

AGENDA

WILSONVILLE CITY COUNCIL MEETING

MARCH 18, 2013

7:30 P.M.

CITY HALL

29799 SW TOWN CENTER LOOP

WILSONVILLE, OREGON

Mayor Tim Knapp

Council President Scott Starr
Councilor Susie Stevens

Councilor Richard Goddard
Councilor Julie Fitzgerald

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 | [5 min.] |
| A. | Pursuant to ORS 192.660(2)(h) Litigation
ORS 192.660(2)(f) Exempt Public Records | |
| 5:15 P.M. | COUNCILORS' CONCERNS | [5 min.] |
| 5:20 P.M. | PRE-COUNCIL WORK SESSION | |
| A. | TSP Draft Review (Mangle) <i>TSP document bound separately.</i> | 70 min |
| B. | RVC/VIC Tourism Strategic Plan Task Force (Cosgrove /
Kohlhoff) | 15 min |
| C. | Housing Needs Analysis (Mangle) | 10 min. |
| D. | Short Term Financing (Ossanna) | 5 min. |
| 7:20 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, March 18, 2013 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10 a.m. on March 5, 2012. 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 therewith 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.

7:35 P.M.

MAYOR'S BUSINESS

- A. Proclamation declaring Wilsonville as a HEAL City (staff – Brescia)
- B. Upcoming Meetings

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.

COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

- A. Council President Starr – Park & Recreation Advisory Board, Chamber/City Leadership; and Economic Development Task Force
- B. Councilor Goddard – Library Board, Chamber Board, and Clackamas County Business Alliance
- C. Councilor Fitzgerald – Planning Commission; Committee for Citizen Involvement; and Library Board
- D. Councilor Stevens – Development Review Panels A and B; Wilsonville Seniors

7:55 P.M.

CONSENT AGENDA

- A. **Resolution No. 2404**
A Resolution Of The City Of Wilsonville Authorizing Acquisition Of Property Interests Related To The Reconstruction Of Boeckman Road Adjacent To The Boeckman Road Bridge. (staff – Adams/Retherford)
- B. Minutes of the February 21, 2013 and March 4, 2013 Council Meetings. (staff – King)

8:00 P.M.

CONTINUED BUSINESS

- A. *Item "A" is a Place Holder*
Family Fun Center *(continued from the February 21, 2013 Council meeting.)*

8:10 P.M. PUBLIC HEARING

A. **Resolution No. 2400**

A Resolution Of The City Of Wilsonville Authorizing Establishment Of A Reimbursement District To Refund To The West Linn-Wilsonville School District The Pro Rata Costs For Construction Of Road And Utility Infrastructure Improvements That Will Serve Properties Within The Reimbursement District. (staff – Adams/Kohlhoff)

B. **Ordinance No. 714** – First reading

An Ordinance Modifying Wilsonville Code Chapter 6, Section 6.204(3)(F), To Clarify A Limited Temporary Exemption From Noise Regulation For Permitted Special Events, As Described In Chapter 6, Sections 6.100 Through 6.175. (staff – Jacobson)

8:50 P.M. CITY MANAGER'S BUSINESS

A. Visitor Information Center/Tourism Strategic Plan Task Force

8:55 P.M. LEGAL BUSINESS

9:00 P.M. ADJOURN

An Urban Renewal Agency Meeting will immediately follow

Time frames for agenda items are not time certain (i.e. Agenda items may be considered earlier than indicated. The Mayor will call for a majority vote of the Council before allotting more time than indicated for an agenda item.) 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 king@ci.wilsonville.or.us

Meetings Happen in Stages



with Dr. Rick Kirschner

BEFORE

- Circulate agenda in question form
- Use email and message boards
 - Informal discussion of issues
 - Updates
 - Getting other up to speed
- Rotate meeting leadership

DURING

- Start on time
- Get and keep yourself present
- Time keeper
 - Hold people accountable for time taken
- Recorder
- Visual devices(Focus, Knowledge)

DURING

- Topic
- Process
 - Brainstorm
 - Match/Mismatch
 - Robert's Rules-Why have rules?
- Ideas as proposals
 - Discussion follows proposals
 - Make sure quiet people have a voice

AFTER

- Summarize meeting verbally
- Go round table(feelings, commitments)
- One minute minutes-Produce and Distribute
 - Dollars
 - Decisions
 - Deadlines
 - Commitments
- Complete Minutes

WHAT TO DO WITH TWO OR MORE POSITIONS

- Narrowly define the difference by ruling out areas of agreement
 - Listen to each other
 - Acknowledge good intent
- Clarify criteria and definitions
- Seek a solution that encompasses as many criteria as possible



The Responsibilities of Leadership



with Dr. Rick Kirschner



HOLD THE FOCUS

- WHAT ARE WE DOING?
- WHY ARE WE DOING IT?
- WHY DOES IT MATTER?

Every member of a group has a responsibility to the other members of the group to keep the mission in FOCUS. This isn't somebody's job, it's everybody's job. Without it, even the most interesting work becomes routine after a time. Ask and answer these three questions of yourself and each other at meetings, on projects, and whenever a new effort is begun. What are we doing? Why are we doing it? Why does it matter?

WHERE RUBBER MEETS ROAD

RESPECT: Don't do to others what you don't want done to you.

INFORM: Let people know about decisions before they are implemented. Spread the word when important information finds its way to you.

RECOGNIZE: Catch each other in the act of doing something right.

KEEP IT MEANINGFUL

- RESPECT
- INFORM
- RECOGNIZE



Manage Yourself



SELF MANAGEMENT

People ought to be able to observe you to know what you are all about. Self-management means you don't wait until you're in trouble. There is support all around you. But it's not enough to want support. You have to reach out.

**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: March 18, 2013	Subject: Chamber of Commerce Visitor Information Center Staff Member: Bryan Cosgrove Department: City Manager	
Action Required <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: 	
Staff Recommendation: Negotiate a mutual termination of the City's Visitor Information Operating Agreement with the Chamber of Commerce effective December 31, 2013 unless the Chamber prefers an earlier date.		
Recommended Language for Motion: I move to adopt Staff's recommendation.		
PROJECT / ISSUE RELATES TO: <i>[Identify which goal(s), master plans(s) issue relates to.]</i>		
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

How should the Visitor Information Center be used going forward given that the Clackamas County Tourism Development Council (TDC) is moving away from the traditional bricks-and-mortar approach to visitor information services, and the City and TDC both desire to re-program tourism dollars in a more strategic fashion?

EXECUTIVE SUMMARY:

As the City Council is aware, the Chamber of Commerce has been operating a full-time Visitor Information Center (VIC) as a tourism function for several years under an operating agreement with the City and one with Clackamas County. The Chamber has received government funding directly from the City and Clackamas County that totals over \$1 million over the past decade, and indirectly from Washington County via the Washington County Visitors Association. However, due to changes in visitor behavior, and advances in technology, such centers are becoming antiquated, with declining visitation by tourists, while operating costs continue to escalate.

The VIC building is owned by the City and located on the Town Center Park property, also owned by the City. In return for an investment in the building's construction of approximately \$1 million, the City entered into a master lease agreement with the Clackamas County Tourism Development Council (TDC). The lease provided that the use of the building would be for visitor information and tourism services and related uses. The TDC, in turn, leased to the Chamber a portion of the building based upon the Chamber operating a Visitor Information Services Center in the rest of the building.

However, the TDC has been redirecting resources away from in-person visitor information services throughout the county, and seeks to phase-out financial support for visitor information services at this location and has placed the Chamber on a month-to-month lease of the premises, which ends on June 30, 2013.

The City's parks and recreation administration is an important sector in providing tourism products. It oversees facilities, including fields for sporting events for the community and the region; permits and aids special events in City parks; and assists the Parks and Recreation Board in administering special event grant funding, all of which are directly tied to tourism activities. The City has space needs for its parks and recreation staff, and the building use by the parks and recreation staff in carrying out the above functions is an appropriate use in support of tourism. (See attached article on parks and their role in tourism growth and development.)

The parks and recreation staff could also provide the more limited visitor information service that may remain, and staff time in this regard would be reduced by providing information services through development of computer and kiosk information access at the site through the City's IT department in conjunction with TDC and the state Oregon Travel Experience agency. Moreover, the public restrooms will continue to be available to visitors using Town Center Park and the water features that draw visitors from surrounding cities.

Additionally, the building could house a limited Korean War Museum display as an interim step toward developing a Korean War Memorial Museum in conjunction with the Oregon Korean War Memorial at Town Center Park. Both the interim step and a final location aid tourism.

This combined use proposal for park and recreational staff serving tourism needs, together with an interim Korean War Memorial Museum display, was vetted with the TDC staff, and they are in agreement that the proposed uses meet the intent of the original lease with the TDC that the building "be used for visitor information and tourism services, and other related activities."

The Chamber has expressed a desire to maintain its role as a primary provider of tourism programming in the Wilsonville area. Chamber board members have expressed to City staff that they feel the Chamber is best situated to provide these services long-term, and they would like a seat at the table for the task force work and a fair shot at any of the potential proposals for service that may come about as a result of the task force work.

Given the Chamber's past and current involvement with tourism and its tourism industry members, City staff views the Chamber as a key stakeholder in shaping the Strategic Tourism Development Plan for the City (see accompanying Task Force recommendation). The Chamber has the ability to build upon its tourism activities and development and, as such, the City welcomes the Chamber's involvement in the Plan implementation as the future role and responsibilities for tourism activities and development become more defined. This would include competing for program funding as may be developed under the Plan. This Strategic Plan approach should also allow for a clear delineation between the Chamber's role in tourism promotion and activities funded by public funds from the Chamber's political advocacy role, which delineation both the City and the Chamber desire. Thus, moving forward, the Chamber is positioned to be a continuing partner in the economic growth and development of tourism in the City and its environs and for the City to strategically partner with the Chamber with clearly defined roles and responsibilities. Obviously, there are other issues involved in the negotiations, such as what level of repairs should occur if the City needs to reconfigure the building's interior for a different use and what does interim performance and funding look like. Staff needs to have further discussions with the Chamber and the TDC as part of the negotiation process. At this point, giving the City Manager negotiating flexibility going forward is part of the recommendation.

EXPECTED RESULTS:

Clearly defined programming and uses for the Visitor Information Center Building.

TIMELINE:

The TDC month-to-month contract with chamber ends no later than June 30, 2013. The City's agreement with chamber requires a six-month notice of termination by either party to end on December 31.

CURRENT YEAR BUDGET IMPACTS:

Budget impacts are related to deferred building maintenance costs with a range of magnitude in the \$40,000-\$60,000 range. If the City becomes the primary tenant, those costs would be absorbed through the City's building maintenance fund.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: _____ Date: _____

LEGAL REVIEW / COMMENT:

Reviewed by: MEK Date: 2/27/13

Assisted in drafting report.

COMMUNITY INVOLVEMENT PROCESS: Final dispensation of the building will require additional City Council meetings and discussion/meetings with the Wilsonville Area Chamber of Commerce and the Clackamas County Tourism Development Council.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY The overall impact to city operations are net positive. Relocating the Parks and Recreation Department to this building provides more space, better visibility and walk-up traffic to help boost registrations for recreational programming. The Wilsonville Chamber is impacted negatively because it will no longer enjoy the beneficial use of the facility with no rental payment and may need to pay market rate for new lease space. On the positive side for the chamber a cash-flow drain is removed, as the chamber has indicated in a recent annual report that the organization has been subsidizing operation costs of approximately \$20,000/year.

ALTERNATIVES:

Alternatives were discussed in a previous report to Council. A copy of that report is attached for Council consideration.

CITY MANAGER COMMENT:

ATTACHMENTS

- A. Memo dated January 23, 2013, Council Report on VIC Building
- B. "How Cities Use Parks to Promote Tourism"

MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Bryan Cosgrove, City Manager

DATE: January 23, 2013

RE: Wilsonville Visitor Information Center Building

Issue: Staff is seeking policy direction from the City Council with respect to the future use of the Visitor Information Center Building (“Building”). Given certain constraints, as more particularly described below, staff has identified four potential options (Options 1-4) for the use of the Building. It may be possible to combine some of the possible uses. The Options are as follows:

1. **Convert the Building to a City Parks and Recreation facility, retaining public restrooms at Town Center Park.** The City is in the process of hiring a new Parks and Recreation Director and is reorganizing its approach to parks and recreation programming and to parks’ facilities maintenance. The space at the Community Center is not adequate to house the reorganized Parks and Recreation Department in one location, which is needed for the most efficient operation. Therefore, the City is looking for alternative space for this revamped department, and options are limited. Due to its prime location within the popular and easily accessible Town Center Park, the Building would be an excellent and strategic office location for the newly formed Parks and Recreation Department and would afford the community and parks patrons with convenient access to this important City resource. This proposed use is also consistent with the original land dedication limitations for recreational, park, and open-space use imposed by the prior owner, Capital Realty Corporation, and the subsequent Development Agreement with Capital Realty that further defined allowed uses for the property.
2. **Convert the Building to a Korean War Memorial Museum.** The Korean War Veterans and Korean community have formed a non- profit organization, the Korean War Memorial Foundation of Oregon, to support the existing Korean War Memorial at Town Center Park. The organization has requested that the County and City consider placement of a museum within the Building as an opportunity to have an additional tourism attractor, complementary and compatible with the Memorial. The organization’s representatives have indicated they can secure the funding to support such a museum. It may also be possible to combine a small museum space with

Option 1, above. To date, City staff has only explored the possibility of the use of a wall within the Building for such a purpose and has not looked at other locations within the Park or nearby for this type of museum facility. The City understands that Foundation principals have contacted Keizer Permanente, owner of land adjacent to the Memorial, to gauge potential interest in transferring land to the Foundation for a museum, and that Keizer indicated that it intends to keep the land for future options.

3. Continue Building use as a Visitor Information Center, using one of the two following options:

- A. Negotiate a new Operating Agreement and Lease with the Chamber and Clackamas County;
- B. Follow Clackamas County's recently recommended approach and competitively solicit proposals to operate the Visitor Information Center through a Request for Proposal process.

With the advent of search engines such as Google, Yahoo, Map Quest, GPS systems, various apps, and electronic kiosks, the traditional visitor center model has been downsized and replaced, or greatly supplemented, by electronic media. The Clackamas County Tourism Development Council ("TDC") has already set into motion the beginning of this change and is looking to partner with the Oregon Travel Information Council to use the Baldock Rest Area along I-5, just south of Charbonneau, as a better location for a primary Visitor Center, in lieu of the current Visitor Center at Town Center Park. TDC staff has found the Wilsonville Center is operating at a cost of approximately \$13 per visitor of TDC funding, which is the most expensive center in its system, at double to quadruple the per-visitor cost of other VICs. (Including City funding contribution, the total cost is \$32.52 per visitor.) Citing these technical changes and monetary costs, at its January 8, 2013 meeting, the TDC Board voted 5:1 in support of a motion to work with the City to develop an RFP, open to all vendors, to provide in-person visitor information services only for a one-year period. The Board Chair, who voted 'no,' indicated a preference to discontinue the in-person visitor services in Wilsonville immediately and to not seek an RFP. The Chamber also reports the personnel costs are being underwritten by the Chamber in order to provide the required staffing hours, and that practice is not sustainable without greater subsidy.

Given these shared concerns for cost, this raises the issue of what is the best cost/benefit for the use of the hotel/motel taxes. The support of tourism events and programs seems to be more closely aligned with assisting to fill beds of the hotel/motel industry and the collecting of the hotel/motel tax to support tourism. The City outline for development of an Economic Strategy identifies tourism and tourism promotion as a component of such a strategy. Thus, use of the City hotel/motel tax may better serve the community by redirecting the funds, in whole or in part, from visitor information services to an economic strategy of tourism promotion and marketing.

As the recent audit has shown, if the Chamber is to continue to operate the Visitor Center, there must be a clear firewall to separate the tourism tax dollars from unrelated Chamber activities, including but not limited to political activities and certain salaries of certain Chamber positions. Additionally, should the Chamber remain in the Building, and given the TDC's desire to have a different role than master lessee, negotiations concerning an updated lease, including an appropriate lease rate and building maintenance program, must occur between the City and the Chamber. On a recent walk through, the City's Building Official identified a number of maintenance issues and estimates it will cost approximately \$45,000 to correct the deferred maintenance. Larger maintenance items, anticipated to be needed in the near future, include replacing the carpeting, painting the interior, and major renovation of the restroom facilities, which have suffered from heavy usage. Over the years, due to revisions of the various agreements between the Chamber and the County, who is responsible for what repairs and maintenance is apparently in dispute among the parties. While this dispute was occurring, emergency repairs to the roof were needed and the City made them, further complicating the issue of who is responsible for repairs. Resolution of the repair issue will need to occur for any of the options.

4. **Discontinue the use of the Visitor Information Center in favor of Options 1 or 2 above, or limit the information services provided from the Building and require that the personnel involved in Options 1 or 2 provide the more limited services.** Under this Option 4, the Chamber would have its role as information services provider discontinued, but could have its role redirected for greater tourism promotion. The tourism tax funds would be redirected to support an updated economic development tourism strategy. The Chamber has an active tourism committee and tourism program that could aid the City by having the Chamber be a major stakeholder in developing a new tourism strategy, including determining how to best fund tourism opportunities. For example, the Chamber's continued efforts in tourism promotion and programs could be the subject of City grant funding to ensure the benefits of their efforts are continued. Because the City's current Operating Agreement with the Chamber is year-to-year, subject to either party giving the other at least six months' notice to terminate the Agreement at the end of the year, the Agreement with the Chamber must remain in effect until December 31, 2013. This time frame would allow for a reasonable period to negotiate and develop a new strategy for the use of tourism funds with both the Chamber and the TDC. There are indications the Chamber officials believe that the Chamber has additional rights under its agreements with the County and the City. County and City legal staff, however, do not concur with the Chamber's assessment beyond as stated above.

Conclusion: Although the ownership of the land and Building is vested in the City, the County retains the right to determine whether uses of the Building are compatible with the TDC's grant to the City of approximately \$1 million to construct the Building for tourism-related purposes and to continue to merit annual County funding. Furthermore, potential uses for the Building are also limited by the land dedication and subsequent Development Agreement with Capital Realty, the entity that dedicated the Park property to the City. Based on the foregoing agreements, any change in use of the Building must be consistent with the legally binding requirements put into

place at the time the land was developed. Staff believes, however, that any of the foregoing options would meet the requirements of both Clackamas County and the Development Agreement, although Option 2 may require further analysis under the terms of the Development Agreement.

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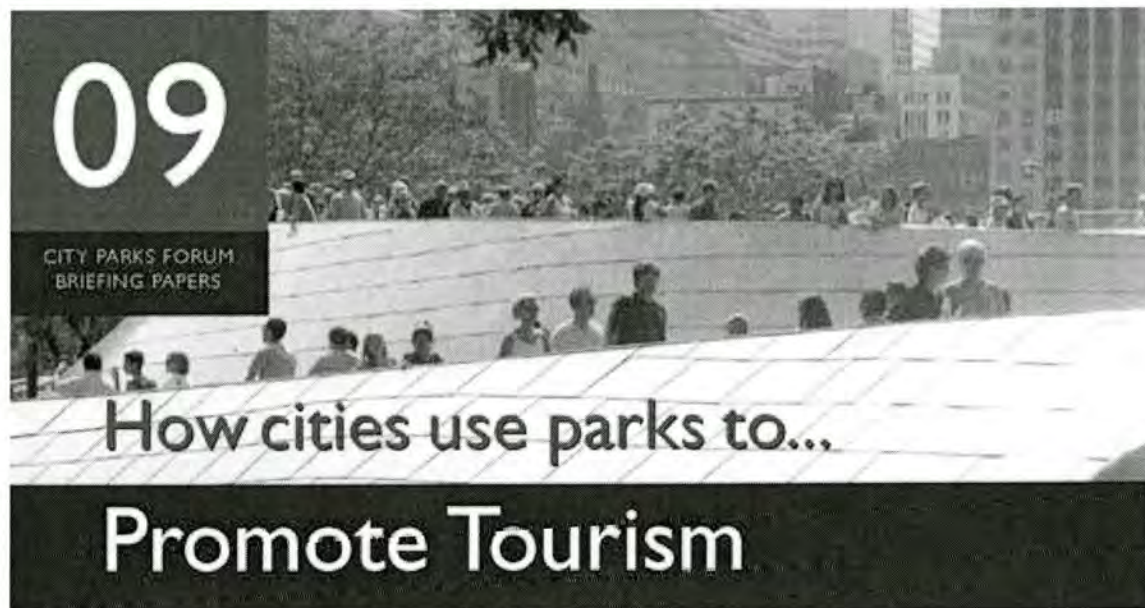
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Case Studies

Bibliography



Executive Summary

Public parks are often the "engine" that drives tourism in many communities. In a simplified tourism model, visitors use some mode of transportation to leave their homes and travel to attractions, which are supported by various kinds of services, such as hotels/motels, restaurants, and retailing. The attractions and support services provide information and promote their offerings to target groups they have identified as potential visitors.

Attractions activate this tourism system. Rarely do people leave their homes and travel some distance because they want to stay in a particular hotel or dine at a particular restaurant in a different locale. Most of the time, the desire to go to a destination on a pleasure trip is stimulated by its attractions.

Many of these attractions are located in parks, while some parks are themselves attractions. This leads to the conclusion that in many communities, parks drive the tourism industry.

[Printer version \(pdf\)](#)

Key Point #1

Parks provide sites for special events and festivals that attract tourists.

Key Point #2

Parks provide sites for sports tournaments, which can be major sources of tourism and economic benefits, especially for smaller cities.

Key Point #3

Large urban parks with zoos, memorials, museums, cultural and heritage artifacts, and historical sites can attract tourists.

Key Point #4

Parks with landscape planting and design that are recognized as "living works of art" can be tourist attractions.

KEY POINT #1:

Parks are sites for special events and festivals that attract tourists.

Tourists are defined as visitors who come to a community from outside of it. In this context, they come specifically to visit a park or to engage in activities that take place in a park. Since the mid-1980s, there has been unprecedented growth in the number of festivals and events. Communities organize, host, and promote festivals and special events whose objectives frequently include attracting tourists. They are perceived to create a new form of tourism attraction, which is transient and flexible, so it can be used to extend or create a community's tourism season. Parks are frequently the location of choice for festivals and events because they are often centrally located, gathering places that are intended to facilitate recreation and can accommodate temporary infrastructure without major disruption of their normal functions.

When evaluating the tourism impact of festivals and events in parks, the following points should be considered:

1. Large numbers of participants and spectators do not necessarily equate to a large number of tourists. Most people at community festivals and events are from within the community. A mega event is likely to attract more tourists to a community than multiple smaller events. Its attraction power is likely to stimulate interest from a much larger geographic area.
2. Many people from outside the community at these events are "casuals" and "time-switchers." "Casuals" are visitors who were already in the community, attracted by other features, visiting friends and relatives, or for other reasons. The event or festival was not the reason they came to the city. "Time-switchers" are visitors who had been planning a visit to the community for some time, but scheduled the timing of their visit to coincide with the event. In both cases, the tourism impact of these visitors on the community would have occurred without the event.
3. It is difficult to estimate the number of tourists at many festivals and events because they are not gated events and do not charge admission. Thus, total attendance counts, proportion of tourists to locals, and proportions of casuals and time-switchers are simply guesses, which may be wildly inaccurate. For example, a study of Fiesta San Antonio, which is comprised of multiple events that take place over a three-week period, many of them in parks, concluded the economic impact was \$16 million. If locals from within the city, casuals, and time-switchers were included, this would lead to the economic impact being wrongly inflated to \$136 million.

KEY POINT #2:

Parks provide sites for sports tournaments, which can be major sources of tourism and economic benefits, especially for smaller cities.

Consider the scenario in which a city hosts a junior soccer tournament. Twenty-four teams from out of town play in its parks over a weekend. The economic impact scenario of these tourists is likely to resemble the following:

- Each team has a squad of 15 players who are all supported by their families, so a total of 360 families (15 x 24) come to the community.
- They stay Friday and Saturday nights and return home late in the day on Sunday.
- On average each family spends \$300 in the community for accommodations, food, entertainment, and gas during the weekend, so total expenditure in the community from the tournament visitors is \$108,000 (360 families x \$300).

The tourism and economic impact of such tournaments is maximized when all teams/players in a tournament come from outside the community, and the number of nights they have to stay in the community is high. This exemplifies the retailing principle that the longer people remain in an area, the more they are likely to spend. Increasing visitors' average length of stay is the most efficient way to increase the impact of an event on a community.

In most cases, sports tournaments will generate a greater economic impact for local communities than special events and festivals, because most attendance at the latter (unless they are "mega-events") is likely to be from locals.

KEY POINT #3:

Large urban parks with zoos, memorials, museums, cultural and heritage artifacts, and historical sites can attract tourists.

Cumulative attraction, an accepted principle in tourism development, says that a cluster of proximate facilities is likely to result in greater visitation. Cumulative attraction recognizes that much tourism business is shared. An attraction secures its visitors as a result of its own generative power and as a result of the generative power of proximate attractions. Clusters of recreational facilities offer a critical mass that is not present when facilities are widely scattered. As this critical mass becomes

greater, people will travel from a more extensive geographical area to visit them, visitors will stay longer in the area, and they will spend more dollars.

Hermann Park in Houston attracts 5.5 million visitors each year. The original 410-acre park site was obtained from George Hermann's estate in 1914. George E. Kessler, one of America's greatest park designers, was retained to design it, and it was completed by 1933. Over the years a host of attractions were added either in the park or on its periphery, including the Houston Zoo; Garden Center and Botanical Garden; Houston Museum of Natural Science; Miller Outdoor Theater; Planetarium; Aquarium; various monuments; and the first desegregated golf course in Texas. The cumulative impact of these attractions, together with the beauty of Kessler's original park design, have made Hermann Park a primary destination for visitors to Houston.

Balboa Park, San Diego was developed on a 1,400-acre tract of land set aside for a public park by the city of San Diego in 1870. The park is renowned for its brilliant displays of seasonal flowers, shade groves of trees, and meandering paths. However, its ability to attract tourists today owes much to the legacy of the Panama-California Exposition of 1915-16, and the California International Exposition of 1935-36.

Balboa Park hosts 15 museums, which display internationally significant art treasures, exotic animal species, unique model railroads, world folk art, sports memorabilia, and rare aircraft. Many of the museums are housed in magnificent Spanish colonial revival buildings, originally constructed for the 1915-16 Exposition. Other attractions in the park include the San Diego Zoo; the Old Globe Theater; a sports complex with championship tennis courts, athletic fields, velodrome, and swimming pool; a golf course; Starlight Bowl; and an array of institutions that reflect San Diego's diversity, including the Centro Cultural de la Raza, the World Beat Center, the Japanese Friendship Garden, and the House of Pacific Relations. Balboa Park attracts more than 14 million visits a year.

In contrast to the cultural, historical and terrestrial focus of Balboa Park, **Mission Bay, San Diego** focuses on contemporary, sporting, and water-oriented activities. It covers 4,600 acres between Mission Beach, the San Diego Sports Arena, and Sea World. Approximately half the acreage is land, and its 27 miles of shoreline include 19 miles of sandy beaches with restrooms and shower facilities. The park offers a variety of landscapes and supports all types of boating activities including sailing, waterskiing, windsurfing, jetskiing, rowing, and swimming. Bicycle paths shared with hikers and inline skaters wind all around the bay.

KEY POINT #4:

Parks with landscape planting and design that are recognized as "living works of art" can be tourist attractions.

Prospect Park in Brooklyn is widely considered to be the finest park designed by Olmsted and Vaux. Within the boundaries of the 526-acre park are a variety of natural and planned landscapes. The principal features of their design are the Long Meadow, a heavily wooded area they called the Ravine, and a 60-acre lake.

The park became so dilapidated due to lack of maintenance that by 1984, attendance had fallen to a historically low 2 million visits a year. In the 1990s, more than \$100 million of private and city investment successfully renovated the park, restoring much of its original glory. Attendance rebounded to 6 million visits a year as Prospect Park again became one of the most popular attractions for tourists in New York City.

Golden Gate Park in San Francisco covers 1,013 acres. It is approximately three miles long and one-half mile wide. William Hammond Hall designed the park in 1870, but John McLaren, his successor as park superintendent, implemented the design. Hall, inspired by the Olmsted/Vaux design of Central Park in New York City, created a hilly park with a varying landscape of lakes, meadows, ridges, and winding roads. The park now contains more than one million trees, nine lakes, several fly-casting pools, and a lily pool within its borders.

In the east part of the park are The Conservatory of Flowers, a Victorian greenhouse built around 1880 modeled after the Palm House at Kew Garden in London; the Japanese Tea Garden, which covers five acres; and the M. H. DeYoung Museum, which has a diverse collection of fine art. These latter two attractions were legacies of the 1894 Midwinter International Exhibition. Other attractions in the park include the Buffalo Paddock; Planetarium; Asian Art Museum; Aquarium; and a 70-acre arboretum. The park's meadows are used extensively for picnicking. The attractions within Golden Gate add to its cumulative impact, but it is the inherent beauty of the park that mainly attracts its 12 million annual visitors.

Grant Park in Chicago is often referred to as Chicago's "front yard." Renowned architect Daniel H. Burnham envisioned the 320-acre park as a formal landscape with museums and civic buildings. His geometric design borrows from the great parks of Europe. A series of bridges cross railroad tracks, and the park is divided into sections with public walkways, lawns, trees, and monuments. The park's centerpiece is the Clarence Buckingham Fountain, built in 1927, which is enhanced at night with a choreography of colored spotlights.

In 2004, the park was extended by 24.5 acres when Millennium Park was added to its northern border, constructed over active railroad beds. Millennium Park has quickly become a major Chicago attraction, with interactive public art, ice-skating, dining, and free classical music presentations by the Grant Park Orchestra and Chorus.

Resources

Crompton, John L. 1999. Measuring the Economic Impact of Visitors to Sports Tournaments and Special Events. Ashburn, Virginia: National Recreation and Park Association.

Hermann Park, Houston: www.hermannpark.org

Balboa Park, San Diego: www.sandiego.gov/park-and-recreation/parks/balboa/index.shtml

Mission Bay, San Diego: www.sandiego.gov/park-and-recreation/parks/missionbay/index.shtml;
www.a-zsandiegobeaches.com/missionbay.htm

Prospect Park, Brooklyn, New York City: www.prospectpark.org/hist/main.cfm?target=history

Golden Gate Park, San Francisco: www.sfmuseum.org/hist2/ggpark.html

Grant Park, Chicago: www.chicagoparkdistrict.com/index.cfm/fuseaction/parks.home.cfm

This briefing paper was written by John L. Crompton, Distinguished Professor of Recreation, Park and Tourism Sciences at Texas A&M University. Dr. Crompton's primary interests are in the areas of marketing and financing public leisure and tourism services. Questions regarding this briefing paper may be directed to him at jcrompton@tamu.edu.

City Parks Forum Briefing Papers

This is one in a continuing series of briefing papers on how cities can use parks to address urban challenges. We hope the information here helps you to create great urban parks in your city.

Photo of the Pedestrian Bridge in Millennium Park, Chicago. Photo courtesy of Chicago Park District, Caroline O'Boyle.


**CITY COUNCIL MEETING
 STAFF REPORT**

Meeting Date: March 18, 2013		Subject: Task Force for Strategic Tourism Development Plan	
		Staff Member: Bryan Cosgrove/Mike Kohlhoff Department: City Manager/City Attorney	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution. <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:	
Staff Recommendation: Appoint a Task Force to develop a Strategic Tourism Development Plan for the City of Wilsonville.			
Recommended Language for Motion: I move to accept the City Manager's recommendation to appoint a Task Force to develop a Strategic Tourism Development Plan for the City of Wilsonville.			
PROJECT / ISSUE RELATES TO: <i>[Identify which goal(s), master plans(s) issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Council Goal D: Ec-Dev		<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

The issue before Council is to determine the most effective use of transient occupancy tax proceeds to deliver the best long-term economic benefit to the local economy. Currently, the City is expending a large portion of our transient occupancy taxes to operate a Visitor Information Center (VIC). Electronic information applications and global positioning systems (Smart Phones) have significantly reduced the need for this type of walk-in center. The Clackamas

County Tourism and Development Council recently announced it is phasing out its financial support of traditional VICs in favor of a more technology based approach to visitor information services. The Wilsonville Area Chamber of Commerce has indicated it is subsidizing the Wilsonville VIC. Given the current dynamics, staff is recommending a more strategic use of transient occupancy taxes to elevate the role tourism plays in the local economy.

EXECUTIVE SUMMARY:

In addition to supporting the operations of the Wilsonville VIC, a portion of the City's transient occupancy tax support larger events that attract tourists and visitors through a competitive grant process overseen by the City's Parks and Recreation Board.

The two approaches of visitor center information and event attraction to tourism represent a traditional approach to tourism promotion. The City's adopted Economic Development Strategy has identified tourism as a key economic growth sector and there is a need to guide its growth and development over the long term. The City and its partners in tourism promotion need to develop a comprehensive and integrated strategic tourism plan to create a greater economic investment return. The development of a strategic tourism development plan should be developed with key stakeholders who have experience and knowledge in the various tourism sectors and strategic business planning. Following the recently successful process for the economic development task force, staff is recommending a similar approach to create a strategic plan for tourism. The task force would be comprised of individuals who have an interest or expertise in tourism promotion. A list of names, together with a staff plan and budget for technical consulting help, will be provided to Council at a subsequent meeting in April 2013. The TDC may also be a source for funding technical consulting assistance as they have grant funds up to \$20,000 for qualifying projects, which could include assistance in developing a strategic tourism plan.

EXPECTED RESULTS:

Task Force Output: A Strategic Tourism Development Plan that provides an organized and structured framework for tourism development and promotion.

Overall Objectives:

1. Increase tourism-related income and employment opportunities within the City by:
 - a) increasing the number of tourists/visitors;
 - b) increasing the length of stay of the tourist/visitor; and
 - c) increasing the tourist/visitor expenditures.

2. Formulate a long-term development framework for tourism. Within this framework, develop a short-term (3 years) action plan for priority action to be undertaken to kick start tourism development and, where applicable, pilot demonstration projects.

3. Focus the plan to address key tourism product sectors, and to achieve diversity of offerings:
 - a) lodging – hotels/motels, bed & breakfast, RV parks, campgrounds;
 - b) tourism activities, such as:

- Nature & Outdoor Recreation (parks, river, walking trails)
 - History, Heritage, and Culture (historical kiosks, Korean War museum, art, music)
 - Sports & Recreational Activities and Facilities (develop facilities to better accommodate sports playoffs, bike tours)
 - Shopping (retail, farmers markets)
 - Meetings (conventions, trade shows, training seminars)
 - Culinary (wines, agri-tourism, dining)
 - Special Events (fun in the park, horse country, tree lighting, parades, large weddings)
 - Industry (special tours, product shows)
 - Commercial Attractions (Family Fun Center and Bullwinkle's Restaurant)
- c) product development (image branding, diversification of existing and potential tourism resources)
- d) marketing and promotion (target marketing, development of niche tourism)
- e) institutional framework (opportunities to strengthen public-private partnerships)
- f) statistics and research (guides emphasis and measurements)
- g) legislation and regulation (use to support policy implementation where applicable)
- h) performance measures and quality standards (measure effectiveness and sustainability)
- i) transportation (getting to product sectors and among product sectors, use of trolley bus)

Suggested Methodology for Task Force:

1. Provide a detailed review and assessment of the current tourism scenario in the City of Wilsonville, and the surrounding area, identify policy constraints and challenges, and identify challenges, opportunities, and benchmarks for the future growth of the industry in the areas outlined above or as may be otherwise identified by the Task Force. The Wilsonville Chamber has done some work in this area and recently updated its Tourism Action Plan. This work can help inform the task force undertaking.
2. Based on the research and analysis above, formulate a draft Strategic Tourism Development Plan.
3. Provide opportunities for the public and industry partners to provide input in a meaningful way on the draft Strategic Tourism Development Plan.
4. Duly consider the input received and finalize the Plan and present it to the City Council for adoption.
5. Seek partnerships to implement all or portions of the identified plans, programs and policies.

TIMELINE:

Suggested time frame to accomplish the above: 6 to 9 months.

CURRENT YEAR BUDGET IMPACTS:

Budget impacts will be spread over two fiscal years (FY 2012-13 & FY 2013-14). The estimated cost and project scope of work will be brought to Council at a subsequent meeting in April 2013.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: _____ Date: _____

LEGAL REVIEW / COMMENT:

Reviewed by: MEK Date: 2/27/13

Assisted in authoring report.

COMMUNITY INVOLVEMENT PROCESS:

Outreach to tourism partners and subject matter experts to serve on the task force. Task Force meetings will be open to the public and advertised through traditional methods. Final plan adoption will require Council action.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY

Establishing a strategic plan for tourism promotion will benefit the city by providing a more targeted approach to spending limited transient occupancy revenue to generate more overnight stays in Wilsonville, and increase revenue for local businesses.

ALTERNATIVES:

Alternatives such as continue the status quo or do nothing does not cost effectively leverage the transient occupancy funds or meet the needs of the City, local business community or the local tourism industry.

CITY MANAGER COMMENT:

The development of a Strategic Tourism Development Plan will directly benefit local businesses by increasing tourist and visitor expenditures. The businesses most likely to be impacted in a positive way are those in the lodging, restaurant, retail and commercial attraction categories.


**CITY COUNCIL MEETING
 STAFF REPORT**

Meeting Date: March 18, 2013		Subject: Statewide Planning Goal 10 Housing Needs Analysis Project Staff Member: Katie Mangle Department: Planning	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: The Planning Commission received the same information at their meeting on January 9, 2013.	
Staff Recommendation: None. This is a briefing for information only.			
Recommended Language for Motion: N/A			
PROJECT / ISSUE RELATES TO: Transportation System Plan (TSP) update			
<input type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s) Comprehensive Plan – Housing Element	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL: The Planning Commission work plan includes preparation of a Housing Needs Analysis in 2013. Completion of this work is needed for the City's ongoing planning for growth, but is also required to comply with state and regional requirements. The purpose of this work session is to introduce the project to the Council.

EXECUTIVE SUMMARY:

It is time for Wilsonville to start planning for the next growth areas for residential development. Completing the Housing Needs Analysis project will achieve multiple objectives:

- It will establish the framework for the next generation of residential growth in Wilsonville;

- Meet long-outstanding state Periodic Review requirements;
- Comply with Metro Urban Growth Management Functional Plan requirements; and
- Set the stage for future UGB discussions

The City prepared a draft Goal 10 study in 2004, but did not adopt the final report and thus has yet to meet the above objectives.

The community's largest residential growth area, Villebois, is forecasted to build out within the next five to seven years, and the City will soon prepare a concept plan for the Frog Pond growth area northeast of the city. It will be important for Wilsonville to plan for this growth with a clear understanding of the supply of residential land, the need for different types of housing, and the policy objectives to be met.

State and Regional Regulatory Framework

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

Statewide Planning Goal 10: Housing

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

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

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

Statewide Metropolitan Housing Rule

In the Portland Metro region, Goal 10 is also implemented through the Metropolitan Housing Rule (MHR). The rule applies to the cities and counties within the Metro Urban Growth Boundary (UGB), and addresses the Metro area as a regional market in terms of housing demand and buildable land supply and establishes minimum housing type and density standards for each city. An important requirement of the MHR is to zone land to provide the opportunity for new residential construction to consist of at least 50 percent attached housing, and to provide an overall density of 10 or more dwelling units per net buildable acre.

Project Approach

The project work is underway. This month the City will contract with ECONorthwest, a planning policy and economics firm that specializes in completing this type of project. The work will be

oriented around four major steps:

1. **Residential Buildable Lands Inventory.** Staff is preparing a map of the supply of land within the City that is available for residential development.
2. **Analysis of City compliance with federal, state, and regional requirements.** Staff is preparing this analysis, including identifying any code amendments needed to comply.
3. **Housing needs analysis.** ECONorthwest will prepare a report that establishes a 20-year population projection for Wilsonville, forecasts housing supply and demand needs, analyzes how current regulations comply with regional density and housing mix standards; and recommends a strategy for meeting the housing needs over the next 20 years.
4. **Strategy and implementation recommendations.** ECONorthwest will compare the demand for residential land with Wilsonville's land capacity to determine whether Wilsonville has enough land to accommodate 20 years' worth of housing growth. The resulting Housing Strategy may result in recommendations for changes in housing policy that address the range of housing types, affordability, required mix and density.
5. **Adoption.** Following community discussion, the Planning Commission and City Council will be asked to adopt the Housing Needs Analysis report and related Comprehensive Plan and Code amendments.

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

EXPECTED RESULTS:

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

TIMELINE:

Work on the project is underway. Mapping of buildable lands is in process, and Planning staff is working with the City Attorney on the Development Code analysis. ECONorthwest will begin work in March. This project will directly inform the concept planning for Frog Pond. Therefore, the project schedule is timed to coordinate with 1) anticipated receipt of a Metro grant to fund concept planning of the Frog Pond area in the fall of 2013, and 2) the next Metro Urban Growth Boundary decision in 2015. The final report is scheduled for Council adoption in early 2014.

CURRENT YEAR BUDGET IMPACTS:

ECONorthwest's contract for approximately \$39,000 will be funded by the Planning Division consultant services budget, as adopted in the current fiscal year and proposed for 2013-14.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: JEO Date: 3/6/13

The cost of the contract is properly budgeted in the current fiscal year.

LEGAL REVIEW / COMMENT:

Reviewed by: MEK Date: 3/5/2013

NA as it is an informational report.

COMMUNITY INVOLVEMENT PROCESS:

The Planning Commission will be the primary public advisory group for the project, with frequent project updates provided to City Council. Staff anticipates two joint work sessions to allow both groups to discuss recommendations. To include other key parties, staff proposes that the Committee on Citizen Involvement (CCI) convene one broadly advertised public forum to share the preliminary strategy and recommendations. This will allow interested parties to receive all of the background information and influence the recommendations before the Planning Commission and Council consider preparing the final report for adoption. Additionally, staff and the consultants will meet with Wilsonville homebuilders and other stakeholders in the project.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

The outcomes of this project will inform long-range planning and policy for the next generation of residential growth in Wilsonville. Without such work, the City will not be able to continue to grow as envisioned. This project is a building block that is necessary to plan for eventual development in the Frog Pond and Advance Road areas.

ALTERNATIVES:

Council may direct staff to modify or delay the project.

CITY MANAGER COMMENT:

ATTACHMENTS

None.



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**CITY OF LAKE OSWEGO
PERCENT FOR ART PROGRAM**

18.02.005

Article 18.02

In General.

Sections:

- 18.02.005 Title.**
- 18.02.010 Purpose.**
- 18.02.015 Definitions.**

18.02.005 Title.

LOC Chapter 18 shall be known as the "Percent for Art Program" of the City of Lake Oswego.
(Ord. No. 2078, Enacted, 11/16/93)

18.02.010 Purpose.

The City of Lake Oswego desires to expand the experience of its citizenry through public art of the highest quality in concept and execution. Public art contributes directly to the quality of life in the City of Lake Oswego because citizens view and interact with it daily in public spaces. Public art instills concern for beauty and good design in the public and private sectors by setting high aesthetic standards. Public art reflects and communicates the history, character and values of the community and thereby creates a sense of place. The public art process involves citizens and artists by inviting them to participate in important decisions about the design of their environment. The City therefore declares its policy to include works of art in projects of the City by establishing a Percent for Art program.
(Ord. No. 2078, Enacted, 11/16/93)

18.02.015 Definitions.

Capital Improvement Program (CIP) means the City's program for advance planning of capital improvements.

City project means any capital project in an amount over \$25,000 paid for wholly or in part by the City of Lake Oswego to construct, rehabilitate, remodel or purchase for a public use any building, decorative or commemorative structure, park, parking facility or any portion thereof within the limits of the City of Lake Oswego. "City project" does not include street, pathway or utility construction, emergency work, minor alterations, ordinary repair or maintenance necessary to preserve a facility.

Deaccessioning means relinquishing title to a work of public art.

Eligible funds means a source of funds for projects from which art is not precluded as an object of expenditure.

Participating Department means the department that is subject to this chapter by its sponsorship of a City project.

Percent for Art means the program established by this ordinance to set aside a percentage of the total cost of City projects for public art.

Public Art means all forms of original works of art accessible to the public and/or public employees including:

- a. Painting of all media, including both portable and permanently fixed works, such as murals;
- b. Sculpture which may be in the round, bas-relief, high-relief, mobile, fountain, kinetic, electronic and others, in any material or combination of materials;
- c. Other visual media including, but not limited to, prints, drawings, stained glass, calligraphy, glass works, mosaics, photography, film, clay, fiber/textiles, wood, metals, plastics or other materials or combination of materials, or crafts or artifacts.

**CITY OF LAKE OSWEGO
PERCENT FOR ART PROGRAM**

d. Works of a wide range of materials, disciplines and media which are of specific duration, including performance events, and which are documented for public accessibility after the life of the piece has ended.

e. Art works that possess functional as well as aesthetic qualities.

Public Art Trust Fund means a City fund or account into which all moneys derived pursuant to this Chapter shall be deposited. Monetary contributions for public art shall also be deposited into the Public Art Trust Fund. Funds within the Public Art Trust Fund shall be solely be utilized for the purposes outline in this Chapter.

Selection Committee means the committee appointed pursuant to guidelines adopted by the City Council, and responsible for reviewing proposed public art and making recommendations on the selection of public art. The selection committee shall include a representative of the participating department, the project architect or engineer (where applicable), artists, a citizen and any other members designated in the guidelines.

Total cost means the entire amount of the City's contribution toward the construction or purchase of a City project. "Total cost" does not include costs for design and engineering, administration, fees and permits, building demolition, relocation of tenants, contingency funds, change order costs, environmental testing or indirect costs, such as interest during construction, advertising and legal fees. When a City project involves the purchase of real property, costs attributable to land acquisition are not included in total cost, while costs attributable to improvements on the real property that are acquired for public use are included in the total cost.

(Ord. No. 2078, Enacted, 11/16/93; Ord. No. 2091, Amended, 04/19/94) (Ord. 2557, Amended, 07/20/2010; Ord. 2347, Amended, 02/04/2003)

**CITY OF LAKE OSWEGO
PERCENT FOR ART PROGRAM**

18.06.210

Article 18.06

Administration.

Sections:

- 18.06.210 Siting of Art.**
- 18.06.220 Program Guidelines.**
- 18.06.230 Ownership.**

18.06.210 Siting of Art.

1. Public art selected pursuant to this chapter may be sited in, on or about any City project or other property owned, leased or rented by or to the City of Lake Oswego in accordance with any restrictions placed on siting by the participating department. Public art may be attached or detached within or about such property, and may be either temporary or permanent.

2. The participating department shall consider the siting of public art as part of the design and engineering phase of any City project. If costs are incurred by the participating department to comply with this subsection prior to transfer of the 1.5% for the project to the Public Art Trust Fund, the department may deduct such costs from the applicable portion of the 1.5% at the time such funds are transferred.

(Ord. No. 2078, Enacted, 11/16/93; Ord. No. 2091, Amended, 04/19/94) (Ord. 2347, Amended, 02/04/2003)

18.06.220 Program Guidelines.

The City Council shall adopt guidelines for administration of the Percent for Art program. Such guidelines shall:

1. Provide for an annual plan for public art based upon the CIP.
2. Provide for the appointment of representatives to selection committees.
3. Provide for a method or methods of selecting and contracting with artists for the design, execution and siting of Public Art.
4. Determine the dedication and disbursement process for the Public Art Trust Fund.
5. Clarify the responsibility for maintenance of public art, including any extraordinary operations or maintenance costs associated with public art, prior to selection.
6. Facilitate the preservation of art objects, ethnic and cultural arts and crafts, and artifacts.
7. Provide a process to deaccession art.
8. Set forth any other matter appropriate to the administration of this Chapter.

(Ord. No. 2078, Enacted, 11/16/93; Ord. No. 2091, Amended, 04/19/94) (Ord. 2347, Amended, 02/04/2003)

18.06.230 Ownership.

All public art acquired pursuant to this Chapter shall be acquired in the name of the City of Lake Oswego, and title shall vest in the City of Lake Oswego.

(Ord. No. 2078, Enacted, 11/16/93)

**CITY OF LAKE OSWEGO
PERCENT FOR ART PROGRAM**

18.04.110

Article 18.04

Requirements for Dedication.

Sections:

- 18.04.110 Dedication of 1.5% to Public Art.**
- 18.04.120 Public Art Trust Fund.**

18.04.110 Dedication of 1.5% to Public Art.

Any City official or employee who authorizes or appropriates expenditures on behalf of a participating department for a City project shall, to the degree that the funds are eligible, include within the budget for the project a monetary contribution for public art equal to 1.5% of the total cost of the project.

1. Restricted funds: If funding for a particular City project is subject to legal restrictions that preclude public art as an object for expenditure, the portion of the City project that is funded with the restricted funds shall be exempt from the requirements of this Chapter.

2. Phased projects: As a general rule, where a City project will be constructed in phases, the 1.5% dedication shall be applied to the estimated total cost of each phase of the project at the time that funds for the phase are appropriated and encumbered. Nothing in this section prevents the Council from deciding to set aside all or part of the entire dedication from the funds of a particular phase, however, as the Council deems appropriate. In determining when to set aside the funds for a phased project, the City shall encourage an overall public art plan for phased work to ensure that art is not located on a piecemeal basis.

(Ord. No. 2078, Enacted, 11/16/93)

18.04.120 Public Art Trust Fund.

There is hereby created a special City fund or account called the Public Art Trust Fund into which the monetary contributions for Public Art shall be deposited.

1. 1.5% of the total cost of City projects shall be dedicated to public art. Such funds shall be deposited into the Public Art Trust Fund by the City Official or employee acting on behalf of the participating department at the time that budgeted funds are encumbered for the construction or purchase price of the project.

a. 1% of the total cost of City projects shall be used for costs associated with the acquisition of public art including, but not limited to, the design, purchase and siting of public art.

b. .5% of the total cost of City Projects shall be used for costs associated with administration of the public art program, including, but not limited to, costs of selection, conservation and maintenance of the collection, community education, deaccessioning and registration of public art.

2. Monetary contributions shall be deposited in separate accounts within the Public Art Trust Fund if separate accounting is deemed appropriate by the City Manager or is required by law.

3. Monetary contributions made other than through the Percent for Art program shall be deposited in the Public Art Trust Fund and may be dedicated to or earmarked for a specific program or work of art, subject to acceptance by the City Council.

4. Disbursements from the Public Art Trust Fund shall be made only after authorization of the City Manager or the Manager's designee, and shall be made according to this Chapter and any guidelines adopted hereunder.

(Ord. No. 2078, Enacted, 11/16/93; Ord. No. 2091, Amended, 04/19/94) (Ord. 2557, Amended, 07/20/2010; Ord. 2347, Amended, 02/04/2003)

**City of West Linn Public Art Program
Process and Guidelines Policy
Proposed to the City Council 2011**

Purpose

The following process and guidelines for the Percent for Art Program are to:

- Provide for the appointment of representatives to art selection committees.
- Provide for a method or methods of selecting and contracting with artists for the design, execution and placement of Public Art.
- Determine the dedication and disbursement process for the Public Art Trust Fund.
- Clarify the responsibility for maintenance of public art, including any extraordinary operations or maintenance costs associated with public art, prior to selection.
- Facilitate the preservation of art objects, ethnic and cultural arts and crafts, and artifacts.
- Provide a process to de-accession art.
- Set forth any other matter appropriate to the administration of this Percent for Art Program.

Process

Small Capital Projects

For City capital projects that are art eligible (Municipal Code Section 2.210) and cost less than \$1,000,000, the West Linn Parks and Recreation Advisory Board shall be the art selection authority. The process for selection will be informal and may include a variety of different acquisition techniques such as local student art contests, direct appointment to a local school art class, or an informal competition or call for art amongst local West Linn artists. Other means for selecting art may evolve, but in all cases, the selected art must conform to the guidelines set forth in the Art Guidelines section.

Large Capital Projects

For all other art eligible City capital projects exceeding \$1,000,000 in cost, the process for selecting public art is outlined below.

City Council

The City Council will provide oversight of this policy and award the contracts for art that is within the Council's public contracting authority.

For art eligible City capital projects totaling \$1million or more, the Council will delegate the appointment of an art selection committee to the City Manager.

City Manager

The City Manager will appoint a selection committee ("the committee") on a project specific basis, to perform the selection and placement of the Public Art for that project. The committee shall provide periodic project updates to the City Manager.

At a minimum, the committee will be comprised of the following:

- One arts professional (specifically excluding dealers, agents or representatives of artists applying for selection);
- Three members of the community at large;
- One member from the affected neighborhood association if applicable;
- Two representatives of the participating department or program most closely aligned with the project under consideration;
- The project Architect.

Selection Committee

The role of the committee is as follows:

- Develop proposal criteria and prepare request for proposals for Public Art.
- Review, evaluate, and discuss credentials, proposals and/or materials submitted by the artists.
- Via majority vote, recommend the award to the City Manager or decide to further investigate 2 or 3 finalists.
- If further investigation of finalists is decided, draft list of information and/or additional materials required.
- Conclude investigation as rapidly as possible, convene for further discussion, and via majority vote, recommend that the City Council award the commission.
- If the committee cannot reach an agreement, the matter will be referred to the City Council
- The Committee retains the right to make no selection if, in its opinion, there is insufficient merit among the submissions. If this occurs, the City Manager will determine whether to abandon the project, begin a new selection process or take an alternative course of action.

Selection of Artists

Artistic integrity is primary. Artists will be chosen on the basis of their qualifications as demonstrated by past work, past experience with public art, and successful completion of previous projects similar in scope and demand. Selected artwork will be original work completed by the submitting artist.

Specifically excluded are works completed by students under the supervision of art instructors, or completed to satisfy course requirements.

Selection Methods

Artworks may be acquired by purchase, commission, donation, loan, or by contract with the artist as part of a design team. Artwork may also be selected for purchase on its own merit, independent of the artist. Types of selection are as follows:

- *Direct Selection* - Artist(s) chosen directly by Selection Committee
- *Limited Competition* - A small number of artists are invited by Selection Committee to submit proposals.
- *Open Competition* - All artists are welcome to apply, subject to limitations established by the Selection Committee.
- *Invitation* - Based on reputation and experience, an artist is invited by the Selection Committee and paid to develop a proposal.

- *Donation* - Triggered by a citizen offer to contribute artwork to the Public Art Program, the Selection Committee will review the work in terms of whether it satisfies stated "Criteria of Artwork" elements, and whether a suitable and appropriate site exists to exhibit the artwork

Guidelines

Criteria of Artwork

The objective of the Public Art Program is to develop a worthwhile, and varied collection of artworks that enhances enlivens and enriches the City while reflecting the values of the community. Highest quality and aesthetic experience is the primary criterion for selection of public art in West Linn. In the context of these objectives, the following guidelines apply.

- *Media* - All visual art forms and materials will be considered.
- *Style* - Artwork reflecting any school, movement, method or style will be considered.
- *Range* - Artwork may be functional or non-functional; conceptual or tangible; folk art, craft or fine art.
- *Character* - Artworks must be appropriate in scale, media, and style and content to the project and environment to which they will relate.
- *Permanence* - Consideration should be given to structural and surface integrity, and should not require excessive maintenance and repair costs.
- *Design Elements* - In addition to meeting aesthetic requirements, public art may also be asked to serve as a means of defining architectural space, e.g. establish focal points, clarify identity, indicate boundaries, modify and/or enhance specific spaces.
- *Public Safety* - Artworks and art places must be free of unsafe conditions, and take into account other safety related factors.
- *Liability* - Bearing on public liability.
- *Diversity* - The Public Art Program should strive for diversity, reflecting the social, ethnic, and cultural fabric of the City.

Artist Responsibilities

- Submit complete proposals as defined in project prospectus, and if selected for a commission, be willing to sign and abide by the terms stated within a Personal Services contract with the City of West Linn.
- Execute and complete the work in a timely and professional manner.
- Maintain an effective working relationship with the project team and staff.
- Advise the committee immediately of any significant changes to the scope, material or design of the work after contract is signed (all changes must be reviewed and approved prior to completion, in accordance with the City's Local Contract Review Board Rules).
- Be responsible for all design and execution of the work, including site preparation and installation, unless otherwise stipulated in the contract.
- Ensure that it is substantially the same work whose image was reviewed by the committee.
- Provide transfer of title to the City of West Linn, a third-party substantiation of stated value.
- Release to the City of West Linn all rights to reproduction, access, and resale, with the understanding that the artist continues to hold copyright to the work.

City of West Linn Responsibilities

- The participating department will be responsible for coordination, selection and purchase of artwork for the public art program, using the procedures established and described in this policy.
- Exert reasonable efforts to ensure that any commissioned and/or purchased artwork is available for public viewing and, when available for public viewing, is displayed in an appropriate and respectful manner.
- Exert reasonable efforts to protect the artwork from theft, vandalism or other damages.
- Maintain insurance policies providing coverage for theft, vandalism or other damages to the artwork.
- Coordinate publicity and media attention for artwork.
- Prepare and monitor all tracking documents, including artist records, art inventories, etc.
- Coordinate all physical and logistical components of art installation.
- Coordinate preparation of any necessary signage, including identification labels and/or plaques.
- Assign a project number for each project to assist in accurate project accounting
- Participate in development of possible public art sites
- Draft and distribute artist prospectus, stating project goals and site plan
- Convene the committee and coordinate its work
- Prepare and monitor all tracking documents, including artist records, art inventories and contacts
- Coordinate all physical and logistical components of art installation
- Coordinate preparation of any necessary signage, including identification labels and/or plaques
- Serve as information conduit and link between artists and project managers as necessary to ensure a trouble-free project flow.
- Serve as resource, guide and counsel to the City Council and City Manager regarding planning and other issues related to the public art program
- Projects will be sited in or near the funding facility under the direction of the participating department. Selection of an alternative site requires Council approval
- Is responsible for the proper cleaning, maintenance and protection of the work after its installation, following written instructions provided by the Artist at the time of delivery of the work.

Deaccessioning

Based on criteria developed by the Committee and City Council, artworks may be released from future City ownership and offered for sale, following procedures stated above in *Ownership / Copyright / Reproduction / Resiting / Resale*.

Proceeds from sales of deaccessioned artwork may be used to fund additional purchases or commissions conforming to the *Criteria and Selection Methods* described above.

CITY COUNCIL ROLLING SCHEDULE

Board and Commission Meetings 2013

MARCH

DATE	DAY	TIME	MEETING	LOCATION
3/4	Monday	7 p.m.	City Council Meeting	Council Chambers
3/11	Monday	6:30 p.m.	DRB Panel – A	Council Chambers
3/13	Wednesday	6 p.m.	Planning Commission	Council Chambers
3/14	Thursday	6:30 p.m.	Parks & Recreation Advisory Board	Council Chambers
3/18	Monday	7 p.m.	City Council	Council Chambers
3/25	Monday	6:30 p.m.	DRB Panel – B	Council Chambers
3/27	Wednesday	6:30 p.m.	Library Board	Library

APRIL

DATE	DAY	TIME	MEETING	LOCATION
4/1	Monday	7 p.m.	City Council meeting	Council Chambers
4/8	Monday	6:30 p.m.	DRB Panel A	Council Chambers
4/10	Wednesday	6 p.m.	Planning Commission	Council Chambers
4/11	Thursday	6:30 p.m.	Parks and Recreation Advisory Board	Council Chambers
4/15	Monday	7 p.m.	City Council meeting	Council Chambers
4/22	Monday	6:30 p.m.	DRB Panel B	Council Chambers
4/24	Wednesday	6:30 p.m.	Library Board meeting	Library

COMMUNITY EVENTS:

ECONOMIC DEVELOPMENT STRATEGY TASK FORCE

Wednesday, March 20, 2013 6 p.m.
Willamette River Room I&II

COMMUNITY GARDEN PLOT REGISTRATION BEGINS

Thursday, March 21, 2013 8 a.m.
Stop by the Community Center to reserve your plot

WILSONVILLE EGG HUNT

Saturday, March 30, 2013 10:00 a.m.
Memorial Park

WALK AT LUNCH

Wednesday, April 24, 2013 Noon



SMART is hosting **Walk SMART-Walk @ Lunch day.**

Turn a working lunch into a walking lunch! National Walk@Lunch Day helps you incorporate physical activity into your work day and encourages you to increase your daily physical activity by walking at lunch every day.



MEMORANDUM

TO: WILSONVILLE CITY COUNCIL
FROM: PATTY BRESCIA, SENIOR PROGRAMS MANAGER
SUBJECT: WILSONVILLE HEAL CITY PROCLAMATION
DATE: 3/18/13
CC:

The League of Oregon Cities and the Oregon Public Health Institute have teamed up to bring the Healthy Eating Active Living Cities Campaign to Oregon. The HEAL Cities Campaign is a free program to help civic leaders create healthy Oregon communities with minimal budget impact.

How is the HEAL Cities campaign a good fit for Wilsonville?

1. Wilsonville has several policies and programs already in place that offer citizens healthy lifestyle options. These include: workplace wellness, development policies that improve walkability and access to local parks, shared use agreements with schools, community gardens and a farmer's market.
2. Wilsonville received an ACHIEVE Grant from the CDC and NRPA in 2012 and the Wilsonville ACHIEVE Team has worked with community leaders and partners to implement: Tobacco Free Parks, and a variety of programs increasing access to fruits and vegetables for local children. The HEAL city designation and staff support will help continue the momentum of increasing livability options for Wilsonville residents.

What can the HEAL Cities campaign offer Wilsonville leaders?

1. HEAL Cities campaign **provides free training and technical assistance** to help civic leaders create healthy communities.
2. Due to policies in place that **increase the health and livability** of the community, Wilsonville has received the designation of an "Active" HEAL City. This designation entitles Wilsonville to the following benefits:
 - HEAL Cities logo for city website and publications
 - Framed campaign certificate
 - Recognition on the HEAL Cities northwest website
 - Recognition at the League of Oregon Cities conference
3. **Economic Development:** Recognition as one of the first HEAL Cities in Oregon increases Wilsonville's marketability as a livable community and its appeal to citizens and businesses interested in relocation.
4. Designation as a HEAL city provides **a platform for the promotion of livability options** offered by different city departments. These include: Walk and Bike SMART programs, Community Garden, Safe Route to Schools and the Wilsonville Walkers and Wheelers.

**PROCLAMATION OF THE CITY OF WILSONVILLE
SETTING FORTH WILSONVILLE'S COMMITMENT TO PUT
HEALTHY OPTIONS WITHIN REACH OF ALL RESIDENTS**

WHEREAS, improving livability and community health are important goals; and

WHEREAS, the nutrition and physical activity choices that individuals make for themselves and their families are influenced by their environment; and

WHEREAS, local policies on land use & transportation, access to healthy food, and shared use determine whether options for healthy eating and active living are within reach of the people who live, work, go to school, play, shop, or worship in the city; and

WHEREAS, high rates of costly chronic disease among both children and adults are correlated to environments with few or no options for healthy eating and active living; and

WHEREAS, Wilsonville is a member of the League of Oregon Cities; and

WHEREAS, in 2010, the League of Oregon Cities Board of Directors resolved to partner with and support the national Let's Move! Campaign headed by the First Lady of the United States, and has encouraged Oregon cities to adopt preventive measures to fight obesity; and

WHEREAS, in 2012, the League of Oregon Cities Board of Directors resolved to partner with the Oregon Public Health Institute (OPHI) in the Healthy Eating Active Living (HEAL) Cities Campaign, and encouraged all Oregon cities to join the HEAL Cities Campaign and qualify as a HEAL City by accepting information, training and technical assistance from OPHI staff on policies to support healthier eating and increased physical activity levels for all residents, create more livable communities, and create a culture of wellness at municipal workplaces, and adopting at least one recommended HEAL policy; and

WHEREAS, Wilsonville has increased venues that offer healthy options for children; and has recognized local businesses that provide healthier options for children;

NOW, THEREFORE, LET IT BE PROCLAIMED that the City Council hereby recognizes that joining the HEAL Cities Campaign has the potential to improve local livability and have a positive impact on the community's health and well-being. To that end, WILSONVILLE is proud to join the Campaign as an ACTIVE CITY; and

BE IT FURTHER PROCLAIMED that Wilsonville's Senior Programs Manager, Patty Brescia, and Wilsonville's ACHIEVE Team shall work with HEAL Cities Campaign Staff to explore HEAL policies and to identify those policies that are suitable for the City's unique local circumstances; and

BE IT FURTHER PROCLAIMED that Staff will report back to this Council with recommendations not later than 180 days from the date of this PROCLAMATION.

Mayor Tim Knapp
Dated: March 18, 2013



HEALTHY EATING
ACTIVE LIVING
CITIES
CAMPAIGN

Is Your City a HEAL City?

Oregon can be proud: many Oregon cities already offer some options for healthy eating, active living, &/or workplace wellness.

To encourage EVERY city to take the NEXT step towards healthy, fit, connected communities by adopting a new HEAL policy, the Campaign will use the following four designations:

EAGER	EAGER CITIES join the Campaign by providing the Campaign with a resolution, proclamation, or letter expressing the intent to work with the Campaign to explore HEAL policies. The Campaign has a wealth of resources to share, including consultations with subject matter experts and a library of model policies.
ACTIVE	ACTIVE CITIES are cities that already had at least one HEAL policy on their books before joining the Campaign. Active Cities join the Campaign by submitting these policies together with a resolution, proclamation, or letter expressing the intent to work with the Campaign to explore additional HEAL policies.
FIT	FIT CITIES join the Campaign by adopting and implementing at least one new HEAL policy and submitting the policy with an implementation plan.
FABULOUS	FABULOUS CITIES are FIT CITIES that adopt and implement at least two additional new HEAL policies.

The HEAL Cities Campaign is a joint project of the Oregon Public Health Institute, and the League of Oregon Cities, and is funded by Kaiser Permanente.

www.HEALCitiesNW.org
info@HEALCitiesNW.org

PHONE: 503-227-5502
FAX: 503-416-3696

Your city will receive these benefits from the Campaign:

	HEAL Cities Campaign logo for city website	Framed Campaign certificate	Recognition on the HEAL Cities Campaign website	Tailored press release for local press outlets	Recognition at the League Annual Conference	Paid ad in <i>Local Focus</i> magazine.
Eager	✓	✓	✓	✓		
Active	✓	✓	✓	✓	✓	
Fit	✓	✓	✓	✓	✓	✓
Fabulous	✓	✓	✓	✓	✓	✓

Submit your policies at: <http://www.healcitiesnw.org/heal-cities/eager-active-fit-cities/submit-a-policy>.

Need policy ideas? Want a model Resolution?

See our policy toolkit at <http://www.healcitiesnw.org/resources/toolkit>.



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HEALTHY EATING
ACTIVE LIVING
CITIES
CAMPAIGN

Cities' Role in Building a Healthy Community

Why local elected officials and executive staff are embracing the HEAL Cities Campaign.

The Oregon League of Cities and the Oregon Public Health Institute have teamed up to bring the Healthy Eating Active Living Cities Campaign to Oregon. The HEAL Cities Campaign is a free program to help civic leaders create healthy Oregon communities with minimal budget impact.

Every city can offer its residents healthy options.

Good Health Starts in Healthy Places

Civic leaders have the unique ability to improve the health of the places we live, work, study, shop and play by:

- giving health a greater priority in plans for their city's future
- adopting Healthy Eating Active Living policies
- establishing a culture of wellness for municipal employees



The Physical Environment Makes a Difference

In many communities today, people who want to be more physically active are discouraged by their environment. Making the decision to be more active is much easier when every neighborhood has safe sidewalks, crossings, bike paths, and transit options; attractive destinations like schools, markets, banks and libraries within a reasonable walking distance; and good access to parks, trails and playgrounds.



The Food Environment Makes a Difference

The science is clear. People who live in places with many unhealthy food outlets have significantly higher rates of obesity and diabetes than those with more opportunities to buy healthy food, regardless of race or wealth.¹ Making the decision to eat healthier is much easier when nutritious food is available near the places we live, work, learn, play, and pray.



The HEAL Cities Campaign is a joint project of the Oregon Public Health Institute and the League of Oregon Cities, and is funded by Kaiser Permanente.

HEAL Cities provides training and technical assistance to help civic leaders create healthy communities. This fact sheet is one in a series with policy ideas for healthy cities.



OBESITY: Oregon's Preventable Health Crisis

HEALTHY EATING
ACTIVE LIVING
**CITIES
CAMPAIGN**

Oregon is experiencing an epidemic of preventable weight-related illness, including obesity, type II diabetes, hypertension, stroke, heart disease, infertility, and depression.

IN OREGON:

Obesity is the second leading cause of preventable death and disability in Oregon. Every year, approximately 1,500 lives are lost to weight-related disease.

In 2009,

- 60% of adults were overweight or obese
- 24% of 11th-graders were overweight or obese
- 27% of 8th-graders were overweight or obese
- 73% of adults with a history of heart attack were overweight or obese¹

COST:

Every Oregonian bears the cost of weight-related disease through higher health care costs.

- Oregon spends about \$1.6 billion every year (\$339 million paid by Medicaid) in medical expenses for obesity-related chronic diseases, such as diabetes and heart disease
- Annual medical costs of persons who are obese are estimated to be \$1,429 higher than those of people who are not obese²



Credit: Josh Tillinghast

IMPACT ON KIDS:

Weight-related illness devastates young people. For the first time in modern history, today's youth may not live as long as their parents.³

**Today, 1 in 4
young people
are at risk
of weight-
related illness.**

**That number
is projected to
rise to 1 in 3
by 2020.⁴**



REFERENCES

1. Oregon Overweight, Obesity, Physical Activity and Nutrition Facts. May 16, 2012. Oregon Health Authority Health Promotion and Chronic Disease Prevention Section.
2. Oregon's Obesity Epidemic. July 16, 2012. Oregon Health Authority Tobacco Prevention and Education Program.
3. Olshansky SJ, Passaro DJ, Hershow RC, et al. A potential decline in life expectancy in the United States in the 21st century. *N Eng J Med.* Mar 17 2005;352(11):1138-1145.
4. Wang Y, Beydoun MA, Liang L, Caballero B and SK Kumanyika. Will all Americans become overweight or obese? Estimating the progression and cost of the US obesity epidemic. *Obesity J.* Oct 2008;16(10):2323-2330.

For the first time in modern history, today's youth may live shorter lives than their parents.²

Q: How can we protect our children from developing chronic medical problems related to eating too much of the wrong things and moving too little?

A: Local leaders across the country are stepping up to help protect the health and well-being of children.

Our kids deserve opportunities to bike or walk to school, to play in safe, open spaces and to have nutritious food options.

City leaders can improve the local environment through:

- Land use & transportation plans
- Zoning regulations and decisions
- Selection criteria for capital projects
- Redevelopment priorities
- Economic development plans
- Internal personnel and facility policies

What is good for kids is good for the whole community.

Two things your city can do right now:

1. Establish nutrition standards for snacks and beverages in city buildings and city parks and rec facilities.
2. Map safe routes and lead bike caravans from residential neighborhoods to the local public schools.



PHOTOS: JANUS YOUTH & JOSH TILLINGHAST

REFERENCES

1. Designed for disease: The link between local food environments and obesity and diabetes, California Center for Public Health Advocacy, PolicyLink, and the UCLA Center for Health Policy Research, 2008.
2. Olshansky SJ, Passaro DJ, Hershow RC, et al. A potential decline in life expectancy in the United States in the 21st century. N Eng J Med. Mar 17 2005;352(11):1138-1145.

Join the HEAL Cities Campaign!

Tell us about your HEAL City or request free technical assistance @ www.HEALCitiesNW.org

Beth Kaye, Campaign Manager, bethkaye@orphi.org | 503.227.5502 x230



AMONG OREGON YOUTH:

- 21% of 8th-graders drank 7 or more sugar-sweetened soft drinks a week
- 27% of 8th-graders played video games, computer games or used the Internet for non-schoolwork for 3 or more hours in an average school day
- 19% of 11th-graders drank 7 or more sugar-sweetened soft drinks a week
- Only 12% of 11th-graders participated in daily physical education¹

PLACE MATTERS:

Our community environments affect our personal choices. Good health starts in healthy places.

By expanding options for healthy eating and active living around the places Oregonians live, work, learn, play, shop, and worship, a city can support kids and adults to make good choices.

WHAT CAN MY CITY DO?

Across America, city leaders are stepping up to prevent weight-related disease.

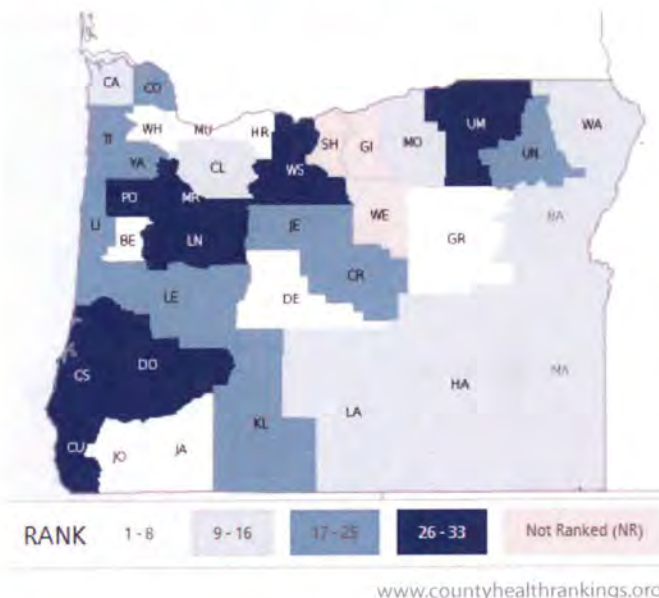
ARE HEALTHY OPTIONS ACCESSIBLE, AFFORDABLE, ATTRACTIVE AND CONVENIENT?

The HEAL Cities Campaign provides coaching, training and technical assistance to help civic leaders create healthy communities.

This fact sheet is one in a series with policy ideas for healthy cities. Download them at www.HEALCitiesNW.org or contact the Campaign. There is no charge for services. Policy areas include land use and transportation, increasing access to healthy food, shared use and workplace wellness.

For more information, please contact Beth Kaye, Campaign Manager
BethKaye@orphi.org • 503.227.5502 x 230
www.HEALCitiesNW.org

OBESITY BY COUNTY:



The HEAL Cities Campaign is a joint project of the Oregon Public Health Institute and the League of Oregon Cities, and is funded by Kaiser Permanente.




**CITY COUNCIL MEETING
 STAFF REPORT**

Meeting Date: March 18, 2013		Subject: Resolution No. 2404 Acquisition of easements necessary for the reconstruction of Boeckman Road adjacent to the Boeckman Road Bridge (CIP #4177)	
		Staff Member: Kristin Retherford Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Staff recommends Council adopt the accompanying resolution to authorize the acquisition of temporary construction easements to allow the rebuilding of Boeckman Road where it has settled near the bridge.			
Recommended Language for Motion: I move to approve Resolution No. 2404.			
PROJECT / ISSUE RELATES TO: <i>[Identify which goal(s), master plans(s) issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Council Goal B "Ensure efficient, cost-effective and sustainable development and infrastructure.		<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

Staff is seeking Council authorization to acquire two temporary construction easements necessary to rebuild Boeckman Road. This project is identified as Capital Improvement Project #4177 in the City's proposed 2013/14 Budget.

EXECUTIVE SUMMARY:

Subsequent to the construction of Boeckman Road, the road adjacent to the newly-constructed bridge began settling as the underlying soils continued to compress. The City pursued litigation and received a financial settlement to fund the majority of the costs associated with additional design work, additional surcharging to further compress the soils, and to reconstruct the road. Additional funding will be provided by Urban Renewal Program Income. Urban Renewal Program Income is generally the result of revenue received by Urban Renewal Agency by selling Agency-owned property, and is not new bonded indebtedness.

Boeckman Road was closed in 2012 so that surcharge materials could be added to the road to provide additional weight to further compress the soils. Compression levels will be sufficient in 2013 to allow reconstruction of the road to begin. In order to construct these improvements, the City needs to acquire two temporary construction easements for a two year period or the duration of the project, whichever is shorter. One temporary construction easement will be needed from Metro, which owns property to the north of the road. The second temporary construction easement will be needed from the Young family, which owns property to the south of the road. Property was acquired from both of these parties for the original road construction project.

Construction is scheduled to occur as soon as the City’s geotechnical engineers have determined that the surcharging is complete, and once necessary property rights have been obtained and a construction contract has been awarded.

EXPECTED RESULTS:

City staff expects to begin negotiations for the needed temporary construction easements in the spring of 2013.

TIMELINE:

Appraisal activities and outreach to property owners will begin in March, 2013. Offers will be made in late April to early May after appraisals have been completed. Acquisitions are expected to be finalized by the end of June of 2013.

CURRENT YEAR BUDGET IMPACTS:

This project is in the current year’s budget with funds coming from litigation settlement proceeds. Funds are also budgeted in fiscal year 2013/14 for project construction.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: _____ Date: _____

LEGAL REVIEW / COMMENT:

Reviewed by: MEK _____ Date: 3/6/2013 _____

The Resolution is approved as to form.

COMMUNITY INVOLVEMENT PROCESS: N/A/

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

This project will allow Boeckman Road to be re-opened for public use, which benefits through traffic, the surrounding neighborhood, the West Linn-Wilsonville School District, and emergency responders.

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

ATTACHMENTS

A. Resolution No. 2404

RESOLUTION NO. 2404

A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING ACQUISITION OF PROPERTY INTERESTS RELATED TO THE RECONSTRUCTION OF BOECKMAN ROAD ADJACENT TO THE BOECKMAN ROAD BRIDGE.

WHEREAS, subsequent to the construction of Boeckman Road, the road adjacent to the newly-constructed bridge began settling as the underlying soils continued to compress; and

WHEREAS, it was determined that the soils required additional surcharging and that the road would need to be rebuilt once sufficient soil compression had been achieved; and

WHEREAS, the City pursued litigation and received a financial settlement to fund this reconstruction effort; and

WHEREAS, Boeckman Road was closed in 2012 so that surcharge materials could be added to the road to provide additional weight to further compress the soils; and

WHEREAS, compression levels will be sufficient in 2013 to allow reconstruction of the road to begin; and

WHEREAS, the City's proposed budget for FY 2013/14 includes funding under project #4177 to rebuild Boeckman Road adjacent to the bridge; and

WHEREAS, in order to construct these improvements, the City needs to acquire two temporary construction easements for a two year period or the duration of the project, whichever is shorter, which are described in legal descriptions attached hereto and fully incorporated herein as Exhibits A and B; and

WHEREAS, construction is scheduled to occur as soon as the City's geotechnical engineers have determined that the surcharging is complete, and once necessary property rights have been obtained and a construction contract has been awarded; and

WHEREAS, the funding sources for this project are the litigation settlement proceeds and Urban Renewal Program Income; and

WHEREAS, the City acquires real property in accordance with guidelines set forth in its Urban Renewal Agency's adopted "*Appraisal and Acquisition Policies*"; and

WHEREAS, in comparing the cost amount for the aforementioned construction and the property interest along with the existing use of the subject property, the alternative presented

herein reflects the least amount of property interest to ensure safe, efficient and adequate public improvements; and

WHEREAS, title to the property will remain with the property owner as the construction easements are temporary in nature.

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

1. There is needed and required for the public purpose of providing needed public improvements the acquisition of temporary construction easements as described in the attached Exhibits A and B and incorporated herein by this reference.
2. The property interest is acquired as a result of the aforementioned public improvements, and the improvements have been planned and located in a manner most compatible with the greatest public good and the least private injury.
3. City staff and attorneys are authorized and directed to negotiate with the owners of the real property herein described as to the compensation to be paid for the temporary construction easements, and in the event agreement cannot be reached, then to commence and prosecute to final determination such condemnation proceedings as may be necessary to acquire the right to these temporary construction easements to allow construction to proceed.
4. Upon trial of and action of condemnation, the attorneys for the City are authorized to make such stipulation, agreement or admission as in their judgment may be in the best interests of the City.
5. City staff anticipates it will acquire the above-described property in the summer of 2013.
6. The temporary construction easements shall be granted to the City of Wilsonville and terminate upon completion of the project, or two years, whichever is shorter.
7. This resolution is effective upon adoption.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 18th day of March, 2013, and filed with the Wilsonville City Recorder this date.

TIM KNAPP, MAYOR

ATTEST:

Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Knapp
Councilor Goddard
Councilor Starr
Councilor Fitzgerald
Councilor Stevens

Attachments:

Exhibit A
Exhibit B

EXHIBIT "A"



15409LD1

VANCOUVER OFFICE

1325 SE Tech Center Drive, Suite 140 • Vancouver, WA 98683
360.695.3411 • info@mackaysposito.com

BOECKMAN ROAD
January 21, 2013
Parcel 1

Assessors Map: 3 1W 14B
Tax Lot No.: 802

PARCEL 1 (TEMPORARY CONSTRUCTION EASEMENT)

A PARCEL OF LAND LYING IN THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON, AND BEING A PORTION OF THAT TRACT OF LAND CONVEYED TO METROPOLITAN SERVICE DISTRICT IN DOCUMENT NO. 99-065544, CLACKAMAS COUNTY BOOK OF RECORDS, SAID PARCEL BEING ALL THAT PORTION LYING BETWEEN THE SOUTHERLY RIGHT-OF-WAY LINE OF BOECKMAN ROAD AS CURRENTLY DEDICATED AND THE LINES DELINEATED BY FOLLOWING THE BELOW NOTED STATIONS AND OFFSETS OF THE CENTERLINE OF BOECKMAN ROAD, AS SAID CENTERLINE IS DESCRIBED BELOW:

BOECKMAN ROAD CENTERLINE

A ROAD CENTERLINE LYING WITHIN THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON, BEING THE CENTERLINE OF BOECKMAN AS SHOWN IN RECORD OF SURVEY NO. 2012-073, RECORDS OF CLACKAMAS COUNTY.

STATION TO STATION
43+75.00 TO 43+75.00
43+75.00 TO 44+88.18

OFFSET DISTANCE FROM CENTERLINE
34.00 FEET TO 64.00 FEET
64.00 FEET SOUTHERLY AND PARALLEL
WITH SAID CENTERLINE ALONG THE ARC
OF A 1064.00 FOOT RADIUS CURVE
64.00 FEET TO 50.00 FEET

44+88.18 TO 44+88.18

EXCEPTING THEREFROM, ALL THAT PORTION OF SAID PARCEL LYING WITHIN THE EXISTING RIGHT-OF-WAY OF BOECKMAN ROAD.

THE PARCEL OF LAND TO WHICH THIS DESCRIPTION APPLIES CONTAINS 1,787 SQUARE FEET,
MORE OR LESS.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Jered McGrath 1-21-2013

OREGON
JUNE 13, 2008
JERED McGRATH
79419

Renews: 12/31/2014

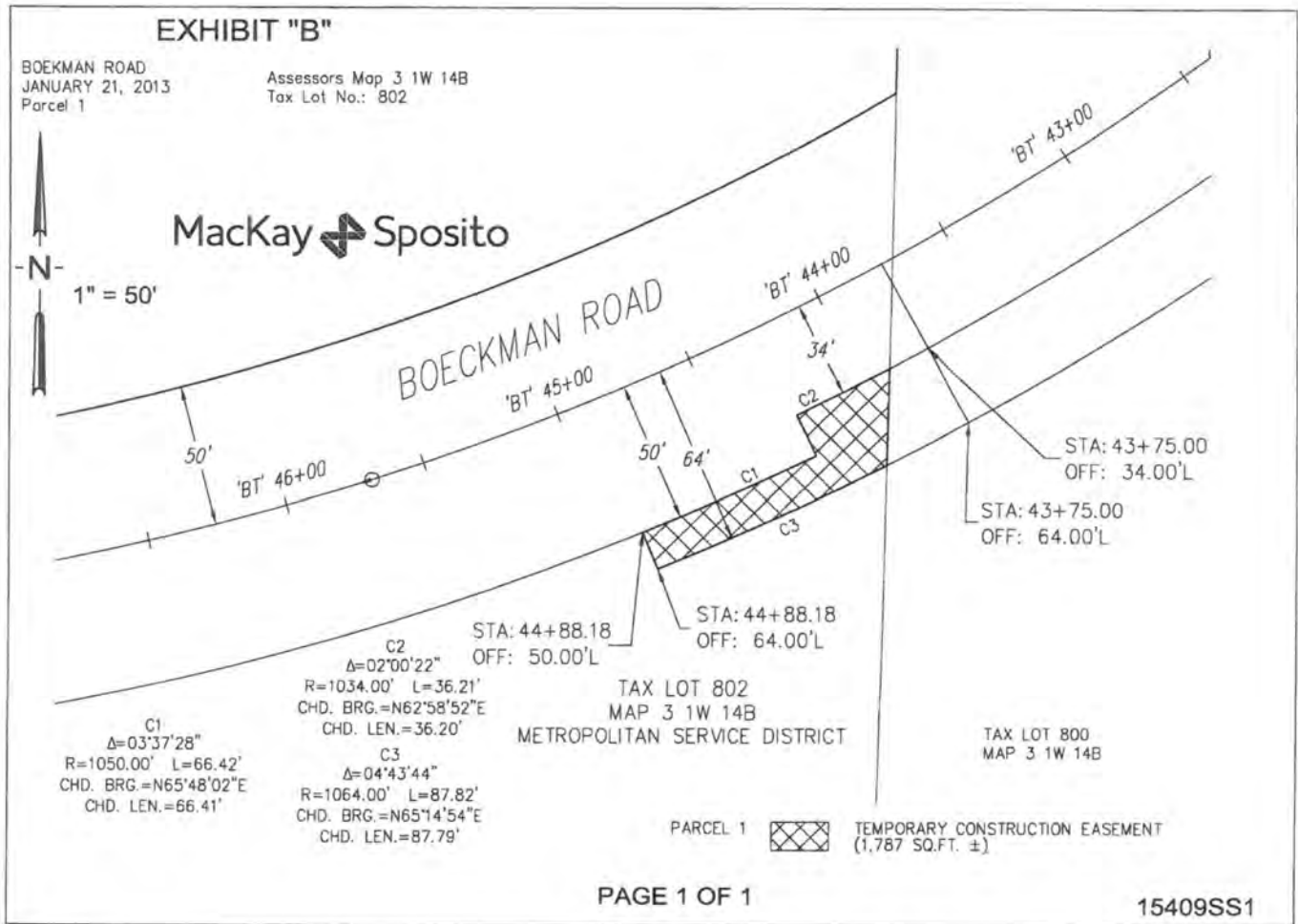


EXHIBIT "A"



15409LD2

VANCOUVER OFFICE

1325 SE Tech Center Drive, Suite 140 • Vancouver, WA 98683
360.695.3411 • info@mackaysposito.com

BOECKMAN ROAD
January 21, 2013
Parcel 1

Assessors Map: 3 1W 14B
Tax Lot No.: 800

PARCEL 1 (TEMPORARY CONSTRUCTION EASEMENT)

A PARCEL OF LAND LYING IN THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON, AND BEING A PORTION OF THAT TRACT OF LAND CONVEYED TO DAVID S. YOUNG, MARLENE A. YOUNG AND SHERILYNN J. YOUNG IN DOCUMENT NO. 96-017347, CLACKAMAS COUNTY BOOK OF RECORDS, SAID PARCEL BEING ALL THAT PORTION LYING BETWEEN THE SOUTHERLY RIGHT-OF-WAY LINE OF BOECKMAN ROAD AS CURRENTLY DEDICATED AND THE LINES DELINEATED BY FOLLOWING THE BELOW NOTED STATIONS AND OFFSETS OF THE CENTERLINE OF BOECKMAN ROAD, AS SAID CENTERLINE IS DESCRIBED BELOW:

BOECKMAN ROAD CENTERLINE

A ROAD CENTERLINE LYING WITHIN THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN, CITY OF WILSONVILLE, CLACKAMAS COUNTY, OREGON, BEING THE CENTERLINE OF BOECKMAN AS SHOWN IN RECORD OF SURVEY NO. 2012-073, RECORDS OF CLACKAMAS COUNTY.

STATION TO STATION

40+32.00 TO 40.32.00
40+32.00 TO 40+40.92
40+40.92 TO 42+28.28

42+28.28 TO 42+36.19

OFFSET DISTANCE FROM CENTERLINE

34.52 FEET TO 64.59 FEET
64.59 FEET TO 64.00 FEET
64.00 FEET SOUTHERLY AND PARALLEL
WITH SAID CENTERLINE ALONG THE ARC
OF A 936.00 FOOT RADIUS CURVE
64.00 FEET TO 64.00 FEET

42+36.19 TO 44+25.00

64.00 FEET SOUTHERLY AND PARALLEL
WITH SAID CENTERLINE ALONG THE ARC
OF A 1064.00 FOOT RADIUS CURVE
64.00 FEET TO 34.00 FEET

44+25.00 TO 44+25.00

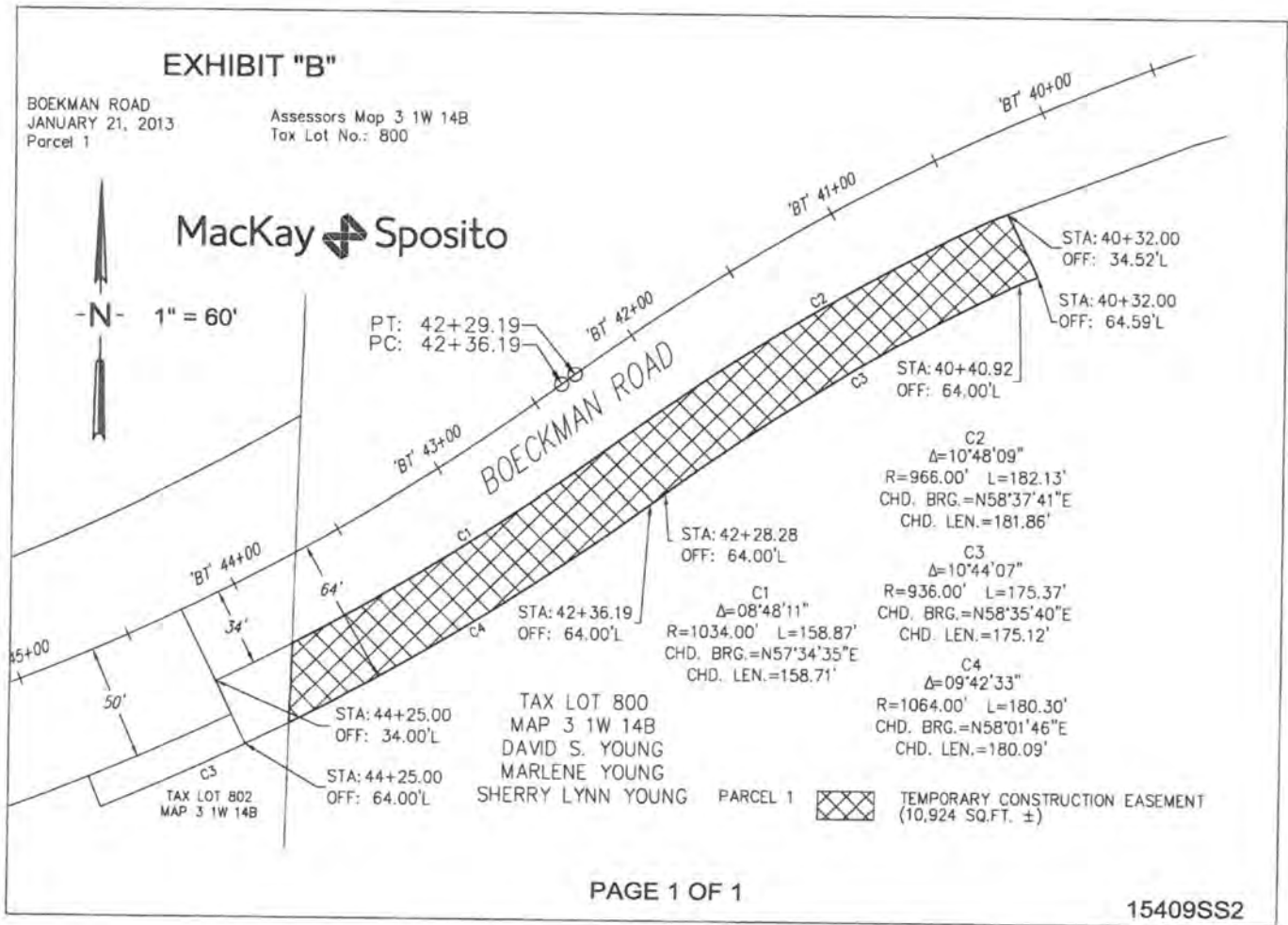
EXCEPTING THEREFROM, ALL THAT PORTION OF SAID PARCEL LYING WITHIN THE EXISTING
RIGHT-OF-WAY OF BOECKMAN ROAD.

THE PARCEL OF LAND TO WHICH THIS DESCRIPTION APPLIES CONTAINS 10,924 SQUARE
FEET, MORE OR LESS.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Jered McGrath 1-21-2013
OREGON
JUNE 13, 2008
JERED McGRATH
79419

Renews: 12/31/2014



**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

A special meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Thursday, February 21, 2013. Mayor Knapp called the meeting to order at 7:03 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

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

Staff present included:

- Bryan Cosgrove, City Manager
- Jeanna Troha, Assistant City Manager
- Mike Kohlhoff, City Attorney
- Sandra King, City Recorder
- Angela Handran, Executive Assistant
- Mark Ottenad, Government Affairs Director
- Nancy Kraushaar, Community Development Director

Motion: Councilor Starr moved to approve the order of the agenda. Councilor Stevens seconded the motion.

Vote: Motion carried 4-0.

MAYOR'S BUSINESS

The Mayor received a request from Rockwell Collins for support to their company and similar industries involved in aviation and defense contracting. Their concern is the effect of the federal sequestration which takes effect March 1, 2013 and the significant impacts on the local businesses in Wilsonville involved in federal government contracting. Rockwell Collins is asking the City send letters to President Obama and the Oregon congressional delegation requesting a balanced, bi-partisan approach and more strategic look at cutting the federal budget rather than wholesale across the board cuts. Wilsonville has over 4,000 private-sector jobs that are at some degree of risk, including 20 companies the City identified that conducts business with one or more branches of the federal government.

Staff prepared a draft letter for the Mayor's signature and requested Council approval to send the letter.

Motion: Councilor Starr moved to approve letter as drafted by staff and send it. Councilor Fitzgerald seconded the motion.

Councilors discussed their support for the letter and possibly removing the reference to "national security" however, in the end they agreed to send the letter as originally drafted.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

Vote: Motion carried 4-0.

Mayor Knapp reported on the Smart Growth Conference he attended along with Councilors Fitzgerald and Stevens in addition to the meetings he attended on behalf of the City.

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.

Francis James, 78205 SW Wilsonville Road, asked that the City require internet, cable and television service providers to offer reduced rates for seniors living in subsidized senior housing. He thought the time was ripe since the franchise and utility permit will be up for renewal soon.

Mayor Knapp had not heard this issue discussed and directed staff to look into the matter.

COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

Council President Starr – Park & Recreation Advisory Board, Chamber/City Leadership; and Economic Development Task Force liaison. Councilor Starr reported the Chamber-City Leadership meetings have begun again, the Economic Development Task Force would be meeting February 28, and reminded the public to vote in the March 12 special election. The Councilor attended a Metro Area Water Consortium meeting where preparation for emergencies was discussed, and invited the public to attend the Daddy/Daughter Luau dance.

Councilor Fitzgerald – Planning Commission; Committee for Citizen Input; and Library Board liaison. Councilor Fitzgerald stated the Planning Commission reviewed the first four chapters of the TSP at their last meeting and the Library Board would be meeting later this month. She welcomed the public to attend the Grand Opening of the SMART Fleet Operations Center. The Councilor spoke about the Smart Growth Conference and how grateful she was for the good community planning that has been done in Wilsonville.

Councilor Stevens – Development Review Panels A and B; Wilsonville Seniors liaison, announced the volunteer tree planting event and the Wilsonville Seniors will hold their quarterly congregate meeting. At their next meeting DRB Panel-B will review three development applications in Villebois neighborhoods. At the last meeting of DRB Panel-A a request for a zip-line ride at the Family Fun Center was approved, as was an application for expansion at Ron Tonkin Autos. Councilor Stevens attended the grand opening of the new Community Center kitchen, the French Prairie Forum and noted the city of Woodburn would be rebuilding their I-5 interchange to ease local and mall traffic.

CONSENT AGENDA

The items of the Consent Agenda were read into the record by Mr. Kohlhoff.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

- A. **Resolution No. 2397**
A Resolution Of The City Of Wilsonville Authorizing Acquisition Of Property Interests Related To The Autumn Park Sewer Line Replacement Project.
- B. **Resolution No. 2398**
A Resolution Of The City Of Wilsonville Authorizing Acquisition Of Property Interests Related To The Installation Of Electrical Shields Within The Bonneville Power Administration Electrical Transmission Corridor On Canyon Creek Road North.
- C. **Resolution No. 2399**
A Resolution Of The Wilsonville City Council, Acting As The Local Contract Review Board, Authorizing South Metro Area Regional Transit (SMART) To Purchase Two 25-Foot/18-Passenger El Dorado **National** Gasoline Powered Aerotech Buses Along With Associated Equipment From Schetky NW Sales, Inc.
- D. **Resolution No. 2401**
A Resolution Of The City Of Wilsonville Accepting An Offer To Purchase Surplus Real Property Located At 11650 SW Tooze Road.
- E. Minutes of the January 24, 2013 and February 4, 2013 Council Meetings.

Motion: Councilor Fitzgerald moved to approve the Consent Agenda. Councilor Stevens seconded the motion.

Vote: Motion carried 4-0.

NEW BUSINESS

Mr. Kohlhoff requested a motion to continue the matter of a possible Council call-up of the DRB decision regarding approval of the zip-line ride and hours of operation of the ride at the Family Fun Center, until the March 18, 2013 Council meeting. He advised his office received a tolling agreement of the fourteen day period for call-up from the Family Fun Center. Staff said the issues would be reviewed at the March 11, 2013 DRB meeting.

Mr. Cosgrove clarified the title of the item reads as though the City Council was calling this up, which was Councilor Goddard's concern in Work Session. This was a staff recommendation for the City Council to call it up if the Council chose to do so.

Motion: Councilor Starr moved to continue the matter to March 18, 2013. Councilor Stevens seconded.

Vote: Motion carried 4-0.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

CITY MANAGER'S BUSINESS

Mr. Cosgrove reported:

- Upon direction from Council, staff was having discussions about unwinding agreements related to the Visitor Information Center. Staff met with Danielle Cowan of the Tourism Development Council to discuss possible uses of the building. Staff would return to Council on March 18th with a recommendation.
- Positive comments have been received on the pedestrian safety project at the Boeckman Road dip.
- No selection was made during the first round of interviews so Staff is reviewing additional applicants for the position of Parks and Recreation Director.
- He has been working in the field with each of the departments to get to know staff and understand the projects they are working on as well as the challenges faced in their departments. The City Manager shadowed employees at the Library and participated in the Library Story Time and came away extremely impressed with the Library programs and staff.

LEGAL BUSINESS

Mr. Kohlhoff explained the mediation regarding claims with MacKay & Sposito has been resolved with a recommendation to move forward with a release and settlement agreement. The City would receive \$65,000 from MacKay & Sposito within 30 days of approval of the agreement; and the City would pay \$5,000 to MacKay & Sposito within the same time frame. Neither party committed to any liability. MacKay & Sposito's eligibility to bid on future engineering work was not affected.

Motion: Councilor Fitzgerald moved to approve the agreement as presented. Councilor Starr seconded.

Vote: Motion carried 4-0

ADJOURN

The Council meeting adjourned at 7:53p.m.

Respectfully submitted,

Sandra C. King, MMC, City Recorder

ATTEST:

TIM KNAPP, MAYOR

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, March 4, 2013. Councilor Goddard called the meeting to order at 7:00 p.m., followed by roll call and the Pledge of Allegiance.

The following City Council members were present:

Mayor Knapp - excused
Council President Starr - excused
Councilor Goddard
Councilor Fitzgerald
Councilor Stevens

Staff present included:

Bryan Cosgrove, City Manager
Jeanna Troha, Assistant City Manager
Mike Kohlhoff, City Attorney
Sandra King, City Recorder
Eric Mende, Deputy Engineer
Angela Handran, Executive Assistant
Nancy Kraushaar, Community Development Director

Motion: Councilor Stevens moved to approve the order of the agenda. Councilor Fitzgerald seconded the motion.

Vote: Motion carried 3-0.

MAYOR'S BUSINESS

Councilor Goddard announced the dates of the upcoming City Council, DRB Panel A, and Planning Commission meetings.

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.

Wendy Hoovie and Theonie Gilmore, Wilsonville Arts and Council and Regional Arts Council, thanked Richard Goddard and Wendy Buck of PGE for participating in the Work for Art Program. Ms. Hoovie explained 100 percent of the funds donated by employees and matched by the Work for Art Program go to arts and culture organizations based in Clackamas, Multnomah and Washington counties. The Work for Art Program raised \$4.5 million partnering with 80 companies through payroll deductions. Employees who pledge \$60 or more get an Arts Card which allows admission to many different opportunities.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

Ken Whitaker, 29001 Grahams Ferry Rd, Wilsonville, was concerned with the type of lighting on Grahams Ferry Road in his neighborhood since they were not consistent with the style of street lighting used in Villebois. He felt the height and type of the street lights were out of scale for the neighborhood and that the lights did not direct light to the sidewalks but rather to the fields across the street. City staff has proposed a compromise of replacing the current cobra headed lights with black poles which were five feet shorter.

Mr. Cosgrove indicated staff had met with Mr. Whitaker where it was explained the lighting needs to meet current traffic lighting standards for a minor-arterial collector road. Making changes to these standards should be done after careful consideration for future growth, traffic and costs, and changes could have unintended consequences. Administratively changing the pole and shortening the height was the recommendation from staff; Mr. Cosgrove did not recommend further modification.

Councilor Fitzgerald wanted to further investigate the standards and asked that the matter be brought back for additional discussion. Mr. Cosgrove would distribute information confirming the design was consistent and met the lighting standards.

Shawn Mason, 11343 SW Churchill, Wilsonville, stated he was speaking on behalf of six separate households about a neighbor whose dog consistently barked when it was left outside. Although he and his neighbors had complained to the dog owner via notes, and they had made calls to City Code Enforcement, and the County, the situation has not improved. Mr. Cosgrove requested Mr. Mason's phone number and would contact him.

COUNCILOR COMMENTS, LIAISON REPORTS & MEETING ANNOUNCEMENTS

Councilor Goddard – Library Board, Chamber Board, and Clackamas County Business Alliance liaison. Councilor Goddard understood the City had testified recently during legislative hearings in Salem and asked to see the testimony. He announced the meetings he attended on behalf of the City and invited the public to attend the Parks and Natural Area Breakfast Forum, as well as the next Economic Development Task Force meeting.

Councilor Fitzgerald – Planning Commission; Committee for Citizen Involvement; and Library Board liaison reported the Planning Commission would be meeting to discuss the update to the TSP. The Library was beginning its strategic planning and announced the use of e-books and digital materials was increasing. Upcoming youth events included a Library Far East night March 15 and Game night April 12. The Councilor advised Community Garden plots can be reserved beginning March 21, 2013.

Councilor Stevens – Development Review Panels A and B; Wilsonville Seniors liaison announced the next meeting dates of the DRB Panels, the upcoming Wilsonville Egg Hunt in Memorial Park, and the activities of the Wilsonville Walkers, and Wheelers.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

CONSENT AGENDA

Mr. Kohlhoff read the title of Resolution No. 2403 into the record.

A. **Resolution No. 2403**

A Resolution Of The City Of Wilsonville Approving Agreement Regarding SDC Credits For Costa Circle Extension And Roundabout Between The City Of Wilsonville And Polygon At Villebois III, L.L.C. (staff – Kohlhoff)

Motion: Councilor Fitzgerald moved to approve the Consent Agenda. Councilor Stevens seconded the motion.

Vote: Motion carried 3-0.

NEW BUSINESS

Mr. Kohlhoff read Resolution No. 2402 into the record by title only.

A. **Resolution No. 2402**

A Resolution Of The City Of Wilsonville Authorizing An Intergovernmental Agreement Between The Cities Of Sherwood And Wilsonville Regarding Transmission Segment 3B: Construction, Ownership And Operation Thereof; And Regarding Payment Terms And Schedules For Deposits By Sherwood To Wilsonville For Advance Funding Of Construction Costs; And Regarding An Agreed Methodology To Determine Final Project Costs Attributable To Each Party; And Regarding Reimbursement By Wilsonville To Sherwood For Wilsonville's Share Of Project Costs.

Mr. Mende presented the staff report. Resolution No. 2402 will approve an IGA with the City of Sherwood for construction and financing of the last segment (Segment 3B) of the 48-inch Water Transmission Pipeline to Sherwood.

The Willamette River Water Treatment Plant was constructed by Tualatin Valley Water District (TVWD) and the City of Wilsonville (Wilsonville) to initially serve the City of Wilsonville with up to a 10 million gallons per day (mgd) supply of municipal water and TVWD, or a water consortium to be formed by TVWD and nearby cities, with up to a 5 mgd supply, with future expansion of another 10 mgd for Wilsonville and another 45 mgd for TVWD (or a Water Consortium). With Wilsonville's permission, Sherwood, as an intended city in the water consortium, acquired from TVWD its interest in its original 5 mgd of supply. To transmit Sherwood its supply and to accommodate Wilsonville's transmission and long term distribution needs, Wilsonville and Sherwood have entered into agreements on a segment-by-segment basis that address construction capacity ownership for Segments 2, 3A, 4, 5A, and 5B of the transmission line, plus the revenue vault (meter) located at Tooze/Westfall Roads.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

This IGA addresses the last remaining 2400 feet of 48-inch diameter transmission line, known as Segment 3B, thereby completing the pipeline and allowing Sherwood to receive their full 5mgd of supply. This IGA allocates ownership capacity and costs for the construction of Segment 3B and details the financing commitments of the parties. Ownership of the pipeline is evenly split at 50 percent for each party. Total Project Costs are currently allocated at 48.2 percent Sherwood and 51.8 percent Wilsonville, and are subject to a "true up" provision contained in the IGA. The reason the cost allocation and ownership percentages are different is due to the inclusion of a large pressure reducing station in the project which will serve only Wilsonville, and for which only Wilsonville is financially responsible. Final cost allocation percentages ("true up") will be determined based on actual construction costs, determined at the end of the project, plus agreed upon markups for Wilsonville project management and administrative costs. The current estimated construction cost is \$3,497,000. With estimated engineering, permitting, acquisition, and project management costs, the estimated Total Project Cost is \$4,511,000.

Sherwood has previously advanced monies for design, permitting, and easement acquisition for the project, as detailed in Resolution 2242 and the associated IGA (January 19, 2012). In this IGA, Sherwood is agreeing to advance payment of the full construction costs for the project, with Wilsonville reimbursing Sherwood for Wilsonville's allocated portion of total costs within 180 days of project completion. Advance payment from Sherwood must be received before the Construction Contract is brought to City Council for approval (tentatively, June 03, 2013).

This project will complete the last segment of 48-inch diameter water transmission pipeline needed for Sherwood to receive their full 5 mgd water right. The project will also improve fire flow and pressure in the north half of Wilsonville's distribution system, and accommodate future growth in the Coffee Creek and Frog Pond areas.

Approval of this IGA is a necessary pre-cursor to Sherwood's advance payment funding the construction, and Sherwood's advance payment is a necessary pre-cursor for Council approval of a Construction Contract.

Permitting is complete. Easement acquisition is in progress with appraisals completed and offers/negotiations with three property owners pending. Final design is in progress and is at approximately 75 percent. Bids are scheduled for May. Construction is scheduled for June through November 2013.

The project has received media attention numerous times over the years, and has also been before Council for approval of previous IGA's and contracts. The pipeline concept was also part of the open house presentations in 2011 for the Barber Street and Kinsman Road project(s). There have been no documented objections to the project or various IGA's.

Construction will be in an undeveloped area and there will be no road closures or detours required, therefore, construction impacts on the community will be minimal. Long term, businesses and residents will benefit from the larger pipeline via improved fire flow and pressure, and accommodation of future growth in the Coffee Creek and Frog Pond areas.

**CITY OF WILSONVILLE
CITY COUNCIL MEETING MINUTES**

Motion: Councilor Stevens moved to approve Resolution No. 2402. Councilor Fitzgerald seconded the motion.

Vote: Motion carried 5-0.

CITY MANAGER'S BUSINESS

Mr. Cosgrove stated the West Linn Wilsonville School District was applying for a 40-acre UGB expansion in the Advance Road area and the City was in support of the expansion.

LEGAL BUSINESS – There was no report.

ADJOURN

Motion: Councilor Fitzgerald moved to adjourn. Councilor Stevens seconded the motion.

Vote: Motion carried 3-0.

The Council meeting adjourned at 7:31 p.m.

Respectfully submitted,

Sandra C. King, MMC, City Recorder

ATTEST:

Richard Goddard, Presiding Officer/Acting Mayor


**CITY COUNCIL MEETING
 STAFF REPORT**

Meeting Date: March 18, 2013		Subject: West Linn/Wilsonville School District Lowrie Primary Road and Utility Infrastructure Reimbursement District Staff Member: Steve Adams / Mike Kohlhoff Department: Engineering / Legal	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1st Reading Date: <input type="checkbox"/> Ordinance 2nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Staff recommends approval of the resolution for this infrastructure reimbursement district to be established.			
Recommended Language for Motion: I move to approve Resolution No. 2400.			
PROJECT / ISSUE RELATES TO:			
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

Establishment of a Road and Utility Infrastructure Reimbursement District for the West Linn/Wilsonville School District to equitably share road and utility costs associated with construction of their Lowrie Primary School project with others who will use and benefit from the infrastructure in the future.

EXECUTIVE SUMMARY:

Construction of school off-site infrastructure improvements was required to provide service to the Lowrie Primary School. Several of the water, sanitary and storm lines and partial street improvements will also service two properties located east, north and west of the school site.

In meetings with the West Linn – Wilsonville School District it was agreed that they would be responsible for constructing water, sanitary and storm utilities in all streets adjacent to the Lowrie Primary School site and construct sufficient street improvements to allow vehicle circulation around the school. The City and the School District entered into an Intergovernmental Agreement that specified estimated costs and reimbursable amounts for these infrastructure improvements.

Establishing this Reimbursement District will allow the West Linn – Wilsonville School District to recoup some 26% of the costs for construction of these off-site improvements, provided upstream development occurs within the next 10 years.

EXPECTED RESULTS:

Reimbursement of up to \$509,291.20 plus interest to the West Linn – Wilsonville School District.

TIMELINE:

Reimbursement districts have a sunset period of 10 years; they can be renewed for good cause.

CURRENT YEAR BUDGET IMPACTS:

The estimated City obligation is \$135,668.28 for reimbursements to the West Linn / Wilsonville School District that have been budgeted under CIP #4147, \$122,509.41 and CIP #1996, \$5,500.17 with the balance of \$7,658.69 being reimbursed through the Public Works Permit account. These reimbursements have not been included in the Reimbursement District.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: _____ Date: _____

LEGAL REVIEW / COMMENT:

Reviewed by: _MEK_____ Date: 3/5/2013

The Resolution is approved as to form. Notice of the hearing has been provided to the adjacent property owners with copies of the proposed Resolution and exhibits to the Resolution.

COMMUNITY INVOLVEMENT PROCESS:

Notification has been provided to both tax lot owners (Dearmond Family LLC / Fasano Family LLC and Redus OR Land LLC) as well as to representatives of Polygon Northwest and Lennar Homes, who currently hold purchase options on these tax lots.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY

Cost of the construction has been distributed in a pro rata fashion to both properties that benefit from the infrastructure improvements.

The installation of these water, sanitary, and storm main lines and street improvements will provide benefit by eventually serving Villebois SAP East PDP 2 and SAP East PDP 4 and facilitating residential development of these areas to proceed.

ALTERNATIVES:

The alternative of not establishing the reimbursement district would result in the school district funding the infrastructure without other benefitting properties paying for their share of the costs based on allocation by use and benefit. Staff does not recommend an alternative to Resolution No. 2400.

CITY MANAGER COMMENT:

ATTACHMENTS

RESOLUTION NO. 2400

A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING ESTABLISHMENT OF A REIMBURSEMENT DISTRICT TO REFUND TO THE WEST LINN - WILSONVILLE SCHOOL DISTRICT THE PRO RATA COSTS FOR CONSTRUCTION OF ROAD AND UTILITY INFRASTRUCTURE IMPROVEMENTS THAT WILL SERVE PROPERTIES WITHIN THE REIMBURSEMENT DISTRICT

WHEREAS, pursuant to Resolution No. 2247, the City of Wilsonville (City) and the West Linn - Wilsonville School District (School District) entered into an Intergovernmental Cooperative Agreement for Villebois School Site Infrastructure, dated September 22, 2010 (the IGA); and

WHEREAS, the IGA provided, among other things, the following as to the infrastructure improvements required to be made for the Lowrie Primary School site:

“3. Street Infrastructure.

3.1. Residential Streets. Residential streets to serve and benefit residential development must meet City street standards and are the responsibility of the developer to construct and bear the expense for same. When a residential street serves separate developments on each side of the street, then each developer is responsible for 50% of the street costs or such applicable pro rata share if there is more than one benefitting developer on each side of the street. One of the methods available to ensure the first-in developer who builds the street is fairly reimbursed is through the formation of a Street Reimbursement District, pursuant to W.C. 3.116.

* * *

3.2. District as Developer; Estimate Costs. ... Thus, the District would be responsible for their share of the costs, their half of the street/right-of-way improvements plus generally 50% of the costs of underground utilities, and the across-the-street benefitting developer(s) would be responsible for the remaining balance of the costs and final completion of the streets.”; and

WHEREAS, the IGA further specifies those streets and utilities where cost sharing is applicable and approximate estimated reimbursable costs to be Serenity Way/Courtenay Loop (\$95,481), Geneva Loop (\$63,675), St. Moritz Loop (\$79,320), Carinthia Circle – southern

portion (\$174,520), Denmark Street (\$81,546), and Brown Road (\$80,080), which totaled \$574,622; and

WHEREAS, the IGA further provides:

“6. Actual Costs and Reimbursements for Infrastructure Improvements.

6.1. True-Up to Actual Costs. The parties recognize that the aforementioned costs are estimates only.... The actual costs incurred and known at the time of the completion of construction contracts shall be substituted for the estimates for the purposes of payment and reimbursement as required herein. The costs shall be subject to true-up to actual payments, inclusive of any additions or subtractions made to the full payment for each construction contract.”; and

WHEREAS, paragraph 6.2 of the IGA further provides the unpaid balance of the reimbursable costs would accrue a per annum simple interest rate of 4.5% commencing upon the formation of the Reimbursement District; and

WHEREAS, the construction contract for Lowrie Primary School and infrastructure improvements was deemed complete, was duly constructed and bonded under the supervision and direction of the City Engineer, and was accepted by the City as of January 24, 2013, and actual costs have been trued-up and paid; and

WHEREAS, Wilsonville Code § 3.116 provides that the School District may apply for reimbursement of its costs for infrastructure improvements to serve other property as follows:

“(1) If any person, on application and approval, pays the costs of improving a street, water, storm drainage, or sewer facility ... to serve the owner’s property, and the improvement or utility would be adjacent to or serve other property so that street, water, storm drainage, sewer service ... is provided for such other property without further improvement or extension of the lines or utilities, the City shall require the owners of the other property prior to providing street access, water, storm drainage, sewer service... to such other property, to refund to the person paying the costs of improving the street, water, storm drainage, sewer lines ... a pro rata portion of the costs of the extension. The right of the City to require such refunds shall not continue for more than ten (10) years after the date of installation of the improvement, unless, for good cause shown, the City Council authorizes an extension. Refunds are not intended to limit or replace, and are in addition to, any other existing fees or charges collected by the City. The amount to be refunded shall be determined by the council, and such determination shall be final.

* * *

“(6) ... the application may be made following improvement, but no later than three months after completion and acceptance by the City of the improvement. If the application is filed after construction, the application shall include the actual cost of construction as evidenced by a contract, receipts, bids, or other similar documents. The provisions of this section shall apply to the owners of said property in the same manner as subsection (1) is applied to the other property owners described therein.”; and

WHEREAS, the School District has duly made its application in accordance with Wilsonville Code § 3.116(6); and

WHEREAS, the City and School District have agreed that the City will directly reimburse the School District \$135,668.28 for the City’s share of construction costs for the Brown Road improvements, therefore eliminating both the need for this improvement to be included in the Road and Utility Infrastructure Reimbursement District (the “Reimbursement District”) and the City to be named as a party of the Reimbursement District; and

WHEREAS, the following are incorporated by reference in this Resolution: **Exhibit A**, a map outlining the Infrastructure Improvement area; **Exhibits B and C**, maps depicting the two tax lots comprising the Reimbursement District; **Exhibits D and E**, legal descriptions of the two tax lots comprising the Reimbursement District; and **Exhibit F**, a listing of the final costs for the Infrastructure Improvements and calculated reimbursable amount of \$410,718.71, plus 17% overhead and 7% permitting, totaling \$509,291.20; and

WHEREAS, the City Engineer had previously inspected the infrastructure improvements, the properties to be served, reviewed the plans for the improvements, reported the improvements were feasible, desirable, and necessary for the orderly development and expansion of the City’s sewage collection system, storm drainage system, water system, and street infrastructure and were subject to public works permits issuance, has now deemed the infrastructure substantially completed, and has confirmed final costs; and

WHEREAS, the City Engineer, having duly considered the development potential of adjacent properties, the value of unused capacity of the improvements to serve other properties, rate making principals employed to finance public improvements, and such other information as presented, recommended that the City adopt a refund methodology to fairly apportion the costs of the infrastructure improvements to all the benefited properties, as set forth in **Exhibit F**; and

WHEREAS, the City Council duly noticed and held a public hearing on this matter on March 18, 2013, whereat the City Council received a staff report, exhibits, and public testimony.

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

1. The above recitals are incorporated by reference herein and the report and recommendations of the City Engineer are hereby adopted.
2. The Reimbursement District described in **Exhibits B, C, D, and E**, and the total cost and allocation of the cost of the Lowrie School Infrastructure Improvements as set forth in **Exhibit F**, are adopted.
3. Except as provided in paragraph 4 below, at the time of issuance of a public works permit to provide sewer, storm, water or other utility service to the subject property (Reimbursement District Property), each of the property owners within the Reimbursement District, as set forth in **Exhibit F**, shall pay to the West Linn - Wilsonville School District, for the purpose of reimbursement to the West Linn - Wilsonville School District or its successor or assigns, a reimbursement fee (Reimbursement Fee) based on the pro rata portion of the costs of extending the infrastructure improvements to serve the Reimbursement District Properties, pursuant to the methodology described in **Exhibit F** and allowing only for those costs specifically set forth as allowed costs pursuant to Wilsonville Code § 3.116 et seq., which total \$509,291.20, together with a per annum simple interest rate of 4.5%, commencing upon the effective date of this Resolution, which is the date this Reimbursement District is formed.
4. Upon the City Engineer's final determination of the pro rata Reimbursement Fee of the Reimbursement District Properties, based on actual allowed Reimbursement District costs of the Lowrie School Road and Utility Infrastructure Improvements, the City shall require that, prior to providing building permits to a Reimbursement District Property, the pro rata Reimbursement Fee, as provided in Exhibit F, shall be paid to the West Linn - Wilsonville School District by the property owner if the request for utility and street service occurs within the life of the Reimbursement District; provided further that the pro rata fee for the reimbursement district property may either be paid in full, together with the accrued interest and administration fee as established below, or if the Reimbursement District property has subdivision approval, payment may be further prorated on a per building lot permit basis and

paid at the time of the building lot permit application, together with the accrued interest and such applicable administrative fee, as set forth in this Resolution, on the unpaid balance on a per lot basis.

5. The date of acceptance of the infrastructure improvements by the City Engineer ("Acceptance Date") is January 24, 2013. The Reimbursement District will remain in effect for a period of ten (10) years from the effective date of this Resolution. Provided, however, the Reimbursement District may remain in effect for a longer period of time in the event the City Council, for good cause shown, authorizes an extension of the ten (10) year period. The Reimbursement District will bind and apply to all Reimbursement District Properties until the West Linn - Wilsonville School District has been reimbursed or the Reimbursement District terminates, whichever occurs sooner.
6. The City shall charge an administrative fee of 0.5% of the unpaid principal balance from the effective date of this Resolution, which shall be paid to the City in keeping with the payment method selected under paragraph 4 above. If the affected property owner chooses to pay the full assessed sum, together with any accrued interest, prior to July 1, 2013, the administrative fee shall be waived.
7. The City Recorder shall cause notice of the formation and nature of the Reimbursement District to be filed in the office of the Clackamas County recorder for notice purposes. Such recording shall not create a lien and failure to make such recording shall not affect the legality of this Resolution or the obligation to pay the Reimbursement Fee.
8. Any legal action to contest the formation of this Reimbursement District or the Reimbursement Fee, including the amount of the charge designated for each parcel, must be filed within sixty (60) days following the adoption of this Resolution establishing the Reimbursement District, as shown below. Any such action shall be by Writ of Review as provided in ORS 34.010 or ORS 34.100.
9. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this ____ day of _____, 2013, and filed with the Wilsonville City Recorder this date.

TIM KNAPP, MAYOR

ATTEST:

Sandra C. King, MMC, City Recorder

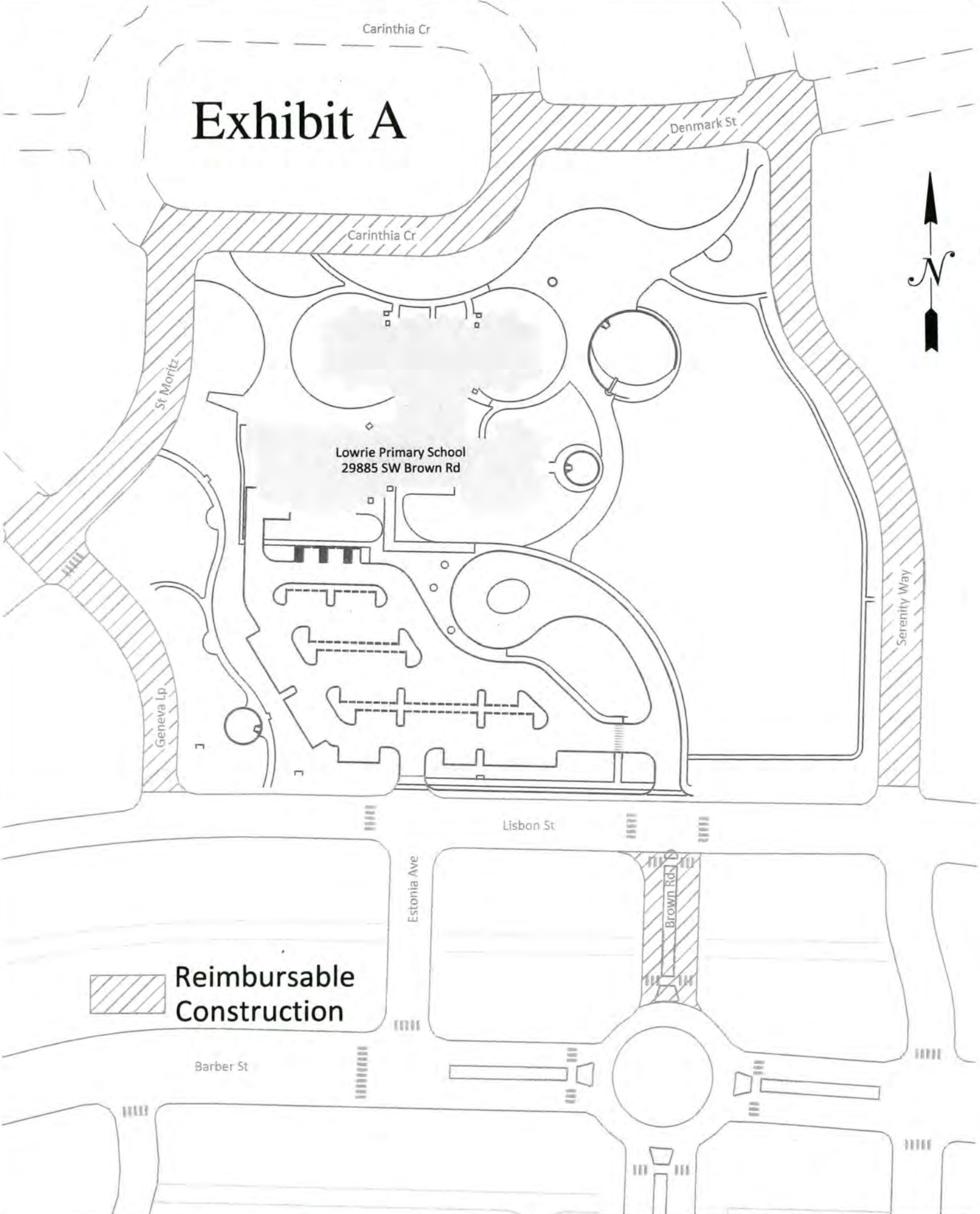
SUMMARY OF VOTES:

Mayor Knapp
Council President Starr
Councilor Goddard
Councilor Fitzgerald
Councilor Stevens

Attachments:

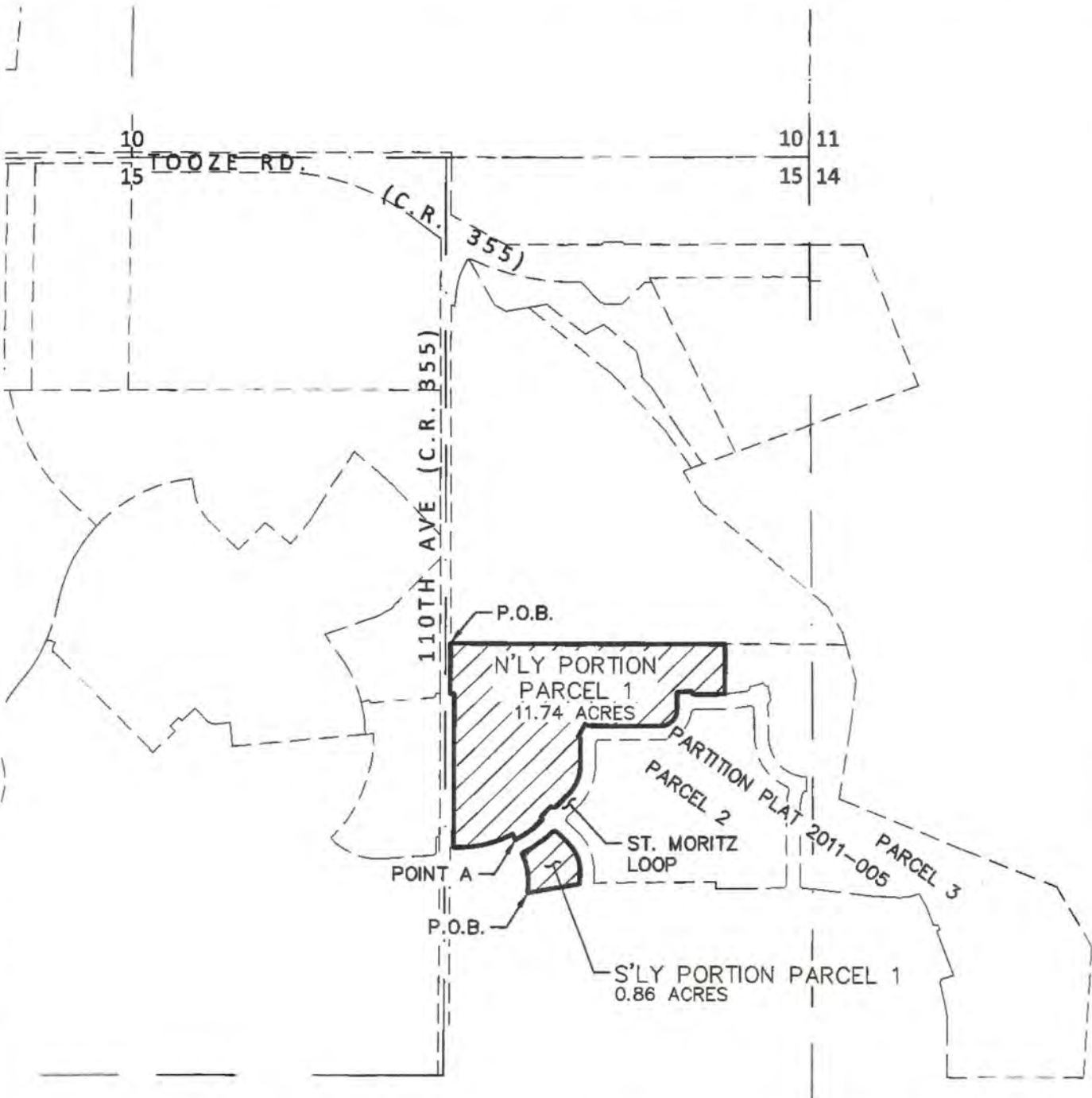
- Exhibit A** – Map titled Infrastructure Improvement Area, dated 2/5/13
- Exhibit B** – Plan Map of Parcel 301 of the Reimbursement District
- Exhibit C** – Plan Map of Parcel 300 of the Reimbursement District
- Exhibit D** – Legal Description of Parcel 301 of the Reimbursement District
- Exhibit E** – Legal Description of Parcel 300 of the Reimbursement District
- Exhibit F** – Infrastructure Improvements Construction Cost Breakdown and Allocation

Exhibit A



 Reimbursable Construction

Drawing Name: J:\1197-011.12\Survey\CAD\DWG\1197-011-TL301.dwg Jan 30, 2013 - 5:31pm - mds



SCALE: 1"=600'

EXHIBIT "B"
 SECTION 15
 T. 3 S., R. 1 W., W.M.,
 CLACKAMAS COUNTY, OR.

DATE	01/30/2013
DRAWN BY	MDS
CHECKED BY	GRA
REVISIONS	
JOB NO.	1197-011

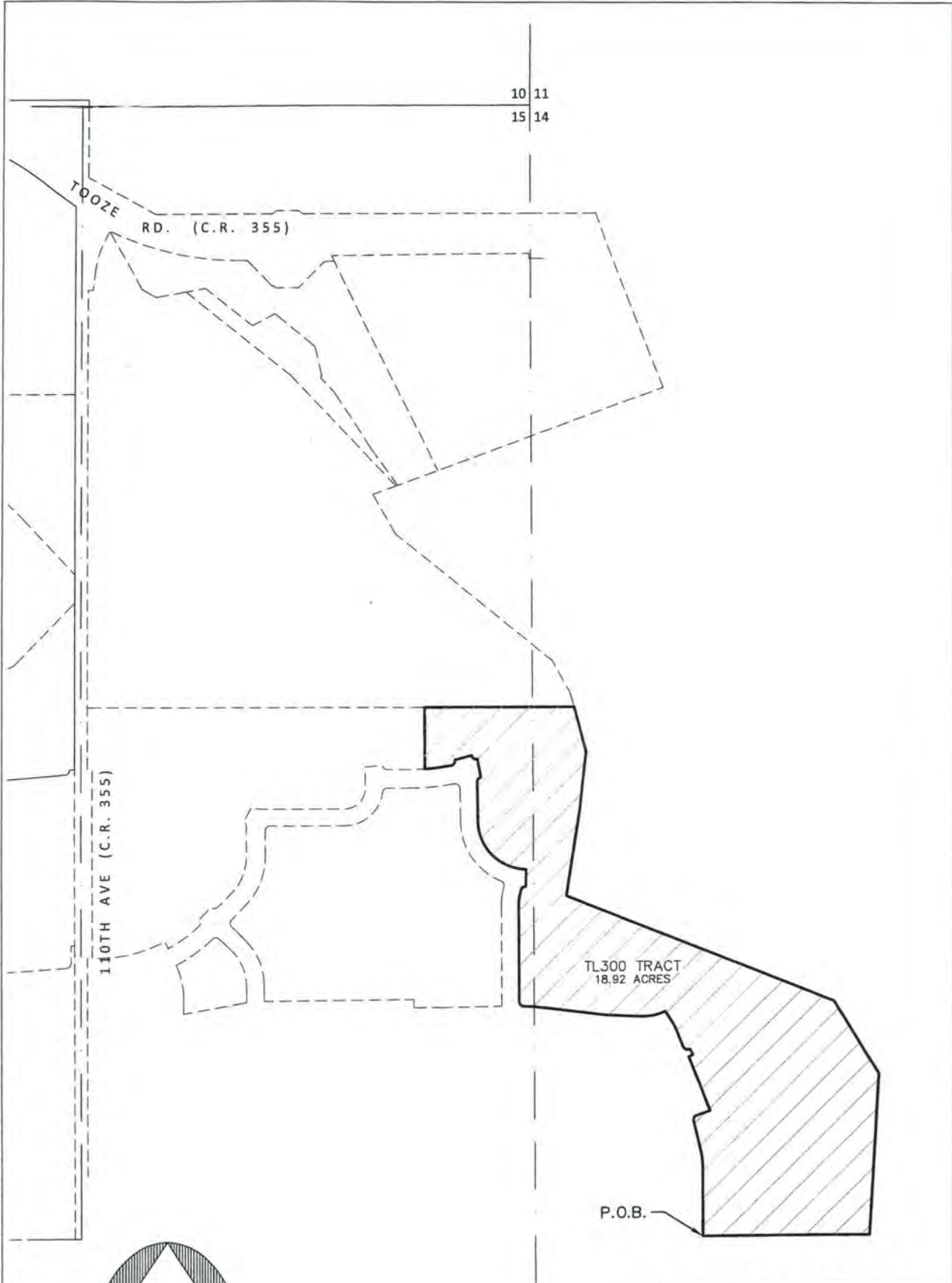
WESTLAKE
 CONSULTANTS INC.

ENGINEERING ♦ SURVEYING ♦ PLANNING

PACIFIC CORPORATE CENTER
 15115 S.W. SEQUOIA PARKWAY, SUITE 150 (503) 684-0662
 TIGARD, OREGON 97224 FAX (503) 624-0167

EXHIBIT B

Drawing Name: c:\1197-011\2\Survey\CAD\DWG\1197-011-TL300.dwg Jan 04, 2012 - 4:37pm - mds



SCALE: 1" = 300'

ASSESSMENT EXHIBIT
 SECTIONS 14 & 15
 T. 3 S., R. 1 W., W.M.,
 CLACKAMAS COUNTY, OR.

DATE 06/04/12
 DRAWN BY MDS
 CHECKED BY GRA
 REVISIONS
 JOB NO. 1197-011

WESTLAKE
 CONSULTANTS INC.

ENGINEERING • SURVEYING • PLANNING

PACIFIC CORPORATE CENTER
 15115 S.W. SCOGGIA PARKWAY, SUITE 150 (503) 684-0652
 TIGARD, OREGON 97224 FAX (503) 624-0197

Assessment Area
City of Wilsonville
Project No. 1197-011
January 30, 2013

PROPERTY DESCRIPTION

A tract of land located in the east half of Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon; being all of Parcel 1, Partition Plat No. 2011-005, Clackamas County Records, more particularly described as follows:

Northerly portion-

Being that portion of Parcel 1, of said Partition Plat No. 2011-005, north of St. Moritz Loop and Tract "EE"; being more particularly described as follows:

Beginning at the northeast corner of said Parcel 1, being a point on the east right-of-way line of S.W. 110th Ave., Co. Rd. No. 355 (20.00 feet east of centerline);

thence N 89°54'12" E, a distance of 1060.94 feet to the northwest corner of Parcel 3 of said Partition Plat;

thence along the west line of said Parcel 3, S 0°09'50" E, a distance of 197.16 feet to the north right of way line of Denmark Street and a point on a non-tangent curve, concave northerly and having a radius of 720.50 feet to which a radial line bears S 4°11'30" E;

thence westerly along said curve through an angle of 04°09'27", an arc distance of 52.28 feet;

thence S 89°57'57" W, a distance of 64.95 feet to the beginning of a curve, concave northeasterly and having a radius of 15.00 feet;

thence northwesterly along said curve through an angle of 84°25'57", an arc distance of 22.10 feet;

thence S 84°23'55" W, a distance of 54.00 feet to the beginning of a non-tangent curve, concave westerly and having a radius of 65.00 feet to which a radial line bears N 84°23'52" E;

thence southerly along said curve through an angle of 05°26'14", an arc distance of 6.17 feet;

thence S 00°09'51" E, a distance of 61.00 feet to the beginning of a curve, concave northwesterly and having a radius of 67.00 feet;

thence southwesterly along said curve through an angle of 90°07'49", an arc distance of 105.40 feet;

thence S 89°57'57" W, a distance of 261.07 feet to the beginning of a curve, concave northerly and having a radius of 65.00 feet;

thence westerly along said curve through an angle of 26°59'09", an arc distance of 30.61 feet;

thence S 26°57'07" W, a distance of 54.00 feet to the beginning of a non-tangent curve, concave southwesterly and having a radius of 15.00 feet to which a radial line bears N 26°56'29" E;

thence southerly along said curve through an angle of 62°53'03", an arc distance of 16.46 feet;

thence S 00°09'51" E, a distance of 97.81 feet to the beginning of a curve, concave northwesterly and having a radius of 170.50 feet;

thence southerly along said curve through an angle of 44°14'44", an arc distance of 131.67 feet;

thence S 44°04'53" W, a distance of 61.79 feet to the beginning of a curve, concave northerly and having a radius of 15.00 feet;

thence westerly along said curve through an angle of 89°57'44", an arc distance of 23.55 feet;

thence S 44°30'04" W, a distance of 55.00 feet to the beginning of a non-tangent curve, concave westerly and having a radius of 15.00 feet to which a radial line bears N 44°03'02" E;

thence southerly along said curve through an angle of 92°24'52", an arc distance of 24.19 feet, to the beginning of a compound curve, concave northerly and having a radius of 460.50 feet to which a radial line bears S 43°32'33" E;

thence westerly along said curve through an angle of 14°58'38", an arc distance of 120.38 feet to the east line of Tract "EE" of said Partition Plat No. 2011-005, and a point referred to below as Point A;

thence N 25°27'08" W, a distance of 25.04 feet to the beginning of a non-tangent curve, concave northerly and having a radius of 435.50 feet to which a radial line bears S 28°44'37" E;

thence along the north line of said Tract "EE", westerly along said curve through an angle of 28°42'12", an arc distance of 218.17 feet;

thence S 89°57'35" W, a distance of 18.76 feet to the east right-of-way line of S.W. 110th Ave., Co. Rd. No. 355 (35.50 feet east of centerline);

thence along said east right-of-way line, N 00°02'25" W, a distance of 603.88 feet to an angle point;

thence S 89°57'35" W, a distance of 15.50 feet to an angle point (20.00 feet east of centerline);

thence N 00°02'25" W, a distance of 198.35 feet to the point of beginning.

Containing 11.74 acres, more or less.

Southerly Portion-

Being that portion of Parcel 1, of said Partition Plat No. 2011-005, south of St. Moritz Loop; being more particularly described as follows:

Beginning at the most southerly southwest corner of said Parcel 1, also being an angle point on the east line of Tract "DD" of said Partition Plat No. 2011-005;

thence N 00°25'09" E, a distance of 49.23 feet to the beginning of a curve, concave westerly and having a radius of 237.65 feet;

thence northerly along said curve through an angle of 25°52'18", an arc distance of 107.31 feet;

thence N 25°27'08" W, a distance of 2.23 feet to the beginning of a non-tangent curve, concave northwesterly and having a radius of 519.50 feet to which a radial line bears S 28°12'39" E, and the south right-of-way line of St. Moritz Loop, also being a point S 25°27'08" E 59.08 feet from the above referenced Point A;

thence along said south right-of-way line, northeasterly along said curve through an angle of 15°44'00", an arc distance of 142.65 feet, to the beginning of a reverse curve, concave southerly and having a radius of 15.00 feet;

thence easterly along said curve through an angle of 87°59'15", an arc distance of 23.04 feet to the west right-of-way line of Geneva Loop;

thence along said west right-of-way line, S 45°57'23" E, a distance of 55.15 feet to the beginning of a curve, concave westerly and having a radius of 155.00 feet;

thence southerly along said curve through an angle of 45°47'33", an arc distance of 123.88 feet;

thence S 00°09'51" E, a distance of 53.60 feet to the beginning of a non-tangent curve, concave southerly and having a radius of 416.00 feet to which a radial line bears N 8°30'06" W, being the north line of said Tract "DD";

thence westerly along said curve through an angle of 02°17'43", an arc distance of 16.67 feet, to a compound curve, concave southerly and

having a radius of 10,289.93 feet to which a radial line bears S
10°47'40" E;

thence westerly along said curve through an angle of 01°02'02.5", an arc
distance of 185.70 feet to the point of beginning.

Containing 0.86 acres, more or less.

The total area of the northerly and southerly portions containing 12.60
acres, more or less.

Bearings based on SN 1982-007 Clackamas County Surveyor's Office.

Assessment Area
City of Wilsonville
Project No. 1197-011
June 4, 2012

PROPERTY DESCRIPTION

A tract of land located in the west half of Section 14 and the east half of Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon; being a portion of Parcel 3, Partition Plat No. 2011-005, Clackamas County Records, more particularly described as follows:

Beginning at the most southerly Southwest corner of said Parcel 3;

thence along the westerly lines (the following 32 courses) of said Parcel 3, N 00°06'25" W, a distance of 222.62 feet to the beginning of a curve, concave westerly and having a radius of 214.50 feet;

thence northerly along said curve through an angle of 12°48'48", an arc distance of 47.97 feet;

thence N 12°55'13" W, a distance of 101.80 feet to the beginning of a curve, concave southeasterly and having a radius of 15.00 feet;

thence northeasterly along said curve through an angle of 85°47'29", an arc distance of 22.46 feet, to a reverse curve, concave northerly and having a radius of 676.00 feet;

thence easterly along said curve through an angle of 03°42'29", an arc distance of 43.75 feet;

thence N 20°51'20" W, a distance of 92.00 feet;

thence N 21°44'59" W, a distance of 92.34 feet to the beginning of a non-tangent curve, concave northerly and having a radius of 350.00 feet to which a radial line bears S 25°58'20" E;

thence easterly along said curve through an angle of 02°31'05", an arc distance of 15.39 feet;

thence N 28°29'26" W, a distance of 20.00 feet to the beginning of a non-tangent curve, concave northerly and having a radius of 15.00 feet and to which point of beginning a radial line bears S 28°29'26" E;

thence westerly along said curve through an angle of $96^{\circ}25'05''$, an arc distance of 25.24 feet;

thence N $22^{\circ}04'21''$ W, a distance of 73.11 feet;

thence N $31^{\circ}20'05''$ W, a distance of 55.17 feet to the beginning of a non-tangent curve, concave northerly and having a radius of 157.50 feet to which a radial line bears S $26^{\circ}07'16''$ E;

thence westerly along said curve through an angle of $28^{\circ}43'00''$, an arc distance of 78.94 feet;

thence N $87^{\circ}24'16''$ W, a distance of 101.53 feet to the beginning of a curve, concave northerly and having a radius of 157.50 feet;

thence westerly along said curve through an angle of $04^{\circ}29'12''$, an arc distance of 12.33 feet;

thence N $82^{\circ}55'09''$ W, a distance of 189.72 feet to the beginning of a curve, concave southerly and having a radius of 827.50 feet;

thence westerly along said curve through an angle of $04^{\circ}49'20''$, an arc distance of 69.65 feet to the beginning of a reverse curve, concave northeasterly and having a radius of 15.00 feet;

thence westerly along said curve through an angle of $87^{\circ}34'37''$, an arc distance of 22.93 feet

thence N $00^{\circ}09'51''$ W, a distance of 307.59 feet to the beginning of a curve, concave easterly and having a radius of 157.50 feet;

thence northerly along said curve through an angle of $14^{\circ}15'36''$, an arc distance of 39.20 feet;

thence N $14^{\circ}05'45''$ E, a distance of 10.13 feet to the beginning of a curve, concave southeasterly and having a radius of 15.00 feet;

thence northeasterly along said curve through an angle of $77^{\circ}34'19''$, an arc distance of 20.31 feet;

thence N $01^{\circ}41'09''$ E, a distance of 55.00 feet to the beginning of a non-tangent curve, concave northeasterly and having a radius of 157.50 feet to which a radial line bears S $1^{\circ}41'09''$ W;

thence northwesterly along said curve through an angle of $87^{\circ}15'17''$, an arc distance of 239.85 feet;

thence $N 01^{\circ}03'34'' W$, a distance of 127.19 feet to the beginning of a curve, concave southeasterly and having a radius of 15.00 feet;

thence northeasterly along said curve through an angle of $76^{\circ}35'46''$, an arc distance of 20.05 feet;

thence $N 09^{\circ}51'37'' W$, a distance of 59.20 feet to the beginning of a non-tangent curve, concave northeasterly and having a radius of 15.00 feet to which a radial line bears $S 14^{\circ}28'39'' E$;

thence northwesterly along said curve through an angle of $92^{\circ}46'12''$, an arc distance of 24.29 feet;

thence $S 75^{\circ}26'43'' W$, a distance of 55.06 feet to the beginning of a non-tangent curve, concave northwesterly and having a radius of 15.00 feet to which a radial line bears $N 78^{\circ}18'42'' E$;

thence southwesterly along said curve through an angle of $90^{\circ}47'40''$, an arc distance of 23.77 feet, to the beginning of a compound curve, concave northerly and having a radius of 720.50 feet;

thence westerly along said curve through an angle of $06^{\circ}42'11''$, an arc distance of 84.29 feet;

thence $N 00^{\circ}09'50'' W$, a distance of 197.16 feet to the North line of said Parcel 3;

thence along said North line, $N 89^{\circ}54'12'' E$, a distance of 474.44 feet to the East line of said Parcel 3;

thence along said East line, $S 15^{\circ}08'38'' E$, a distance of 149.09 feet;

thence $S 06^{\circ}42'47'' W$, a distance of 188.56 feet to an angle point therein;

thence leaving said Parcel 3, on and along the westerly lines of "Tract II" & "Tract III" as described in Deed Doc. 2010-043104, Clackamas County Records (the following five courses) $S 08^{\circ}29'08'' W$, a distance of 279.19 feet;

thence $S 67^{\circ}55'34'' E$, a distance of 538.83 feet;

thence S 67°55'49" E, a distance of 368.92 feet;

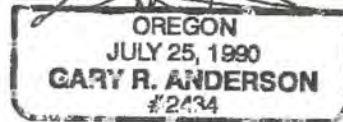
thence S 31°05'10" E, a distance of 271.90 feet;

thence S 03°07'16" W, a distance of 516.48 feet to the south line of said Parcel 3;

thence along said South line, S 89°53'49" W, a distance of 525.46 feet to the point of beginning.

Containing 18.92 acres, more or less.

Bearings based on SN 1982-007 Clackamas County Surveyor's Office.



Revised 12/31/13

LOWRIE SCHOOL INFRASTRUCTURE IMPROVEMENTS

EXHIBIT F
2/4/2013

ITEM	WORK ITEM DESCRIPTION	WL - WV School District Final Costs	CALCULATED REIMBURSABLE		LAND OWNER	EXPLANATIONS
1	SERENITY WAY/COURTENAY LOOP					
	Single One-Way Lane / No Parking = 20' wide					
	Change Orders	\$32,068.43		0.0%		
	COR 016 Soft Spot Repair	\$1,562.00				
	Site Demolition	\$624.00				
	Excavation Fill & Grading	\$6,051.00				
	Erosion Control	\$5,629.00				
	Street Dev. = (510' + 400' long) x (20' + 10' wide) = 27,300 sf	\$91,082.00				
	Street Development Cost = 27,300 sf @ 10.34/sf		\$11,611.27	11.1%		Reimbursable is for 4 feet of street construction and includes costs for COR 016, site demolition, excavation fill & grading, erosion control, and street development
	Sidewalks & Curbs	\$31,371.00		0.0%		
	Utility Trenching & Backfilling	\$50,226.00	\$16,742.00	33.0%		50% reimbursable reduced by 1/3 for no storm line
	COR 003 Underground Utility Modifications	\$18,313.90	\$6,104.63	33.0%		50% reimbursable reduced by 1/3 for no storm line
	Water Line = 910' @ 100.00/lf	\$38,842.00	\$19,421.00	50.0%		
Storm Line = 300' @ 125.00/lf	\$40,782.00		0.0%		Storm line is of no benefit to Wells Fargo	
Franchise Utilities = 400' @ 200.00/lf	\$76,793.00		0.0%			
Signage and Striping	\$2,436.00		0.0%			
		\$375,904.43	\$53,878.90	\$26,131.27	Wells Fargo	48.5% of Actual Reimbursable because no development in wetland area
2	GENEVA LOOP					
	Full Width Development = 32' Wide Street Width					
	Change Orders	(\$901.92)		0.0%		
	COR 016 Soft Spot Repair	\$3,037.00				
	Site Demolition	\$594.00				
	Excavation Fill & Grading	\$8,719.00				
	Erosion Control	\$5,849.00				
	Street Development = 340' long x (32' + 10' wide) = 14,280 sf	\$50,621.00				
	Street Development Cost = 14,280 sf @ 10.34/sf		\$21,754.68	31.6%		Reimbursable is for 16 feet of street construction and includes COR 016, site demolition, excavation fill & grading, erosion control, and street development
	Sidewalks & Curbs	\$13,788.00		0.0%		
	Storm Uphill Swale = 340' @ 100.00/lf	\$7,204.00		0.0%		
	Utility Trenching & Backfilling	\$17,281.00	\$8,640.50	50.0%		
	COR 003 Underground Utility Modifications	(\$3,876.80)	(\$1,938.30)	50.0%		
Water Line = 340' @ 100.00/lf	\$22,459.00	\$11,229.50	50.0%			
Franchise Utilities = 340' @ 200.00/lf	\$40,714.00		0.0%			
Signage and Striping	\$2,139.00		0.0%			
		\$168,466.08	\$39,686.38	\$39,686.38	Fasano	
3	ST. MORITZ LOOP					
	Three Quarter Development = 18' + 8' = 26' Wide Street Width					
	Change Orders	\$2,621.01				
	COR 016 Soft Spot Repair	\$3,582.00				
	Excavation Fill & Grading	\$13,576.00				
	Erosion Control	\$4,429.00				
	Street Development = (400' long) x (26' + 10' wide) = 14,400 sf	\$58,187.00				
	Street Development Cost = 14,400 sf @ 10.34/sf		\$18,387.62	22.3%		Reimbursable is for 10 feet of street construction and includes COR 016, excavation fill & grading, erosion control, and street development
	Sidewalks & Curbs	\$30,818.00		0.0%		
	Utility Trenching & Backfilling	\$27,375.00	\$13,687.50	50.0%		
	COR 003 Underground Utility Modifications	(\$1,908.50)	(\$954.25)	50.0%		Storm Drainage costs of \$34,505 split between utility and swale
	Storm Utility = 400' @ 125.00/lf	\$19,169.44	\$9,584.72	50.0%		
	Storm Uphill Swale = 400' @ 100.00/lf	\$15,335.56		0.0%		
Water Line = 400' @ 100.00/lf	\$25,088.00	\$12,544.00	50.0%			
Franchise Utilities = 400' @ 200.00/lf	\$49,299.00		0.0%			
Signage and Striping	\$4,741.00		0.0%			
		\$250,639.01	\$53,249.60	\$53,249.60	Fasano	
4	CARINTHIA CIRCLE					
	Three Quarter Development = 18' + 8' = 26' Wide Street Width					
	Change Orders	\$2,005.80				
	COR 016 Soft Spot Repair	\$975.00				
	Excavation Fill & Grading	\$14,034.00				
	Erosion Control	\$5,793.00				
	Street Development = (500' long) x (26' + 10' wide) = 18,000 sf	\$58,107.00				
	Street Development Cost = 18,000 sf @ 10.34/sf		\$23,644.72	29.2%		Reimbursable is for 13 feet of street construction and includes COR 016, excavation fill & grading, erosion control, and street development
	Sidewalks & Curbs	\$40,907.00		0.0%		50% reimbursable for storm and water construction, 100% reimbursable for sanitary construction
	Utility Trenching & Backfilling	\$53,532.00	\$35,688.00	67.0%		
	COR 003 Underground Utility Modifications	(\$37.40)	(\$18.70)	50.0%		School storm drainage costs of \$43,078 split between utility and swale
	Storm Utility = 500' @ 125.00/lf	\$23,932.22	\$11,966.11	50.0%		
	Storm Uphill Swale = 500' @ 100.00/lf	\$19,145.78		0.0%		
Water Line = 500' @ 100.00/lf	\$25,860.00	\$12,930.00	50.0%			
Sanitary Line = 500' @ 125.00/lf	\$26,766.00	\$26,766.00	100.0%			
Franchise Utilities = 500' @ 200.00/lf	\$52,210.00		0.0%			
Signage and Striping	\$6,233.00		0.0%			
		\$328,525.80	\$110,976.13	\$110,976.13	Fasano	Wells Fargo transferred land to Fasano, property no longer fronts Carinthia

LOWRIE SCHOOL INFRASTRUCTURE IMPROVEMENTS

EXHIBIT F
2/4/2013

ITEM	WORK ITEM DESCRIPTION	WL - WV School District Final Costs	CALCULATED REIMBURSABLE		LAND OWNER	EXPLANATIONS
5	DENMARK STREET Single One-Way Lane / No Parking = 20' wide Change Orders Excavation Fill & Grading Erosion Control Street Development = (300' long) x (20' + 10' wide) = 9,000 sf Street Development Cost = 9,000 sf @ 10.34/sf Sidewalks & Curbs Utility Trenching & Backfilling COR 003 Underground Utility Modifications Water Line = 300' @ 100.00/lf Sanitary Line = 300' @ 125.00/lf Storm Line = 300' @ 125.00/lf Franchise Utilities = 500' @ 200.00/lf Signage and Striping	\$1,660.13				Reimbursable is for 4 feet of street construction and includes excavation fill & grading, erosion control, and street development Wells Fargo transferred 50% of frontage land to Fasano
		\$10,415.00				
		\$5,909.00				
		\$38,500.00				
			\$6,065.63	10.7%		
			0.0%			
			\$18,983.00	0.0%		
			\$35,519.25	\$17,759.63	50.0%	
			\$725.60	\$362.80	50.0%	
			\$24,880.00	\$12,440.00	50.0%	
			\$17,587.31	\$8,793.66	50.0%	
			\$34,338.00	\$17,169.00	50.0%	
			\$55,255.00		0.0%	
	\$2,495.00		0.0%			
	\$245,541.69	\$62,590.71	\$31,295.36			
				Wells Fargo		
				Fasano		
6	BROWN ROAD EXTENSION Full Street Development, 200' Long x 36' Wide Street Dev. =(200' long x (36' + 14' + 10' + 10' wide) = 14,000 sf Change Orders Site Demolition Excavation Fill & Grading Erosion Control Street Development Cost = 14,000 sf @ 10.34/sf Sidewalks & Curbs Utility Trenching & Backfilling Signage and Striping Green Street Planters = 200' @ 25.00/lf	\$11,762.80	\$5,881.40	50.0%		
		\$58,306.00	\$29,153.00	50.0%		
		\$19,592.00	\$9,796.00	50.0%		
		\$5,451.00	\$2,725.50	50.0%		
		\$69,657.00	\$34,828.50	50.0%		
		\$35,559.00	\$17,779.50	50.0%		
		\$3,565.00	\$1,782.50	50.0%		
		\$9,090.00	\$4,545.00	50.0%		
		\$5,837.00	\$2,918.50	50.0%		
			\$218,819.80	\$109,409.90	\$109,409.90	
						City
		7	COFFEE LAKE DRIVE (future Denmark) Sewer Trunk Line Construction; WL-WV SD = 24% Utility Trenching & Backfilling Lateral to NE Corner of School Site = 300' long @ 125.00/lf	\$11,839.75	\$5,919.88	50.0%
\$5,509.69	\$2,754.85			50.0%		
\$17,349.44	\$8,674.72			\$8,674.72		
				Wells Fargo		
Hard Construction Costs		\$1,605,246.25	\$438,466.34	\$410,718.71		
13	PERMIT FEES Engineering - 7%, PW Permit	\$112,367.24		\$28,750.31		

	CALCULATED REIMBURSABLE
Fasano, TL 31W15 00301:	\$235,207.46
with 17% OH	\$275,192.73
PW Permit Reimbursable	\$16,464.52
FASANO TOTAL	\$291,657.25
Wells Fargo, TL 31W15 00300:	\$66,101.34
with 17% OH	\$77,338.57
PW Permit Reimbursable	\$4,627.09
WELLS FARGO TOTAL	\$81,965.67
City:	\$109,409.90
with 17% OH	\$128,009.58
PW Permit Reimbursable	\$7,658.69
CITY TOTAL	\$135,668.28
TOTAL Hard Costs	\$410,718.71
TOTAL with 17% OH and 7% PW Permit	\$509,291.20

MERSEREAU SHANNON LLP

PETER R. MERSEREAU
JAMES P. SHANNON, LLM
KAREN M. VICKERS
THOMAS W. MCPHERSON
BARRETT C. MERSEREAU
COURTNEY L. DAUSZ
BLAKE H. FRY

LAWYERS
FOUNDED IN 1885
SMITH & TEAL

TELEPHONE: 503-226-6400
FACSIMILE: 503-226-0383

ONE S.W. COLUMBIA STREET, SUITE 1600
PORTLAND, OREGON 97258
MERSHANLAW.COM

*Rec'd 3/1/2013
AKK*

February 28, 2013

Sandra C. King, City Recorder
City of Wilsonville
29799 SW Town Center Loop E.
Wilsonville, OR 97070

Re: *Application for the Establishment of a Reimbursement District
Lowrie Primary School – Municipal Infrastructure Improvements
Cost Incurred by West Linn-Wilsonville School District*

Dear Ms. King:

On behalf of the West Linn-Wilsonville School District ("School District"), application is hereby made for the formation of a Reimbursement District, pursuant to Wilsonville Code § 3.116, to collect from neighboring landowners their pro rata share of the costs of infrastructure improvements incurred by the School District during the construction of the Lowrie Primary School. This application is made in furtherance of that certain agreement dated September 22, 2010 between the School District and the City of Wilsonville ("City") entitled Intergovernmental Cooperative Agreement for Villebois School Site Infrastructure ("IGA"). Attached hereto, as part of this application, is the draft Resolution No. 2400 prepared by the City in anticipation of this application. The School District adopts by this reference all the recitals, terms, and exhibits in draft Resolution No. 2400, which we believe satisfies the requirements of Wilsonville Code § 3.116 for supporting information. Please contact the undersigned if any further submittals are necessary to perfect this application. Thank you.

Very truly yours,

MERSEREAU SHANNON LLP



Thomas W. McPherson

c w/o encls: Tim Woodley, Director of Operations, West Linn-Wilsonville School District
Michael Kohlhoff, City Attorney, City of Wilsonville

RESOLUTION NO. 2400

A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING ESTABLISHMENT OF A REIMBURSEMENT DISTRICT TO REFUND TO THE WEST LINN - WILSONVILLE SCHOOL DISTRICT THE PRO RATA COSTS FOR CONSTRUCTION OF ROAD AND UTILITY INFRASTRUCTURE IMPROVEMENTS THAT WILL SERVE PROPERTIES WITHIN THE REIMBURSEMENT DISTRICT

WHEREAS, pursuant to Resolution No. 2247, the City of Wilsonville (City) and the West Linn - Wilsonville School District (School District) entered into an Intergovernmental Cooperative Agreement for Villebois School Site Infrastructure, dated September 22, 2010 (the IGA); and

WHEREAS, the IGA provided, among other things, the following as to the infrastructure improvements required to be made for the Lowrie Primary School site:

“3. Street Infrastructure.

3.1. Residential Streets. Residential streets to serve and benefit residential development must meet City street standards and are the responsibility of the developer to construct and bear the expense for same. When a residential street serves separate developments on each side of the street, then each developer is responsible for 50% of the street costs or such applicable pro rata share if there is more than one benefitting developer on each side of the street. One of the methods available to ensure the first-in developer who builds the street is fairly reimbursed is through the formation of a Street Reimbursement District, pursuant to W.C. 3.116.

* * *

3.2. District as Developer; Estimate Costs. ... Thus, the District would be responsible for their share of the costs, their half of the street/right-of-way improvements plus generally 50% of the costs of underground utilities, and the across-the-street benefitting developer(s) would be responsible for the remaining balance of the costs and final completion of the streets.”; and

WHEREAS, the IGA further specifies those streets and utilities where cost sharing is applicable and approximate estimated reimbursable costs to be Serenity Way/Courtenay Loop (\$95,481), Geneva Loop (\$63,675), St. Moritz Loop (\$79,320), Carinthia Circle – southern

portion (\$174,520), Denmark Street (\$81,546), and Brown Road (\$80,080), which totaled \$574,622; and

WHEREAS, the IGA further provides:

“6. Actual Costs and Reimbursements for Infrastructure Improvements.

6.1. True-Up to Actual Costs. The parties recognize that the aforementioned costs are estimates only.... The actual costs incurred and known at the time of the completion of construction contracts shall be substituted for the estimates for the purposes of payment and reimbursement as required herein. The costs shall be subject to true-up to actual payments, inclusive of any additions or subtractions made to the full payment for each construction contract.”; and

WHEREAS, paragraph 6.2 of the IGA further provides the unpaid balance of the reimbursable costs would accrue a per annum simple interest rate of 4.5% commencing upon the formation of the Reimbursement District; and

WHEREAS, the construction contract for Lowrie Primary School and infrastructure improvements was deemed complete, was duly constructed and bonded under the supervision and direction of the City Engineer, and was accepted by the City as of January 24, 2013, and actual costs have been trued-up and paid; and

WHEREAS, Wilsonville Code § 3.116 provides that the School District may apply for reimbursement of its costs for infrastructure improvements to serve other property as follows:

“(1) If any person, on application and approval, pays the costs of improving a street, water, storm drainage, or sewer facility ... to serve the owner’s property, and the improvement or utility would be adjacent to or serve other property so that street, water, storm drainage, sewer service ... is provided for such other property without further improvement or extension of the lines or utilities, the City shall require the owners of the other property prior to providing street access, water, storm drainage, sewer service... to such other property, to refund to the person paying the costs of improving the street, water, storm drainage, sewer lines ... a pro rata portion of the costs of the extension. The right of the City to require such refunds shall not continue for more than ten (10) years after the date of installation of the improvement, unless, for good cause shown, the City Council authorizes an extension. Refunds are not intended to limit or replace, and are in addition to, any other existing fees or charges collected by the City. The amount to be refunded shall be determined by the council, and such determination shall be final.

* * *

“(6) ... the application may be made following improvement, but no later than three months after completion and acceptance by the City of the improvement. If the application is filed after construction, the application shall include the actual cost of construction as evidenced by a contract, receipts, bids, or other similar documents. The provisions of this section shall apply to the owners of said property in the same manner as subsection (1) is applied to the other property owners described therein.”; and

WHEREAS, the School District has duly made its application in accordance with Wilsonville Code § 3.116(6); and

WHEREAS, the City and School District have agreed that the City will directly reimburse the School District \$135,668.28 for the City’s share of construction costs for the Brown Road improvements, therefore eliminating both the need for this improvement to be included in the Road and Utility Infrastructure Reimbursement District (the “Reimbursement District”) and the City to be named as a party of the Reimbursement District; and

WHEREAS, the following are incorporated by reference in this Resolution: **Exhibit A**, a map outlining the Infrastructure Improvement area; **Exhibits B and C**, maps depicting the two tax lots comprising the Reimbursement District; **Exhibits D and E**, legal descriptions of the two tax lots comprising the Reimbursement District; and **Exhibit F**, a listing of the final costs for the Infrastructure Improvements and calculated reimbursable amount of \$410,718.71, plus 17% overhead and 7% permitting, totaling \$509,291.20; and

WHEREAS, the City Engineer had previously inspected the infrastructure improvements, the properties to be served, reviewed the plans for the improvements, reported the improvements were feasible, desirable, and necessary for the orderly development and expansion of the City’s sewage collection system, storm drainage system, water system, and street infrastructure and were subject to public works permits issuance, has now deemed the infrastructure substantially completed, and has confirmed final costs; and

WHEREAS, the City Engineer, having duly considered the development potential of adjacent properties, the value of unused capacity of the improvements to serve other properties, rate making principals employed to finance public improvements, and such other information as presented, recommended that the City adopt a refund methodology to fairly apportion the costs of the infrastructure improvements to all the benefited properties, as set forth in **Exhibit F**; and

WHEREAS, the City Council duly noticed and held a public hearing on this matter on March 18, 2013, whereat the City Council received a staff report, exhibits, and public testimony.

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

1. The above recitals are incorporated by reference herein and the report and recommendations of the City Engineer are hereby adopted.
2. The Reimbursement District described in **Exhibits B, C, D, and E**, and the total cost and allocation of the cost of the Lowrie School Infrastructure Improvements as set forth in **Exhibit F**, are adopted.
3. Except as provided in paragraph 4 below, at the time of issuance of a public works permit to provide sewer, storm, water or other utility service to the subject property (Reimbursement District Property), each of the property owners within the Reimbursement District, as set forth in **Exhibit F**, shall pay to the West Linn - Wilsonville School District, for the purpose of reimbursement to the West Linn - Wilsonville School District or its successor or assigns, a reimbursement fee (Reimbursement Fee) based on the pro rata portion of the costs of extending the infrastructure improvements to serve the Reimbursement District Properties, pursuant to the methodology described in **Exhibit F** and allowing only for those costs specifically set forth as allowed costs pursuant to Wilsonville Code § 3.116 et seq., which total \$509,291.20, together with a per annum simple interest rate of 4.5%, commencing upon the effective date of this Resolution, which is the date this Reimbursement District is formed.
4. Upon the City Engineer's final determination of the pro rata Reimbursement Fee of the Reimbursement District Properties, based on actual allowed Reimbursement District costs of the Lowrie School Road and Utility Infrastructure Improvements, the City shall require that, prior to providing building permits to a Reimbursement District Property, the pro rata Reimbursement Fee, as provided in Exhibit F, shall be paid to the West Linn - Wilsonville School District by the property owner if the request for utility and street service occurs within the life of the Reimbursement District; provided further that the pro rata fee for the reimbursement district property may either be paid in full, together with the accrued interest and administration fee as established below, or if the Reimbursement District property has subdivision approval, payment may be further prorated on a per building lot permit basis and

paid at the time of the building lot permit application, together with the accrued interest and such applicable administrative fee, as set forth in this Resolution, on the unpaid balance on a per lot basis.

5. The date of acceptance of the infrastructure improvements by the City Engineer (“Acceptance Date”) is January 24, 2013. The Reimbursement District will remain in effect for a period of ten (10) years from the effective date of this Resolution. Provided, however, the Reimbursement District may remain in effect for a longer period of time in the event the City Council, for good cause shown, authorizes an extension of the ten (10) year period. The Reimbursement District will bind and apply to all Reimbursement District Properties until the West Linn - Wilsonville School District has been reimbursed or the Reimbursement District terminates, whichever occurs sooner.
6. The City shall charge an administrative fee of 0.5% of the unpaid principal balance from the effective date of this Resolution, which shall be paid to the City in keeping with the payment method selected under paragraph 4 above. If the affected property owner chooses to pay the full assessed sum, together with any accrued interest, prior to July 1, 2013, the administrative fee shall be waived.
7. The City Recorder shall cause notice of the formation and nature of the Reimbursement District to be filed in the office of the Clackamas County recorder for notice purposes. Such recording shall not create a lien and failure to make such recording shall not affect the legality of this Resolution or the obligation to pay the Reimbursement Fee.
8. Any legal action to contest the formation of this Reimbursement District or the Reimbursement Fee, including the amount of the charge designated for each parcel, must be filed within sixty (60) days following the adoption of this Resolution establishing the Reimbursement District, as shown below. Any such action shall be by Writ of Review as provided in ORS 34.010 or ORS 34.100.
9. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this ____ day of _____, 2013, and filed with the Wilsonville City Recorder this date.

TIM KNAPP, MAYOR

ATTEST:

Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Knapp

Council President Starr

Councilor Goddard

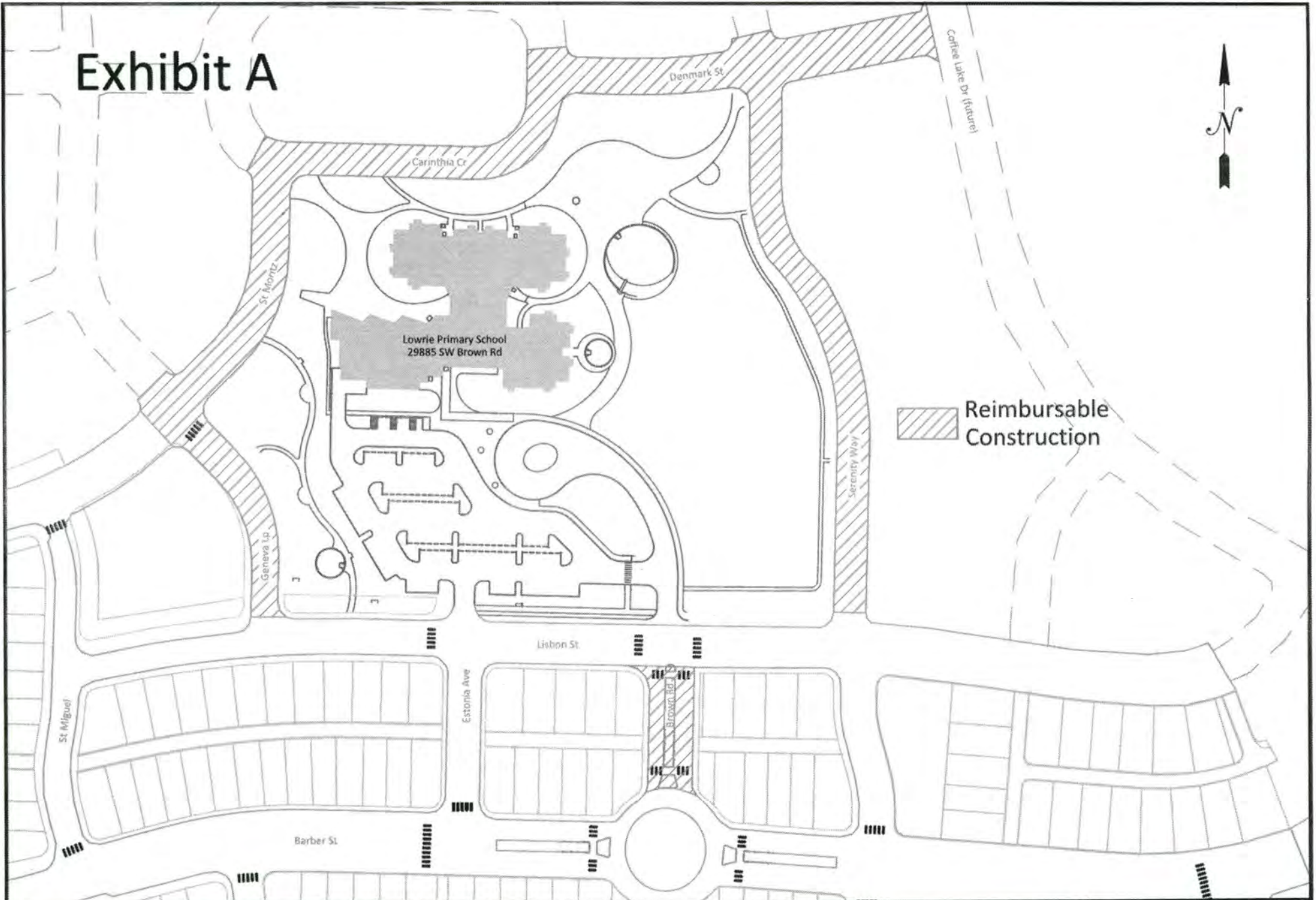
Councilor Fitzgerald

Councilor Stevens

Attachments:

- Exhibit A** – Map titled Infrastructure Improvement Area, dated 2/5/13
- Exhibit B** – Plan Map of Parcel 301 of the Reimbursement District
- Exhibit C** – Plan Map of Parcel 300 of the Reimbursement District
- Exhibit D** – Legal Description of Parcel 301 of the Reimbursement District
- Exhibit E** – Legal Description of Parcel 300 of the Reimbursement District
- Exhibit F** – Infrastructure Improvements Construction Cost Breakdown and Allocation

Exhibit A



Infrastructure Improvement Area

2/21/13

Scale:n.t.s.

Drawn By: SR

City of Wilsonville



Engineering Division

Drawing Name: J:\1197-011.12\Survey\DWG\1197-011-1L301.dwg Jan 30, 2013 - 5:31pm - mds



SCALE: 1"=600'

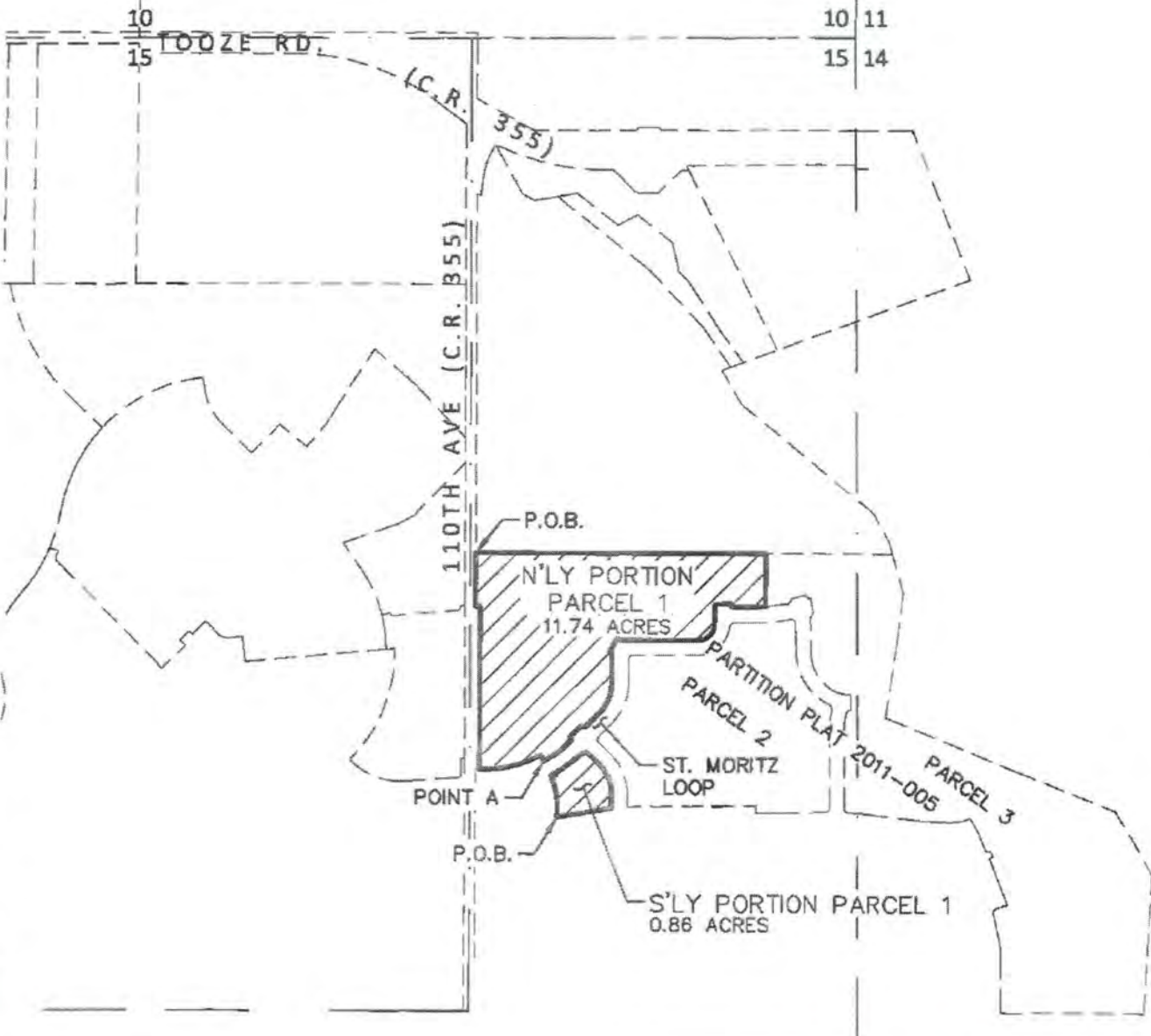


EXHIBIT "B"
 SECTION 15
 T. 3 S., R. 1 W., W.M.,
 CLACKAMAS COUNTY, OR.

DATE	01/30/2013
DRAWN BY	MDS
CHECKED BY	GRA
REVISIONS	
JOB NO.	1197-011

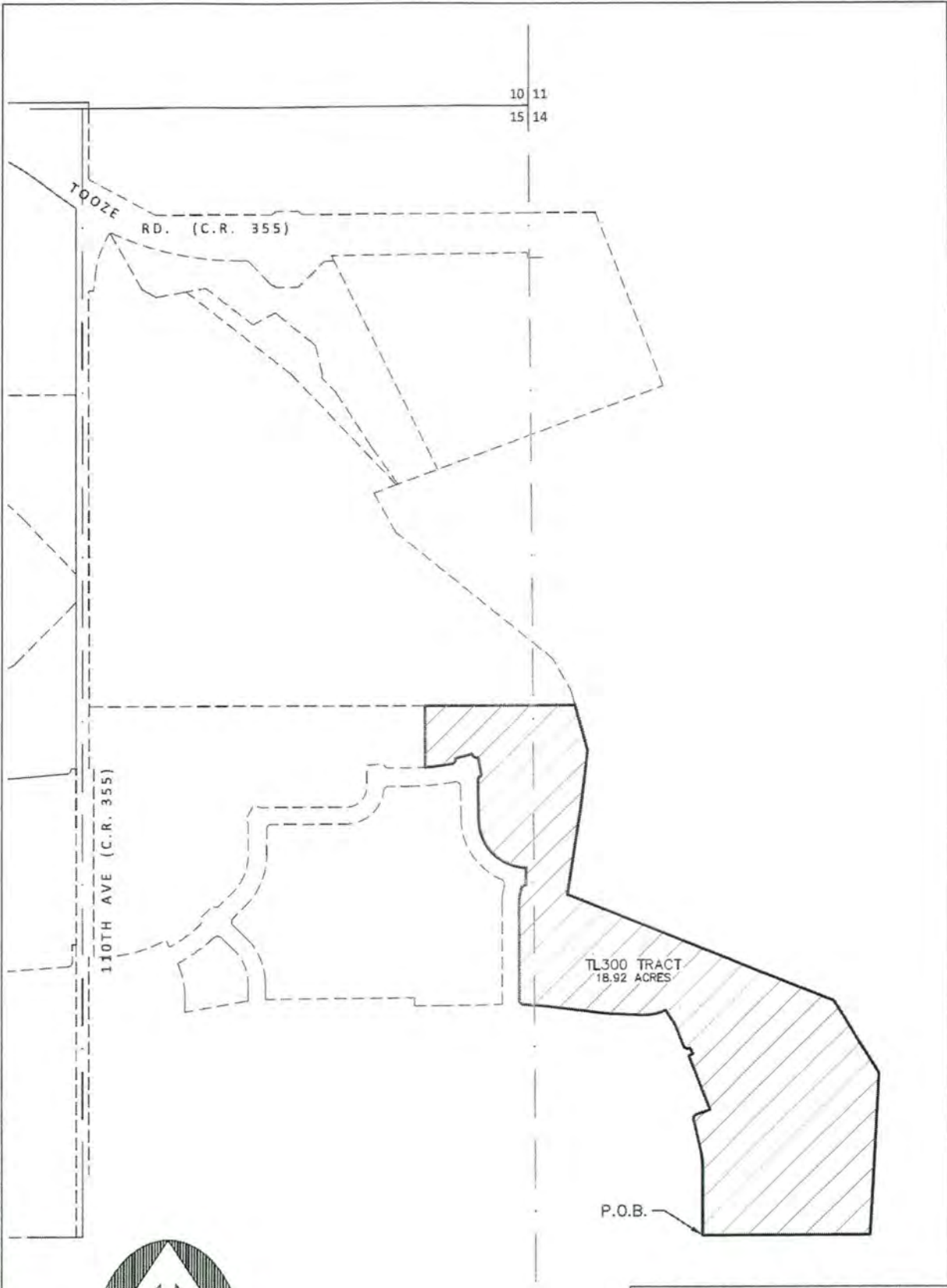


WESTLAKE
CONSULTANTS INC.

ENGINEERING ♦ SURVEYING ♦ PLANNING

PACIFIC CORPORATE CENTER
15115 S.W. SEQUOIA PARKWAY, SUITE 150
TIGARD, OREGON 97224

(503) 884-0602
FAX (503) 824-0167



Drawing Name: c:\1197-011\121\Survey\120\DWG\1197-011-1200.dwg Jun 04, 2012 - 4:57pm - mds



SCALE: 1" = 300'

ASSESSMENT EXHIBIT
 SECTIONS 14 & 15
 T. 3 S., R. 1 W., W.M.,
 CLACKAMAS COUNTY, OR.

DATE	06/04/12
DRAWN BY	MDS
CHECKED BY	GRA
REVISIONS	
JOB NO.	1197-011

WESTLAKE
 CONSULTANTS INC.

ENGINEERING • SURVEYING • PLANNING

PACIFIC CORPORATE CENTER
 15115 S.W. SIEGONIA PARKWAY, SUITE 150 (503) 884-0852
 TIGARD, OREGON 97224 FAX (503) 624-6197

Assessment Area
City of Wilsonville
Project No. 1197-011
January 30, 2013

PROPERTY DESCRIPTION

A tract of land located in the east half of Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon; being all of Parcel 1, Partition Plat No. 2011-005, Clackamas County Records, more particularly described as follows:

Northerly portion-

Being that portion of Parcel 1, of said Partition Plat No. 2011-005, north of St. Moritz Loop and Tract "EE"; being more particularly described as follows:

Beginning at the northeast corner of said Parcel 1, being a point on the east right-of-way line of S.W. 110th Ave., Co. Rd. No. 355 (20.00 feet east of centerline);

thence N 89°54'12" E, a distance of 1060.94 feet to the northwest corner of Parcel 3 of said Partition Plat;

thence along the west line of said Parcel 3, S 0°09'50" E, a distance of 197.16 feet to the north right of way line of Denmark Street and a point on a non-tangent curve, concave northerly and having a radius of 720.50 feet to which a radial line bears S 4°11'30" E;

thence westerly along said curve through an angle of 04°09'27", an arc distance of 52.28 feet;

thence S 89°57'57" W, a distance of 64.95 feet to the beginning of a curve, concave northeasterly and having a radius of 15.00 feet;

thence northwesterly along said curve through an angle of 84°25'57", an arc distance of 22.10 feet;

thence S 84°23'55" W, a distance of 54.00 feet to the beginning of a non-tangent curve, concave westerly and having a radius of 65.00 feet to which a radial line bears N 84°23'52" E;

thence southerly along said curve through an angle of 05°26'14", an arc distance of 6.17 feet;

thence S 00°09'51" E, a distance of 61.00 feet to the beginning of a curve, concave northwesterly and having a radius of 67.00 feet;

thence southwesterly along said curve through an angle of 90°07'49", an arc distance of 105.40 feet;

thence S 89°57'57" W, a distance of 261.07 feet to the beginning of a curve, concave northerly and having a radius of 65.00 feet;

thence westerly along said curve through an angle of 26°59'09", an arc distance of 30.61 feet;

thence S 26°57'07" W, a distance of 54.00 feet to the beginning of a non-tangent curve, concave southwesterly and having a radius of 15.00 feet to which a radial line bears N 26°56'29" E;

thence southerly along said curve through an angle of 62°53'03", an arc distance of 16.46 feet;

thence S 00°09'51" E, a distance of 97.81 feet to the beginning of a curve, concave northwesterly and having a radius of 170.50 feet;

thence southerly along said curve through an angle of 44°14'44", an arc distance of 131.67 feet;

thence S 44°04'53" W, a distance of 61.79 feet to the beginning of a curve, concave northerly and having a radius of 15.00 feet;

thence westerly along said curve through an angle of 89°57'44", an arc distance of 23.55 feet;

thence S 44°30'04" W, a distance of 55.00 feet to the beginning of a non-tangent curve, concave westerly and having a radius of 15.00 feet to which a radial line bears N 44°03'02" E;

thence southerly along said curve through an angle of 92°24'52", an arc distance of 24.19 feet, to the beginning of a compound curve, concave northerly and having a radius of 460.50 feet to which a radial line bears S 43°32'33" E;

thence westerly along said curve through an angle of 14°58'38", an arc distance of 120.38 feet to the east line of Tract "EE" of said Partition Plat No. 2011-005, and a point referred to below as Point A;

thence N 25°27'08" W, a distance of 25.04 feet to the beginning of a non-tangent curve, concave northerly and having a radius of 435.50 feet to which a radial line bears S 28°44'37" E;

thence along the north line of said Tract "EE", westerly along said curve through an angle of 28°42'12", an arc distance of 218.17 feet;

thence S 89°57'35" W, a distance of 18.76 feet to the east right-of-way line of S.W. 110th Ave., Co. Rd. No. 355 (35.50 feet east of centerline);

thence along said east right-of-way line, N 00°02'25" W, a distance of 603.88 feet to an angle point;

thence S 89°57'35" W, a distance of 15.50 feet to an angle point (20.00 feet east of centerline);

thence N 00°02'25" W, a distance of 198.35 feet to the point of beginning.

Containing 11.74 acres, more or less.

Southerly Portion-

Being that portion of Parcel 1, of said Partition Plat No. 2011-005, south of St. Moritz Loop; being more particularly described as follows:

Beginning at the most southerly southwest corner of said Parcel 1, also being an angle point on the east line of Tract "DD" of said Partition Plat No. 2011-005;

thence N 00°25'09" E, a distance of 49.23 feet to the beginning of a curve, concave westerly and having a radius of 237.65 feet;

thence northerly along said curve through an angle of 25°52'18", an arc distance of 107.31 feet;

thence N 25°27'08" W, a distance of 2.23 feet to the beginning of a non-tangent curve, concave northwesterly and having a radius of 519.50 feet to which a radial line bears S 28°12'39" E, and the south right-of-way line of St. Moritz Loop, also being a point S 25°27'08" E 59.08 feet from the above referenced Point A;

thence along said south right-of-way line, northeasterly along said curve through an angle of 15°44'00", an arc distance of 142.65 feet, to the beginning of a reverse curve, concave southerly and having a radius of 15.00 feet;

thence easterly along said curve through an angle of 87°59'15", an arc distance of 23.04 feet to the west right-of-way line of Geneva Loop;

thence along said west right-of-way line, S 45°57'23" E, a distance of 55.15 feet to the beginning of a curve, concave westerly and having a radius of 155.00 feet;

thence southerly along said curve through an angle of 45°47'33", an arc distance of 123.88 feet;

thence S 00°09'51" E, a distance of 53.60 feet to the beginning of a non-tangent curve, concave southerly and having a radius of 416.00 feet to which a radial line bears N 8°30'06" W, being the north line of said Tract "DD";

thence westerly along said curve through an angle of 02°17'43", an arc distance of 16.67 feet, to a compound curve, concave southerly and having a radius of 10,289.93 feet to which a radial line bears S 10°47'40" E;

thence westerly along said curve through an angle of 01°02'02.5", an arc distance of 185.70 feet to the point of beginning.

Containing 0.86 acres, more or less.

The total area of the northerly and southerly portions containing 12.60 acres, more or less.

Bearings based on SN 1982-007 Clackamas County Surveyor's Office.

Assessment Area
City of Wilsonville
Project No. 1197-011
June 4, 2012

PROPERTY DESCRIPTION

A tract of land located in the west half of Section 14 and the east half of Section 15, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon; being a portion of Parcel 3, Partition Plat No. 2011-005, Clackamas County Records, more particularly described as follows:

Beginning at the most southerly Southwest corner of said Parcel 3;

thence along the westerly lines (the following 32 courses) of said Parcel 3, N 00°06'25" W, a distance of 222.62 feet to the beginning of a curve, concave westerly and having a radius of 214.50 feet;

thence northerly along said curve through an angle of 12°48'48", an arc distance of 47.97 feet;

thence N 12°55'13" W, a distance of 101.80 feet to the beginning of a curve, concave southeasterly and having a radius of 15.00 feet;

thence northeasterly along said curve through an angle of 85°47'29", an arc distance of 22.46 feet, to a reverse curve, concave northerly and having a radius of 676.00 feet;

thence easterly along said curve through an angle of 03°42'29", an arc distance of 43.75 feet;

thence N 20°51'20" W, a distance of 92.00 feet;

thence N 21°44'59" W, a distance of 92.34 feet to the beginning of a non-tangent curve, concave northerly and having a radius of 350.00 feet to which a radial line bears S 25°58'20" E;

thence easterly along said curve through an angle of 02°31'05", an arc distance of 15.39 feet;

thence N 28°29'26" W, a distance of 20.00 feet to the beginning of a non-tangent curve, concave northerly and having a radius of 15.00 feet and to which point of beginning a radial line bears S 28°29'26" E;

thence westerly along said curve through an angle of $96^{\circ}25'05''$, an arc distance of 25.24 feet;

thence N $22^{\circ}04'21''$ W, a distance of 73.11 feet;

thence N $31^{\circ}20'05''$ W, a distance of 55.17 feet to the beginning of a non-tangent curve, concave northerly and having a radius of 157.50 feet to which a radial line bears S $26^{\circ}07'16''$ E;

thence westerly along said curve through an angle of $28^{\circ}43'00''$, an arc distance of 78.94 feet;

thence N $87^{\circ}24'16''$ W, a distance of 101.53 feet to the beginning of a curve, concave northerly and having a radius of 157.50 feet;

thence westerly along said curve through an angle of $04^{\circ}29'12''$, an arc distance of 12.33 feet;

thence N $82^{\circ}55'09''$ W, a distance of 189.72 feet to the beginning of a curve, concave southerly and having a radius of 827.50 feet;

thence westerly along said curve through an angle of $04^{\circ}49'20''$, an arc distance of 69.65 feet to the beginning of a reverse curve, concave northeasterly and having a radius of 15.00 feet;

thence westerly along said curve through an angle of $87^{\circ}34'37''$, an arc distance of 22.93 feet;

thence N $00^{\circ}09'51''$ W, a distance of 307.59 feet to the beginning of a curve, concave easterly and having a radius of 157.50 feet;

thence northerly along said curve through an angle of $14^{\circ}15'36''$, an arc distance of 39.20 feet;

thence N $14^{\circ}05'45''$ E, a distance of 10.13 feet to the beginning of a curve, concave southeasterly and having a radius of 15.00 feet;

thence northeasterly along said curve through an angle of $77^{\circ}34'19''$, an arc distance of 20.31 feet;

thence N $01^{\circ}41'09''$ E, a distance of 55.00 feet to the beginning of a non-tangent curve, concave northeasterly and having a radius of 157.50 feet to which a radial line bears S $1^{\circ}41'09''$ W;

thence northwesterly along said curve through an angle of $87^{\circ}15'17''$, an arc distance of 239.85 feet;

thence $N 01^{\circ}03'34'' W$, a distance of 127.19 feet to the beginning of a curve, concave southeasterly and having a radius of 15.00 feet;

thence northeasterly along said curve through an angle of $76^{\circ}35'46''$, an arc distance of 20.05 feet;

thence $N 09^{\circ}51'37'' W$, a distance of 59.20 feet to the beginning of a non-tangent curve, concave northeasterly and having a radius of 15.00 feet to which a radial line bears $S 14^{\circ}28'39'' E$;

thence northwesterly along said curve through an angle of $92^{\circ}46'12''$, an arc distance of 24.29 feet;

thence $S 75^{\circ}26'43'' W$, a distance of 55.06 feet to the beginning of a non-tangent curve, concave northwesterly and having a radius of 15.00 feet to which a radial line bears $N 78^{\circ}18'42'' E$;

thence southwesterly along said curve through an angle of $90^{\circ}47'40''$, an arc distance of 23.77 feet, to the beginning of a compound curve, concave northerly and having a radius of 720.50 feet;

thence westerly along said curve through an angle of $06^{\circ}42'11''$, an arc distance of 84.29 feet;

thence $N 00^{\circ}09'50'' W$, a distance of 197.16 feet to the North line of said Parcel 3;

thence along said North line, $N 89^{\circ}54'12'' E$, a distance of 474.44 feet to the East line of said Parcel 3;

thence along said East line, $S 15^{\circ}08'38'' E$, a distance of 149.09 feet;

thence $S 06^{\circ}42'47'' W$, a distance of 188.56 feet to an angle point therein;

thence leaving said Parcel 3, on and along the westerly lines of "Tract II" & "Tract III" as described in Deed Doc. 2010-043104, Clackamas County Records (the following five courses) $S 08^{\circ}28'08'' W$, a distance of 279.19 feet;

thence $S 67^{\circ}55'34'' E$, a distance of 538.83 feet;

thence S 67°55'49" E, a distance of 368.92 feet;

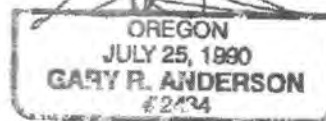
thence S 31°05'10" E, a distance of 271.90 feet;

thence S 03°07'16" W, a distance of 516.48 feet to the south line of said Parcel 3;

thence along said South line, S 89°53'49" W, a distance of 525.46 feet to the point of beginning.

Containing 18.92 acres, more or less.

Bearings based on SN 1982-007 Clackamas County Surveyor's Office.



Revised 12/31/13

LOWRIE SCHOOL INFRASTRUCTURE IMPROVEMENTS

EXHIBIT F
2/4/2013

ITEM	WORK ITEM DESCRIPTION	WL - WV School District Final Costs	CALCULATED REIMBURSABLE		LAND OWNER	EXPLANATIONS						
1	SERENITY WAY/COURTENAY LOOP Single One-Way Lane / No Parking = 20' wide Change Orders COR 016 Soft Spot Repair Site Demolition Excavation Fill & Grading Erosion Control Street Dev. = (510' + 400' long) x (20' + 10' wide) = 27,300 sf	\$32,068.43 \$1,562.00 \$624.00 \$6,051.00 \$5,629.00 \$91,082.00		0.0%	Redus Or Land, LLC	Reimbursable is for 4 feet of street construction and includes costs for COR 016, site demolition, excavation fill & grading, erosion control, and street development 50% reimbursable reduced by 1/3 for no storm line 50% reimbursable reduced by 1/3 for no storm line Storm line is of no benefit to Redus Or Land, LLC 48.5% of Actual Reimbursable because no development in wetland area						
	Street Development Cost = 27,300 sf @ 10.34/sf Sidewalks & Curbs	\$31,371.00	\$11,611.27	11.1% 0.0%								
	Utility Trenching & Backfilling	\$50,226.00	\$16,742.00	33.0%								
	COR 003 Underground Utility Modifications Water Line = 910' @ 100.00/lf Storm Line = 300' @ 125.00/lf Franchise Utilities = 400' @ 200.00/lf Signage and Striping	\$18,313.90 \$38,842.00 \$40,782.00 \$76,793.00 \$2,436.00	\$6,104.63 \$19,421.00	33.0% 50.0% 0.0% 0.0% 0.0%								
		\$375,904.43	\$53,878.90	\$26,131.27								
	2	GENEVA LOOP Full Width Development = 32' Wide Street Width Change Orders COR 016 Soft Spot Repair Site Demolition Excavation Fill & Grading Erosion Control Street Development = 340' long x (32' + 10' wide) = 14,280 sf	(\$901.92) \$3,037.00 \$594.00 \$8,719.00 \$5,849.00 \$50,621.00				0.0%	Dearmond Family LLC and Fasano Family LLC	Reimbursable is for 16 feet of street construction and includes COR 016, site demolition, excavation fill & grading, erosion control, and street development			
		Street Development Cost = 14,280 sf @ 10.34/sf Sidewalks & Curbs Storm Uphill Swale = 340' @ 100.00/lf Utility Trenching & Backfilling	\$13,788.00 \$7,204.00 \$17,281.00	\$21,754.68			31.6% 0.0% 0.0% 50.0%					
		COR 003 Underground Utility Modifications Water Line = 340' @ 100.00/lf Franchise Utilities = 340' @ 200.00/lf Signage and Striping	(\$3,876.60) \$22,459.00 \$40,714.00 \$2,139.00	(\$1,938.30) \$11,229.50			50.0% 50.0% 0.0% 0.0%					
			\$168,466.08	\$39,686.38			\$39,686.38					
		3	ST. MORITZ LOOP Three Quarter Development = 18' + 8' = 26' Wide Street Width Change Orders COR 016 Soft Spot Repair Excavation Fill & Grading Erosion Control Street Development = (400' long) x (26' + 10' wide) = 14,400 sf	\$2,621.01 \$3,582.00 \$13,576.00 \$4,429.00 \$58,187.00							Dearmond Family LLC and Fasano Family LLC	Reimbursable is for 10 feet of street construction and includes COR 016, excavation fill & grading, erosion control, and street development Storm Drainage costs of \$34,505 split between utility and swale
Street Development Cost = 14,400 sf @ 10.34/sf Sidewalks & Curbs Utility Trenching & Backfilling COR 003 Underground Utility Modifications			\$30,818.00 \$27,375.00 (\$1,908.50)	\$18,387.62 \$13,687.50 (\$954.25)	22.3% 0.0% 50.0% 50.0%							
Storm Utility = 400' @ 125.00/lf Storm Uphill Swale = 400' @ 100.00/lf Water Line = 400' @ 100.00/lf Franchise Utilities = 400' @ 200.00/lf Signage and Striping			\$19,169.44 \$15,335.56 \$25,088.00 \$49,299.00 \$4,741.00	\$9,584.72 \$12,544.00	50.0% 0.0% 50.0% 0.0% 0.0%							
			\$250,639.01	\$53,249.60	\$53,249.60							
4			CARINTHIA CIRCLE Three Quarter Development = 18' + 8' = 26' Wide Street Width Change Orders COR 016 Soft Spot Repair Excavation Fill & Grading Erosion Control Street Development = (500' long) x (26' + 10' wide) = 18,000 sf	\$2,005.80 \$975.00 \$14,034.00 \$5,793.00 \$58,107.00			Dearmond Family LLC and Fasano Family LLC			Reimbursable is for 13 feet of street construction and includes COR 016, excavation fill & grading, erosion control, and street development 50% reimbursable for storm and water construction, 100% reimbursable for sanitary construction School storm drainage costs of \$43,078 split between utility and swale		
			Street Development Cost = 18,000 sf @ 10.34/sf Sidewalks & Curbs	\$40,907.00	\$23,644.72	29.2% 0.0%						
	Utility Trenching & Backfilling COR 003 Underground Utility Modifications		\$53,532.00 (\$37.40)	\$35,688.00 (\$18.70)	67.0% 50.0%							
	Storm Utility = 500' @ 125.00/lf Storm Uphill Swale = 500' @ 100.00/lf Water Line = 500' @ 100.00/lf Sanitary Line = 500' @ 125.00/lf Franchise Utilities = 500' @ 200.00/lf Signage and Striping		\$23,932.22 \$19,145.78 \$25,860.00 \$26,766.00 \$52,210.00 \$6,233.00	\$11,966.11 \$12,930.00 \$26,766.00	50.0% 0.0% 50.0% 100.0% 0.0% 0.0%							
			\$328,525.80	\$110,976.13	\$110,976.13							

LOWRIE SCHOOL INFRASTRUCTURE IMPROVEMENTS

EXHIBIT F
2/4/2013

ITEM	WORK ITEM DESCRIPTION	WL - WV School District Final Costs	CALCULATED REIMBURSABLE		LAND OWNER	EXPLANATIONS	
5	DENMARK STREET						
	Single One-Way Lane / No Parking = 20' wide						
	Change Orders	\$1,660.13					
	Excavation Fill & Grading	\$10,415.00					
	Erosion Control	\$5,909.00					
	Street Development = (300' long) x (20' + 10' wide) = 9,000 sf	\$38,500.00					
	Street Development Cost = 9,000 sf @ 10.34/sf		\$6,065.63	10.7%		Reimbursable is for 4 feet of street construction and includes excavation fill & grading, erosion control, and street development	
	Sidewalks & Curbs	\$18,983.00		0.0%			
	Utility Trenching & Backfilling	\$35,519.25	\$17,759.63	50.0%			
	COR 003 Underground Utility Modifications	\$725.60	\$362.80	50.0%			
	Water Line = 300' @ 100.00/ft	\$24,880.00	\$12,440.00	50.0%			
	Sanitary Line = 300' @ 125.00/ft	\$17,587.31	\$8,793.66	50.0%			
	Storm Line = 300' @ 125.00/ft	\$34,338.00	\$17,169.00	50.0%			
	Franchise Utilities = 500' @ 200.00/ft	\$55,255.00		0.0%			
Signage and Striping	\$2,495.00		0.0%				
	\$245,541.69	\$62,590.71	\$31,295.36		Redus Or Land, LLC Dearmond Family LLC and Fasano Family LLC	Redus Or Land LLC transferred 50% of frontage land to Dearmond Family LLC and Fasano Family LLC	
6	BROWN ROAD EXTENSION						
	Full Street Development, 200' Long x 36' Wide						
	Street Dev. = (200' long x (36' + 14' + 10' + 10' wide) = 14,000 sf						
	Change Orders	\$11,762.80	\$5,881.40	50.0%			
	Site Demolition	\$58,306.00	\$29,153.00	50.0%			
	Excavation Fill & Grading	\$19,592.00	\$9,796.00	50.0%			
	Erosion Control	\$5,451.00	\$2,725.50	50.0%			
	Street Development Cost = 14,000 sf @ 10.34/sf	\$69,657.00	\$34,828.50	50.0%			
	Sidewalks & Curbs	\$35,559.00	\$17,779.50	50.0%			
	Utility Trenching & Backfilling	\$3,565.00	\$1,782.50	50.0%			
	Signage and Striping	\$9,090.00	\$4,545.00	50.0%			
	Green Street Planters = 200' @ 25.00/ft	\$5,837.00	\$2,918.50	50.0%			
		\$218,819.80	\$109,409.90	\$109,409.90		City	
	7	COFFEE LAKE DRIVE (future Denmark)					
Sewer Trunk Line Construction; WL-WV SD = 24%							
Utility Trenching & Backfilling		\$11,839.75	\$5,919.88	50.0%			
Lateral to NE Corner of School Site = 300' long @ 125.00/ft		\$5,509.69	\$2,754.85	50.0%			
	\$17,349.44	\$8,674.72	\$8,674.72		Redus Or Land, LLC		
	Hard Construction Costs	\$1,605,246.25	\$438,466.34	\$410,718.71			
13	PERMIT FEES						
	Engineering - 7%, PW Permit	\$112,367.24		\$28,750.31			

	CALCULATED REIMBURSABLE
Dearmond Family LLC and Fasano Family LLC, TL 31W15 00301	\$235,207.46
with 17% OH	\$275,192.73
PW Permit Reimbursable	\$16,464.52
Dearmond Family LLC and Fasano Family LLC TOTAL	\$291,667.25
per lot split (92 lots)	\$3,136.10
balance for lot 93	\$3,136.05
Redus Or Land, LLC, TL 31W15 00300	\$66,101.34
with 17% OH	\$77,338.57
PW Permit Reimbursable	\$4,627.09
REDUS OR LAND, LLC TOTAL	\$81,965.67
per lot split (87 lots)	\$931.43
balance for lot 88	\$931.26
City	\$109,409.90
with 17% OH	\$128,009.58
PW Permit Reimbursable	\$7,658.69
CITY TOTAL	\$135,668.28
TOTAL Hard Costs	\$410,718.71
TOTAL with 17% OH and 7% PW Permit	\$509,291.20

	Budget	Activity	% Used
Fund 110 General Fund:			
Taxes	8,133,050	6,130,082	75%
Intergovernmental	1,569,551	1,308,166	83%
Licenses and Permits	120,600	124,467	103%
Charges for Services	413,800	294,100	71%
Fines	380,000	257,618	68%
Investment Revenue	100,000	65,907	66%
Other Revenues	130,600	102,387	78%
Transfers	2,429,428	1,320,214	54%
Total Revenue	13,277,029	9,602,942	72%
Personal Services	6,274,220	3,766,311	60%
Materials and Services	6,867,600	4,428,097	64%
Capital Outlay	95,000	55,829	59%
Transfers	1,444,600	328,708	23%
Total Expense	14,681,420	8,578,945	58%
Fund 210 Fleet Fund:			
Charges for Services	1,167,935	778,616	67%
Investment Revenue	20,000	14,431	72%
Other Revenues	0	2,856	-%
Total Revenue	1,187,935	795,903	67%
Personal Services	515,740	302,359	59%
Materials and Services	649,470	382,901	59%
Capital Outlay	94,500	25,733	27%
Transfers	529,040	821,199	155%
Total Expense	1,788,750	1,532,191	86%
Fund 230 Building Fund:			
Licenses and Permits	729,952	689,333	94%
Licenses and Permits-Villebois	113,201	225,434	199%
Investment Revenue	5,000	5,865	117%
Other Revenues	0	1,082	-%
Transfers	13,000	4,781	37%
Total Revenue	861,153	926,495	108%
Personal Services	585,970	370,766	63%
Materials and Services	72,545	28,867	40%
Transfers	118,660	63,234	53%
Total Expense	777,175	462,868	60%
Fund 235 Community Development Fund:			
Intergovernmental	25,000	0	-%
Licenses and Permits	403,916	360,635	89%
Licenses and Permits-Villebois	231,340	140,909	61%
Charges for Services	571,000	442,883	78%
Investment Revenue	11,000	13,204	120%
Other Revenues	500	3,209	642%
Transfers	2,398,389	966,986	40%
Total Revenue	3,641,145	1,927,827	53%
Personal Services	2,756,490	1,588,740	58%
Materials and Services	573,610	217,229	38%
Transfers	288,300	177,831	62%
Total Expense	3,618,400	1,983,800	55%
Fund 240 Road Operating Fund:			
Intergovernmental	1,108,000	757,687	68%
Investment Revenue	2,000	3,269	163%
Other Revenues	0	7,503	-%
Transfers	0	2,615	-%
Total Revenue	1,110,000	771,074	69%
Personal Services	300,170	196,494	65%
Materials and Services	420,548	245,098	58%
Transfers	312,060	204,069	65%
Total Expense	1,032,778	645,660	63%

	Budget	Activity	% Used
Fund 245 Road Maintenance Fund:			
Charges for Services	635,000	427,033	67%
Investment Revenue	1,000	875	88%
Other Revenues	0	62,880	-%
Total Revenue	636,000	490,788	77%
Materials and Services	510	0	-%
Transfers	650,000	452,907	70%
Total Expense	650,510	452,907	70%
Fund 260 Transit Fund:			
Taxes	4,400,000	2,997,352	68%
Intergovernmental	956,062	2,471,568	259%
Charges for Services	178,000	128,682	72%
Investment Revenue	17,000	4,060	24%
Other Revenues	10,000	24,877	249%
Total Revenue	5,561,062	5,626,538	101%
Personal Services	2,886,460	1,748,852	61%
Materials and Services	1,632,365	1,155,376	71%
Capital Outlay	600,000	432,535	72%
Transfers	1,538,580	1,432,285	93%
Total Expense	6,657,405	4,769,048	72%
Fund 310 Water Operating Fund:			
Intergovernmental	0	3,200	-%
Charges for Services	6,412,200	4,959,286	77%
Fines	0	8,231	-%
Investment Revenue	20,000	26,109	131%
Other Revenues	0	5,715	-%
Transfers	350,000	350,000	100%
Total Revenue	6,782,200	5,352,541	79%
Personal Services	534,300	317,425	59%
Materials and Services	3,411,952	1,736,975	51%
Capital Outlay	65,000	28,530	44%
Debt Service	1,886,000	817,992	43%
Transfers	534,200	227,867	43%
Total Expense	6,431,452	3,128,789	49%
Fund 320 Sewer Operating Fund:			
Charges for Services	6,550,000	4,103,422	63%
Investment Revenue	45,000	46,893	104%
Other Revenues	18,216	12,796	70%
Transfers	785,000	785,973	100%
Total Revenue	7,398,216	4,949,084	67%
Personal Services	255,840	160,266	63%
Materials and Services	2,381,869	1,254,792	53%
Debt Service	2,589,000	1,281,156	49%
Transfers	1,460,000	324,850	22%
Total Expense	6,686,709	3,021,064	45%
Fund 350 Street Lighting Fund:			
Charges for Services	385,000	258,017	67%
Investment Revenue	3,000	2,765	92%
Total Revenue	388,000	260,782	67%
Materials and Services	296,100	151,111	51%
Transfers	59,280	1,044	2%
Total Expense	355,380	152,155	43%
Fund 370 Storm Water Operating Fund:			
Charges for Services	1,260,000	760,761	60%
Investment Revenue	3,000	1,852	62%
Other Revenues	0	2,062	-%
Transfers	700,000	0	-%
Total Revenue	1,963,000	764,676	39%
Personal Services	242,550	146,814	61%
Materials and Services	432,005	199,166	46%
Transfers	933,800	323,661	35%
Total Expense	1,608,355	669,641	42%

City of Wilsonville
City Council Meeting
March 18, 2013 Sign In Sheet

Name	Mailing Address
Verna Wise	
Doris Wukla	
Alan Steiger	
Steve Gresing	7885 SW Vlahos Dr #121
Sandra Gresing	"
Jerry Anderson	
Sandy Barnett	1940 Berry St. SE Salem, OR 97302
Danielle Cowan	CLTCA


**CITY COUNCIL MEETING
 STAFF REPORT**

Meeting Date: March 18, 2013		Subject: ORDINANCE NO. 714 Limited Noise Exemption for Permitted Special Events	
		Staff Member: Barbara Jacobson Department: Legal	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input checked="" type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: Housekeeping matter to clarify exemption is for Special Event Permits and not for land use or other permits.	
Staff Recommendation: Approve amendment.			
Recommended Language for Motion: I move to approve Ordinance No. 714 on first reading.			
PROJECT / ISSUE RELATES TO: <i>[Identify which goal(s), master plans(s) issue relates to.]</i>			
<input type="checkbox"/> Council Goals/Priorities		<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

The issue before City Council is as follows: In order to bring the City of Wilsonville Code language into alignment with current legal interpretation and City Council intent, proposed Ordinance No. 714 will repeal the existing language found in Wilsonville Code **Chapter 6, Section 6.204(3)(f)**, and replace it with a new **Section 6.204(3)(f)** that accurately states City Council intent and reflects current legal interpretation.

EXECUTIVE SUMMARY:

The City of Wilsonville ("City") has a process for the issuance of Special Events Permits for certain temporary special outdoor events and activities. **Chapter 6, Section 6.204(3)(f)**, was intended to exempt these temporary special outdoor events from prohibition under the City's Noise Ordinance (**Sections 6.204(1) and (2)**) but, upon reading this provision in conjunction with a recent matter that came before the City's Development Review Board, it was discovered that **Section 6.204(3)(f)**, as currently written, could be argued to allow for a broader, permanent, and unintended exemption from City noise requirements than was intended by City Council. The sole purpose of the proposed Ordinance is to clarify and limit the applicability of **Section 6.204(3)(f)** to events for which a Special Events Permit has been issued. The proposed changes to **Section 6.204(3)(f)** are as shown, with strike-out of the language proposed to be removed and italics showing new language proposed to be added:

(f) Other Outdoor Events. Outdoor gatherings, public dances, shows, sporting events and other similar outdoor events, ~~provided that any necessary permit has been obtained from the appropriate permitting authority~~ *but only if and to the extent that a Special Events Permit has been obtained for the outdoor event, pursuant to Section 6.100 et seq. of the Wilsonville City Code, that specifically exempts the Special Event from all or certain specified portions of Section 6.204(1) and Section 6.204(2).*

EXPECTED RESULTS:

The proposed Ordinance will clarify that **Section 6.204(1)(f)** only applies to temporary Special Events Permits.

TIMELINE:

Ordinance goes into effect 30 days after adoption.

CURRENT YEAR BUDGET IMPACTS:

None.

FINANCIAL REVIEW / COMMENTS: *[Item must be sent to Finance for review.]*

Reviewed by: _____ Date: _____

LEGAL REVIEW / COMMENT:

Reviewed by: MEK Date: 3/6/13

Ordinance prepared in response to issue raised by Planning Department.

COMMUNITY INVOLVEMENT PROCESS:

N/A

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

Clarifies code and limits the exemption to the noise ordinance for special events benefitting the community.

ALTERNATIVES:

The Council may approve, deny, or modify the Ordinance.

CITY MANAGER COMMENT:

This language amendment is necessary to help strengthen the City's ability to enforce noise complaints related to outdoor events.

ATTACHMENTS

A. Ordinance No. 714

ORDINANCE NO. 714

AN ORDINANCE MODIFYING WILSONVILLE CODE CHAPTER 6, SECTION 6.204(3)(f), TO CLARIFY A LIMITED TEMPORARY EXEMPTION FROM NOISE REGULATION FOR PERMITTED SPECIAL EVENTS, AS DESCRIBED IN CHAPTER 6, SECTIONS 6.100 THROUGH 6.175

WHEREAS, the City recognizes the intrinsic value of public events, large and small, that bring people from the community together for celebration, recreation, exercise, debate, and enjoyment of public spaces; and

WHEREAS, the City enacted Ordinance 701 on January 19, 2012 to further define and address such activities and referred to such activities therein as Special Events; and

WHEREAS **Chapter 6, Section 6.204(3)(f)** was intended to exempt such permitted Special Events from certain noise prohibitions set out in **Section 6.204(1) and Section 6.204(2)** but due to ambiguities in the drafted language could be construed to grant a broader exemption than was intended.

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

Chapter 6, Section 6.204(3)(f), is repealed and replaced with the following revised **Chapter 6, Section 6.204(3)(f)**:

*(f) Other Outdoor Events. Outdoor gatherings, public dances, shows, sporting events and other similar outdoor events, but only if and to the extent that a Special Events Permit has been obtained for the outdoor event, pursuant to Section 6.100 et seq. of the Wilsonville City Code, that specifically exempts the Special Event from all or certain specified portions of **Section 6.204(1) and Section 6.204(2)**.*

Except as set forth above, **Chapter 6** of the Wilsonville City Code remains in full force and effect, as written.

SUBMITTED to the Wilsonville City Council and read for the first time at a meeting thereof on the 18th day of March, 2013, and presented for second reading at a meeting of the City Council on the 1st day of April, 2013, commencing at the hour of 7 p.m. at the Wilsonville City Hall.

Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the 1st day of April, 2013, by the following votes:

Yes: _____ No: _____

Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this _____ day of April, 2013.

TIM KNAPP, MAYOR

SUMMARY OF VOTES:

Mayor Knapp
Council President Starr
Councilor Goddard
Councilor Fitzgerald
Councilor Stevens

EXHIBIT A4

DEVELOPMENT REVIEW BOARD MEETING
STAFF REPORT

Meeting Date: March 11, 2013 Date of Staff Report: Feb 28, 2013 Revised: March 7, 2013	Subject: Revisit condition PDB-3 to address specific notice and process related issues for the 25 special all-night events. Staff Members: Blaise Edmonds, Manager of Current Planning and Amanda Hoffman, Assistant Planner
Action Required:	Modify Condition PDB3 of Resolution 243.
<input checked="" type="checkbox"/> Resolution – Public Hearing <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Consent Agenda	

Staff Recommendation: See the proposed condition PDB3 at the end of this staff report.

PROJECT / ISSUE RELATES TO: DB12-0071 Stage II Final Plan. The applicant proposes to install a 74 foot monopole to support a zip line amusement park ride.

OWNER: Wilsonville Land Partnership (Family Fun Center)

ISSUE BEFORE DRB: Revisit condition PDB-3 to address specific notice and process related issues for the 25 special all-night or late night events for a zip line attraction.

In Resolution No. 243 the DRB approved condition PDB3 but modified the condition to read as follows:

PDB3. The operation of the zip line amusement ride shall be prohibited between the hours of 10 p.m. and the regular opening time with the exception of 25 nights a year where the zip line is allowed to run 24 hours a day with prior notification to adjacent neighbors and property owners. (See Finding B19).

The DRB did not follow staff's original recommendation contained in PDB3 that the zip line would not be allowed to operate after 10 pm, originally presented as follows:

Finding B19 in Exhibit A1: Subsection 4.118 (.03) E. Other Requirements or Restrictions:

B19. Review Criteria: "Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may adopt other requirements or restrictions, inclusive of, but not limited to, the following:" Listed 1. through 12.

Finding: "These criteria will be satisfied by Condition of Approval PDB 3."

Details of Finding 19: "Under 92PC05, Condition #30, staff finds that City Council made an additional condition of approval regarding the operation of the batting cage. Because of the noise sensitivity of the adjacent residential to the north the hours of operation were restricted. The previous condition prohibited operation of the batting cage between 10 p.m. and the regular opening time. Staff finds that the zip line amusement ride is a similar type-use related to noise and will be located much closer to the residential than the batting cage. Limiting the operation time will give assurance that this amusement ride will not be a nuisance to adjacent residents regarding noise. Therefore, staff finds that the operation of the zip line amusement ride shall be prohibited between the hours of 10 p.m. and the regular opening time. (See Condition of Approval PDB 3 and Exhibit A2)"

EXECUTIVE SUMMARY:

On February 11, 2013 the Family Fun Center's zip line "Soaring Eagle" proposal was heard by the Development Review Board (DRB) Panel A. Staff's recommendation and condition PDB3 included limiting the operation of the zip line to 10 p.m., based on the previous approvals of the Family Fun Center and the sensitivity that the previous residents of Thunderbird Mobile Home Club had regarding the issue of noise, as well as the presence of a new multi-family housing project known as Jory Trail At The Grove.

Staff received a letter from Holland Partner Group (Exhibit D1 of Exhibit A1), owner of Jory Trail at The Grove that was included in the public record identifying three concerns they had regarding the proposal, however they were generally in support of the project. One of the three issues they raised was a request that the zip line operation to be limited to 10 p.m.

During the hearing, the applicant raised the issue of certain special event nights, such as grad nights, when the applicant would like to operate the zip line for extended hours and potentially all night. The Development Review Board listened to the testimony and discussed noise in great length. In testimony to the DRB, the applicant requested to operate the zip line attraction with no time restriction, for up to 25 days a year. According to the applicant, on many of those nights, operations would be less than 24 hours, depending on the event. The DRB approved the zip line attraction and amended the staff's proposed condition of approval PDB3 by limiting the operation to 10 p.m. but allowing for unrestricted hours of operation on up to 25 nights with prior notice to surrounding neighbors and property owners.

There are concerns with the approved modified condition of approval PDB3 because it would be a permanent condition of approval without first providing an opportunity for evaluation of potential impacts of the attraction to the nearby residents and community, including the logistics and cost of long-term complaint/enforcement issues for the City.

Approval of this revised development permit will provide a reasonable means for the City to ensure that processes are available for monitoring, evaluation and adjustment of the zip line

activity, if necessary, in the future. To that end, staff met with the applicant and the parties came to the following agreement:

1. The applicant agreed to return to the Development Review Board on March 11th to re-address the language in the above condition PDB3 only. In exchange for the applicant agreeing to reinsertion of the 10 pm time limitation, as originally recommended by staff, the Planning Director has agreed that the applicant will be granted a Class I Temporary Use Permit for 2013 and may apply for a similar Temporary Use Permit in future years, subject to such temporary use being in compliance with and not exempted from the City's Noise Ordinance.
2. The applicant agreed to toll the 14-day City Council call-up to March 18th, the first City Council meeting following the March 11th DRB meeting, in the event that the revised application, as recommended by staff and agreed to by the applicant, is not approved by the DRB.

PROPOSED REVISED CONDITION PDB3: Bold/underline = new words.

1. Proposed revised condition PDB3 to read:

PDB3: The operation of the Zip Line amusement ride shall be prohibited between the hours of 10 pm and the regular opening time with the following exception: Pursuant to Section 4.030 of the City of Wilsonville Code ("Code"), the Family Fun Center ("Applicant") will be granted a Class 1 Temporary Use Permit for the year 2013 to allow the Applicant to operate its new Soaring Eagle Zip Line ride ("Zip Line") after 10 pm for a maximum of 25 days during 2013. Except on those 25 identified dates, the Zip Line must cease operations between the hours of 10 pm and the regular opening time. Issuance of the Temporary Use Permit is subject to the following conditions:

1. Applicant will provide the City with all known proposed dates for late night Zip Line operations at least two (2) weeks in advance of the first date for a late night Zip Line operations. If all dates are not known at the time this notice is provided, or if the dates should change, Applicant will provide the City with notice of added dates or revised dates at least 48 hours in advance of those late night Zip Line operations dates.
2. The City may, but shall not be obligated, to provide notice of the late night Zip Line operations dates to nearby residents and property owners who may be impacted by the late night Zip Line operations.
3. The Temporary Use Permit is subject to compliance with the City's Noise Ordinance found in Section 6.204 of the Code, as it may be amended from time to time, it being understood by the Applicant that issuance of said Temporary Use Permit does not create any exception to compliance with the City Noise Ordinance.
4. No fee will be charged by the City for issuance of the Temporary Use Permit described herein.
5. Subject to compliance with the City's Noise Ordinance, Applicant may apply for a Class 1 Temporary Use Permit for up to 25 days of late night Zip Line operations annually.

Staff comment: The above condition may still result in noise complaints requiring public resources to help mitigate the issues will give the City better control over and more flexibility in dealing with such complaints.

EXHIBITS:

Exhibit A1 – Amended and Adopted Staff Report in Resolution 243.

Sandy K.



29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

VIA: Certified Mail, Return Receipt Requested

Rec'd
3/14/13
SK

March 14, 2013

Darren Harmon
Wilsonville Family Fun Center
29111 SW Town Center Loop W
Wilsonville, OR 97070

Re: Case File DB12-0071 (Modify Condition PDB 3)

The Development Review Board's Decision and Resolution No. 250 are attached, approving a modification to Condition of Approval PDB3 previously approved in Case File DB12-0070. Please note that your signature acknowledging receipt and acceptance of the Conditions of Approval is required to be returned to the Planning Division before the decision is effective. One copy is provided for this purpose. Please sign and return to the undersigned. Thank you.

Shelley White
Planning Administrative Assistant

CC: Ben Altman – SFA Design Group
Brenner Daniels
Heidi Potts



March 14, 2013

DEVELOPMENT REVIEW BOARD PANEL A

NOTICE OF DECISION

Project Name: Wilsonville Family Fun Center
Case File Nos.: DB12-0071 (Modify Condition PDB 3)
Applicant/Owner: Darren Harmon – Wilsonville Family Fun Center
Applicant's Representative(s): Ben Altman – SFA Design Group
Property Description: Tax Lots 100 and 900, Section 14D; T3S R1W; Clackamas County; Wilsonville, Oregon
Location: 29111 SW Town Center Loop West

On March 11, 2013, at the meeting of the Development Review Board the following action was granted on the above-referenced proposed development application:

Approved with Conditions of Approval

Any appeals by anyone 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 the Notice of Decision. *WC Sec. 4.022(.02)*.

This decision has been finalized in written form and placed on file in the City records at the Wilsonville City Annex this **14th day of March 2013** and is available for public inspection. This decision shall become effective on the fifteenth (15th) calendar day after the postmarked date of the written Notice of Decision, unless appealed or called up for review by the Council in accordance with this Section. *WC Sec. 4.022(.09)*

Written decision is attached

This approval will expire on March 29, 2015.

For further information, please contact the Wilsonville Planning Division at Wilsonville City Hall, 29799 SW Town Center Loop E, Wilsonville Oregon 97070 or phone 503-682-4960

Attachments: DRB Resolution No. 250 including adopted staff reports with conditions of approval.

**DEVELOPMENT REVIEW BOARD
RESOLUTION NO. 250**

A RESOLUTION MODIFYING CONDITION OF APPROVAL PDB3 IN RESOLUTION NO. 243 FOR THE WILSONVILLE FAMILY FUN CENTER. THE SITE IS LOCATED ON TAX LOTS 100 & 109, SECTION 14D, T3S-R1W, CLACKAMAS COUNTY, OREGON. BEN ALTMAN, SFA DESIGN GROUP – REPRESENTATIVE FOR DARREN HARMON, WILSONVILLE LAND PARTNERSHIP – OWNER/APPLICANT.

RECITALS

WHEREAS, this Resolution modifies Condition of Approval PDB3 in Resolution No. 243 which Resolution shall remain in effect but for the modification set forth herein; and

WHEREAS, the Planning Staff prepared a staff report on the above-captioned subject dated February 28, 2013; and

WHEREAS, said planning staff report was duly considered by the Development Review Board Panel A at a regularly scheduled meetings conducted on February 11, 2013 at which time exhibits, together with public testimony were entered into the public record; and

WHEREAS, the Development Review Board, upon the Applicant's request, voted to amend Condition PDB3 to allow for extended hours of operation for the Soaring Eagle Zip Line ride ("Zip Line") on up to 25 nights during any given calendar year and such amendment was incorporated into the staff report and adopted as part of Resolution No. 243; and

WHEREAS, following approval of Resolution No. 243 and following further discussions with City staff over concerns raised about the unknown and unstudied noise levels of the Zip Line operations and their impact on newly constructed adjoining residences, the Applicant voluntarily agreed to request that the DRB modify Resolution No. 243 to remove the DRB modification to Condition PDB3 concerning the hours of Zip Line operations and reinstate the original staff recommended 10 pm curfew, as set forth in the original Condition PDB3; and

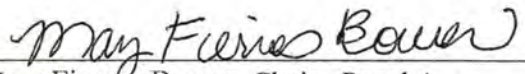
WHEREAS, the Applicant has agreed to return to the original condition PDB3 in consideration of the agreement of the City's Planning Director to issue the Applicant a Class 1 Temporary Use Permit, waiving the application fee therefor, which will allow the Applicant the right to operate the Zip Line beyond 10 pm on up to 25 nights during 2013, subject to Applicant's Zip Line operations being in compliance with the City's Noise Ordinance, understanding that issuance of said Temporary Use Permit does not create any exception to compliance with the City Noise Ordinance; and

WHEREAS, the Planning Director has further agreed that the Applicant may continue to make annual applications for a similar Class 1 Temporary Use Permits in future years and the application fee will be waived; and

WHEREAS, Staff, the Applicant and other interested parties, if any, have had an opportunity to be heard on the subject of this modification.

NOW, THEREFORE, BE IT RESOLVED that the Development Review Board of the City of Wilsonville does hereby adopt the staff report, dated February 28, 2013, as amended and attached hereto as Exhibit A4, with recommendations contained therein including the revised PDB3, and authorizes the Planning Director to enforce condition PDB3 consistent with staff's original recommendation but subject to the Planning Director's discretionary issuance of a Temporary Use Permit to allow for extended Zip Line operation hours on up to 25 days during the calendar year, as described above and does hereby amend Resolution No. 243 with this Resolution No. 250. Except as set forth herein, Resolution No. 243 shall otherwise remain in full force and effect.

ADOPTED by the Development Review Board of the City of Wilsonville at a regular meeting thereof this 11th day of March 2013 and filed with the Planning Administrative Assistant on March 14, 2013. This Resolution is final on the 15th 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 City Council in accordance with *WC Sec 4.022(.03)*.


Mary Fierros Bower, Chair - Panel A
Wilsonville Development Review Board

Attest:



Shelley White, Planning Administrative Assistant

EXHIBIT A4

DEVELOPMENT REVIEW BOARD MEETING
AMENDED AND ADOPTED STAFF REPORT

Meeting Date: March 11, 2013 Date of Staff Report: Feb 28, 2013 Revised: March 7, 2013	Subject: Revisit condition PDB-3 to address specific notice and process related issues for the 25 special all-night events. Staff Members: Blaise Edmonds, Manager of Current Planning and Amanda Hoffman, Assistant Planner
Action Required:	Modify Condition PDB3 of Resolution 243.
<input checked="" type="checkbox"/> Resolution – Public Hearing <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Consent Agenda	

Staff Recommendation: See the proposed condition PDB3 at the end of this staff report.

PROJECT / ISSUE RELATES TO: DB12-0071 Stage II Final Plan. The applicant proposes to install a 74 foot monopole to support a zip line amusement park ride.

OWNER: Wilsonville Land Partnership (Family Fun Center)

ISSUE BEFORE DRB: Revisit condition PDB-3 to address specific notice and process related issues for the 25 special all-night or late night events for a zip line attraction.

In Resolution No. 243 the DRB approved condition PDB3 but modified the condition to read as follows:

PDB3. The operation of the zip line amusement ride shall be prohibited between the hours of 10 p.m. and the regular opening time with the exception of 25 nights a year where the zip line is allowed to run 24 hours a day with prior notification to adjacent neighbors and property owners. (See Finding B19).

The DRB did not follow staff's original recommendation contained in PDB3 that the zip line would not be allowed to operate after 10 pm, originally presented as follows:

Finding B19 in Exhibit A1: Subsection 4.118 (.03) E. Other Requirements or Restrictions:

B19. Review Criteria: "Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may adopt other requirements or restrictions, inclusive of, but not limited to, the following:" Listed 1. through 12.

Finding: "These criteria will be satisfied by Condition of Approval PDB 3."

Details of Finding 19: "Under 92PC05, Condition #30, staff finds that City Council made an additional condition of approval regarding the operation of the batting cage. Because of the noise sensitivity of the adjacent residential to the north the hours of operation were restricted. The previous condition prohibited operation of the batting cage between 10 p.m. and the regular opening time. Staff finds that the zip line amusement ride is a similar type-use related to noise and will be located much closer to the residential than the batting cage. Limiting the operation time will give assurance that this amusement ride will not be a nuisance to adjacent residents regarding noise. Therefore, staff finds that the operation of the zip line amusement ride shall be prohibited between the hours of 10 p.m. and the regular opening time. (See Condition of Approval PDB 3 and Exhibit A2)"

EXECUTIVE SUMMARY:

On February 11, 2013 the Family Fun Center's zip line "Soaring Eagle" proposal was heard by the Development Review Board (DRB) Panel A. Staff's recommendation and condition PDB3 included limiting the operation of the zip line to 10 p.m., based on the previous approvals of the Family Fun Center and the sensitivity that the previous residents of Thunderbird Mobile Home Club had regarding the issue of noise, as well as the presence of a new multi-family housing project known as Jory Trail At The Grove.

Staff received a letter from Holland Partner Group (Exhibit D1 of Exhibit A1), owner of Jory Trail At The Grove that was included in the public record identifying three concerns they had regarding the proposal, however they were generally in support of the project. One of the three issues they raised was a request that the zip line operation to be limited to 10 p.m.

During the hearing, the applicant raised the issue of certain special event nights, such as grad nights, when the applicant would like to operate the zip line for extended hours and potentially all night. The Development Review Board listened to the testimony and discussed noise in great length. In testimony to the DRB, the applicant requested to operate the zip line attraction with no time restriction, for up to 25 days a year. According to the applicant, on many of those nights, operations would be less than 24 hours, depending on the event. The DRB approved the zip line attraction and amended the staff's proposed condition of approval PDB3 by limiting the operation to 10 p.m. but allowing for unrestricted hours of operation on up to 25 nights with prior notice to surrounding neighbors and property owners.

There are concerns with the approved modified condition of approval PDB3 because it would be a permanent condition of approval without first providing an opportunity for evaluation of potential impacts of the attraction to the nearby residents and community, including the logistics and cost of long-term complaint/enforcement issues for the City.

Approval of this revised development permit will provide a reasonable means for the City to ensure that processes are available for monitoring, evaluation and adjustment of the zip line

activity, if necessary, in the future. To that end, staff met with the applicant and the parties came to the following agreement:

1. The applicant agreed to return to the Development Review Board on March 11th to re-address the language in the above condition PDB3 only. In exchange for the applicant agreeing to reinsertion of the 10 pm time limitation, as originally recommended by staff, the Planning Director has agreed that the applicant will be granted a Class I Temporary Use Permit for 2013 and may apply for a similar Temporary Use Permit in future years, subject to such temporary use being in compliance with and not exempted from the City's Noise Ordinance.
2. The applicant agreed to toll the 14-day City Council call-up to March 18th, the first City Council meeting following the March 11th DRB meeting, in the event that the revised application, as recommended by staff and agreed to by the applicant, is not approved by the DRB.

PROPOSED REVISED CONDITION PDB3: Bold/underline = new words.

~~1. Proposed revised condition PDB3 to read:~~

PDB3: The operation of the Zip Line amusement ride shall be prohibited between the hours of 10 pm and the regular opening time with the following exception: Pursuant to Section 4.030 of the City of Wilsonville Code ("Code"), the Family Fun Center ("Applicant") will be granted a Class 1 Temporary Use Permit for the year 2013 to allow the Applicant to operate its new Soaring Eagle Zip Line ride ("Zip Line") after 10 pm for a maximum of 25 days during 2013. Except on those 25 identified dates, the Zip Line must cease operations between the hours of 10 pm and the regular opening time. Issuance of the Temporary Use Permit is subject to the following conditions:

1. Applicant will provide the City with all known proposed dates for late night Zip Line operations at least two (2) weeks in advance of the first date for a late night Zip Line operations. If all dates are not known at the time this notice is provided, or if the dates should change, Applicant will provide the City with notice of added dates or revised dates at least 48 hours in advance of those late night Zip Line operations dates.
2. The City may, but shall not be obligated, to provide notice of the late night Zip Line operations dates to nearby residents and property owners who may be impacted by the late night Zip Line operations.
3. The Temporary Use Permit is subject to compliance with the City's Noise Ordinance found in Section 6.204 of the Code, as it may be amended from time to time, it being understood by the Applicant that issuance of said Temporary Use Permit does not create any exception to compliance with the City Noise Ordinance.
4. No fee will be charged by the City for issuance of the Temporary Use Permit described herein.
5. Subject to compliance with the City's Noise Ordinance, Applicant may apply for a Class 1 Temporary Use Permit for up to 25 days of late night Zip Line operations annually.

Staff comment: The above condition may still result in noise complaints requiring public

resources to help mitigate the issues and will give the City better control over and more flexibility in dealing with such complaints.

EXHIBITS:

Exhibit A1 – Amended and Adopted Staff Report in Resolution 243.
Exhibit D3-Carlyle Group opposition letter; dated 3/11/2013

Sign-off accepting Conditions of Approval

Case File # **DB12-0071 (Modify Condition PDB 3)**

Project Name: Wilsonville Family Fun Center

The Development Review Board's Decision and Conditions of Approval 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

Exhibit A1

**STAFF REPORT
WILSONVILLE PLANNING DIVISION
Family Fun Center
DEVELOPMENT REVIEW BOARD PANEL 'A'
QUASI-JUDICIAL PUBLIC HEARING
AMENDED AND ADOPTED FEBRUARY 11, 2013
ADDED LANGUAGE **BOLD ITALICS UNDERLINED****

HEARING DATE: February 11, 2013
DATE OF REPORT: February 4, 2013

APPLICATION NOS.:

- A. DB12-0070: *Stage I Master Plan Modification*
- B. DB12-0071: *Class 3 Stage II*
- C. DB12-0072: *Class 3 Site Design Review*
- D. DB12-0073: *Height Waiver*
- E. TR13-0002: *Type B Tree Removal*

APPLICANT: Ben Altman, SFA Design Group

OWNER: Wilsonville Land Partnership

REQUEST: SFA Design Group on behalf of the Family Fun Center, proposes to develop Tax Lot 100, 109 in Section 14D; T3S R1W; Clackamas County, Oregon. The applicant proposes to install a 74 foot monopole to support a zip line.

LOCATION: Approximately 5.93-acres between two parcels located at 29111 SW Town Center Loop W. (**See Vicinity Map on Page 2**).

LEGAL DESCRIPTION: Tax Lots 100 and 109 in Section 14D; T3S R1W; Clackamas County, Oregon.

LAND USE DESIGNATION: Wilsonville Comprehensive Plan Map
Designation: *Commercial*

ZONING DESIGNATION: Wilsonville Zone Map Classification: *Planned Development Commercial-Town Center (PDC-TC)- (Service Commercial)*

STAFF REVIEWER: Amanda Hoffman, Assistant Planner

REQUESTED ACTIONS:

The Development Review Board is being asked to review the following concurrent applications:

- A. **DB12-0070: Stage I Final Plan Modification:** Includes the addition of a zip line and other concept plans to expand the use in the future.
- B. **DB12-0071: Stage II Final Plan:** Approval of a modification to add a zip line, composed of a 74 foot support tower, and other small site modifications.
- C. **DB12-0072: Class 3 Site Design Review:** Approval of site design review plans to build a 74 foot support tower for a zip line.
- D. **DB12-0073: Height Waiver:** Approval of a request for a waiver to the height limitations of the PDC-TC zone
- E. **TR13-0002: Type B Tree Removal Permit:** Approval of a request for a Type B Tree Removal for two parking lot trees.

STAFF RECOMMENDATION: Approve the Stage I Modifications to Master Plan, Stage II, Site Design Review Plans, Height Waiver, and Type B Tree Removal with recommended conditions of approval.

VICINITY MAP:



APPLICABLE CRITERIA:

Planning and Land Development Ordinance: Sections 4.008-4.015; 4.116; 4.118; 4.131.05; 4.140; 4.155; 4.167; 4.171; 4.175; 4.176; 4.177; 4.178; 4.179; 4.199; 4.320; 4.400-4.450; 4.610.30. **Other Planning Documents:** Comprehensive Plan, Wilsonville Town Center Master Plan.

SUMMARY:

- **Request A – Stage I Master Plan Modification (DB12-0070):**

As demonstrated in findings A1 through A14, with conditions of approval referenced therein, the proposed Stage II Final Development Plan modifications **meet** the City criteria in Subsections 4.118, 4.131, 4.155, 4.171, 4.177 and 4.140.

- **Request B – Stage II (DB12-0071):**

As demonstrated in findings B1 through B34, with conditions of approval referenced therein, the proposed Site Design Review plans (architecture and landscaping) **meet** the City criteria in Subsections 4.118, 4.131 and 4.140.

- **Request C – Class 3 Site Design Review (DB12-0072):**

As demonstrated in findings C1 through C22, the proposed Master Sign Plan modification with proposed conditions referenced herein **meets** the City criteria in Subsections 4.156, 4.400, and 4.421.

- **Request D-Height Waiver (DB12-0073):**

As demonstrated in findings D1 through D2, the proposed waiver with proposed conditions referenced herein **meets** the City criteria in Subsections 4.400, and 4.421.

- **Request E-Type B Tree Removal (TR13-0002):**

As demonstrated in findings E1 through E11, the proposed waiver with proposed conditions referenced herein **meets** the City criteria in Subsections 4.600.

CONCLUSIONS AND RECOMMENDATIONS:

Staff has reviewed the applicant's analysis of compliance with the applicable criteria. Staff finds that the analysis satisfactorily demonstrates compliance with the City's Comprehensive Plan and the Planning and Land Development Ordinance. The Staff report adopts the applicant's responses as Findings of Fact, except as noted in the Conclusionary Findings, and modified by proposed Conditions of Approval. Based on the Findings of Fact and 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 (DB12-0070, DB12-0071, DB12-0072, DB12-0073 and TR13-0002), together with the following conditions:

CONDITIONS OF APPROVAL FOR REQUESTS 'A' – 'E':

The application and supporting documents are hereby adopted for approval with the following conditions:

PD = Planning Division Conditions	A. DB12-0070: Modification to the Stage I Master Plan
BD = Building Division Conditions	B. DB12-0071: Stage II
NR = Natural Resources Conditions	C. DB12-0072: Site Design Review
FD = Tualatin Valley Fire and Rescue	D. DB12-0073: Waiver
	E. TR13-0002: Type B Tree Removal Permit

Planning Division Conditions:

Request A – DB12-0070: Stage I Modification to Master Plan

PDA 1. On the basis of findings A1 through A14, this action approves the Stage I Master Plan modification to install a zip line and associated 74 foot support tower as well as other concept plans to expand the use in the future, as submitted with this application, approved by the Development Review Board, and stamped “Approved Planning Division”, unless altered by a subsequent Board approval, or with minor revisions approved by the Planning Director under a Class I administrative review process.

PDA 2. Should the operations of this project by either the owner or future tenants fail to meet any performance standards of Subsection 4.135(.05) of the City’s Development Code, the property owner and/or future tenant(s) shall seek approval from the Planning Division for the City of Wilsonville.

Building Division Conditions:

Request A-D – DB12-0070-73

No comments

Natural Resources Division Conditions:

Request A-D - DB12-0070-73

No comments

Planning Division Conditions:

Request B – DB12-0071: Stage II

PDB 1. The approved final plan and stage development schedule shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. Minor changes in an approved preliminary or final development plan may be approved by the Planning Director through the Class I Administrative Review Process if such changes are consistent with the purposes and general character of the development plan. All other modifications, including extension or revision of the stage development schedule, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements.

PDB 2. The applicant/owner shall provide the general contractor for the proposed project with a copy of the approved plans and conditions of approval adopted by the City.

PDB 3. The operation of the zip line amusement ride shall be prohibited between the hours of 10 p.m. and the regular opening time *with the exception of 25 nights a year where the zip line is allowed to run 24 hours a day with prior notification to adjacent neighbors and property owners.* (See Finding B19)

Planning Division Conditions:

Request C – DB12-0072: Class 3 Site Design Review

PDC 1. The applicant/owner shall develop the Site Design Review Plans in substantial compliance with the plans approved by the DRB, unless altered with Board approval, or minor revisions are approved by the Planning Director under a Class I administrative review process. (See Finding C3)

PDC 2. All equipment shall be inconspicuous and designed to be screened from off-site view. This includes, to the greatest extent possible, private utilities such as natural gas and electricity. The City reserves the right to require further screening of the equipment and utilities if they should be visible from off-site after occupancy is granted. (See Finding B28 and C17)

Planning Division Conditions:

Request D – DB12-0073: Height Waiver

No conditions

Tualatin Valley Fire & Rescue Conditions:

Request D – DB12-0073: Waiver

FDD 1. Training-The manufacturer or designated representative shall provide the fire district with on-site training surrounding emergency operation procedures.

Planning Division Conditions:

Request E – TR13-0002: Type B Tree Removal Permit

PDE 1. The applicant/owner shall allow Planning Division staff access to the subject properties as necessary for tree related observations including verifying information provided by the application, observe site conditions, and verifying the terms and conditions of tree removal permits are followed. (See Finding E1)

PDE 2. This approval for removal applies only to the two (2) trees identified in the Applicant's submitted materials. All other trees on the property shall be maintained unless removal is approved through separate application. The applicant shall replace one Callery Pear tree onsite and shall pay into the City's tree fund for the other tree.

PDE 3. Trees planted as replacement of the two (2) removed trees 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 Finding E8)

PDE 4. All trees to be planted shall consist of nursery stock that meets requirements of the American Association of Nurserymen (AAN) American Standards for Nursery Stock (ANSI Z60.1) for top grade. Tree shall be approximately two inch (2") caliper.

PDE 5. 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.

PDE 6. Before and during development, land clearing, filling or any land alteration the applicant shall erect and maintain suitable tree protective barriers meeting the specifications shown in Drawing Number: R-1155 of the City's Public Works Standards.

PDE 7. Following performance required by Conditions Numbered PDE1 through PDE6, above, the Applicant shall submit evidence of completion of all required improvements within 30 days of completion to the Planning Division staff. Such evidence shall be either: a) dated photographs of each required improvement, sufficient in detail to enable confirmation of compliance with required conditions; or, b) request on-site inspection of all improvements by the Planning Division staff by doing one of the following:

- i. Send a request for inspection via email to planning@ci.wilsonville.or.us, identifying the case-file number of this action (TR13-0002) and the date of completion; or,
- ii. Send a request for inspection via regular U.S. Mail, identifying the case-

file number of this action (TR13-0002) and the date of completion. Send such mail to Planning Division; City of Wilsonville; 29799 SW Town Center Loop East; Wilsonville, OR 97070; or,

- iii. Phone such request to the Planning Division staff at 503-682-4960, identifying the case-file number of this action (TR13-0002) and the date of completion.

MASTER EXHIBITS LIST:

The following exhibits are hereby entered into the public record by the Development Review Board as confirmation of its consideration of the application as submitted. This is the master exhibits list that includes exhibits for Planning Case Files DB12-0070, DB12-0071, DB12-0072, DB12-0073, and TR13-0002.

A. Staff's Written and Graphic Materials:

A1. Staff Report:

- Findings of Fact for Requests A through E
- Proposed Conditions of Approval for requests A through E
- Conclusionary Findings for requests A through E

A2. Additional Conditions of Approval for 92 PC 05

A3. Staff's Powerpoint

B. Applicant's Written and Graphic Materials:

B1. Applicant's Narrative; dated 1/4/2013

(NOTEBOOK SUBMITTED UNDER SEPARATE COVER)

B 1.2 Application Form; dated 11/29/2012

B 1.3 FAA Beacon Lighting cut-sheet; dated 1/7/2013

B 1.4 Color and Materials; dated 1/7/2013

B2. Plan Set (full size):

Sheet Title
Surrounding Building Height Exhibit
Preliminary Site Plan
Preliminary Assembly-Complete Ride

C. Development Review Team Correspondence and Materials:

- C1.** Memo from D. Walters, Building Plans Examiner; dated 1/18 /2013
- C2.** Memo from Steve Adams, Deputy City Engineer; dated 1/16/2013
- C3.** Letter from D. DeBois; Tualatin Valley Fire & Rescue; dated 1/25/2013
- C4.** Table from City Public Works Department; dated 1/24/2013
- C5.** Letter from Oregon Department of Aviation; dated 1/15/2013

D. General Correspondence:

- D1.** Letters (neither For nor Against): **Holland Partners; dated 2/11/2013**
- D2.** Letters (In Favor): None submitted
- D3.** Letters (Opposed): None submitted

FINDINGS OF FACT:

1. Statutory Timeline:

The statutory 120-day time limit applies to this application. The application was received on November 29, 2012. On December 10, 2012, staff conducted a completeness review within the statutorily allowed 30-day review period, and, on January 7, 2013, the applicant submitted new materials. On January 9, 2013, the application was deemed complete. The City must render a final decision for the request, including any appeals, by May 9, 2013.

2. Adjacent land uses:

Compass Direction	Zone:	Existing Use:
North:	PDR	Jory Trail Apartments
East:	PDC-TC	Napa Auto Parts
South:	PDC-TC	Commercial services
West:	n/a	Interstate 5

3. Comprehensive Plan and Zone Maps: The site has a Comprehensive Plan designation of Commercial and is zoned Planned Development Commercial-Town Center (PDC-TC)-(Service Commercial)

4. Previous Planning Approvals:

03DB32: Stage I Modification, Stage II Final, Site Design Review for bldg. addition
03DB15: One-year TUP for tent
02DB17: One-year TUP for tent
01DB21: One-year TUP for tent
00DB27: One-year TUP for tent
99DB19: One-year TUP for tent
98DB10: One-year Temporary Use Permit for tent
95SR02: Sign Review
95DR07: Parking lot improvements
94DR07: Review condition of approval
94DR14: Site Design Review for building addition
92DR32: Wilsonville Family Fun Center, Site Design Review
92PC05: Stage I, Stage II for Family Fun Center

5. Natural Characteristics: The subject property is of generally flat terrain. Vegetation is limited to existing landscape and trees throughout the site, within the existing parking lot and along the site's southern street frontage.

6. Streets: The subject property is located on the north side of SW Town Center Loop W. Access to the property is by Town Center Loop W.

7. **Review Procedures:** The required public notices have been sent and all proper notification procedures have been satisfied. In addition, staff sent notifications to apartment dwellers in the Jory Trail Apartments facing the proposed development.

GENERAL INFORMATION

Section 4.008 Application Procedures-In General

Review Criteria: This section lists general application procedures applicable to a number of types of land use applications and also lists unique features of Wilsonville's development review process.

Finding: These criteria are met.

Details of Finding: The application is being processed in accordance with the applicable general procedures of this Section.

Section 4.009 Who May Initiate Application

Review Criterion: "Except for a Specific Area Plan (SAP), applications involving specific sites may be filed only by the owner of the subject property, by a unit of government that is in the process of acquiring the property, or by an agent who has been authorized by the owner, in writing, to apply."

Finding: This criterion is satisfied.

Details of Finding: The application has been submitted on behalf of Wilsonville Land Partnership, dba Wilsonville Family Fun Center, Darren Harmon, General Manager, with the help of the consultant firm, SFA Design Group, specifically Ben Altman. The property owner, through signature on the development application, has given approval for submission of the application. This provision is met.

Subsection 4.010 (.02) Pre-Application Conference

Review Criteria: This section lists the pre-application process

Finding: These criteria are satisfied.

Details of Finding: Pre-application conference was held on October 11, 2012 in accordance with this subsection.

Subsection 4.011 (.02) B. Lien Payment before Application Approval

Review Criterion: "City Council Resolution No. 796 precludes the approval of any development application without the prior payment of all applicable City liens for the subject property. Applicants shall be encouraged to contact the City Finance Department to verify that there are no outstanding liens. If the Planning Director is advised of outstanding liens while an application is under consideration, the Director shall advise the applicant that payments must be made current or the existence of liens will necessitate denial of the application."

Finding: This criterion is satisfied.

Details of Finding: No applicable liens exist for the subject property. The application can thus move forward.

Section 4.014 Burden of Proof is on the Applicant

Review Criterion: “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. In the case of an appeal, the burden of proof rests with the appellant.”

Finding: This criterion is satisfied.

Details of Finding: The applicant has provided the necessary findings of fact for approval with conditions of the requested development applications in accordance with this Section.

Subsection 4.035 (.04) A. General Site Development Permit Submission Requirements

Review Criteria: “An application for a Site Development Permit shall consist of the materials specified as follows, plus any other materials required by this Code.” Listed 1. through 6. j.

Finding: These criteria are satisfied.

Details of Finding: The applicant has provided all of the applicable general submission requirements contained in this subsection.

Section 4.110 Zoning-Generally

Review Criteria: “The use of any building or premises or the construction of any development shall be in conformity with the regulations set forth in this Code for each Zoning District in which it is located, except as provided in Sections 4.189 through 4.192.” “The General Regulations listed in Sections 4.154 through 4.199 shall apply to all zones unless the text indicates otherwise.”

Finding: These criteria are satisfied.

Details of Finding: The subject properties are designated Commercial on the Comprehensive Plan map and zoned Planned Development Commercial-Town Center on the zoning map. The site is situated within an area identified on the Town Center Master Plan as being in the Service Commercial (SC) overlay zone. In 1992, the Stage I Master Plan and Stage II Site Development Plans (Resolution 92PC14) were approved by the Planning Commission. The Planning Commission and City Council approvals allow the recreational uses within the SC (Service Commercial) overlay zone. These approvals further amended the Town Center Master Plan to include privately operated recreational centers as a recommended use in the SC overlay zone.

REQUEST A
DB12-0071: STAGE I MASTER PLAN MODIFICATION
CONCLUSIONARY FINDINGS

Planned Development Regulations

Subsection 4.140 (.01) Purpose of Planned Development Regulations

A1. Review Criterion: The proposed revised Stage I Master Plan shall be consistent with the Planned Development Regulations purpose statement.

Finding: This criterion is satisfied.

Details of Finding: The applicant asserts the application is consistent with the purpose statement and staff concurs.

Subsection 4.140 (.02) Lot Qualifications for Planned Developments

A2. Review Criterion: “Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140.”

Finding: This criterion is satisfied.

Details of Finding: The properties owned by the applicant subject to this application are of sufficient size to be developed in a manner consistent the purposes and objectives of Section 4.140.

A3. Review Criteria: “Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned “PD.” All sites which are greater than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code.”

Finding: These criteria are satisfied.

Details of Finding: The subject properties are greater than 2 acres, are designated for commercial development in the Comprehensive Plan, and are zoned Planned Development Commercial-Town Center. The properties have been and continue to be developed as a planned development in accordance with this subsection.

Subsection 4.140 (.03) Ownership Requirements for Submitting Planned Development Application

A4. Review Criterion: “The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included.”

Finding: This criterion is satisfied.

Details of Finding: The land included in the current application is under the single

ownership of Wilsonville Land Partnership, dba Wilsonville Family Fun Center and an authorized representative, Darren Harmon, has signed the application.

Subsection 4.140 (.04) Professional Design Team Required for Planned Developments

A5. Review Criteria: “The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development. One of the professional consultants chosen by the applicant shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.”

Finding: These criteria are satisfied.

Details of Finding: As can be found in the applicant’s submitted materials, appropriate professionals have been involved in the planning and permitting process. Ben Altman of SFA Design Group has been designated the coordinator for the planning portion of the project.

Subsection 4.140 (.05) Planned Development Permit Process

A6. Review Criteria: “All parcels of land exceeding two (2) acres in size that are to be used for residential, commercial or industrial development, shall, prior to the issuance of any building permit:

1. Be zoned for planned development;
2. Obtain a planned development permit; and
3. Obtain Development Review Board, or, on appeal, City Council approval.”

Finding: These criteria are satisfied.

Details of Finding: The subject property is greater than 2 acres, is designated for commercial development in the Comprehensive Plan, and is zoned Planned Development Commercial-Town Center. The property has been and continues to be developed as a planned development in accordance with this subsection.

Subsection 4.140 (.06) Stage I Master Plan Consistent with Comprehensive Plan

A7. Review Criteria: “The planning staff shall prepare a report of its findings and conclusions as to whether the use contemplated is consistent with the land use designated on the Comprehensive Plan.” “The applicant may proceed to apply for Stage I - Preliminary Approval - upon determination by either staff or the Development Review Board that the use contemplated is consistent with the Comprehensive Plan.”

Finding: These criteria are satisfied.

Details of Finding: The proposed project, as found elsewhere in this report, complies with the Planned Development Commercial-Town Center zoning designation, which implements the Comprehensive Plan designation of ‘Commercial’ for this property. All other applicable Development Code criteria

that implement the Comprehensive Plan are being met, or will be met as conditions of approval.

Subsection 4.140 (.07) Stage I Master Plan Application Requirements and Hearing Process

A8. Review Criteria: This subsection establishes that the Development Review Board shall consider a Stage I Master Plan after completion or submission of a variety of application requirements.

Finding: These criteria are satisfied.

Details of Finding: Review of the proposed revised Stage I Master Plan has been scheduled for a public hearing before the Development Review Board in accordance with this subsection and the applicant has met all the applicable submission requirements as follows:

- The properties affected by the revised Stage I Master Plan are under the sole ownership of Wilsonville Land Partnership, dba Wilsonville Family Fun Center and an authorized representative, Darren Harmon, has signed the application.
- The application for a revised Stage I Master Plan has been submitted on a form prescribed by the City.
- The professional design team and coordinator have been identified. See Finding A5.
- The applicant has stated the various uses involved in the Master Plan and their locations.
- Boundary survey and topography plans were submitted with 92DR32.
- A tabulation of the land area to be devoted to various uses has been provided within the narrative.
- A project phasing plan has been provided, see applicant's narrative and the specific timeframe for completion is between 1-7 years. Buildings in the Master Plan area have already been constructed. The applicant is and will be requesting Stage II Master Plan for all new development on the site concurrent with this application. See Request B.
- Any necessary performance bonds will be required.
- Site Design Review for the new development is requested with this application. See Request C.
- A Waiver is requested for height. See Request D.
- A Type B Tree Removal is requested for removal of two trees. See Request E.

Section 4.023 Expiration of Development Approvals

A9. Review Criterion: "Except for Specific Area Plans (SAP), land use and development permits and approvals, including both Stage I and Stage II Planned Development approvals, shall be valid for a maximum of two years, unless extended as provided in this Section."

Finding: This criterion is satisfied.

Details of Finding: It is understood the requested approval will expire after two (2) years unless extended.

Standards Applying to Commercial Development in Any Zone

Subsection 4.116 (.01)-(.10)

A10. Review Criterion: “Commercial developments shall be planned in the form of centers or complexes as provided in the City’s Comprehensive Plan. As noted in the Comprehensive Plan, Wilsonville’s focus on centers or complexes is intended to limit strip commercial development.”

Finding: This criterion is satisfied.

Details of Finding: The subject site is an established Family Fun Center. It does not result in strip commercial development. The applicant is proposing a series of modernization improvements to the Family Fun Center. The improvements will be phased over the next 1-7 years. They are all consistent with the overall entertainment function provided by the Fun Center.

Subsection 4.131.05 (.01) Purpose of Planned Development Commercial-Town Center

A11. Review Criterion: “The purpose of this zoning is to permit and encourage a Town Center, adhering to planned commercial and planned development concepts...”

Finding: This criterion is satisfied.

Details of Finding: The proposed uses are consistent with the purpose of the PDC-TC zone as they include entertainment uses. The prior approvals allowed for outdoor activities as being consistent with the allowed entertainment function being provided.

Subsection 4.131.05 (.03) Example of uses that are typically recommended in PDC-TC Zone

A12. Review Criteria: Uses that are typically recommended: Listed A. through E.

Finding: These criteria are satisfied.

Details of Finding: The existing uses include the following listed in this subsection: Entertainment under A.

Subsection 4.135 (.04) Block and Access Standards in PDC-TC Zone

A13. Review Criterion: “The PDC-TC zone shall be subject to the same block and access standards as the PDC zone, Section 4.131(.02) and (.03).”

Finding: This criterion is satisfied.

Details of Finding: The previously approved block spacing and access is not being changed. The Stage I Master Plan area will continue to be in compliance with these standards including adequate connectivity.

SUMMARY FINDINGS FOR DB12-0070 – Stage I Modification to a Final Development Plan:

- A14.** The applicant's response findings demonstrate that the proposed Stage I Modification to a Final Development Plan should be approved.

**REQUEST B
DB12-0071: STAGE II
CONCLUSIONARY FINDINGS**

Planned Development Regulations

Subsection 4.140 (.01) Purpose of Planned Development Regulations

- B1. Review Criterion:** The proposed Stage II Final Plan shall be consistent with the Planned Development Regulations purpose statement.

Finding: This criterion is satisfied.

Details of Finding: Based on the information provided by the applicant in their narrative, staff is of the professional opinion that the purpose of the planned development regulations is met by the proposed Stage II Final Plan.

Subsection 4.140 (.02) Lot Qualifications for Planned Developments

- B2. Review Criterion:** "Planned Development may be established on lots which are suitable for and of a size to be planned and developed in a manner consistent with the purposes and objectives of Section 4.140."

Finding: This criterion is satisfied.

Details of Finding: The lot of the subject development site is of sufficient size to be developed in a manner consistent with the purposes and objectives of Section 4.140.

- B3. Review Criteria:** "Any site designated for development in the Comprehensive Plan may be developed as a Planned Development, provided that it is zoned 'PD.' All sites which are greater than two (2) acres in size, and designated in the Comprehensive Plan for commercial, residential, or industrial use shall be developed as Planned Developments, unless approved for other uses permitted by the Development Code."

Finding: These criteria are satisfied.

Details of Finding: The development site is greater than 2 acres, is designated for commercial development in the Comprehensive Plan, and is zoned Planned Development Commercial-Town Center. The property will be developed as a component of a planned development in accordance with this subsection.

Subsection 4.140 (.03) Ownership Requirements for Submitting Planned Development Application

B4. Review Criterion: “The tract or tracts of land included in a proposed Planned Development must be in one (1) ownership or control or the subject of a joint application by the owners of all the property included.”

Finding: This criterion is satisfied.

Details of Finding: The land included in the proposed Stage II Final Plan is under the single ownership of Wilsonville Land Partnership, dba Wilsonville Family Fun Center, Darren Harmon, General Manager. The property owner, through signature on the development application, has given approval for submission of the application.

Subsection 4.140 (.04) Professional Design Team Required for Planned Developments

B5. Review Criteria: “The applicant for all proposed Planned Developments shall certify that the professional services of the appropriate professionals have been utilized in the planning process for development. One of the professional consultants chosen by the applicant shall be designated to be responsible for conferring with the planning staff with respect to the concept and details of the plan.”

Finding: These criteria are satisfied.

Details of Finding: As can be found in the applicant’s submitted materials, appropriate professionals have been involved in the planning and permitting process. Ben Altman of SFA Design Group has been designated the coordinator for the planning portion of the project.

Subsection 4.140 (.05) Planned Development Permit Process

B6. Review Criteria: “All parcels of land exceeding two (2) acres in size that are to be used for residential, commercial or industrial development, shall, prior to the issuance of any building permit:

1. Be zoned for planned development;
2. Obtain a planned development permit; and
3. Obtain Development Review Board, or, on appeal, City Council approval.”

Finding: These criteria are satisfied.

Details of Finding: The subject property is greater than 2 acres, is designated for commercial development in the Comprehensive Plan, and is zoned Planned Development Commercial-Town Center. The property has been and continues to be developed as a planned development in accordance with this subsection.

Stage II Final Plan Submission Requirements and Process

Subsection 4.140 (.09) A. Timing of Submission

B7. Review Criterion: “Unless an extension has been granted by the Development Review Board, within two (2) years after the approval or modified approval of a preliminary development plan (Stage I), the applicant shall file with the City Planning Department a final plan for the entire development or when submission in stages has been authorized pursuant to Section 4.035 for the first unit of the development”

Finding: This criterion is satisfied.

Details of Finding: The applicant is submitting a Stage II Master Plan for a portion of the proposed modifications, concurrently with a revised Stage I Master Plan.

Subsection 4.140 (.09) B. Determination by Development Review Board

B8. Review Criterion: “the Development Review Board shall determine whether the proposal conforms to the permit criteria set forth in this Code, and shall approve, conditionally approve, or disapprove the application”.

Finding: This criterion is satisfied.

Details of Finding: The Development Review Board is considering all applicable permit criteria set forth in the Planning and Land Development Code and staff is recommending the Development Review Board approve the application with conditions of approval.

Subsection 4.140 (.09) C. Conformance with Stage I and Additional Submission Requirements

B9. Review Criteria: “The final plan shall conform in all major respects with the approved preliminary development plan, and shall include all information included in the preliminary plan plus the following:” listed 1. through 6.

Finding: These criteria are satisfied.

Details of Finding: The applicant states, and staff concurs, that the Stage II plans substantially conform to the proposed revised Stage I Master plan. The applicant has provided the required drawings and other documents showing all the additional information required by this subsection.

Subsection 4.140 (.09) D. Stage II Final Plan Detail

B10. Review Criterion: “The final plan shall be sufficiently detailed to indicate fully the ultimate operation and appearance of the development or phase of development.”

Finding: This criterion is satisfied.

Details of Finding: The applicant has provided sufficiently detailed information to indicate fully the ultimate operation and appearance of the development, including a detailed site plan, elevation drawings, and material information.

Subsection 4.140 (.09) E. Submission of Legal Documents

B11. Review Criterion: “Copies of legal documents required by the Development Review Board for dedication or reservation of public facilities, or for the creation of a non-profit homeowner’s association, shall also be submitted.”

Finding: This criterion is satisfied.

Details of Finding: No additional legal documentation is required for dedication or reservation of public facilities.

Subsection 4.140 (.09) I. and Section 4.023 Expiration of Stage II Approval

B12. Review Criterion: This subsection and section identify the period for which Stage II approvals are valid.

Finding: This criterion is satisfied.

Details of Finding: The Stage II Approval, along with other associated applications, will expire two (2) years after approval, unless an extension is approved in accordance with these subsections.

Subsection 4.140 (.09) J. 1. Planned Development Permit Requirements: Conformance with Comprehensive Plan and other Applicable Plans and Ordinances

B13. Review Criteria: “The location, design, size and uses, both separately and as a whole, are consistent with the Comprehensive Plan, and with any other applicable plan, development map or Ordinance adopted by the City Council.”

Finding: These criteria are satisfied.

Details of Finding: The property is part of the Wilsonville Town Center. The location, design, and size are typical of the commercial zone and the surrounding development within the Wilsonville Town Center. To staff’s knowledge, the location, design, size, and uses are consistent with other applicable plans, maps, and ordinances, or will be by specific conditions of approval. The applicant has applied for a Waiver to Height, see Request D.

Subsection 4.140 (.09) J. 2. Planned Development Permit Requirements: Traffic Concurrency

B14. Review Criteria: “That the location, design, size and uses are such that traffic generated by the development at the most probable used intersection(s) can be accommodated safely and without congestion in excess of Level of Service D, as defined in the Highway Capacity Manual published by the National Highway Research Board, on existing or immediately planned arterial or collector streets and will, in the case of commercial or industrial developments, avoid traversing local streets. Immediately planned arterial and collector streets are those listed in the

City's adopted Capital Improvement Program, for which funding has been approved or committed, and that are scheduled for completion within two years of occupancy of the development or four year if they are an associated crossing, interchange, or approach street improvement to Interstate 5." Additional qualifiers and criteria listed a. through e.

Finding: These criteria are satisfied.

Details of Finding: A traffic impact study waiver was submitted for the proposed development and was subsequently approved by the City of Wilsonville Engineering Division.

Subsection 4.140 (.09) J. 3. Planned Development Permit Requirements: Facilities and Services Concurrency

B15. Review Criteria: "That the location, design, size and uses are such that the residents or establishments to be accommodated will be adequately served by existing or immediately planned facilities and services."

Finding: These criteria are satisfied.

Details of Finding: Facilities and services, including utilities, are available and sufficient to serve the proposed development.

Subsection 4.140 (.09) L. Adherence to Approved Plan and Modification Thereof

B16. Review Criteria: "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. The approved final plan and stage development schedule shall control the issuance of all building permits and shall restrict the nature, location and design of all uses. Minor changes in an approved preliminary or final development plan may be approved by the Director of Planning if such changes are consistent with the purposes and general character of the development plan. All other modifications, including extension or revision of the stage development schedule, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements."

Finding: These criteria are satisfied or will be satisfied by Condition of Approval PDB 1.

Details of Finding: Condition of Approval PDB 1 ensures adherence to approved plans except for minor revisions by the Planning Director.

Comprehensive Plan and Zoning: Planned Development Commercial

B17. Review Criterion: This subsection lists a number of requirements for commercial development such as setback, lot size, lot coverage, and street frontage requirements.

Finding: This criterion is satisfied.

Details of Finding: The subject property contains one zoning district – PDC-TC. The Comprehensive Plan identifies the subject property as Commercial.

Subsection 4.118.03(B): Waivers

B18. Review Criteria: “Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may” waive a number of standards as listed in A. through E.

Finding: These criteria are satisfied.

Details of Finding: The applicant is seeking a height waiver to the Planned Development Regulations of 35 feet for a 74’ tower. See Request D.

Subsection 4.118 (.03) E. Other Requirements or Restrictions

B19. Review Criteria: “Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may adopt other requirements or restrictions, inclusive of, but not limited to, the following:” Listed 1. through 12.

Finding: These criteria will be satisfied by Condition of Approval PDB 3.

Details of Finding: Under 92PC05, Condition #30, staff finds that City Council made an additional condition of approval regarding the operation of the batting cage. Because of the noise sensitivity of the adjacent residential to the north the hours of operation were restricted. The previous condition prohibited operation of the batting cage between 10 p.m. and the regular opening time. Staff finds that the zip line amusement ride is a similar type-use related to noise and will be located much closer to the residential than the batting cage. Limiting the operation time will give assurance that this amusement ride will not be a nuisance to adjacent residents regarding noise. Therefore, staff finds that the operation of the zip line amusement ride shall be prohibited between the hours of 10 p.m. and the regular opening time. (See Condition of Approval PDB 3 and Exhibit A2)

Subsection 4.118 (.04) Effect of Determination of Compliance and Conditions of Approval on Development Cost

B20. Review Criteria: “The Planning Director and Development Review Board shall, in making their determination of compliance in attaching conditions, consider the effects of this action on availability and cost. The provisions of this section shall not be used in such a manner that additional conditions, either singularly or cumulatively, have the effect of unnecessarily increasing the cost of development. However, consideration of these factors shall not prevent the Board from imposing conditions of approval necessary to meet the minimum requirements of the Comprehensive Plan and Code.”

Finding: These criteria are satisfied.

Details of Finding: It is staff’s professional opinion that the determination of compliance or attached conditions do not unnecessarily increase the cost of development, and no evidence has been submitted to the contrary.

Parking and Loading

Subsection 4.155 (.02) General Parking Provisions

B21. Review Criteria: This subsection lists a number of general provisions for parking.

Finding: These criteria are satisfied.

Details of Finding: The parking lot and access drives already exist for the Family Fun Center.

Subsection 4.155 (.03) B. 8. Parking Minimum and Maximum

B22. Review Criteria: “Tables 5, below, shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space.”

Finding: These criteria are satisfied.

Details of Finding: The applicant has submitted summary findings with regard to parking. The applicant notes that 275 off-street parking spaces presently exist on the site. The applicant has proposed the reduction of two parking spaces. Based on the most recent approval, 03DB32, 222 parking spaces are required for the Family Fun Center. With the reduction of 2 spaces, the site will be providing 273 spaces. This standard is satisfied by the proposed off-street parking.

Natural Features

Section 4.171 Protection of Natural Features and Other Resources

B23. Review Criteria: This section provides for the protection of a number of natural features and other resources including: general terrain preparation, hillsides, trees and wooded areas, high voltage powerline easements and rights of way and petroleum pipeline easements, earth movement hazard areas, soil hazard areas, historic resources, and cultural resources.

Finding: These criteria are satisfied.

Details of Finding: The site was developed as a Family Fun Center in 1994. Cultivated landscape materials have been installed, but no natural features remain, as a result. The majority of existing trees are being preserved as part of the development. See Arborists Report in Exhibit B1-Applicant’s Narrative.

Public Safety and Crime Prevention

Subsection 4.175 (.01) Design to Deter Crime and Ensure Public Safety

B24. Review Criteria: “All developments shall be designed to deter crime and insure public safety.”

Finding: These criteria are satisfied.

Details of Finding: According to the applicant the development has been designed to deter crime and insure public safety. The site has existing surveillance. No new lighting is proposed besides the FAA obstruction beacon at the top of the tower. See Exhibit B1.3 for details of the FAA obstruction beacon.

Subsection 4.175 (.02) Addressing and Directional Signing

B25. Review Criteria: “Addressing and directional signing shall be designed to assure identification of all buildings and structures by emergency response personnel, as well as the general public.”

Finding: These criteria are satisfied.

Details of Finding: All the buildings are clearly visible from the adjacent right-of-way from which they can be accessed. The address signs are existing and are easy to identify.

Subsection 4.175 (.03) Surveillance and Police Access

B26. Review Criterion: “Areas vulnerable to crime shall be designed to allow surveillance. Parking and loading areas shall be designed for access by police in the course of routine patrol duties.”

Finding: This criterion is satisfied.

Details of Finding: The parking and loading areas are easily assessable and no areas of particular vulnerability to crime have been identified warranting additional surveillance.

Subsection 4.175 (.04) Lighting to Discourage Crime

B27. Review Criterion: “Exterior lighting shall be designed and oriented to discourage crime.”

Finding: This criterion is satisfied.

Details of Finding: The lighting on the site is existing, the applicant does not propose any new lighting besides the FAA obstruction beacon at the top of the tower. See Exhibit B1.3.

Landscaping Standards

Subsection 4.176 (.01) Purpose of Landscape, Screening, and Buffering

B28. Review Criteria: “This Section consists of landscaping and screening standards and regulations for use throughout the City. The regulations address materials, placement, layout, and timing of installation. The City recognizes the ecological and economic value of landscaping and requires the use of landscaping and other screening or buffering to:” Listed A. through K.

Finding: These criteria will be satisfied by Condition of Approval PDC 2.

Details of Finding: In complying with the various landscape standards in Section 4.176 the applicant does not propose any new landscaping. Adequate screening is proposed around the mechanical equipment of the tower. The applicant proposes a chain-link fence with green slats. See Exhibit B1.4-Colors & Materials.

Section 4.177 Street Improvement Standards

Subsection 4.177 (.01) (A)-(B)

B29. Review Criteria: “Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards.”

Finding: These criteria are satisfied.

Details of Finding: The site abuts SW Town Center Loop W. Street improvements currently exist along the frontage of the site. SW Town Center Loop W is classified by the City’s Transportation System Plan (TSP) as a Major Arterial.

Subsection 4.177 (.01) E. Access Drives and Travel Lanes

B30. Review Criteria: This subsection sets standards for access drives and travel lanes.

Finding: These criteria are satisfied.

Details of Finding: Access points are existing to the development and include two (2) driveway approaches on SW Town Center Loop W.

Subsection 4.177 (.01) F. Corner or Clear Vision Area

B31. Review Criteria: “A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:” Listed a. through e.

Finding: These criteria are satisfied.

Details of Finding: Clear vision areas and vertical clearance have been reviewed by the City Engineering Division to assure compliance with the Section 4.177.

Sections 4.199.20 Outdoor Lighting

B32. Review Criterion: This section states that the outdoor lighting ordinance is applicable to “Installation of new exterior lighting systems in public facility, commercial, industrial and multi-family housing projects with common areas” and “Major additions or modifications (as defined in this Section) to existing exterior lighting systems in public facility, commercial, industrial and multi-family housing projects with common areas.” In addition the exempt luminaires and lighting systems are listed.

Finding: These criteria are satisfied.

Details of Finding: The applicant is not proposing any new lighting besides the required FAA obstruction beacon at the top of the tower. Spec sheets are included as Exhibit B1.3

Sections 4.300-4.320 Underground Installation of Utilities

B33. Review Criteria: These sections list requirements regarding the underground installation of utilities.

Finding: These criteria are satisfied.

Details of Finding: There are no existing overhead facilities that require undergrounding as part of this development. All new utilities associated with the development are proposed to be installed underground.

SUMMARY FINDINGS FOR DB12-0071 – Stage II Final Development Plan:

B34. The applicant's response findings demonstrate that the proposed Stage II Final Development Plan should be approved.

**REQUEST C
DB12-0072: SITE DESIGN REVIEW
CONCLUSIONARY FINDINGS**

The applicant is requesting approval of Site Design Plans to install a 74' support tower for a Zip Line amusement ride for the Wilsonville Family Fun Center. The details of the proposal are found beginning on page 1 of the compliance narrative (Exhibit B1).

Site Design Review

Subsection 4.400 (.01) Excessive Uniformity, Inappropriateness of Design, Etc.

C1. Review Criteria: "Excessive uniformity, inappropriateness or poor design of the exterior appearance of structures and signs and the lack of proper attention to site development and landscaping in the business, commercial, industrial and certain residential areas of the City hinders the harmonious development of the City, impairs the desirability of residence, investment or occupation in the City, limits the opportunity to attain the optimum use in value and improvements, adversely affects the stability and value of property, produces degeneration of property in such areas and with attendant deterioration of conditions affecting the peace, health and welfare, and destroys a proper relationship between the taxable value of property and the cost of municipal services therefor."

Finding: These criteria are satisfied.

Details of Finding: It is staff's professional opinion that the proposed development will not result in excessive uniformity, inappropriateness or poor design, and the

proper attention has been paid to site development. The 74 foot tower will be painted a tan color with green slats in the fencing for screening of mechanical equipment on the ground to blend it with the backdrop of large conifer trees.

Subsection 4.400 (.02) Purposes of Objectives of Site Design Review

C2. Review Criterion: “The City Council declares that the purposes and objectives of site development requirements and the site design review procedure are to:” Listed A through J.

Finding: These criteria are satisfied.

Details of Finding: It is staff’s professional opinion that the applicant has provided sufficient information demonstrating compliance with the purposes and objectives of site design review. Among the information provided is a written response to these purposes and objectives on pages 31 through 32 of the applicant’s compliance narrative. (Exhibit B1)

Section 4.420 Site Design Review-Jurisdiction and Power of the Board

C3. Review Criteria: The section states the jurisdiction and power of the Development Review Board in relation to site design review including the application of the section, that development is required in accord with plans, and variance information.

Finding: These criteria will be satisfied by Condition of Approval PDC 1.

Details of Finding: A condition of approval has been included to ensure construction, site development, and landscaping are carried out in substantial accord with the Development Review Board approved plans, drawings, sketches, and other documents. No building permits will be granted prior to development review board approval. No variances are requested from site development requirements.

Subsection 4.421 (.01) Site Design Review-Design Standards

C4. Review Criteria: “The following standards shall be utilized by the Board in reviewing the plans, drawings, sketches and other documents required for Site Design Review. These standards are intended to provide a frame of reference for the applicant in the development of site and building plans as well as a method of review for the Board. These standards shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention and innovation. The specifications of one or more particular architectural styles is not included in these standards.” Listed A through G.

Finding: These criteria are satisfied.

Details of Finding: The applicant has provided sufficient information demonstrating compliance with the standards of this subsection. Among the information provided is a written response to these standards on page 33 of their compliance narrative. (Exhibit B1)

Subsection 4.421 (.02) Applicability of Design Standards to Various Site Features

- C5. Review Criteria:** “The standards of review outlined in Sections (a) through (g) above shall also apply to all accessory buildings, structures, exterior signs and other site features, however related to the major buildings or structures.”
Finding: These criteria are satisfied.
Details of Finding: Design standards have been applied to the proposed structure, and other site features.

Subsection 4.421 (.03) Objectives of Section 4.400 Serve as Additional Criteria and Standards

- C6. Review Criteria:** “The Board shall also be guided by the purpose of Section 4.400, and such objectives shall serve as additional criteria and standards.”
Finding: These criteria are satisfied.
Details of Finding: The purposes and objectives in Section 4.400 are being used as additional criteria and standards. See Finding C2 above.

Subsection 4.421 (.05) Site Design Review-Conditions of Approval

- C7. Review Criterion:** “The Board may attach certain development or use conditions in granting an approval that are determined necessary to insure the proper and efficient functioning of the development, consistent with the intent of the Comprehensive Plan, allowed densities and the requirements of this Code.”
Finding: These criteria are satisfied.
Details of Finding: Under 92PC05, Condition #30, staff finds that City Council made an additional condition of approval that the operation of the batting cage was prohibited between the hours of 10 p.m. and the regular opening time. (See Finding B19 above, Condition of Approval PDB 3 and Exhibit A2)

Subsection 4.421 (.06) Color or Materials Requirements

- C8. Review Criterion:** “The Board or Planning Director may require that certain paints or colors of materials be used in approving applications. Such requirements shall only be applied when site development or other land use applications are being reviewed by the City.”
Finding: This criterion is satisfied.
Details of Finding: It is the professional opinion of staff that the proposed coloring is appropriate for the proposed development and no additional requirements are necessary.

Section 4.430 Design of Trash and Recycling Enclosures

C9. Review Criteria: “The following locations, design and access standards for mixed solid waste and recycling storage areas shall be applicable to the requirements of Section 4.179 of the Wilsonville City Code.” Listed (.02) A. through (.04) C.

Finding: These criteria are satisfied.

Details of Finding: The applicant is not proposing any new trash enclosures. The existing enclosures were reviewed with the previous applications listed above.

Section 4.440 Site Design Review-Procedures

C10. Review Criteria: “A prospective applicant for a building or other permit who is subject to site design review shall submit to the Planning Department, in addition to the requirements of Section 4.035, the following:” Listed A through F.

Finding: These criteria are satisfied.

Details of Finding: The applicant has submitted the required additional materials, as applicable.

Section 4.442 Time Limit on Approval

C11. Review Criterion: “Site design review approval shall be void after two (2) years unless a building permit has been issued and substantial development pursuant thereto has taken place; or an extension is granted by motion of the Board.

Finding: This criterion is satisfied.

Details of Finding: The applicant has indicated that they will pursue development within two (2) years and 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.

Subsection 4.450 (.01) Landscape Installation or Bonding

C12. Review Criterion: “All landscaping required by this section and approved by the Board shall be installed prior to issuance of occupancy permits, unless security equal to one hundred and ten percent (110%) of the cost of the landscaping as determined by the Planning Director is filed with the City assuring such installation within six (6) months of occupancy. "Security" is cash, certified check, time certificates of deposit, assignment of a savings account or such other assurance of completion as shall meet with the approval of the City Attorney. In such cases the developer shall also provide written authorization, to the satisfaction of the City Attorney, for the City or its designees to enter the property and complete the landscaping as approved. If the installation of the landscaping is not completed within the six-month period, or within an extension of time authorized by the Board, the security may be used by the City to complete the installation. Upon

completion of the installation, any portion of the remaining security deposited with the City shall be returned to the applicant.”

Finding: These criteria are satisfied.

Details of Finding: The applicant is not proposing any new landscaping with this application.

Parking

Subsection 4.155 (.02) Provision and Maintenance of Off-Street Parking

C13. Review Criteria: This subsection lists general provisions for parking, A. through O.

Finding: These criteria are satisfied.

Details of Finding: The applicant is proposing a minor modification to the existing parking area by removing two parking spaces for the proposed tower.

Subsection 4.155 (.03) B. 1.-3. Landscaping of Parking Areas

C14. Review Criteria: “Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:” Listed 1. through 3.

Finding: These criteria are satisfied.

Details of Finding: The applicant is not proposing any new landscaping with this proposal.

Landscaping

Subsection 4.176 (.02) B. Landscape Standards and Compliance with Code

C15. Review Criterion: “All landscaping and screening required by this Code must comply with all of the provisions of this Section, unless specifically waived or granted a Variance as otherwise provided in the Code. The landscaping standards are minimum requirements; higher standards can be substituted as long as fence and vegetation-height limitations are met. Where the standards set a minimum based on square footage or linear footage, they shall be interpreted as applying to each complete or partial increment of area or length”

Finding: This criterion is satisfied.

Details of Finding: No waivers or variances to landscape standards have been requested. Thus all screening must comply with standards of this section.

Subsection 4.176 (.03) Landscape Area and Locations

C16. Review Criteria: “Not less than fifteen percent (15%) of the total lot area, shall be landscaped with vegetative plant materials. The ten percent (10%) parking area landscaping required by section 4.155.03(B)(1) is included in the fifteen percent

(15%) total lot landscaping requirement. Landscaping shall be located in at least three separate and distinct areas of the lot, one of which must be in the contiguous frontage area. Planting areas shall be encouraged adjacent to structures. Landscaping shall be used to define, soften or screen the appearance of buildings and off-street parking areas. Materials to be installed shall achieve a balance between various plant forms, textures, and heights. The installation of native plant materials shall be used whenever practicable.”

Finding: These criteria are satisfied.

Details of Finding: The applicant is not proposing any new landscaping with this project, therefore all landscaping exists and has been reviewed by previous approvals.

Subsection 4.176 (.04) Buffering and Screening

C17. Review Criteria: “Additional to the standards of this subsection, the requirements of the Section 4.137.5 (Screening and Buffering Overlay Zone) shall also be applied, where applicable.

C. All exterior, roof and ground mounted, mechanical and utility equipment shall be screened from ground level off-site view from adjacent streets or properties.

D. All outdoor storage areas shall be screened from public view, unless visible storage has been approved for the site by the Development Review Board or Planning Director acting on a development permit.

E. In all cases other than for industrial uses in industrial zones, landscaping shall be designed to screen loading areas and docks, and truck parking.

F. In any zone any fence over six (6) feet high measured from soil surface at the outside of fenceline shall require Development Review Board approval.”

Finding: These criteria will be satisfied by Condition of Approval PDC 2.

Details of Finding: Consistent with the proposed Stage II Final Plan, adequate screening is proposed around the mechanical equipment of the tower. The applicant proposes a chain-link fence with green slats. (See also Finding B28 under Request B and Exhibit B1.4- Colors and Materials)

Section 4.177 Street Improvement Standards

C18. Review Criteria: This section establishes standards for sidewalks and pathways.

Finding: These criteria are satisfied.

Details of Finding: The design of access improvements and improvements within the street right-of-way were approved under previous applications.

Section 4.178 Sidewalk and Pathway Standards

C19. Review Criteria: This section establishes standards for sidewalks and pathways.

Finding: These criteria are satisfied.

Details of Finding: The sidewalks and pathways already exist on the site, the applicant is not proposing any new infrastructure.

Section 4.179 Mixed Solid Waste and Recyclables Storage

C20. Review Criterion: This section establishes standards for mixed solid waste and recyclables storage in new multi-family residential and non-residential buildings.

Finding: This criterion is satisfied.

Details of Finding: The applicant does not propose any new mixed solid waste or recyclables storage.

Outdoor Lighting

Section 4.199.20 Applicability of Outdoor Lighting Standards

C21. Review Criterion: This section states that the outdoor lighting ordinance is applicable to “Installation of new exterior lighting systems in public facility, commercial, industrial and multi-family housing projects with common areas” and “Major additions or modifications (as defined in this Section) to existing exterior lighting systems in public facility, commercial, industrial and multi-family housing projects with common areas.” In addition the exempt luminaires and lighting systems are listed.

Finding: This criterion is satisfied.

Details of Finding: The applicant is not proposing any new lighting besides the required FAA obstruction beacon at the top of the tower. Spec sheets are included as Exhibit B1.3

SUMMARY FINDINGS FOR DB12-0072 – Site Design Review:

C22. The applicant has borne the burden of proof in demonstrating that the proposed Site Design Review plans should be approved.

**REQUEST D
DB12-0073: HEIGHT WAIVER
CONCLUSIONARY FINDINGS**

Subsection 4.118 (.03) A. Waiver of Typical Development Standards

D1. Review Criteria: This subsection establishes that “notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purpose and objectives of Section 4.140, and based on findings of fact supported by the record” may waive a number of typical development standards including height requirements.

Finding: These criteria are satisfied.

Details of Finding: This request includes a waiver to the 35 foot height limitation of the PDC-TC Zone. The applicant is proposing a 74 foot support tower for a Zip Line to maintain safe vertical clearance under the travel of the line. The proposed 74 foot tower will have a similar visual impact to typical cell towers. (See Exhibit B2 for Surrounding Building Height Plan Sheet) However, this tower will have a backdrop of various tall trees, ranging from 10 to over 60 feet in height. The tower is setback 210 feet from Town Center Loop W and 130 feet from the adjacent apartments to the north. The tower is a support structure, with technical design requirements that determine its ultimate height of 74 feet. This is a mono-pole design, which minimizes its profile and visual image. It is consistent with the overall entertainment function of the Fun Center. Surrounding development includes 2-3 story buildings, including the apartments to the north, the theater to the south, has a tall architectural glass tower measuring 53 feet and the Capital Realty Building to the southeast measures 48 feet.

Subsection 4.140 (.01) B. Purpose and Objectives of Planned Development Regulations

D2. Review Criteria: This subsection establishes the purpose of the Planned Development Regulations which are as follows:

- To take advantage of advances in technology, architectural design, and functional land use design;
- To recognize the problems of population density, distribution and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objectives detailed in the comprehensive plan;
- To produce a comprehensive development equal to or better than that resulting from traditional lot land use development.
- To permit flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas, and to more efficiently utilize potentials of sites characterized by special features of geography, topography, size or shape or characterized by problems of flood hazard, severe soil limitations, or other hazards;
- To permit flexibility in the height of buildings while maintaining a ratio of site area to dwelling units that is consistent with the densities established by the Comprehensive Plan and the intent of the Plan to provide open space, outdoor living area and buffering of low-density development.
- To allow development only where necessary and adequate services and facilities are available or provisions have been made to provide these services and facilities.
- To permit mixed uses where it can clearly be demonstrated to be of benefit to the users and can be shown to be consistent with the intent of the Comprehensive Plan.

- To allow flexibility and innovation in adapting to changes in the economic and technological climate.

Finding: These criteria are satisfied.

Details of Finding: The applicant states the following on page 23 of the compliance narrative:

“The Fun Center has already been determined to be a compatible and complimentary use within the Town Center. The color scheme (tan) is subtle so as to not draw undue attention to the tower and detract from the overall attractiveness of the Town Center. The applicant has decided the tower will not be lighted, except for the required FAA obstruction beacon.

Similar to a cell tower, the Zip Line Tower’s height is a matter of functional requirements. We believe the tower is consistent with the overall recreational and entertainment purposes of the Fun Center and its height must be considered in this context.

The Zip Line only adds to the overall recreation and entertainment functions provided at the Fun Center and thereby contributes to the stable environment within the Town Center. It is designed to minimize visual impact, while maintaining the functional requirements for the ride, which necessitates height to create the drop for the zip line. The vertical monopole design results in a smaller footprint with limited visual impact as compared to a bulkier commercial building of similar height. The result is maximum efficient use of limited commercial land.

The applicant’s design team has carefully coordinated the design with the Deputy Fire Marshal and the City’s Building Department to ensure that adequate fire and emergency response capabilities support the proposed 74 foot tower. It is anticipated that special training and practice rescue operations will be coordinated with the Fire District.”

Staff concurs that these points show the proposed height waiver for the tower meets the purpose and objectives of the planned development regulations.

**REQUEST E TR13-0002:
TYPE B TREE REMOVAL
CONCLUSIONARY FINDINGS**

Section 4.610.10 Guidelines and Limitations on Tree Removal

E1. This section limits tree removal to, among other criteria, when tree removal is necessary for construction, when trees are diseased, become a nuisance, hazard, or interfere with the healthy growth of other trees. The two Callery pear trees that are

proposed for removal are necessary for construction of the zip line tower. This reason falls within the limits set by this subsection. (See Exhibit B2-Arborist Report)

Section 4.610.20 (.02) Type A Tree Removal Criteria

E2. This subsection stipulates that if a request does not meet the criteria in Subsection 4.610.20 (.01) to be reviewed as a Type A application, it may be submitted as a Type B application. The request involves the removal of trees planted and preserved as a condition of development and, therefore it does not meet the criteria to be reviewed as a Type A application. It is therefore being reviewed as a Type B application. This provision is satisfied.

Subsection 4.610.20 (.03) and Subsection 4.610.30 (.02) Submittal Requirements

E3. As indicated in the table below the Applicant has either submitted the required documentation, or has been granted a waiver under Subsection 4.610.30 (02) H. The requirements of these subsections are thus satisfied.

Requirement	Submitted	Waiver Granted		Condition of Approval	Not Applicable	Additional findings/not es
		Info Already Available to	Info Not Necessary for			
Statement why removal is necessary	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Description of trees (common name, d.b.h.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Name of person removing (if known)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Time of removal (if known)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Map showing location of tree(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Arborist's Report (health and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

condition, species, common name, d.b.h.)						
Tree protection information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Replacement tree description (species, size, number, cost)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Copy of CC&R's	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Additional findings:

Subsection 4.610.30 (.03) Review Process for Type B Tree Permits

E4. This subsection stipulates that Type B Permits shall be reviewed under the standards of Class II Administrative Review and the requirements of the Tree Preservation and Protection subchapter. This application has been reviewed according the standards and processes referenced in this subsection. This provision is satisfied.

Section 4.620.00 Tree Relocation, Mitigation, or Replacement

Subsection 4.620.00 (.01) Tree Replacement Required within One Year

E5. This subsection requires a Type B Tree Removal Permit grantee to replace or relocate each removed tree having six inches (6”) or greater d.b.h. within one year of removal. Two (2) trees are proposed for removal. The Applicant is proposing to replant one (1) tree in the grass area at the western entrance (shared with Les Schwab’s). The applicant states, “there is no other space available” for replanting and therefore will pay into the City’s tree fund for the other required mitigation tree. A condition of approval ensures the requirements of this subsection are met.

Subsection 4.620.00 (.02) Basis for Determining Replacement

E6. This subsection requires that removed trees be replaced on a basis of one (1) tree replanted for each tree removed. It also requires all replacement trees measure two inches (2”) caliper. One (1) tree is being replaced onsite and will be two inch (2”) caliper. The applicant will be paying into the City’s tree fund for the other tree. The provisions of this subsection are satisfied.

Subsection 4.620.00 (.03) A. Replacement Tree Requirements-Comparable Characteristics

E7. This subsection identifies the requirements for replacement trees including: having characteristics similar to removed trees; being appropriately chosen for the site from an approved tree species list provided by the City, and being of state Department of Agriculture Nursery Grade No. 1 or better. The applicant does not state what type of tree they will use as a replacement tree. Staff recommends the applicant plant a Callery Pear to be consistent with the plantings that are already on the site. A condition of approval ensures the requirements of this subsection are met.

Subsections 4.620.00 (.03) B. and C. Replacement Tree Requirements-Tree Care and Guarantee

E8. These subsections require replacement trees be staked, fertilized and mulched, and 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 the two (2) year period is required to be replaced. A condition of approval ensures the requirements of these subsections are met.

Subsection 4.620.00 (.3) D. Replacement Tree Requirements- Encouragement of Diversity of Species

E9. This subsection encourages a diversity of tree species to be planted. Two of the same variety are being removed. The applicant has not stated what type of tree they are proposing for replacement, however staff has recommended the same variety which will maintain substantially similar diversity of species on the property. This provision would be satisfied by a conditional of approval.

Subsection 4.620.00 (.04) Additional Requirements for Replacement Trees

E10. This subsection requires replacement trees consist of nursery stock that meets requirements of the American Association of Nurserymen (AAN) American Standards for Nursery Stock (ANSI Z60.1) for top grade. A condition of approval ensures the requirements of these subsections are met.

Subsection 4.620.00 (.05) Replacement Tree Location- Review Required

E11. This subsection requires the City to review tree replacement plans in order to provide optimum enhancement, preservation and protection of wooded areas. It requires that to the extent feasible and desirable, trees be replaced on site and within the same general area as the removed trees. Two trees are proposed to be removed. The landscape island is not large enough to accommodate replacement trees after the construction of the zip line tower and therefore the applicant has proposed the replacement tree in a different area of the site and to pay into the City's tree fund. The requirement of this subsection is met.

Edmonds, Blaise

From: Dave Kingery <Dave.Kingery@carlyle.com>
Sent: Monday, March 11, 2013 12:12 PM
To: Hoffman, Amanda; Edmonds, Blaise
Subject: Noise ordinance and Jory Trail

Amanda and Blaise,

Carlyle is Holland's partner on the Jory Trail multifamily development. While I appreciate that you also have concerns and have taken measures to bring this issue back to DRB, your recommendation will not prevent the shrieking and screaming that will be happening past 10 pm. While DRB appears to have discussed the noise issue extensively, I doubt any of them are residents of Jory Trail, or else I would expect they would have come to a different conclusion. I don't know how any of the adjacent residents will get any sleep on those nights (25 per year!!!). If there were single family houses backing to the site, their value would be less as a result of these actions.

How are you going to enforce keeping the noise down so the adjacent residents can sleep? I doubt a sign at the top of the zip line saying to please be quiet will work. Should we give our residents notices saying to please call the police if it is too noisy? Will the police just say tough luck, they have a Temporary Use Permit (even though it is subject to the noise ordinance), or will they actually enforce keeping the noise down? How will they enforce it? Who makes the judgment to determine if it is too noisy? If the first night proves too noisy, is there a way to go back to the 10:00 pm deadline or does the Temporary Use Permit give them an entire year of noisy events?

Maybe some of this is addressed in the noise ordinance, but your server is down and I haven't been able to get a copy. I just have no idea how you can control the shrieking and screaming to be within the intent of any reasonable noise ordinance.

David A. Kingery
Principal

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**CITY COUNCIL MEETING
 STAFF REPORT**

Meeting Date: March 18, 2013		Subject: Draft Transportation System Plan (TSP)	
		Staff Member: Nancy Kraushaar and Katie Mangle Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: The Planning Commission received the same information at their meetings on February 13 and March 13, 2013.	
Staff Recommendation: Staff respectfully recommends that the City Council review the draft TSP and provide staff with direction on preparing the plan for the adoption process this spring.			
Recommended Language for Motion: N/A			
PROJECT / ISSUE RELATES TO: Transportation System Plan (TSP) update			
<input checked="" type="checkbox"/> Council Goals/Priorities Goal #2 Ensure efficient, cost effective and sustainable infrastructure and development.	<input checked="" type="checkbox"/> Adopted Master Plan(s) TSP (2003) Bicycle and Pedestrian Master Plan (2006) Transit Master Plan (2008)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL: After a year of technical analysis and discussion with the community, the TSP update is now in the last phase of the project – compilation of the final document. The first draft of the plan is ready for public review, starting with the Planning Commission and City Council. The purpose of this meeting is to inform the City Council of the recommendations contained in the attached draft TSP and obtain direction on how to prepare the plan for adoption.

EXECUTIVE SUMMARY:

The TSP is the City's long-term policy and planning document for transportation improvements and includes a list of projects that will be implemented through the Capital Improvement Plan, development review, and occasionally by other agencies. Having a TSP in place is essential for the City to compete for regional, state, and federal funding for transportation projects as well as ensuring development pays its fair share through development impact fees. In addition, the TSP identifies the City's transportation system goals and objectives, projects needed to provide efficient transportation choices for all users, and design standards for a system that operates reliably, safely, and is complementary to surrounding land uses.

Wilsonville, like most other cities in the region, needs to update its TSP to keep current with changes in regional transportation policy. This plan is designed to meet those requirements, but it is important to note that most of the policies and projects come from the existing adopted plans – the 2003 TSP, Comprehensive Plan, Bicycle and Pedestrian Plan, Transit Master Plan, and Parks and Recreation Plan. Two objectives of this project have been 1) to create a TSP that builds on the years of community participation represented by all of these plans, while 2) creating a unified plan that represents the over-arching projects and policies in one place. The intent is that the TSP will serve as the transportation master plan, coordinating with the plans referenced above, which (aside from the 2003 TSP) will remain in place.

The draft plan incorporates input received to date from Council, Planning Commissioners, and the public. Most of the information and recommendations contained in the draft TSP document have already been reviewed by the Council and Planning Commission over the past year. This document gathers the most important information from the various technical memoranda and presents it in one unified plan.

The plan addresses issues of citywide importance and also projects and policies for specific modes of transportation. Some key ideas that show up throughout the plan include:

- Connectivity – making connections all over town to give everyone multiple choices for efficient travel and provide alternate routes that can preserve capacity of the main thoroughfares
- Safety - completing substandard facilities
- Planning ahead for development
- Funding improvements as development occurs – most improvements that are needed to serve development will be funded by the development
- Efficiency – identifying small, smart improvements that extend the life of the facilities we already have

EXPECTED RESULTS:

The project team will update the draft based on direction provided by Council, and the suggestions offered by the Planning Commission. A draft TSP document will be prepared for public hearings and the adoption process in the second quarter of 2013.

TIMELINE:

- February/March 2013: draft TSP will be presented to Planning Commission and City Council
- April 2013: Draft TSP, Implementing Ordinances and Adoption Findings prepared for public hearing notice
- May 2013: Planning Commission hearing
- June 2013: City Council hearing
- June 30, 2013: Grant funding contract expires

CURRENT YEAR BUDGET IMPACTS:

The TSP update is a TGM grant-funded project, administered through ODOT. Community Development staff are collaborating with DKS to perform the work. Staff time on the project is supported by the grant, which is factored into adopted budgets for each department. The project is on budget and schedule.

FINANCIAL REVIEW / COMMENTS: *[Item must be sent to Finance for review.]*

Reviewed by: _____ Date: _____

LEGAL REVIEW / COMMENT: Informational N/A

COMMUNITY INVOLVEMENT PROCESS:

In December, the City developed and hosted its first “online open house” to share the recommended priority capital projects. Approximately 300 people participated in the event, many more than likely would have attended a meeting at City Hall. It was easy for participants to submit comments: 27 people submitted detailed comments on the recommendations; 22 people participated in the project prioritization survey. See Attachment 2 for the comments received. In summary, the comments addressed:

- Canyon Creek Road: Several comments in support for extending it to connect with Town Center Loop Rd., for adding more pedestrian crossings to it, and a request to delay making this connection as long as possible.
- French Prairie Bridge: Support for the project, and some comments on the design of local connections to it.
- Day Road: Questions and comments about its future
- Sidewalks: Several comments requesting infill sidewalk improvements in neighborhoods
- Support for making the key street improvements that connect the city, and selective road widening
- Suggestions for how to prioritize projects.

To date, the community involvement process has involved several Planning Commission and City Council work sessions, three public open houses, a project web page which includes all of the project technical memorandums, four web-based project video and multiple news releases in the Boones Ferry Messenger.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

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

ALTERNATIVES:

Council may direct staff to modify the policies, projects, or programs recommended in the draft TSP.

CITY MANAGER COMMENT:

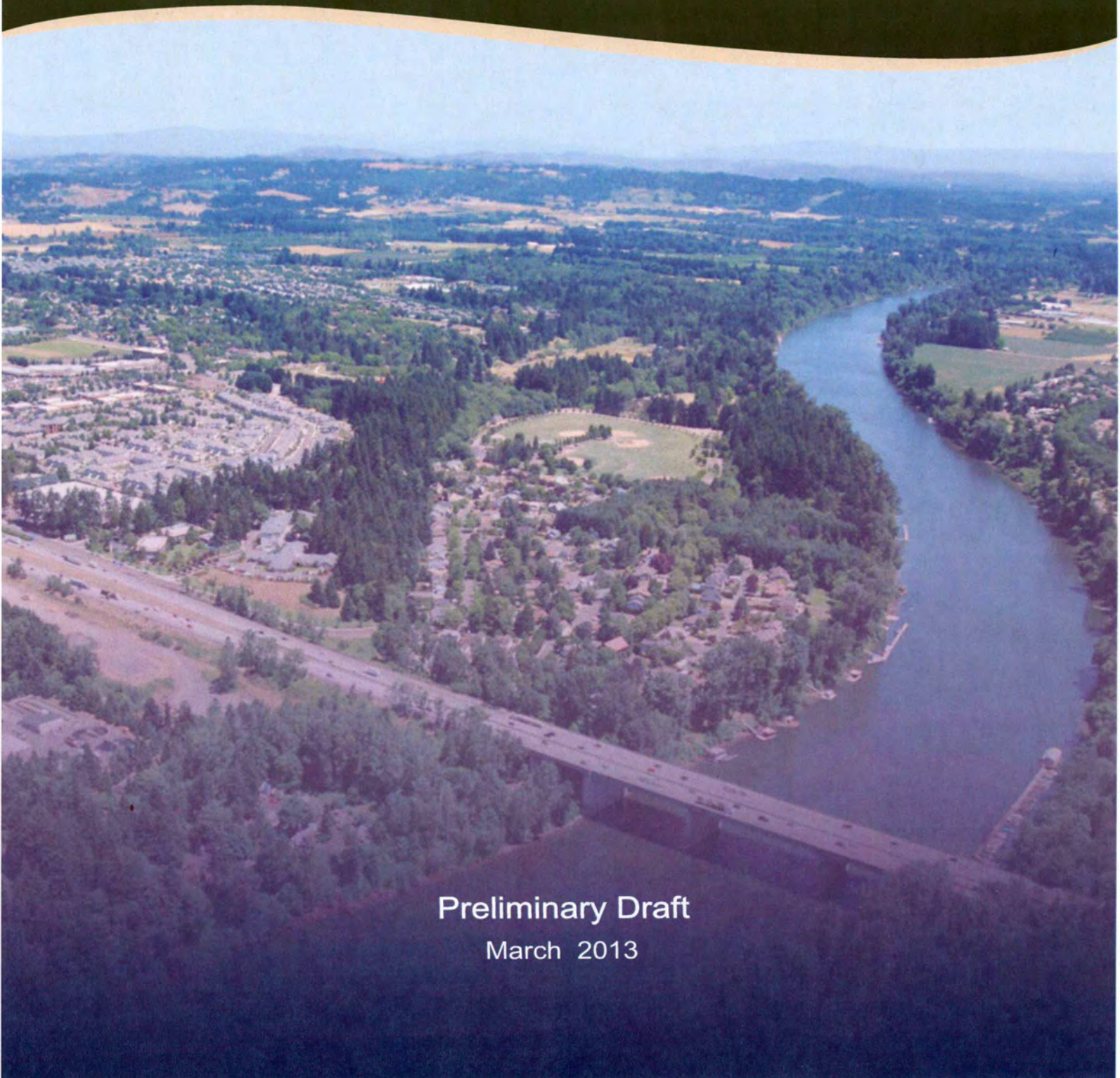
ATTACHMENTS

- A. Draft Transportation System Plan (TSP)
- B. Comments submitted on the draft project list during the December 2012 online open house
- C. Brown Road Extension Alternatives Comparison

THE TSP IS SEPARATELY BOUND



Wilsonville Transportation System Plan



Preliminary Draft

March 2013

Wilsonville Transportation System Plan

- Draft Outline -

Executive Summary

Chapter 1: The Context

Chapter 2: The Vision

Chapter 3: The Standards

Chapter 4: The Needs

Chapter 5: The Projects

Chapter 6: The Programs

Chapter 7: The Performance

Appendix

- All Prior Technical Memorandums
- Code Amendments
- Meeting Minutes and Publicity Information

Executive Summary



INTRODUCTION

The Wilsonville Transportation System Plan (TSP) is the City's long-term transportation plan and is an element of its Comprehensive Plan. It includes policies, projects, and programs that could be implemented through the City's Capital Improvement Plan, development requirements, or grant funding. The TSP's transportation planning story is outlined in the box at right, and the key findings of each TSP chapter are highlighted below.

THE CONTEXT (SEE CHAPTER 1)

The 2013 TSP process built upon two decades of community planning to create a complete community transportation plan that integrates all travel modes. This update is needed to account for changing economic and social circumstances and to ensure consistency with state and regional planning policies. It also ensures the City will be prepared to support land use growth within the urban growth boundary through the 2035 planning horizon.

The City's future financial outlook was also evaluated to identify the City's forecasted resources and financial limitations. The City draws upon multiple funding sources to manage, operate, and improve its transportation system. For capital improvement projects, the City relies heavily on developer contributions and fees (including system development charges) and urban renewal funds, which are primarily associated with new growth areas. With ongoing planning and investment in its transportation system, the City can continue to serve its residents, businesses, and the region.

A TRANSPORTATION PLANNING STORY

The TSP chapters tell a story of how the City's planning efforts are helping the community achieve its desired transportation system:

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

THE VISION (SEE CHAPTER 2)

As Wilsonville grows, it is essential for the community to work collaboratively toward its shared vision, which is summarized in the call-out box at right.

Transportation goals and policies form the bases for how the local transportation system will be developed and maintained through 2035. Wilsonville’s seven transportation goals are identified in the table below. The City’s vision and goals support a multimodal approach to transportation.

WILSONVILLE’S TRANSPORTATION VISION

Wilsonville’s coordinated multimodal transportation system is strategically designed and collaboratively built. Our system provides mode and route choices, delivering safe and convenient local accessibility to assure that Wilsonville retains its high levels of quality of life and economic health. Our local accessibility is further enhanced through arterial connectivity with our neighboring communities, thereby providing excellent intercity and interstate mobility serving our residential and business needs. The system is designed, built and maintained to be cost effective and to maximize the efficient utilization of public and private funding.

Wilsonville’s Transportation Goals

Goals	Description
1 Safe	Follow current safety practices for design, operations, and maintenance of transportation facilities.
2 Connected and Accessible	Provide all users with access to integrated facilities and services that connect Wilsonville’s neighborhoods, parks, schools, employment centers, and retail areas to each other and to the surrounding region.
3 Functional and Reliable	Provide, manage, and maintain sufficient transportation infrastructure and services throughout Wilsonville to ensure functional and reliable multimodal and freight operations as development occurs.
4 Cost Effective	Utilize diverse and stable funding sources to implement transportation solutions that provide the greatest benefit to Wilsonville residents and businesses, while mitigating impacts to the city’s social, economic, and environmental resources.
5 Compatible	Develop and manage a transportation system that is consistent with the City’s Comprehensive Plan and coordinates with other local, regional, and state jurisdictions.
6 Robust	Encourage and support the availability of a variety of transportation choices for moving people and goods.
7 Promotes Livability	Design and construct transportation facilities in a manner that enhances the livability of Wilsonville and health of its residents.

THE STANDARDS (SEE CHAPTER 3)

Wilsonville's transportation standards ensure the City develops and operates consistent with its goals and vision. Wilsonville's six types of transportation standards are listed in the call-out box at right.

How well a street serves its users ultimately depends upon which elements are included, their dimensions, and how they relate to each other (all of which are informed by the City's standards). For example, streets designed consistent with adjacent land uses can contribute to the identity and character of a neighborhood and increase property values. They can also affect traffic speeds, reduce environmental impacts, and allow for safe multimodal use.

THE NEEDS (SEE CHAPTER 4)

Wilsonville's transportation standards and policies serve as a benchmark for determining what needs exist throughout the City. The City's needs are categorized as gaps (missing connections or barriers in the transportation network) or deficiencies (shortcomings of the existing system). The TSP identifies the gaps and deficiencies that currently exist or are anticipated to arise through the 2035 horizon year as additional local and regional development occurs.

THE PROJECTS (SEE CHAPTER 5)

Many of the City's existing and future transportation needs can be addressed through capital improvement projects. The projects needed through 2035 were principally based on prior City plans.

Constructing all identified transportation projects would cost approximately \$218.2 million, which exceeds the \$123.4 million forecasted to be available through 2035. Therefore, the transportation projects were separated into two lists:

- The "Higher Priority" project list includes the recommended projects reasonably expected to be funded through 2035. These are the highest

WILSONVILLE'S TRANSPORTATION STANDARDS

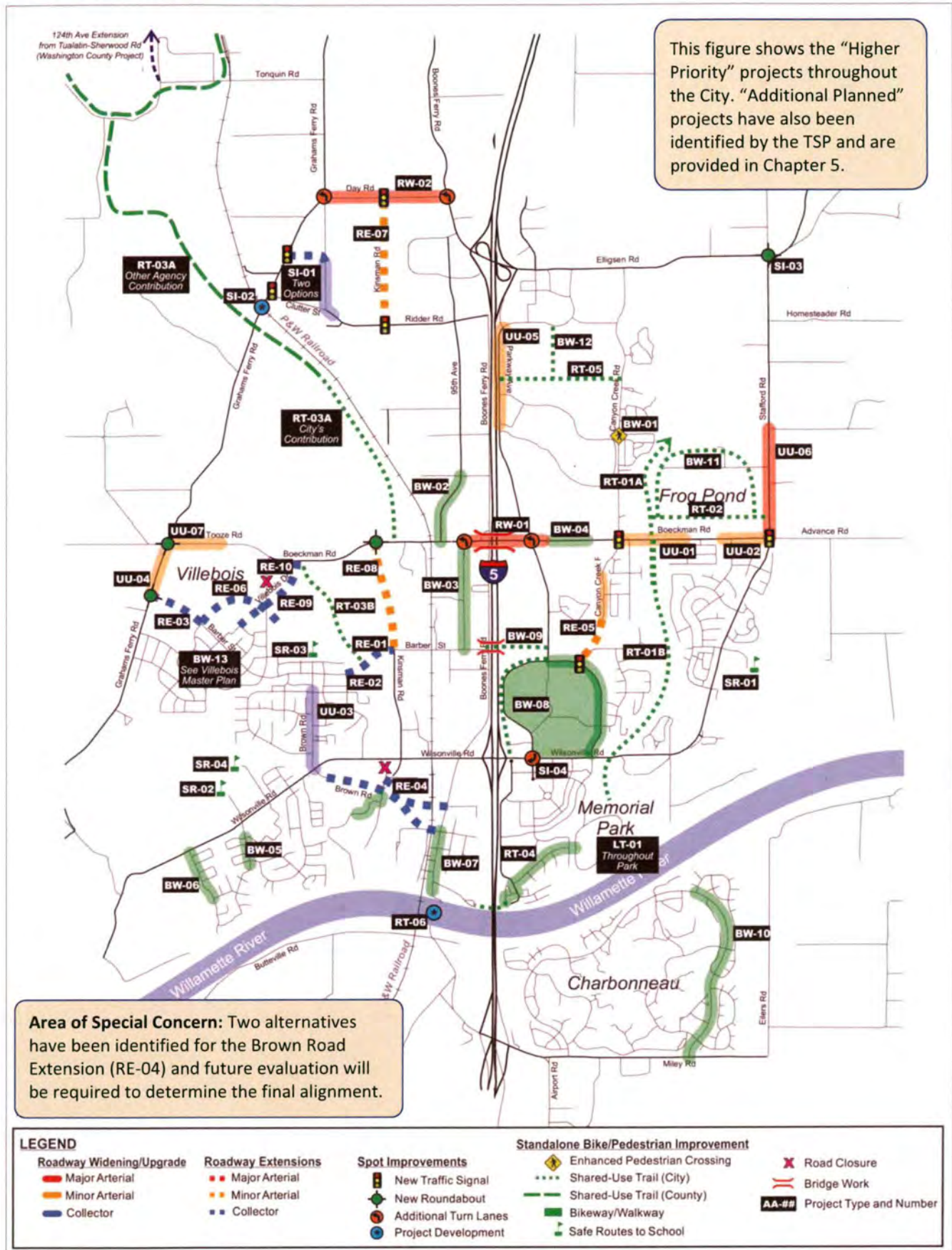
Wilsonville's six types of transportation standards support its management of an effective multimodal transportation system:

- **Functional Classifications** provide a hierarchy for determining how streets should function and which street design elements to include.
- **Connectivity and Facility Spacing Standards** ensure that direct routes and travel options are available for all transportation users.
- **Freight Routes** connect the City's industrial and commercial sites with I-5 and other regional facilities and improve coordination between freight and other travel modes.
- **Bicycle Routes** connect neighborhoods, schools, parks, community centers, business districts, and natural resource areas to support bicycle travel by residents of varying physical capabilities, ages, and skill levels.
- **Cross-Section Standards** provide guidance for selecting and sizing various design elements to serve intended users' needs.
- **Access Management** balances the transportation system's need to provide safe, efficient, and timely travel with the need to allow access to individual properties.

priority projects and will inform the City's yearly budget and 5-year Capital Improvement Plan (CIP). These projects are identified in the following figure (page v) and table (page vi).

- The "Additional Planned" project list includes those projects that would contribute to the City's desired transportation system through 2035 but that are not considered "Higher Priority" projects due to estimated funding limitations. These projects are identified in Chapter 5 and should be pursued as funding opportunities are available.

HIGHER PRIORITY PROJECTS

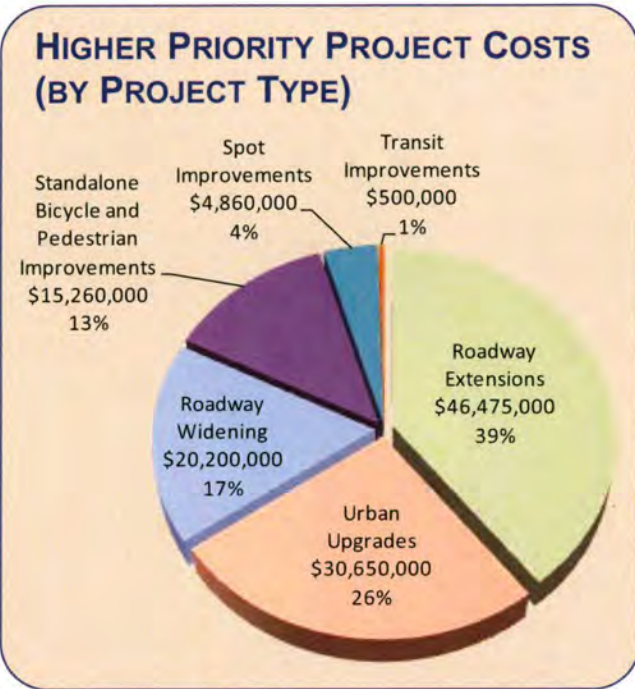


HIGHER PRIORITY PROJECTS (BY IMPROVEMENT TYPE)

No.	Higher Priority Project
Roadway Extensions (Multimodal Connectivity)	
RE-01	Barber Street Extension
RE-02	Barber Street Extension (Part 2)
RE-03	Barber Street through Villebois
RE-04	Brown Road Extension (with Bailey Street or 5th Street Connection)
RE-05	Canyon Creek Road Extension
RE-06	Costa Circle Loop Extension
RE-07	Kinsman Road Extension (North)
RE-08	Kinsman Road Extension (South)
RE-09	Villebois Drive Extension
RE-10	Villebois Drive Extension (Part 2)
Roadway Widening (Capacity)	
RW-01	Boeckman Road Bridge and Corridor Improvements
RW-02	Day Road Widening
Urban Upgrades (Multimodal Connectivity and Safety)	
UU-01	Boeckman Road Dip Improvements
UU-02	Boeckman Road Urban Upgrade
UU-03	Brown Road Upgrades
UU-04	Grahams Ferry Urban Upgrade
UU-05	Parkway Avenue Urban Upgrade
UU-06	Stafford Road Urban Upgrade
UU-07	Tooze Road Urban Upgrade
Spot Improvements (Transportation System Management/Operations)	
SI-01	Clutter Road Improvements with Realignment or Grade Lowering
SI-02	Grahams Ferry Railroad Undercrossing Project Development
SI-03	Stafford Road/65th Avenue Intersection Improvements
SI-04	Wilsonville Rd/Town Center Loop West Intersection Improvements
Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements)	
BW-01	Canyon Creek Road Enhanced Pedestrian Crossing
BW-02	95th Avenue Sidewalk Infill
BW-03	Boberg Road Sidewalk Infill
BW-04	Boeckman Road Bike Lanes and Sidewalk Infill

No.	Higher Priority Project
Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements) . . . Continued	
BW-05	Willamette Way East Sidewalk Infill
BW-06	Willamette Way West Sidewalk Infill
BW-07	Boones Ferry Road Sharrows
BW-08	Town Center Loop Pedestrian, Bicycle, and
BW-09	Town Center Loop Bike/Pedestrian Bridge
BW-10	French Praire Drive Pathway
BW-11	Frog Pond Trails
BW-12	Parkway Center Trail Connector
BW-13	Villebois Loop Trail
BW-14	Wayfinding Signage
Safe Routes to School (Standalone Pedestrian and Bicycle Improvements)	
SR-01	Boeckman Creek Primary Safe Routes to School Improvements
SR-02	Boones Ferry Primary Safe Routes to School
SR-03	Lowrie Primary Safe Routes to School Improvements
SR-04	Wood Middle School Safe Routes to School
Local Trails (Standalone Pedestrian and Bicycle Improvements)	
LT-01	Memorial Park Trail Improvements
Regional Trails (Standalone Pedestrian and Bicycle Improvements)	
RT-01A	Boeckman Creek Trail (North)
RT-01B	Boeckman Creek Trail (South)
RT-02	Frog Pond Trail
RT-03A	Tonquin Trail (North)
RT-03B	Tonquin Trail (South)
RT-04	Waterfront Trail Improvements
RT-05	Wiedeman Road Trail
RT-06	Willamette River Bike/Pedestrian/
Transit Improvements	
TI-01	Pedestrian Access to Transit
TI-02	Transit Street Improvements

Wilsonville’s “Higher Priority” project list includes several project types. The pie chart below provides the cost breakdown by project type. The highest costs would be incurred for the three roadway improvement types, which include facility improvements for all travel modes.



Estimated Funding Available through 2035 for Capital Improvements

Funding Source	Estimated Capital Funding through 2035
Street System Development Charges (SDCs)	\$42 million
Developer Contributions	\$30 million
West Side Plan – Urban Renewal District (URD)	\$27 million
Year 2000 Plan – Urban Renewal District (URD)	\$5 million
Park System Development Charges (SDCs)	\$0.7 million
Local/Regional Partnerships	\$2.9 million
Grants	\$3.2 million
State and Federal Funding	\$12.6 million
Total Funds	\$123.4 million

To fund its capital improvements projects, the City relies heavily on developer contributions and fees (including system development charges) and urban renewal funds, which are primarily associated with new growth areas. The table to the lower left lists the estimated funding available for capital improvements through the 2035 planning horizon year.

THE PROGRAMS (SEE CHAPTER 6)

Wilsonville’s transportation programs (listed below) also play an important role in the City’s ongoing efforts to provide a coordinated, cost-effective, multimodal transportation system. Well-run programs help extend the service life of the City’s infrastructure improvements and increase the value of transportation investments. The City’s Community Development and SMART Transit departments are responsible for managing the majority of its transportation programs.

TRANSPORTATION PROGRAMS

Wilsonville has various transportation programs that support ongoing operations and services:

- Capital Improvement Program (CIP)
- Safety (Proposed)
- Safe Routes to School
- ADA Comprehensive Access (Proposed)
- SMART Transit
- SMART Options and Transportation Demand Management (TDM)
- Intelligent Transportation System (ITS)
- Bike Smart and Walk Smart

THE PERFORMANCE (SEE CHAPTER 7)

Wilsonville’s Transportation System Plan (TSP) provides policies, standards, projects, and programs that, when put into action, will improve the City’s transportation system. By tracking appropriate performance measures in future TSP updates, the City can evaluate their progress.

Chapter 1

The Context



Wilsonville has a rich history as an important transportation connection between the north and south areas of the Willamette Valley. With ongoing planning and investment in its transportation system, the City can continue to serve its residents, businesses, and the region.

Prior to the arrival of non-indigenous settlers, the Willamette River served as a water route for Kalapuyan people. As settlers moved into the area in the early 1800's, the need arose for a way to cross the river. In 1847, Alphonso Boone, grandson of Daniel Boone, established Boones Ferry (located near the present day Boones Ferry Park) and an early settlement began providing needed support to the ferry.

Over time, steamboats, the railroad, and then Interstate-5 came to town—and Wilsonville continued to grow. In 1969, Wilsonville became a city. Shortly afterwards, the City began preparing planning documents to guide its development. As economic and social circumstances change and new state and regional planning policies are adopted, the City continues to improve and refine its planning efforts. In doing so, it takes a strategic approach to growth management.

By understanding the context surrounding its growth, the community can continue to build upon its rich history. The following pages provide a timeline of important events associated with Wilsonville's transportation planning history, current planning framework, and future growth. The City's future financial outlook is also provided to better frame the City's forecasted resources and challenges.

By understanding its . . .

- *Unique history,*
- *Current planning framework,*
- *Future growth areas, and*
- *Financial outlook,*

Wilsonville can continue to . . .

- *Manage growth,*
- *Serve its residents and business, and*
- *Be an important transportation connection for the region.*



TRANSPORTATION PLANNING HISTORY IN WILSONVILLE

Early 1800's

Wilsonville area (traditional territory of the Kalapuyan people) was settled by people other than the indigenous Native Americans.



Early 1900's
Steamboats were used as the primary mode of shipping.



Pre-1960's

Before the construction of Interstate-5 and the Boone Bridge, personal automobiles had to be ferried across the Willamette River.

Early 1800's

1900

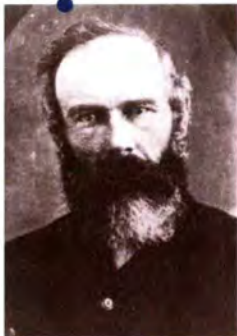
1910

1920

1930

1940

1950



1847

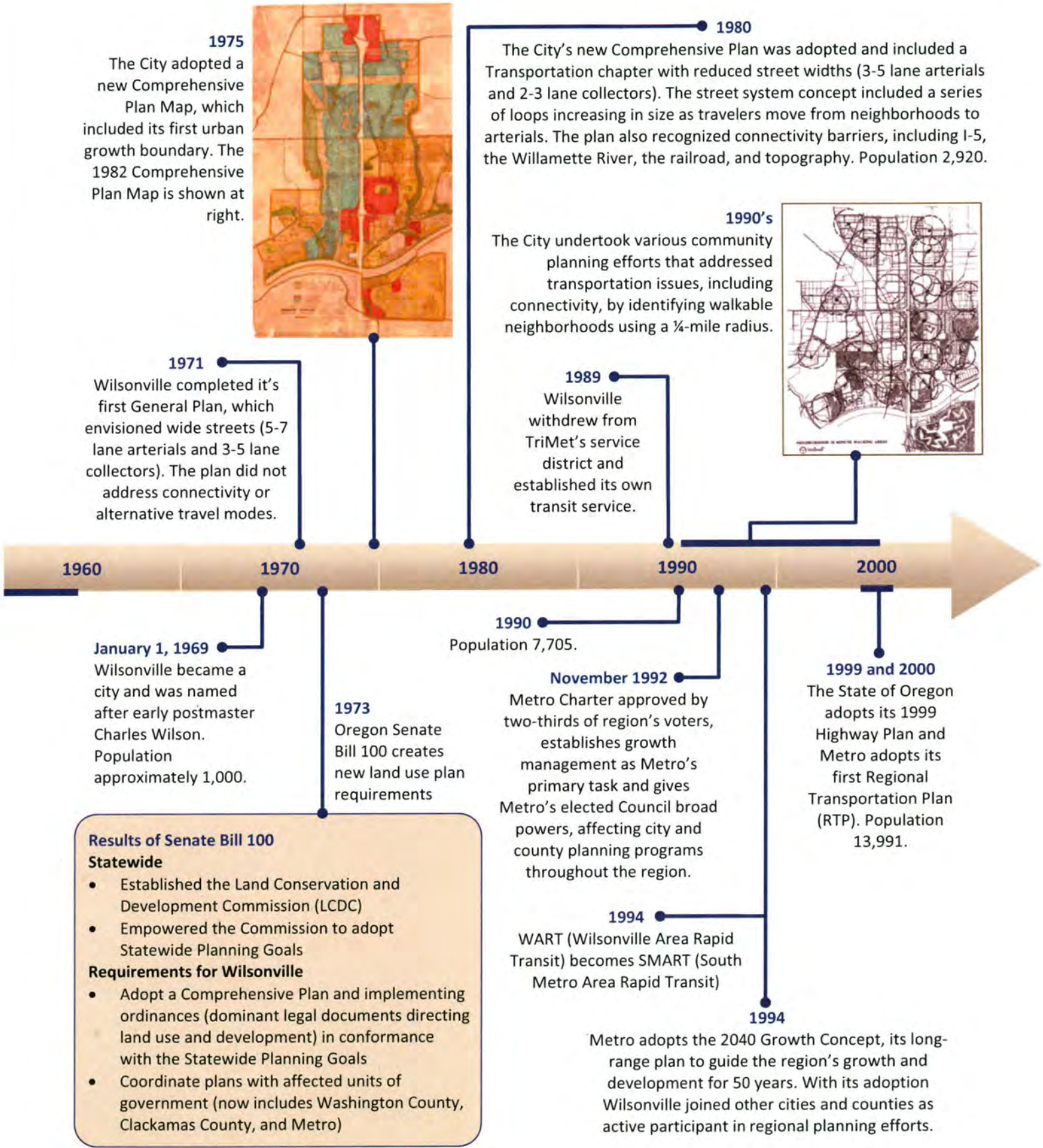
Alphonso Boone, grandson of Daniel Boone, established Boone's Ferry across the Willamette River.

1908
Railroad comes to the area.



1950's
The Interstate-5 freeway system was built.





1975

The City adopted a new Comprehensive Plan Map, which included its first urban growth boundary. The 1982 Comprehensive Plan Map is shown at right.



1980

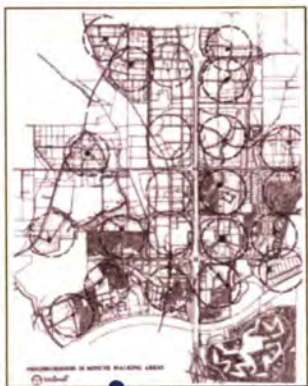
The City's new Comprehensive Plan was adopted and included a Transportation chapter with reduced street widths (3-5 lane arterials and 2-3 lane collectors). The street system concept included a series of loops increasing in size as travelers move from neighborhoods to arterials. The plan also recognized connectivity barriers, including I-5, the Willamette River, the railroad, and topography. Population 2,920.

1971

Wilsonville completed its first General Plan, which envisioned wide streets (5-7 lane arterials and 3-5 lane collectors). The plan did not address connectivity or alternative travel modes.

1990's

The City undertook various community planning efforts that addressed transportation issues, including connectivity, by identifying walkable neighborhoods using a ¼-mile radius.



1989

Wilsonville withdrew from TriMet's service district and established its own transit service.

1960

1970

1980

1990

2000

January 1, 1969

Wilsonville became a city and was named after early postmaster Charles Wilson. Population approximately 1,000.

1990
Population 7,705.

1973
Oregon Senate Bill 100 creates new land use plan requirements

November 1992

Metro Charter approved by two-thirds of region's voters, establishes growth management as Metro's primary task and gives Metro's elected Council broad powers, affecting city and county planning programs throughout the region.

1999 and 2000
The State of Oregon adopts its 1999 Highway Plan and Metro adopts its first Regional Transportation Plan (RTP). Population 13,991.

1994

WART (Wilsonville Area Rapid Transit) becomes SMART (South Metro Area Rapid Transit)

1994

Metro adopts the 2040 Growth Concept, its long-range plan to guide the region's growth and development for 50 years. With its adoption Wilsonville joined other cities and counties as active participant in regional planning efforts.

Results of Senate Bill 100

Statewide

- Established the Land Conservation and Development Commission (LCDC)
- Empowered the Commission to adopt Statewide Planning Goals

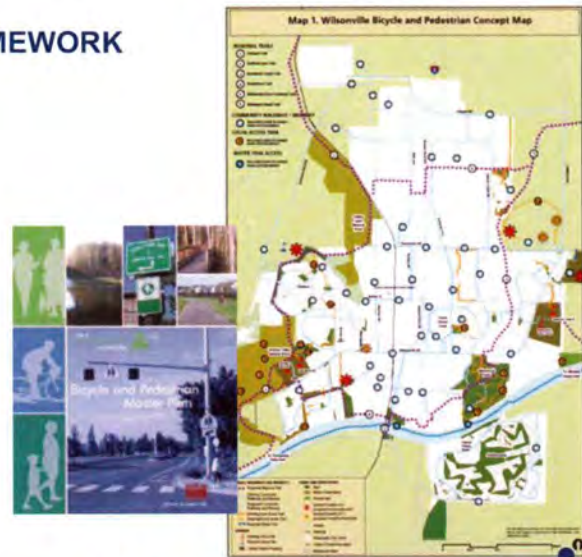
Requirements for Wilsonville

- Adopt a Comprehensive Plan and implementing ordinances (dominant legal documents directing land use and development) in conformance with the Statewide Planning Goals
- Coordinate plans with affected units of government (now includes Washington County, Clackamas County, and Metro)

CURRENT TRANSPORTATION PLANNING FRAMEWORK



2003 Transportation Systems Plan (TSP)
 The City replaced the transportation chapter of its Comprehensive Plan to comply with state mandates, develop transportation standards, address problem areas, revise forecasts (2020 horizon year), and provide transportation planning guidelines for all travel modes.



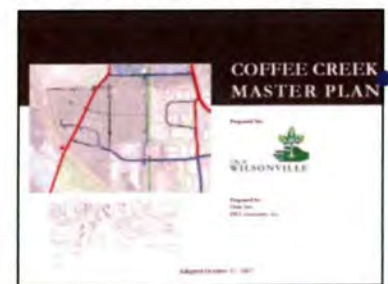
2006 Bicycle and Pedestrian Master Plan
 The City replaced the bicycle and pedestrian chapters of the 2003 TSP with new prioritized project lists providing community and regional connectivity between parks, neighborhoods, schools, and commercial and industrial areas.



2001 Villebois Village Master Plan
 A Master Plan was prepared to guide the development of a 480-acre area on the west side of the city into an urban village based on the guiding principles of connectivity, diversity, and sustainability.

2006 Public Works Standards
 Standards were provided for constructing public facilities, including streets, trails, and related infrastructure.

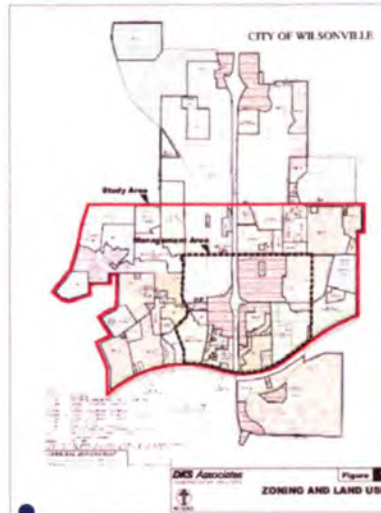
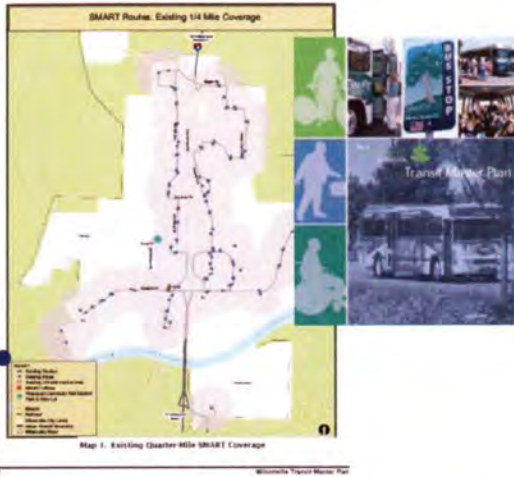
2007 Coffee Creek Master Plan
 A Master Plan was prepared to guide development of 220-acre area on north side of city into industrial area.



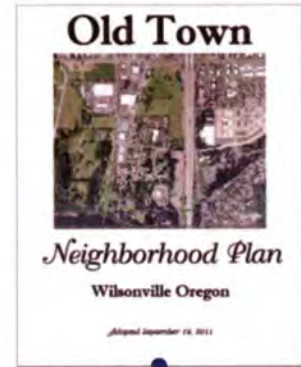
2007 Parks and Recreation Master Plan
 The City prepared a plan for achieving a comprehensive and interrelated system of parks, recreation, and natural areas that promote connectivity throughout the city and support the 2006 Bicycle and Pedestrian Master Plan.

2008 Transit Master Plan

The City replaced the transit element of the 2003 TSP with new recommendations to increase and improve transit service and reduce the demand on roads and parking.



2011 Old Town Neighborhood Plan
A plan was prepared to ensure Old Town's unique character is maintained and enhanced.



2009 Wilsonville Road Interchange Area Management Plan (IAMP)

A plan was prepared to identify how the City and ODOT will collaborate to improve the I-5 exit (#283) to serve planned growth. Population 17,940.

2009

TriMet begins operating its Westside Express Service (WES) commuter rail line, which has its southern terminus at Wilsonville's transit center.

2008

2009

2010

2011

2012

2010 Regional Transportation Plan (RTP) and Regional Transportation Functional Plan (RTFP)

Plans were prepared to provide a long-range blueprint for all modes of transportation throughout Portland region and support Metro's 2040 Growth Concept. The plans identified improvements focused on mobility corridors (e.g., Tigard/Wilsonville) and required compliance by local jurisdictions.

2012 Stormwater Master Plan

The City prepares a stormwater program that supports quality of life and meets regulatory requirements. The plan also includes resources for improved street cross-sections.

2012 Basalt Creek Transportation Refinement Plan

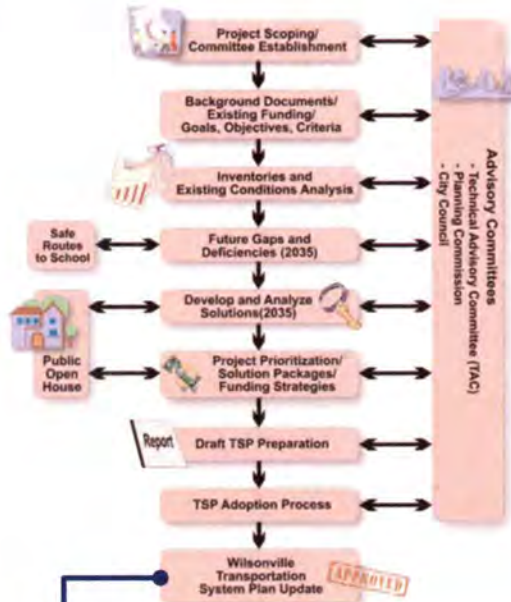
A plan was prepared to refine the major transportation improvements connecting I-5 to Tualatin-Sherwood Road through the unincorporated area to the north to support future development of the Basalt Creek area.

2012 Ice Age Tonquin Trail Master Plan

A plan was prepared to provide information needed to complete and connect 22 miles of trails within and between the cities of Wilsonville, Tualatin, and Sherwood. Approximately half of the 5 miles within Wilsonville City limits have already been completed.



FUTURE TRANSPORTATION GROWTH AND PLANNING NEEDS



2013 Transportation System Plan (TSP) Update
 The updated TSP envisions transportation improvements needed through 2035 horizon year for all travel modes based on revised traffic forecasts and integration of prior transportation planning efforts. It updates the transportation improvement project list, standards, programs, and performance measures to support City efforts to accomplish its vision and goals and to comply with new Regional Transportation Plan requirements.

Next Transportation System Plan (TSP) Update (In Approximately 5-10 Years)
 In the future, the City will update its TSP to respond to transportation, land use, environmental, population growth, economic, and social changes. Updates may also be triggered by regulatory changes at the state, regional, and local levels, including changes in Metro’s Regional Transportation Plan (RTP).

2012-2015 Climate Smart Communities Scenario Project
 Wilsonville is participating with Metro and the surrounding jurisdictions in developing local strategies for reducing the region’s greenhouse gas emissions. The project will help Wilsonville define specific goals that it can work towards to reduce pollution, create a healthy and equitable community, and nurture the economy.

2035 Land Use Growth Assumptions
 To ensure the City is prepared for local and regional growth, a 2035 horizon year was the basis of the 2012/2013 TSP update. The 2035 land use projections were based on the build-out of all vacant and underdeveloped lands within the Urban Growth Boundary (UGB) assuming Comprehensive Plan designations.

Table 1-1. Wilsonville Growth Forecasts

Land Use	Existing 2010 Land Use	Projected 2035 Land Use*
Total Households	8,250	12,750
<i>Employees</i>		
Retail Employees	2,500	3,600
Service Employees	4,900	9,200
Other Employees	11,000	19,050
Total Employees	18,400	31,850

Wilsonville Growth From 2010 to 2035

- 50% More Households
- 75% More Employees

*Note: 2035 land use estimates consistent with Metro forecasts

FIGURE 1-1. 2035 GROWTH AREAS



FUNDING OUTLOOK

The City draws from multiple funding sources to pay for the construction, operation, and maintenance of its transportation infrastructure and services. Table 1-2 lists the sources, how they are used, and what estimated amounts would be available.

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). Corresponding estimates are provided in Chapter 5 for specific projects. Detailed discussion of funding sources and the City’s funding outlook by transportation expenditure are provided in the *Existing Funding* memorandum included in the Appendix.

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.

Table 1-2. Estimated City Funding Available through 2035 for Capital Improvements

City Funding Source	Use	Estimated Capital Improvement Funding through 2035 ^a
Street System Development Charges (SDCs)	Capital improvement projects that increase transportation system capacity	\$42 million
Developer Contributions	Exactions related to development impacts, on-site facilities, and half-street frontage improvements	\$30 million
West Side Plan – Urban Renewal District (URD)	Improvements made to reduce blight and attract development within the West Side Plan URD	\$27 million
Year 2000 Plan – Urban Renewal District (URD)	Improvements made to reduce blight and attract development within the Year 2000 Plan URD	\$5 million
Park System Development Charges (SDCs)	Bicycle and pedestrian projects between and through the City parks and the off-street trail system	Minimal (may fund smaller bike and pedestrian projects)
Road Maintenance Regulatory Fund ^b	Major street repairs and reconstruction (including slurry seals and overlays)	None (for maintenance only)
Road Operating Fund ^b	Roadway operations and minor repairs (including signal lights, striping, curbs, gutters, and potholes)	None (focused on operations)
Street Lighting Fund ^b	Ongoing street light maintenance, operations, and infill	None (for ongoing costs)
Transit Fund ^b	Transit operations and programs	None (for operations and maintenance)
Community Development Fund ^b	Planning, engineering, and other administration (e.g., City staff and supply costs)	None (for administration)
	Total City Funds	\$104 million

^a Estimated funding amounts are planning-level approximations based on review of past ten years of City projects and budget estimates. They assume current fee structures remain in place through 2035 as all vacant land within the City’s urban growth boundary (UGB) is developed.

^b Because roadway operations and maintenance are expected to be covered by related funds, no contributions from these funds are assumed to be available for capital improvements.

Chapter 2 The Vision



As Wilsonville grows, it will be essential for the community to work collaboratively toward a shared vision. Understanding the goals, and specific steps to achieve them, is the best and most cost-effective way to create a beautiful, functional transportation system.

To guide Wilsonville's transportation planning and investment decisions, the community has developed a new vision statement, transportation goals, policies, and implementation measures.

WILSONVILLE'S TRANSPORTATION VISION

Wilsonville's coordinated multimodal transportation system is strategically designed and collaboratively built. Our system provides mode and route choices, delivering safe and convenient local accessibility to assure that Wilsonville retains its high levels of quality of life and economic health. Our local accessibility is further enhanced through arterial connectivity with our neighboring communities, thereby providing excellent intercity and interstate mobility serving our residential and business needs. The system is designed, built and maintained to be cost effective and to maximize the efficient utilization of public and private funding.

Wilsonville envisions a transportation system that is . . .

- *Strategically designed,*
- *Collaboratively built,*
- *Safe,*
- *Convenient, and*
- *Cost effective.*

The result will be . . .

- *Mode and route choices,*
- *Quality of life,*
- *Economic health,*
- *Neighborhood connectivity, and*
- *Mobility.*



TRANSPORTATION GOALS

The City of Wilsonville is responsible for managing a transportation system that efficiently and effectively transports people and goods within the city. This system should support the quality of life of residents and the economic vitality of businesses.

The City can best fulfill its responsibilities by working collaboratively with local and regional partners in developing a transportation system that achieves its seven goals, listed in Table 2-1.



Wilsonville Road’s landscaping and streetscape provides an attractive environment for all users.

Table 2-1. Wilsonville’s Transportation Goals

Goals	Description
1 Safe	Follow current safety practices for design, operations, and maintenance of transportation facilities.
2 Connected and Accessible	Provide all users with access to integrated facilities and services that connect Wilsonville’s neighborhoods, parks, schools, employment centers, and retail areas to each other and to the surrounding region.
3 Functional and Reliable	Provide, manage, and maintain sufficient transportation infrastructure and services throughout Wilsonville to ensure functional and reliable multimodal and freight operations as development occurs.
4 Cost Effective	Utilize diverse and stable funding sources to implement transportation solutions that provide the greatest benefit to Wilsonville residents and businesses, while mitigating impacts to the city’s social, economic, and environmental resources.
5 Compatible	Develop and manage a transportation system that is consistent with the City’s Comprehensive Plan and coordinates with other local, regional, and state jurisdictions.
6 Robust	Encourage and support the availability of a variety of transportation choices for moving people and goods.
7 Promotes Livability	Design and construct transportation facilities in a manner that enhances the livability of Wilsonville and health of its residents.

POLICIES AND IMPLEMENTATION MEASURES

Wilsonville's transportation policies serve as a blueprint for the City's investment in its transportation system. These policies cover a variety of areas, including how the system is designed, constructed, operated, and maintained.

The following policies all support the seven Transportation Goals. Each of the policy statements are supported by implementation measures that will guide City actions related to the development code, capital project investment, and other investments.

System Design

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

Implementation Measures:

1.a. *Create a comprehensive signage and wayfinding system to assist all modes of transportation with navigating around the community.*

Policy 2. Develop and maintain a transportation system that balances land use and transportation needs in a manner that enhances the livability and economic vitality of the city.

Implementation Measures:

2.a. *Establish and maintain design standards for each arterial and collector street, in accordance with the Functional Street Classification System.*

2.b. *The conceptual location of proposed new major streets identified in the TSP will be refined based on detailed engineering specifications, design considerations, and consideration of local impacts.*

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



Wilsonville City Hall, located on Town Center Loop East, houses staff offices and Council Chambers.

POLICY AREAS

- **System Design** (Policies 1-9)
- **Connectivity** (Policy 10)
- **Transportation System Management** (Policies 11-14)
- **Land Development Coordination** (Policies 15-16)
- **Agency Coordination** (Policies 17-21)
- **Goods Movement** (Policies 22-28)
- **Public Transit** (Policies 29-36)
- **Active Transportation: Pedestrians and Bicyclists** (Policies 37-42)
- **Interchange Management Areas** (Policy 43)
- **Transportation Funding** (Policies 44-46)

2.d. *All arterial and collector streets shall be dedicated public streets.*

Policy 3. Support the use of alternative fuels by providing, or encouraging the provision of, needed infrastructure.

Implementation Measures:

3.a. *Facilitate private sector exploration of alternative fuel technologies, including shared use of compressed natural gas fueling stations, electric vehicle charging stations.*

Policy 4. Construct a transportation system that allows all modes of transportation to be accessible to all members of the community.

Implementation Measures:

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

4.b. *Fill gaps in the existing sidewalk and off-street pathway systems to create a continuous network of safe and accessible bicycle and pedestrian facilities.*

Policy 5. Design and manage the city street system to meet Level of Service (LOS) standard D. As may be approved by the City Council, possible exceptions to the LOS D standard are a change to LOS E on Boones Ferry Road and/or Elligsen Road, and on Wilsonville Road between and including the intersections with Boones Ferry Road and Town Center Loop West. Other capacity improvements intended to allow continued development without exceeding LOS E may also be approved by the City Council.

Policy 6. Evaluate and minimize the environmental impacts of all new transportation projects.

Policy 7. Design the transportation system to be multifunctional by integrating stormwater management into the design of transportation facilities, as described in the Stormwater Master Plan.

Policy 8. Consider the needs of traditionally underserved citizens when planning and designing the transportation system, and identify targets and improvements to meet the specific needs of these populations.

Policy 9. Enhance transportation connections in and between all parts of the city as a means for deferring capacity improvements.



The recent Fred Meyer near the I-5/Wilsonville Road Interchange provides two electric vehicle charging stations for patrons to use for free to charge their vehicles while shopping.

Connectivity

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

Implementation Measures:

- 10.a. *Promote the concept of a "walkable neighborhood" when advising developers and other agencies to ensure that logical connections are made to activity centers (e.g., schools, retail, and parks), and that such destinations can be reached on foot or by bicycle.*
- 10.b. *Where street connections are not possible, provide bicycle and pedestrian linkages to connect neighborhoods with each other and with surrounding destinations, except if prevented by physical barriers.*
- 10.c. *Where streets lack pedestrian and bicycle facilities, explore opportunities to fill these gaps.*



A meandering sidewalk along Barber Street adjacent to the SMART Central at Wilsonville Station transit center supports connectivity by providing a safe and comfortable pedestrian environment with connections to transit.

Transportation System Management

Policy 11. Manage the transportation system to improve reliability and maximize efficient use of existing facilities.

Implementation Measures:

- 11.a. *Continue to implement Transportation Demand Management measures through South Metro Area Regional Transit's SMART Options Program.*
- 11.b. *Manage access to improve safety and mobility in the city by applying access spacing standards, limiting access on arterials and at key identified intersections, and by preparing access management plans for interchanges.*

Policy 12. Implement Intelligent Transportation System (ITS) improvements as identified in the Clackamas County ITS Plan.

Policy 13. Coordinate with Clackamas County, Washington County, and the Oregon Department of Transportation to implement system management and operations strategies on arterials and highways.

Policy 14. On- and off-street parking facilities are part of the transportation system, and will be managed and regulated to ensure sufficient parking is provided, maximize efficiency, minimize impacts to traffic in the right-of-way, and reduce environmental impacts. Over time as new development is planned in the Town Center area and the Westside Express Service (WES) commuter rail station area, the City will work with property owners to prepare parking management plans that manage supply and demand for parking areas.

Land Development Coordination

Policy 15. Review all land use/development proposals for consistency with the TSP.

Implementation Measures:

- 15.a. The City may approve local private streets through the Planned Development process, provided that adequate emergency access is available and that proper maintenance by private entities is ensured.
- 15.b. Any proposed change to the Comprehensive Plan or Zoning Maps that would result in additional trips above that allowed under the City's concurrency policies may be denied unless mitigation measures are identified and provided.
- 15.c. The City will consider only improvements listed in the Financially Constrained funding scenario of the Regional Transportation Plan, and/or in the City's Capital Improvement Plan (CIP), in determining the planned capacity, function and level of service of transportation facilities and services.
- 15.d. The Development Review Board or City Council may approve specific street design and alignment modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed.

Policy 16. Ensure that new development and redevelopment provide connections to transit streets and facilities, providing protected street crossings, and bus stop amenities, if needed.

Villebois Village is the region's largest residential development and provides a variety of housing choices in a dense setting with wide open spaces, parks, and trails. It is located just west of the SMART Central transit center and WES Commuter Rail station .



Old Town Square, located near the I-5/Wilsonville Road interchange, provides a well-connected network of sidewalks and crosswalks and accommodates SMART Transit Route 4, which loops through the site.

“Connectivity is something I think is important within our transportation system. Having our schools not only connected to our neighborhoods, but neighborhoods connected to neighborhoods, and neighborhoods connected to retail and employment centers.”

*Marta McGuire
Planning Commission*

Agency Coordination

Policy 17. 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 Measures:

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

Policy 18. 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.

Policy 19. Actively encourage the Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Clackamas and Washington Counties, and Metro to improve regional transportation facilities.

Implementation Measures:

19.a. *Consistent with the City's policy that needed public facilities and services are provided in advance of or concurrently with development, proposed land use changes within the I-5/Wilsonville Road Interchange Management Area (IMA) shall be consistent with planned future transportation projects.*

19.b. *The City will seek support from regional partners to construct connections that improve bicycle, pedestrian, and emergency vehicle access across the Willamette River.*

19.c. *The City will collaborate with Metro and surrounding jurisdictions to plan, and advocate for completion of, trails that link Wilsonville with neighboring jurisdictions as identified on the Regional Trails System Plan Map.*

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.

Policy 21. The City recognizes the Aurora State Airport as a component of the state's transportation system and an economic asset to Wilsonville. The City will advocate for any expansion of the airport to consider potential impacts to area roadways and I-5 interchanges, agricultural operations, the environment, and Wilsonville neighborhoods.

that

*add: noise levels
pollution
security*

Goods Movement

- Policy 22. Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from land uses requiring the use of commercial vehicles/trucks.
- Policy 23. Consider the requirements for truck movement when designing all improvements in the public right of way on designated truck routes. Requirements include turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.



Located along Interstate-5 just south of the Interstate-205 junction, Wilsonville is ideally situated as a freight hub in the region. The city is home to multiple distribution, manufacturing, and warehouse facilities.

- Policy 24. Ensure that the needs of other transportation users are considered in the design and construction of freight improvements. Improvements that reduce freight vehicle impacts to bicyclists and pedestrians (particularly along identified bikeways and walkways) will be considered, including buffered bike lanes, enhanced pedestrian crossings, and other safety improvements.
- 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.
- Policy 26. Assist with efforts to improve the viability of the railroad for freight.
- Policy 27. Upgrade and/or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve the warehousing, distribution, and other industrial uses located there.
- Policy 28. Coordinate with adjacent jurisdictions and the freight community to ensure that regional freight traffic is directed only toward the city's freight routes.

“A number of the companies that operate here in Wilsonville export outside the United States . . . that’s why it is so important that we get to market as effectively and efficiently as possible as we can, but at the same time, our goal is to make it so transparent that the local residents are aware of it, but don’t really have to deal with it.”

*Ray Phelps
Planning Commission*

Public Transit

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:

30.a. *Maintain transit service and expand as necessary to meet the demands of a growing population and employment base in Wilsonville.*

30.b. *Perform ongoing transit service updates, based on demand and available financial resources. Service updates will be considered following major roadway improvements, pedestrian and bicycle system completion, and master planned, or other major, development.*

30.c. *Construct transit stop amenities and implement technology improvements, as funding is available. Prioritize improvements in activity centers and when they can be constructed in coordination with land use development.*

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 amenity decisions.

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

Policy 34. Establish a Transit Advisory Board comprised of interested stakeholders, including residents and employers, to guide future planning and decision-making regarding transit service.

Policy 35. Strive to improve air quality and traffic congestion by increasing transit efficiency, promoting transportation options, and implementing transportation system management.

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

Implementation Measures:

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.*



Wilsonville's transit center, SMART Central at Wilsonville Station, is located at the corner of Baber Street and Kinsman Road. It is SMART's main transportation hub and includes a 400-stall park-and-ride lot, twelve bus bays, an operator break room, public restrooms, shelters, and a clock tower with security cameras. It also shares the site with TriMet's Westside Express Service (WES) commuter rail station. Wilsonville is WES's southern terminus.

Active Transportation: Pedestrians and Bicyclists

Policy 37. The City shall provide facilities that allow people to reduce reliance on single-occupant automobile use, particularly during peak periods.

Implementation Measures:

37.a. Encourage a balance between housing, employment, and commercial activities within the city so more people are able to live and work within Wilsonville, thereby reducing cross-jurisdictional commuting.

37.b. Increase densities and intensities of development in or near the Town Center area and in other locations where a multimodal transportation system can meet those needs.

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



Pedestrians enjoy a casual stroll around the Villebois Sunday Market. The market uses Villebois Drive, which functions as a street when not being used for the market.



Bike lockers at the SMART Central at Wilsonville Station transit center provide secure storage for transit riders who use their bikes to complete a leg of their trip.

37.d. Provide more and better options for travel between both sides of the freeway, the railroad, and the Willamette River.

37.e. Assist with efforts to improve the viability of rail for passenger service.

37.f. Consider reducing parking requirements where it can be shown that transit and/or bicycle pedestrian access will reduce vehicular trips.

37.g. Require new development to include sufficient and convenient bicycle parking, and encourage improvements to bicycle parking facilities throughout the community. Allow a range of bicycle parking solutions to address the specific needs of different users.

37.h. Construct stand-alone improvements to fill key gaps in the pedestrian and bicycle network, including Safe Routes to School projects and connections to transit stops, prioritizing low-cost and safety-related projects.

37.i. Improve the quality of the pedestrian environment by ensuring new public and private development meets a pedestrian quality standard that encourages walking for short trips and is fitting for the specific location.



Bicyclists riding north on Brown Road approach the Barber Street roundabout as they enter Villebois Village.

- Policy 38. Improve and expand pedestrian and bicycle facilities throughout the community, with a focus on improved connectivity within the city and with the Regional bicycle and trails systems.
- Policy 39. Ensure that pedestrian and bicycle networks provide direct connections between major activity centers (e.g., civic, recreation, employment, and retail centers) and minimize conflicts with other modes of transportation.
- Policy 40. The planning, design, and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- Policy 41. Provide more enhanced pedestrian crossings (which may include pedestrian flashers, a median refuge, or other treatments) as a way to improve safety and connectivity in Wilsonville's transportation system.
- Policy 42. Develop more transportation options within the city, increasing transportation demand management programming and improving walking, biking, and transit facilities.

Interchange Management Areas

- Policy 43. Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas (IMAs) that minimize local traffic through the interchanges and on the interchange cross roads.

Implementation Measures:

I-5/Wilsonville Road IMA, subject to Interchange Area Master Plan (IAMP):

- 43.a. *The City will require future development to plan for and develop local roadway connections consistent with the I-5/Wilsonville Road IAMP as part of the development permit approval process.*
- 43.b. *Bicycle and pedestrian connections within the IMA will be required for new development consistent with the City's Bicycle and Pedestrian Plan.*
- 43.c. *System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.*



The Interstate-5/Wilsonville Road interchange serves as a key regional connection while also providing connectivity between east and west Wilsonville.

- 43.d. *The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as adopted in the Wilsonville Road IAMP.*
- 43.e. *The City will approve development proposals in the I-5/Wilsonville Road IMA only after it is demonstrated that proposed access and local circulation are consistent with the Access Management Plan in the I-5/Wilsonville Road IAMP.*
- 43.f. *Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.*
- 43.g. *Any proposed change to the Comprehensive Plan Map or existing zoning that would result in additional trips above that allowed under the current zoning and assumed in the I-5/Wilsonville Road IAMP must include a review of transportation impacts consistent with OAR 660-12-0060.*
- 43.h. *The City will provide notice to ODOT for any land use actions proposed within the I-5/Wilsonville Road IAMP Overlay Zone.*
- 43.i. *Eliminate or consolidate accesses on Wilsonville Road within one-quarter mile of the I-5 interchange as opportunities arise. Specific access management deficiencies were identified as part of the I-5/Wilsonville Road Interchange Area Management Plan (IAMP).*
- I-5/Elligsen Road Interchange (no adopted IAMP):***
- 43.j. *The City will require future development to adhere to access management spacing standards for private and public approaches on statewide highways as required by the Oregon Highway Plan.*
- 43.k. *Ensure that future changes to the planned land use system are consistent with protecting the long-term function of the interchange and the surface street system.*
- 43.l. *Bicycle and pedestrian connections within the Interchange Area will be required for new development consistent with the City's Bicycle and Pedestrian Plan.*
- 43.m. *System operational improvements, including signal synchronization, transportation demand management measures and incident management shall be implemented within the vicinity of the interchange to maximize the efficiency of the local street network and minimize the impact of local traffic on the interchange.*
- 43.n. *Eliminate or consolidate accesses on Elligsen Road and Boones Ferry Road within one-quarter mile of the I-5 interchange as opportunities arise.*

“One of Wilsonville’s strengths is location with it’s easy access to I-5. Almost any point in town is within easy access to one of the interchanges. Preserving the capacity of two interchange will be important for the city’s future.”

*Katie Mangle
Long Range Planning Manager*

Transportation Funding

Policy 44. Require each individual development to provide all collector and local streets, unless the benefit to the entire community warrants public participation in funding those collector streets.

Policy 45. The City will plan, schedule, and coordinate implementation of all street improvements through the on-going five-year Capital Improvements Plan. A priority is given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.

Implementation Measures:

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

45.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.



SMART Transit's 21-passenger compressed natural gas (CNG) buses offer a clean burning fuel alternative to traditional diesel buses.

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

Policy 46. 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.



A family rides bikes together on Canyon Creek Road.



Looking southwest towards farmland and forests beyond Metro's urban growth boundary as Interstate 5's Boone Bridge and Portland and Western's Oregon Electric line railroad bridge cross the Willamette River. Wilsonville is Metro's southernmost city and provides an important connection to the rest of the Willamette Valley.

"Our City is great. We have done an excellent job in planning this community and being thoughtful, and maintaining that. But it is also important to look into the future and how we may grow and plan for that and find out what things continue to be a priority for our community."

*Marta McGuire
Planning Commission*

Chapter 3

The Standards



Wilsonville's transportation standards ensure the City develops consistent with its vision of supporting a multimodal transportation system that is strategically designed for optimum community function and benefit. A street's design determines how it will look and function. How a street looks and functions is ultimately dependent upon which street elements are included, their dimensions, and how they relate to each other.

The standards are intended to ensure appropriate design and create a consistent approach throughout the city as development and redevelopment occurs. Since the design of a street is so closely tied to how it performs and how people experience the city, it is important for Wilsonville to carefully consider how it wants its streets to look and function and then to design them accordingly.

OTHER CITY DOCUMENTS WITH TRANSPORTATION STANDARDS

The transportation standards in this chapter cover a variety of areas that help inform other City documents:

- Standard Detail Drawings
- Public Works Standards
- Planning and Land Development Ordinance

Standards support the vision of a multimodal transportation system that is . . .

- *Strategically designed and*
- *Collaboratively built,*

Resulting in . . .

- *Mode and route choices,*
- *Safe and convenient local accessibility, and*
- *Quality of life and economic health.*



HOW STANDARDS BENEFIT THE TRANSPORTATION SYSTEM

The transportation standards included in this chapter support the City's management of an effective multimodal transportation system:

- **Functional Classifications** provide a hierarchy for managing public roadways practically and cost effectively. They provide a framework for identifying which street elements to include in a street's design.
- **Connectivity and Facility Spacing Standards** ensure that direct routes and travel options are available for all transportation users.
- **Freight Routes** connect the City's industrial and commercial sites with I-5 and other regional facilities and improve the coordination between freight and other travel modes.
- **Bicycle Routes** connect neighborhoods, schools, parks, community centers, business districts, and natural resource areas to support bicycle travel by residents of varying physical capabilities, ages, and skill levels.
- **Cross-Section Standards** provide guidance for selecting and sizing various design elements to serve intended users' needs.
- **Access Management** balances the transportation system's need to provide safe, efficient, and timely travel with the need to allow access to individual properties.

Looking north at Boones Ferry Road north of Day Road. Washington County recently received jurisdiction of this roadway from ODOT and will be constructing improvements that include roadway widening, bike lanes, and sidewalks.

ROADWAY JURISDICTION

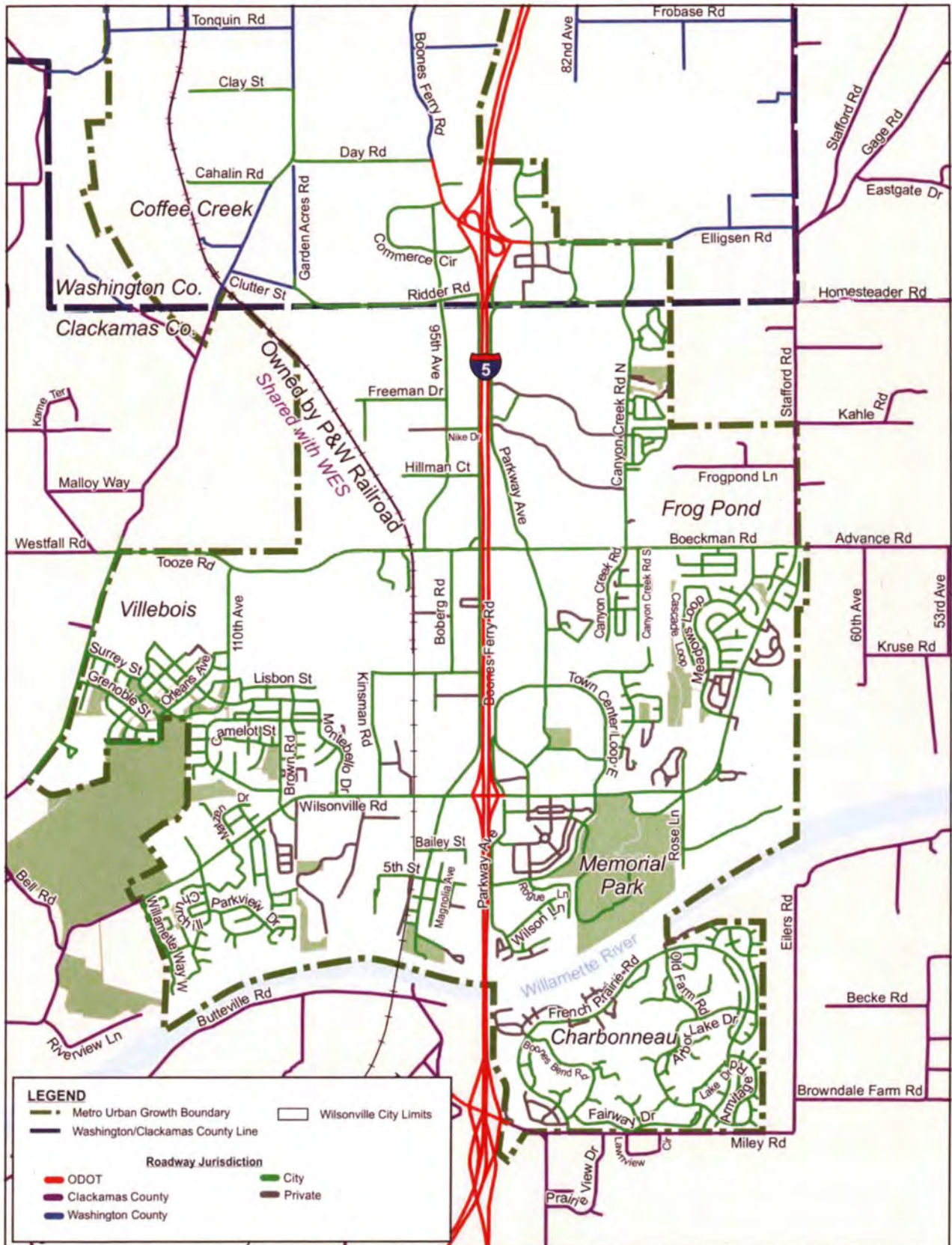
A roadway's jurisdiction affects who will have the ultimate authority over improvements and what standards apply. In the Wilsonville vicinity, there are four agencies with jurisdiction:

- **City of Wilsonville** has the majority of roadways within City limits.
- **Washington County** roadways are on the outskirts to the north of the city.
- **Clackamas County** roadways are on the outskirts to the east, west, and south of the city.
- **ODOT** has jurisdiction of Interstate-5, the corresponding interchange ramps, the portions of Elligsen Road and Boones Ferry Road between the interchange ramps and Day Road, and Wilsonville Road between Town Center Loop West and Boones Ferry Road.

As the City expands, it is expected that the county roadways in the immediate vicinity of the city will transfer jurisdictions. These roadways include Stafford Road, Advance Road, Elligsen Road, Frog Pond Lane, Clutter Street, and Grahams Ferry Road.



FIGURE 3-1. ROADWAY JURISDICTION



FUNCTIONAL CLASSIFICATION

The City's street functional classification system is an important tool for managing public roadways. It is based on a hierarchical system of roads (see diagram at right) where streets with a higher classification, such as arterial streets, emphasize a higher level of mobility for through-movement. They look and function very differently than a street with a lower classification, such as local streets, which emphasize the land access function.

Wilsonville has four functional classes:

- **Major Arterials** primarily connect the I-5 interchanges with major activity centers (i.e., Town Center and Argyle Square) but also include the key connections requiring additional travel lanes (i.e., Boeckman Road bridge over I-5 and Stafford Road). They generally have four or more travel lanes, bicycle lanes, and limited access (preferably connecting with minor arterials).
- **Minor Arterials** serve as the direct connections through town and usually do not penetrate identifiable neighborhoods. They generally have two or three travel lanes, bicycle lanes, and consolidated access to larger developed areas and neighborhoods.
- **Collectors** provide traffic circulation within residential, commercial, and industrial areas and serve to funnel traffic from neighborhoods to the arterial street network. They have two or three travel lanes, bicycle lanes, optional on-street parking, and minor access restrictions.
- **Local Streets** are located within residential, commercial, and industrial areas and discourage through movement. They allow on-street parking and ensure that every parcel is accessible for all modes.

The roadway classifications throughout the city are shown in Figure 3-2.

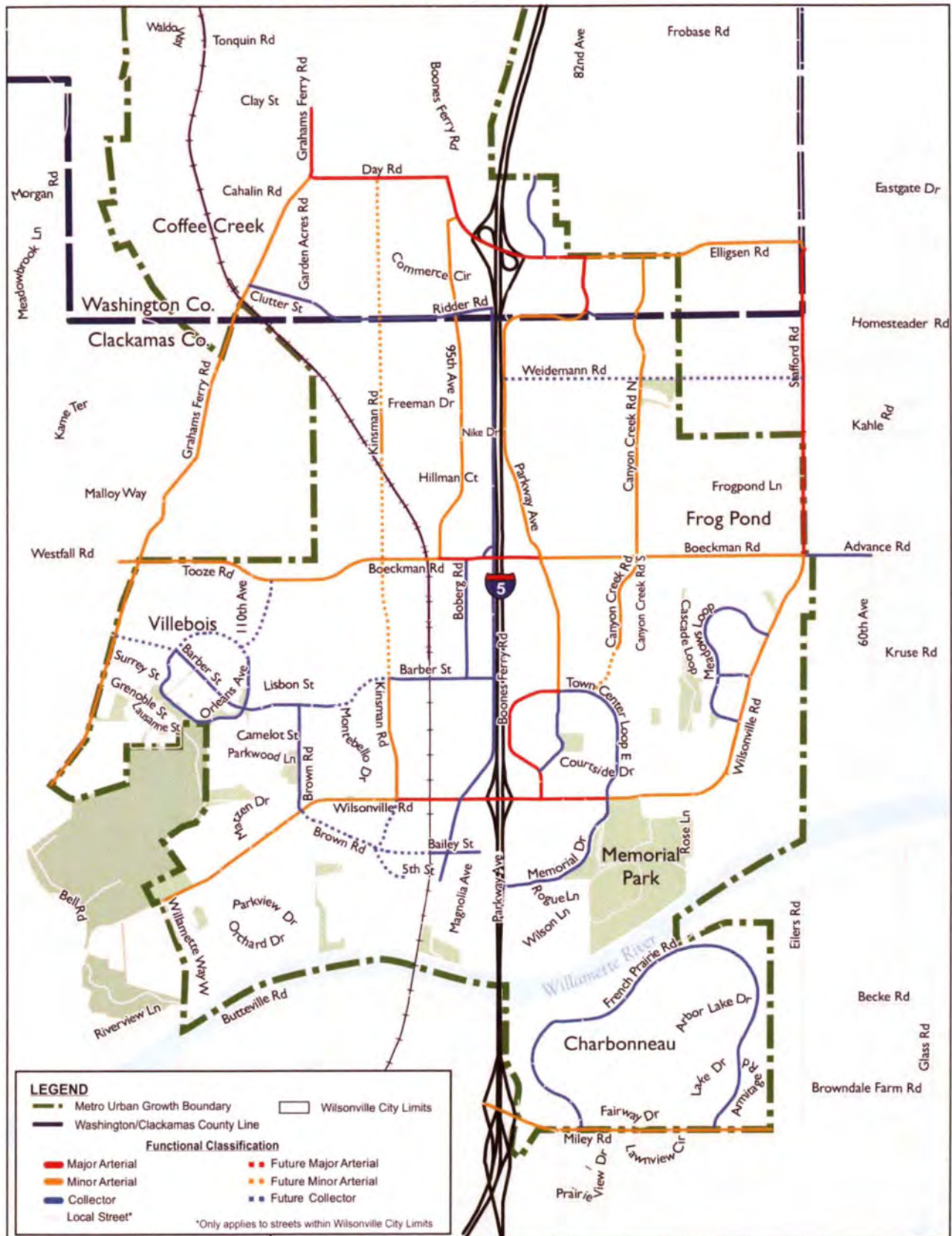


FUNCTIONAL CLASSIFICATION AS A FRAMEWORK FOR STANDARDS

Functional classification provides a helpful framework for managing the City's transportation system and supporting the following standards:

- **Connectivity and Spacing Standards** indicate how far apart roadways of different functional classifications should be spaced to ensure a balanced approach to mobility and land access throughout the city.
- **Freight Routes and Transit Streets** primarily use higher classification roads to serve freight and/or transit vehicles due to the wider cross-sections and greater focus on mobility.
- **Cross-Section Standards** vary by functional classification to meet user needs. However, functional class is not the only factor in determining street design.
- **Access Management Standards** are more stringent for higher class roadways, which are intended to emphasize mobility.

FIGURE 3-2. FUNCTIONAL CLASS DESIGNATIONS



CONNECTIVITY AND SPACING

One of Wilsonville’s goals is to improve connectivity by constructing parallel facilities spaced at regular intervals throughout the city. These facilities provide multiple alternatives and more direct routes between both local and regional destinations, including neighborhoods, parks, schools, employment centers, and retail areas.

Table 3-1 lists the desired spacing of each facility type throughout Wilsonville to ensure a high level of connectivity. Figure 3-3 illustrates the desired spacing for the arterial and collector street network. Deviations to these guidelines may be needed in locations where there are significant barriers, such as topography, rail lines, freeways, existing development, and the presence of natural areas.

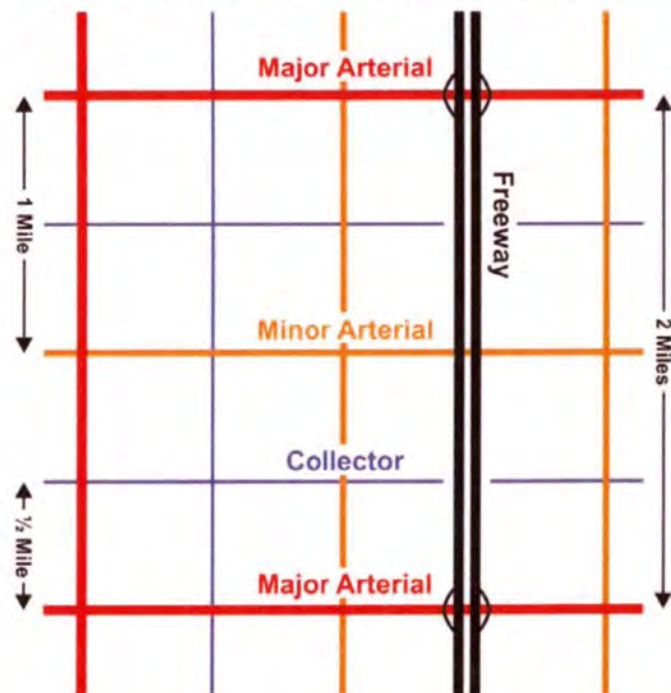
Bicyclists and pedestrians benefit the most from closely spaced facilities because they are the most affected by distance. By providing walking and biking facilities spaced less than 300 feet apart, Wilsonville will support walking and biking use within and between its neighborhoods. In addition, these connections can improve access to transit.

Table 3-1. Facility Spacing Guidelines

Facility Type	Desired Spacing ^a
Major Arterial	1 - 2 mi
Minor Arterial	1 mi
Collector	1/4 - 1/2 mi
Local Street	300 - 500 ft
Bicycle and Pedestrian Facilities	300 ft

^a Desired Spacing refers to distance between facilities with same or higher functional classification.

FIGURE 3-3. DESIRED FACILITY SPACING



BENEFITS OF CONNECTIVITY

Connectivity provides all transportation system users with multiple benefits:

- Increased mobility by distributing traffic over multiple connected streets rather than forcing all traffic onto the City’s arterial street system
- More equitable access for all businesses and neighborhoods throughout the city
- Improved walking, biking, and transit use due to more direct connections and less out of direction travel between neighborhoods, schools, transit stops, retail centers, employment centers, and recreational areas
- Reduction in short auto trips between adjacent neighborhoods and land uses



Villebois Village Master Plan was designed to provide a high level of connectivity for all travel modes using short blocks arranged in a grid pattern, numerous pathways, and a diversity of land use.

“Connectivity is important because you want to be able to have options for how you move through your community. I don’t personally always want to drive my car places, especially when I have my children with me. I want us to get out and be active and to be able to bike to the store. We have stores that are really close to us, but it’s not always safe and convenient for us to ride our bike there. Which is why having bike lanes and sidewalks that are designed to accommodate these other options are critical to enhance our livability.”

*Marta McGuire
Planning Commission*

FREIGHT ROUTES

Wilsonville's freight routes connect the City's industrial and commercial sites with I-5 and other regional facilities. Figure 3-4 identifies the City's freight routes, which include truck routes, railroads, and waterways. Improvement projects should be coordinated to facilitate freight needs while balancing the needs of other users.

Some of the key truck routes that provide important truck connections to Washington County include Boones Ferry Road, Kinsman Road, and Tonquin Road. In addition, the Portland and Western Railroad runs through Wilsonville and serves freight traffic, and the Willamette River has the potential for handling barge traffic.

As a major employment center and industry hub along I-5, Wilsonville will benefit from ensuring that its freight routes are designed to accommodate the needs of its industrial and commercial sites. At the same time, Wilsonville's residential neighborhoods should be protected from freight traffic. The call-out box at right lists multiple freight coordination improvements resulting from having freight routes.

IMPROVED FREIGHT COORDINATION

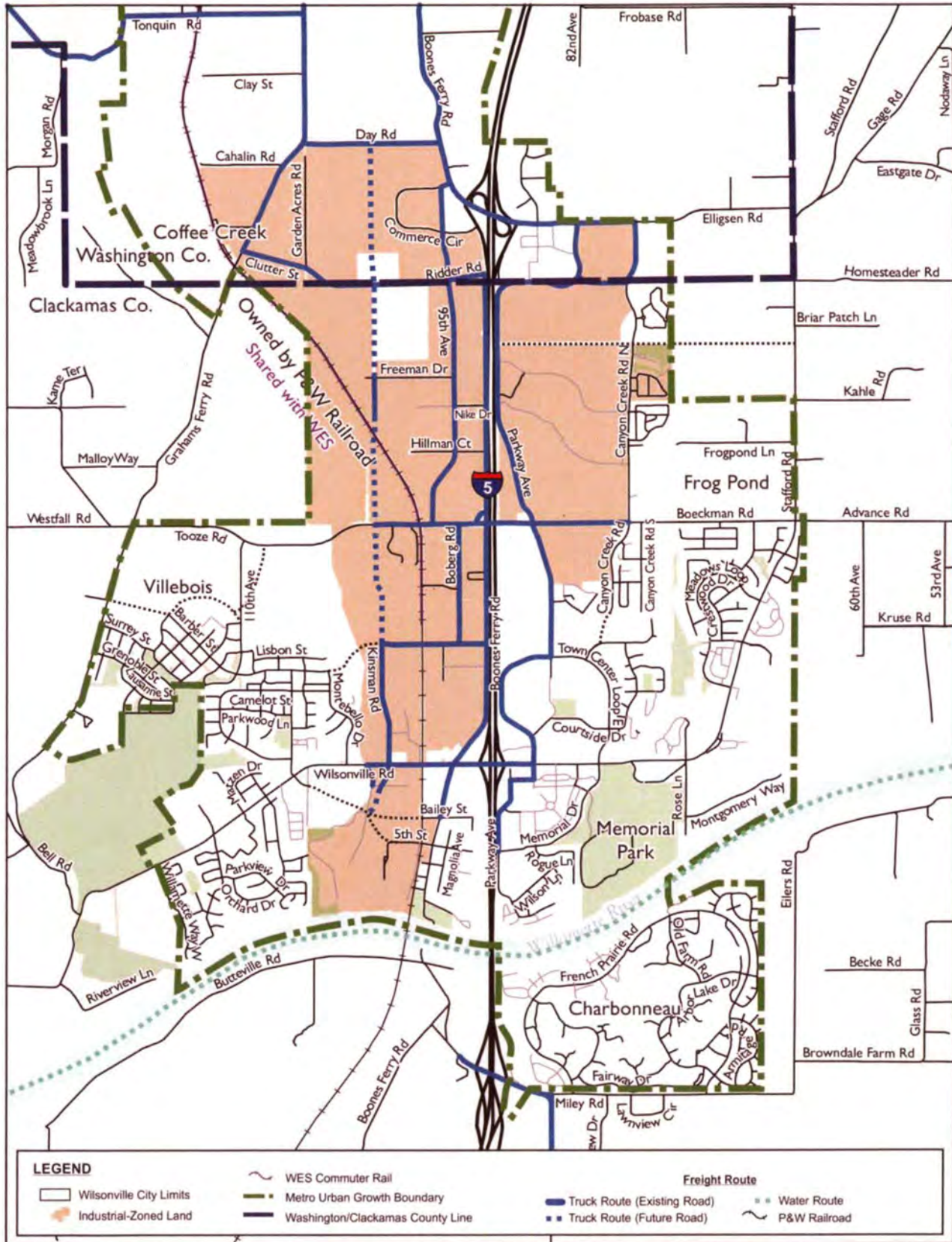
By having designated freight routes, various City efforts regarding freight and non-freight users will be improved:

- **Roadway and Intersection Improvements** can be designed for freight vehicles with adjustments for turn radii, sight distance, lane widths, turn pocket lengths, and pavement design.
- **Bicycle and Pedestrian Improvements**—such as buffered bike lanes, enhanced pedestrian crossings, and other safety improvements—can be identified to reduce freight impacts to other users (particularly along bikeways and walkways).
- **Roadway Durability** can be increased by using concrete instead of asphalt.
- **Railroad Connections** can be coordinated to support businesses that ship goods by rail, particularly in areas where railroad sidings can be provided along the Portland and Western Railroad track.
- **Willamette River Port** can be considered to support businesses that ship goods using barges on the Willamette River.
- **Coordination with Businesses and Adjacent Jurisdictions** can ensure that local and regional freight traffic uses the City's freight routes to travel within the city.

"We have a significant number of large manufacturing companies because we have an efficient freight mobility process where our trucks can get in and out of town with the least amount of interference from local traffic. For the part of the transporter, that's very important in as much as it costs money for these trucks, even when they are not moving. Secondly, the local resident doesn't want to have to be disrupted by freight transportation."

*Ray Phelps
Planning Commission*

FIGURE 3-4. FREIGHT ROUTES



BICYCLE ROUTES

Bicycle routes are provided throughout Wilsonville and connect to neighborhoods, schools, parks, community centers, business districts, and natural resource areas. The City’s bicycle network serves multiple users of varying physical capabilities, ages, and skill levels.

Figure 3-5 identifies the City’s bicycle routes, which include three facility types:

- **Multi-Use Paths** are 8-foot to 12-foot wide pathways that have minimal conflicts with automobile traffic and may have their own right-of-way (cross-section standards shown in Figure 3-11). Multi-use paths serve multiple non-motorized users: bicyclists, pedestrians, wheelchair users, skaters, and others. Many of the multi-use paths throughout Wilsonville are part of the regional trail network, which traverses large sections of the City and connects to neighboring jurisdictions and regionally significant destinations. These regional trails are designed to meet state and federal guidelines, which make them eligible for state and federal transportation funding.
- **Bike Lanes** are provided on Arterial and Collector streets throughout Wilsonville. They are usually 6-foot wide and adjacent to motor vehicle travel lanes (cross-section standards shown in Figures 3-6, 3-7, and 3-8). Buffered bike lanes and one-way or two-way cycle tracks may be used instead of bike lanes and include buffers between the bike and motor vehicle travel lanes (cross-section standards shown in Figure 3-12).
- **Local Street Bikeways** are streets designated as important bicycle connections where bicyclists share the travel lane with motor vehicle traffic. Even though all Local Streets allow bicyclists to share the travel lane (cross-section standards shown in Figures 3-9 and 3-10), Local Street Bikeways are intended to serve a greater number

of bicyclists. They typically are provided on low-volume, low-speed residential streets that serve as important connections to nearby bike lanes, multi-use paths, and key destinations.

Modifications—such as sharrows, traffic calming devices, or wayfinding signage—may be made to these streets to emphasize their use as bicycling facilities and increase the comfort and confidence of bicyclists.

KEY BICYCLE FACILITIES

The following existing and future bicycle facilities (which are included in Figure 3-5) provide important connections throughout the City:

Regional Trails

- Ice Age Tonquin Trail (through West Wilsonville with connections to Tualatin and Sherwood)
- Waterfront Trail (along the Willamette River)
- Boeckman Creek Trail (along Boeckman Creek in East Wilsonville)
- Stafford Spur Trail (connecting to regional destinations in Northeast Wilsonville)

Multi-Use Paths

- Primarily near schools, parks, transit hubs, retail centers, and other pedestrian areas

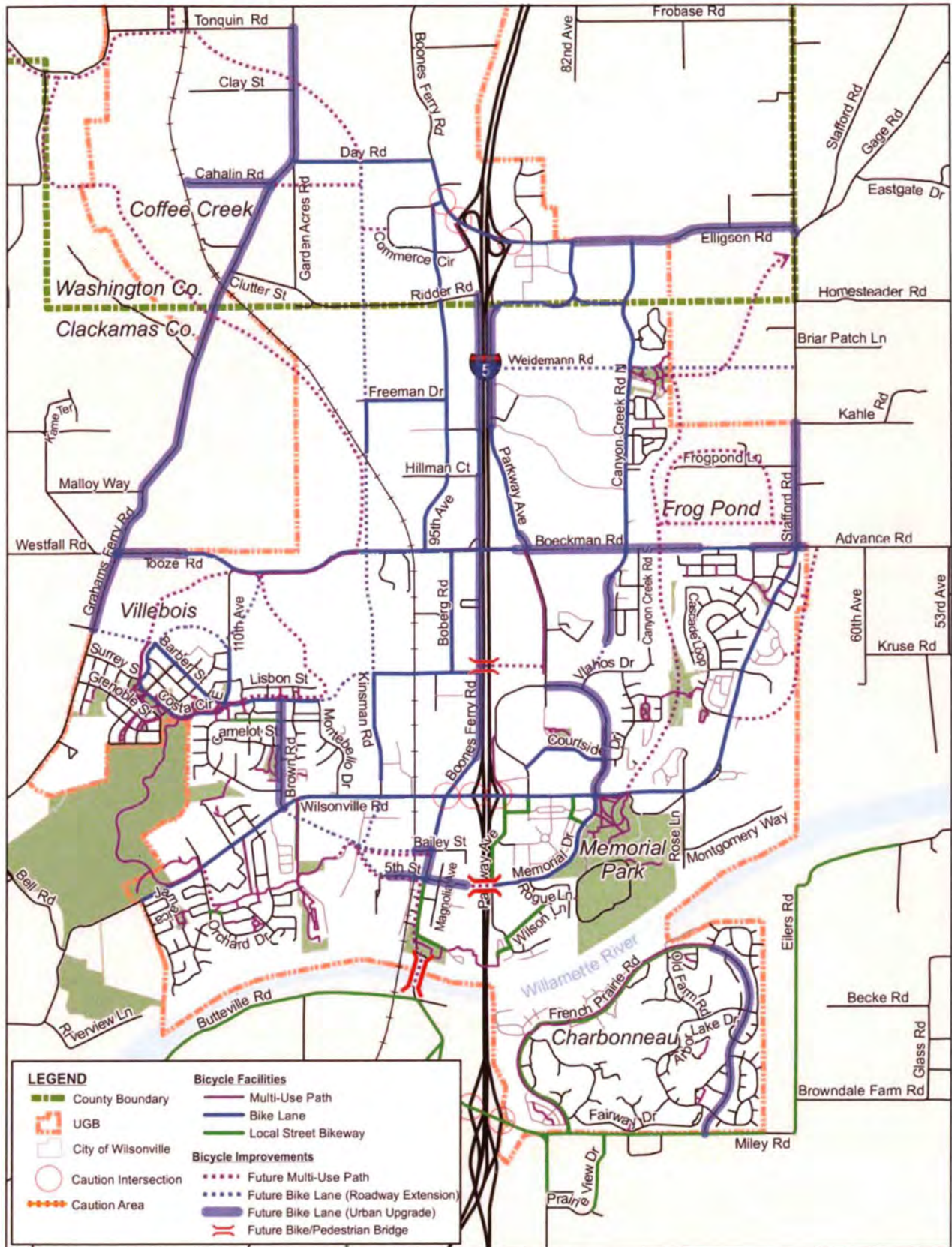
Bike Lanes

- On Arterial and Collector streets

Local Street Bikeways

- Boones Ferry Road south of 5th Street to connect to future Willamette River bridge
- Parkway Avenue connecting to Wilsonville Road to the nearby neighborhood
- Wilson Lane, Metolius Lane, and Kalyca Drive connecting Memorial Park to the Waterfront Trail near where it passes underneath the I-5 Boone Bridge

FIGURE 3-5. BICYCLE ROUTES



STREET CROSS-SECTION DESIGN

Since different streets serve different purposes, a functional classification system—which is a hierarchy of street designations—provides a framework for identifying the size and type of various street elements to consider including in a street's design. Not all elements are included on all streets and so they must be carefully selected based on multimodal needs.

While a street's functional classification does not dictate which street elements to include, it does facilitate the selection of multimodal facilities and widths that will help ensure the roadway can meet its intended multimodal function. Adjacent land uses and available right-of-way width also influence which elements are included in a specific segment.

Roadway cross-section design elements include travel lanes, curbs, planter strips, sidewalks on both sides of the road, and bicycle facilities consistent with designated bikeways, walkways, and shared-use trails. Low impact development (LID) standards may also be used throughout the City at the City's discretion.

FACILITY TYPES

Cross-section standards are provided for the following facilities:

- Major Arterials
- Minor Arterials
- Collectors
- Local Streets
- Low Impact Development (LID) Local Streets (similar modifications may be made to other streets regardless of classification)
- Shared-Use Paths and Trails
- Bicycle Facility Design Options



Example of a Major Arterial - Boeckman Road looking west towards Boberg Road and 95th Avenue

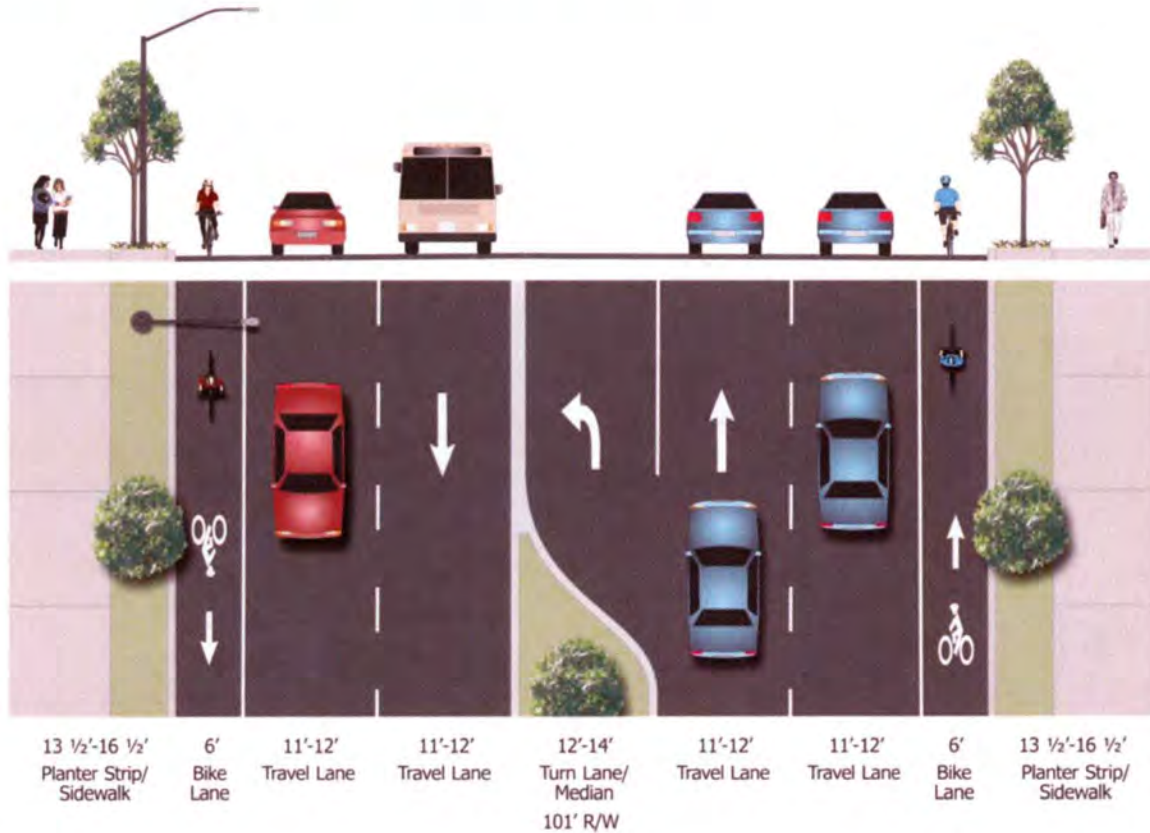


Example of a Collector - Barber Street looking east near SMART Central at Wilsonville Station transit center



Example of a Local Street - Rogue Lane looking east near Memorial Park

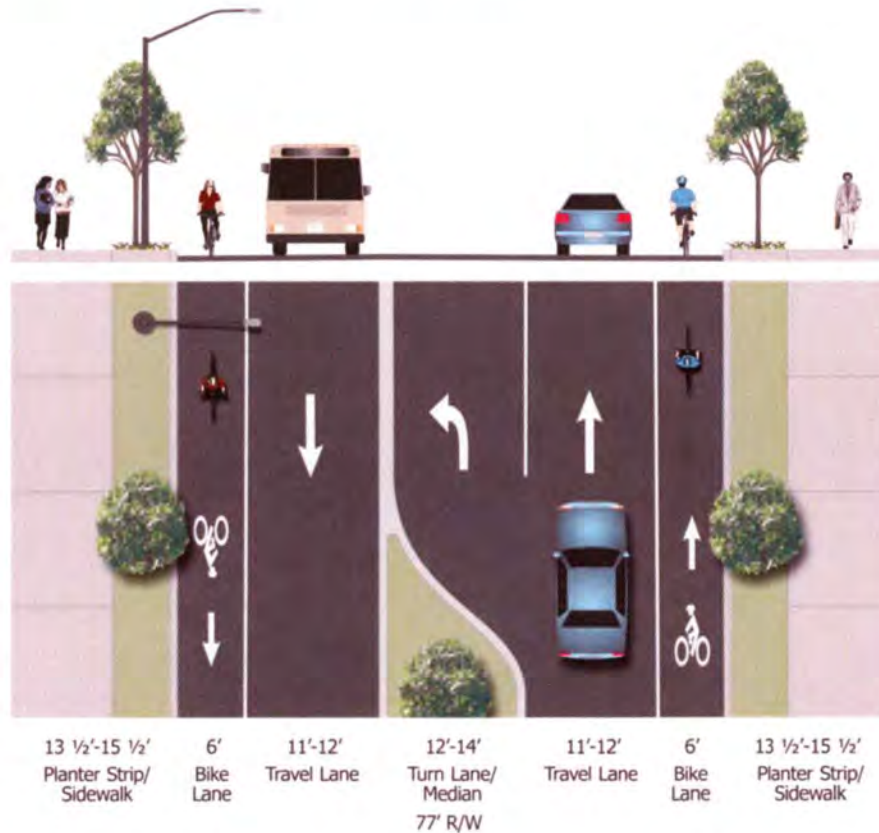
FIGURE 3-6. MAJOR ARTERIAL CROSS-SECTION



Notes:

1. Travel lane and turn lane/median widths as determined by Community Development Director.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planting strip may be combined in commercial/retail areas for a total width of 13½ to 16½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb width of ½-foot is included in the sidewalk/planter strip width.
4. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
5. Striping and signage as required in the PW Standards.
6. On-street parking is not allowed.
7. Transit stop locations to be determined by Transit Director.
8. Median shall be landscaped when not needed as a left-turn lane.
9. New streets shall incorporate low impact development design as practicable.
10. Allow for separation for bikes on major arterials (especially freight routes).

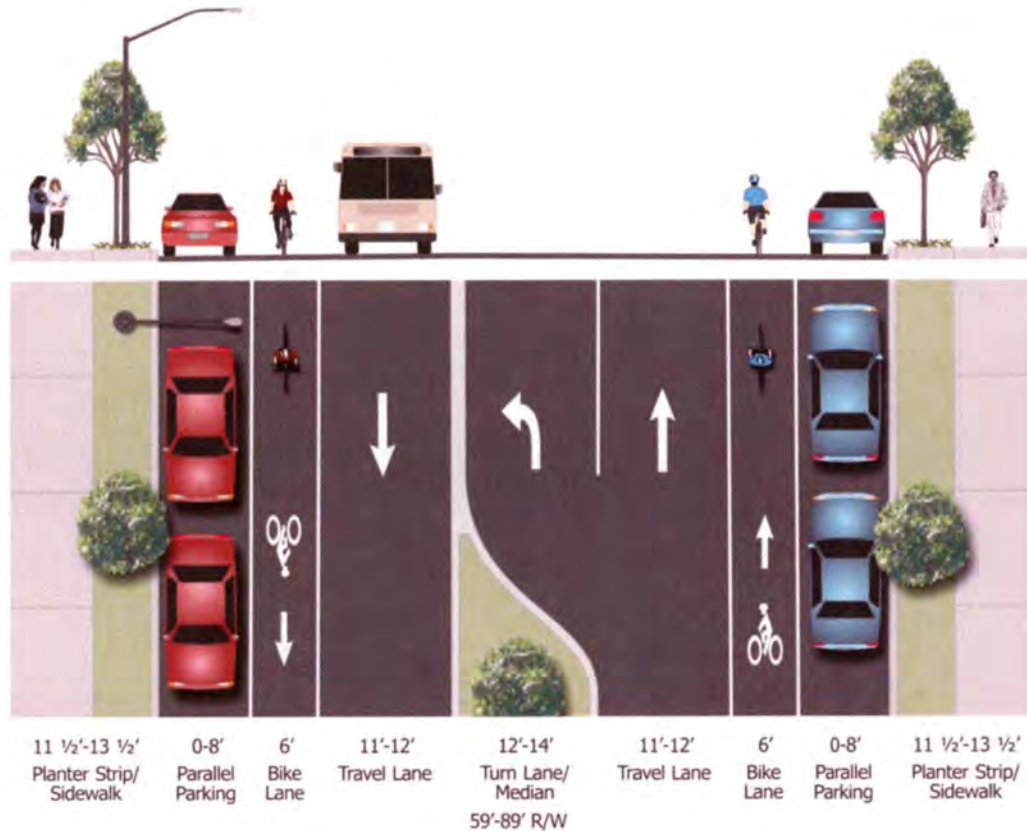
FIGURE 3-7. MINOR ARTERIAL CROSS-SECTION



Notes:

1. Travel lane and turn lane/median widths as determined by Community Development Director.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planting strip may be combined in commercial/retail areas for a total width of 13½ to 15½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb width of ½ foot is included in the sidewalk/planter strip width.
4. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
5. Striping and signage as required in the PW Standards.
6. On-street parking is not allowed.
7. Transit stop locations to be determined by Transit Director.
8. Median shall be landscaped when not needed as a left-turn lane.
9. New streets shall incorporate low impact development design as practicable.
10. Allow for separation for bikes on minor arterials (especially freight routes).

FIGURE 3-8. COLLECTOR CROSS-SECTION



Notes:

1. Collector right-of-way varies between 59 to 89 feet as determined by Community Development Director based on surrounding planned development of residential, commercial or industrial and need for on-street parking and/or turn lane/median.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director. Width of sidewalk/planting strip may be combined in commercial/retail areas for a total width of 11½ to 13½ feet; street trees shall be located in minimum 4-foot tree wells.
3. Curb and sidewalk bulb-outs at crosswalks or street intersections as determined by Community Development Director.
4. Curb width of ½ foot is included in the sidewalk/planter strip width.
5. Street lights shall be located within the planter strip, center landscape median, or sidewalk as determined by Community Development Director.
6. Travel lane and turn lane/median widths as determined by Community Development Director. Turn lane/median may be eliminated.
7. Striping and signage as required in the PW Standards.
8. On-street parking on one or both sides is allowed.
9. Transit stop locations to be determined by Transit Director.
10. Median shall be landscaped when not needed as a left-turn lane.
11. New streets shall incorporate low impact development design as practicable.

FIGURE 3-9. LOCAL STREET CROSS-SECTION



Notes:

1. Minimum right-of-way width of 47 feet (parking on one side) and 51 feet (parking on both sides). Providing parking on both sides is preferred unless constraints exist.
2. Minimum sidewalk width is 5 feet; minimum planter strip width is 5 feet.
3. Curb width of ½ foot is included in the planter strip width.
4. Curb and sidewalk bulb-outs at crosswalks or street intersections as determined by Community Development Director.
5. Street lights shall be located within the planter strip as required in the PW Standards.
6. No lane striping on street. Signage as required.
7. New streets shall incorporate low impact development design as practicable.

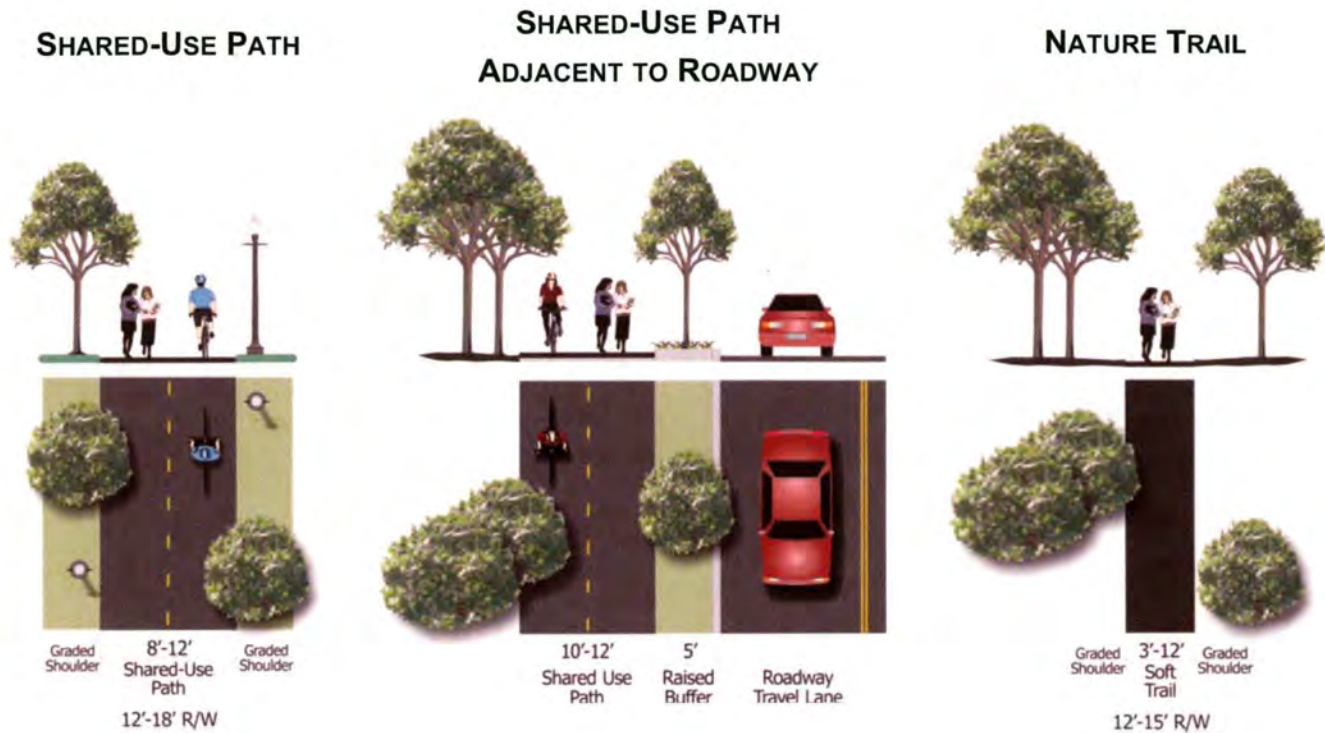
FIGURE 3-10. LOW IMPACT DEVELOPMENT (LID) LOCAL STREET CROSS-SECTION



Notes:

1. LID streets located as approved by Community Development Director.
2. Minimum sidewalk width is 5 feet; actual sidewalk width as determined by Community Development Director.
3. Minimum landscape width of 6½ feet where a water quality swale is proposed.
4. Curb width of ½ foot is included in the planter strip width.
5. Stormwater control as required in the PW Standards.
6. Use of pervious surfaces as determined by Community Development Director.
7. Narrower streets as approved by Community Development Director and as permitted in the PW Standards.
8. 28-foot curb-to-curb street is intended to allow on-street parking on both sides.
9. 24-foot curb-to-curb street is intended to allow on-street parking on one side.
10. 20-foot curb-to-curb street would not allow on-street parking on either side.

FIGURE 3-11. SHARED-USE PATH AND TRAIL CROSS-SECTIONS



Notes:

1. Trail types and widths as approved by Community Development Director.
2. Typical cross section of shared-use path is 12 feet wide with 2-foot-wide compacted crushed stone shoulders.
3. Vertical separation between shared-use path and roadway may be used instead of 5' buffer as approved by Community Development Director.
4. Cross-section standards identified in the Ice Age Tonquin Trail Master Plan are required along the Ice Age Tonquin Trail.
5. Additional design standards are available in the Bicycle and Pedestrian Master Plan.

FIGURE 3-12. BICYCLE FACILITY DESIGN OPTIONS

BUFFERED BIKE LANES AND CYCLE TRACKS

The standard Arterial and Collector cross sections include on-street bike lanes. Buffered bike lanes and cycle tracks are two other bicycle facility options that are gaining popularity throughout the United States and have been implemented in other parts of the Portland Metro area. Therefore, the following design options have been provided to allow the City flexibility to consider these bicycle treatments in place of bike lanes.



One-Way Cycle Track on Cully Boulevard in Northeast Portland. Cycle tracks are typically protected from motor vehicle traffic by parked cars, raised curbs, or other physical buffers.

BUFFERED BIKE LANE OR ONE-WAY CYCLE TRACK



TWO-WAY CYCLE TRACK



Notes:

1. Design option locations, widths, and separation buffer features as approved by Community Development Director.
2. Additional design guidance can be obtained from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide

ACCESS MANAGEMENT

Access management refers to the broad set of techniques that are used to balance safe, efficient, and timely travel with the ability to allow access to individual properties. Access is an important component of the city’s transportation infrastructure and significantly affects system operations and safety.

Wilsonville should continue to manage access to its roadways because it improves both traffic flow and safety. By limiting access to higher classification roadways (especially Major and Minor Arterials), conflicts between vehicles entering and exiting driveways and vehicles on the roadway are reduced. The walking and cycling public also benefits from reduced conflicts with vehicles entering and exiting the roadway.

Table 3-2 lists the City’s access spacing standards. ODOT also has access spacing standards that apply to the I-5 interchange areas and to the section of Boones Ferry Road that is under ODOT jurisdiction (i.e., between the I-5 interchange and Day Road). The I-5/Wilsonville Road Interchange Area Management Plan (IAMP) should also be consulted when considering access needs near the Wilsonville Road interchange.



Looking east to the I-5/Wilsonville Road interchange. Interchange areas have the most restrictive access spacing standards to ensure safety and mobility.

ACCESS MANAGEMENT STRATEGIES

The City can use various access management strategies to help improve mobility and safety:

- **Interchange Areas:** Eliminate or consolidate accesses within one-quarter mile of the I-5 interchanges as opportunities arise.
- **Adjacent to High Volume Intersections:** Pursue appropriate treatments at accesses adjacent to high volume intersections, particularly when queues block access.
- **Roads throughout City:** Eliminate or consolidate accesses that do not conform to the City’s access spacing standard as development or redevelopment occurs.
- **Ongoing Development Review:** Manage new driveway locations and spacing on a case-by-case basis. Where driveways do not meet spacing standards, consider mitigation treatments, such as consolidating accesses or restricting turn movements to right-in/right-out.

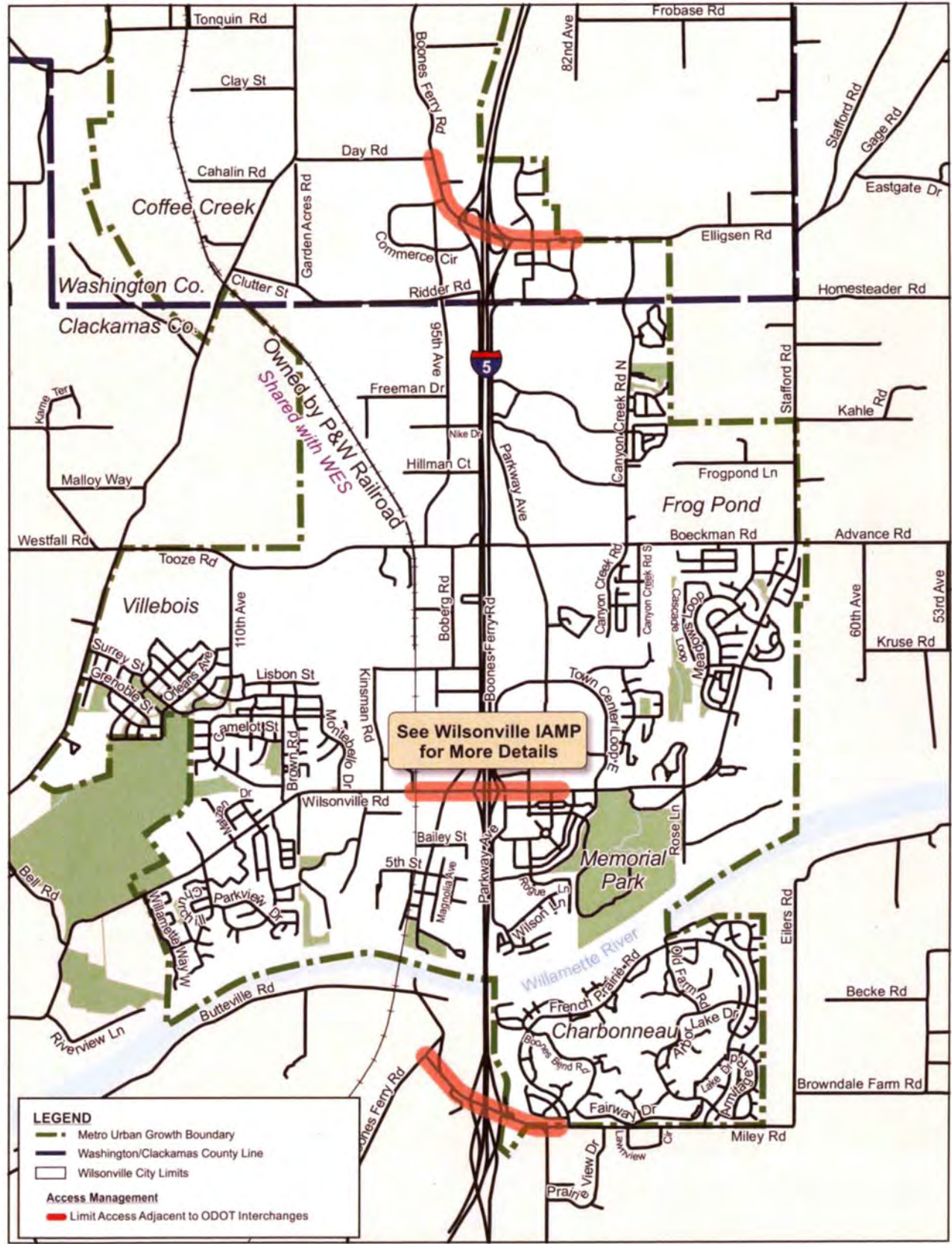
Table 3-2. Access Spacing Standards

Functional Classification	Access Spacing Standards ^a	
	Desired ^b	Minimum
Near Interchanges	ODOT Requires 1,320 ft	
Major Arterial	1,320 ft	1,000 ft
Minor Arterial	1,000 ft	600 ft
Collector	300 ft	100 ft
Local Street	Access Permitted to Each Lot	

^a Spacing is measured from centerline to centerline on Major Arterials and Minor Arterials and between adjacent curb returns on Collectors and Local Streets

^b Desired Access Spacing shall be adhered to unless otherwise approved by the City Engineer. Reasons for deviating from Desired Access Spacing include aligning with existing driveways, topography, property limitations, and other safety related issues as identified in a transportation study.

FIGURE 3-13. ACCESS MANAGEMENT INTEREST AREAS





A colorful row of street trees along Wilsonville Road near Boones Ferry Primary School during a fall day. Street trees can provide both aesthetic and safety benefits. They improve the walking environment by creating a pleasing buffer between the motor vehicle and pedestrian facilities. They also provide visual cues to drivers that can result in reduced traffic speeds.

“The City needs to have a Transportation System Plan to make sure we are prepared for how we get around the city in the future. This includes automobiles, freight, bikes, and pedestrians.”

*Nancy Kraushaar
Community Development Director*

Chapter 4 The Needs



As a growing community, Wilsonville faces the challenge of addressing new and ongoing transportation system needs. These needs are categorized as either gaps (missing connections or barriers in the transportation network) or deficiencies (shortcomings of the existing system). The City's transportation policies (see Chapter 2) and standards (see Chapter 3) serve as a framework for determining what gaps and deficiencies currently exist or are anticipated to arise through the 2035 horizon year as additional development occurs throughout the city and the region. The City's transportation improvement projects (see Chapter 5) and programs (see Chapter 6) address these needs and ensure Wilsonville's continued growth and prosperity.

GAPS AND DEFICIENCIES

- **System Gaps** are missing connections or barriers in the urban transportation system that functionally prohibit travel for a given mode. While a gap generally means a connection does not exist, it could also be the result of a physical barrier (such as I-5, the Willamette River, other natural feature, or existing development) or a social barrier (including lack of information, language, education, and/or limited resources).
- **System Deficiencies** are performance, design, or operational constraints that limit travel by a given mode. Examples may include unsafe designs, bicycle and pedestrian connections that contain obstacles, inadequate intersection or roadway capacity, insufficient bus frequency, and congestion.

Wilsonville's transportation needs include . . .

- *Gaps (missing connections or barriers)*
- *Deficiencies (shortcomings)*

These needs will be addressed by . . .

- *Improvement projects (Chapter 5)*
- *Programs (Chapter 6)*



Header Photo Source: OBEC

MULTIMODAL CONNECTIVITY GAPS

Providing a well connected transportation system is one of the City's goals. In order to insure this goal is achieved, the City has developed facility spacing standards to provide direct routes and travel options

for system users. Based on the street connectivity guidelines set forth in Chapter 3, there are system gaps in each of the city's four quadrants. However, there are also constraints and barriers that may make some connections infeasible.

Northwest Quadrant Connectivity



Two connectivity gaps exist in this quadrant:

- A north-south gap exists between Day Road and Boeckman Road that increases congestion at the 95th Avenue/Elligsen Road intersection and the nearby I-5 interchange.
- An east-west gap exists between 95th Avenue and Grahams Ferry Road.

North/south Minor Arterial and east/west Collector would be needed as future development occurs to fill these gaps, provide additional travel options, and allow access to future development. However, these roads will be difficult to construct due to the P&W railroad track and Metro green space in this quadrant that are barriers. The new north/south roadway should be considered after 95th Avenue between Boeckman Road and Ridder Road no longer sufficiently serves this function.

Northeast Quadrant Connectivity



There is a gap in the east west connectivity between Elligsen Road and Boeckman Road.

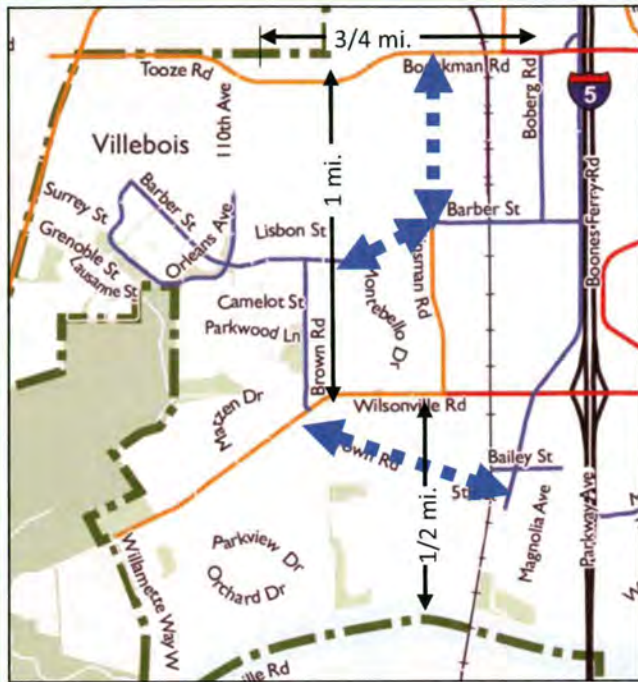
An east/west Collector from Parkway Avenue to Stafford Road would be needed to fill this gap. The City currently owns partial right-of-way along the west end of Wiedemann Road, which is a single-lane gravel road that runs east/west for a short distance east of Parkway Avenue.

The following legend applies to each of the four quadrant images.

LEGEND

Functional Classification	New Connection Needed
Major Arterial	Minor Arterial
Minor Arterial	Collector
Collector	
Local Street*	

Southwest Quadrant Connectivity



There are several gaps in east-west and north-south connectivity as follows:

- North/south and east-west gap exists between Wilsonville Road and Boeckman Road and between the Villebois development and the WES station.
- An east-west gap exists between the Willamette River and Wilsonville Road.

North/south Minor Arterial and east/west Collector (north of Wilsonville Road) streets are needed to fill these gaps. The Barber Street and Kinsman Road extensions are currently in the design phase that would satisfy these needs.

An east/west Collector (south of Wilsonville Road) would be needed as development occurs to provide the necessary connectivity. This roadway would also provide a secondary access option to and from Old Town (that is needed today), and the likely connection options are either 5th Street or Bailey Street.

Southeast Quadrant Connectivity



There are two existing gaps in this quadrant as follows:

- A north-south gap exists between Boeckman Road and Town Center Loop that leads to additional traffic on Parkway Avenue and Wilsonville Road.
- An east-west gap exists between Canyon Creek Road and Meadows Loop.

North/south Minor Arterial extension of Canyon Creek Road is needed as soon as funding is available and would provide the connection to Town Center Loop. A major portion of this connection has already been constructed by adjacent development.

An east/west Collector from Canyon Creek Road to Meadows Loop would provide the connectivity needed. However, there are topographical, environmental, and development constraints that make this connection difficult. An existing trail and bridge provide pedestrian and bicycle connectivity.

CROSS-SECTION DEFICIENCIES

To ensure Wilsonville’s roadways adequately serve all modes, the City has cross-section standards that guide roadway design based on the street’s functional classification with the acknowledgement that design elements shall be matched with the adjacent land use to provide safe transportation choices for users. The functional classifications and cross-section standards include number of motor vehicle travel lanes, sidewalks on both sides of the street, planter strips, and curbs (see Chapter 3: The Standards). In addition, the higher classification roadways also include bicycle facilities.

Building roads that provide facilities for all travel modes and meet applicable cross-section standards is critical to assure a safe and well connected transportation system. If bike lanes and sidewalks are

missing, the users of these facilities are likely using other portions of the roadway (motor vehicle travel lanes or shoulders) that may be unsafe.

Figure 4-1 shows which City roadways do not meet their applicable cross-section standards. In some instances, all that is needed are sidewalks for improved pedestrian connectivity. In other instances, roadways may need to be widened to include center turn lanes or bike lanes. Many of these roads are adjacent to rural areas and will be brought up to meet standards as adjacent parcels develop. Others will require standalone improvement projects. Depending on the situation, these roadway sections will require urban upgrades, sidewalk infill, or bike lane infill improvements.



Parkway Avenue near the Xerox campus is a Minor Arterial but does not include bike lanes. There is a sidewalk on the east side, but it ends at the boundary with the vacant parcel to the north.

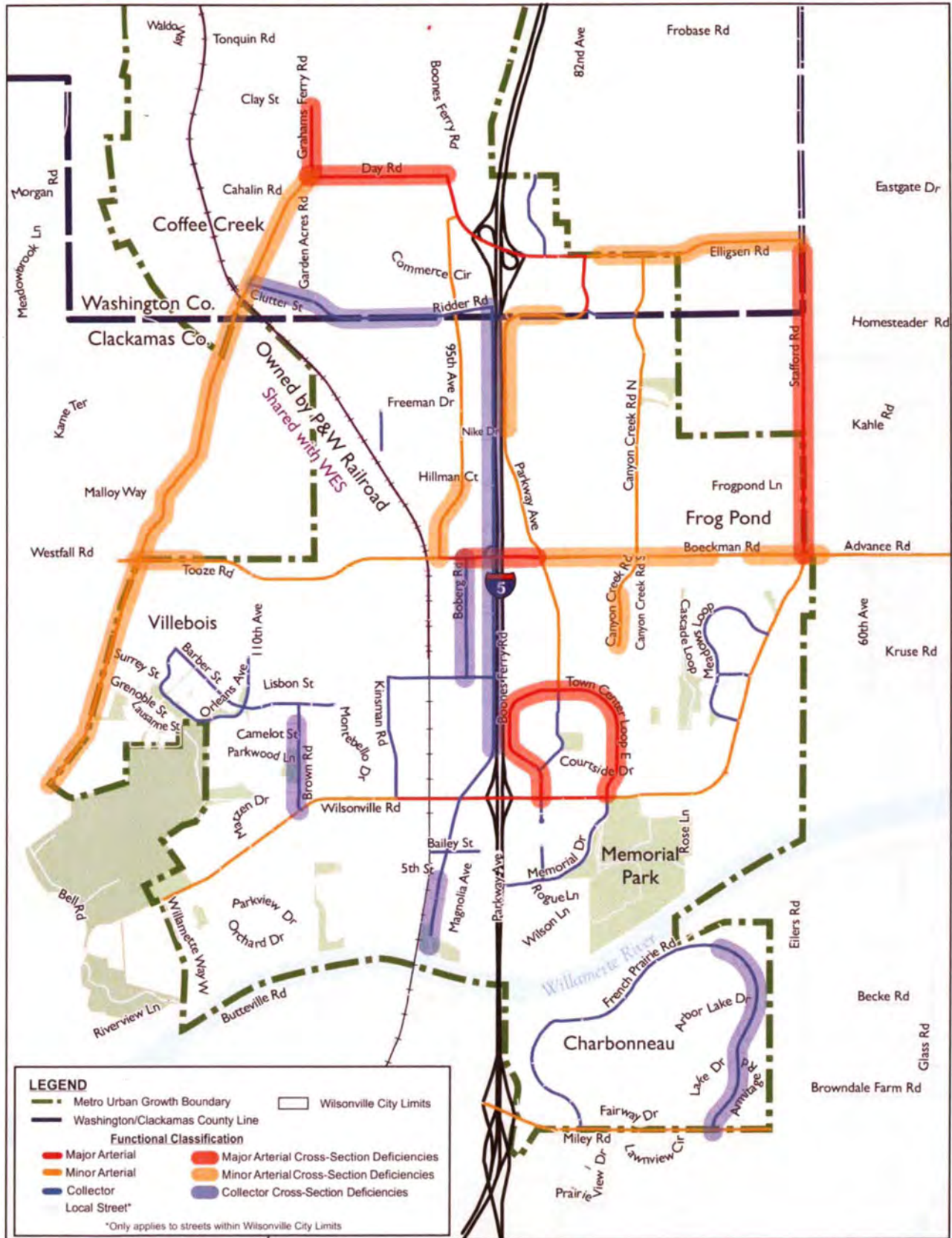


Freeman Drive between 95th Avenue and businesses lacks sidewalks on the south side.

“I-5 poses some challenges because it serves as a barrier in between the east and west sides of town. This puts a lot of pressure on the few existing connections that make it harder for people to walk between one place and another.”

*Katie Mangle
Long Range Planning Manager*

FIGURE 4-1. ROADWAY CROSS-SECTION DEFICIENCIES



CAPACITY DEFICIENCIES

Capacity deficiencies for motor vehicles were identified throughout Wilsonville by evaluating traffic operations for a 2035 future scenario. The traffic forecasts were performed using a travel demand model based on Metro regional land use with the transportation network refined specifically for Wilsonville.

Due to the high level of detail, the Wilsonville travel demand model was able to more accurately represent local routing choices while also forecasting traffic pattern changes resulting from varying levels of congestion and delay expected for 2035. The model also assumed the completion of seven key roadway extensions (listed in the call-out box at right), as well as land use growth based on regional population and employment forecasts for the 2035 horizon year.

Figure 4-2 shows the 20 study intersections and five roadway segments that would not meet adopted mobility standards under the 2035 baseline scenario. These roadway capacity improvements would primarily be needed when the vacant land in their vicinity is developed.

The majority of the intersection and roadway deficiencies were identified in prior planning efforts and already included associated improvement projects. Therefore, many of the City's planned projects only required minor revisions, refinements, and prioritization adjustments. Along with minor changes to existing projects, a few new projects are also needed to meet the city's long term capacity needs.

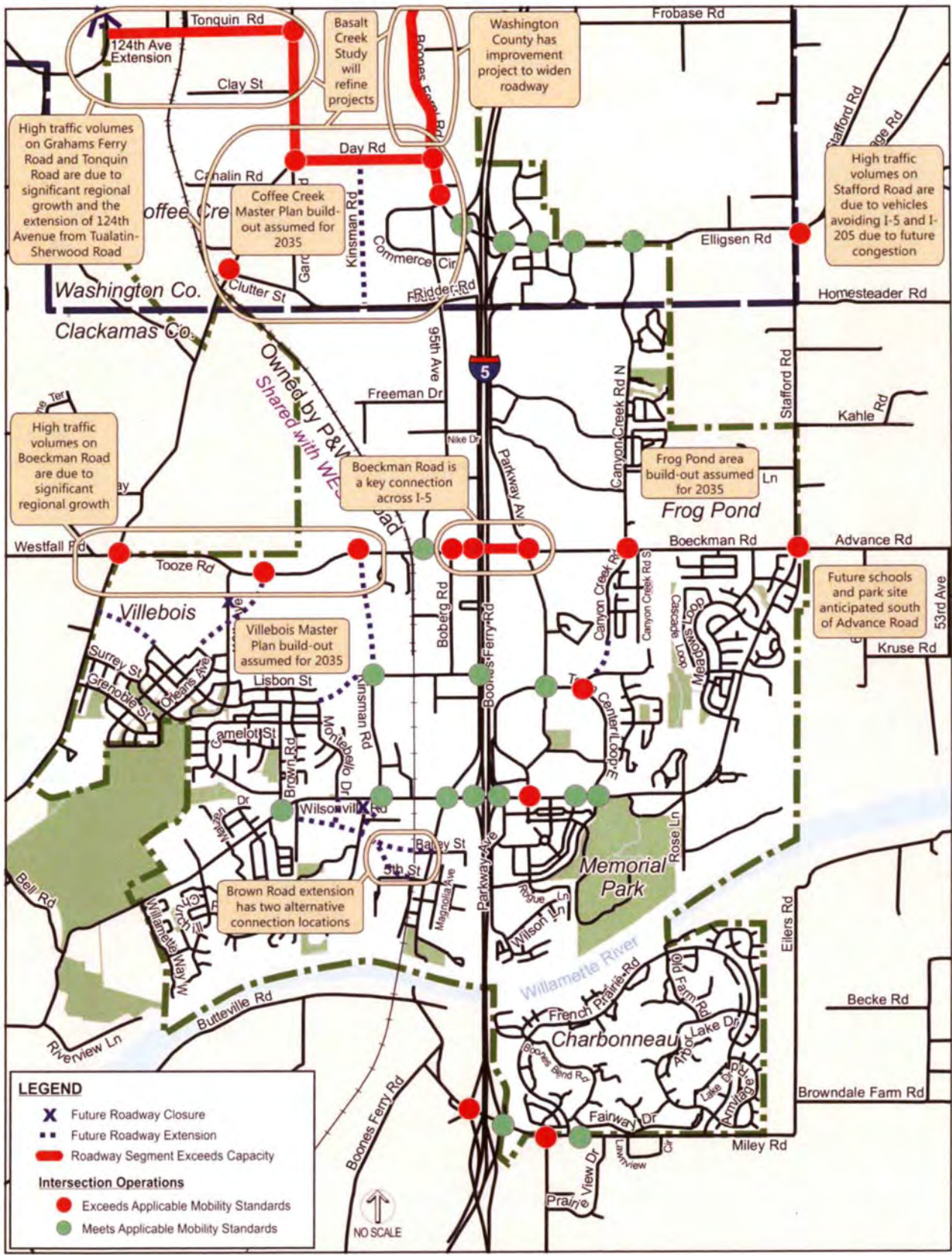
2035 BASELINE ROADWAY EXTENSION ASSUMPTIONS

Various roadway extensions throughout the city satisfy critical connectivity needs and would be constructed as development occurs. To account for the resulting traffic patterns, the 2035 baseline capacity analysis assumed the completion of these projects:

- **Barber Street Extension** from Kinsman Road to Montebello Drive, connecting the WES Station to Villebois (Regional Transportation Plan Project 10153, design plans are currently in process)
- **Barber Street Extension** to Grahams Ferry Road (Key roadway in Villebois Master Plan Area)
- **Villebois Drive Extension** to Boeckman Road (Key roadway in Villebois Master Plan Area to replace existing 110th connection)
- **Kinsman Road Extension** from Barber Street to Boeckman Road (Regional Transportation Plan Project 10130; design plans are currently in process)
- **Kinsman Road Extension** from Ridder Road to Day Road (Regional Transportation Plan Project 10853; key roadway in Coffee Creek Master Plan Area)
- **Brown Road Extension** (Currently has partial preliminary design plans for two alternatives)
- **Canyon Creek Road Extension** to Town Center Loop East (Small segment remains to finish connection; eligible as one of final projects using East Side Urban Renewal funding)

These roadway improvements are included in Figure 4-2, which also shows with the 2035 capacity deficiencies.

FIGURE 4-2. FUTURE 2035 CAPACITY DEFICIENCIES



FREIGHT-RELATED DEFICIENCIES

In the past, Wilsonville relied on county and Metro designated freight routes. As a major employment center and industry hub along Interstate-5 (I-5), the city and its freight community will benefit from adopting a local freight plan and freight routes. Wilsonville's residential areas will also benefit from designating freight routes that avoid neighborhoods.

The plan is a result of outreach to identify the city roadways used by freight carriers, as well as the freight-related deficiencies and problem locations on these roadways. This outreach included distribution of surveys to the city's major freight carriers, and a meeting with the Allied Waste commercial and

FREIGHT CARRIER OUTREACH

Multiple freight carriers provided feedback on freight routes and deficiencies:

- Allied Waste Services of Wilsonville
- Coca-Cola Bottling of Oregon
- Eaton Corporation
- FLIR Systems, Inc.
- Mentor Graphics Corp
- OrePac Building Products
- Owens & Minor Distribution Inc
- Parker Johnstone's Wilsonville Honda
- Rite Aid Distribution Center
- Rockwell Collins Head-Up Guidance Systems
- SYSCO Food Services of Portland
- Tyco Electronics Medical Products/Precision Interconnect Corp.
- US Crane & Hoist, Inc.
- Vision Plastics, Inc.
- Wilsonville Toyota
- Xerox Corporation

residential drivers, who service the entire city and have a particularly extensive understanding of the city's freight needs.

Figure 4-3 identifies the key gaps and deficiencies that were identified based on the feedback received. It also identifies the streets where freight vehicles are present, though not all of these should become designated freight routes.

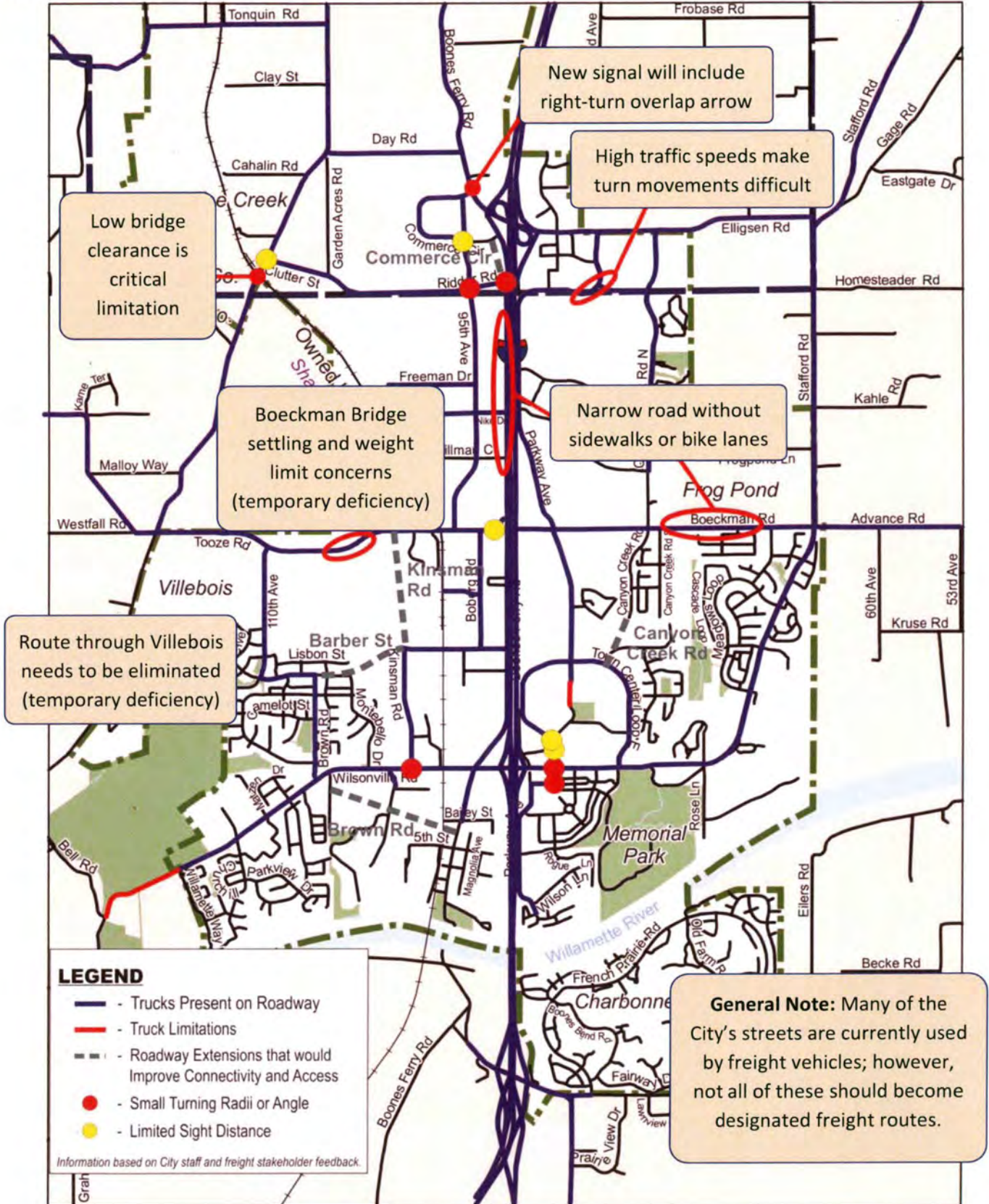
The following feedback, which is more general in nature, was also provided by the freight carriers:

- Flashing yellow left-turn arrows at traffic signals are preferable to the typical doghouse 5-section style green ball permissive phasing.
- Where possible, it is important to separate trucks from pedestrians and bicycles (especially on roadways and at tight intersection corners).
- There are inconsistent speeds on similar functioning roadways (for example, Boones Ferry Road versus Parkway Avenue).
- Trucks block traffic when they must wait off-site to access busy on-site loading docks.
- Improved loading areas and site access at retail establishments would aid delivery.
- There are limited direct routes for freight that exist between north and south Wilsonville.



Roadway congestion and queuing on Elligsen Road leads to increased delay to freight movement.

FIGURE 4-3. FREIGHT-RELATED DEFICIENCIES



BICYCLE AND PEDESTRIAN NEEDS

Bicycle and pedestrian facilities support complete community connectivity and interrelated opportunities for work, play, shopping, and exercise. They also help reduce traffic congestion, vehicle-miles traveled, and green-house gas emissions, while increasing the vibrancy and connectedness of communities and improving the health of city residents.

Figure 4-4 shows the key bicycle and pedestrian gaps and deficiencies within Wilsonville. These needs are due to the various barriers in the system relating to natural areas, topography, and existing development.

There is also a need for improved street cleaning and related maintenance to remove debris from bike lanes of the I-5 interchange areas (Wilsonville Road and Elligsen Road), which are under ODOT jurisdiction. These facilities serve as primary



The lack of continuous bike lanes on Brown Road north of Wilsonville Road requires cyclists to use the travel lane.

SAFE ROUTES TO SCHOOL

Additional bicycle and pedestrian gaps and deficiencies were identified as part of the Safe Routes to School assessment that the City performed in collaboration with the West Linn-Wilsonville School District and each of the city's primary and middle school. These needs are identified in Chapter 6: The Programs.

connections over the city's two most significant barriers (i.e., Interstate-5 and the Willamette River).

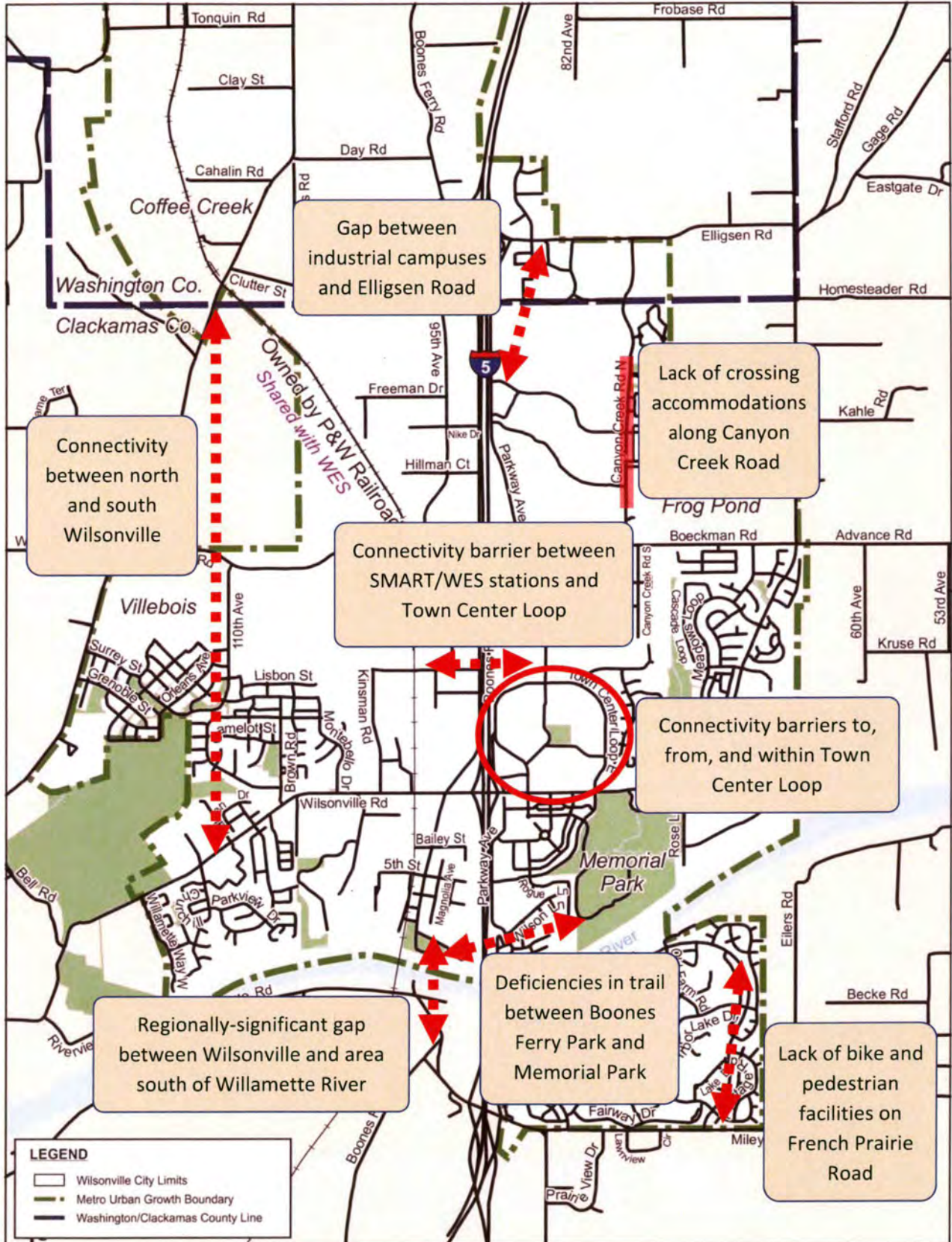
Another pedestrian and bicycle need that affects Wilsonville is regional access to the nearby communities. The Ice Age Tonquin Trail and Boones Ferry Road improvements north of Day Road are two examples of facilities that will provide regional connectivity. In addition, Clackamas County has identified the need to provide bicycle facilities on Stafford Road and 65th Avenue to the north and east of Wilsonville. A connection to the south over the Willamette River is also a critical need to link to Charbonneau and the Willamette River Heritage Area (including Champoeg State Park).

To further enhance regional connectivity, the City should continue to coordinate with Clackamas County and Washington County to ensure that bicycle and pedestrian improvements on county roadways are identified in their county transportation system plan (TSP) updates and that these facilities connect to the city's bicycle and pedestrian systems.

“Right now there are many gaps where sidewalks end or cross into areas where there are no receiving facilities for them. So, the transportation system plan is looking at those gaps and will be trying to fill them.”

*Al Levit
Planning Commission*

FIGURE 4-4. MAJOR BICYCLE AND PEDESTRIAN NEEDS



TRANSIT NEEDS

Wilsonville is unique among the cities within the Portland Metro area because it has its own transit system. While the rest of Metro is served by TriMet, Wilsonville has been operating South Metro Area Regional Transit (SMART) since it withdrew from TriMet's service district in 1988.

A locally run transit system provides many benefits for Wilsonville's residents and employees. Because it is not dependent upon another agency, SMART is able to determine its own bus routes, frequencies, and fares. It currently provides fare-free service within Wilsonville and supports other programs unique to Wilsonville, such as the SMART Options

RECENT TRANSIT IMPROVEMENTS

Since the prior 2008 Transit Master Plan was adopted, three major transit system improvements have been implemented that provide a backbone to the city's transit service:

- **SMART Central at Wilsonville Station** was constructed to act as SMART's main transportation hub and includes a 400 space park and ride lot, twelve bus bays, a new facility with an operator break room and public restrooms, shelters, and a clock tower with security cameras.
- **TriMet's Westside Express Service (WES) Commuter Rail** service began operating out of its new station located adjacent to the SMART Central at Wilsonville Station transit center.
- **SMART Bus Routes** changed to coordinate with WES train departures and arrivals.
- **SMART Operations Center** was built to house fleet and operations facilities, including administration offices, maintenance bays, and a bus parking area.

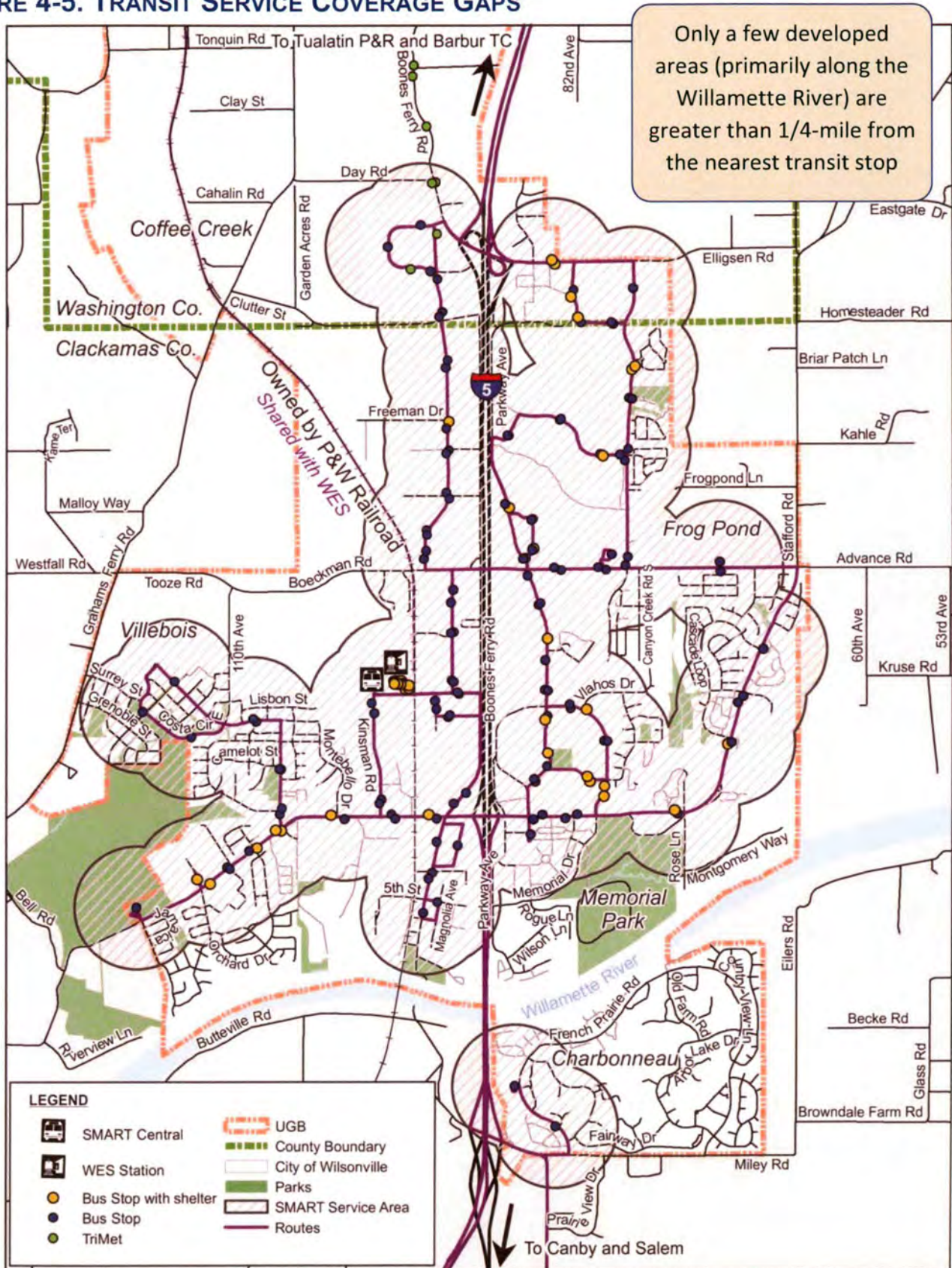
program. SMART is financially supported by payroll taxes from its strong employment base.

SMART also experiences various challenges, including six key transit needs:

- **Regional Transit Connections** are important for SMART due to Wilsonville's central location between two metropolitan areas (Portland Metro and Salem-Keizer) and its large employment base. While it has existing connections to TriMet (Portland Metro) and Cherriots (Salem-Keizer), these connections should be improved as opportunities arise. For example, expanded service hours and express service to downtown Portland would benefit a larger population of employees and residents of Wilsonville.
- **Service Coverage and Bus Frequency** require ongoing adjustments as demand and resources change. SMART should provide transit service within 1/4-mile of land uses throughout the city. Currently, there are only a few areas that do not fall within the 1/4-mile coverage radius, including Wilson Lane on the east, Willamette Way and Orchard Drive on the west, and the majority of Charbonneau. SMART will need to be responsive to the desires of all affected neighbors before providing or removing service from a given neighborhood. SMART will also need to expand its service as new development occurs in the areas of Coffee Creek, Villebois, and Frog Pond. To expand coverage and service, SMART may require additional buses.



FIGURE 4-5. TRANSIT SERVICE COVERAGE GAPS



TRANSIT NEEDS (CONTINUED)

- **Pedestrian and Bicycle Access to Transit** can help improve transit service by providing safe and convenient connections at either end of transit trips. Pedestrian and bicycle networks that provide access to transit stops and good connectivity to all destinations throughout the city are important. They encourage increased use of transit, walking, and bicycling, which are complementary travel modes and often used as part of the same trip. Some of the most important locations for access improvements include the Town Center Loop area and the Barber Street connection between Villebois Village and the SMART Central transit center. Other needs throughout the city should be addressed on an ongoing basis.



Transit riders wait for a bus at the SMART Central at Wilsonville Station transit center, located near the intersection of Barber Street and Kinsman Road.

- **New Buses** are needed for SMART to maintain a quality transit fleet. Many of its buses are aging and require a greater amount of maintenance to keep them in operation. SMART can lower the amount of its budget that it spends on maintenance costs by replacing these buses. Additional buses will also be needed as growth occurs throughout the city. When possible, new buses should use alternative fuels, such as compressed natural gas. This will help SMART to reduce fuel costs and help meet regional and statewide goals for reducing greenhouse gas emissions.

- **Development Review** should address transit needs to ensure that transit users are accommodated as new development occurs in the city. SMART should be involved in the development review process to ensure that existing transit stops are improved and new stops, amenities or routes are provided as needed. In addition, when a new employment or commercial development occurs near a major transit stop, it should locate its building close to the transit stop.
- **Rider Education and Outreach** are ongoing needs that support and encourage transit ridership. One particular area where improvement is needed is adapting to new technology. This includes passenger access to 'real time' transit data and improved on-board amenities. Rider safety education is also an ongoing need.

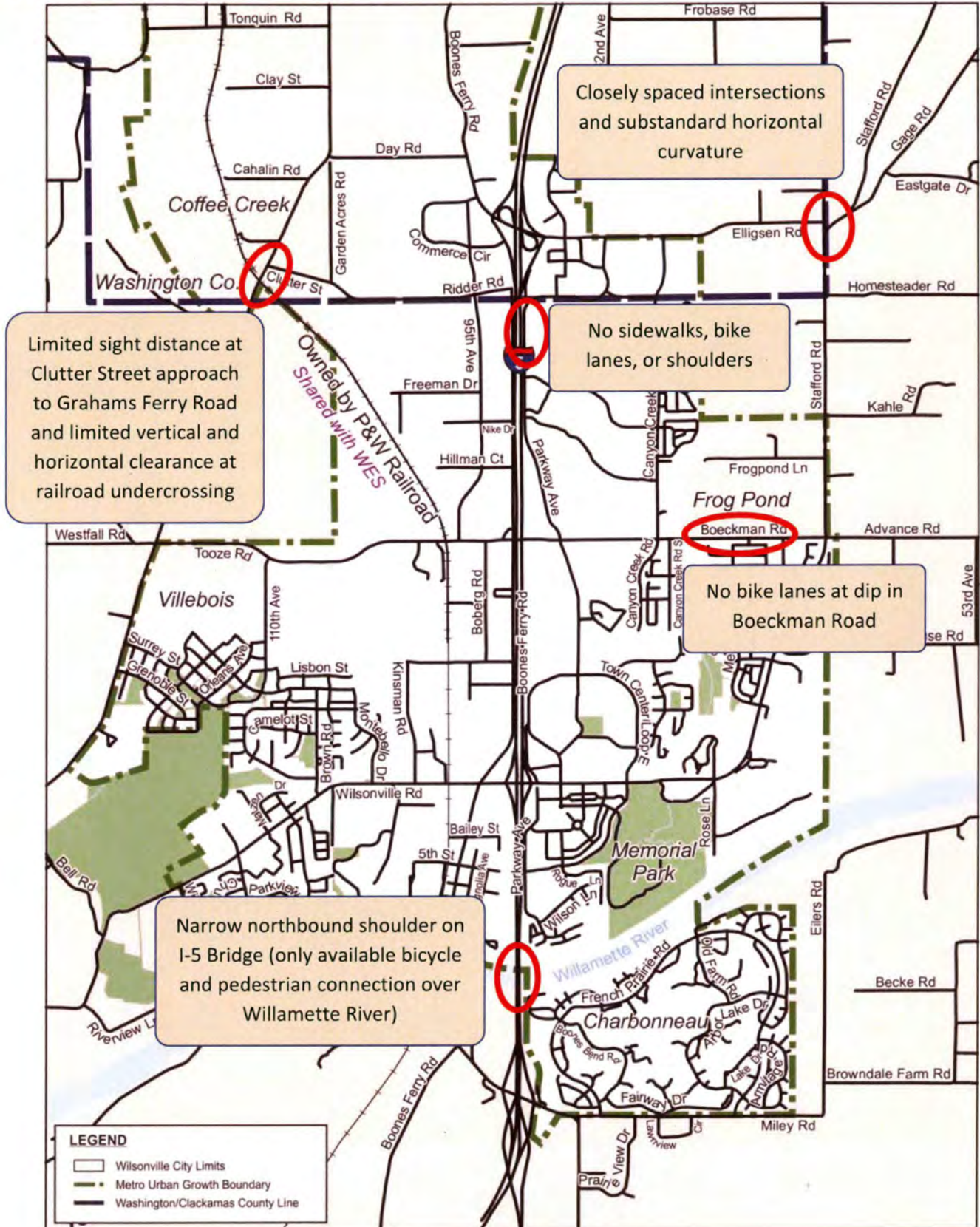
SAFETY NEEDS

While there are no high-collision locations within Wilsonville, various safety-related deficiencies exist. Figure 4-6 shows five primary locations where there are existing safety concerns. Topography, roadway curvature, and nearby barriers (including I-5 and the railroad track) are key contributors.



The railroad bridge over Grahams Ferry Road has limited horizontal and vertical clearance. This creates a safety hazard, particularly for bicyclists, pedestrians, and freight traffic.

FIGURE 4-6. SAFETY DEFICIENCIES



RAIL NEEDS

The primary rail-related deficiency in Wilsonville is the limited vertical and horizontal clearance that the railroad bridge over Grahams Ferry Road causes for trucks. This is also a safety deficiency.

ODOT Rail has a policy of not granting new at-grade crossings. Crossings may be relocated (i.e., a new one is provided but only if an old one is removed). Therefore, railroad tracks can pose a significant barrier to the transportation system due to the high cost of grade separated crossings. The primary location in Wilsonville where the railroad contributes to a roadway system gap is the potential Kinsman Road extension in the northwest quadrant (see the prior Multimodal Connectivity Gaps discussion in this chapter).

Another future item that may affect Wilsonville is that ODOT Rail is studying the feasibility of improving intercity rail service between Eugene and Portland (with the potential for developing a high speed rail line). Portland and Western's Oregon Electric rail line, which runs through Wilsonville, is one of the existing rail alignments being studied. Depending on the outcome of this study, there may be additional passenger rail trains traveling through Wilsonville that would increase gate down time and rail related congestion for all modes of travel.

AIR, WATER, AND PIPELINE SYSTEMS

No additional air, water, or pipeline transportation facility gaps or deficiencies have been identified for Wilsonville. However, a high-pressure natural gas mainline pipe exists in the vicinity of the Interstate-5 corridor. The location of this pipeline may impact a project's feasibility or limit available improvement options in its vicinity.



Portland and Western's Oregon Electric rail line runs north/south through Wilsonville and serves as an important freight and commuter rail corridor. However, it also creates a barrier to travel for other modes due to limited crossing locations.

"We are trying to complete missing links so that we have more alternative routes throughout the city and are not just relying on the Wilsonville Road as our primary travel way. That will help smooth out traffic at the interchange. We have a new beautiful interchange with much more capacity. But we don't want to use up the capacity just to get from one side of town to the other."

*Ben Altman, Chair
Planning Commission*

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS NEEDS

Transportation System Management and Operations (TSMO) improvements include integrated operations solutions that incorporate advanced technologies. Due to the regional significance of TSMO improvements, Clackamas County and Metro have prepared their own plans. Some key needs include:

- **Arterial Corridor Management** for Boones Ferry Road, Elligsen Road, 65th Avenue, Wilsonville Road, and Stafford Road to improve reliability and traveler information along the corridors. Arterial Corridor Management would include installing fiber optic cable, which allows for communication with the ODOT/County Transportation Management and Operations Center as well as other intelligent transportation devices such as variable message signs, CCTV cameras, traveler information and adaptive traffic signal systems.
- **Transportation Demand Management (TDM)** by supporting the SMART Options Program, which works with Wilsonville area employers and residents to promote transit and other transportation options.

RECENT TSMO PROJECTS

Through a collaborative effort by Wilsonville, Clackamas County, and ODOT, the following TSMO projects have already been implemented:

- **Wilsonville Road Traffic Signal Communications** were improved as part of the Wilsonville Road Interchange Improvements to help manage traffic operations.
- **I-5 Interchange Area CCTV Cameras** were installed by ODOT and linked to the ODOT Trip Check website to provide real time information to drivers traveling within and through Wilsonville.

- **Regional Fiber Network Connections** between Wilsonville's traffic signals and Clackamas County's fiber network (Clackamas County currently maintains and operates the City's traffic signals on its behalf).
- **Adaptive Signal Timing** and associated video monitoring cameras and vehicle detection equipment (to collect traffic counts and speeds) on Wilsonville Road from Brown Road to Town Center Loop East.
- **Closed Circuit Television Cameras** at the key locations along Wilsonville Road and I-5.
- **Video Monitoring Cameras and Vehicle Detection Equipment** (to collect traffic counts and speeds) on Elligsen Road from Day Road to Canyon Creek Road.
- **Railroad Crossing Alert System** at Portland and Western at-grade railroad crossings.



The CCTV camera mounted above the I-5/Wilsonville Road interchange provides a real-time video feed that allows ODOT to monitor and collect traffic information. The video feed is also available to all transportation users on ODOT's Trip Check website.

ALTERNATIVE FUEL NEEDS

Within Wilsonville and throughout the Portland Metro area, there is an increasing need to provide infrastructure to support vehicles that use alternative fuels (i.e., electrical and compressed natural gas vehicles). These vehicles help to reduce greenhouse gas emissions and are becoming more popular and affordable. SMART already has a compressed natural gas fueling station that it will use for its bus fleet.

The City could consider identifying various electrical vehicle stations at strategic locations that serve both residential and business users. Level II charging stations (input voltage of 240 volts, which requires two to four hours for charging) already exist at City Hall (2 stations) and the Fred Meyer parking lot (2 stations). Additional locations that may be considered for Level II charging stations are the SMART Central transit center and Town Center Loop.

The City of Wilsonville could also take advantage of its location at the southern tip of the Portland Metropolitan area to install a Level III (480 volt) fast charging station, which require only 20 to 40 minutes to complete the charge. An ideal location would be near one of the I-5 interchanges.

Another option to be ready for the transition to electric transportation would be to include provisions in residential, commercial, and industrial building codes for supporting the required infrastructure. It would be less expensive to require new buildings and parking lots to have the required electrical wiring and outlets to support future electric vehicle charging stations than it would be to retrofit older buildings and parking lots. By taking this preliminary step in preparing its infrastructure, a smoother transition could be made to alternative fuels for vehicles.



Electric vehicle charging stations, such as those located at Fred Meyer (shown above) and Wilsonville City Hall (shown below), allow patrons, employees, and visitors to charge their vehicles while working, shopping, and visiting Wilsonville.



Chapter 5 The Projects



Wilsonville is responsible for managing an efficient and effective transportation system that supports the quality of life of its residents and the economic vitality of its businesses. This is no easy task, but the City can succeed by implementing programs and projects that provide three primary benefits:

- Reduce rush hour traffic
- Improve operations and safety
- Make strategic investments in new and expanded facilities to serve all modes.

Wilsonville should be engaged in these three activities simultaneously through a balanced effort of programs and projects to receive the greatest value from its infrastructure expenditures. This balanced approach can also guard against over-building roadway capacity.

The list of transportation projects that will repair or complete the transportation system through 2035 is based largely on past plans, but includes updated solutions. Constructing all of the identified transportation solutions would cost approximately \$218.2 million, which exceeds \$123.4 million, which is forecasted to be available through 2035 from both City and other funding sources. Therefore, Wilsonville must choose how to invest its limited resources to provide the greatest benefit to Wilsonville residents and businesses. The highest priority solutions to meet the most important transportation system needs are included in the "Higher Priority" project list, while all other projects are included in the "Planned" project list.

Wilsonville will . . .

- *Improve system efficiency,*
- *Reduce congestion, and*
- *Save money*

By implementing programs and projects that . . .

1. *Reduce rush hour traffic,*
2. *Improve operations and safety, and*
3. *Make strategic investments in new and expanded facilities to serve all modes*



SYSTEM IMPROVEMENT PRIORITIES

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

Because transportation funding is limited, Wilsonville recognizes the importance of being fiscally responsible in managing and improving its transportation system. The diagram at right illustrates cost-effective steps and associated solution areas to resolving transportation needs by following a multimodal, network-wide approach. These five steps were considered from top to bottom when evaluating Wilsonville’s transportation projects:

- **Manage** the performance of congested locations with strategies that reduce traffic conflicts, increase safety, and encourage more efficient usage of the transportation system. Intersection operational improvements are considered to fall under this category.
- **Reduce** the driving demand at congested locations by ensuring safe and available walking, biking, and transit options.
- **Revisit** land use decisions and congestion thresholds to support shorter driving trips or modified travel decisions.
- **Extend** streets to increase connectivity and create parallel routes that reduce the driving demand on congested facilities.
- **Expand** existing streets or intersections to increase the driving capacity of congested facilities.

COST-EFFECTIVE STEPS TO RESOLVING TRANSPORTATION NEEDS

Consider these steps from top to bottom until a viable solution is identified:

FIGURE 5-1. IMPROVEMENT PRIORITIES



“We want to create a transportation system that has multiple choices . . . That way we are not heavily reliant on the car, which will still stay a key element to the system. But we want to make sure we are providing options for bicycles, pedestrians, and transit.”

*Ben Altman, Chair
Planning Commission*

PRIORITIZED SOLUTION AREAS

As illustrated in Figure 5-1, the City can best manage its transportation system by having plans, programs, and/or projects that address each of the following solution areas:

1. **Transportation System Management and Operations (TSMO)** strategies that improve the safety and efficiency of the current system, including Transportation Demand Management (TDM)
2. **Bicycle, Pedestrian, and Transit** system improvements that target key system gaps and safely accommodate those users who choose to travel by one of these modes
3. **Land Use and Development Strategies** that (1) provide equal accessibility and connectivity to those users who choose to travel by transit, bicycle, and pedestrian modes and (2) utilize the City's functional classification hierarchy to reduce out-of-direction travel and manage congestion on arterials
4. **Connectivity** improvements that include motor vehicle, pedestrian, bicycle, and transit facilities to provide more direct routes for all transportation users between neighborhoods, schools, parks, and retail/industrial areas
5. **Motor Vehicle Capacity** improvements upon a demonstration that the other strategies are not appropriate or cannot adequately address identified transportation needs

General preference should be given to those listed first, but only to the degree to which they are more cost-effective at supporting the City's vision and goals (i.e., a transportation system that is safe, connected and accessible, functional and reliable, cost effective, compatible, robust, and promotes livability).

PROJECT EVALUATION PROCESS

Wilsonville's transportation improvement projects were also evaluated and prioritized to help select which projects to include in the Higher Priority project list. Many projects had been evaluated and prioritized in recently adopted mode-specific transportation plans. As a result, the TSP evaluation process varied for the different modes:

- **Motor Vehicle Projects:** The projects were ranked according to a point-based technical scoring methodology using evaluation criteria consistent with the City's transportation goals. This allowed for a consistent method to understand how well the projects would meet the City's transportation goals and policies. In addition, community input was considered when prioritizing the projects.
- **Bicycle, Pedestrian, and Transit Projects:** The project priorities in the 2006 Bicycle and Pedestrian Master Plan and 2008 Transit Master Plan were reviewed, and a few changes were made based on City staff and public input. The majority of the higher priority bicycle and pedestrian projects were included in the Higher Priority project list, even if it would require them to be constructed separately from associated motor vehicle projects.

Prioritizing the projects in this way allowed for them to be separated into two lists: the "Higher Priority" project list includes the highest priority solutions to meet the City's most important transportation system needs, while the "Additional Planned" project list includes all of the other projects.

HIGHER PRIORITY PROJECTS

The “Higher Priority” project list includes the recommended projects reasonably expected to be funded through 2035. These are the highest priority solutions to meet the City’s most important needs. These projects will inform the City’s yearly budget and 5-year Capital Improvement Plan (CIP).

As shown in Table 5-1, the Higher Priority projects would cost a total of \$117.9 million, which is consistent with forecast available funding through 2035. Figures 5-2 through 5-6 show locations of the projects, and corresponding project details are included in Tables 5-1 through 5-5. Some of the City’s Higher Priority projects are not associated with a specific location but instead will be applied citywide as needed. These projects are listed in Table 5-6. Additional project details are included in the appendix (where they are sorted by project type).

Table 5-1. Higher Priority Project Costs^a

Project Type	2011 Cost Estimate
Roadway Extensions	\$46,475,000
Roadway Widening	\$20,200,000
Urban Upgrades	\$30,650,000
Spot Improvements	\$4,860,000
Standalone Bicycle and Pedestrian Improvements	\$15,260,000
Transit Improvements	\$500,000
Total Higher Priority Project Costs	\$117,945,000

^a See Tables 5-2, 5-3, 5-4, 5-5, and 5-6 for individual project costs.

PROJECT TYPES

RE – Roadway Extensions (Multimodal Connectivity):

New transportation facilities in Wilsonville will connect neighborhoods to one another and to other important destinations. Many of the bicycle and pedestrian improvements related to roadway extensions will fill important system gaps so that neighborhoods have improved non-motorized connectivity, while roadway extension projects are the key motor vehicle improvements that provide increased connectivity in Wilsonville. The roadway extensions help the City to meet the one-mile arterial and half-mile collector spacing standards, consistent with City and regional policy.

RW – Roadway Widening (Capacity): The roadway widening projects increase roadway capacity.

UU – Urban Upgrades (Multimodal Connectivity and Safety): The urban upgrade projects complete existing roadways, and often improve connectivity by adding bike lanes, sidewalks, and turn lanes that accommodate access to adjacent neighborhoods.

These projects improve the roadways to meet the City’s cross-section standards.

SI – Spot Improvements (Transportation System Management and Operations): Spot improvements consist of isolated intersection improvements and safety improvements throughout the city.

BW, SR, LT, and RT – Standalone Bicycle and Pedestrian Improvements (Multimodal Connectivity and Safety): While many bicycle and pedestrian facilities will be constructed as elements of roadway extension and widening projects, there are a number of projects that the City should construct separately or as part of future development. These include the highest priority bikeways/walkways (**BW**), Safe Routes to School projects (**SR**), local trails (**LT**), and regional trails (**RT**).

TI – Transit Improvements: Transit projects are needed throughout the city to provide bus stop amenities and improve bicycle and pedestrian access to transit.

FIGURE 5-2. HIGHER PRIORITY PROJECTS

This figure provides an overall perspective of the Higher Priority projects throughout the city. Additional details are provided on the pages that follow for each of the City's four quadrants (Northwest, Northeast, Southwest, Southeast), which use I-5 and Boeckman Road as dividing lines.

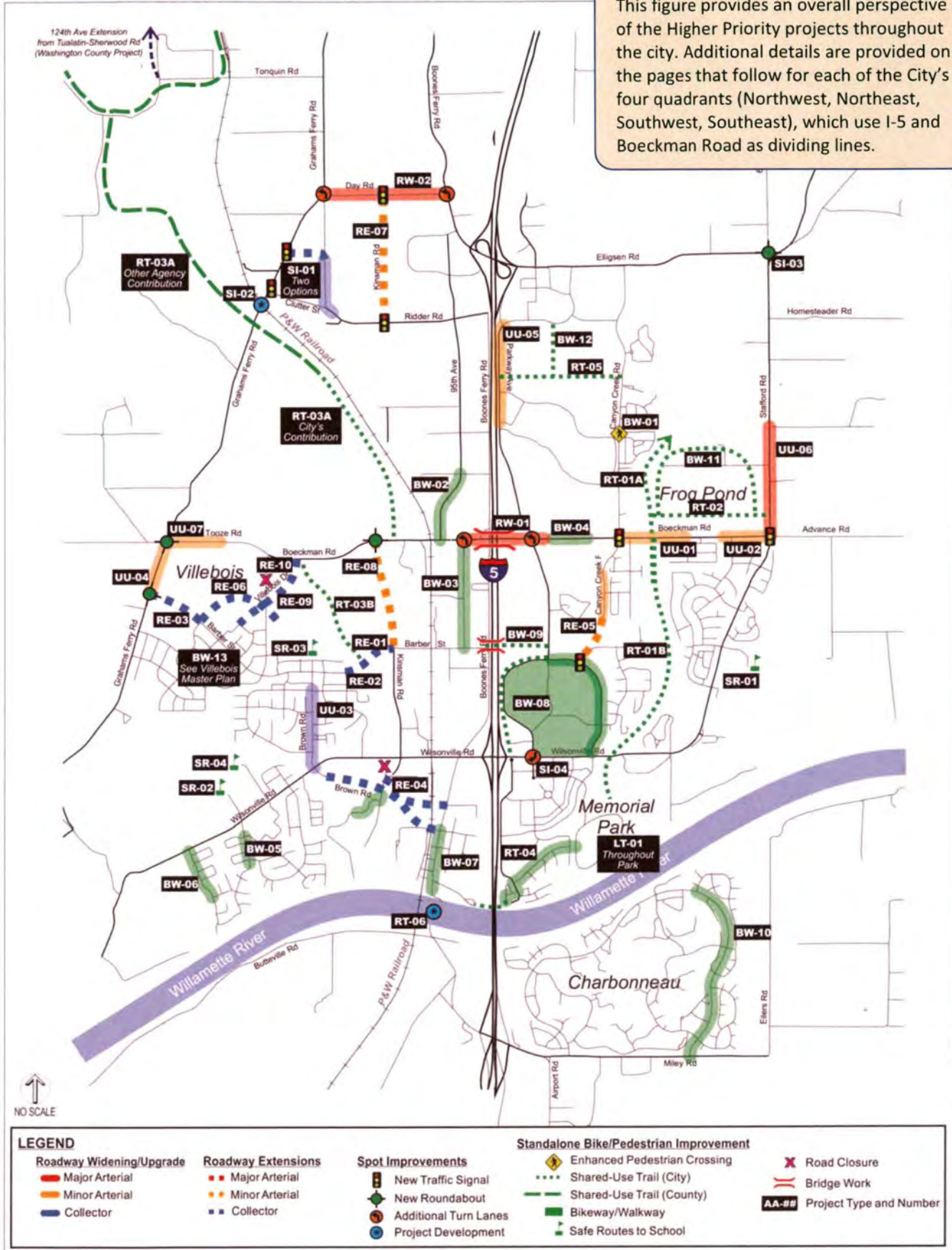


Table 5-2. Higher Priority Projects (Northwest Quadrant)

Project		Description	Cost
Roadway Extensions			
RE-07	Kinsman Road Extension (North)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Ridder Road to Day Road when the area redevelops; project also includes traffic signals at Kinsman Road/Day Road and Kinsman Road/Ridder Road intersections	\$6,500,000
Roadway Widening			
RW-02	Day Road Widening	Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes improvements at the Day Road/Boones Ferry Road and Day Road/Grahams Ferry Road intersections	\$6,600,000
Spot Improvements			
SI-01	Clutter Road Intersection Improvements with Realignment or Grade Lowering	Install traffic signal and turn lanes along with either lowering grade of intersection by approximately 5 feet (Option A) or realigning Clutter Road approximately 500 feet to the north (Option B); these two options have approximately equal cost estimates and selection will depend on compatibility with future redevelopment	\$1,860,000
SI-02	Grahams Ferry Railroad Undercrossing Project Development	Perform preliminary analysis to determine needs, feasibility, etc.	\$500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-02	95th Avenue Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of 95th Avenue from Boeckman Road to Hillman Court, and construct transit stop improvements	\$85,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-03A	Ice Age Tonquin Trail (North)	Construct sections of the Ice Age Tonquin Trail north of Boeckman Road; City to construct portion within City limits (approximately \$750,000) and coordinate portion farther north with Washington County and neighboring cities	\$2,040,000

FIGURE 5-3. HIGHER PRIORITY PROJECTS (NORTHWEST QUADRANT)

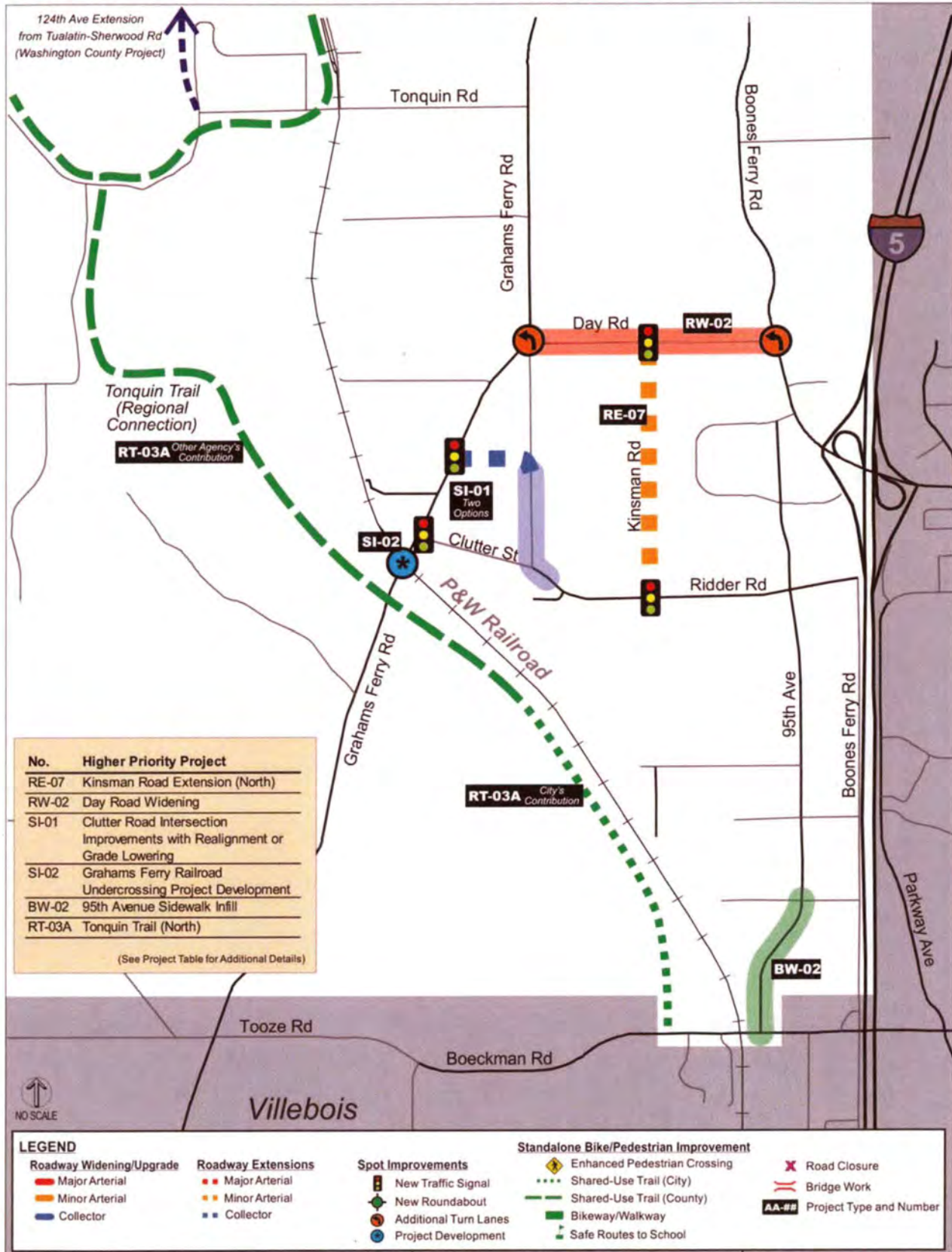


Table 5-3. Higher Priority Projects (Northeast Quadrant)

Project	Description	Cost
Roadway Widening		
RW-01 Boeckman Road Bridge and Corridor Improvements	Widen Boeckman Road from Boberg Road to 500 feet east of Parkway Avenue to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes reconstruction of the bridge over I-5 and improvements at Boeckman Road/Boberg Road and Boeckman Road/Parkway Avenue intersections and adjacent transit stops	\$13,600,000
Urban Upgrades		
UU-01 Boeckman Road Dip Improvements	Upgrade at vertical curve east of Canyon Creek Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); options should also be considered to make connections to the regional trail system and to remove the culvert and install a bridge	\$5,850,000
UU-02 Boeckman Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); project includes a traffic signal or roundabout at the Boeckman Road-Advance Road/Stafford Road-Wilsonville Road Intersection	\$2,100,000
UU-05 Parkway Avenue Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements)	\$5,000,000
UU-06 Stafford Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements)	\$3,900,000
Spot Improvements		
SI-03 Stafford Road/65th Avenue Intersection Improvements	Improve turn radii, sight distance and grade differential by combining intersections as either a roundabout or traffic signal	\$2,000,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-01 Canyon Creek Road Enhanced Pedestrian Crossing	Install new pedestrian crossing of Canyon Creek Road that includes rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc. (final location to be determined)	\$65,000
BW-04 Boeckman Road Bike Lanes and Sidewalk Infill	Construct bike lanes (both sides of street) and sidewalks (south side of street) from Parkway Avenue to Canyon Creek Road	\$515,000
BW-11 Frog Pond Trails	Construct trail as part of Frog Pond development; with connections to three proposed parks and the proposed regional Boeckman Creek Trail	\$290,000
BW-12 Parkway Center Trail Connector	Construct shared-use path as development occurs; with connection to proposed regional trail (Wiedeman Road Trail) on the south	\$120,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)		
RT-01A Boeckman Creek Trail (North)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process)	\$800,000
RT-02 Frog Pond Trail	Construct shared-use path through Frog Pond area (from Boeckman Creek Dip to Stafford Road) as part of development to provide an off-street alternative to Boeckman Road and link neighborhoods, schools, parks, and transit stops	\$290,000
RT-05 Wiedeman Road Trail	Construct east-west trail in north Wilsonville near the Xerox campus with City responsible for portion through developed land and future developer responsible for portion on future development site	\$340,000

FIGURE 5-4. HIGHER PRIORITY PROJECTS (NORTHEAST QUADRANT)

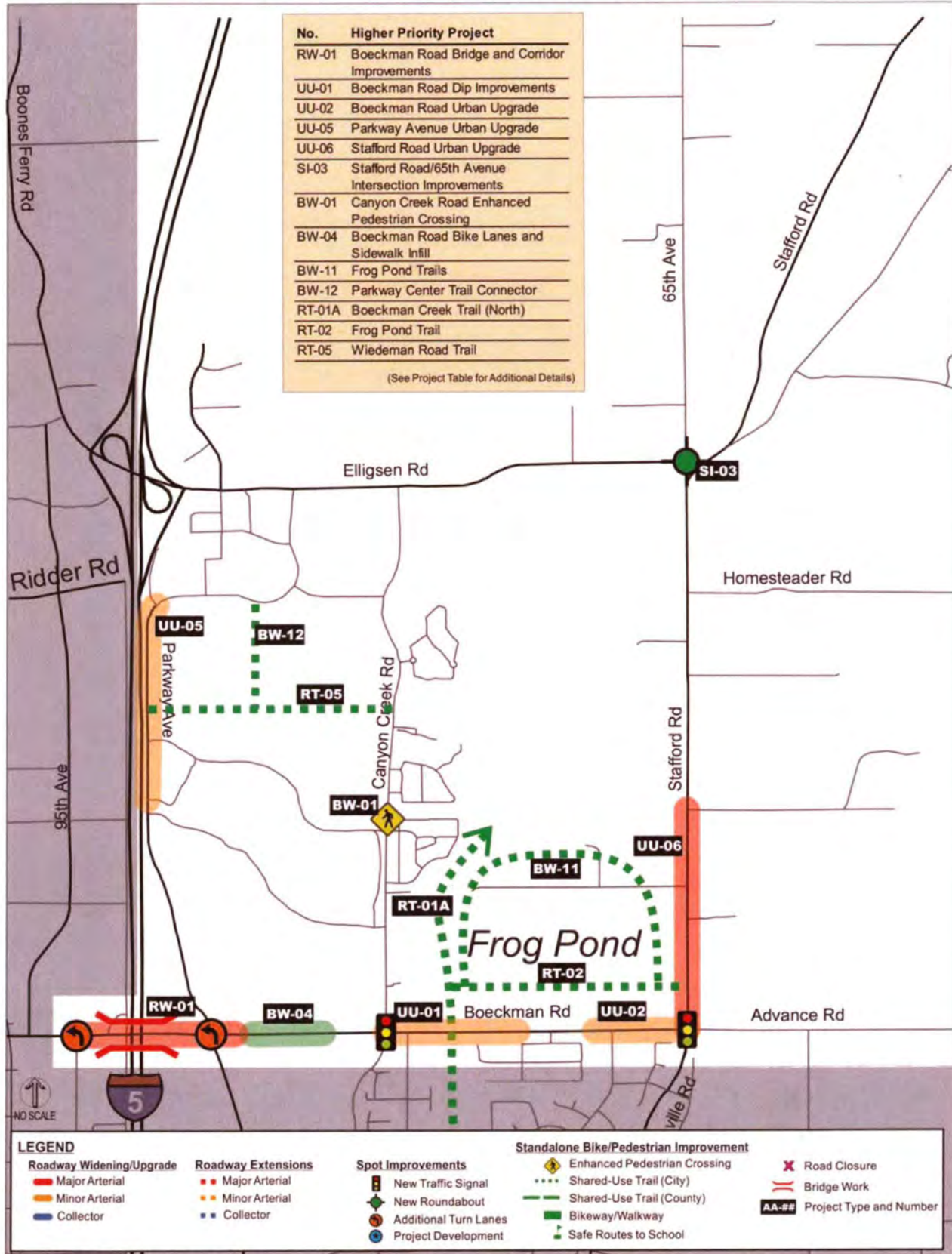


Table 5-4. Higher Priority Projects (Southwest Quadrant)

Project	Description	Cost
Roadway Extensions		
RE-01 Barber Street Extension	Construct 2-lane roadway with bridge, bike lanes, sidewalks, and transit stop improvements from Kinsman Road to Coffee Lake Drive to facilitate access and circulation to WES Station and Villebois	\$8,315,000
RE-02 Barber Street Extension (Part 2)	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Coffee Lake Drive to Montebello Drive to facilitate access and circulation to WES Station and Villebois	\$400,000
RE-03 Barber Street through Villebois	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Monte Carlo Avenue to Grahams Ferry Road	\$520,000
RE-04 Brown Road Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Wilsonville Road to Boones Ferry Road (connect at either Bailey Street or 5th Street); includes roadway connection to Kinsman Road (with bike lanes and sidewalks), portion of Ice Age Tonquin Trail connecting to trial terminus on Arrowhead Creek Lane, and Brown Road/Kinsman Road intersection	\$15,200,000
RE-06 Costa Circle Loop Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Barber Street to Villebois Drive to Mont Blanc Street	\$3,000,000
RE-08 Kinsman Road Extension (South)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Barber Street to Boeckman Road; project also includes a roundabout at Kinsman Road/Boeckman Road intersection	\$8,400,000
RE-09 Villebois Drive Extension	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Costa Circle to Coffee Lake Drive	\$390,000
RE-10 Villebois Drive Extension (Part 2)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Coffee Lake Drive to Boeckman Road	\$250,000
Urban Upgrades		
UU-03 Brown Road Upgrades	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stops)	\$3,500,000
UU-04 Grahams Ferry Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Barber Street intersection	\$2,400,000
UU-07 Tooze Road Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Tooze Road intersection	\$7,900,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-03 Boberg Road Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of the roadway from Boeckman Road to Barber Street, and construct transit stop improvements	\$375,000
BW-05 Willamette Way East Sidewalk Infill	Fill in gaps in the sidewalk network on the west side of the roadway from Chantilly to south of Churchill	\$50,000
BW-06 Willamette Way West Sidewalk Infill	Construct a new sidewalk on west side of the roadway from Wilsonville Road to Paulina Drive	\$50,000
BW-07 Boones Ferry Road Sharrows	Stripe sharrows (shared travel lanes) from 5th Street to Boones Ferry Park; this will connect Ice Age Tonquin Trail (once the portion along the Brown Road Extension is completed) to Waterfront Trail	\$5,000
BW-13 Villebois Loop Trail	Construct shared-use path as part of Villebois development; include connections to Villebois Greenway, the Ice Age Tonquin Trail, and the Village Center	\$180,000
Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)		
SR-02 Boones Ferry Primary Safe Routes to School Improvements	Construct shared-use path between Boones Ferry Primary and Wood Middle School, a bicycle parking shelter near the school, and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road	\$200,000
SR-03 Lowrie Primary Safe Routes to School Improvements	Construct shared-use path from existing connection of Lowrie Primary School to Barber Street as part of Villebois development; include connections to new school, Ice Age Tonquin Trail, and Barber Street To future connections	\$150,000
SR-04 Wood Middle School Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road; also widen and stripe the Park at Merryfield Trail, which connects Wood Middle School to Camelot Street to the north	\$150,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)		
RT-03B Ice Age Tonquin Trail (South)	Construct the remaining sections of the Ice Age Tonquin Trail south of Boeckman Road in conjunction with development and adjacent roadway improvements	\$560,000
RT-06 Willamette River Bike/Pedestrian and Emergency Bridge Project Development	Perform feasibility study and project development for bike/pedestrian/emergency bridge over the Willamette River to provide a non-motorized alternative to the I-5 freeway deck	\$1,380,000

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

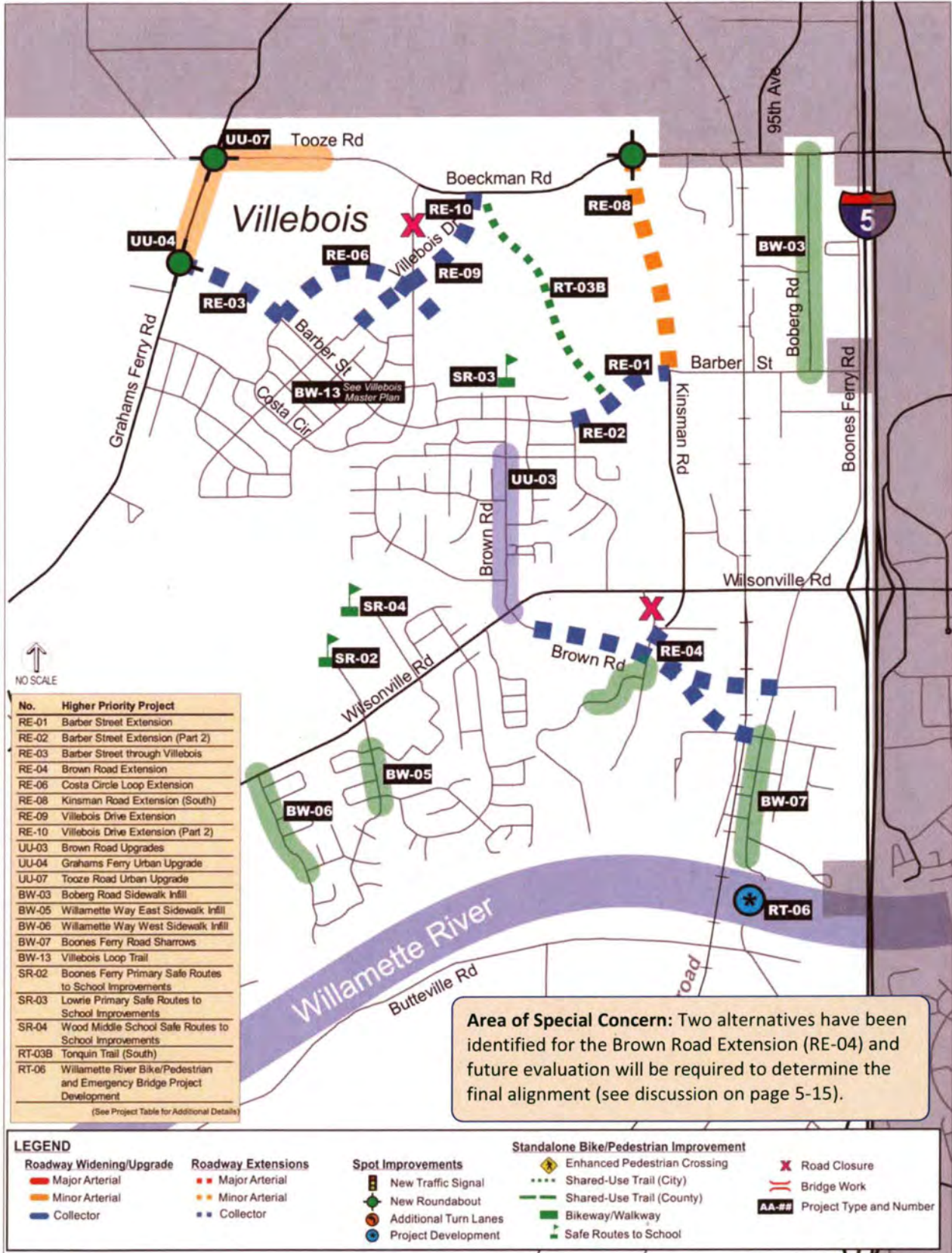


Table 5-5. Higher Priority Projects (Southeast Quadrant)

Project	Description	Cost
Roadway Extensions		
RE-05 Canyon Creek Road Extension	Construct remaining 3-lane roadway with bike lanes, sidewalks, and transit stop improvements from existing terminus to Town Center Loop East; project also includes realigning a portion of Vlahos Drive (so it intersects Canyon Creek Road) and installing a traffic signal at the Town Center Loop East/Canyon Creek Road intersection	\$3,500,000
Spot Improvements		
SI-04 Wilsonville Road/Town Center Loop West Intersection Improvements	Widen the north leg of the intersection and install a second southbound right-turn lane (dual lanes)	\$500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-08 Town Center Loop Pedestrian, Bicycle, and Transit Improvements	Create more direct connections between destinations within Town Center area, improve accessibility to civic uses and transit stops, retrofit sidewalks with curb ramps, highlight crosswalks with colored pavement, and construct other similar treatments that support pedestrian, bicycle, and transit access and circulation; also construct shared-use path along Town Center Loop West from Wilsonville Road to Parkway Avenue and restripe Town Center Loop East from Wilsonville Road to Parkway Avenue to a three-lane cross-section with bike facilities	\$500,000
BW-09 Town Center Loop Bike/Pedestrian Bridge	Construct bike/pedestrian bridge over I-5 approximately aligned with Barber Street to improve connectivity of Town Center area with businesses and neighborhoods on west side of I-5; include aesthetic design treatments	\$4,000,000
BW-10 French Prairie Drive Pathway	Construct five-foot wide shared-use path along French Prairie Drive from Country View Lane to Miley Road or reconfigure existing roadway to remove a travel lane in each direction and add bicycle and pedestrian facilities	\$1,140,000
Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)		
SR-01 Boeckman Creek Primary Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a new 10 to 12-foot bike path on the south side of the existing sidewalk that meanders south of the tree line and connects to the existing marked crosswalk near the school parking lot	\$65,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)		
LT-01 Memorial Park Trail Improvements	Construct trails throughout Memorial Park, including the Memorial Park Center Loop Trail, the River Trail, Kolbe Homestead Trail, and Klein Homestead Trail	\$595,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)		
RT-01B Boeckman Creek Trail (South)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process)	\$1,150,000
RT-04 Waterfront Trail Improvements	Improve the condition of the shared-use path as it passes underneath the I-5 Boone Bridge by removing the Jersey barriers, installing bollards, widening the trail, adding appropriate pedestrian features such as benches and lighting, and altering the grade of the path underneath the underpass to make it more easily accessible	\$100,000

FIGURE 5-6. HIGHER PRIORITY PROJECTS (SOUTHEAST QUADRANT)

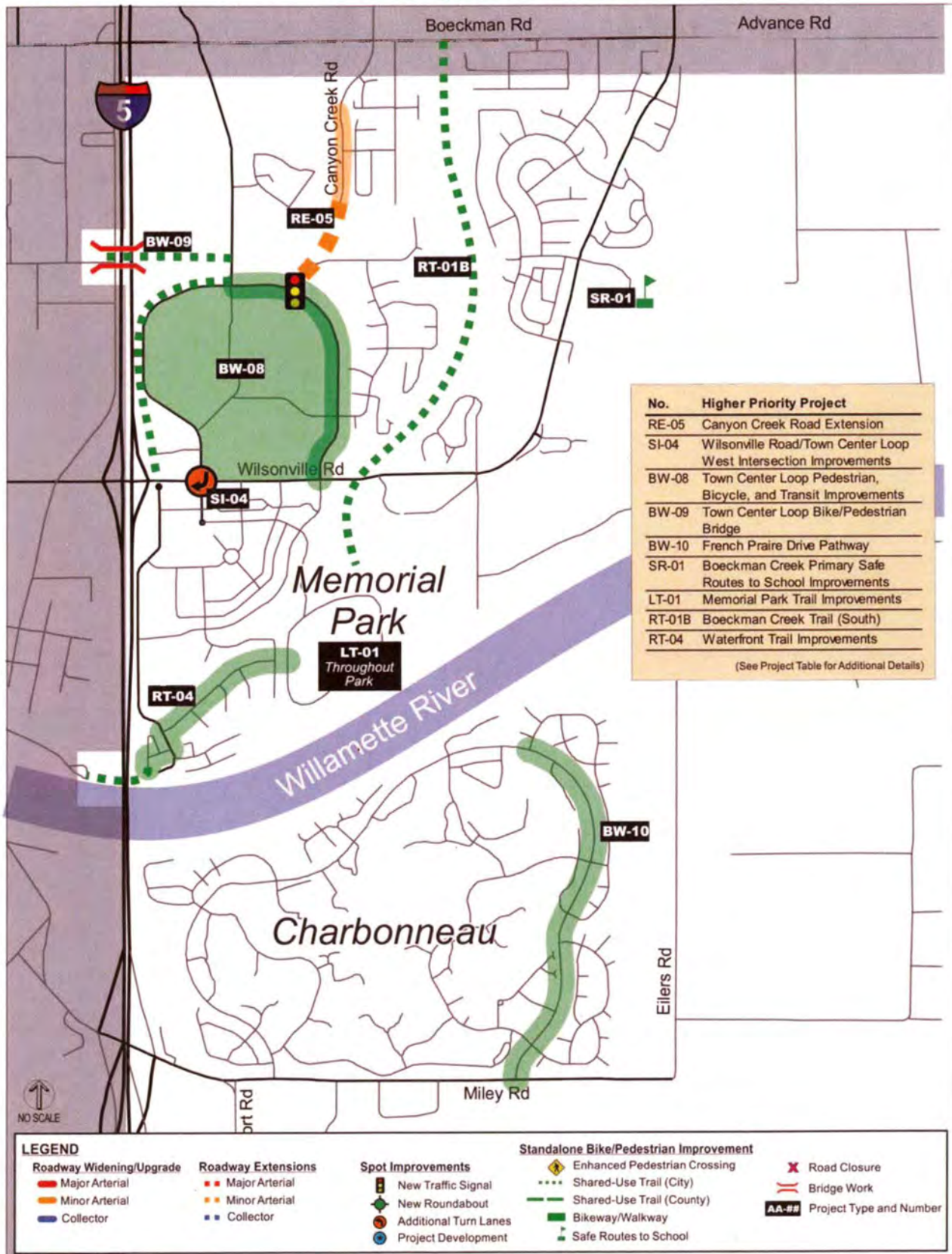


Table 5-6. Higher Priority Projects (Citywide)

Project	Description	Cost
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)		
BW-14 Wayfinding Signage	Provide bicycle, pedestrian, and transit wayfinding signage directing users to/from the Ice Age Tonquin Trail, the SMART and WES transit center, and other points of interest throughout the city	\$65,000
Transit Improvements		
TI-01 Pedestrian Access to Transit	Construct sidewalk and curb ramp improvements at SMART stops throughout the city to meet ADA requirements, create safe street crossings, and connect new development with transit (includes retrofits at substandard stops)	\$200,000
TI-02 Transit Street Improvements	Widen roadways or construct sidewalk extensions on a case-by-case basis to improve transit on-time performance and passenger/pedestrian safety; may involve on-site bus turnarounds with property owner approval	\$300,000

Table 5-7 provides a side-by-side comparison of the estimated funding sources available and how much they would contribute to the Higher Priority projects. Additional cost information is provided in the

appendix. The planning level project costs are intended to cover a moderate level of unanticipated costs that may arise at the time the projects are constructed.

Table 5-7. Higher Priority Project Costs

Project Type	Capital Improvement Funding Estimates through 2035	
	Approximate Funding Available	Contributions to Higher Priority Projects
Street System Development Charges (SDCs) and Developer Contributions	\$72 million	\$68.5 million
West Side Plan – Urban Renewal District	\$27 million	\$26.5 million
Year 2000 Plan – Urban Renewal District	\$5 million	\$3.5 million
Park System Development Charges (SDCs)	\$0.7 million ^a	\$0.7 million
Local/Regional Partnerships	\$2.9 million ^a	\$2.9 million
Grants	\$3.2 million ^a	\$3.2 million
State and Federal Funding	\$12.6 million ^a	\$12.6 million
Total	\$123.4 million^a	\$117.9 million

^a The approximate funding levels estimated for various sources were considered to be equal to the contributions due to the prior experience of how the City has been able to fund transportation projects. If the City is unable to obtain local/regional partnerships, grants, and/or state and federal funding, then the associated projects that assume these funding sources may have to be put on hold until other funding becomes available.

BROWN ROAD EXTENSION ALTERNATIVES

From a transportation planning standpoint, both Brown Road extension alternatives would provide comparable benefits to the transportation network. Therefore, future selection should

principally depend upon future development plans, coordination with the railroad, and public input. Additional details about these alternatives are provided in the Appendix.



ADDITIONAL PLANNED PROJECTS

The “Additional Planned” project list includes those projects that would contribute to the City’s desired transportation system through 2035 but that were not included as “Higher Priority” projects due to estimated funding limitations. This list represents a coordinated transportation network and adequate facilities to serve the community through 2035.

The State stipulates that projects listed in the TSP form the legal basis for exacting developer-provided improvements. Together, the “Higher Priority” and “Additional Planned” project lists document all the City’s desired projects so that it is clear what improvements are needed to ensure that the City’s transportation network fully supports its continued growth.

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.

As shown in Table 5-8, the “Additional Planned” projects would cost a total of \$100.1 million. Figures 5-7 through 5-11 show locations of the projects, and corresponding project details are included in Tables 5-8 through 5-12. Some of the City’s Additional Planned projects are not associated with a specific location but instead will be applied citywide as needed. These projects are listed in Table 5-13.

Table 5-8. Additional Planned Project Costs^a

Project Type	2011 Cost Estimate
Roadway Extensions	\$27,200,00
Roadway Widening	\$7,000,000
Urban Upgrades	\$20,100,000
Spot Improvements	\$6,500,000
Standalone Bicycle and Pedestrian Improvements	\$24,860,000
Transit Improvements	\$14,450,000
Total Additional Planned Project Costs	\$100,110,000

^a See Tables 5-9, 5-10, 5-11, 5-12, and 5-13 for individual project costs.



Trees provide an aesthetically pleasing environment and shade along a street in Charbonneau, a private planned community in Wilsonville surrounding a 27-hole golf course. Because Charbonneau is on the southern bank of the Willamette River, it is separated from the remainder of the city and would benefit from a dedicated bicycle and pedestrian bridge.

FIGURE 5-7. ADDITIONAL PLANNED PROJECTS

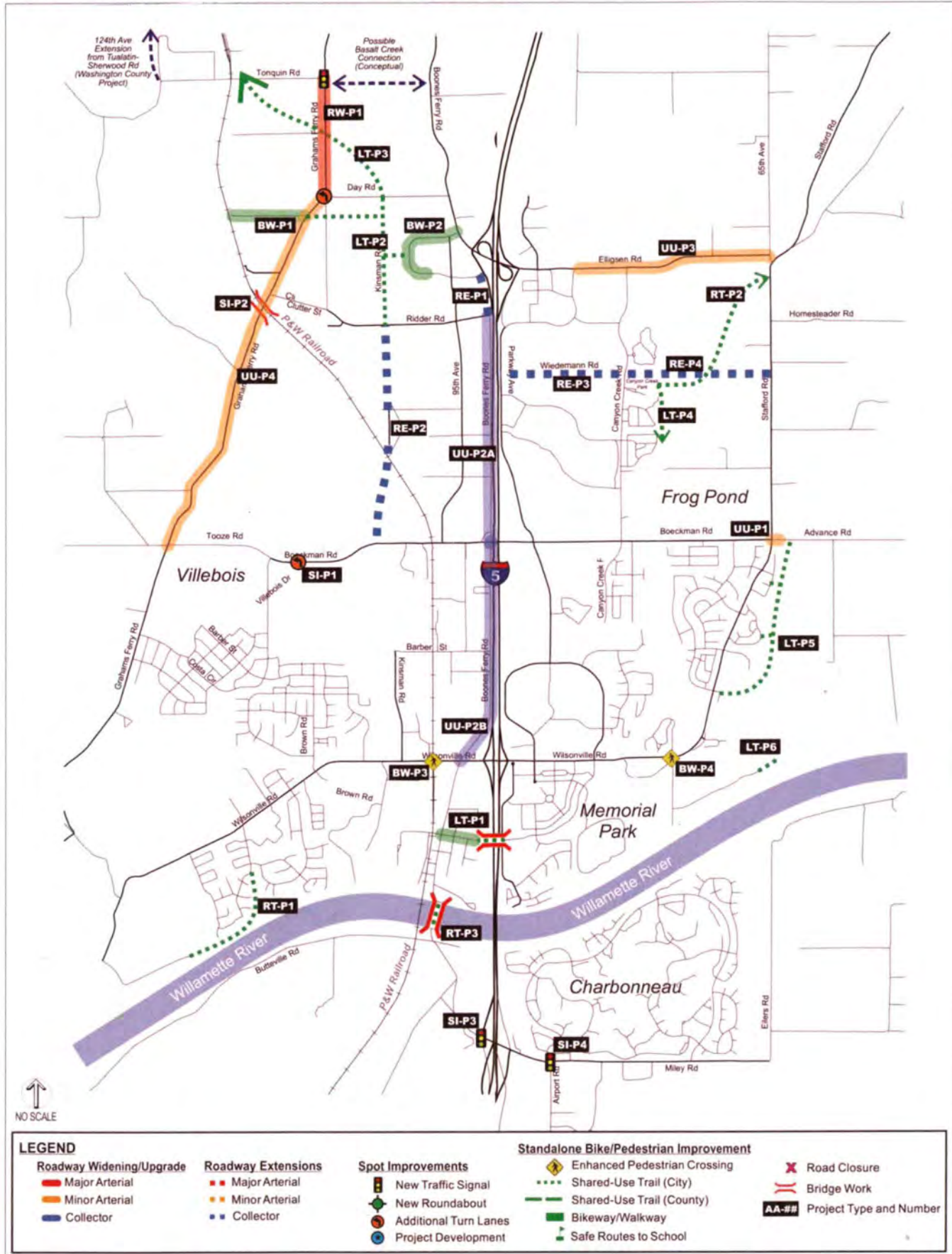


Table 5-9. Additional Planned Projects (Northwest Quadrant)

Project	Description	Why Not Higher Priority?	Cost
Roadway Extensions			
RE-P1 Boones Ferry Road Extension	Construct 2-lane roadway from Ridder Road to Commerce Circle with bike lanes, sidewalks, and transit improvements to facilitate access and circulation in the area surrounding Ridder Road and 95th Avenue	Identified as potentially helpful freight connection, but not a critical need at this time	\$2,100,000
RE-P2 Kinsman Road Extension (Central)	Construct 2/3-lane roadway from Boeckman Road to Ridder Road with bike lanes and sidewalks	High cost due to grade-separated RR crossing and construction across Metro lands; alternative route (95th Avenue) is available	\$12,000,000
Roadway Widening			
RW-P1 Grahams Ferry Road Widening	Widen Grahams Ferry Road from Tonquin Road to Day Road to four lanes with bike lanes, sidewalks, and transit improvements; acquire the full five-lane right-of-way width to accommodate future left-turn lanes; also provide additional left-turn lanes at Tonquin Road and Day Road intersections	Located within Washington County and is only needed under certain scenarios of the pending Basalt Creek Refinement Plan	\$7,000,000
Urban Upgrades			
UU-P2A Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only	High cost with limited connectivity benefit alternative parallel routes exist	\$5,900,000
UU-P4 Grahams Ferry Road Urban Upgrade	Upgrade Grahams Ferry Road from Day Road to Tooze Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit improvements)	Grahams Ferry Road is primarily a rural road and Ice Age Tonquin Trail is a preferred option for providing north-south connection through this part of Wilsonville	\$2,000,000
Spot Improvements			
SI-P2 Grahams Ferry Road Undercrossing Improvements at Railroad Bridge	Reconstruct existing railroad under-crossing to City of Wilsonville Minor Arterial standards; Higher Priority project list includes project development portion of this project (costs are separate)	Located within Washington County jurisdiction, and it is an important safety-related project with particular benefits for freight travel; however, it comes with high cost and freight traffic has alternate travel routes	\$4,500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-P1 Cahalin Road Bike Lanes and Sidewalks	Construct bike lanes and sidewalks from Kinsman Road extension to Ice Age Tonquin Trail	High cost due to railroad crossing barrier	\$700,000
BW-P2 Commerce Circle Loop Sidewalk Infill	Construct sidewalks from Kinsman Road extension to Ice Age Tonquin Trail	Industrial area with no connectivity to other facilities	\$100,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)			
LT-P2 Area 42 Trail	Shared Use Path from Kinsman Road to Day Road	To be constructed as Coffee Lake Creek Master Plan Area Redevelops	\$220,000
LT-P3 BPA Power Line Trail	Shared Use Path from Day Road to Ice Age Tonquin Trail providing trail users to City's northern industrial area	Ice Age Tonquin Trail provides key connection to north. Will be more critical when Coffee Lake Creek develops.	\$500,000

FIGURE 5-8. ADDITIONAL PLANNED PROJECTS (NORTHWEST QUADRANT)

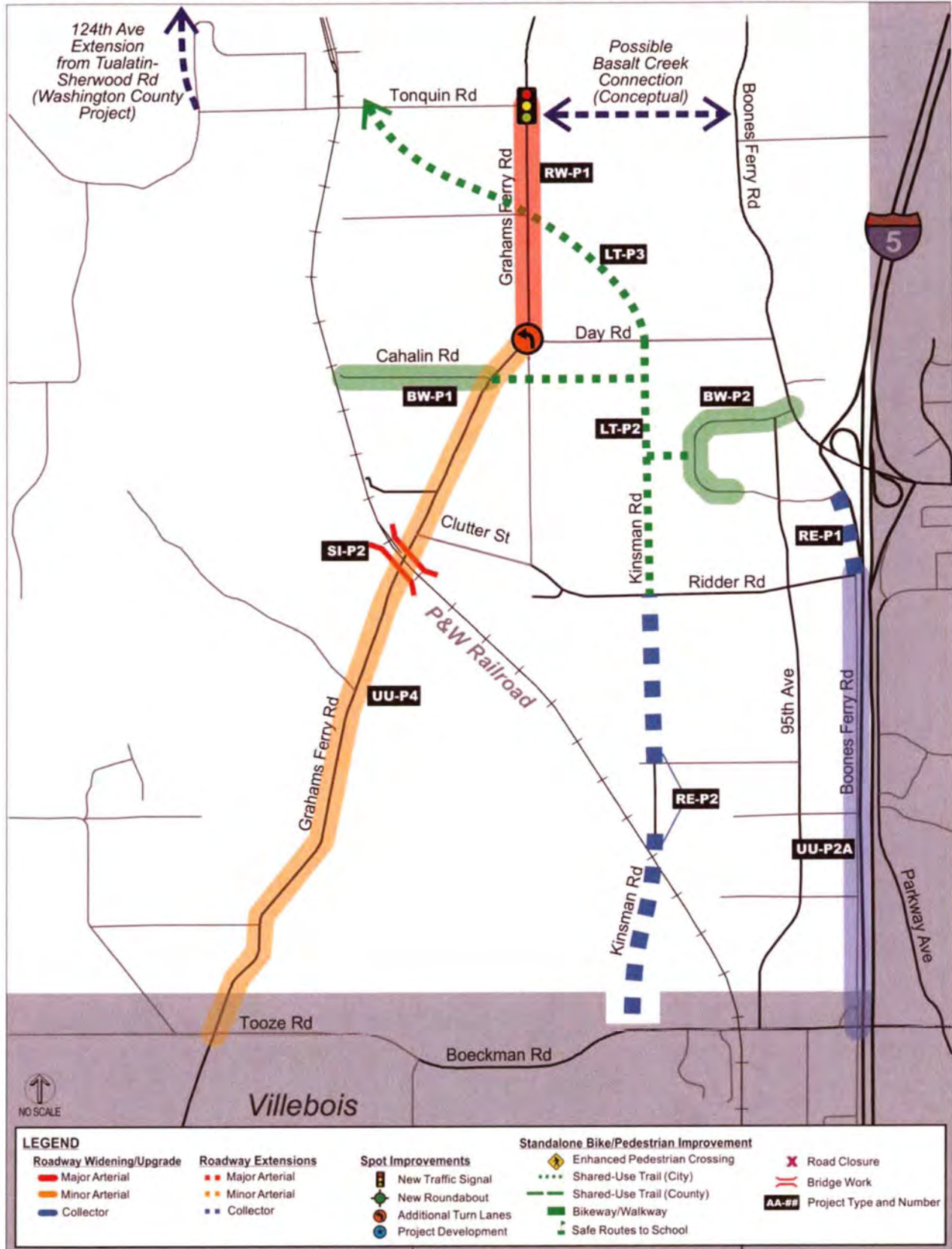


Table 5-10. Additional Planned Projects (Northeast Quadrant)

Project	Description	Why Not Higher Priority?	Cost	
Roadway Extensions				
RE-P3	Wiedeman Road Extension (West)	Construct 2/3-lane roadway from Parkway Avenue to Canyon Creek Road with bike lanes and sidewalks	Limited impact on system capacity; money better spent upgrading Boeckman Road and Elligsen Road	\$4,300,000
RE-P4	Wiedeman Road Extension (East)	Construct 2/3-lane roadway from Canyon Creek Road to Stafford Road with bike lanes and sidewalks; would require construction over Boeckman Creek	Only needed with future development on land east of Canyon Creek Road; costly (especially over wetlands) and has limited impact on system capacity; and money better spent upgrading Boeckman Road and Elligsen Road	\$8,800,000
Urban Upgrades				
UU-P1	Advance Road Urban Upgrade	Upgrade Advance Road east of Stafford Road (section within City limits) to meet applicable cross-section standards including bike lanes, sidewalks, and transit improvements	Upgrades will become more critical as growth occurs east of the city, particularly in conjunction with the anticipated school site	\$300,000
UU-P3	Elligsen Road Urban Upgrade	Upgrade Elligsen Road from Parkway Center to Stafford Road to meet applicable cross-section standards including bike lanes, sidewalks, and transit improvements	Much of the land is in Clackamas County; significant slopes from Parkway Center Drive to Canyon Creek Road would likely require retaining walls (higher costs) and large oak trees would be impacted	\$6,000,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P4	Canyon Creek Trail	Shared Use Path from Canyon Creek Park to Boeckman Creek Trail providing connectivity to neighborhoods to the south	Low priority as it needed after the Boeckman Creek Trail is constructed	\$200,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)				
RT-P2	Stafford Spur Trail	Shared-Use Path from Canyon Creek Park to Stafford Road	High cost project that provides limited connectivity to land uses in Clackamas County	\$1,640,000

FIGURE 5-9. ADDITIONAL PLANNED PROJECTS (NORTHEAST QUADRANT)

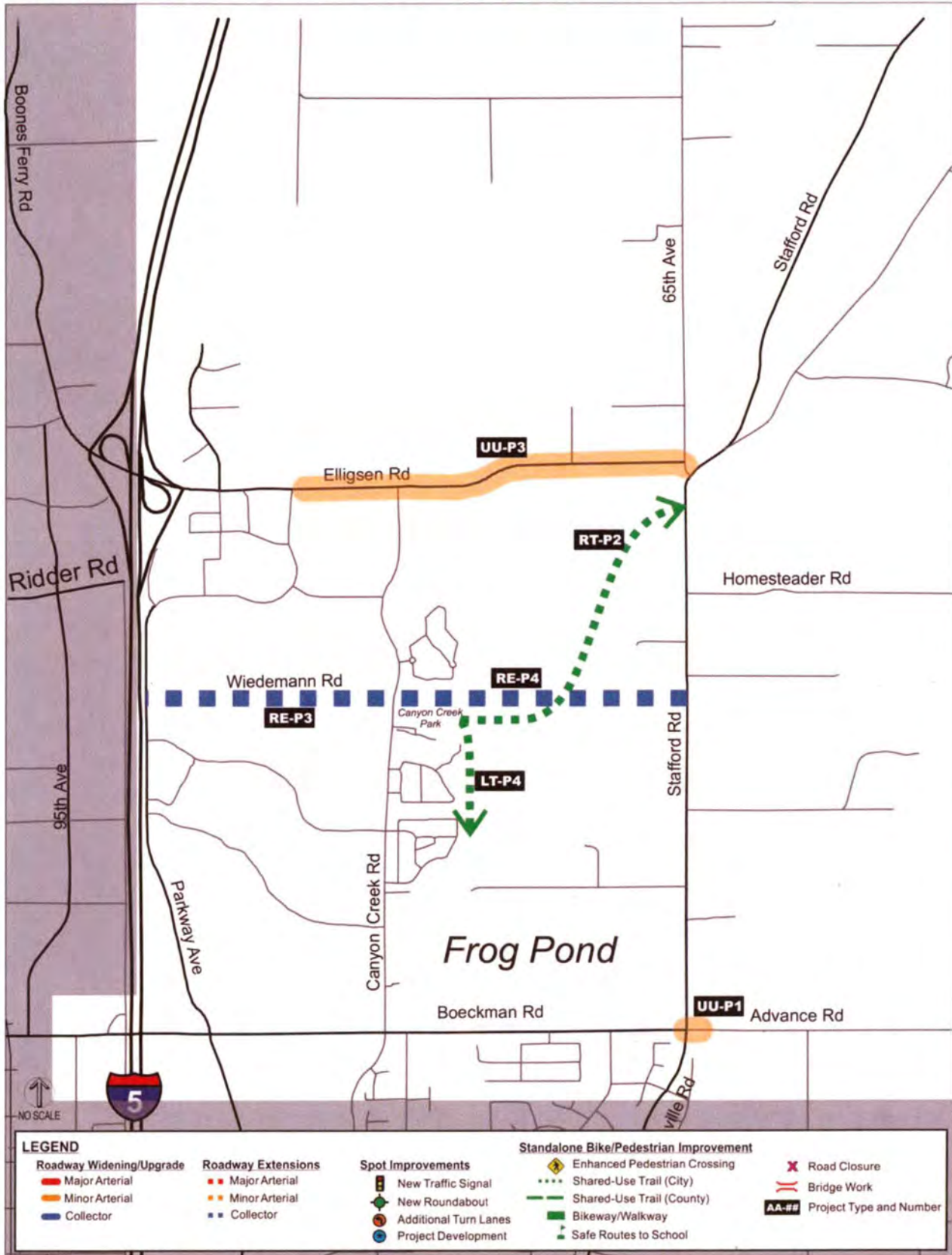


Table 5-11. Additional Planned Projects (Southwest Quadrant)

Project	Description	Why Not Higher Priority?	Cost	
Urban Upgrades				
UU-P2B	Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only	High cost with limited additional connectivity benefits due to alternative parallel routes (i.e., Kinsman Road extension)	\$5,900,000
Spot Improvements				
SI-P1	Boeckman Road/Villebois Drive Roundabout Widening	Expand roundabout by adding a westbound slip lane to accommodate two westbound travel lanes on Boeckman Road	Potential improvement need expected to be triggered by future regional traffic traveling east-west through Wilsonville	\$500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)				
BW-P3	Wilsonville Road Enhanced Pedestrian Crossing at Railroad Track	Install new pedestrian crossing adjacent to the railroad tracks that includes rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc.	Not critical until land south of Wilsonville Road Develops	\$70,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P1	5th Street Bike/Pedestrian Bridge and Connections	Construct bike/pedestrian bridge over I-5 approximately aligned with 5 th Street; also construct bike lanes and sidewalks on 5 th Street connecting the new bridge to Boones Ferry Road	High cost and recent improvements to Wilsonville Road Interchange have improved East/West pedestrian connectivity	\$6,400,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)				
RT-P1	Rivergreen Trail	Natural Trail from Ice Age Tonquin Trail/SW Willamette Way to Waterfront Trail	Low priority as it is needed after other critical trail and pathway connections are completed (i.e. Ice Age Tonquin Trail)	\$260,000
RT-P3	Willamette River Bike/Pedestrian and Emergency Bridge	Construct bridge over Willamette River for bike, pedestrian, and emergency access to provide an alternative to the I-5 freeway deck; Higher Priority project list includes project development portion of this project (costs are separate)	High cost; next step is to determine feasibility within planning horizon	\$14,000,000

FIGURE 5-10. ADDITIONAL PLANNED PROJECTS (SOUTHWEST QUAD-

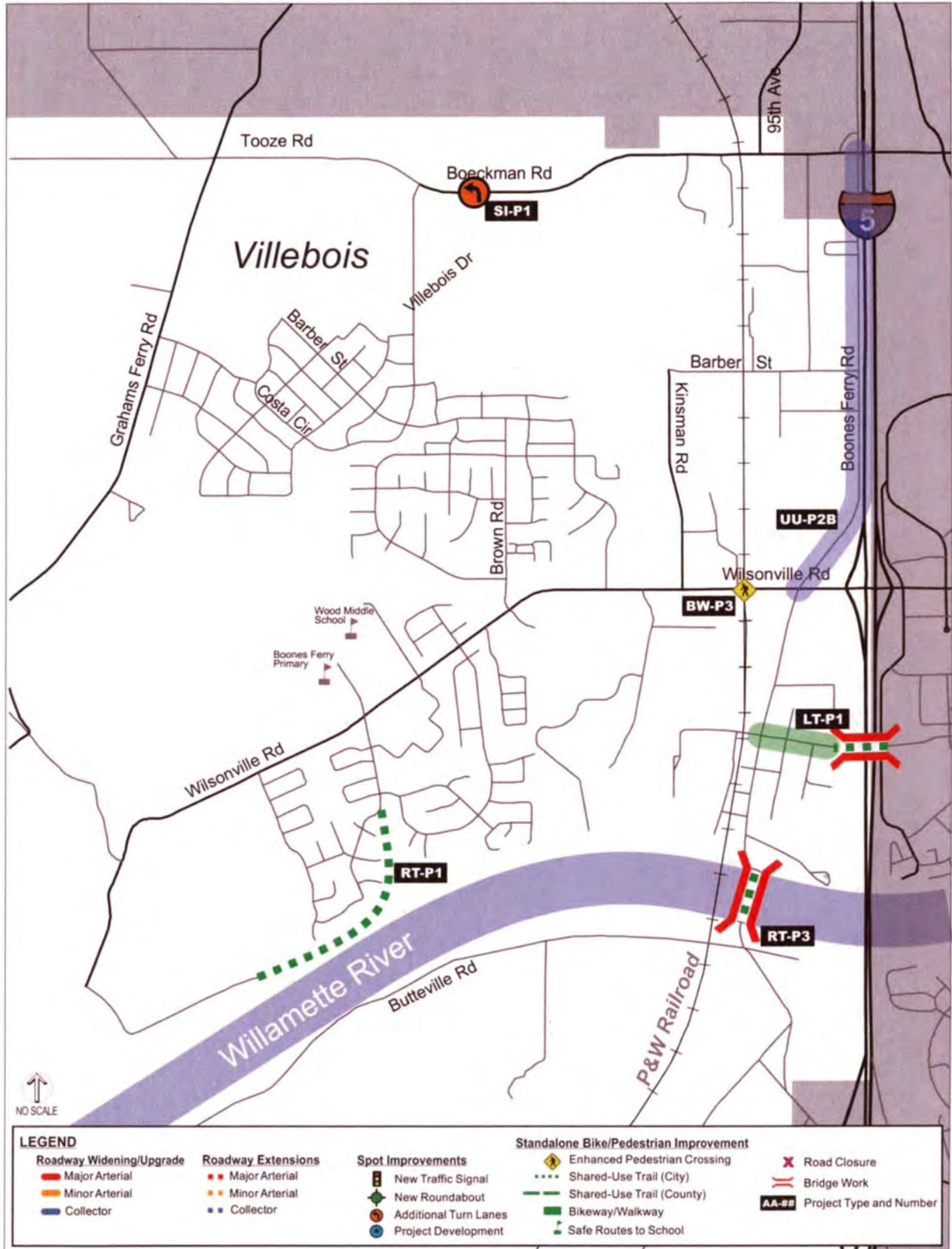


Table 5-12. Additional Planned Projects (Southeast Quadrant)

Project		Description	Why Not Higher Priority?	Cost
Spot Improvements				
SI-P3	Miley Road/I-5 Southbound Ramp Improvements	Install traffic signal and southbound left-turn lane	Outside City's jurisdiction (ODOT facility) and no future Wilsonville growth expected; improvement needs would be triggered primarily by regional traffic	\$750,000
SI-P4	Miley Road/Airport Road Intersection Improvements	Install traffic signal and northbound left-turn lane	Outside City's jurisdiction (Clackamas County facility) and no future Wilsonville growth expected; improvement needs would be triggered primarily by regional traffic	\$750,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)				
BW-P4	Wilsonville Road Enhanced Pedestrian Crossing at Rose Lane	Install new pedestrian crossing adjacent to Rose Lane that includes rectangular rapid flashing beacons (RRFBs), center pedestrian median island, signage, etc.	Pedestrian volumes and crossing need are low at this time	\$50,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P5	New School Site Trail	Shared Use Path from Boeckman Creek Elementary School to planned school and park site, with possible connections to adjacent neighborhoods	Medium priority due to existing connections; will become important when school and park are constructed	\$700,000
LT-P6	Park Access Trail	Low Volume Roadway accessed from Montgomery Way; would require extensive public process	Lower priority until after other critical trail and pathway connections are completed	\$20,000

FIGURE 5-11. ADDITIONAL PLANNED PROJECTS (SOUTHEAST QUAD-

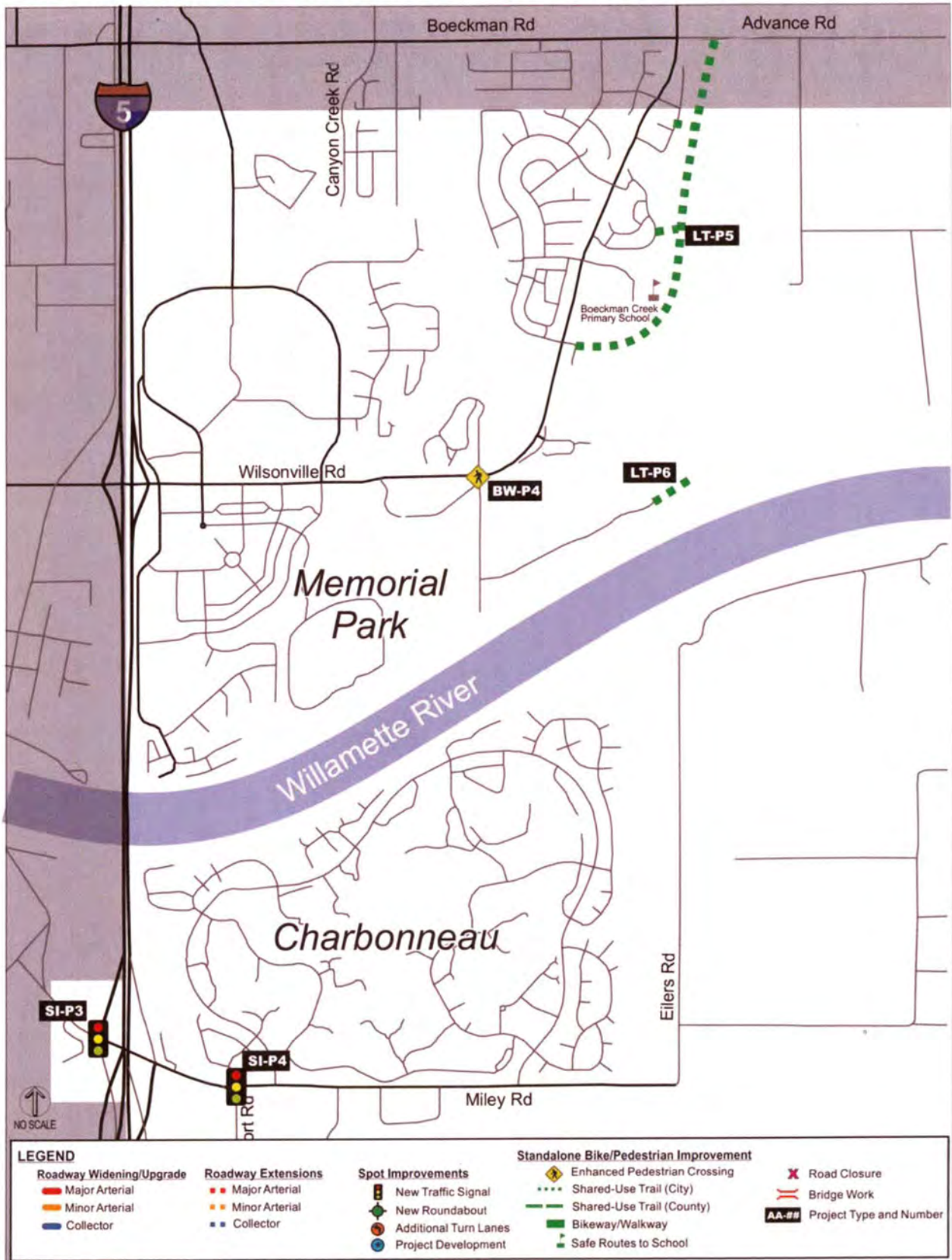


Table 5-13. Additional Planned Projects (Citywide)

Project		Description	Why Not Higher Priority?	Cost
Spot Improvements				
TI-P1	Bus Stop Amenities	Install bus shelters, benches, and bus seat poles on a case-by-case basis as needs are identified and funds are available	Funding has not been identified	\$450,000
TI-P2	SMART Buses	Replace old buses; also outfit each bus with a tracking system and provide real-time display boards at the SMART Central station and other key routes	Funding has not been identified	\$14,000,000

“It is very important we prepare now so that we don’t have congestion in the future—or can at least manage the congestion. We can also prepare for connectivity so we can get places conveniently.”

*Nancy Kraushaar
Community Development Director*

Chapter 6 The Programs



Wilsonville's transportation programs play an important role in the City's ongoing efforts to provide a coordinated, cost-effective, multimodal transportation system. Well-run programs help extend the service life of the City's infrastructure improvements and increase the value of transportation investments. The City's Community Development and SMART Transit departments are responsible for managing the majority of its transportation programs.

TRANSPORTATION PROGRAMS

Wilsonville has various transportation programs that support ongoing operations and services:

- Capital Improvement Program (CIP)
- Safety (Proposed)
- Safe Routes to School
- ADA Comprehensive Access (Proposed)
- SMART Transit
- SMART Options and Transportation Demand Management (TDM)
- Intelligent Transportation System (ITS)
- Bike Smart and Walk Smart

Instead of trying to . . .

- *Build its way out of congestion*

Wilsonville's programs help the City . . .

- *Extend the service life of infrastructure improvements and*
- *Increase the value of transportation investments.*



CAPITAL IMPROVEMENT PROGRAM

Wilsonville's Capital Improvement Program (CIP) is a short-range 5-year plan that identifies upcoming capital projects and equipment purchases, provides a planning schedule, and identifies financing options. It provides an important link between the projects identified in the City's master plans and its annual budget, which enables the City to manage and use public dollars in the most efficient and productive manner possible.

Through its annual CIP efforts, the City considers which capital investments enable it to manage growth to boost the economy, protect the environment and public health, and enhance community vitality while working to preserve the special qualities of life in Wilsonville.

Wilsonville uses its Capital Improvement Program (CIP) to plan and prioritize its infrastructure investments in eight categories:

- Water
- Sewer
- Streets
- Streetscape/Bicycle
- Stormwater
- Transit
- Buildings
- Parks

The CIP program includes a 5-year project list, which provides a short-range plan of upcoming infrastructure improvement needs. These projects include new facilities, major repairs, replacement and improvements of roads, buildings, water systems (sanitary, drinking, storm) and parks. The City regularly packages multiple capital projects such as roads, sewer and water, to maximize the cost effectiveness of City funds.

PUBLIC INVESTMENT BENEFITS

When the City invests public dollars in infrastructure, it contributes to the health and well being of the entire community. From clean, safe drinking water to convenient transportation options, the City's public investment funds an improved quality of life.

Overall the benefits of investment into the City's Capital improvement Program include:

- Transportation facilities that provide capacity that supports economic development.
- Streets that are maintained and constructed to ensure safety and comfort for all users.
- A multimodal transportation system that provides options to commuters and travelers.
- Green spaces that are maintained and enhanced, providing both wildlife habitat and a place for outdoor recreation.
- Water and sewer maintenance and expansion for increased water quality, convenience and sanitation.
- Stormwater improvements for safety and efficiency.

"A city thrives when the vision for the community includes designing attractive, safe neighborhoods, protecting natural resources, stimulating economic growth, and maintaining existing infrastructure."

*Tim Knapp
Mayor*

A TIMELINE AND COST OF CAPITAL PROJECTS

Small Projects

- Minimum 1 year
- Less than \$500K

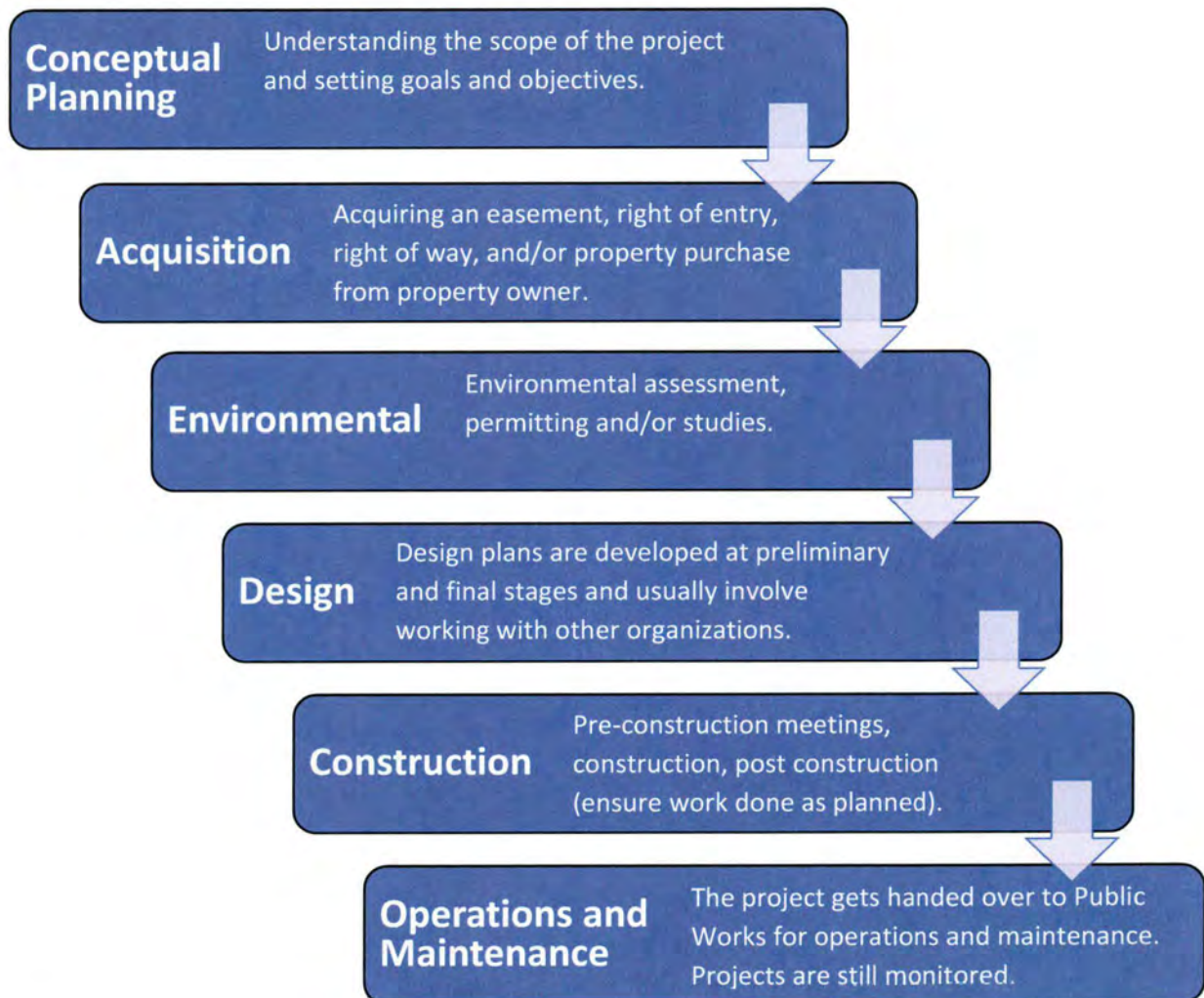
Medium Projects

- 1-2 years
- \$500K-\$3M

Large Projects

- 2-5 years or longer
- \$3M plus

FIGURE 6-1. THE MULTIPLE STAGES OF THE CAPITAL PROJECT PROCESS



Notes:

- Stages of the project often occur simultaneously.
- Projects are reviewed by other City departments, regional partners (such as ODOT and METRO) and consultants.
- Staff is held accountable to City Council throughout the life of the project.

SAFETY

Transportation safety is an important goal of Wilsonville's transportation system. To ensure the well being of residents, employees, and visitors, the City works to follow the most current safety practices for the design, construction, operation, and maintenance of its transportation facilities.

Many of the City's transportation standards and improvement projects provide safety benefits. Access management, multimodal connectivity, cross-section and other design standards, and capacity improvements all contribute to improve safety.

Wilsonville will also benefit from a safety program founded on the five E's, listed at right. Specific actions of the safety program would include the following:

- **Construct Safety-Related Infrastructure Improvements** as identified in Chapter 4: The Projects, including Safe Routes to School projects.
- **Prepare and Distribute Education Materials** that effectively convey the best safety practices for all travel modes.
- **Coordinate Education Efforts with Local Partners** including West Linn-Wilsonville School District (Safe Routes to School programs for each school), local businesses, and neighborhood groups. Particular benefits will be realized from educating youth, new users, and those who express interest.
- **Collaborate with Regional and State Partners** by (1) developing relationships with the ODOT, Clackamas County, Washington County, and Metro staff members who oversee their agencies' safety efforts; (2) communicating the City's needs and limitations to these agencies as applicable; and (3) seeking ways to benefit from

FIVE E'S (SAFETY PROGRAM)

Wilsonville's Safety Program will be most effective by addressing the five E's identified by the Metro Regional Transportation Safety Plan:

- **Educate** transportation users of all ages about bicycle, pedestrian, transit, and traffic safety skills and laws
- **Emergency Medical Service (EMS)** providers are supported by a highly organized transportation and information system that ensures prompt notification of the location and severity of a crash, timely dispatch of trained emergency care providers, use of evidence-based treatment protocols, and triage to an appropriate health care facility
- **Engineer** a safe and efficient multimodal transportation system that meets the needs of all users
- **Enforce** traffic laws, particularly those relating to safety
- **Evaluate** program periodically to measure performance and adjust efforts as needed

These five E's encompass a broad group of solutions administered by a wide variety of stakeholders responsible for making the transportation system safe for all users. There is a similar set of five E's for Safe Routes to School programs, but "EMS" is replaced with "Encouragement."

regional and state resources, information, training, and publicity campaigns.

- **Coordinate with Law Enforcement Officers** regarding the enforcement and reporting of traffic safety issues.

REGIONAL, STATE, AND NATIONAL SAFETY PLANS

Regional, state, and national safety plans serve as a helpful resource for Wilsonville's safety program:

- **Toward Zero Deaths: A National Strategy on Highway Safety** is a data-driven effort by the Federal Highway Administration (FHWA) to enhance national, state, and local safety planning and implementation efforts in identifying and creating opportunities for changing American culture as it relates to highway safety
- **ODOT's 2011 Transportation Safety Action Plan (TSAP)** is the safety element of the Oregon Transportation Plan (OTP) and provides guidance for safety-related investment decisions, including helpful information for local agencies, such as Wilsonville
- **Metro's 2012 Regional Transportation Safety Plan (RTSP)** is a data-driven framework and urban-focused safety plan intended to help the region reduce fatalities and serious injury crashes by 50 percent by 2035 (as compared to 2005)
- **Clackamas County Transportation Safety Action Plan (TSAP)** outlines a strategy for the county to build and implement a county-wide safety culture with the goal of reducing transportation-related fatalities and serious injuries by 50 percent over the next ten years

These plans are helpful resources that support the City's efforts to improve transportation safety.

Wilsonville residents take to the streets during the City's Sunday Streets event in August 2012.

This special event focused on connecting neighborhoods, parks, and people. Bicyclists, walkers, runners, seniors, adults, and children enjoyed traffic-free streets filled with fun and interactive educational demonstrations, entertainment, music, physical activities, and food.



SAFE ROUTES TO SCHOOL

Wilsonville is helping to facilitate Safe Routes to School (SRTS) programs to improve the transportation system in the neighborhoods around its each of its public schools, whose locations are shown in Figure 6-2. These programs also incorporate five E's (shown at right), which include a combination of ongoing educational and outreach efforts as well as pedestrian and bicycle infrastructure improvements along routes used by school children. Federal funding is available for these programs and is administered by the Oregon Department of Transportation (ODOT).

The SRTS programs are intended to reduce school-related traffic congestion and provide numerous additional benefits, including improved safety, increased physical activity and related health benefits, increased sense of community, and reductions in transportation-related air pollution. To be successful, these programs require the coordinated effort and support of school officials, parents, residents, city planning and engineering staff, and law enforcement agencies.

Students use the crosswalk on Wilsonville Road at the Willamette Way East traffic signal to walk and bike to Boones Ferry Primary School.



FIVE E'S (SAFE ROUTES TO SCHOOL)

The most successful Safe Routes to School programs incorporate five E's (which are similar to the five E's identified for Wilsonville's Safety Program but the "EMS" is replaced by "Encourage"):

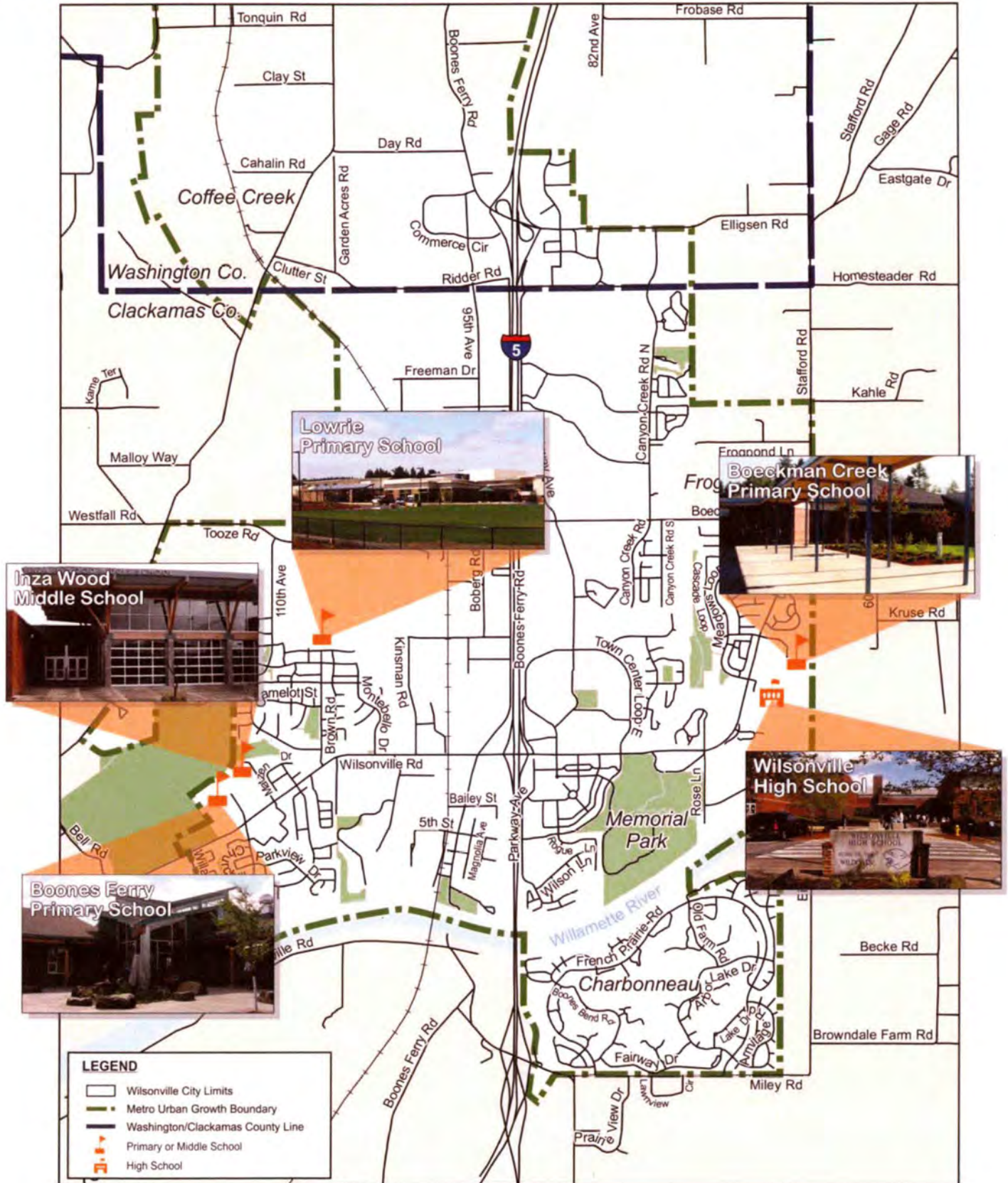
- **Educate** students, parents, and drivers about bicycle, pedestrian, and traffic safety skills and laws
- **Encourage** participation through fun events and contests such as walk-to-school days
- **Engineer** walking and biking infrastructure improvements along school routes
- **Enforce** traffic laws, particularly relating to speeding and pedestrian safety
- **Evaluate** program periodically to measure performance and adjust efforts as needed

Each of the five E's has a range of possible interventions and must be tailored to suit each school's unique needs and challenges.



Students use the bike lanes on Wilsonville Road to bike to Inza Wood Middle School.

FIGURE 6-2. WILSONVILLE SCHOOLS



ADA COMPREHENSIVE ACCESS

Wilsonville has a goal to provide all users with access to integrated facilities and services that connect Wilsonville's neighborhoods, parks, schools, employment centers, and retail areas to each other and to the surrounding region. The City can achieve this goal by addressing the needs of those with limited mobility, consistent with the federal Americans with Disabilities Act (ADA).

Identifying and improving existing ADA-related deficiencies will be an ongoing effort to ensure that new facilities account for the needs of all users. There are four specific areas of focus:

- Providing ADA-compliant curb ramps and pedestrian push buttons at intersection and roadway crossings .
- Maintaining sidewalks and curb ramps to meet ADA accessibility guidelines, including slopes and accessible area.
- Providing sidewalk connectivity between neighborhoods, businesses, transit stops, and other pedestrian.
- Providing sufficient on-street and off-street disabled parking stalls.



Curb ramps with gradual slopes and large transit pads at the SMART Central transit center can accommodate users in wheel chairs or with other special needs.

SMART TRANSIT

The City's transit service plays an important role in providing mobility for residents, employees, and students who travel to, from, and within Wilsonville. It provides an important connection to the region, particularly due to Wilsonville's strong employment base and central location between Portland and Salem.

South Metro Area Regional Transit (SMART) is a City department and operates several fixed bus routes that serve Wilsonville and make connections to TriMet in Portland, Cherriots in Salem, and Canby Area Transit. SMART also manages various programs, including Dial-a-Ride (door-to-door service for elderly and disabled residents) and SMART Options (programs that support, educate, and encourage the use of active transportation modes and rideshare).

The primary transit hub in Wilsonville is the SMART Central at Wilsonville Station transit center, which provides connections to all SMART bus routes and TriMet's Westside Express Service (WES) commuter rail station. Wilsonville Station includes a 400-space park-and-ride lot and 48 bicycle lockers.

In the immediate future, SMART will benefit from focusing its efforts in five key improvement areas:

- **Transit Hubs** are key multimodal activity centers within the community that can most effectively provide efficient access and connections for transit users. Hubs include SMART Central/WES Commuter Rail station, Town Center Loop, Villebois Village Center, and other community and employment centers. By ensuring a high level of transit service is provided at these hubs, SMART can serve a greater number of transit riders most efficiently.



OTHER TRANSIT REFERENCES

Wilsonville's transit system is also addressed in the following chapters:

- **Transit-Related Policies** (see Chapter 2: The Vision) are provided for land development coordination, transit services and facilities, pedestrian and bicycle access, and funding
 - **Transit Needs** (see Chapter 3: The Needs) include regional transit connections, service coverage and bus frequency, pedestrian and bike access, new buses, developer coordination, and rider education and outreach
 - **Transit Projects** (see Chapter 4: The Projects) include pedestrian access to transit, transit street improvements, bus stop amenities, and new buses
- **Information Technology** is an important way for SMART to enhance transit efficiency and enhance customer service. Key investments in innovative technology will provide new venues to communicate with passengers, coordinate service in real-time with regional providers, and provide an enhanced understanding of operational metrics and measures.
 - **Service Innovation** is an important way for Wilsonville to explore new transit service options or adjustments that can better meet the needs of its growing community. Possibilities include express service to downtown Portland and earlier peak commuter services for industrial and office uses that operate with an early morning shift. In addition, other service models can be considered, particularly relating to the integration of its various programs and services.



A bus for Route 1X (servicing the Salem Transit Center) waits at its designated space in the SMART Central at Wilsonville Station transit center.

SMART OPTIONS AND TRANSPORTATION DEMAND MANAGEMENT (TDM)

SMART Options is a program administered by SMART to help residents and employees in Wilsonville find the best way to get to work. By using other options besides traveling alone in personal automobiles during peak congestion times, Wilsonville will extend the service life of its infrastructure improvements. These efforts are referred to as Transportation Demand Management (TDM) and are an important component of a well-managed transportation system.

SMART Options can help individuals determine whether to take transit (bus, train, or commuter rail), carpool/vanpool, walk, or bike. SMART Options also can provide information about car sharing, park and rides, close-to-home commuting, teleworking, and creative work schedules to help individuals make informed decisions regarding their travel needs.

SMART Options also provides free assistance to Wilsonville businesses that set up transportation programs. They can organize vanpools, write articles

DEQ EMPLOYEE COMMUTE OPTIONS RULES

The Oregon Department of Environmental Quality (DEQ) Employee Commute Options Rules apply to all businesses within the Portland-metro area having more than 100 employees reporting to one work site. These businesses are required to:

- Receive approval from DEQ for a site specific trip reduction plan to reduce motor vehicle trips to their work site
- Survey and monitor progress at least every two years

SMART Options helps business comply with these rules.



SMART Options staff participate in an information fair in the Town Center parking lot with education materials and a bus bike rack display.

for employee newsletters, and hold transportation fairs. In addition, they are able to help with commuter surveys, trip reduction plan creation, and monitoring and compliance of the DEQ Employee Commute Options Rules, which apply to businesses with more than 100 employees.

The following additional TDM efforts will benefit the SMART Options program:

- **Mode Choice Surveys** performed on a consistent basis for residents and employees in each of the City's neighborhoods and commercial/industrial areas would allow the City to better understand what transportation choices are being made. This information would also allow the City to determine the impacts that its bicycle, pedestrian, and transit infrastructure improvements are having on the use of these facilities so that it can make improved decisions in the future.
- **Car Sharing Demand Monitoring** will be helpful for determining when sufficient interest is shown by residents and businesses.

OTHER TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) is the general term for implementing various strategies that either reduce or shift the number of vehicles on the roadway (i.e., the “demand”). By managing transportation demand, Wilsonville will ensure more efficient use of the system’s available capacity and also support members of the community who may otherwise be increasingly burdened by the rising fuel prices.

The two primary methods for managing demand are to (1) reduce the overall number of vehicles on the roadway and (2) shift demand to less congested (i.e., off-peak) periods. These methods are best achieved by a combination of educational and outreach programs as well as supporting infrastructure and services (i.e., bicycle and pedestrian facilities and transit services).

In the past, the City has coordinated with large employers to schedule off-peak shift changes. This coordination was beneficial to both the City and the employers because it allowed development to occur even though there were capacity limitations at the Wilsonville Road interchange and the 95th Avenue/ Boones Ferry Road intersection. Traffic counts and observations suggest that the majority of these large employers still operate with off-peak shifts, but the City can improve its tracking and management.

There are three TDM improvements (in addition to the SMART Options program) that will benefit Wilsonville :

- **Off-Peak Shift Change Policies and Practices:** Develop consistent policies and practices to encourage, document, track, and manage off-peak shift changes, starting with employers who have already agreed to operate off-peak shifts. These efforts could be performed in conjunction with the SMART Options program. Because businesses that enact TDM measures may have lower traffic volumes (and associated system impacts) during

PARKING MANAGEMENT PLANS

Parking management plans are a helpful way to inventory bicycle and motor vehicle parking supply in high demand locations (for example, park-and-ride lots, transit stations, and commercial areas). They do not require parking limitations but instead ensure that deliberate decisions are being made regarding the provision of parking.

There are two key areas that would benefit from parking management plans:

- Town Center
- WES Station

peak congestion periods, these businesses may be eligible for reduced Transportation System Development Charges (SDCs).

- **Town Center Parking Management Plan:** Prepare and adopt a parking management plan that includes an inventory of parking supply and usage, an evaluation of bicycle parking needs, the identification of desired improvement strategies and policies, and car sharing considerations (additional explanation provided in the call-out box above). This parking management plan would be an important component of an overall concept plan, which would benefit the Town Center area by ensuring the highest and best uses are provided to support the nearby businesses and residents and to achieve the City’s vision for this area.
- **WES Station Parking Management Plan:** Prepare and adopt a parking management plan that includes an inventory of parking supply and usage, an evaluation of bicycle parking needs, and the identification of desired strategies and policies (additional explanation provided in the call-out box above). These considerations should support future park-and-ride demand increases to avoid impacts resulting from inadequate capacity.

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS

Transportation System Management and Operations (TSMO) is the general term for implementing various solutions that enhance the performance of existing and programmed transportation infrastructure. The focus of TSMO is to reduce congestion and save money by improving the transportation system's efficiency before expanding infrastructure. Improving efficiency requires a collaborative effort by system managers, operators, and users both prior to and during travel.

Four of the primary TSMO strategies include:

- **Access Management** strategies reduce traffic conflicts at intersections and driveways in order to improve traffic flow and safety (Addressed in Chapter 5: The Standards).
- **Safety Improvements** support the efficient use of existing infrastructure by reducing safety-related incidents.
- **Transportation Demand Management (TDM)** strategies encourage users to choose other transportation modes besides traveling alone in their vehicles or to travel at off-peak periods of the day.
- **Intelligent Transportation System (ITS)** strategies involve the deployment and management of advanced technologies that collect and distribute information to both users and operators staff so they can most effectively use and manage the transportation system.

INTELLIGENT TRANSPORTATION SYSTEM

The development and management of intelligent transportation system (ITS) solutions is one of the most important areas of recent transportation-related technological advancement. ITS strategies are a type of Transportation System Management and Operation (TSMO) strategy (additional explanation provided in the call-out box at left).

ODOT currently manages and operates the ITS infrastructure along the I-5 corridor. In addition, Clackamas County manages and operates the ITS infrastructure in and around Wilsonville. One of the basic ITS strategies is to effectively operate the City's traffic signals. Two of the signalized roadway corridors currently have coordinated signals that allow improved traffic flow:

- Wilsonville Road from Kinsman Road to Town Center Loop East
- Boones Ferry Road/Elligsen Road from Day Road to Parkway Center Drive

Additional ITS solutions will benefit Wilsonville:

- **Coordinate with Clackamas County** to ensure that projects include improvements consistent with those identified in the Clackamas County Intelligent Transportation System (ITS) Plan, particularly on Wilsonville Road and Elligsen Road near the two I-5 interchanges. Clackamas County is one of the agencies that is part of the Transport ITS working group made up of ITS professionals within the Metro boundary.
- **Install 3-Inch Conduit** as part of all Arterial and Collector roadway improvement projects to prepare the City for future fiber communications. This conduit can be used for fiber, traffic counters, and other ITS equipment. By connecting Clackamas County's fiber network to the City's traffic signals and traffic control cameras, Clackamas County will be able to transfer

information back to their operations center in order to more effectively monitor and operate the City's traffic signal system. This infrastructure will also support emergency responders in performing rapid incident detection and response. SMART would also benefit from improved integration with traffic operations by connecting its new service and operations center to Clackamas County's fiber.

- **Deploy Adaptive Signal Timing on Wilsonville Road** from Brown Road to Town Center Loop East consistent with Clackamas County's ITS Plan,

including the installation of video monitoring cameras and vehicle detection equipment to collect traffic counts and speeds.

- **Collect and Manage Transportation Data** to help the City evaluate the performance of its transportation system and to help travelers make more informed decisions regarding their choice of mode, departure time, and routing. The City will first need to evaluate ways to collect and distribute information in coordination with Clackamas County.

The Clackamas County Traffic Management Center is located in Oregon City and is connected to Wilsonville via State, County, and City communication links. These links allow County staff to remotely manage and operate Wilsonville's traffic signals and ITS infrastructure.



“Transportation is important for all of us whether you ride your bike around town, whether you walk, or whether you drive a car, take transit, or for that matter, drive a truck through town. It is very important for you to be able to get where you want to go and not have a lot of trouble doing so.”

*Nancy Kraushaar
Community Development Director*

BIKE SMART AND WALK SMART

Wilsonville benefits from focusing staff resources on coordinating bicycle and pedestrian outreach and infrastructure planning, which is done primarily through its Bike Smart and Walk Smart programs. SMART and Community Development staff collaborate to lead the City's efforts.

Four ongoing efforts will help improve walking and biking in Wilsonville:

- Maintain an updated **bike and pedestrian map** that provides the current bicycle and pedestrian facilities that are available to Wilsonville residents for these mode choices.
- Expand **bike and pedestrian safety education and outreach** to the general public, focusing on clinics and workshops that communicate safety messages to particular audiences like children, motorists, and older pedestrians.
- Coordinate **group rides and walking tours** to identify street, trail, art and natural amenities that are available to residents.
- Staff an **Active Transportation Planner** that works for both Community Development and SMART and is tasked with development review, plan implementation and updates, safety education and outreach, and program support (Bike SMART, Walk SMART, and Safe Routes to Schools). This planner could also continue **regional coordination** efforts with other agency Active Transportation Plans and Metro.

In 2011, Wilsonville was awarded the designation of being a Walk Friendly Community due to its commitment to improving walkability and pedestrian safety through comprehensive programs, plans, and policies. The Bronze Level designation indicates the City is "on the right track" but has several areas where it can continue to improve.

NATIONAL RECOGNITION AVAILABLE AS WALK FRIENDLY AND BIKE FRIENDLY COMMUNITY

Two national recognition programs have been developed in recent years to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking and bicycling environments. These programs evaluate current efforts and provide recommendations for improvement:

- **Walk Friendly Communities** designation is awarded at one of five levels (from lowest to highest): honorable mention, bronze, silver, gold, and platinum. Wilsonville was awarded a bronze designation in 2011. As additional pedestrian improvements are made throughout the City, Wilsonville may consider reapplying for a higher designation.
- **Bicycle Friendly Community (BFC) Campaign** is administered by the League of American Bicyclists and awards City one of four designations (from lowest to highest): bronze, silver, gold, and platinum. Wilsonville has not yet applied for a BFC designation, but doing so will provide the City with recognition while also providing helpful recommendations for how it can continue to improve its bicycle network.



Chapter 7

The Performance



Wilsonville's transportation system plan (TSP) provides standards, projects, and programs that, when put into action, will improve the City's transportation system. By tracking specific performance measures with each successive TSP update, the City will learn if its planning efforts are leading to the desired outcomes and if additional improvements are needed. In this way, Wilsonville will make continued progress towards its transportation system vision and goals.

To be most effective, the City's transportation performance measures should provide its decision-makers with metrics that reflect what progress is being made towards Wilsonville's goals and policies. They should also include a combination of system-wide and facility-level performance measures so that incremental progress can be determined for the entire system as well as on a project-by-project basis.

Performance measurement is an approach to transportation planning that has been receiving increased national and regional attention. The new federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21), transitions the nation towards performance-based, outcome-driven planning processes. In doing so, this law is not prescriptive regarding what the standards should be, but instead requires that states and metropolitan planning organizations (MPOs) establish their own targets and measures. This encourages the framework of performance measurement throughout the nation without requiring a one-size-fits-all approach.

Performance measures allow Wilsonville to . . .

- *Track the benefits of its efforts and*
- *Identify areas where additional improvements are needed*

So that it can . . .

- *Make more informed investment decisions and*
- *Best achieve its vision and goals.*



PERFORMANCE MEASURES

Though it preceded MAP-21, Metro’s Regional Transportation Plan (RTP) also focuses on performance targets and standards. While there are some performance targets specified by Metro, Metro requires each city to identify its own performance measures for five areas and then to evaluate them with each successive transportation system plan (TSP) update to check its progress.

Table 7-1 lists Wilsonville’s performance measures, including the 2035 targets and how they will be

measured. The majority of these performance measures were selected because they are recommended by Metro and can be relatively easily measured using Metro’s travel demand model, which is also the basis for Wilsonville’s future travel demand forecasting. The one performance target that differs is safety. Because the City has such a low number of collisions, its target is to keep the collision rate below the statewide average.

Table 7-1. Wilsonville Performance Measures

Performance Area	2035 Performance Target ^a	How Measured
Safety	Maintain collision rates below the statewide average and zero fatalities	Analysis of ODOT and Clackamas County collision data
Vehicle Miles Traveled (VMT) Per Capita	Reduce VMT/capita by 10% compared to 2005	Estimate using travel demand model
Freight Reliability	Reduce vehicle hours of delay ^b for truck trips by 10% from 2005	Estimate using travel demand model for roadways on City’s freight network
Congestion	Reduce vehicle hours of delay ^b (VHD) per person by 10% from 2005	Estimate using travel demand model
Walking, Biking, and Transit Mode Shares	Triple walking, biking and transit mode share from 2005	Use Metro mode split forecasts and provide qualitative assessment; supplement with

^a Performance targets are for the 2035 horizon year. Performance tracking during intermediate years should be compared against interpolated values.

^b Delay is defined in the 2035 RTP as the amount of time spent in congestion > than .9 V/C (see p.5-7 of RTP)

“The TSP is doing an excellent job addressing bicycle and pedestrian issues. Once the TSP is adopted, it is going to be a matter of following through to make these things happen.”

*Al Levit
Planning Commission*

Attachment B

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

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

Submission information

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

Survey answers

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

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

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

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

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

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

Attachment B

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

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

Submission information

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

Survey answers

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

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

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

Name (required): Carol White
Phone: 503 694 5502
Email Address: carolwhite522@comcast.net
Mailing Address: 32391 SW Lake Dr
City: Wilsonville
Zip Code: 97070

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

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

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): Phillip Rosebrook
Phone: 503 682 3421
Email Address: PRosebrook@comcast.net
Mailing Address: 28379 SW Morningside Ave
City: Wilsonville
Zip Code: 97070

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

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

Attachment B

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

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

Submission information

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

Survey answers

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

Name: Ray

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

Company (if applicable) Not answered
Email Address r2cooper@yahoo.com
Address 27109 SW Aden
City Wilsonville
State OR
Zip Code 97070
Telephone # 5055828328

1. Provide feedback on whether the transportation solutions address the gaps and deficiencies that were identified
Not answered
2. Are there any transportation projects missing (bicycle, pedestrian, truck, motor vehicle)?
North Canyon Creek Road needs crosswalks! Dozens of people walk this street every day for recreation and fitness, to go to work at Xerox, Mentor Graphics, Argyle Square, the Burns/Canyon Creek/Parkway light industrial area or offices north of Elligson, to shop at Argyle Square. or to access public transportation.
Traffic on this road is controlled only by speed limits and is unpredictable and many times dangerous. Mothers with children on foot or in strollers and senior citizens are confined to one side of the road or forced to risk dodging speeding traffic in order to cross from one side to the other. I am 83 years old. I have fallen, trying to hurry across this busy road. I

Attachment B

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

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

No! See above.

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

Crosswalks on Canyon Creek North.

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): Steven Van Wechel
Phone: 503-682-5048
Email Address: steve.l.vanwechel@multco.us
Mailing Address: P.O. Box 652
City: Wilsonville
Zip Code: 97070

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

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

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

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

Attachment B

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

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

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

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

Attachment B

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

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

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

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

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): Andrew Karr
Phone: 503-756-2719
Email Address: drewdown69@gmail.com
Mailing Address: 7700 SW Carriage Oaks Lane
City: Wilsonville
Zip Code: 97070

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

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

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): Chuck Knorr
Phone: 5035709084
Email Address: cknorr45@gmail.com
Mailing Address: 28275 SW CanyonCr.Rd.S.
City: Wilsonville, Or
Zip Code: 97070

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

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

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): Pat Knorr
Phone: 503=570=9084
Email Address: patricia.knorr@gmail.com
Mailing Address: 28275 SW Canyon Creek Rd. S.
City: Wilsonville Or.
Zip Code: 97070

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

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

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): Ron Kief
Phone: 503-320-0918
Email Address: RonKief@comcast.net
Mailing Address: 9825 SW Day Road
City: Sherwood
Zip Code: 97140

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

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

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): Dave Lucas
Phone: 503-685-9075
Email Address: dave.lucas@tek.com
Mailing Address: 32116 SW Willamette Way E
City: Wilsonville
Zip Code: 97070

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

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

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

Thank you for this innovative online Open House.

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

Name (required): Anthony Calcagno
Phone: 5033512446
Email Address: anthony.calcagno@gmail.com
Mailing Address: 30588 SW Ruth St.
City: Wilsonville
Zip Code: 97070

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

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

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

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): Doris Wehler
Phone: 503-682-0426
Email Address: daweehler@gmail.com
Mailing Address: 6855 SW Boeckman Rd
City: Wilsonville
Zip Code: 97070

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

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

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

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

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): vern wise
Phone: 503 694 2124
Email Address: marvern@comcast.net
Mailing Address: 32521 sw juliette dr.
City: wilsonville
Zip Code: 97070

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

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

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

This is the result of holding public open meetings to explain my above subjects.

I fully support the professional approaches and the efforts of the planning staff.

Not only is this important today but tomorrows future.

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

Name (required): Francis Halpin
Phone: Not answered
Email Address: Not answered
Mailing Address: 8720 Wilson Lane
City: Wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)
Regarding the NW Wilsonville Plan:

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

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

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

Attachment B

Please include this somewhere in the plan.

Fran Halpin

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

Name (required): Thomas Ripple
Phone: 5036827896
Email Address: thomas.ripple@gmail.com
Mailing Address: 29851 SW Camelot Street
City: Wilsonville
Zip Code: 97070

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

There are two projects I didn't see listed that are both important.

The first one is sidewalks between the circle and boeckman Rd. on 110th St. I realize that the sidewalks will be added as the properties along 110th develop but we can't wait that long. Those sidewalks should be in by the time the Boeckman Bridge is repaired. Many people use that route to get to the other side of town and WES.

The second project I didn't see listed is the Bike/Pedestrian Bridge across the Willamette. It needs to be in our plan if we are to even try to realize the vision of a Bike/Ped bridge. I realize we can't afford it now but you never know where funding can come from if a project is planned. We shouldn't limit our vision.

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): Lisa Krecklow
Phone: (503) 682-7584
Email Address: KrecklowFamily@gmail.com
Mailing Address: 10562 SW Sunnyside Drive
City: WILSONVILLE
Zip Code: 97070

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

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

Lisa Krecklow

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

Name (required): Brian McCabe
Phone: 503-381-7046
Email Address: brian.mccabe@machinesciences.com
Mailing Address: PO Box 969
City: Wilsonville
Zip Code: 97070

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

Dear Chris,

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

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

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

Thank you for taking comments.

Brian

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): Simon Springall
Phone: 5037700189
Email Address: simon@springall.com
Mailing Address: 7710 SW Roanoke Dr S
City: Wilsonville
Zip Code: 97070-6811

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

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

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

Attachment B

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

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): Simon Springall
Phone: 5037700189
Email Address: simon@springall.com
Mailing Address: 7710 SW Roanoke Dr S
City: Wilsonville
Zip Code: 97070-6811

Comments: (please specify the area/topic that you are commenting about)
Re: Pedestrian crossings on Canyon Creek Rd North

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

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

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

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): Tony Holt
Phone: Not answered
Email Address: ajholt36@aol.com
Mailing Address: Not answered
City: Not answered
Zip Code: Not answered

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

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

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

Attachment B

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

Policies--Agency Coordination

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

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

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

Attachment B

Subject: RE: TSP Open House Comments

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

Submission information

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

Survey answers

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

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

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

Name (required): Kathryn Whittaker
Phone: 503-314-1101
Email Address: K6Whittaker@gmail.com
Mailing Address: 29001 SW Grahams Ferry Rd.
City: Wilsonville
Zip Code: 97070

Comments: (please specify the area/topic that you are commenting about)
These comments concern RE-01 and RE-02 & UU-04 and UU-07.

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

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

Attachment B

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

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

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



117 Commercial Street NE
Suite 310
Salem, OR 97301
503.391.8773
www.dksassociates.com

MEMORANDUM

DATE: March 6, 2013

TO: Chris Neamtzu, AICP, City of Wilsonville
Steve Adams, P.E., City of Wilsonville

FROM: Scott Mansur, P.E., PTOE
Brad Coy, P.E.

SUBJECT: **Wilsonville TSP Update – Brown Road Extension Alternatives Comparison**

P12023-005

This memorandum provides additional analysis of the two Brown Road Extension alternatives and is a supplement to the solutions analysis performed as part of Wilsonville's Transportation System Plan (TSP) update.¹ The two Brown Road Extensions would travel between Wilsonville Road and Boones Ferry Road, but they would connect to Boones Ferry Road at different locations:

Brown Road Extension Alternatives (Wilsonville Road to Boones Ferry Road)

- Bailey Street Connection
- 5th Street Connection

Both connection options were included in the City's prior TSP: Project C-17 was the connection to Bailey Street and Project C-17a was the connection to 5th Street.² Both alternatives meet transportation connectivity needs south of Wilsonville Road, provide a secondary emergency access to the Old Town neighborhood, and provide similar improvements to the overall transportation system. However, at this time there are still too many unknowns (such as what future development may occur in the roadway vicinity, which is currently undeveloped and unplanned) to recommend a specific alternative. Therefore, the current Transportation System Plan (TSP) update will allow for either alternative. However, a decision should be made prior to or during the master planning process for development in the area. This memorandum can be used as a resource at the future date when this decision is revisited.

The sections of this memorandum document the background information, Brown Road Extension alternatives, and a comparison of the alternatives including a list of advantages/disadvantages. A summary of the findings are provided at the end of the document.

Background

Brown Road runs north-south and is located on the west side of the City of Wilsonville. North of Wilsonville Road, Brown Road provides connectivity to the Villebois development and several residential areas and is

¹ *Wilsonville Transportation System Plan Update – Solutions Analysis and Proposed Funding Program (Task 6.4)*, technical memorandum #7 prepared by DKS Associates for the Wilsonville Transportation System Plan Update, June 22, 2012.

² *City of Wilsonville Transportation System Plan*, Adopted June 2, 2003.



classified as a Collector. It currently terminates a few hundred feet south of Wilsonville Road and provides access to existing multi-family residential developments.

The planned extension will be approximately one-half mile in length, run mostly east-west, and will principally pass through existing farmland, which has a comprehensive plan designation that is intended to be developed for residential and industrial uses. The TSP also indicates it will be a two-lane Collector roadway.

Brown Road Extension Alternatives

The 2003 Wilsonville TSP identifies the Brown Road extension as Project C-17 (connecting to Bailey Street) or Project C-17a (connecting to 5th Street). Both alternatives will include connections to Montebello Drive and Kinsman Road, along with the closure of Industrial Way. It assumes that Brown Road will be the thru road and that the side streets will have stopped approaches. The key difference between the two alternatives is where Brown Road will connect to Boones Ferry Road. The first alternative would connect at Bailey Street, while the second alternative would connect at 5th Street, which is approximately 600 feet south of Bailey Street.

Conceptual alignments of the two Brown Road extension alternatives are shown in Figure 1 along with the Kinsman Road and Montebello Drive roadway extension projects that will connect to the Brown Road extension and are included as components of the Brown Road Extension project.



Figure 1: Brown Road Extension Alternatives



Comparison of Alternatives

To provide a more thorough comparison, this analysis considers bicycle and pedestrian network connections, neighborhood/commercial connectivity, private property impacts, traffic diversion and motor vehicle capacity, freight impacts, railroad crossings, environmental impacts, water and sewer utility impacts, and project costs. The following subsections provide detailed information to facilitate a comparison of the alternatives.

Bicycle and Pedestrian Network Connections

The Wilsonville Bicycle and Pedestrian Master Plan identifies the need for improved bicycle and pedestrian connectivity south of Wilsonville Road from the existing Brown Road terminus to Boones Ferry Road. In addition, the Ice Age Tonquin Trail alignment is planned to use the portion of the Brown Road extension east of Arrowhead Creek Lane (which already includes an existing portion of the trail). Therefore, the Brown Road extension should include pedestrian and bicycle facilities (i.e., bike lanes, sidewalks, and/or an adjacent multi-use path) under either connection alternative. Even if Brown Road is not extended, then an off-street path is recommended to connect the Ice Age Tonquin Trail to Boones Ferry Road.

The Wilsonville Bicycle and Pedestrian Master Plan also identifies the potential for an I-5 overpass connecting 5th Street to Memorial Drive. Both alternatives would provide improved connectivity; however, by connecting Brown Road to Boones Ferry at 5th Street, cyclists and pedestrians would have a more direct connection to the proposed I-5 overpass and to Memorial Park, if this overpass were to be built.

Neighborhood/Commercial Connectivity

Improving neighborhood connectivity is an important objective of the TSP. Prior planning work was performed by Lennertz Coyle and Associates to identify neighborhood areas within the City.³ The plan also identified planned roadways to connect the neighborhood areas, and key figures are provided in the appendix. Both Brown Road extension alternatives were identified in the plan and would result in improved connectivity between the Old Town Neighborhood and other existing neighborhoods to the east.

Historically, the center of the Old Town Neighborhood has been located near the intersection of Boones Ferry Road and 5th Street. The Old Town Neighborhood Plan⁴ proposes zoning changes around this intersection to promote the development of a functional main street (Boones Ferry Road) and commercial area. The 5th Street alternative would provide a direct neighborhood connection to the center of this future commercial area and the Old Town neighborhood. This alternative would likely result in higher traffic that would have to navigate north on Boones Ferry Road destined for retail centers to the north.

The Bailey Street alternative would provide improved connectivity to the north end of this proposed future Old Town Main Street, as well as the improved access to the retail center between Bailey Street and Wilsonville

³ *The Wilsonville Land Plan: A Tool for Becoming a Garden City of Neighborhoods*, Lennertz Coyle & Associates, December 18, 1996.

⁴ *Old Town Neighborhood Plan*, Adopted September 2011



Road. Vehicles accessing Brown Road do not have to pass through the Old Town neighborhood. Therefore, the traffic levels on the southern section of Boones Ferry Road would be lower under this alternative.

Private Property Impacts

The two Brown Road alternative alignments would principally run east-west, be approximately one-half mile in length, and pass through existing farmland. When comparing differences, the Bailey Street alternative (as shown in the appendix as OBEC's⁵ Alignment 2) would likely impact the southern edge of the OrePac parking lot/storage area. The 5th Street alternative (as shown in the appendix as OBEC's Alignment 2B) would directly impact the house located on 5th Street to the west of the railroad tracks. The alternative alignments would have similar impacts to existing farmland; however, the extra linear road distance necessary to connect to 5th Street would result in higher private property impacts, particularly to the properties south of OrePac.

Traffic Diversion and Motor Vehicle Capacity

To perform the motor vehicle evaluation, transportation modeling was conducted using the same base and future models prepares for the TSP update (i.e. a modified 2035 Metro transportation model that was disaggregated for the City of Wilsonville, and has added detail in the project site vicinity). The roadway extensions assumed in the model include Barber Street (Kinsman Road to Villebois) and Kinsman Road (Barber Street to Boeckman Road).⁶ The model was used to forecast future roadway volumes on the new Brown Road extension as well as Wilsonville Road to determine the relative benefit that each of the extensions provide to traffic flow in southwest Wilsonville.

The traffic volumes on Brown Road are similar between the Bailey Street and 5th Street alternatives, though the Bailey Street alternative is estimated to attract a few hundred more daily trips to Brown Road. In addition, the Bailey Street alternative is expected to remove approximately 1,500 local access vehicles (6 percent) per day from Wilsonville Road (25,000 average daily traffic), while the 5th Street alternative would remove approximately 1,000 local access vehicles (4 percent). Therefore, the Bailey Street alternative would be more beneficial to Wilsonville Road traffic operations.

Freight Impacts

Work completed as part of the Wilsonville TSP update⁷ has proposed the designation of truck routes throughout Wilsonville, including portions of Wilsonville Road, Boones Ferry Road, and Kinsman Road. The proposed extension of Kinsman Road (from Wilsonville Road to the Brown Road extension) is also identified as a potential truck route. The Brown Road extension is not proposed to be a freight route, and neither alternative would be expected to have significant impacts on freight connectivity.

⁵ *Alternative Analysis Summary for New Connector Street Between Wilsonville Road and Industrial Way*, OBEC, July 7, 2010.

⁶ Figure 6: 2035 Baseline Roadway Improvement Assumptions, from the *Wilsonville TSP Update – Transportation System Gaps and Deficiencies (Task 4.1)* memo (February 9, 2012) shows the roadway extensions assumed for 2035 and is included in the appendix.

⁷ *Wilsonville Transportation System Plan Update – Solutions Analysis and Proposed Funding Program (Task 6.4)*, technical memorandum #7 prepared by DKS Associates for the Wilsonville Transportation System Plan Update, June 22, 2012.



Railroad Crossings

Railroad tracks, which are operated by Portland and Western, run north-south and are located west of Boones Ferry Road (as shown in Figure 1). Therefore, to connect to Boones Ferry Road, both Brown Road extension alternatives would require a railroad crossing application. Currently, there is an existing, unimproved at-grade crossing at 5th Street, which provides access to residences and agricultural areas. This crossing is located approximately 150 feet west of Boones Ferry Road, while the new Bailey Street crossing would be located 275 feet west of Boones Ferry Road. Even though it is preferable for the railroad crossing to be located farther from nearby intersections, neither location is expected to have peak hour queues that would spill back to the adjacent railroad crossing.

ODOT Rail has a policy to not allow any new at-grade crossings, but an existing crossing may be “relocated” through the railroad crossing application process. Therefore, a new crossing at Bailey Street would require the closure of the existing crossing at 5th Street or another location (essentially a relocation of a crossing). Based on a conversation⁸ with personnel at Oregon Department of Transportation (ODOT) Rail Division, the following are concerns related to the potential alternative alignments:

- **5th Street Connection**- The existing railroad crossing would require significant improvements to accommodate additional pavement width, traffic volumes and bicycle/pedestrian volumes that would be required as part of the Brown Road extension. As previously mentioned, the crossing improvements would require a railroad crossing application that would need to be approved by the Railroad authority and ODOT Rail Safety.
- **Bailey Street Connection**- This alternative would require the closure of an existing crossing (likely at 5th Street) to allow for a new grade crossing at Bailey Street. This connection would require two separate railroad crossing applications. One application would be required for the closure of the existing crossing and a second application would be required for the new crossing at Bailey Street. Relocating crossing locations require a more rigorous application and approval process, but can be achieved. Over the last few years, ODOT Rail has approved several railroad crossing relocations in Oregon.

It should be noted that ODOT Rail would prefer a grade separated crossing at either location. Otherwise, an application can be submitted to either improve the existing crossing at 5th Street or to close the existing crossing and open a new one at Bailey Street. It is unknown whether either alternative would receive approval, but the option with the better chance of being approved is to improve the existing crossing at 5th Street. In either instance, public support for the selected alternative would play an important role.

Environmental Impacts

Both of the proposed Brown Road alignments cross the Seeley Ditch at approximately the same location. Should a roundabout be selected as the preferred traffic control at the intersection of Kinsman Road and

⁸ Conversation with Swede Hays, ODOT Rail, 4/14/2012



Brown Road, it would require the intersection to be pushed further south to avoid increased impacts to the ditch. Therefore, no significant difference in environmental impacts is expected between the two alternatives.

Water and Sewer Utility Impacts

It is expected that overall utility extensions (i.e., water and sewer) for future development will be easier and less costly for the 5th Street alternative. One reason is because the final 5th street alignment is expected to have greater flexibility for making needed adjustments, which should minimize the risk of unanticipated costs. Another reason is because Bailey Street is not an optimal sewer line connection.⁹ Under either alternative, the sewer connection would likely need to occur at either 5th Street or 2nd Street (the low point of the sewer main). Depending on the location of the sewer line, there may also be a need for a new sewer lift station. The City should perform further studies to compare sewer costs and permitting for the two alternatives.

Project Costs

Estimated project costs are based on prior work conducted by OBEC on behalf of the City.¹⁰ In the prior work, various alignment alternatives were evaluated. At this time, Alignment 2 and Alignment 2B are considered the recommended alignments for Bailey Street and 5th Street, respectively (both alignments have the option of a stop controlled intersection or roundabout at Kinsman Road/Brown Road). Drawings of the preliminary alignments are provided in the appendix.

Cost estimates were prepared for both alternatives and a simplified comparison of the costs are listed in Table 1 (see OBEC report for a more detailed cost breakdown). As shown, the estimated cost for the Bailey Street connection is \$13.9 million, compared to \$14.8 million for the 5th Street Connection. This cost difference is due primarily to the additional roadway length of the 5th Street alternative. With the inclusion of the Kinsman Road and Montebello Drive roadway sections, the Bailey Street alternative would have approximately 4,600 feet of roadway, while the 5th Street alternative would have approximately 4,900 feet of roadway.

⁹ Emails from Steve Adams and Eric Mende, City of Wilsonville, October 26, 2012.

¹⁰ *Alternative Analysis Summary for New Connector Street Between Wilsonville Road and Industrial Way*, OBEC, July 7, 2010.



Table 1: Cost Comparison of Brown Road Extension Alternatives

Item	Bailey Street Connection (Alignment 2) ^a	5 th Street Connection (Alignment 2B) ^a
Temporary Features and Appurtenances	\$844,000	\$900,000
Roadwork	\$184,000	\$194,000
Drainage and Sewers	\$989,000	\$1,071,000
Bridges	\$648,000	\$691,000
Aggregate Base	\$273,000	\$250,000
Wearing Surface	\$1,331,000	\$1,398,000
Permanent Traffic Control and Illumination	\$224,000	\$251,000
ROW Development and Control	\$800,000	\$888,000
Utility Conduits and Valves	\$459,000	\$484,000
Railroad Crossing	\$400,000	\$400,000
Design, ROW and Contingencies	\$7,822,000	\$8,301,000
TOTAL:	\$13,900,000 (rounded)	\$14,800,000 (rounded)

^a Alignment names (i.e., “2” and “2B”) and cost estimates based on prior OBEC study.¹¹

Summary

At this time, there are still too many unknowns to recommend a specific Brown Road connection alternative. Both the Bailey Street and 5th Street alternatives meet transportation connectivity needs south of Wilsonville Road, provide a secondary emergency access to the Old Town neighborhood, and provide similar improvements to the overall transportation system. Therefore, the current Transportation System Plan (TSP) update will allow for either alternative. However, a decision should be made prior to or during the master planning process for development in the area.

This memorandum is intended to be used as a resource at the future date when the alignment decision is revisited. There are both advantages and disadvantages associated with each of the two Brown Road extension alternatives. The following lists provide a summary of the advantages and disadvantages as previously discussed:

Advantages of the 5th Street Alternative

- A direct neighborhood to neighborhood connection would be provided to the center of Old Town.
- A railroad crossing already exists at 5th Street, and it is expected that it would be easier to obtain approval from ODOT Rail to improve the existing crossing than to relocate it to Bailey Street.

¹¹ *Alternative Analysis Summary for New Connector Street Between Wilsonville Road and Industrial Way*, OBEC, July 7, 2010.



- The higher traffic volumes on Boones Ferry Road between Bailey Street and 5th Street are expected to be beneficial to existing and future businesses in Old Town (though may have negative impacts to residents).
- If the City desires to provide a future connection from Old Town to east Wilsonville (i.e., an overpass or underpass of I-5), it is expected to be better accommodated at 5th Street than at Bailey Street because it would align with Memorial Drive.

Disadvantages of the 5th Street Alternative

- The higher traffic volumes on Boones Ferry Road between Bailey Street and 5th Street are expected to result in greater traffic impacts to the Old Town neighborhood (though this may be beneficial to existing and future businesses).
- Fewer vehicle trips would be attracted to Brown Road and diverted from Wilsonville Road.
- The railroad crossing would be located only 150 feet west of Boones Ferry Road (though no queuing impacts are expected).
- The Brown Road alignment would likely impact the existing home near 5th Street west of the railroad tracks, and the extra distance necessary to make the 5th Street connection would result in higher private property impacts, particularly to the property south of OrePac.

Advantages of the Bailey Street Alternative

- A more direct access would be provided between the residential areas along Brown Road and the commercial area along Boones Ferry Road south of Wilsonville Road. Therefore, fewer vehicles would be required to use Wilsonville Road and there would be less out-of-direction travel for retail customers compared to the 5th Street alignment.
- A few hundred more daily trips would be attracted away from Wilsonville Road to Brown Road, which would be more beneficial to Wilsonville Road traffic operations
- The shorter alignment would result in a lower planning level cost estimate and less impacts to private property, particularly to the properties south of OrePac.
- The railroad crossing would be located 275 feet west of Boones Ferry Road, which is 125 feet more than what is available on 5th Street.

Disadvantages of the Bailey Street Alternative

- The new railroad crossing at Bailey Street would require the closure of the 5th Street crossing. Both the 5th Street closure and the new crossing at Bailey Street would require separate railroad crossing applications that would need to be approved by ODOT Rail. This would require more effort by the City.
- The Brown Road alignment would likely impact the southern edge of the OrePac property/parking lot.
- Bailey Street is not an optimal location for utilities, particularly the sewer line connection.
- Bailey Street would not provide as direct of a multi-modal connection to the Old Town neighborhood.



Appendix

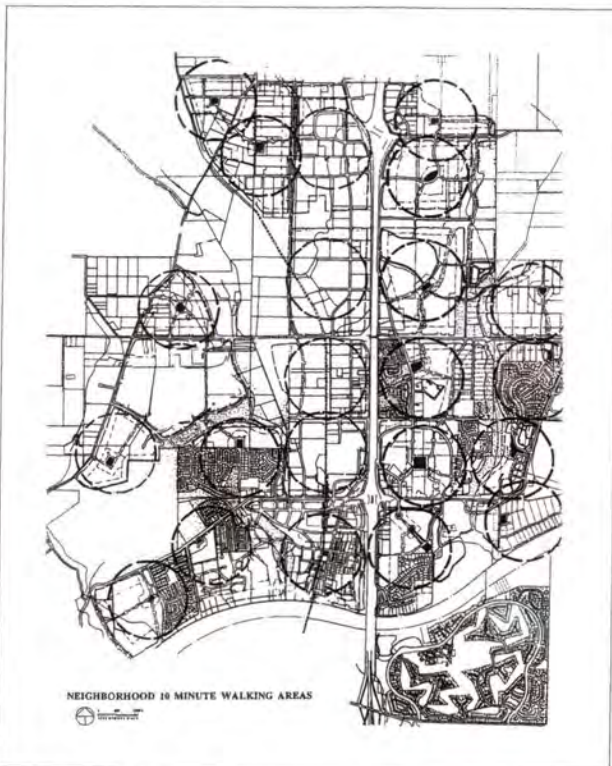
STREET NETWORK DIAGRAMS

WILSONVILLE LAND PLAN CODE

Five Minute Walking Radii - Neighborhood & District Centers

Descriptions

Neighborhood, District, & Corridor Plan



◀
Five Minute Walking Radii Neighborhood & District Centers: The circles locate the neighborhood centers and the area in which one can walk within 5 minutes. History shows a consistent pattern of neighborhoods and settlements this size.

▶
Neighborhood, District, & Corridor Plan: Good neighborhoods have a center and a defined edge. The transportation and natural corridors are the edges of the neighborhoods. The centers are roughly at the geographic center, providing civic buildings, parks, moderate density housing and small scale retail. The districts are dominated by a single use. In Wilsonville they are primarily industrial.



STREET NETWORK DIAGRAMS

WILSONVILLE LAND PLAN CODE

Existing Streets

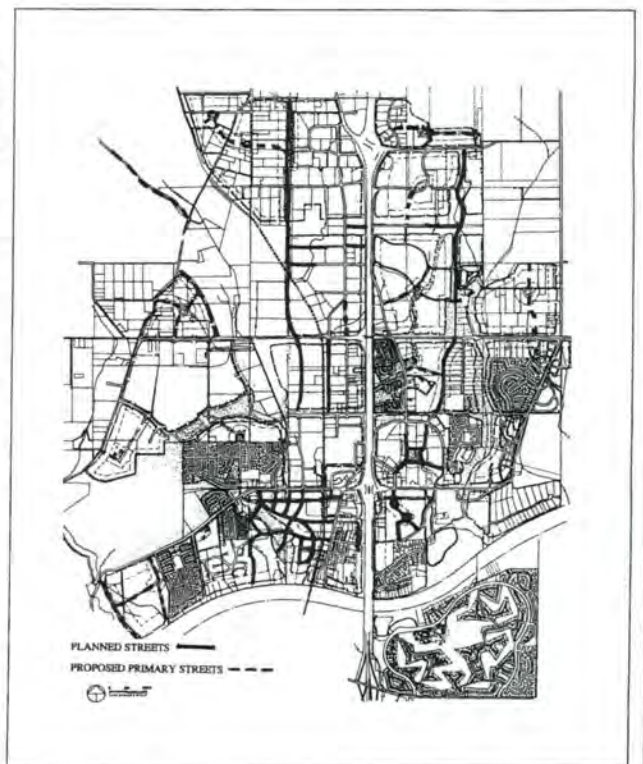
Descriptions

Planned & Proposed Street Connections



Existing Streets: The existing streets, indicated in black, form an incomplete network. There are not enough streets and alternative routes in the city to successfully disperse the traffic. With this configuration, street widening can provide only moderate help. Significant improvements can only be made by adding more streets that connect to other streets.

Planned & Proposed Street Connections: The streets shown on the right in black are currently planned streets. The dashed lines indicate additional new streets proposed here. These new streets provide necessary connections for distribution of traffic, and the definition of neighborhoods without overloading residential areas.



STREET NETWORK DIAGRAMS

WILSONVILLE LAND PLAN CODE

Corridor Street Network

Descriptions

Secondary Street Network



◀
Corridor Street Network:
 The streets on the left shown in black focus on the planned and proposed 'Corridor Streets.' These streets circumnavigate the neighborhoods, describing their edges and moving through traffic around them.

▶
Secondary Street Network:
 The streets on the right shown in black are secondary streets that connect the neighborhood centers. These streets are particularly important routes for the transit system. A bus stop in each neighborhood center would bring transit to within a 5 minute walk of most areas.



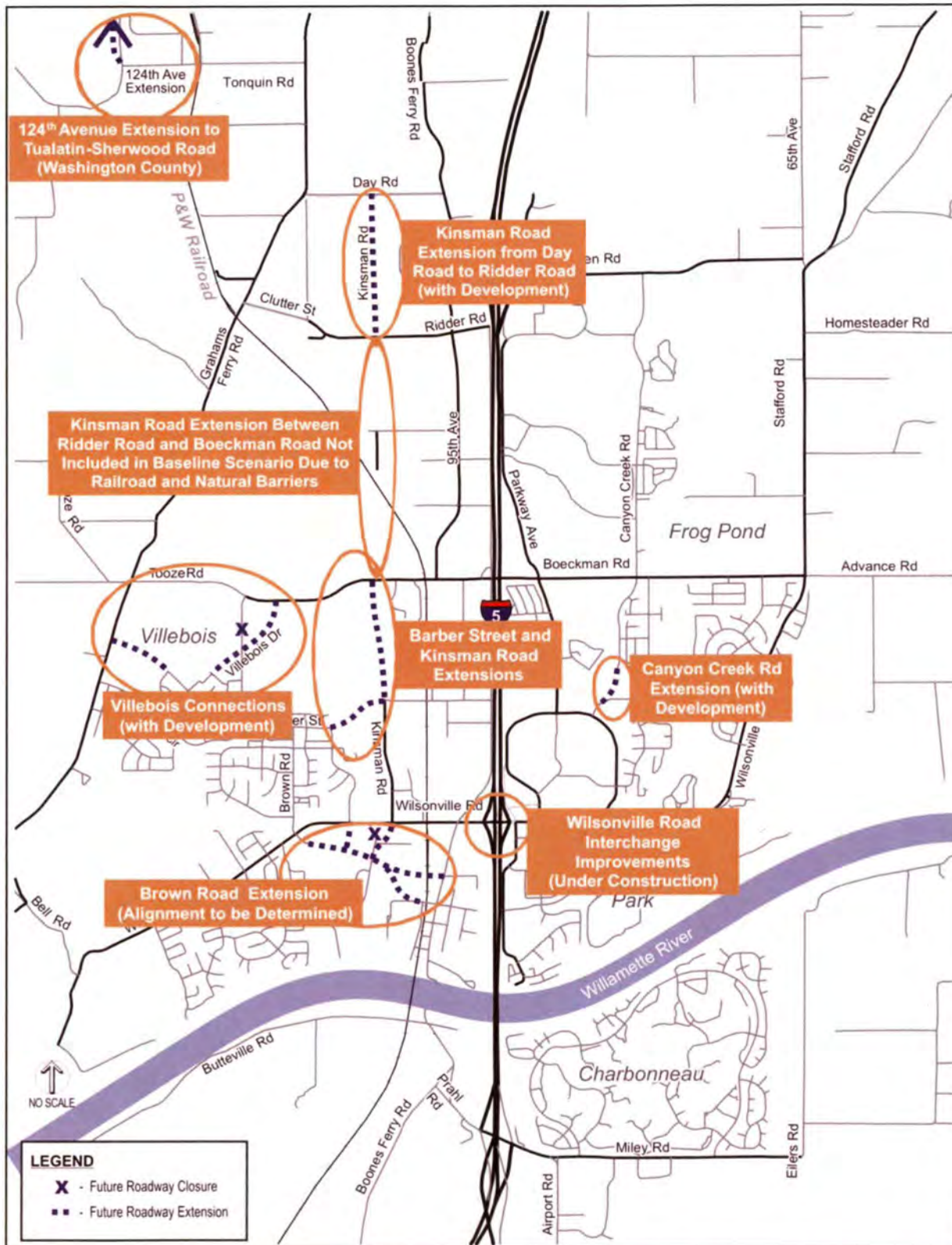
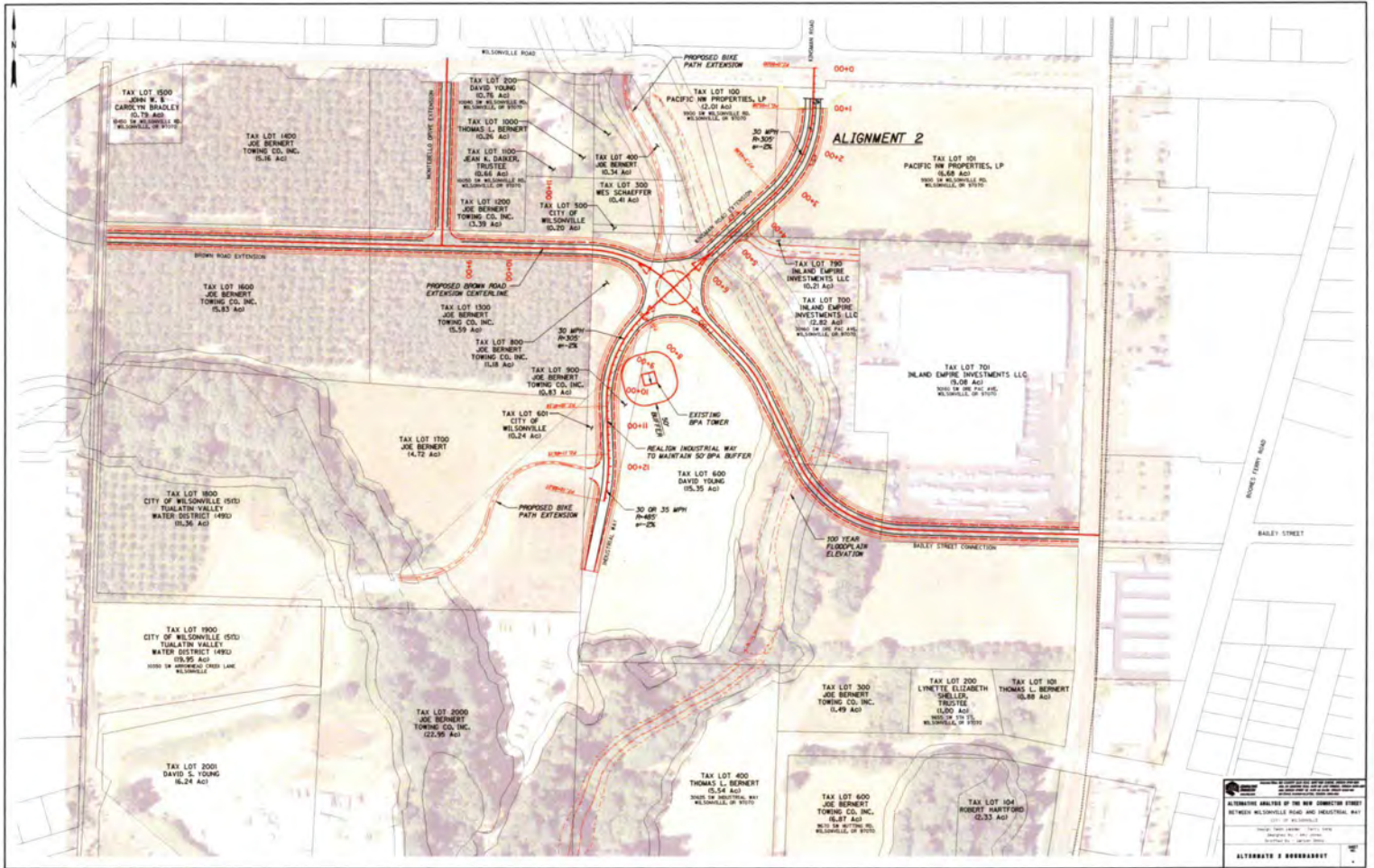


Figure 6: 2035 Baseline Roadway Improvement Assumptions



King, Sandy

From: Ottenad, Mark
Sent: Wednesday, March 13, 2013 8:10 AM
To: Cosgrove, Bryan; Lashbrook, Stephan; Retherford, Kristin
Cc: Kraushaar, Nancy; Neamtzu, Chris
Subject: FW: Wils Concrete has Issues w/ Draft City TSP

FYI – feedback from Dave Bernert, CEO of Wilsonville Concrete Products and Marine Industrial Construction, re components of draft TSP. I would gather that the neighbor he refers to is OrePac Bldg Products.

From: Bernert, David J (ACTO Boeing) [<mailto:dave.bernert@hp.com>]
Sent: Tuesday, March 12, 2013 5:17 PM
To: Ottenad, Mark
Cc: George Adams (george.mic@comcast.net); Neamtzu, Chris; Mangle, Katie; Kathleen Bernert (ksb63@comcast.net); Joe Bernert; Sherri Young (sjyoung1@aol.com); Kohlhoff, Mike
Subject: RE: Draft City TSP

Thank You Mark,

We have a rather long list of items with regards to the TSP. I am currently out of state working with my client but we will get the concerns documented. I have letters expressing some of the concerns in the file that have not been addressed again with regards to transportation needs. Also our feedback in the open forums seems to not be addressed, documented, or reflected either.

The brown road extension effects the roughly 102 acres of land we currently own in section G of the City Master Plan. So this is very important to us. In addition we are running significant amount of truck traffic to support our businesses in Wilsonville Concrete, Commercial Concrete and J&A Fuel. I can see where there was any due diligence done in the traffic report for my traffic by my neighbors business was reflected, who has significantly less volume.. Either one of these two items concern me but the two combine disturbs me significantly.

As a Wilsonville business since 1958 with more than \$4,500,000 of annual payroll and employment this is disheartening.

I will get my concern documented.

Kind regards
Dave

PS: Thank you personally for creating the connection

From: Ottenad, Mark [<mailto:ottenad@ci.wilsonville.or.us>]
Sent: Tuesday, March 12, 2013 4:51 PM
To: Bernert, David J (ACTO Boeing)
Cc: George Adams (george.mic@comcast.net); Neamtzu, Chris; Mangle, Katie
Subject: RE: Draft City TSP

Hi Dave,

Please submit as soon as possible in writing any comments, suggestions, or other feedback to the Planning staff:

- Chris Neamtzu, Planning Director, neamtzu@ci.wilsonville.or.us

- Katie Mangle, Long-Range Planning Manager, mangle@ci.wilsonville.or.us

Thank you.

- Mark

From: Bernert, David J (ACTO Boeing) [<mailto:dave.bernert@hp.com>]
Sent: Monday, March 11, 2013 7:45 PM
To: Ottenad, Mark
Cc: George Adams (george.mic@comcast.net)
Subject: RE: Draft City TSP

Hi Mark,

Thank you once again for the help. I feel there are specific flaws in the DKS report on the Brown Road extension with regards to traffic impacts. I have an list of other concerns that are not as great but still have impacts on our companies. What is the best way to point out these concerns. I am out of State on March 18th current with business travel

Thanks
Dave

From: Ottenad, Mark [<mailto:ottenad@ci.wilsonville.or.us>]
Sent: Monday, March 11, 2013 4:38 PM
To: Bernert, David J (ACTO Boeing)
Cc: George Adams (george.mic@comcast.net)
Subject: Draft City TSP

Hi Dave,

You had asked previously that I forward info to you info pertaining to City ec-dev strategy and the TSP.

Updated TSP info is available online:
<http://www.ci.wilsonville.or.us/Index.aspx?page=949>

The City Council is scheduled to discuss in work session on March 18; please find attached.

This timeframe may be a 'final' time to influence product.

Thank you.

- Mark

Mark C. Ottenad
Public/Government Affairs Director
City of Wilsonville
29799 SW Town Center Loop East
Wilsonville, OR 97070
General: 503-682-1011
Direct: 503-570-1505
Fax: 503-682-1015
Email: ottenad@ci.wilsonville.or.us
Web: www.ci.wilsonville.or.us

City of Wilsonville
March 18, 2013 City Council Meeting

SPEAKER CARD

NAME: JIM LANGE

ADDRESS: 13445 SW 110th AVE. TIGARD

TELEPHONE: 503/828-5055 E-MAIL jim@pacific-community.com

AGENDA ITEM YOU WANT TO ADDRESS: RESOL. 2400

Please limit your comments to 3 minutes. Thank you.

City of Wilsonville
March 18, 2013 City Council Meeting



SPEAKER CARD

NAME: Danielle Cowen

ADDRESS: CEPCA

TELEPHONE: _____ E-MAIL _____

AGENDA ITEM YOU WANT TO ADDRESS: VIC Building

Please limit your comments to 3 minutes. Thank you.

City of Wilsonville
March 18, 2013 City Council Meeting

SPEAKER CARD

NAME: Eric Postma

ADDRESS: 3110 SW Willow St.

TELEPHONE: 503-351-4953 E-MAIL epostma@bitter-leahs.com

AGENDA ITEM YOU WANT TO ADDRESS: VIC / Tourism

Please limit your comments to 3 minutes. Thank you.

**CITY OF WILSONVILLE
CITY COUNCIL
NOTICE OF PUBLIC HEARING**

PUBLIC NOTICE IS HEREBY GIVEN that the Wilsonville City Council will conduct a public hearing on, March 18, 2013 7:30 p.m. at City Hall, 29799 SW Town Center Loop, Wilsonville, Oregon.

The purpose of this public hearing is to consider public testimony on:

Ordinance No. 714 An Ordinance Modifying Wilsonville Code Chapter 6, Section 6.204(3)(F), To Clarify A Limited Temporary Exemption From Noise Regulation For Permitted Special Events, As Described In Chapter 6, Sections 6.100 Through 6.175

Copies may be obtained at a cost of 25 cents per page, at City Hall or by calling the City Recorder at 503-570-1506 and requesting a copy to be mailed to you.

Specific suggestions or questions concerning the proposed ordinance may be directed to Barbara Jacobson, Assistant City Attorney at 503-570-1509. Public testimony, both oral and written will be accepted at the public hearing. Written statements are encouraged and may be submitted to Sandra C. King, MMC, City Recorder, 29799 SW Town Center Loop E, Wilsonville, OR 97070.

Assistive listening devices are available for persons with impaired hearing and can be scheduled for this meeting. The City will endeavor to provide qualified sign language interpreters without cost if requested at least 48 hours prior to the meeting. To obtain such services call the office of the City Recorder at 682-1011.

Published in the Wilsonville Spokesman March 13, 2013.

**March 18, 2013
City Council Meeting Action Minutes**

DATE: MARCH 18, 2013	
LOCATION: 29799 SW TOWN CENTER LOOP EAST, WILSONVILLE, OR	
Time Start: 5:00 P.M.	Time End: 9:15 P.M.

ATTENDANCE LOG

COUNCILORS	STAFF	STAFF	STAFF
Mayor Knapp	Bryan Cosgrove	Stephan Lashbrook	Nancy Kraushaar
Councilor Goddard	Mike Kohlhoff	Mark Ottenad	Delora Kerber
Councilor Starr	Jeanna Troha	Dan Knoll	Joanne Ossanna
Councilor Fitzgerald	Sandy King	Kristin Retherford	Barbara Jacobson
Councilor Stevens	Delora Kerber	Steve Adams	Mike Ward
	Katie Mangle	Jen Massa	Steve Munsterman

AGENDA	ACTIONS
WORK SESSION	
Concerns – there were none	
1. TSP Draft Review	Council heard an overview chapter by chapter of the draft TSP document. Councilors asked questions and made comments which will be incorporated into the draft document.
2. Visitor Information Center/Tourism Strategic Plan Task Force	Staff presented rationale and recommendations for the negotiation of a mutual termination of the City's Visitor Information Operating Agreement with the Chamber of Commerce effective 12/31/13, and for the establishment of a Task Force for the development of a Strategic Tourism Development Plan. Council can forward recommendations to the City Manager.
3. Housing Needs Analysis	Council was informed a consultant had been selected to perform f the City's housing needs analysis. Councilor Goddard asked to see the Scope of Work and wanted to insure that different types of housing and number of units available in the City were listed.
4. Short Term Financing	A brief explanation of the reasons for the short term URA debt was provided.
REGULAR MEETING	

<p><u>City Manager's Business</u> – this item was moved to the beginning of the meeting to allow Councilor Fitzgerald to participate.</p> <p>Visitor Information Center/Tourism Strategic Plan Task Force</p>	<p>Councilors voted 5-0 to proceed with negotiating a mutual termination of the City's visitor information operating agreement with the Chamber of Commerce effective 12/31/13; and to Appoint a task force to develop a strategic tourism development plan for the city.</p>
<p><u>Mayor's Business</u></p> <ol style="list-style-type: none"> 1. Proclamation declaring Wilsonville HEAL City 2. Oregon Association of Water Utilities (OAWU) Water Operator of the Year Award 	<p>The purposes and benefits of becoming a HEAL city were explained by staff.</p> <p>Representatives of the OAWU presented the Operator of the Year award to Jerry Anderson for his leadership and mentoring.</p>
<p><u>Consent Agenda</u></p> <ol style="list-style-type: none"> 1. Resolution 2404 – authorizing acquisition of property re: reconstruction of Boeckman Road 2. February 21 and March 4, 2013 Minutes 	<p>Adopted 4-0.</p>
<p><u>Continuing Business</u></p> <p>Family Fun Center (item was place holder)</p>	<p>Issue resolved prior to meeting. No action needed or taken.</p>
<p><u>Public Hearing</u></p> <ol style="list-style-type: none"> 1. Resolution No. 2400 – establishing reimbursement district to refund West Linn-Wilsonville School District 2. Ordinance No. 714 – first reading amending chapter 6 Noise Regulations 	<p>No comments in opposition to either item, Resolution adopted 4-0.</p> <p>Ordinance adopted 4-0 on first reading; second reading will be April 1.</p>
<p>URBAN RENEWAL AGENCY MEETING</p>	
<p><u>New Business</u></p> <ol style="list-style-type: none"> 1. URA Resolution 227 – authorize issuance of \$7 million of West Side URA long term debt and retirement of \$7 million interest-only debt 2. URA Resolution 228 – authorize issuance of \$2 million short term UR bond for West Side UR District 3. URA Resolution 229 – authorizing issuance of \$3.5 million short term UR bond for Year 2000 Plan 	<p>All three resolutions Adopted 4-0</p>
<p><u>Consent Agenda</u></p> <ol style="list-style-type: none"> 1. URA Resolution 226 – renewing Town Center School Lease 2. March 4, 2013 URA meeting minutes 	<p>Adopted 4-0</p>

RECORDED BY: SCK