsection.

Corner Lots
Subsection 4.237 (.13)

E36. All proposed corner lots meet the minimum corner radius of ten (10) feet.

Lots of Record
Section 4.250

E37. The parcels and tracts being divided are of record, and the resulting subdivision lots will be lots of record.

Request F: DB15-0089 Type C Tree Plan

As described in the Findings below, the request meets the applicable criteria or will by Conditions of Approval.

Access to Site for Tree Related Observation
Subsection 4.600.50 (.03) A.

F1. The ability for the City to inspect tree conditions on the site is understood.

Type C Tree Removal Review Authority
Subsection 4.610.00 (.03) B.

F2. The requested tree removal is connected to site plan review by the Development Review Board for the proposed development. The tree removal is thus being reviewed by the DRB.

Conditions to Minimize Damage to and Encroachment
Subsection 4.610.00 (.06) A.

F3. Staff recommends two additional conditions pursuant to this subsection. A number of good and important trees have root zones/drip lines partially or entirely on individual lots. In consideration of the health and value of the tree Conditions of Approval PDF 4 and PDF 5

impose reasonable conditions to encourage proper long-term preservation and maintenance as well as clearly identify maintenance responsibility. Condition of Approval PDF 4 requires a tree preservation and maintenance easement and associated easement agreement allowing for inspection of the tree condition and assigning tree maintenance responsibility to the homeowners association as well as limiting plantings and irrigation that could damage the health of the tree. As a practical matter, Condition of Approval PDF 5 requires access easements on affected lots to allow necessary access for inspection and maintenance activities.

Completion of Operation in Reasonable Time Frame
Subsection 4.610.00 (.06) B.

F4. It is understood the tree removal will be completed by the time construction of all homes, parks, and other improvements in the PDP are completed, which is a reasonable time frame for tree removal.

Security for Tree Removal
Subsection 4.610.00 (.06) C.

F5. As allowed by Subsection 1 the bonding requirement is being waived as the application is required to comply with WC 4.264(1).

Standards for Tree Removal, Relocation or Replacement, Residential Development

Standards for Preservation and Conservation and Development Alternatives
Subsection 4.610.10 (.01) B., C., and E.

F6. The applicant worked closely with City staff and the project arborist to understand the trees on the site, look at development alternatives, and design the proposed park, streets, and lot layouts to maximize protection of existing trees, particularly trees rated good and important by the arborist. Specific measures taken include: siting Regional Park 6 to include the maximum number of good and important trees and minimizing grading within the park area with preserved trees; adding a linear green to preserve additional important trees; and designing grading to preserve important trees in rear yards where possible. Trees proposed for removal are due to tree conditions and unavoidable construction impacts.

Standards for Land Clearing
Subsection 4.610.10 (.01) D.

F7. This standard is being followed as shown in the applicant's plan set, Exhibit B3.

Standards for Compliance with Statutes and Ordinances
Subsection 4.610.10 (.01) F.

F8. This standard is broad and duplicative. As found elsewhere in this report, the applicable standards are being applied.

Standards for Relocation and Replacement
Subsection 4.610.10 (.01) G.

F9. The proposed tree activity is being reviewed in accordance to the referenced sections related to replacement and protection.

Limitation on Tree Removal
Subsection 4.610.10 (.01) H.

F10. The proposed tree removal is either necessary for construction or is due to the health and condition of the trees.

Additional Standards for Type C Permits: Tree Survey and Maintenance and Protection Plan
Subsection 4.610.10 (.01) I. 1.-2., Section 4.610.40 (.02)

F11. The applicant's submitted materials include the required Tree Maintenance and Protection Plan has been submitted. See Section VIC of Exhibit B1.

Additional Standards for Type C Permits: Tree and Utility Conflicts
Subsection 4.610.10 (.01) I. 3.

F12. The Composite Utility Plan, Sheet 6 of Exhibit B2, shows little potential for environmental adverse consequences of utility placement. Utility placement in relation to the preserved tree will be further reviewed during review of construction drawings and utility easement placement on the final plat.

Type C Tree Plan Reviewed with Stage II Final Plan
Subsection 4.610.40 (.01)

F13. The proposed Type C Tree Plan is subject to review concurrently with the Preliminary Development Plan, which is the equivalent of a Stage II Final Plan in the Village Zone.

Tree Replacement Requirement
Subsection 4.620.00 (.01)

F14. Conditions of Approval PDF 8 and 9 ensures tree mitigation requirements are met by either replanting street trees and landscaping trees or paying into the tree fund an amount determined by the City based on the cost of replacement trees.

Basis for Determining Replacement
Subsection 4.620.00 (.02)

F15. Conditions of Approval PDF 8 and 9 requires tree mitigation on a basis of one tree mitigated for one tree removed. Each planted tree, including street trees and trees in parks and linear greens will meet the minimum diameter requirement.

Replacement Tree Requirements
Subsection 4.620.00 (.03)-(.04)

F16. Replacement trees will be appropriate for the site by conforming the Community Elements Book. Condition of Approval PDF 2 ensures trees have the proper staking and care and will be of the required quality. The Condition of Approval further ensures the replacement of planted trees that dies or becomes diseased.

Replacement Trees Locations
Subsection 4.620.00 (.05)

F17. The applicant proposes planting trees on site and in the appropriate locations for the proposed development meeting spacing in the Community Elements Book and avoiding utility and other conflicts.

Tree Protection During Construction
Section 4.620.10

F18. Conditions of Approval PDF 3 and PDF 6 ensures protection of trees during development consistent with the requirements of this section..

Request G: SI18-0005 Abbreviated SRIR Review / SROZ Map Refinement

As described in the Findings below, the request meets the applicable criteria.

Findings of Fact:

1. Pursuant to Section 4.139.05 (Significant Resource Overlay Zone Map Verification), the map verification requirements shall be met at the time an applicant requests a land use decision. The applicant conducted a detailed site analysis consistent with code requirements, which the Natural Resources Manager reviewed and approved.

2. The delineated wetlands, identified as Wetlands A-C, are located in the project area. Wetlands A and B were included in the City's Natural Resources Inventory and were deemed locally significant due to their connectivity to the Coffee Lake wetlands/floodplain complex. Wetland C was not included in the Natural Resources Inventory due to its size (i.e., less than 0.5 acre). Wetlands A-C are likely jurisdictional and subject to regulation by the Oregon Department of State Lands and the U.S. Army Corps of Engineers.

3. Wetlands A and B, which are associated with a drainage ditch, are classified as palustrine emergent (PEM). Whereas, Wetland C is classified as a palustrine scrub-shrub (PSS) and PEM/slope. Wetlands A is located in a horse pasture and Wetland B is primarily non-native reed canary grass. Wetland C is a combination of reed canary grass and native Sitka willow. The primary source of hydrology for the wetlands is surface runoff and groundwater. The total size of the wetlands is 0.15 acres.

4. The Significant Resource Overlay Zone ordinance prescribes regulations for development within the SROZ and its associated 25-foot Impact Area. Setbacks from significant natural resources implement the requirements of Metro Title 3 Water Quality Resource Areas, Metro Title 13 Nature in Neighborhoods, and Statewide Planning Goal 5. All significant natural resources have an Impact Area. Development or other alteration activities may be permitted within the SROZ and its associated Impact Area through the review of a Significant Resource Impact Report (SRIR). The primary purpose of the Impact Area is to insure that development does not encroach into the SROZ.

5. Pursuant to the city's SROZ ordinance, development is only allowed within the Area of Limited Conflicting Use (ALCU). The ALCU is located between the riparian corridor boundary, riparian impact area or the Metro Title 3 Water Quality Resource Area boundary, whichever is furthest from the wetland or stream, and the outside edge of the SROZ, or an isolated significant wildlife habitat (upland forest) resource site.

6. The applicant's Significant Resource Impact Report delineated specific resource boundaries. The applicant's SRIR contained the required information, including an analysis of the natural resource conditions.

Amendment to SROZ Boundary

Amending SROZ Boundary Based on Whether Land is a Significant Resource
Subsection 4.139.10 (.01) D. 4. and (.02)

G1. Wetlands A and B were included in the City's Natural Resources Inventory and SROZ map. The inventory relied on a wetland determination with little in the way of specific information. The applicant has provided a wetland delineation that provides substantially more detail, which brings into question the inclusion of the wetlands in the SROZ. Due to their size (both are less than the minimum 0.5-acre requirement) and isolated location, hydrologically and physically, in regards to the Coffee Lake wetlands/floodplain complex, they do not qualify as locally significant wetlands. Therefore, staff concurs with the applicant and authorizes an amendment to the SROZ.

G2. ~~Wetlands A and B were included in the City's Natural Resources Inventory and SROZ map. The inventory relied on a wetland determination with little in the way of specific information. The applicant has provided a wetland delineation that provides substantially more detail, which brings into question the inclusion of the wetlands in the SROZ. Due to their size (both are less than the minimum 0.5 acre requirement) and isolated location, hydrologically and physically, in regards to the Coffee Lake wetlands/floodplain complex, they do not qualify as locally significant wetlands. Therefore, staff concurs with the applicant and authorizes an amendment to the SROZ~~

Exhibit B

Sign off accepting Conditions of Approval

Project Name: Villebois Phase 5 North "Clermont"

Case Files:	**Request A:**	**DB18-0049**	**Zone Map Amendment**
	Request B:	DB18-0050	SAP North Amendment
	Request C:	DB18-0051	SAP North PDP5, Preliminary Development Plan
	Request D:	DB18-0052	Final Development Plan for Parks and Open Space
	Request E:	DB18-0053	Tentative Subdivision Plat
	Request F:	DB18-0054	Type C Tree Plan
	Request G:	SI18-0005	Abbreviated SRIR Review

The Conditions of Approval rendered in the above case files have been received and accepted by:

_____

Signature

_____

Title Date

_____

Signature

_____

Title Date

This decision is not effective unless this form is signed and returned to the planning office as required by WC Section 4.140(.09)(L).

Adherence to Approved Plan and Modification Thereof: The applicant shall agree in writing to be bound, for her/himself and her/his successors in interest, by the conditions prescribed for approval of a development.

Please sign and return to:
Shelley White
Planning Administrative Assistant
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville OR 97070