



# WILSONVILLE TOWN CENTER PLAN

## Phase Two Community Outreach Summary

### INTRODUCTION

The Town Center Plan will establish a community-driven vision for Town Center and create a set of strategic actions to support the vision. Since launching the Plan process in Fall 2016, the Project Team has reached out to the community and stakeholders through a variety of engagement activities, to ensure that the Town Center Plan will reflect community priorities, preferences, and values.

The first phase of the project established the community's vision and goals for the future of Town Center and identified existing issues and priority improvements. During the second phase of the project, community members and stakeholders defined how they want the "building blocks" of Town Center to look and function in the future. Building blocks include: 1) Land use 2) Open spaces and parks and the 3) Multimodal network. Based on community and stakeholder ideas and feedback, the project team drafted and then refined the building blocks. This process resulted in a Draft Community Design Concept that was supported by the community and will be implemented through the Town Center Plan. This document summarizes the Phase 2 community outreach activities and input.

The attached compendium includes the materials and detailed results from each of the activities listed.

### ENGAGEMENT ACTIVITIES

1. Community Design Workshop
2. Community Block Party
3. Community Design Survey
4. Instagram Contest
5. Project Task Force
6. Technical Partners Meeting
7. Planning Commission Meeting
8. Planning Commission – City Council Joint Work Session
9. Stakeholder Meetings
10. Community Design Concept Open House
11. Town Center Latino Family Night: Community Design Concept Open House
12. Community Design Concept Survey
13. Question of the Month

### COMMUNITY OUT-AND-ABOUTS

In addition to the major engagement activities listed above, the City went to a variety of established events, referred to as Community Out-and-Abouts (listed below), which provided community members with convenient opportunities to participate in the Town Center Plan. The input received at the Out-and-Abouts is incorporated in the Question of the Month results and Community Design Survey feedback summary in the compendium.

- Beer Station Pub Trivia Night (July 19, 2017)
- Vanguard Brewing Pub Trivia Night (July 25, 2017)
- Quench Pub Trivia Night (August 9, 2017)
- Kiwanis Fun Run (July 29, 2017)
- Fun in the Park (August 5, 2017)
- Wilsonville Brewfest (August 12, 2017)
- OIT Welcome Back Night (September 27, 2017)
- Boeckman Primary Latino Advisory Group (January 25, 2018)
- Latino Advisory Group (February 12, 2018)

#### ONGOING COMMUNICATIONS

Community members were provided with ongoing project updates and opportunities for input. This communication material is not included in the attached compendium but can be provided upon request.

- Idea Centers: Library, Parks and Wilsonville Community Sharing displays with project background, announcements and question of the month
- Town Center website
- Boones Ferry Messenger articles
- Press releases
- Interested Parties e-mails
- Business Newsletters (October 2017 and February 2018)
- SMART bus channel cards
- School bulletin boards
- Social media
- Citizen comments (email, phone and comment cards)

#### COMMUNITY MEMBERS AND STAKEHOLDERS

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

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

- Town Center residents
- Town Center business and property owners
- City staff

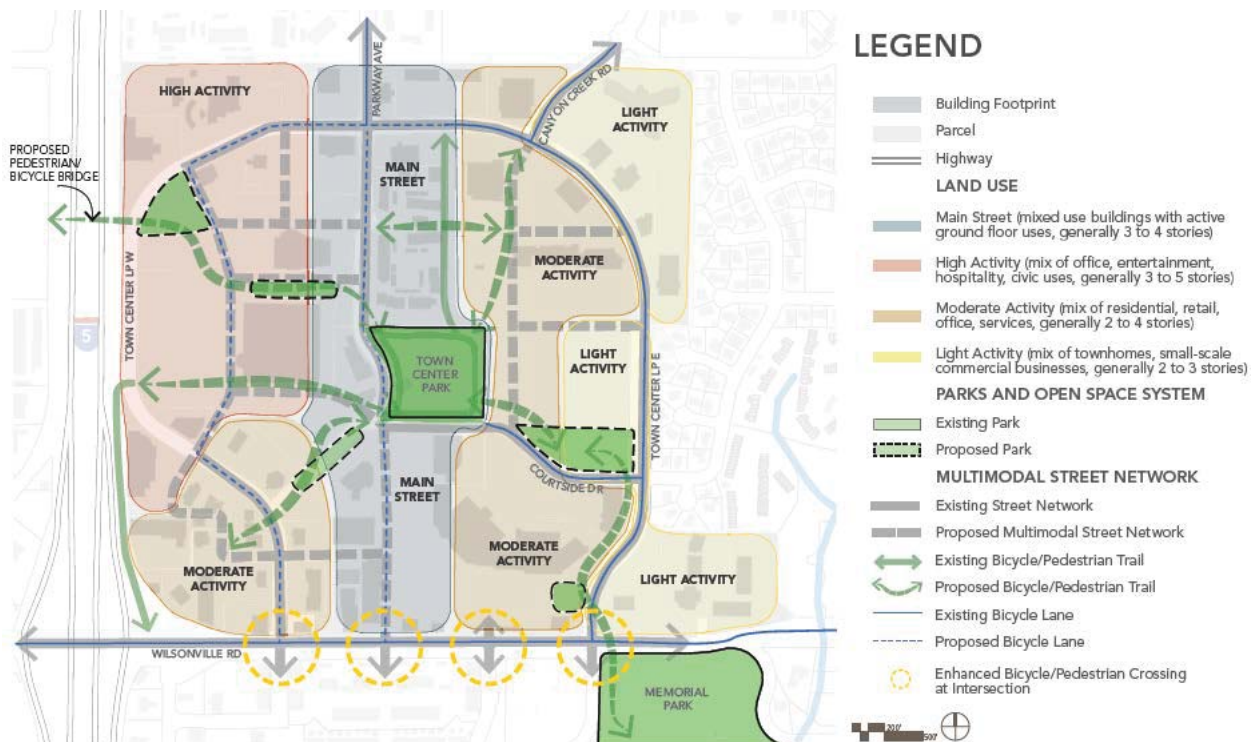
## OUTCOMES

Phase 2 public and stakeholder engagement provided clear direction on the community’s draft design concept for Town Center and the preferred approaches to land use, urban design, open spaces, and mobility. These approaches are summarized and illustrated below.

**Land Use:** There should be a diversity of land uses throughout Town Center that make it a lively, fun place to visit year-round. Extend Parkway Ave. to Wilsonville Rd to create a walkable, vibrant mixed use main street. Activate streetscapes with covered outdoor dining, places to gather and ground-level retail where possible.

**Open Spaces:** Create an “Emerald Chain” of parks, small plazas, green streets, and trails that connect the future I-5 pedestrian/bicycle bridge to the Town Center Park, Memorial Park and Murase Plaza.

**Multimodal Network:** A more walkable street grid should incorporate transit service, on-street improvements for bicycles and pedestrians, and connections to off-street trails. The future network should maintain local access to businesses in Town Center and reduce through-traffic at the Town Center Loop West/ Wilsonville Road intersection, making it calmer and safer.



## DRAFT COMMUNITY DESIGN CONCEPT

### NEXT STEPS

Building from the Draft Community Design Concept, the Project Team will develop the Town Center Plan. The Plan will recommend land uses, a transportation network, a parks and open space system, infrastructure improvements to support development, and implementation strategies. Public input will continue through the end of the project, which is expected to be completed in early 2019.

## Table of Contents

### Community Design Workshop (June 26, 2017)

- Event Meeting Summary
- Event Powerpoint Presentation ([Presentation link](#))
- Agenda
- Promotional Materials
- Town Center Video ([Video link](#))

### Community Block Party (August 16, 2017)

- Summary

### Community Design Survey (July - August 2017)

- Results Summary
- Promotional Materials

### Instagram Contest (Summer 2017)

- Promotional Card
- Winning Images

### Project Task Force

- Meeting 3 (October 23, 2017)
  - Agenda
  - Sign-in sheet
  - Meeting summary
  - Discussion notes
- Meeting 4 (November 28, 2017)
  - Agenda
  - Sign-in sheet
  - Meeting summary
  - Discussion notes

### Technical Partners

- Meeting 2 (December 7, 2017)
  - Agenda
  - Roster
  - Sign-in sheet
  - Meeting summary

### Planning Commission & City Council

- Planning Commission Work Session (November 2017)

- Joint Planning Commission and City Council Meeting (December 4, 2017)

## Stakeholder Meetings

- OIT Town Center Open House (October 11, 2017)
- Town Center Businesses Focus Group (October 17, 2017)
- Chamber of Commerce Webinar (January 23, 2018)
- Town Center Residents & Neighbors Focus Groups (January 24 and 30, 2018)
- Business Lunch Roundtable (February 13, 2018)
- Property Owner Interviews
  - Fry's (September 29, 2017)
  - Regal Cinemas (January 17, 2018)
  - Norris-Stevens, ROIC, CCC, and Kaiser (February 26, 2018)
- Meridian Creek 7<sup>th</sup> Grade Class Project
  - Intro to Planning and Town Center (January 9, 2018)
  - Public Input and the Community Design Concept (January 18, 2018)
  - Connectivity and Main Street Cross-sections (February 9, 2018)

## Community Design Concept for Town Center Open House (February 8, 2018)

- Event Meeting Summary
- Event Boards
- Agenda
- Promotional Materials
- Community Design Concept Video ([Video link](#))

## Town Center Latino Family Night: Community Design Concept for Town Center Open House (March 1, 2018)

- Event Meeting Summary
- Event Boards
- Promotional Materials

## Community Design Concept for Town Center Survey (February 2018)

- Results Summary
- Promotional Materials

## Question of the Month

- July/August: What would make Town Center more fun year-round?
- September: Which land use ideas from our June 2017 design event do you like best?
- October/November: Which materials should be used as the primary exterior building materials for Town Center?

- December: Of the bicycle facilities listed below, which would you be most likely to use in Town Center?
- January/February: What two amenities would you prioritize for a future main street in Town Center?
- March: Where do you go for updates on the Town Center Plan?



# Community Design Workshop

(June 26, 2017)





# WILSONVILLE TOWN CENTER PLAN

## Community Design Workshop

June 26, 2017

Clackamas Community College, Wilsonville Campus

5:00 pm – 8:00 pm

### AGENDA

5:00 – 5:30 pm	Open House
5:30 – 5:45	Welcome and Opening Remarks
5:45- 6:00	Workshop Purpose and Background <ul style="list-style-type: none"><li>• <i>Agenda review</i></li><li>• <i>Town Center Plan overview</i></li><li>• <i>Summary of public input to-date</i></li></ul>
6:00 – 6:45	Community Design Polling Exercise
6:45 – 7:40	Small Group Breakout Session: <i>Shaping the Town Center Plan</i>
7:40 – 7:55	Small Group Report-Outs to Large Group
7:55- 8:00 pm	Close and Next Steps



# WILSONVILLE TOWN CENTER PLAN

## COMMUNITY DESIGN WORKSHOP June 26, 2017

### Meeting Summary

[Click here for Event Powerpoint Presentation](#)

[Click here for Town Center Video](#)

# What is the Town Center Plan?

City Council has established the Town Center Plan as one of its priority goals. The Plan will guide development in Town Center to create a cohesive, unified district by:

- Providing a community-driven Vision for Town Center.
- Recommending new projects, programs, partnerships, and policies to achieve the Vision.

Town Center is home to City Hall and other City offices, Town Center Park and Korean War Memorial, the Wilsonville Library, the Community Center/Senior Center, the post office, Clackamas Community College, and a diversity of businesses, services, and residences.

# Workshop Purpose & Background

- Strategic location
- Community hub
- Diverse variety of uses and activities
- Underutilized land
- The Plan is a local and regional priority



# Town Center Plan Schedule

## Winter 2017

- Existing Conditions
- Market Analysis
- Stakeholder Interviews
- Public Kickoff

## 2017

- Town Center Plan Goals
- Key Opportunities
- Town Center Alternatives
- Infrastructure and Transportation Analysis
- Urban Design and Land Use Plan
- Catalytic Sites and Priority Projects

## Spring 2018 THE PLAN

- Implementation Strategies
- Draft and Final Town Center Plan

Ongoing community participation, Task Force, and Planning Commission and City Council engagement

# The design workshop ...

- Had approximately 25 attendees
- Included statements from the Mayor about the importance of the project
- Included a brief presentation about community input to-date, goals and vision elements for Town Center
- Engaged participants in an interactive exercise to test potential land use, design and mobility concepts in Town Center
- Engaged participants in small group exercises
- Identified mix of uses, height of buildings and opportunities for improvements to street and open spaces within Town Center

# When workshop participants arrived, they...

- Signed in, grabbed some project information, food and talked with neighbors, business owners and employees, City and consultant team staff, and elected officials
- Found a place for their kids at the youth table
- Found Spanish translators if they needed one







Prior to the presentation, workshop participants mingled, read about the project, met with the project team and asked questions.

# MOOD BOARD INSTRUCTIONS

- The Mood Board is a collection of community ideas, values and visions for the future of Wilsonville Town Center.
- Choose photos and words from the table which resonate with you.
- Place them on the board under the category where you think they fit best.
- If you can't find the right images and words, write your own notes.

**SYMBOLS & FEATURES**

**COLOR & TEXTURES**

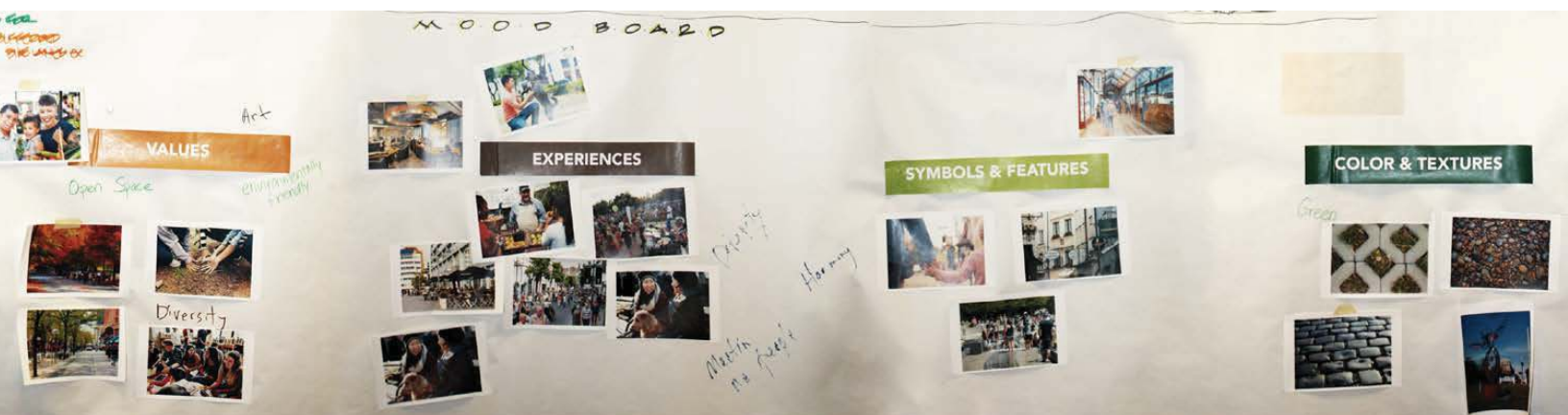
**VALUES**

**EXPERIENCES**

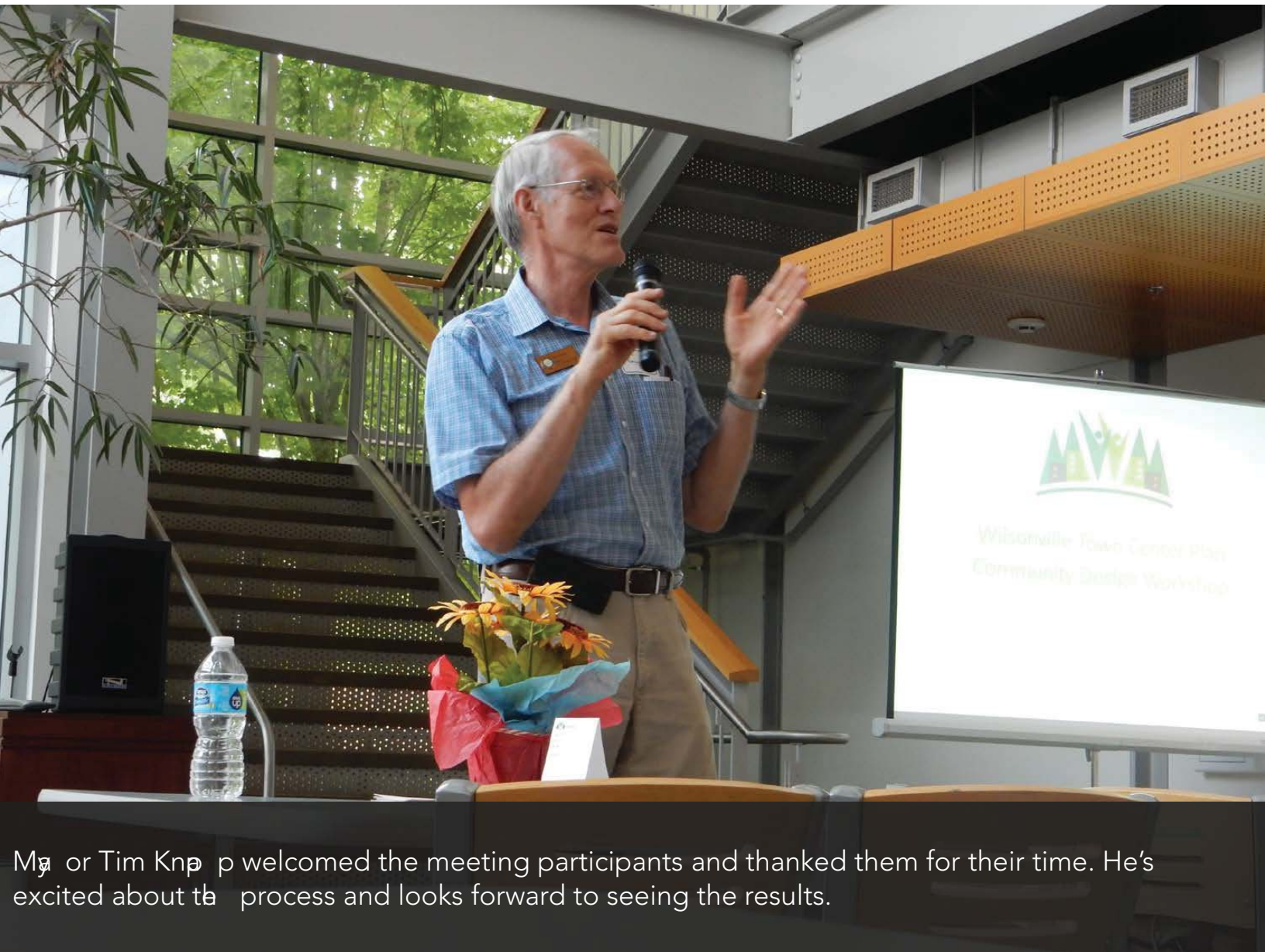
Prior to the presentation and group activities, workshop participants could choose photos and write words under the category they think fits best with the community ideas, values and visions for the future of the Town Center.



Workshop participants were asked to place photos on the "Mood Board" that best represent the community ideas, values and vision for the future of the Town Center.



Respondents identified the need for diverse experiences (eating, meeting people, enjoying concerts and other activities) in the Town Center. Participants identified "Open Space", "Art", "Diversity" and "Environmentally Friendly" as some of the values for the Town Center.



Mayor Tim Knapp welcomed the meeting participants and thanked them for their time. He's excited about the process and looks forward to seeing the results.

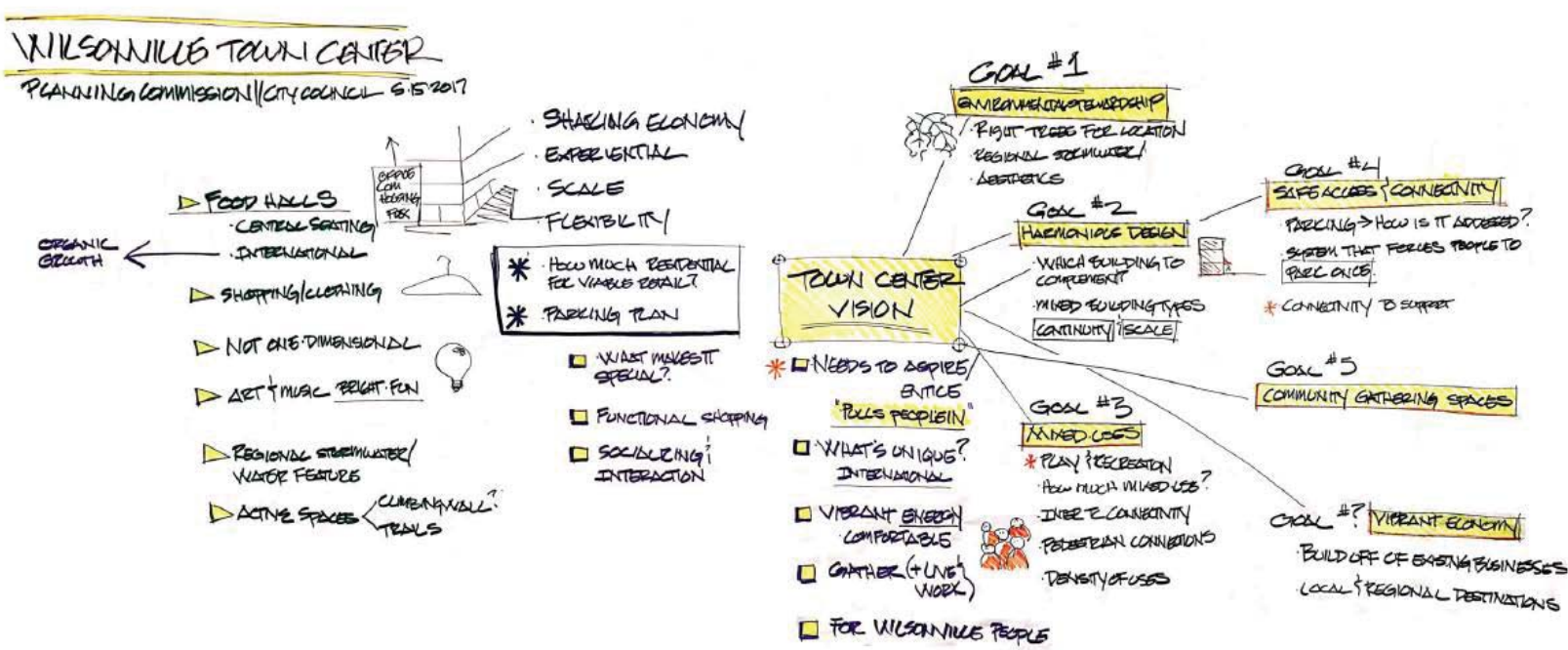


Miranda Baleschell, City of Wilsonville's project manager (and the City's long-range planning manager) presented on the purpose of the project and an update on the planning process.



Chris Beynon, Principal in Charge from MIG, summarized the community inputs received to-date.

# Goals and Vision Elements



Next, b presented the Goals and Vision Elements for the Town Center.



# Town Center Plan Vision

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

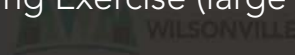


Next, participants got ready for an interactive poll (large group session) facilitated by Chris to test potential land use, design and mobility concepts in Town Center.

# TOWN CENTER LARGE GROUP ACTIVITY

## Community Design Polling Exercise

The following slides are a condensed version of the Design Polling Exercise (large group activity).





Each participant had a remote clicker they used to vote on visual examples of potential land use (buildings and development patterns), design (parks, plazas and other public realm features) and mobility (streetscape enhancements) concepts for Town Center.



The following slides summarize the results for each image used in the polling exercise. Participants voted whether they liked the idea shown in the image and if they felt it can be applied in the Town Center.



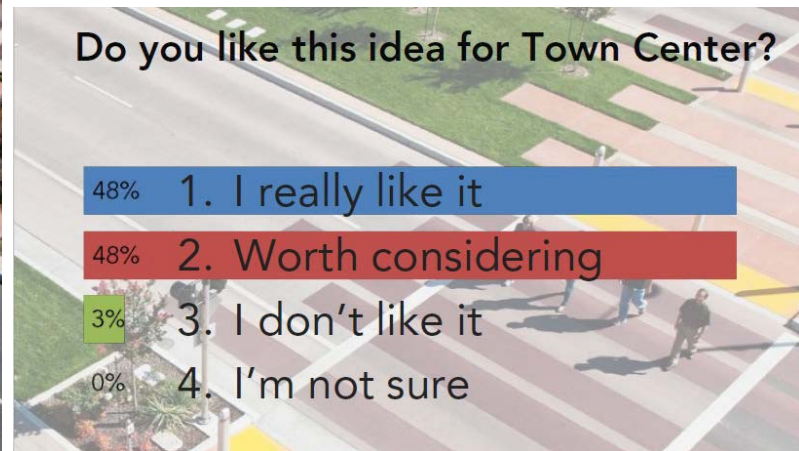
# 1. Streetscape and Mobility Enhancements



green infrastructure with stormwater planters



highly visible pedestrian crossing





wide sidewalk with seating

Do you like this idea for Town Center?

- 76% 1. I really like it
- 18% 2. Worth considering
- 6% 3. I don't like it
- 0% 4. I'm not sure



outdoor dining

Do you like this idea for Town Center?

- 18% 1. I really like it
- 39% 2. Worth considering
- 36% 3. I don't like it
- 6% 4. I'm not sure





art and play space

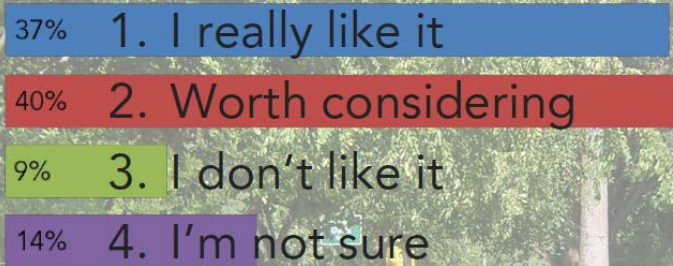


bike lane

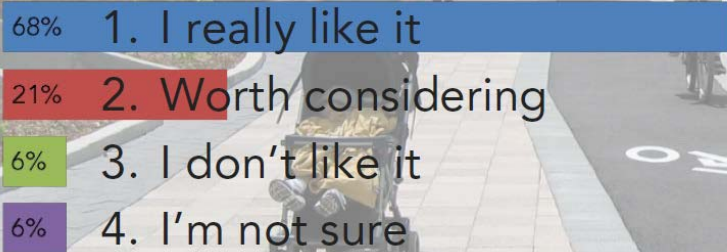


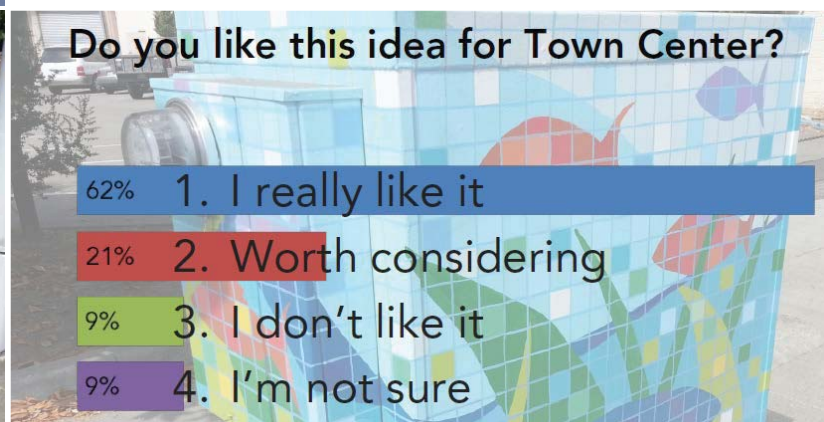
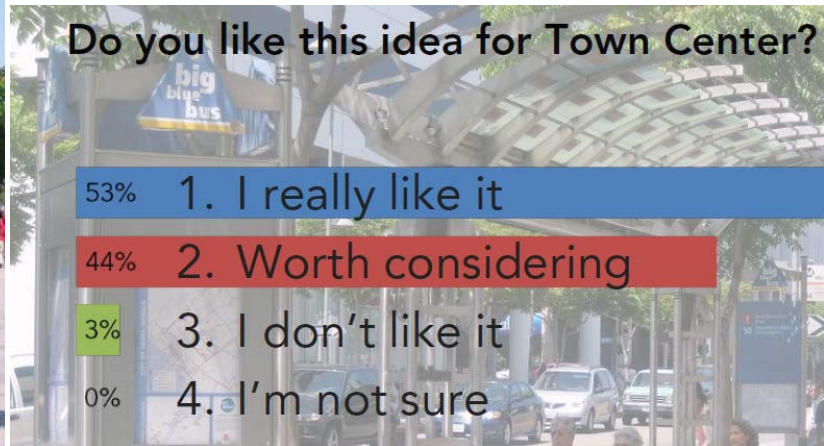


Do you like this idea for Town Center



Do you like this idea for Town Center?

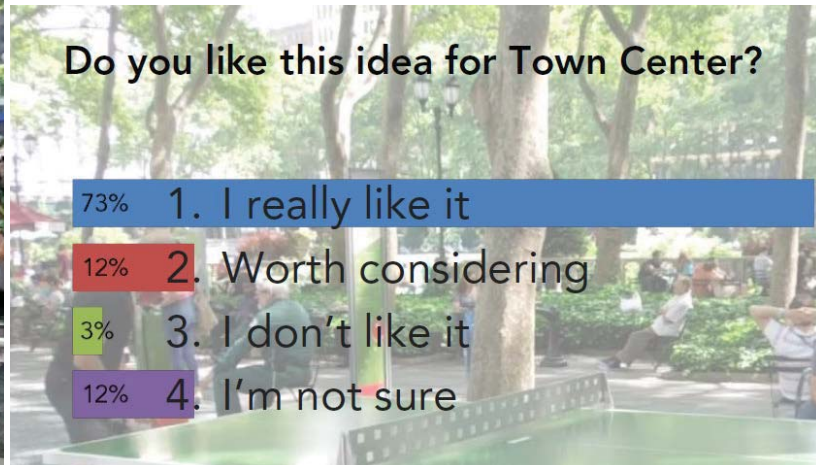
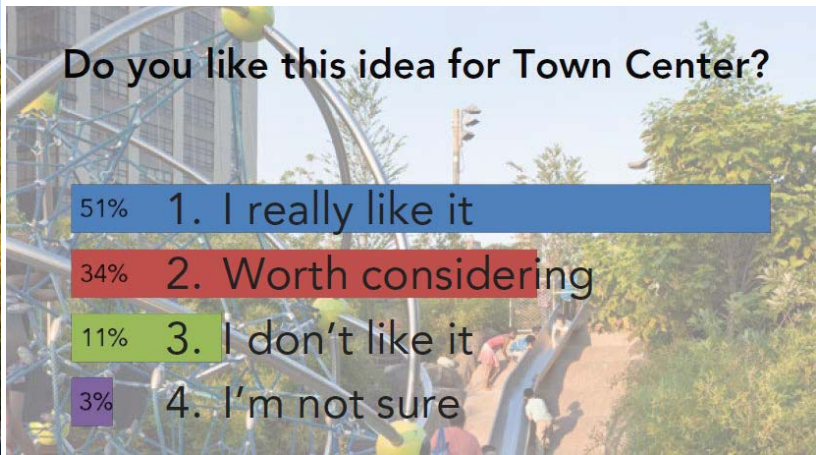




Among streetscape and mobility enhancements, arts/ play spaces, public art, highly-visible pedestrian crossings, enhanced bus shelters, wide sidewalks with seating, bike lanes, separated bike path were more popular.



## 2. Parks and Plazas





nature integration and plaza space

Do you like this idea for Town Center?

- 74% 1. I really like it
- 20% 2. Worth considering
- 0% 3. I don't like it
- 6% 4. I'm not sure



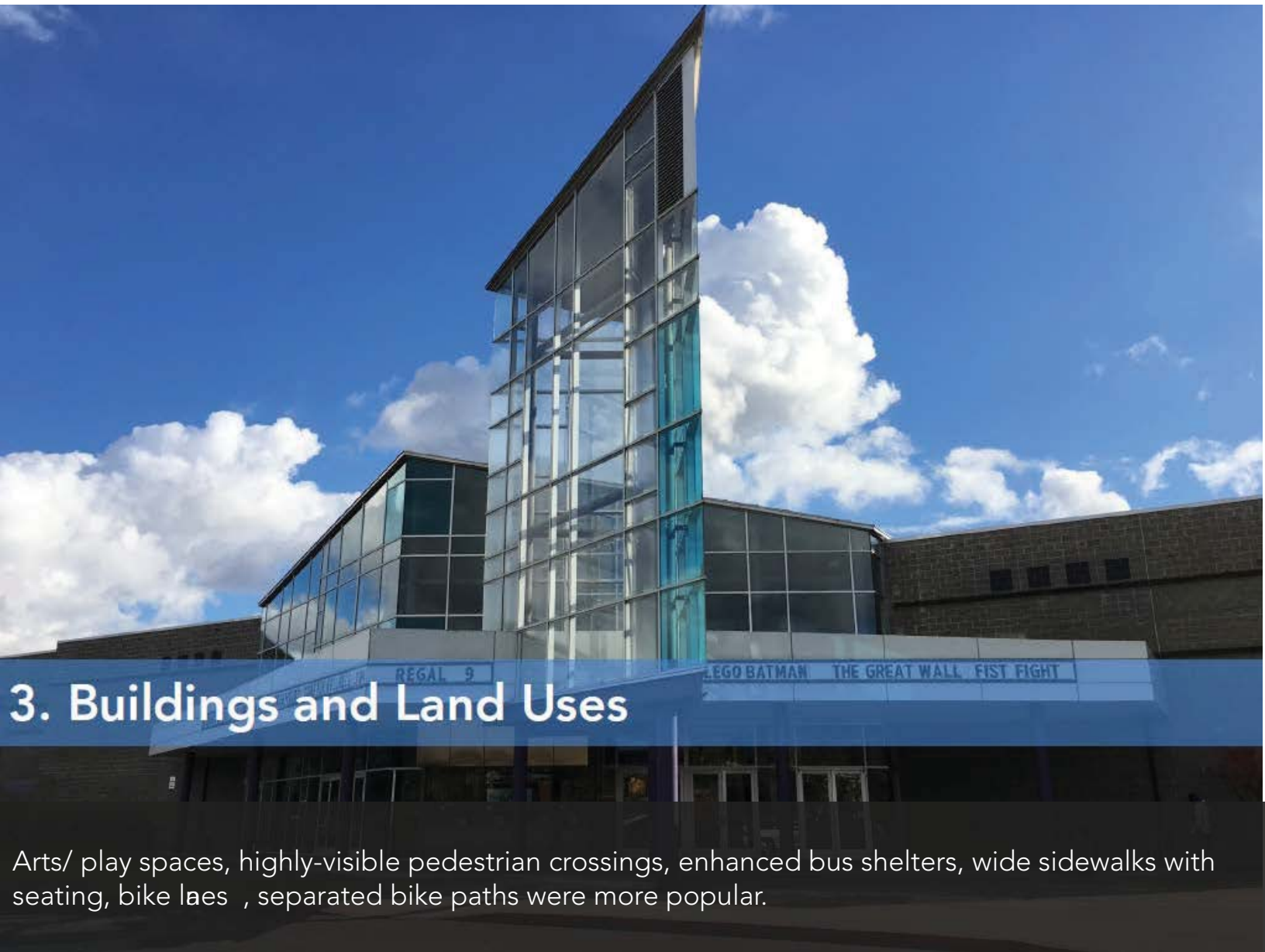
small plaza

Do you like this idea for Town Center?

- 64% 1. I really like it
- 21% 2. Worth considering
- 9% 3. I don't like it
- 6% 4. I'm not sure



Majority of the participants (more than 50%) really liked all parks and plaza visual examples. Among the preferences, "multigenerational activities" and "nature integration and plaza space" were most popular.



### 3. Buildings and Land Uses

Arts/ play spaces, highly-visible pedestrian crossings, enhanced bus shelters, wide sidewalks with seating, bike lanes , separated bike paths were more popular.





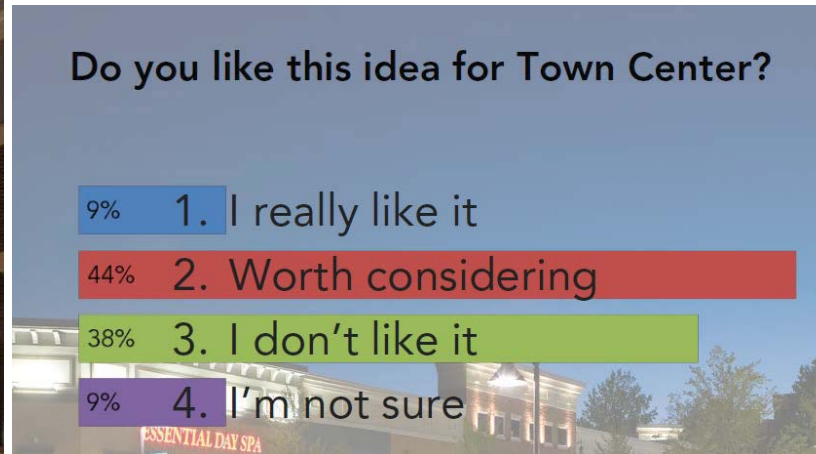
Commercial



low rise commercial



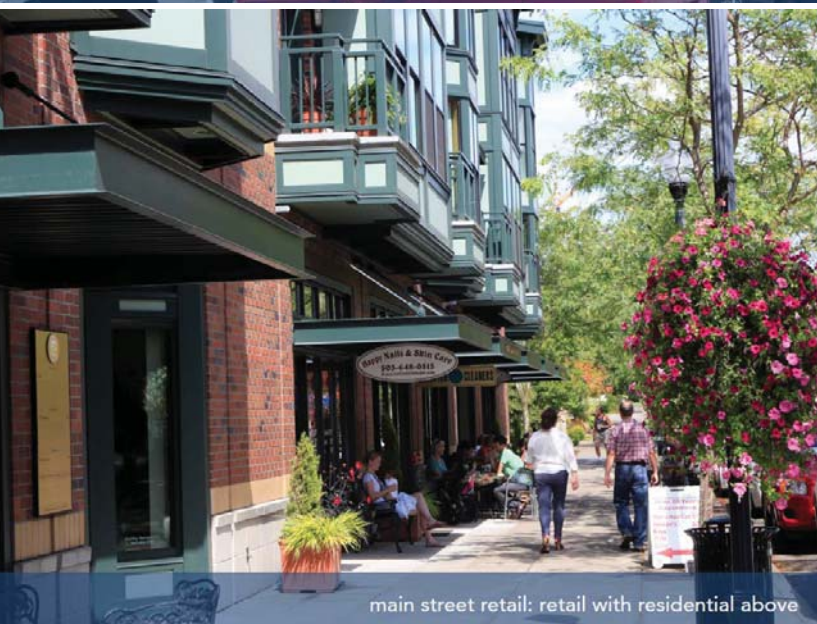
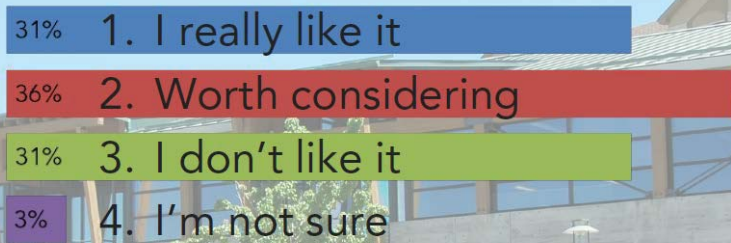
low rise commercial





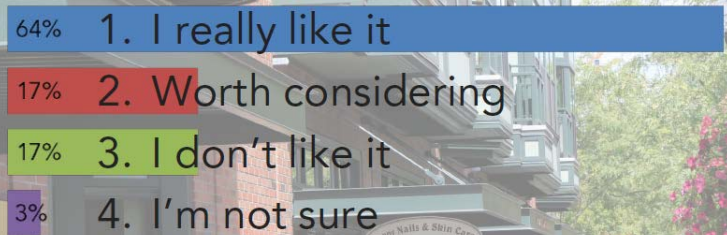
mid rise commercial

Do you like this idea for Town Center?



main street retail: retail with residential above

Do you like this idea for Town Center?





stand alone restaurant

Do you like this idea for Town Center?

- 30% 1. I really like it
- 39% 2. Worth considering
- 18% 3. I don't like it
- 12% 4. I'm not sure



small-scale market/dining space

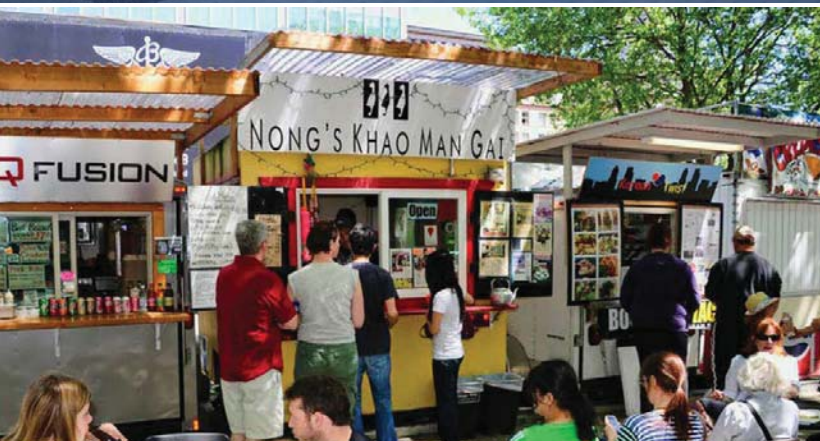
Do you like this idea for Town Center?

- 33% 1. I really like it
- 39% 2. Worth considering
- 28% 3. I don't like it
- 0% 4. I'm not sure



Do you like this idea for Town Center?

- 14% 1. I really like it
- 37% 2. Worth considering
- 37% 3. I don't like it
- 11% 4. I'm not sure



Do you like this idea for Town Center?

- 34% 1. I really like it
- 37% 2. Worth considering
- 26% 3. I don't like it
- 3% 4. I'm not sure

Arts/ play spaces, highly-visible pedestrian crossings, enhanced bus shelters, wide sidewalks with seating, bike lanes, separated bike paths were more popular.



Office



low/mid rise office

Do you like this idea for Town Center?

- 18% 1. I really like it
- 38% 2. Worth considering
- 41% 3. I don't like it
- 3% 4. I'm not sure



mid rise office

Do you like this idea for Town Center?

- 26% 1. I really like it
- 37% 2. Worth considering
- 31% 3. I don't like it
- 6% 4. I'm not sure



mid/high rise office

Do you like this idea for Town Center?

14% 1. I really like it

37% 2. Worth considering

43% 3. I don't like it

6% 4. I'm not sure



mid rise mixed use office

Do you like this idea for Town Center?

60% 1. I really like it

29% 2. Worth considering

9% 3. I don't like it

3% 4. I'm not sure





Do you like this idea for Town Center?

- 44% 1. I really like it
- 29% 2. Worth considering
- 26% 3. I don't like it
- 0% 4. I'm not sure

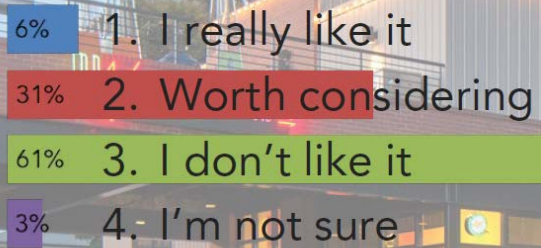
Arts/ play spaces, highly-visible pedestrian crossings, enhanced bus shelters, wide sidewalks with seating, bike lanes , separated bike paths were more popular.



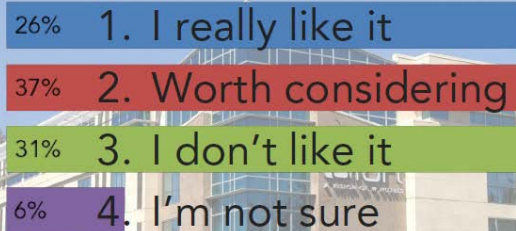
Hotels / Lodging



Do you like this idea for Town Center?

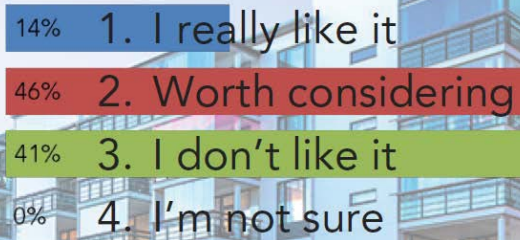


Do you like this idea for Town Center?





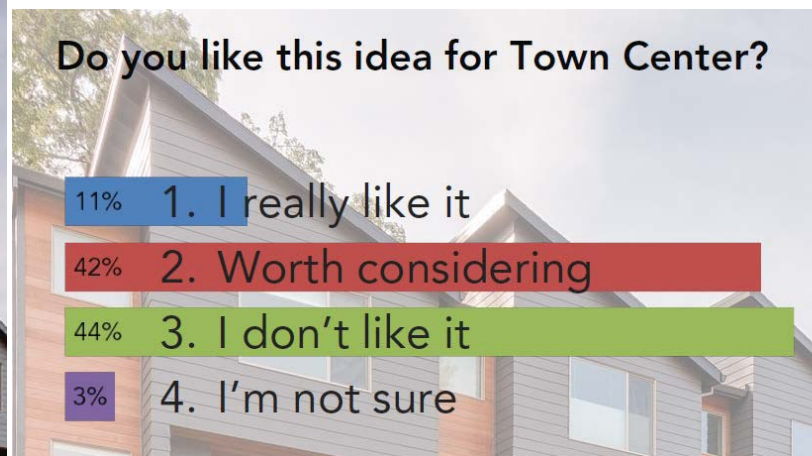
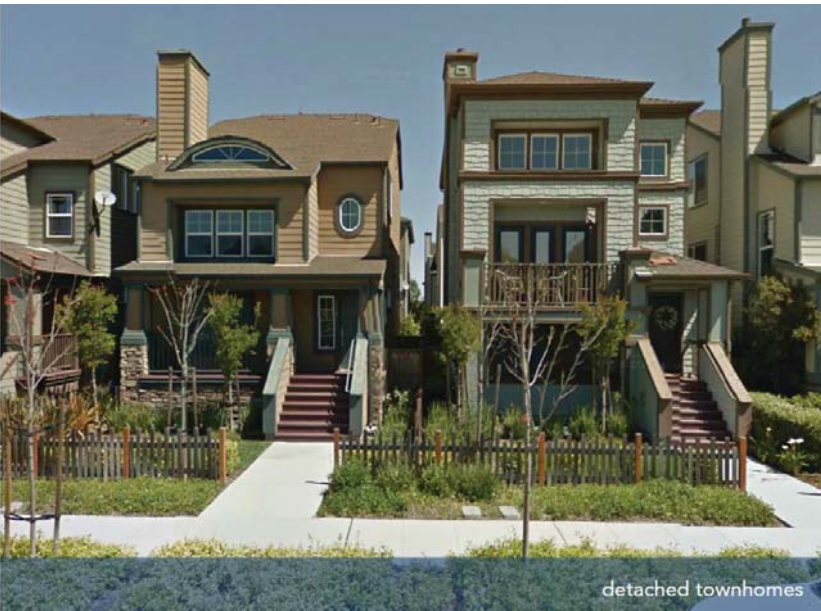
Do you like this idea for Town Center?



Arts/ play spaces, highly-visible pedestrian crossings, enhanced bus shelters, wide sidewalks with seating, bike lanes, separated bike paths were more popular.



Residential





attached townhomes

Do you like this idea for Town Center?

6% 1. I really like it

42% 2. Worth considering

45% 3. I don't like it

6% 4. I'm not sure



attached townhomes

Do you like this idea for Town Center?

25% 1. I really like it

58% 2. Worth considering

11% 3. I don't like it

6% 4. I'm not sure



live/work townhomes

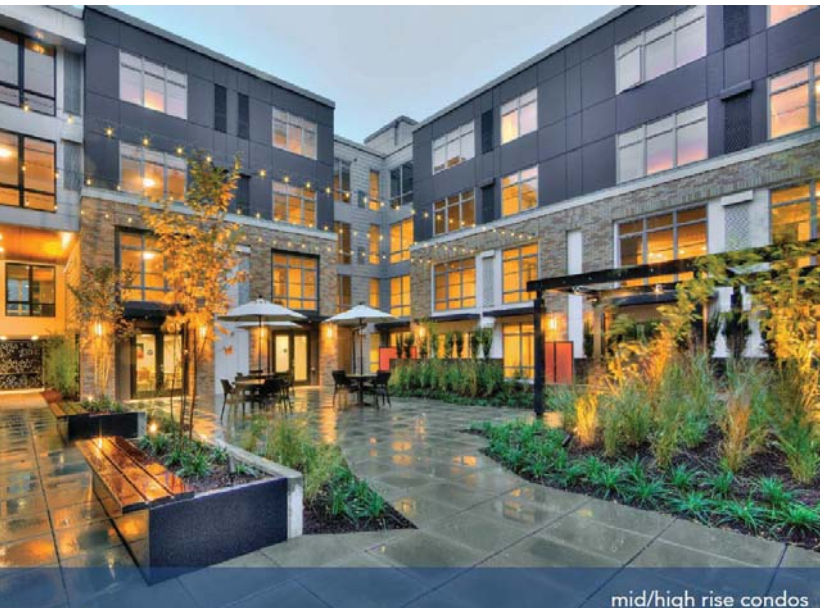
Do you like this idea for Town Center?

30% 1. I really like it

51% 2. Worth considering

19% 3. I don't like it

0% 4. I'm not sure



mid/high rise condos

Do you like this idea for Town Center?

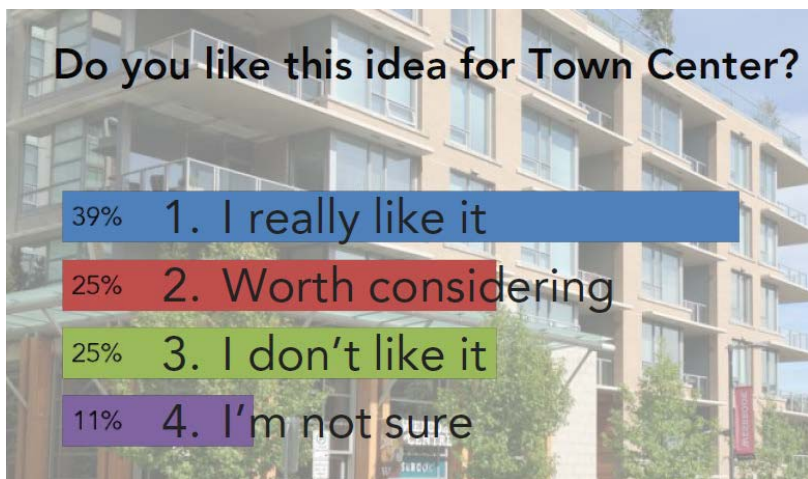
49% 1. I really like it

31% 2. Worth considering

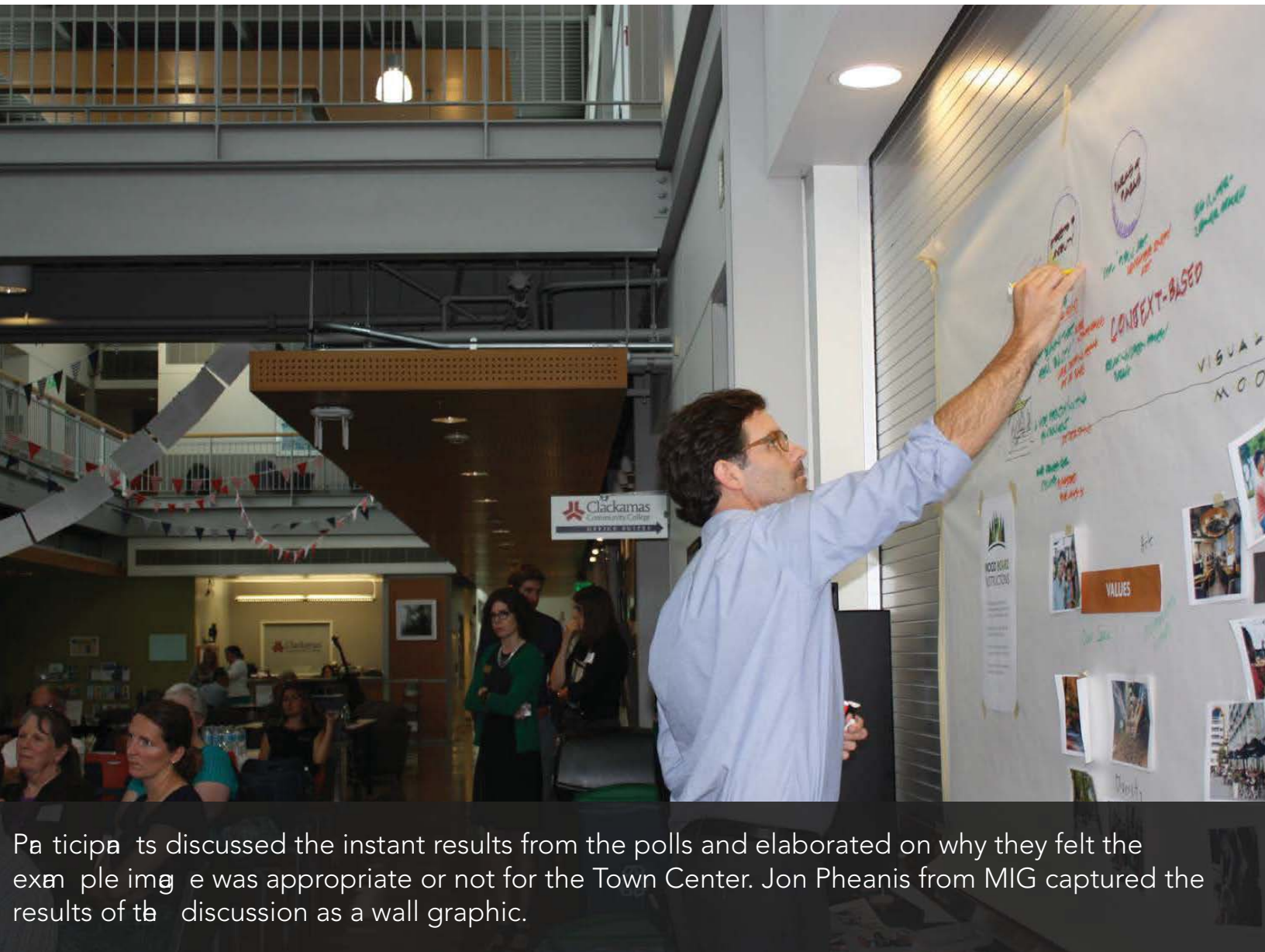
20% 3. I don't like it

0% 4. I'm not sure

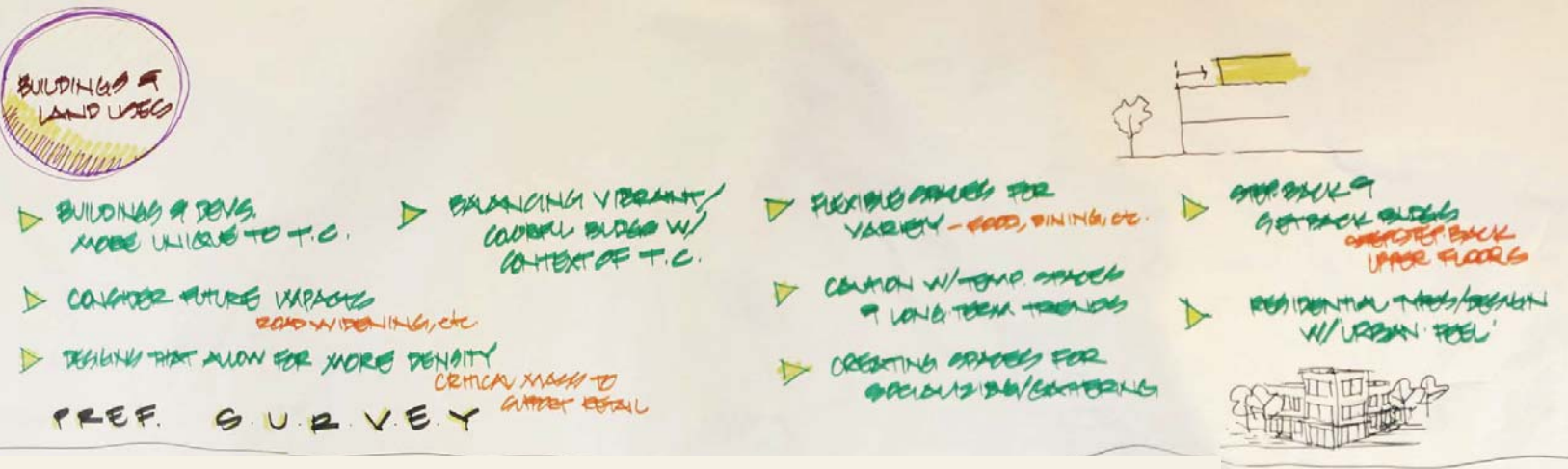
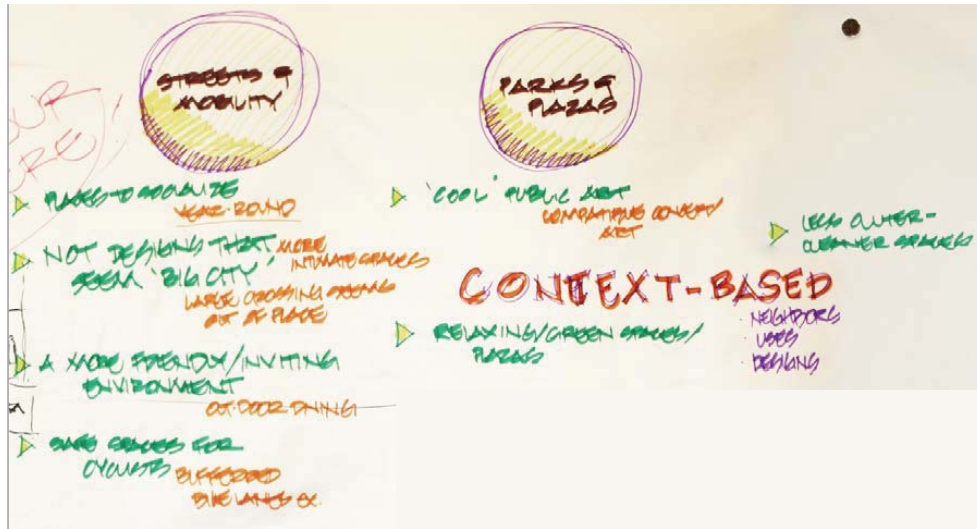




Arts/ play spaces, highly-visible pedestrian crossings, enhanced bus shelters, wide sidewalks with seating, bike lanes , separated bike paths were more popular.



Participants discussed the instant results from the polls and elaborated on why they felt the example image was appropriate or not for the Town Center. Jon Pheanis from MIG captured the results of the discussion as a wall graphic.



This graphic, recorded at the meeting, summarizes the key outcomes of the discussion on why participants felt a reference image was appropriate or not for the Town Center. These notes will be combined with other public engagement results to generate an array of design ideas for the future, and opportunities to build on.

# TOWN CENTER SMALL GROUP BREAKOUT SESSION

## Mapping Ideas

The following slides summarize the format and results from the small group activity.

After the interactive polling exercise (large group activity) participants broke into small groups:

- Each table had a facilitator and a notetaker that assisted in the discussion
- Each group identified areas on the map where they would like to see mobility improvements and also identified the types of land uses and building heights to shape the future of Town Center



Using the building / land use pieces (residential, retail, office, open space etc.) and mobility improvement pieces (intersection improvements, sidewalk improvements, bike improvements etc.), participants laid out or stacked the pieces to shape their vision for the Town Center.



The small groups, including the kids at their own table, brainstormed ideas around land use, development character and mobility improvements that they would like to see in Town Center.



Workshop participants brainstormed ideas, stacked land use and building pieces on maps and the discussion was recorded on flipcharts.





This activity helped generate specific land uses, development character and streetscape enhancements that would shape the vision for Town Center.

# REPORT BACK

Small Group Activity



WILSONVILLE TOWN CENTER PLAN

# Small groups joined together and reported their results

- Each group reviewed the information they generated and summarized it into several key points to share with everyone
- The youth table also presented their results
- Transcriptions of each flipchart is attached as an appendix



Each table presented their completed map and flipchart.

NOTES AND BELOW



Table #1

YOUR NOTES AND  
STICKERS BELOW

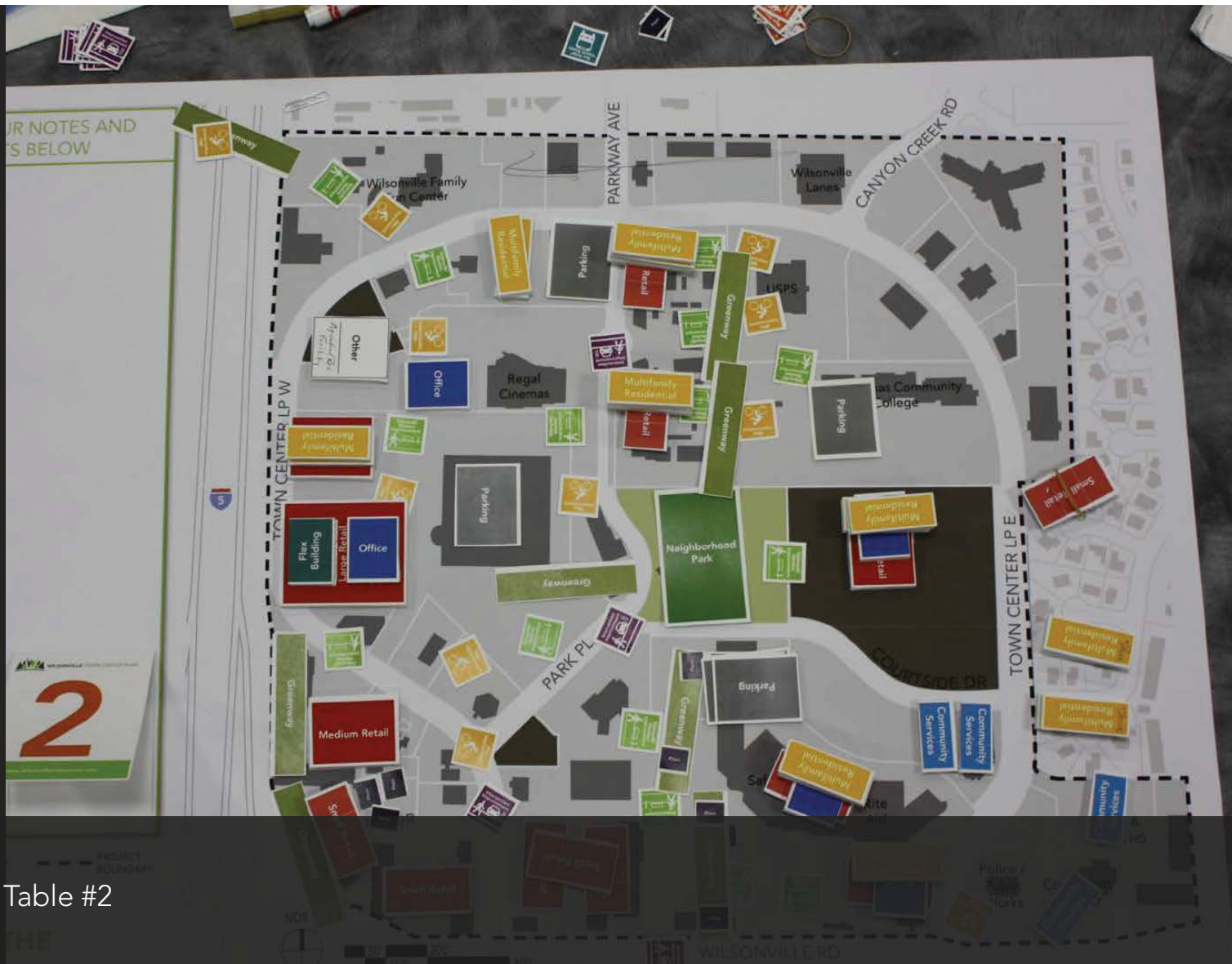


Table #2

PROJECT NOTES AND  
S BELOW

Wilsonville  
walkways to  
connect parts of TC  
park, library



Table #3

THE  
CENTER PLAN

NOTES AND BELOW

Pedestrian Tunnel / Bridge  
 COPE  
 Priorities  
 Small retail  
 connectivity  
 engagement  
 safety  
 Great Play/Access  
 Great



Table #4





Youth Table

NOTES AND BELOW

*Bike  
Bike/Red park  
(Somehow to cross I-5)*



Table #6

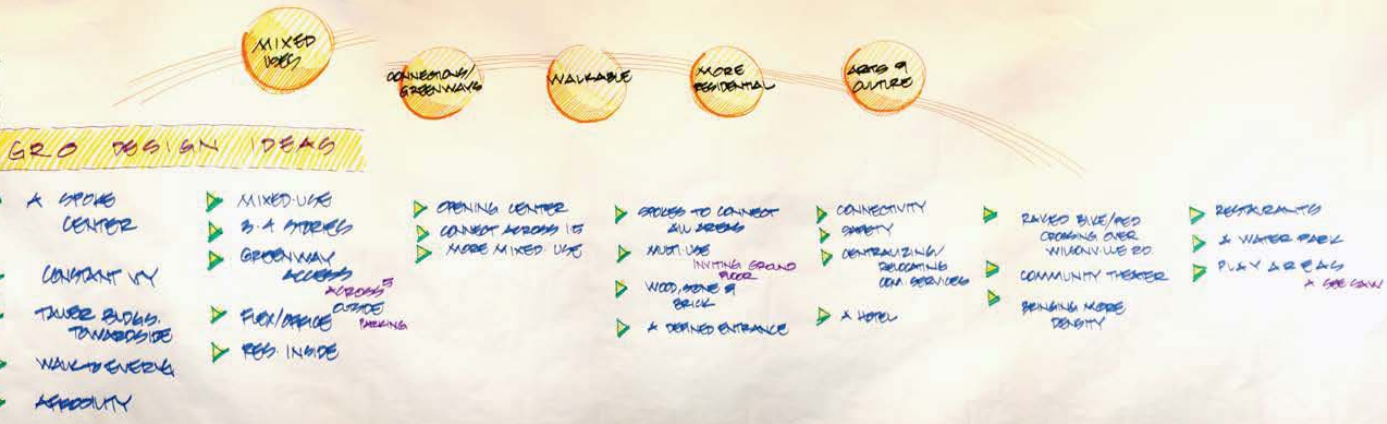
NOTES AND BELOW



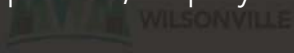
Table #7



WILSONVILLE  
TOWN CENTER PLAN  
JUNE 20 2017  
DESIGN  
WORKSHOP



The small group reports generated an array of design ideas for the future, and opportunities to build on. This graphic summarizes the key outcomes of these responses, displayed towards the front of the room.



# Generating community preferences for land use, character, and mobility improvements in Town Center

Each table identified land uses, development character (heights) and transportation improvements for different areas within the Town Center. There were many similarities in the vision generated and in what each table discussed.

Findings are grouped into the following categories:

- Big Picture
- Transportation
- Public Space
- Form and Function

# Form and Function

- Outcomes of the project should be the creation of a focal point/heart/center for the community. Establishing a Town Center identity will help create that center for the community
- Create gathering spaces and improve pedestrian and bicycle connectivity
- Centralize parking in one or more locations
- Improve visibility from I-5 for Town Center businesses
- Encourage mixed-uses with small-scale retail and higher density housing
- Create opportunities for more entertainment and night life

# Vision Elements: Transportation

- Highly walkable with more paths and improved signage
- Adequate parking but fewer parking lots
- Easy biking options and better access to transit
- Accessible for the young and old
- Better connections to the Willamette River

# Vision Elements: Economic Development

- More local and boutique shops
- A farmers market
- More restaurants, specifically sit-down dining options and international-themed restaurants



# Vision Elements: Public Space

- Great spaces and public amenities like covered areas, a skatepark, and a community pool
- More public art and cultural activities
- Build on opportunities offered by schools and the teen center
- A covered public market

# Vision Elements: Form & Function

- More green space, trees and beautiful landscapes
- A classic, timeless design with housing and mixed-use buildings to create more of a downtown
- Clean and organic
- Avoid three-story buildings

# There is a lot of opportunity and potential in Town Center

- Outcomes of the project should be the creation of a focal point/heart/center for the community. Establishing a Town Center identity will help create that center for the community
- Create gathering spaces and improve pedestrian and bicycle connectivity
- Centralize parking in one or more locations
- Improve visibility from I-5 for Town Center businesses
- Encourage mixed-uses with small-scale retail and higher density housing
- Create opportunities for more entertainment and night life



# WILSONVILLE TOWN CENTER PLAN

[www.wilsonvilletowncenter.com](http://www.wilsonvilletowncenter.com)

Subject line: What's your vision for the future of Town Center – Join us on February 28!

**How do you want Wilsonville's Town Center to look, function, and feel 5, 10, or 20 years from now?  
The City wants to hear your ideas!**

The City of Wilsonville is hosting a Community Kick-off Event for the Wilsonville Town Center Plan. The Town Center Plan is a community-driven project that will guide development within the heart of the City for years to come. On February 28<sup>th</sup>, please join us for an evening of presentations, interactive activities, and opportunities to voice your thoughts on what you love or would like to see changed in the Town Center. Community input gathered at the event will help shape a vision, strategies, and actions for the future of Town Center.

**Town Center Community Kick-Off Event**

February 28, 2017

5:30 p.m. - 8:30 p.m.

*Presentations and activities will begin at 6:00*

Wilsonville City Hall, 29799 Town Center Loop E

\* This is a family-friendly event with light refreshments provided.

The event is open to all community members, including youth, and Spanish interpretation will be available.

To RSVP visit the City's Facebook page:

[www.facebook.com/CityofWilsonville](http://www.facebook.com/CityofWilsonville)

For more information and to sign up for project updates and other opportunities to stay involved, visit

[www.wilsonvilletowncenter.com](http://www.wilsonvilletowncenter.com).

Please forward this on to your members, colleagues, neighbors, and friends.



Join us! Share your ideas  
at these summer events!

**JUNE 26**

DESIGN WORKSHOP AT  
WILSONVILLE CCC 5-8PM  
29353 SW TOWN CENTER LOOP E.

**AUGUST 16**

COMMUNITY BLOCK PARTY:  
TOWN CENTER PARK 5-8PM

Find us at these other events

JULY 27: Rotary Concert  
JULY 29: Kiwanis Fun Run  
AUG 3: Rotary Concert  
AUG 5: Fun in the Park  
AUG 10: Rotary Concert  
AUG 12: Wilsonville Brewfest

[www.wilsonvilletowncenter.com](http://www.wilsonvilletowncenter.com)

**NEW SURVEY COMING!**  
OPEN JULY 26 - AUG. 20  
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## WILSONVILLE TOWN CENTER PLAN

¡Acompáñanos en estos próximos eventos este verano!

**26 JUNIO**

TALLER DE DISEÑO EN EL WILSONVILLE CCC 5-8PM  
29353 SW TOWN CENTER LOOP E.

**16 AGOSTO**

FIESTA DE BARRIO EN EL PARQUE "TOWN CENTER" 5-8PM

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27 JUL: Concierto de Rotary

29 JUL: Carrera de Kiwanis

3 AGTO: Concierto de Rotary

5 AGTO: Diversión en el Parque

10 AGTO: Concierto de Rotary

12 AGTO: La Fiesta de la Cerveza de Wilsonville

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# Community Block Party (August 16, 2017)





# WILSONVILLE TOWN CENTER PLAN

## Wilsonville Block Party: Town Center Plan Activities Community Input Summary

# Event Purpose

1. **Citywide Block Party** : Bring the community together to connect with City staff and learn about City services
2. **Town Center Plan Activities**: Raise awareness about the Town Center planning process and receive input from a broad range of community members







# The Block Party...

- Had hundreds of participants
- Included food trucks, an outdoor dining area, lawn games, rubber duck races and more
- Included a number of interactive activities for community members of all ages to give their input on the Town Center Plan. Activities included:
  - Design preference survey: In person with dot stickers and/or online using tablets
  - Town Center activity preference survey
  - Chalkboard walls and a giant Town Center map to place ideas
  - Photo opportunities and a sidewalk chalk art contest



Three design preference survey boards prompted people to provide input about the look and feel of future Town Center. The results are on the following pages and analyzed in greater detail as part of the Community Design Survey report.



# Building Size Preferences

Building	Count	Building	Count
<p>Mid-high rise condos</p> 	83	<p>Two-story stand-alone restaurant</p> 	65
<p>Mid-high rise mixed-use office</p> 	36	<p>Two-to-three-story attached townhomes</p> 	13
<p>Three-story mixed use</p> 	32	<p>Two-to-three-story office building</p> 	2

# Building Material Preferences

Building	Responses	Building	Responses
Glass, stone, and stucco, modern 	65	Cinder block with wood accents 	38
Wood, painted wood siding, painted ply, neutrals 	32	Brick and metal window framing, modern urban 	30
Brightly colored paint 	27	White and metal, glass accents, modern 	17
Stucco painted neutral colors 	13		

## Activities and Gathering Spaces Preferences

Building	Responses	Building	Responses
<p data-bbox="77 569 261 600">Outdoor Dining</p> 	<p data-bbox="537 569 586 600">117</p>	<p data-bbox="703 569 1068 600">Chess (intergenerational games)</p> 	<p data-bbox="1149 569 1187 600">83</p>
<p data-bbox="77 869 212 900">Food Carts</p> 	<p data-bbox="537 869 574 900">80</p>	<p data-bbox="703 869 1057 932">Paths and plazas w/ naturalized landscaping</p> 	<p data-bbox="1149 869 1187 900">33</p>
<p data-bbox="77 1224 164 1255">Parklet</p> 	<p data-bbox="537 1224 574 1255">32</p>	<p data-bbox="703 1224 797 1255">Art play</p> 	<p data-bbox="1149 1224 1187 1255">27</p>



Block party participants could take the Community Design Survey online using tablets.











**WILSONVILLE TOWN CENTER PLAN**

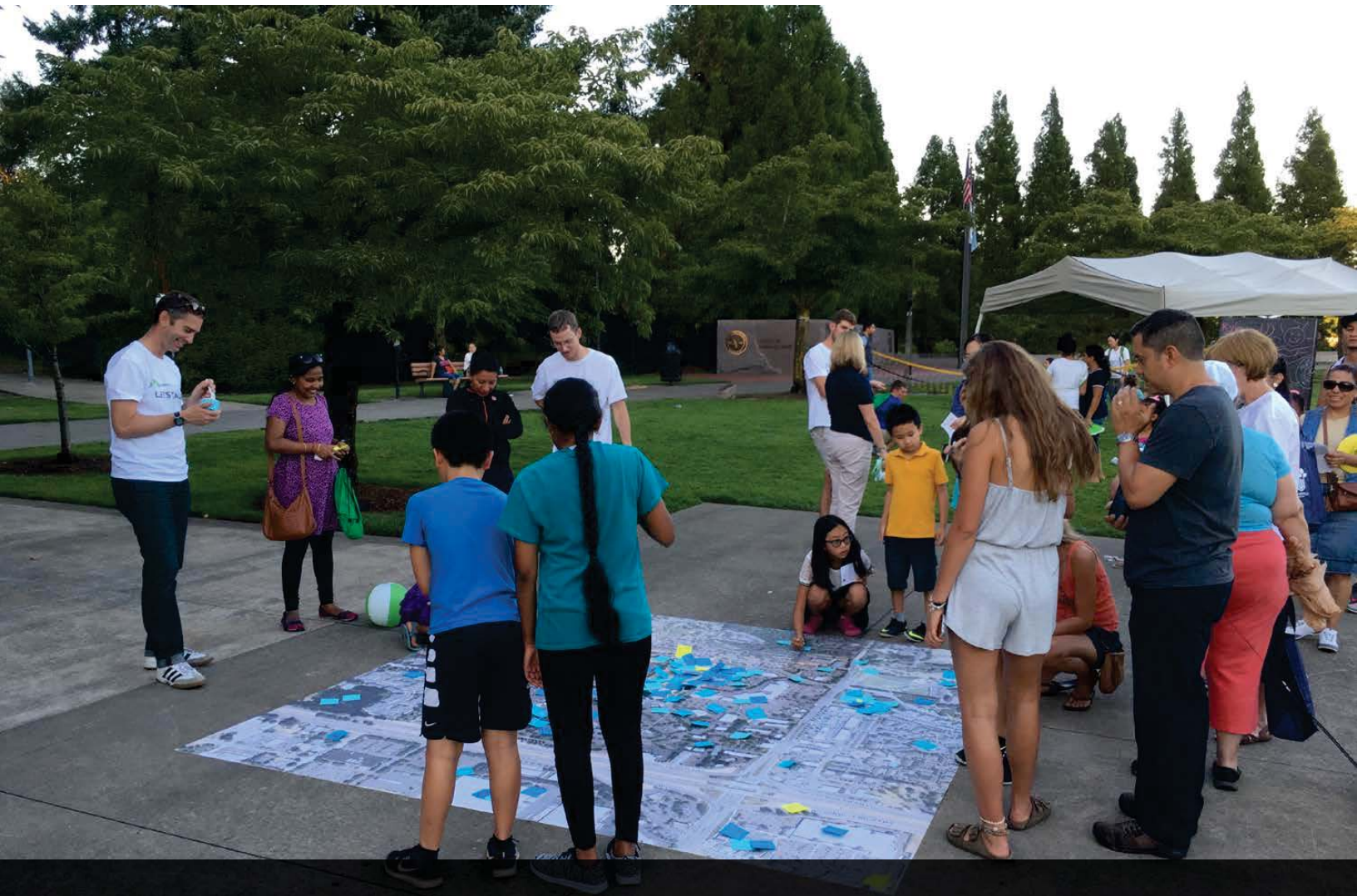
Place a dot next to the TWO activities that you would MOST like to see in the future Town Center.

	.....
Farmers Market	.....
	.....
Intergenerational Activities	.....
	.....
Food Carts	.....
	.....
Outdoor Dining	.....
	.....
Interactive	.....
	.....
Year-Round	.....

At each welcome tent, participants were invited to vote on which activities they would like to see in the future Town Center. The results are on the following page and included in the Community Design Survey report.

# Priority Activities for Future Town Center

Activity	Count
Farmers Market 	142
Year-round activities 	128
Food Carts 	121
Outdoor dining 	56
Intergenerational Activities (ex. pickleball, chess, checkers, bocce ball) 	55
Interactive Art 	43



Participants used sticky notes on a giant map to provide input about where they would like to see improvements or changes in Town Center.



A variety of input was provided on the Town Center map. Because of the Block Party's location in Town Center Park, most people's ideas were focused on the park and adjacent area. The most popular idea was an indoor/outdoor pool in Town Center. Other responses suggested new facilities for recreation and play, such as disc golf and playgrounds. A word cloud illustrating frequently provided ideas is on the following page.

# Pool

More tennis courts

Food trucks

Lot of parking  
Many activities  
Firecracker spit

Water park

Outdoor mall

Trick or treat

Enjoy the parks

Churches

indoor/outdoor

Big town

Playground

Wixomville dental group

Walmart

Book store

Museum

18 hole disc golf

Ice cream

Mall

Enlosed dog park

Dispensary with edibles

Popsicles

less trash

playground

Police station

Obstacle course/ropes course

Community park activities

Farmers market

Ice skating rink

Keep Town Center Park

Toy shop

No more Starbucks

Starbucks

Lighting for gathering at night

Family friendly live bands



Community members wrote their ideas for the future Town Center or their favorite things about Town Center on erase boards and posed for their picture. A word cloud illustrating the most frequently provided ideas is on the following page.





Community members wrote and drew their ideas for the future Town Center on chalkboards placed throughout the Block Party event. As the chalkboards filled up, the project team took photos and erased the boards to allow for new ideas to be added throughout the evening. A word cloud illustrating the most frequently provided ideas is on the following page.



# Pool

Flowers  
String Lights  
Parks  
Gardens  
Sunshine  
Trees  
Water Features  
Water Park  
Rainbows  
Gym  
Rock Wall  
Gag Shop  
YMCA  
Taco Trucks  
Lake  
Video Games  
Retirement Village  
Laundromat  
Walmart  
Sports Courts and Fields  
Educational Services  
Children's Activities  
Improved walkability safety  
Locally Owned Shops  
Charter School  
Disc Golf  
Movies in the Parks  
Museums  
Starbucks





A Chalk Art Contest engaged even the Block Party's youngest attendees and their parents in thinking about the future of Town Center. There were a variety of creative ideas and illustrations. The "winning" chalk art is featured on the following page.



# Next Steps

- The Project Team will develop design alternatives based on community input.
- The Task Force will meet in October to review the public input and design concepts.
- Concepts will be available for public review in late Fall 2017.



# WILSONVILLE TOWN CENTER PLAN

[www.wilsonvilletowncenter.com](http://www.wilsonvilletowncenter.com)





# Community Design Survey (July-August 2017)



# WILSONVILLE TOWN CENTER PLAN

## City of Wilsonville Town Center Plan Community Design Survey Summary September 2017

### Introduction

The City of Wilsonville is developing the Town Center Plan (the Plan) to create a cohesive, unified district that enhances existing assets in the area and sets the stage for new development. In Phase One of the project, community members and stakeholders provided ideas, input and feedback that shaped a vision and goals for the future of Town Center. In Phase Two, the project team is developing Design Alternatives that will advance the vision and goals.

The Alternatives will illustrate possible forms that future development could take in Town Center, including proposed road circulation, building densities, parks and greenways. The Alternatives are informed by information gathered from a series of community events and an online design survey that focused on specific design elements and preferences. The survey included images for both land uses and building type preferences for Town Center. The survey ran from July 20 – August 22, 2017 and was promoted through the project website, media outreach, social media, and various community events. Electronic tablets were also available for community members to take the survey at citywide events, including Rotary Concerts, the City-sponsored Block Party on August 16, Kiwanis Fun Run on July 29, Fun in the Park on August 5, and Wilsonville Brewfest on August 12.

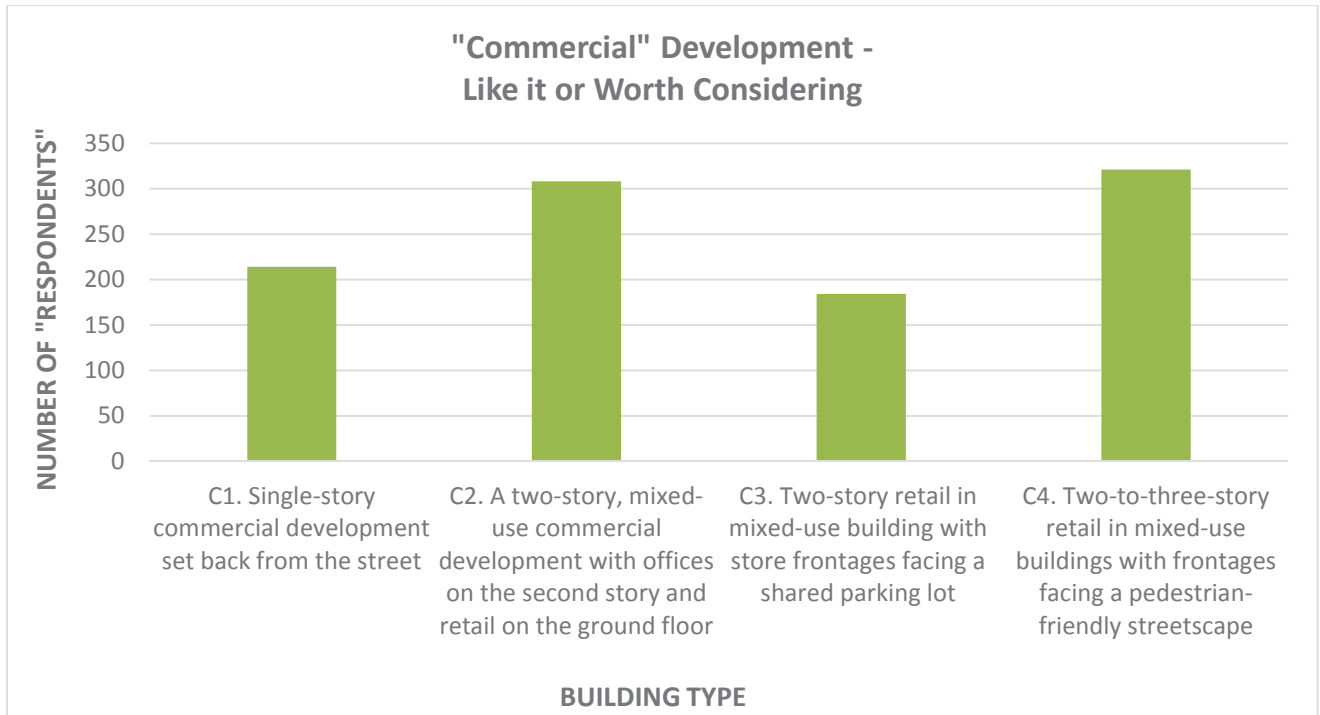
### Online Design Survey Results

Each question displayed an image and asked, “Do you like this idea for Town Center?” For each question, survey participants were provided with four answer choices: 1) I like it; 2) Worth considering; 3) I don’t like it; and 4) I’m not sure. Each photo was accompanied by a brief description of the aspects of the building that respondents were being asked to focus on (i.e. Two-story retail in mixed-use building with store frontages facing a shared parking lot). There were 422 survey participants. Not all participants responded to every question. The total number of respondents for each question is noted throughout the results summary.

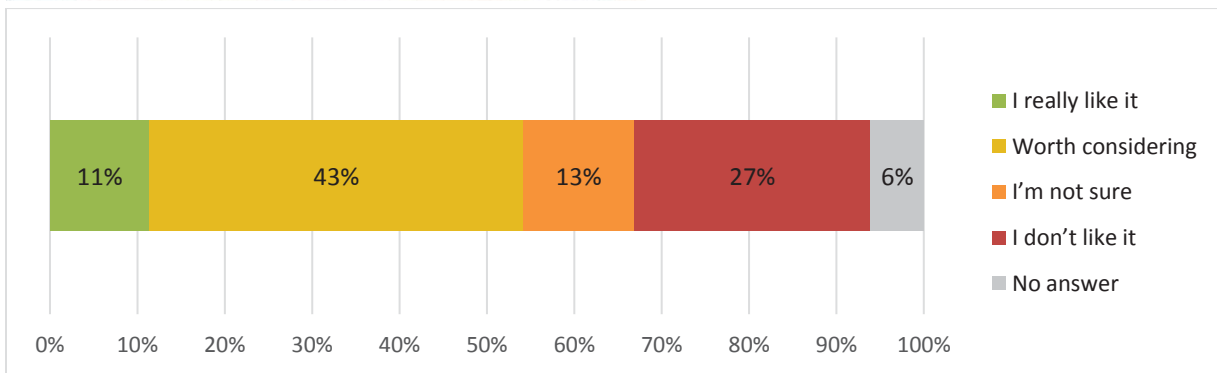


### Commercial Retail Building Types

The survey included four types of commercial retail developments, ranging from single story single-use to three-story mixed-use. The chart below shows the number of respondents who replied, "I really like it" or "Worth considering" about the building. Two of the building types received "I really like it" or "Worth considering" responses from more than 250 respondents (more than half of the survey participants). Of these, the two-to-three-story mixed-use building received the most enthusiastic response with 58% (224 respondents) indicating that they really liked it. (See the building photos following the chart.)

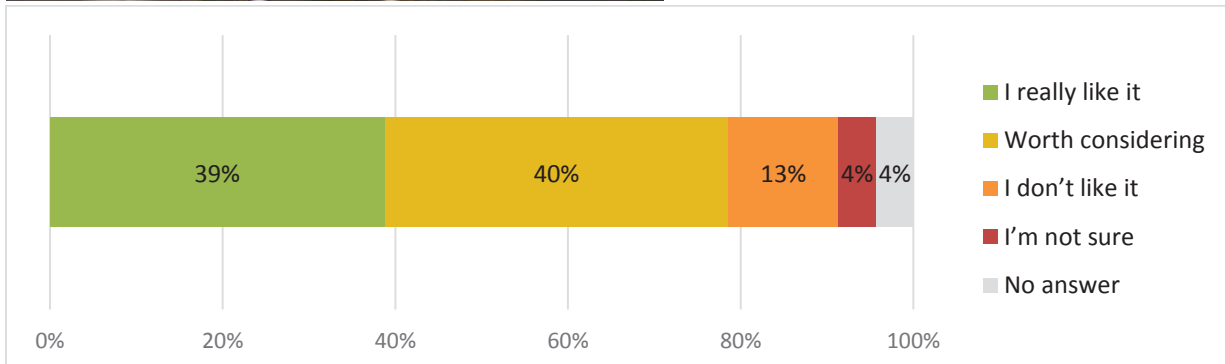


C1. Single story commercial development set back from the street.



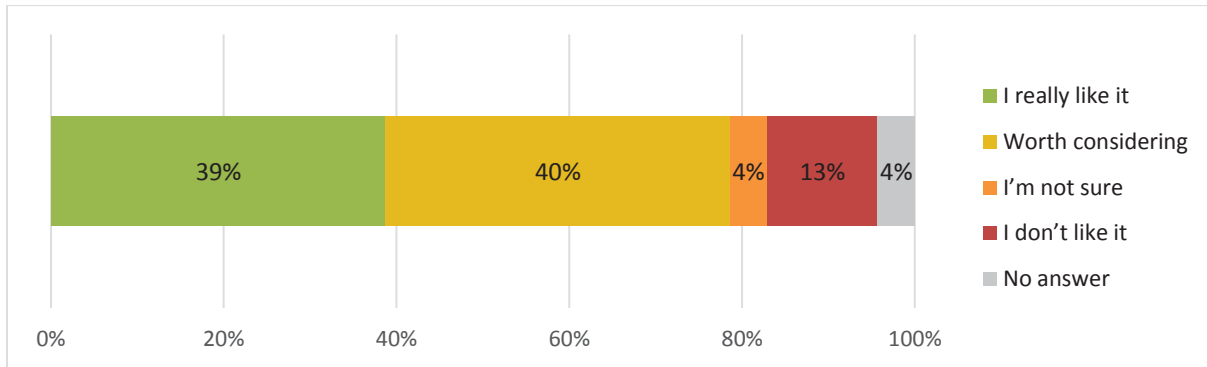
Total Responses= 395

C2. A two-story, mixed-use commercial development with offices on the second story and retail on the ground floor



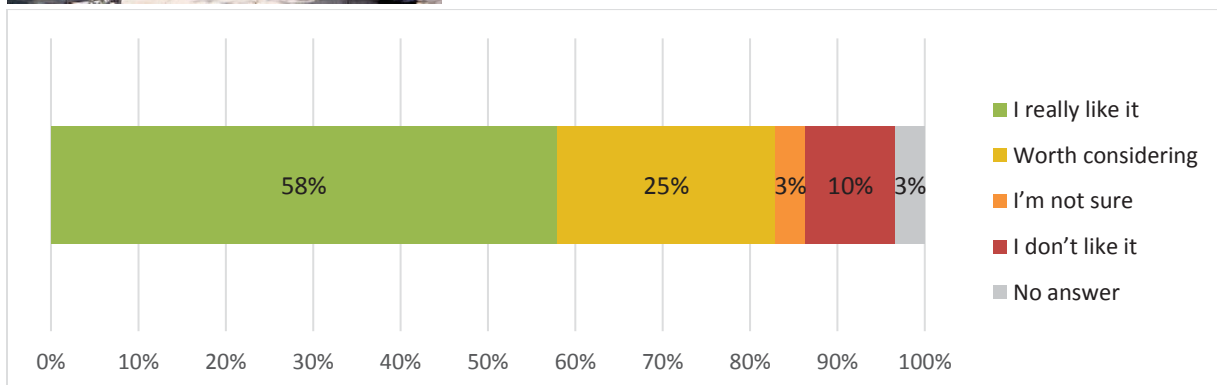
Total Responses= 392

C3. Two-story retail in mixed-use building with store frontages facing shared parking lot



Total Responses= 391

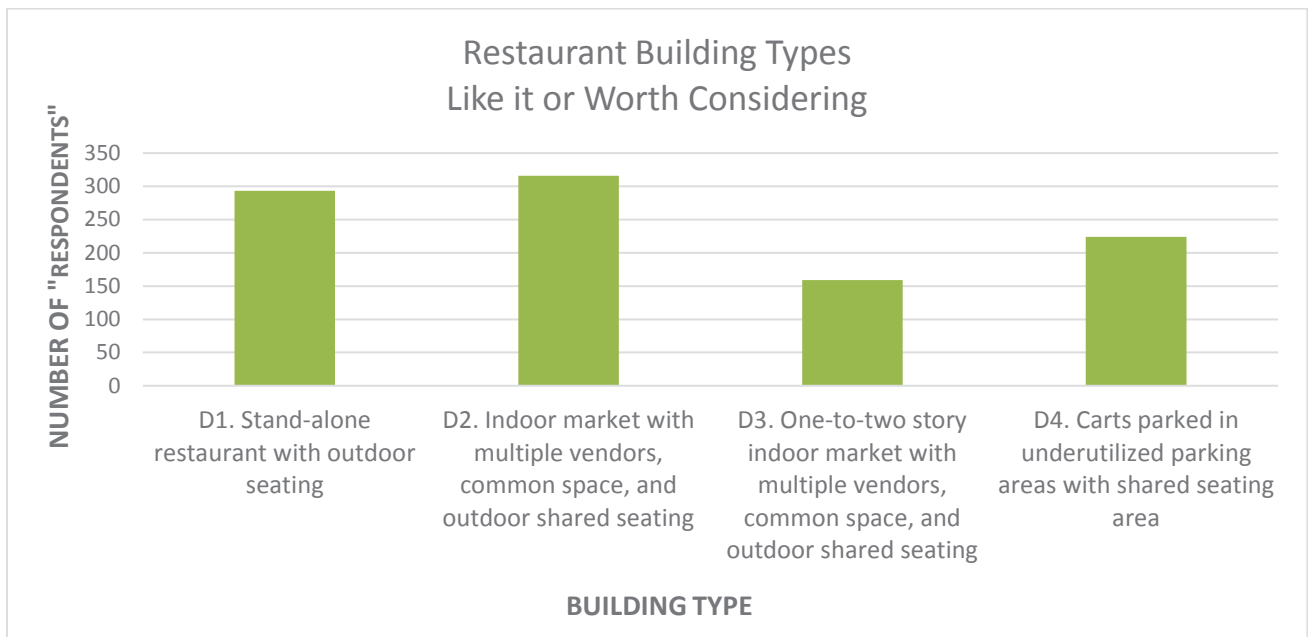
C4. Two-to-three-story retail in mixed-use buildings with frontages facing a pedestrian-friendly streetscape



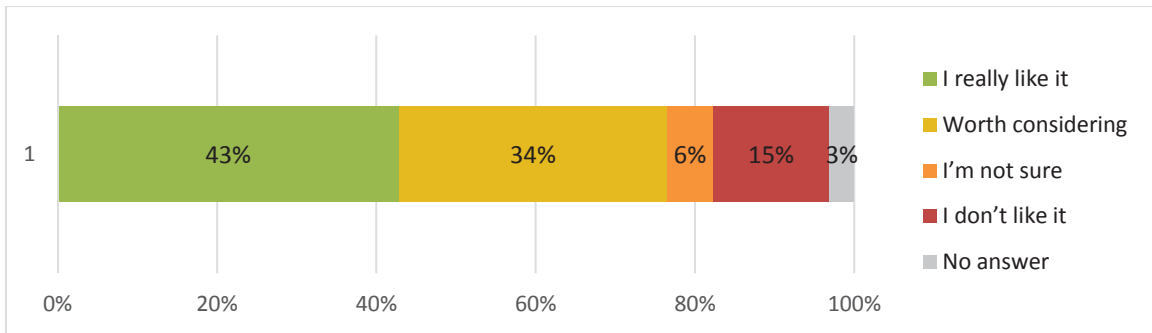
Total Responses= 387

## Restaurant Building Types

Throughout the Town Center planning process, community members have expressed that they would like to see a greater variety of dining options in Town Center, with an emphasis on culturally diverse and locally owned restaurants. Of the four restaurant building types provided in the survey, respondents were most enthusiastic about an indoor market with multiple vendors and outdoor seating (319 selected “I Really like it” or “Worth Considering”) as well as a stand-alone restaurant with outdoor seating (293 selected “I Really like it” or “Worth Considering”). The survey provided two indoor market options. The high level of support for one and relatively low level of support for the other likely indicates community members’ preference for a more muted, earth tone, color palette or for not limiting height to one-to-two stories. There was also notable support for food carts parked in underutilized parking areas—119 respondents selected “I Really like it” and 105 selected “Worth considering.” (See the photos following the chart.)

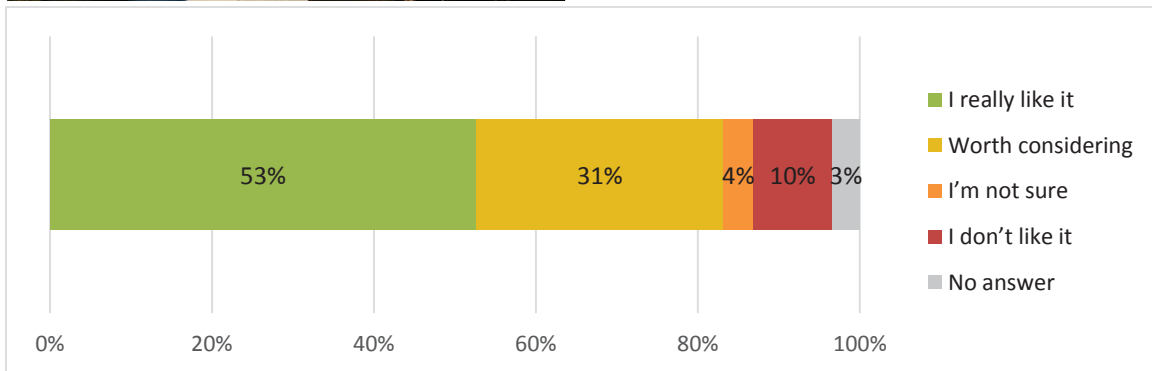


### D1. Stand-alone restaurant with outdoor seating



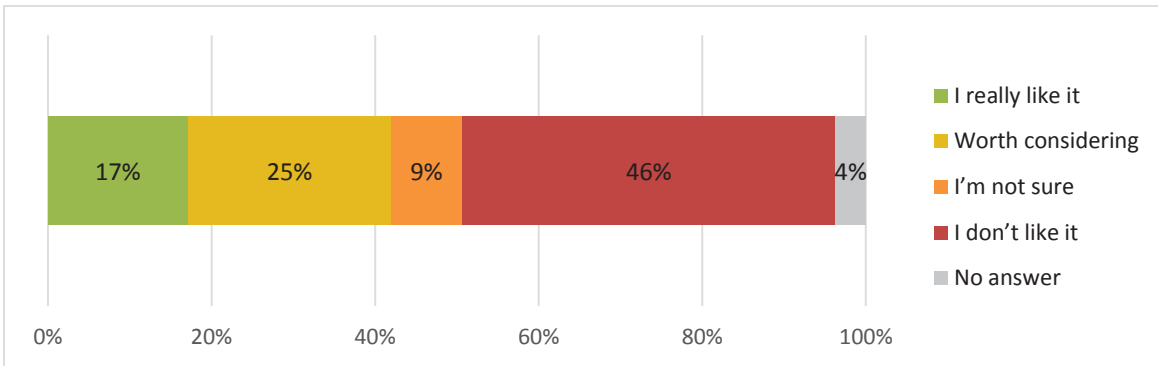
Total Responses= 383

### D2. Indoor market with multiple vendors, common space, and outdoor shared seating



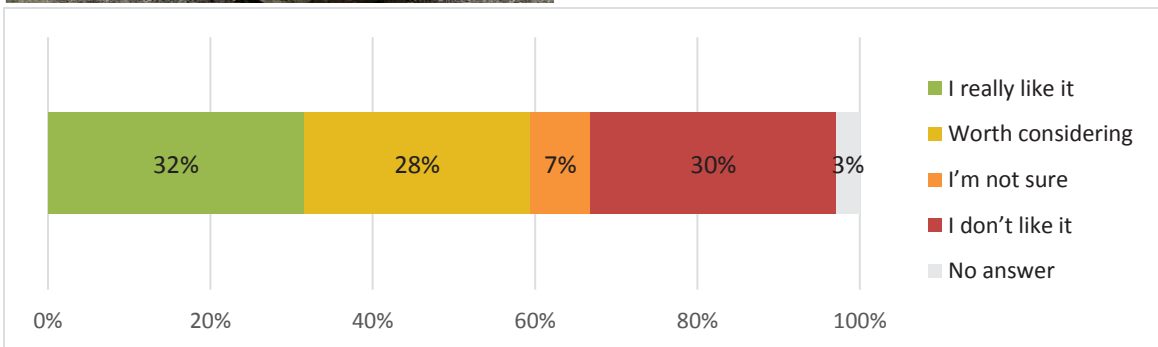
Total Responses= 380

D3. One-to-two story indoor market with multiple vendors, common space, and outdoor shared seating



Total Responses= 379

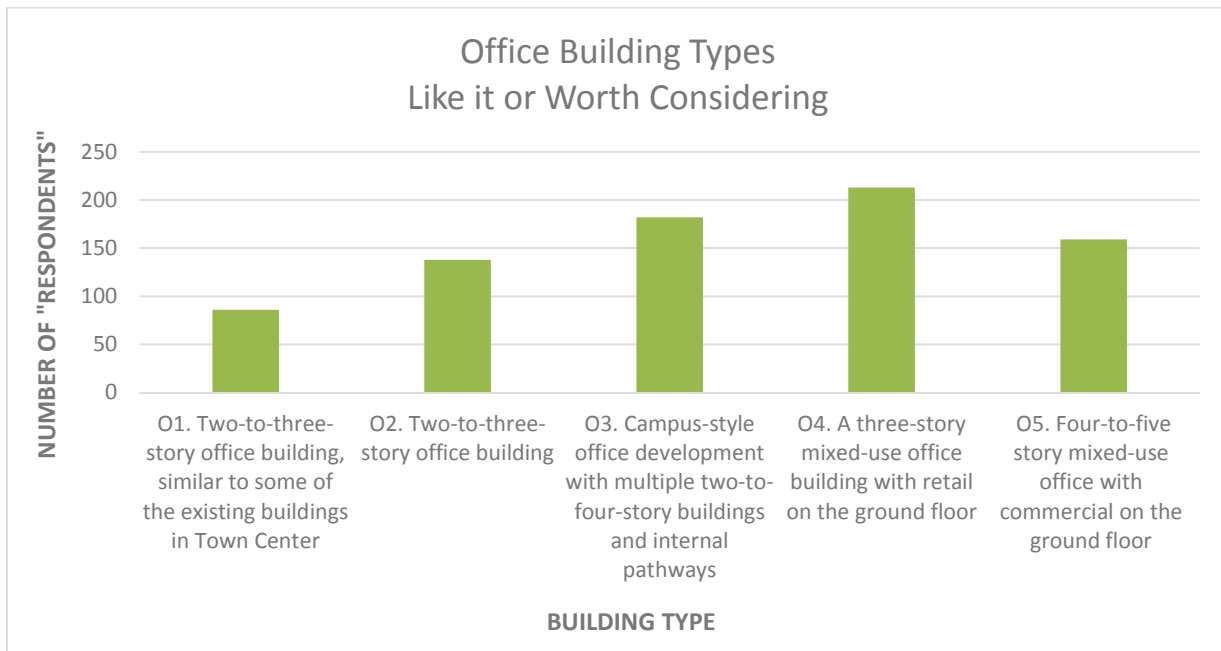
D.4 Carts parked in underutilized parking areas with shared seating area



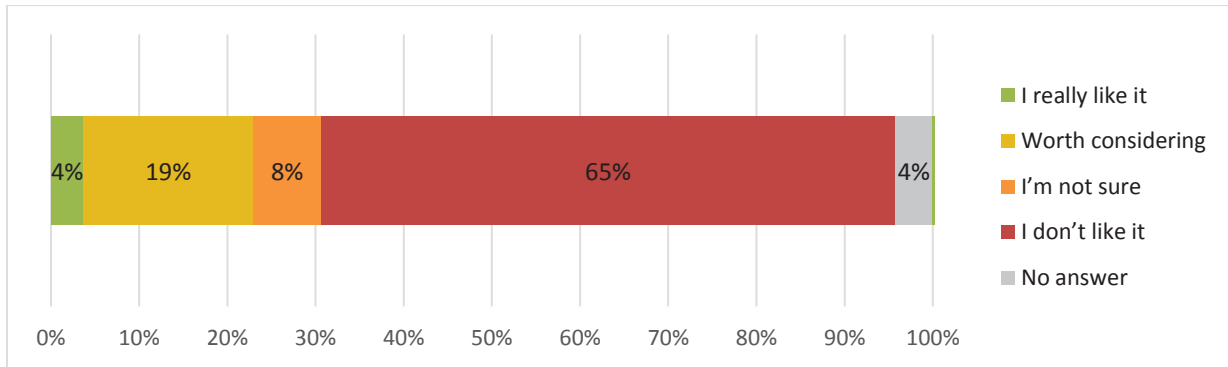
Total Responses= 377

## Office Building Types

The survey included five types of office buildings. Overall, survey participants showed less enthusiasm (fewer “I really like it”) responses about office buildings compared to other building types included in the survey. Respondents indicated interest in mixed-use offices with retail on the ground floor (68 participants responded that they “Really like it” and 145 responded that it’s “Worth considering,” while 116 responded that they “Don’t like it.”). This is consistent with survey results in other sections as well as other public input received to-date that shows community members are interested in seeing mixed use development in Town Center. Survey participants showed the lowest level of support for the office building that is currently most prominent in Town Center- single use, single-story and low density. There was more support for the single use office building with a more modern design and more architectural glass versus the office building with the brick façade. (See the photos following the chart.)

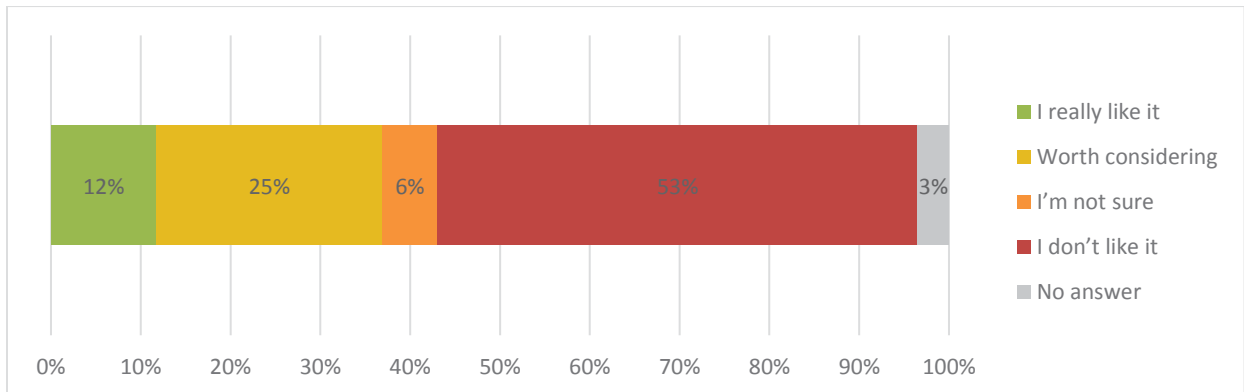


### O1. Two-to-three-story office building, similar to existing buildings in Town Center



Total Responses= 375

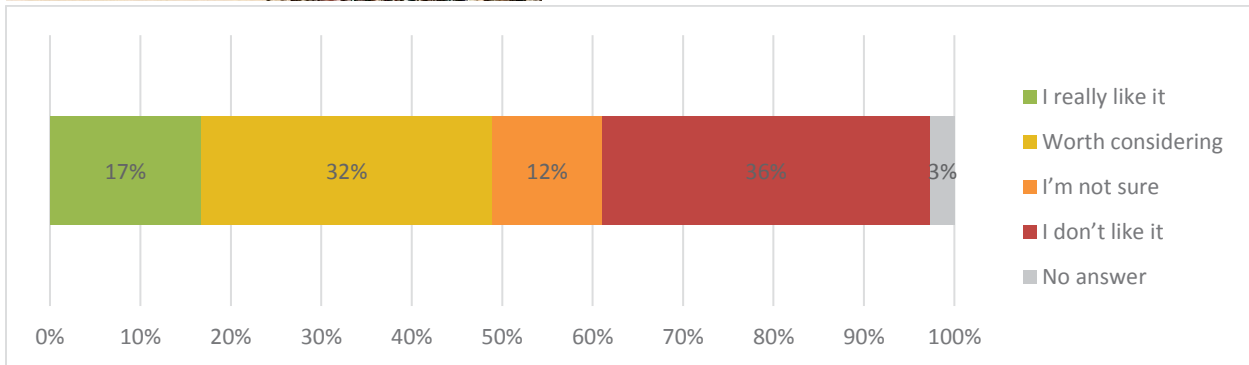
### O2. Two-to-three-story office building



Total Responses= 374

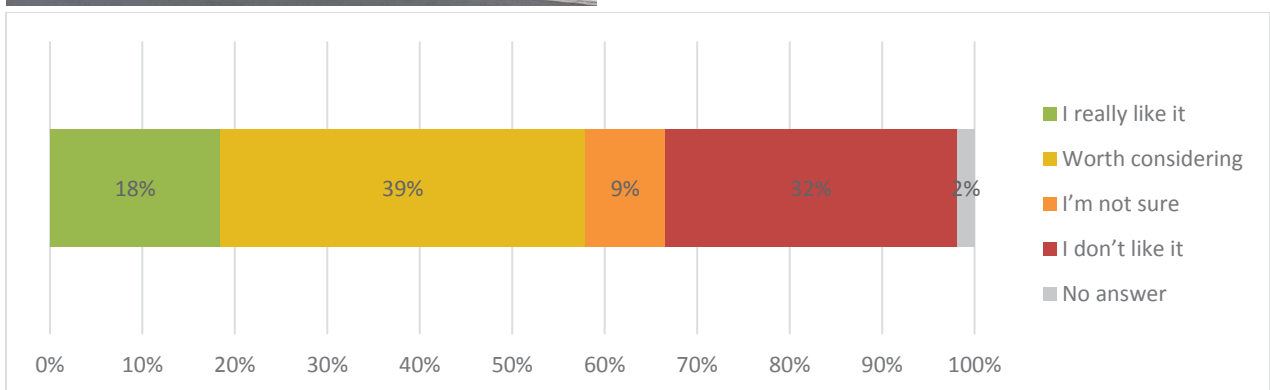


**O3. Campus-style office development with multiple two-to-four-story buildings and internal pathways**



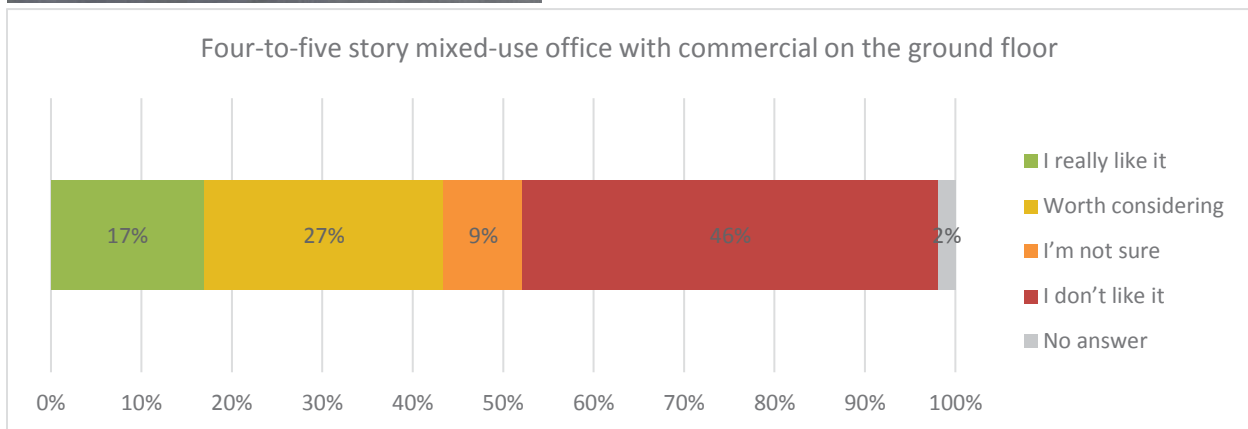
Total Responses= 372

**O4. A three-story mixed-use office building with retail on the ground floor**



Total Responses= 368

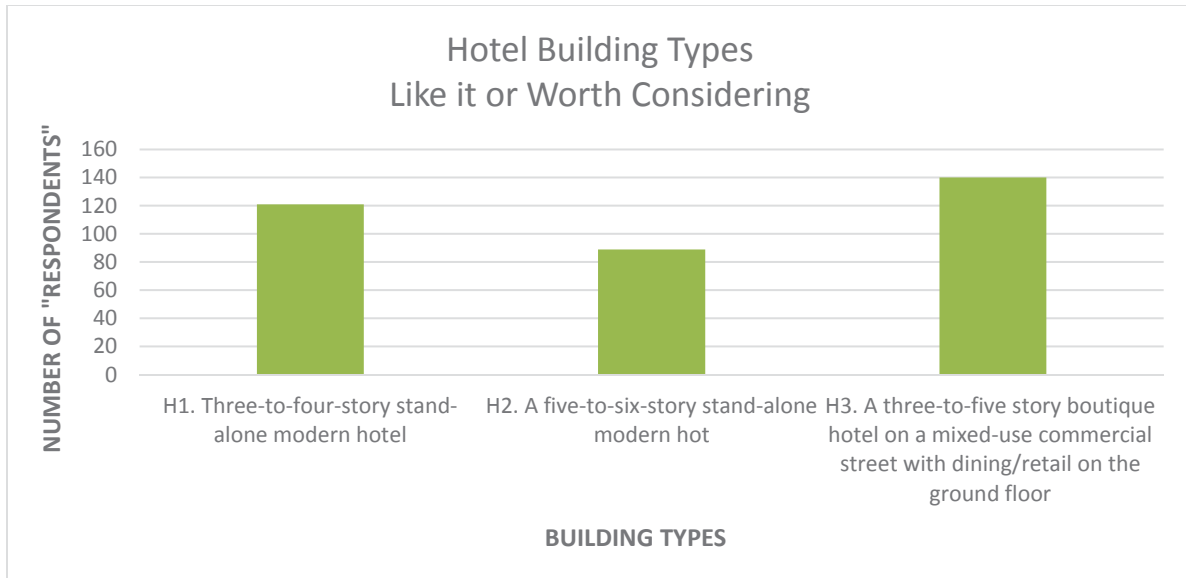
## O5. Four-to-five story mixed-use office with commercial on the ground floor



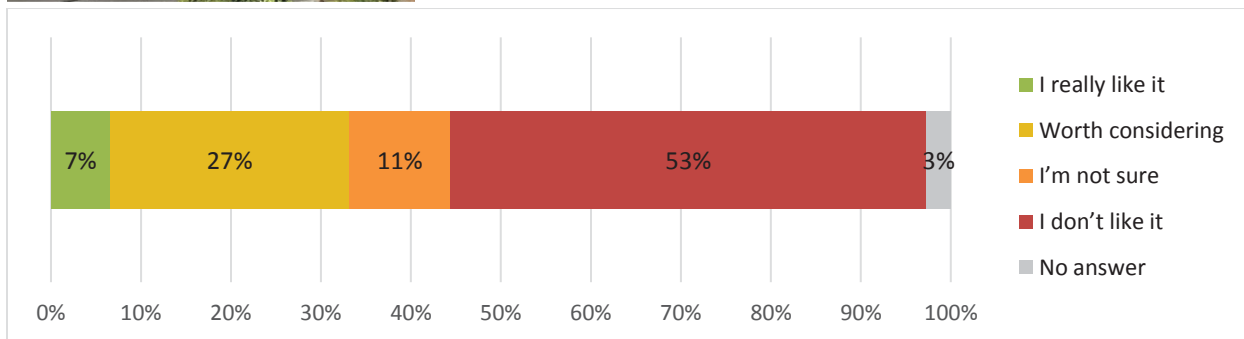
Total Responses= 366

### Hotel Building Types

Survey participants evaluated three different hotel building types. Overall, there was limited support for hotels. For each hotel type, more than 50% of respondents answered, "I don't like it." However, among the hotels, the boutique hotel on a mixed-use commercial street with dining/retail on the ground floor received the most interest from survey participants with 13% responding that they really liked it and 26% responding that it is worth considering. This finding is aligned with other the other building categories, in which mixed used development is also preferred (see the building photos following the chart on the next page).

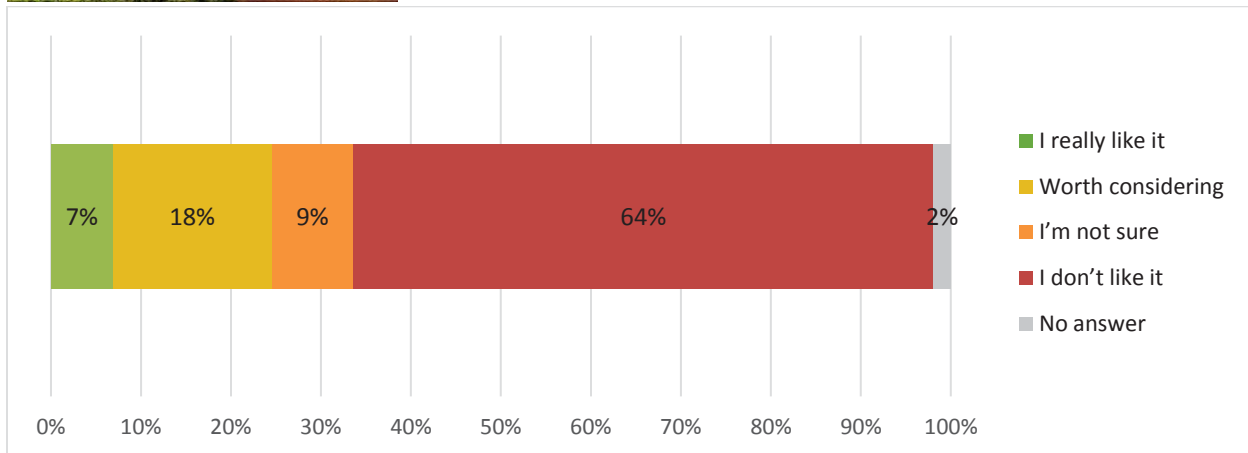


#### H1. Three-to-four-story stand-alone modern hotel



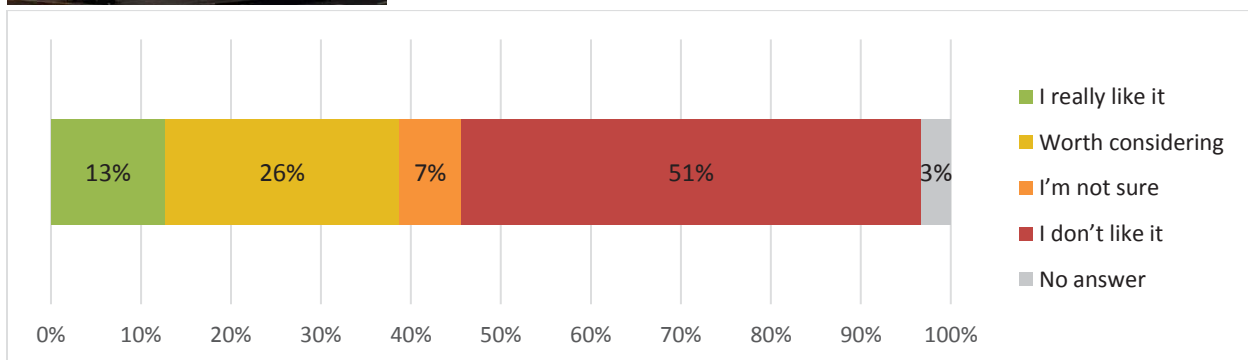
Total Responses= 365

## H2. Three-to-four-story stand-alone modern hotel



Total Responses= 363

## H3. A three-to-five story boutique hotel on a mixed-use commercial street with dining/retail on the ground floor

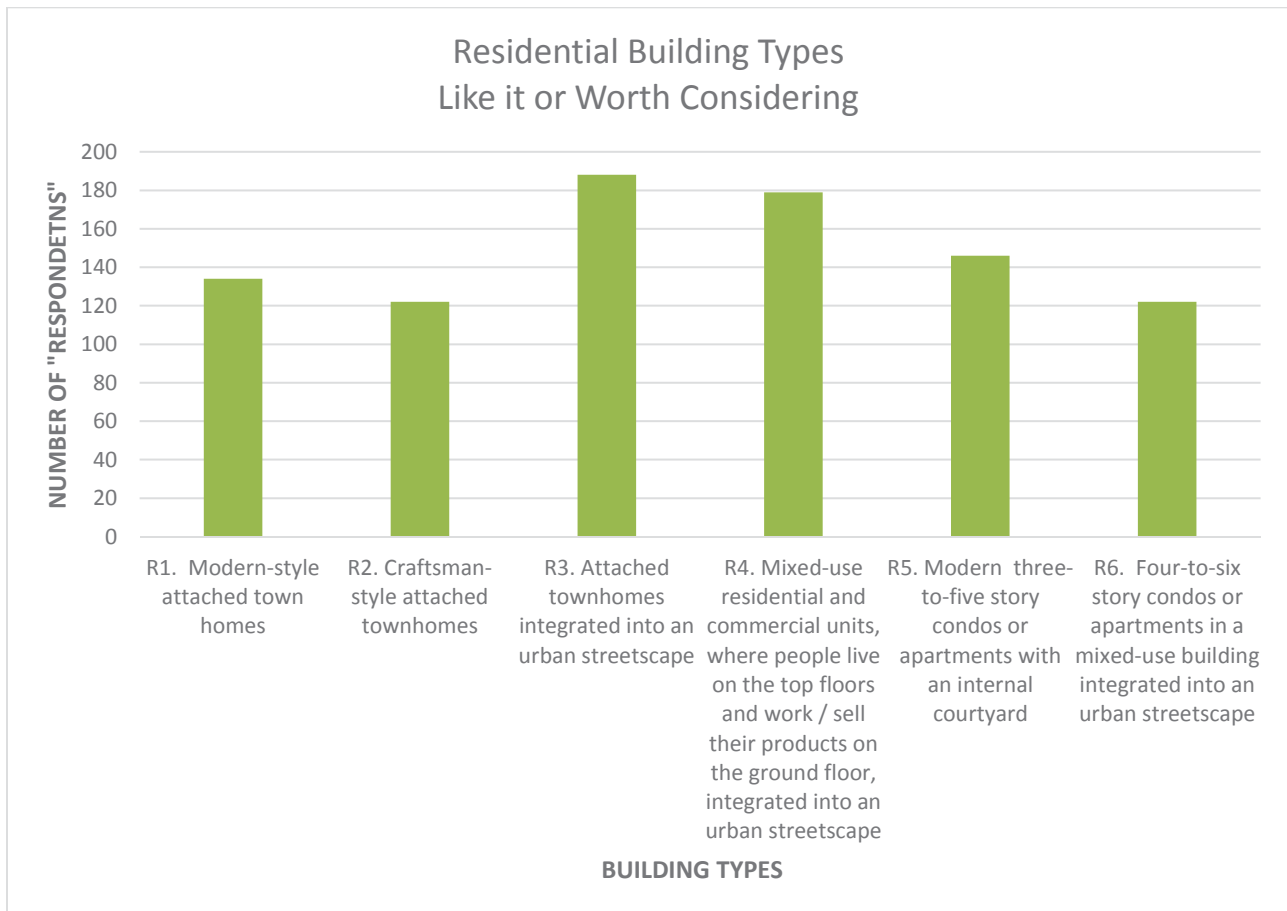


Total Responses= 362

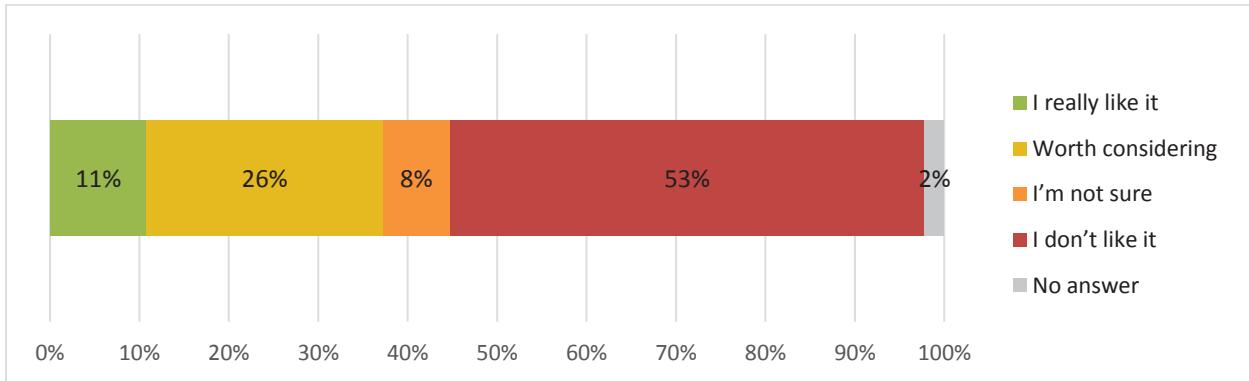
## Residential Building Types

The survey asked respondents to consider six residential building types for the future of Town Center. There was the most support for attached townhomes integrated into an urban streetscape: 22% responded that they really liked it, and 31% responded that it's worth considering. There was also a relatively high level of support for mixed use work-live spaces: 19% of respondents answer that they really liked it and 32% answered that it's worth considering.

The survey provided two examples of attached townhomes that were not integrated into an urban streetscape. They were architecturally very different—one was modern and the other was craftsman style—however they were among the least supported residential types. This supports the community's ongoing interest in lively streetscapes and public spaces. (See the building photos following the chart.)

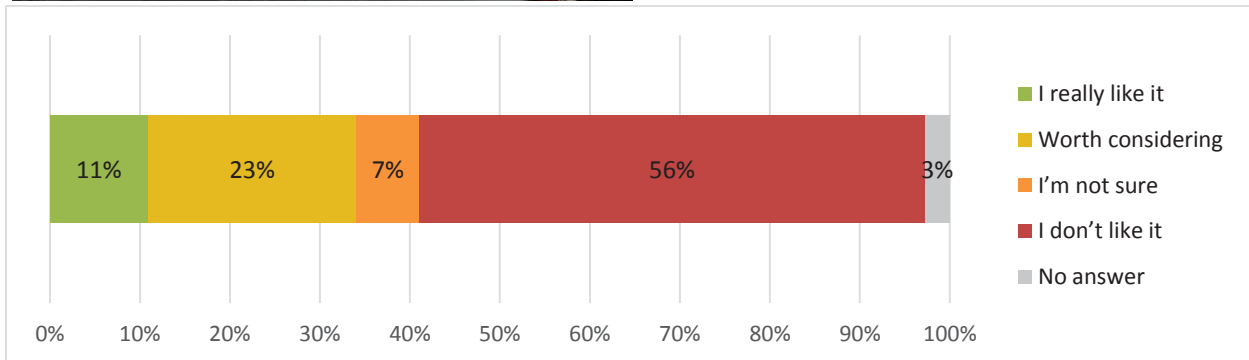


### R1. Modern-style attached town homes



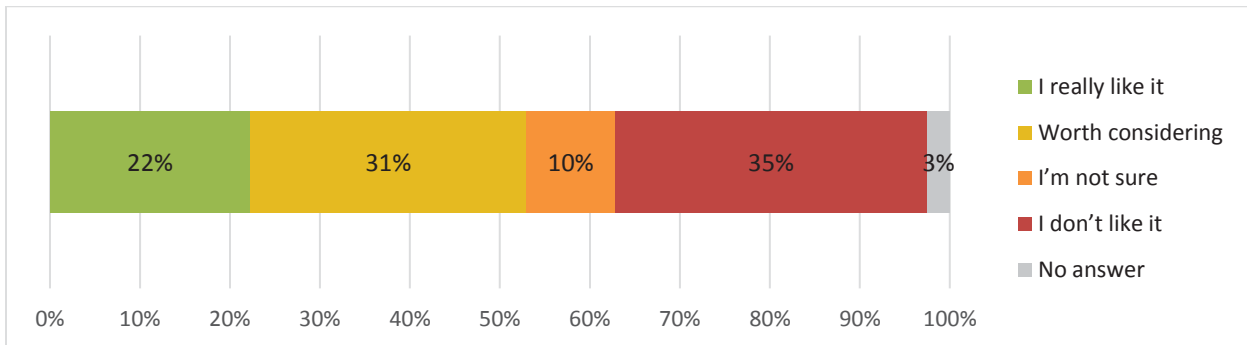
Total Responses= 360

### R2. Craftsman-style attached townhomes



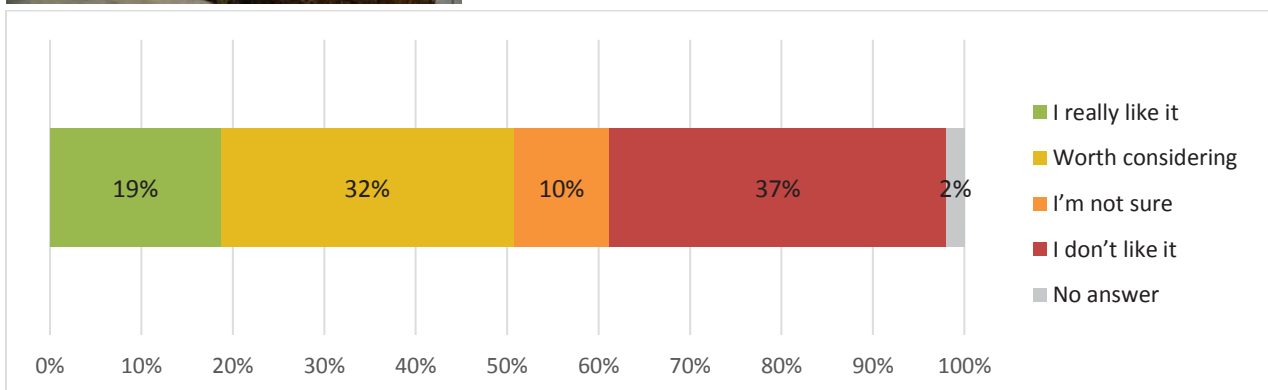
Total Responses= 358

### R3. Attached townhomes integrated into an urban streetscape



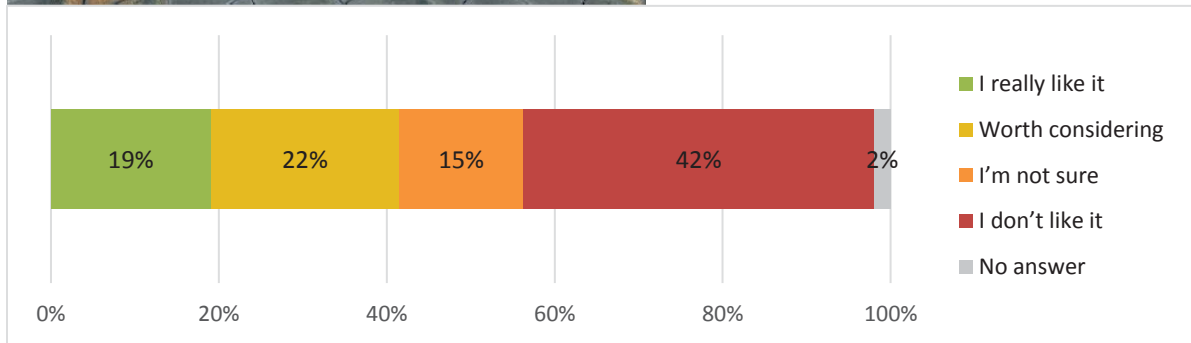
Total Responses= 355

### R4. Mixed-use residential and commercial units, where people live on the top floors and work / sell their products on the ground floor, integrated into an urban streetscape



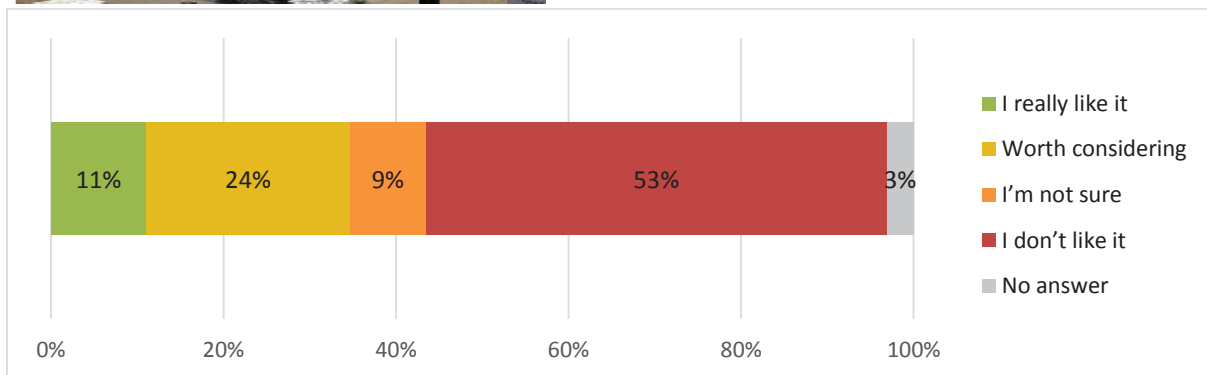
Total Responses= 353

R5. Modern three-to-five story condos or apartments with an internal courtyard



Total Responses= 352

R6. Four-to-six story condos or apartments in a mixed-use building integrated into an urban streetscape



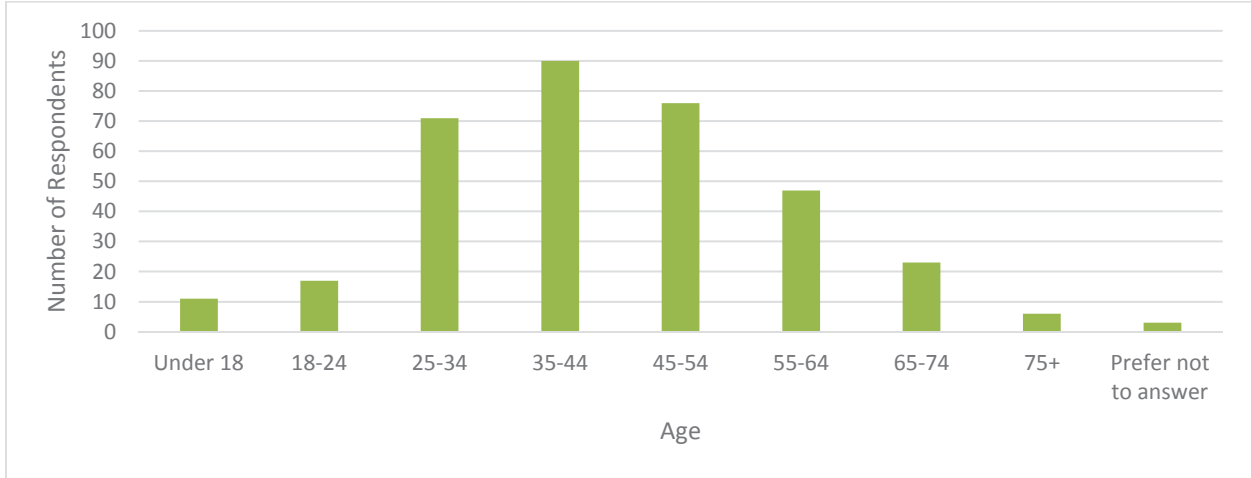
Total Responses= 352



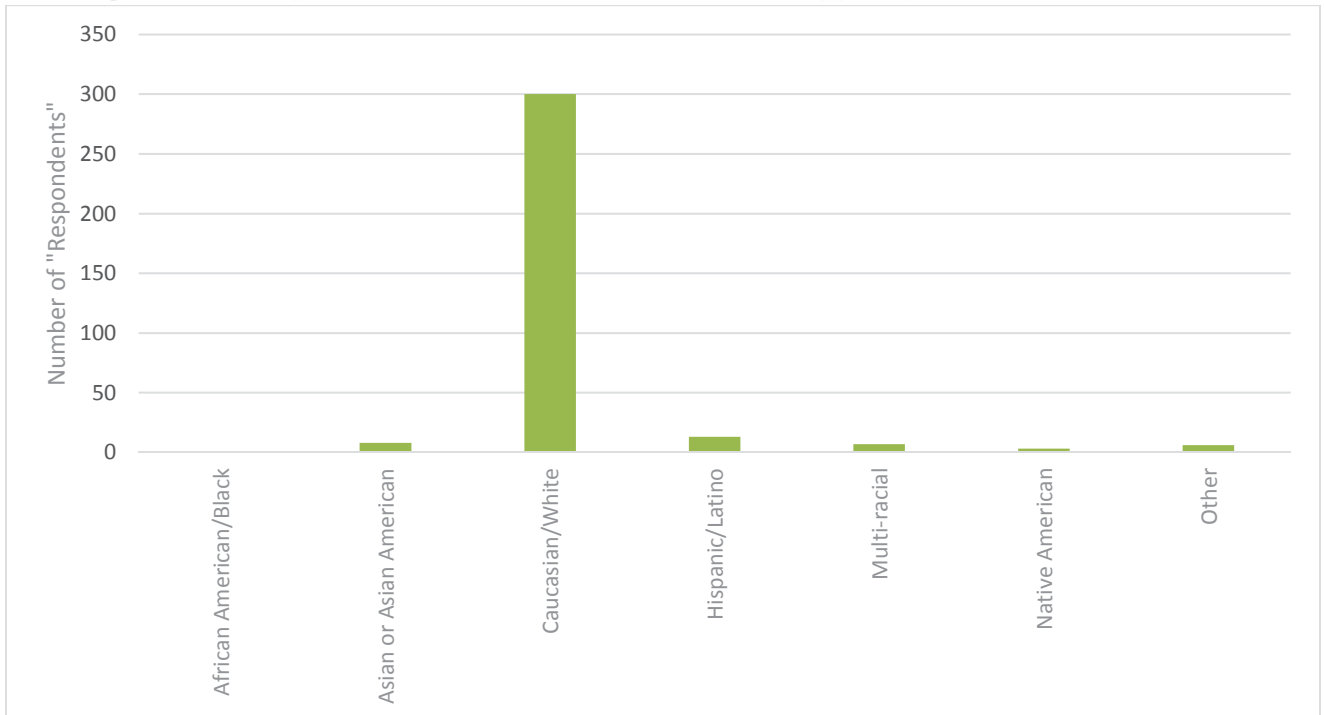
## Demographics

Survey respondents were invited to participate in an optional section of the survey in which they could share their demographic information. This information helps the project team understand who within the Wilsonville community has provided input relative to the Wilsonville population.

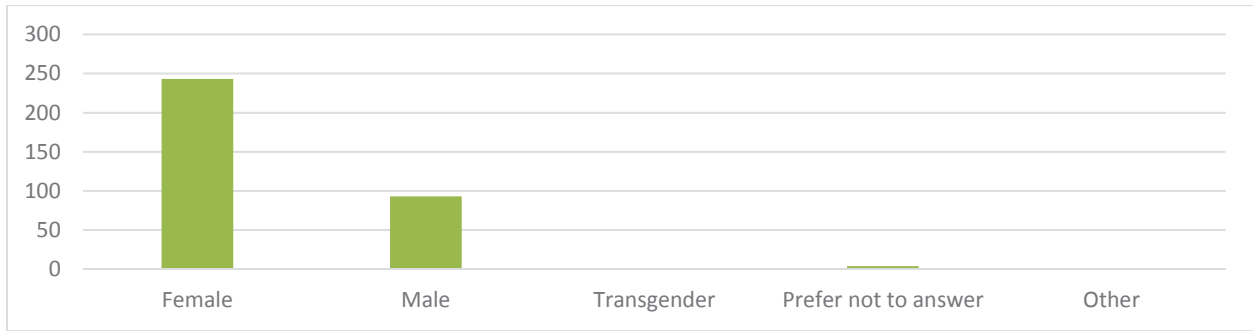
### Age of Respondents



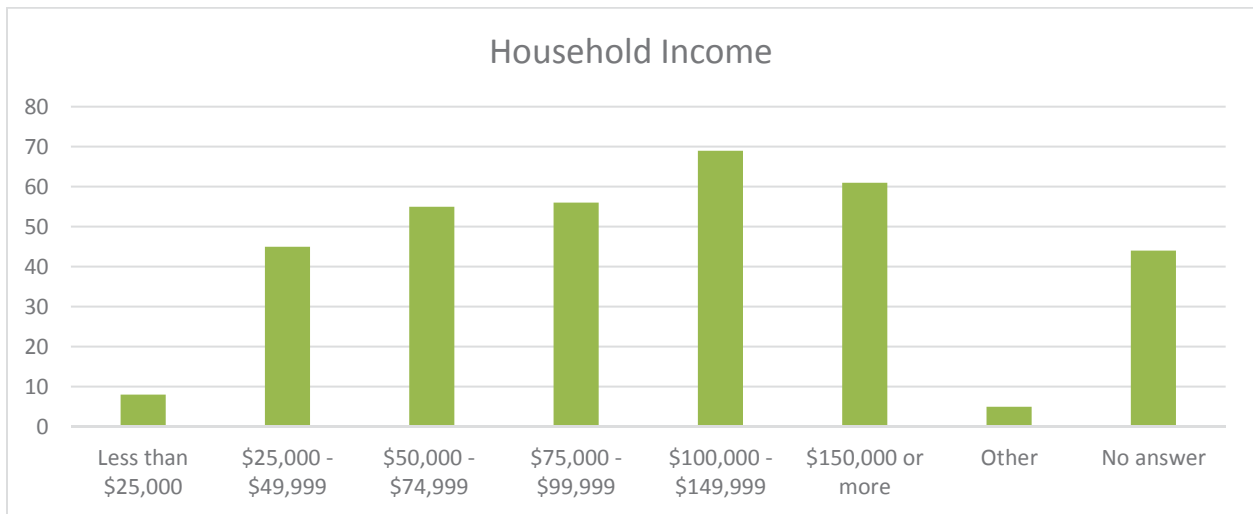
### Ethnicity or Race (respondents could select all answers that applied)



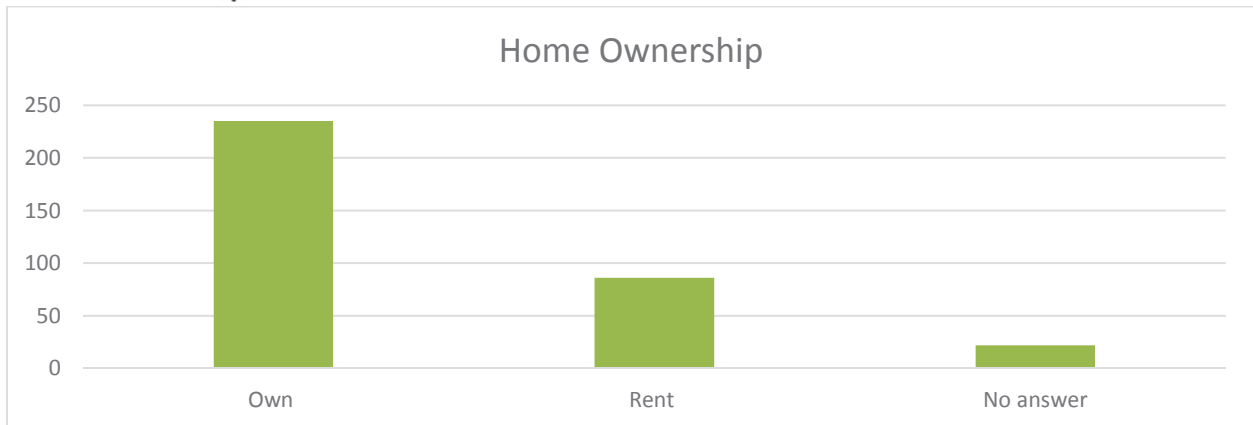
### Gender (respondents could select all answers that applied)



### Household Income



### Home Ownership



## In-person Design Survey Results

In addition to the online survey, an in-person survey, similar to the electronic one, was distributed at community events. Input was gathered at:



- Library and Community Sharing Idea Centers during August
- Kiwanis Fun Run on July 29, 2017
- Fun in the Park on August 5, 2017
- Wilsonville Brewfest on August 12, 2017
- Wilsonville Community Block Party on August 16, 2017
- Three pub trivia nights:
  - Beer Station on July 19
  - Vanguard Brewing on July 25
  - Quench on August 9


The paper survey asked respondents about preferred building materials and sizes, as well as the types of activities and gathering spaces they would like to see in Town Center. This survey garnered 1510 responses from about 400 respondents. The results are below, with the most popular building size, building materials, and activity/gathering space highlighted in green.

Many of the same buildings were used in the online survey and the in-person survey. For the online survey, participants were asked to consider the buildings' use and form. The in-person survey asked participants to consider the design, including the size and building materials.

### Size

The most frequently selected buildings for preferred size were the four-story mid-rise condo and two-story stand-alone restaurant. Both buildings included activated outdoor dining areas, which has been a strong community preference throughout the Town Center Planning process.

Building	Count	Building	Count
Mid-high rise condos 	173	Two-story stand-alone restaurant 	119







Building	Count	Building	Count
Three-story mixed use 	68	Mid-high rise mixed-use office 	50
Two-to-three-story attached townhomes 	18	Two-to-three-story office building 	5

Total responses: 433

In the online survey, the mid-rise condominium was not as popular, although still received some support, while three-story buildings were preferred. One possible reason for this difference between the two surveys is that the online survey provided descriptions with heights (i.e. three-five stories) whereas the in-person survey did not include descriptions. Community members may like the look of a four-story condo building but not like the sound of four stories. It's worth noting that the height of this building is mitigated by various materials that break up the façade: varied landscaping and a deep set-back with a courtyard. The two-story stand-alone restaurant also received a high level of support in the online survey. There were two, three-story buildings. The three-story mixed-use building received more support than the three-story attached townhomes. The three-story mixed-use building is set-back from the sidewalk with an activated outdoor dining area and the third floor "steps back." These features can help a building look and feel smaller and more intimate.

### Materials







Survey participants most frequently selected the glass, stone, and wood buildings as their preferred building materials for Town Center. People did not prefer stucco. Overall survey respondents preferred natural or natural-looking building materials and earth-tone colors. The glass and stone building that scored the highest in this survey did not score very well when respondents were asked to consider it as an office building. This indicates that the overall building design was not favored even though the materials are preferred.

Building	Count	Building	Count
Glass, stone, and stucco, modern 	139	Brick and metal window framing, modern urban 	61
Cinder block with wood accents 	58	Brightly colored paint 	42
Wood, painted wood siding, painted ply, neutrals 	41	White and metal, glass accents, modern 	35
Stucco painted neutral colors 	21		

Total responses: 397

### Activities and Gathering Spaces







Survey participants most frequently indicated they would like to see outdoor dining, including food carts, in Town Center. There was also significant support for intergenerational activities and play. The interest in outdoor dining opportunities reinforces input heard throughout the Town Center Planning process, that people would like more dining options and livelier public spaces and streetscapes.

Building	Count	Building	Count
Outdoor Dining 	207	Food carts 	164
Chess (intergenerational games) 	154	Art play 	57
Paths and plazas w/ naturalized landscaping 	53	Parklet 	45

Total responses: 680

### Activity Preferences

Block Party attendees were invited to vote on the activities they would most like to see in Town Center in the future. The activities were ones community members had previously identified they would be interested in seeing in the future Town Center. Temporary versions of most of these activities were featured at the Block Party so community members could experience them in and near Town Center Park. Farmers markets, year-round activities, and food trucks were the most frequently selected responses. This interest in outdoor, social activities is aligned with visual preference survey results and input received throughout the Town Center planning process.

Activity		Count
Farmers Market		142
Year-round activities		128
Food Carts		121
Outdoor dining		56
Intergenerational Activities (ex. pickleball, chess, checkers, bocce ball)		55
Interactive Art		43

Total responses: 545

## Overall Themes

Several themes emerged across the responses to all design survey platforms.

- Commercial and restaurant uses received more support than office, residential, or hotel uses. This echoes the community's interest in more restaurant choices in Town Center that has been a prominent theme throughout the planning process.
- There is support for mixed-use buildings, especially mixed-use retail, and mixed-use office buildings. Ground floor retail with activated pedestrian spaces (wide sidewalks, seating areas) was highly popular.
- Across buildings types and uses, buildings with gathering spaces were supported.
- There is consistent support for three-story building heights across building types and uses. There is also some interest in two-story dining and four-story mixed-use multifamily residential buildings.
- Natural building materials (wood, stone, brick) and earthy colors are preferred.
- There is a strong interest in outdoor, year-round social and gathering spaces, especially outdoor dining.



# Community Design Survey Promotional Materials





## WILSONVILLE TOWN CENTER PLAN

**JOIN US!** Share your ideas at these summer events!

*all events are family-friendly with activities for all ages*

**JUN 26 DESIGN WORKSHOP: WILSONVILLE CCC 5-8PM**

29353 SW Town Center Loop East

*(program starts at 5:30 & refreshments provided)*

**AUG 16 COMMUNITY BLOCK PARTY:  
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JUL 29 KIWANIS FUN RUN

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AUG 5 FUN IN THE PARK

AUG 10 ROTARY CONCERT

AUG 12 WILSONVILLE BREWFEST

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**¡Involúcrate!**

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FIESTA DE BARRIO EN EL  
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**TALLER DE DISEÑO**

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LOOP E.**

**AUGUST 16<sup>TH</sup>**  
**16 AGOSTO**

**COMMUNITY BLOCK  
PARTY: TOWN CENTER  
PARK**

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"TOWN CENTER"**

**5-8PM**

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NEW SURVEY COMING!  
OPEN JULY 26 - AUGUST 20

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AUG 3 ROTARY CONCERT  
AUG 5 FUN IN THE PARK  
AUG 10 ROTARY CONCERT  
AUG 12 WILSONVILLE BREWFEST  
JULY 27 ROTARY CONCERT  
JULY 29 KIWANIS FUN RUN  
AUG 3 ROTARY CONCERT

Find us at these other events

JUNE 26 DESIGN WORKSHOP AT WILSONVILLE CCC 5-8PM  
AUG. 16 COMMUNITY BLOCK PARTY: TOWN CENTER PARK 5-8PM

Join us! Share your ideas at these summer events!



WILSONVILLE TOWN CENTER PLAN

¡Acompáñanos en estos próximos eventos este verano!

26 JUN TALLER DE DISEÑO EN EL WILSONVILLE CCC 5-8PM  
16 AGTO FIESTA DE BARRIO EN EL PARQUE "TOWN CENTER" 5-8PM

Nos puedes encontrar en estos otros eventos

27 JUL: CONCIERTO DE ROTARY  
29 JUL: CARRERA DE KIWANIS  
3 AGTO: CONCIERTO DE ROTARY  
5 AGTO: DIVERSIÓN EN EL PARQUE  
10 AGTO: CONCIERTO DE ROTARY  
12 AGTO: LA FIESTA DE LA CERVEZA DE WILSONVILLE

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# Instagram Contest (Summer 2017)

An Instagram-style graphic for a photo contest. It features a grey top bar with a camera icon in the top right corner and a black hashtag box on the left containing the text "#mywilsonville". Below this is a white section with a circular logo in the center. The logo depicts stylized green trees and houses with the text "WILSONVILLE TOWN CENTER PLAN" underneath. To the left of the logo are three vertical bars in green, yellow, and orange. Below the white section is an orange banner with the text "Instagram Photo Contest" in a cursive font. At the bottom is a white section with the text "ENTER FOR YOUR CHANCE TO WIN PRIZES" and "See back for more details..." in a smaller font.

#mywilsonville



WILSONVILLE  
TOWN CENTER PLAN

*Instagram Photo Contest*

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TOWN CENTER PLAN

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WHAT ARE YOUR  
FAVORITE THINGS ABOUT  
**LIVING/WORKING/PLAYING**  
IN THE TOWN CENTER?

Post a picture and caption that answers this question to  
**Instagram** with hashtag

**#mywilsonville**

for a chance to win awesome prizes!

Terms and conditions at  
<http://bit.ly/towncenterphotocontest>

Questions? Contact Angela Handran  
handran@ci.wilsonville.or.us | 503-570-1503



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1st Place Winner: "Waiting for the bus"



2nd Place Winner: "Enjoying an evening at the park after dinner tonight".



3rd Place Winner: "Having a great time at the Wilsonville Block Party".



# Project Task Force



TOWN CENTER TASK  
FORCE MEETING #3  
October 23, 2017



# WILSONVILLE TOWN CENTER PLAN

## Task Force Meeting #3

October 23, 2017

5:30 pm – 8:00 pm

### AGENDA

5:30 – 6:00 pm	<b>Food and Mingle</b>
6:00 – 6:10 pm	<b>Welcome and Agenda Overview</b>
6:10 – 6:25 pm	<b>Summer Community Events</b>
6:25 – 7:45 pm	<b>Town Center Alternatives</b> <ul style="list-style-type: none"><li>• Vision and Goals</li><li>• Town Center Alternatives</li><li>• Small Group Discussions</li><li>• Report-Outs</li></ul>

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7:45 - 8:00 pm

**Close & Next Steps**

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## TOWN CENTER TASK FORCE

**MONDAY, OCTOBER 23, 2017  
6:00 PM**



WILSONVILLE TOWN CENTER PLAN

Members of the Town Center Project Team will meet as follows:

Date: Monday, October 23, 2017

Time: 6-8 pm

Location: Wilsonville City Hall  
29799 SW Town Center Loop E  
Wilsonville, OR 97070  
Willamette River I & II Conference  
Rooms (2<sup>nd</sup> floor)

For further information on Agenda items, call Miranda Bateschell, Planning Manager, at (503) 570-1581 or e-mail her at [bateschell@ci.wilsonville.or.us](mailto:bateschell@ci.wilsonville.or.us).



# WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative: \_\_\_\_\_

For each building block—green space, connectivity, land use— please note which you selected, if you made changes and why, and what works well about the approach.

Green Space

Connectivity

Land Use



# WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative: \_\_\_\_\_

Town Center Plan Goals	Yes, supports the goal.	Could support the goal.	No, does not support the goal.	Not sure.	Comments
 <p><b>Environmental Stewardship.</b> Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.</p>					
 <p><b>Harmonious Design.</b> Create urban design standards for pedestrian-oriented building and street design and a variety of quality building types and land uses.</p>					
 <p><b>Mixed Uses.</b> Development provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.</p>					
 <p><b>Safe Access and Connectivity.</b> Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.</p>					
 <p><b>Community Gathering Places.</b> Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.</p>					
 <p><b>Economic Prosperity.</b> Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.</p>					

**TOWN CENTER MASTER PLAN TASK FORCE  
Meeting Summary**

<b>DATE:</b> OCTOBER 23, 2017	
<b>LOCATION:</b> 29799 SW TOWN CENTER LOOP EAST, WILSONVILLE, OR	
<b>TIME START:</b> 6:01 PM	<b>TIME END:</b> 8:04 PM

**ATTENDANCE LOG**

TASK FORCE MEMBERS		STAFF	OTHER
Kristin Akervall, Chair	Eric Hoem	Miranda Bateschell	Alex Dupey, MIG
Hilly Alexander	Rosalind Hursh	Tami Bergeron	Molly Cooney-Mesker, MIG
Ben Altman	Kate Johnson	Jennifer Scola	
Kyle Bunch	Kamran Mesbah, Vice Chair	Chris Neamtzu	
Terrence Clark	Richard Spence	Zach Weigel	
Paul Diller	Scott Vosburg	<b>TF MEMBERS ABSENT</b>	
Bruce Eicher	Sophia Lochner	Marie Alaniz	Ron Heberlein
Kevin Ferrasci O'Malley	Shelly Tracy	Susan Myers	Doris Wehler
Darren Harmon		Hank Jarboe	Lori Loen

**AGENDA SUMMARY**

AGENDA	ACTIONS
<b>Welcome and Agenda Overview</b> (MIG and Councilor Akervall)	<ul style="list-style-type: none"> <li>Review Task Force Charter Councilor Akervall reviewed the Task Force Charter and asked for everyone to reintroduce themselves.</li> <li>Agenda Review Alex Dupey gave a brief overview of the evening's agenda.</li> </ul>
<b>Summer Community Events</b> (MIG)	<p>Molly Cooney-Mesker reviewed the Presentation showing the various events during the summer all of which showcased the TC project. Some themes were predominant in the data collected from these events and survey opportunities. The citizens were excited about dining options such as different cultural food options as well as outdoor dining spaces. She said the results indicated that people were open to taller buildings in the TC area. They expressed interest in being outdoors as a theme whether it be for dining, activities, fun or family time. Open spaces and walkways were the repeated theme.</p> <p>Alex said the community confirmed what we had been hearing all along. Connectivity and open spaces were a priority interest.</p> <p>Miranda pointed out that the handouts included the more detailed summaries from the summer event and surveys.</p>
<b>Town Center Alternatives</b> (Small Group Breakouts)	<p>Vision and Goals Alex shared the vision and goals final product after its final approval through Planning Commission and City Council.</p> <p>Goals:</p> <ul style="list-style-type: none"> <li>Environmental Stewardship;</li> </ul>

- Harmonious Design;
- Ben reminded us of Kamran’s definition from a prior TF Meeting of it being likened to music.
- Mixed Uses;
- Safe Access and Connectivity;
- Community Gathering; and
- Economic Prosperity;

Kevin asked if these goals were weighted. The group didn’t expect that these were weighted. Hilly thought to achieve Econ Prosperity All of these need to be interdependent of the other. Ben agreed that each of the goals is important and would be interdependent of the other goals. Terrance wondered if there needed to be some priority in the goals in order for Council or others to be able to make a decision. Kamran said each goal is strengthening other goals – synergistic. Kamran used the example of a hand versus a foot and the importance of both working together for harmonious functionality. Kevin agreed that all goals need to work together in harmony or the whole thing would fall apart.

#### Town Center Alternatives

Brief presentation introducing building blocks of the future Town Center Plan and Project Team alternatives (MIG)

Alex moved the group to discuss the organization of the major elements (connectivity, land use, and open space) by use of “building blocks”.

**Parks and open green spaces** is a block of strong public interest. This is also a great connector between other spaces. Alex referred the TF to their packets showing the various alternatives maps.

Alex asked what their thoughts were about streets resembling parks? Could streets be active and green with places to gather and sit.

Alex showed the Emerald Chain Alternative Map to show the connecting green spaces through the vast Town Center map. Alex said this is the biggest “park or open space area”. Some could be pedestrian spaces, water features, walkways.

The Solar System Alternative Map showed the outer green spaces connecting to the center point of Town Center. He likened this to “mini plazas”.

#### **Connectivity**

Alex showed slides of examples of connectivity showing pedestrian and bike paths, walkways with art displays, bridges and pathways. Alex showed a bridge walkway in Denver that was a gateway into their town center.

#### Improved Connections/Through Streets Alternative Map

Alex explained the options through smaller streets to break up the large streets.

Conversation was brought up about Wilsonville Road and connectivity. Alex said it would be a good topic for discussion in small groups during the next exercise.

Miranda referred to the internal pedestrian connectivity with Modified Loop Alternative Map to discuss the foot traffic. General discussion ensued about the overall traffic issues with Wilsonville Road and safety. Alex said this map focused on Parkway and how this map may offer options through Parkway to be a variable intersection and traffic pattern.

#### Main Street District Alternative Map

Alex proposed what if the focus was Parkway as the main street? This proposed some street grid to offer greater exposure to TC businesses.

Alex said these are considerations for the TF to consider.

Dick asked about transit? This would alleviate some of the traffic and parking issues. Alex said that transit is a critical component to the TC plan improvements.

#### **Land Use**

##### Active Town Center Park Alternative Map

Alex summarized that map which shows the highest level of activity and building heights focused around Town Center Park within the Town Center.

##### Active Bridge Landing Alternative Map

Alex described this alternative, which focuses activity and the more dense land uses around the landing of the future pedestrian and bike bridge over I-5. Overall, this alternative has the most multi-story buildings, which are focused primarily along I-5 and in the NW quadrant of Town Center.

##### Main Street District Alternative Map

Alex showed the map for this Alternative, which focuses activity and high and mid-rise buildings along a Main Street. In this alternative, the Main Street would be along Parkway and a future extension of Parkway to Wilsonville Road.

Paul said we should be careful not to consider Private and Public plazas and spaces as the same.

Kristin asked about mixing and matching the various concepts from each of the maps and alternatives. Alex said of course! This was the segway into the next activity or small group discussion with maps and overlays (with each alternative on mylar). This would be their task to consider all concepts and layer the various building blocks until they determined the most viable option for a future Town Center Plan.

- Small Group Discussions:
  - Layer the building blocks to create the group's preferred alternative
  - Group ranks their preferred alternative against the project goals
- Report - Outs
  - Groups provide brief overview of their alternative and how/why it ranked against project goals
  - GROUP ONE:

	<ul style="list-style-type: none"> <li>▪ Started with Connectivity: Modified Loop with a Main Street. Thought loop took up space and wanted opportunity for development on West side. Also liked Main Street idea for economic purposes. Focused on spreading out traffic and calming traffic in Town Center. Slow it down with Main Street, 25mph, and help with congestion on Wilsonville Rd. Focused on pedestrian crossings, especially a major one / intersection from middle of Town Center on Wilsonville Road to south side at Village at Main St.</li> <li>▪ Land Use: selected Main Street as it coincided with Main St connectivity. Also because it had a mix of building densities. Low-rise provided a gradual effect next to residential on east side. High density next to I-5, focused on future pedestrian bridge. Want to make sure bridge landing becomes prominent - no one wants creepy bridge – instead focus activity to invite people in and stay.</li> <li>▪ Green Space: selected green streets and emerald chain, to expand parks and direct a passageway from future pedestrian bridge to Memorial Park as well as create stopping points for breaks. Also added cross diagonal to increase activity crossing the Town Center in the other direction and utilizing the closure of Park Place to create a green space or plaza for outdoor dining near the Citizen’s Drive businesses and restaurants.</li> <li>▪ <i>Question from other group: Did you discuss traffic on Wilsonville Rd?</i> Yes, that was a big conversation of why we added and spread out intersections – to spread out the transportation and traffic. Also, not all the intersections would have cars. We might have a pedestrian crossing that isn’t a vehicle road or crossing.</li> </ul> <ul style="list-style-type: none"> <li>○ GROUP TWO: <ul style="list-style-type: none"> <li>▪ Focused on Emerald Chain adding a Town Center Greenway at Park Place to connect to Citizen’s Drive.</li> <li>▪ Creating 4-5 story buildings on the west side protects TC from noise from I-5 and hopefully will slow traffic.</li> <li>▪ Turn Parkway into a Main Street. Re-modified the modified West Loop option (in between where is today and where presented on the map originally) to add frontage and increase pedestrian traffic / calming on Town Center Loop West. Also added increased building density and activity on the Main Street.</li> <li>▪ Agree – need other diagonal to create connection from Citizens’ Drive over to the Emerald Chain and Town Center Park.</li> <li>▪ Need more visibility for pedestrians and bikes.</li> </ul> </li> <li>○ Two different conversations and yet two very similar results. Alex noted this was interesting, and asked folks to think about why this might be.</li> </ul>
<p><b>Close &amp; Next Steps</b> (MIG and Miranda Bateschell)</p>	<p>Alex and Miranda summarized the Next Steps The team will take the input from this meeting to Planning Commission Nov. 8<sup>th</sup>.</p>

The Task Force will meet again on November 28<sup>th</sup> to discuss this again and refine ideas further.  
That input / recommendation will then go to PC/CC on December 4<sup>th</sup> after which their input will help shape the first version of the Community's Concept for the Town Center Plan that we will share with the community in the new year.

Miranda thanked everyone again for their hard work and volunteer hours over the summer.

*Scribes: Tami Bergeron /Miranda Bateschell*





# WILSONVILLE TOWN CENTER PLAN

MEETING DATE: Oct 23 2017

**WELCOME! Please sign in.**

Name	Organization/ Affiliation	In Attendance (initial)
Marie Alaniz	Town Center Task Force	—
Hilly Alexander	Town Center Task Force	HA
Ben Altman	Town Center Task Force	BA
Kyle Bunch	Town Center Task Force	KB
Terrence Clark	Town Center Task Force	—
Paul Diller	Town Center Task Force	PD
Bruce Eicher	Town Center Task Force	BE
Kevin Ferrasci O'Malley	Town Center Task Force	HA
Darren Harmon	Town Center Task Force	DM
Ron Heberlein	Town Center Task Force	—
Eric Hoem	Town Center Task Force	EH
Rosalind Hursh	Town Center Task Force	RH
Hank Jarboe	Town Center Task Force	—
Kate Johnson	Town Center Task Force	KA
Sophia Lochner	Town Center Task Force	SL
Lori Loen	Town Center Task Force	—
Susan Myers	Town Center Task Force	—
Richard Spence	Town Center Task Force	RS



# WILSONVILLE TOWN CENTER PLAN

MEETING DATE: \_\_\_\_\_

Name	Organization/ Affiliation	In Attendance (initial)
Shelly Tracy	Town Center Task Force	ST
Scott Vosburg	Town Center Task Force	SV
Doris Wehler	Town Center Task Force	
Kamran Mesbah	City of Wilsonville Planning Commissioner	KM
Kristin Akervall	City of Wilsonville City Councilor	KA
Miranda Bateschell	City of Wilsonville Staff	
Tami Bergeron	City of Wilsonville Staff	
Chris Neamtzu	City of Wilsonville Staff	
Jennifer Scola	City of Wilsonville Staff	
Jordan Vance	City of Wilsonville Staff	
Zach Weigel	City of Wilsonville Staff	
Todd Blankenship	low staff	

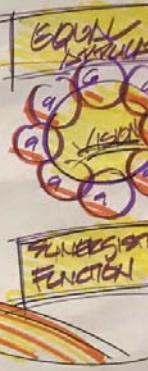
WILSON MILLS TC.  
TASK FORCE 10.23.2017

PUBLIC ENGAGEMENT

- ▷ MORE COMMERCIAL VARIETY
- ▷ DINING
- ▷ MIXED USE → OFFICE RESIDENTIAL
- ▷ SCALE → 3-4 STORIES
- ▷ PUBLIC SPACES
- ▷ WALKABLE STREETS → ACTIVITIES
- ▷ BIKE CONNECTIONS → ART

GOALS

- ▷ HUMAN SCALE DESIGN "SIZZ"
- ▷ EQUAL VISUALS
- ▷ PROVIDE DIRECTION



- ▷ BIKEPED CONNECTIVITY WILSON MILLS ROAD
- ▷ PUBLIC VS. PRIVATE SPACES

GOALS:

- ▶ HARMONIOUS DESIGN  
"SIZZ"
- ▶ EQUAL VIEWSIGHTS  
▶ PROVIDES DIRECTION

EQUAL PARTICIPATION



SYNERGISTIC FUNCTION

- ▶ BIKE/PEDESTRIAN CONNECTIVITY  
"WILSONVILLE ROAD"

- ▶ PUBLIC VS. PRIVATE SPACES

COMMUNITY CONCEPTS

- ▶ MODIFIED LOOP/MAIN ST.  
• PEDESTRIAN CROSSINGS  
• MULTIPLE INTERSECTIONS
- ▶ MAIN STREET LANDUSE  
• RED BRIDGES → PORCH  
• BIGGER BUILDINGS BY 1.5
- ▶ EMERALD CANYON  
+ LINEAR PARKS/STREETS

→ NEED DIRECTIONAL



WILSONVILLE TC.  
 TASK FORCE 10/29/2017

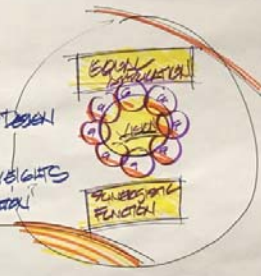
TOWN CENTER TASK FORCE MEETING  
 10.23.2017

**PUBLIC ENGAGEMENT**

- ▶ MORE COMMERCIAL USES
- ▶ DINING OFFICE
- ▶ MIXED USE → RESIDENTIAL
- ▶ SCALE → 3-4 STORIES
- ▶ PUBLIC SPACES
- ▶ VARIOUS STREETS → ACTIVITIES
- ▶ BIKE CONNECTIONS → BIKE

**GOALS**

- ▶ HIERARCHICAL DESIGN "SIZZLE"
- ▶ EQUAL WEIGHTS
- ▶ PREVENT "GATED"
- ▶ BIKER FRIEND CONNECTIVITY
- ▶ MULTIMODAL
- ▶ PUBLIC VS. PRIVATE SPACES



**COMMUNITY CONCEPTS**

- ▶ MODIFIED LOOP/MAIN ST.
  - PEDESTRIAN ORIENTED
  - MULTIPLE USES
- ▶ MAIN STREET LANDUSE
  - FEW BUILDINGS → MIXED
  - FEWER BUILDINGS BY 1.5
- ▶ EMERALD CHAIN
  - + LINER PARK STREETS





## WILSONVILLE TOWN CENTER PLAN

### Design Concept Alternative: CROSS HARMONIZATION

For each building block—green space, connectivity, land use— please note which you selected, if you made changes and why, and what works well about the approach.

#### Green Space: EMERALD CHAIN + GREEN STREETS

- MORE OPEN SPACE/PLAZAS IN SOUTHWEST

- GREEN SPACES GUIDE/DIRECT PPL THROUGH TOWN CENTE
- MORE INVITING FOR WALKING

PED MALL FROM TOWN CENTER PARK TO WILSONVILLE RD. + CANYON CREEK

#### Connectivity: MODIFIED LOOP + MAIN STREET

- REDUCE + SPREAD OUT WILSONVILLE RD CONGESTION
- PED CROSSINGS ACROSS WILSONVILLE RD @ PARKWAY
  - NEW STREET OUT OF SAFEWAY
  - TOWN CENTER E.
- PROPOSED "LIBRARY ROAD" IS BIKE/PED CROSSING ONLY OR THIS IS A BRIDGE
- textured - CALMIG TRAFFIC THROUGH OUT TOWN CENTE

\* MAIN STREET CANNOT ACT AS A BOUNDARY

DIAGONAL RD. EXTENDING PARK PLACE







#### Land Use: MAIN STREET

- BRIDGE LANDING NEEDS TO BE ACTIVE / COMMERCIAL ACTIVITY / PLAZA
- NO RES. ON I-5
- VARIETY OF BLDG. DENSITIES



WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative: **CROSS HARMONIZATION**

Town Center Plan Goals	Yes, supports the goal.	Could support the goal.	No, does not support the goal	Not sure.	Comments
 <p><b>Environmental Stewardship.</b> Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.</p>	✓				
 <p><b>Harmonious Design.</b> Create urban design standards for pedestrian-oriented building and street design and a variety of quality building types and land uses.</p>		✓			<p>SHOULD BE ORGANIZING PRINCIPLE</p> <p>SETS A GOOD FRAMEWORK</p> <p>NEED MASSING</p>
 <p><b>Mixed Uses.</b> Development provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.</p>		✓			
 <p><b>Safe Access and Connectivity.</b> Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.</p>	✓				
 <p><b>Community Gathering Places.</b> Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.</p>		✓			
 <p><b>Economic Prosperity.</b> Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.</p>	✓				<p>WHAT INCENTIVES ARE NEEDED</p> <p>GOOD DESIGN SPURS ECON DEV.</p> <p>MAIN STREET ENCOURAGES SMALL BIZ DEV.</p>

The Story of



# WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative: Dick's Following

For each building block—green space, connectivity, land use— please note which you selected, if you made changes and why, and what works well about the approach.

Green Space: EMERALD CHAIN w/ GREEN LOOP

Emerald BOECKMAN CREEK (PLACEMENT/LOOP)  
chain allows us to:

Embracing Embrace 3-4 Greenspaces, adding ~~to~~ A Town Center Greenway  
+ Parkplace Road is being used as a Greenway where it connects to Citizens Dr.  
Also, we are <sup>\*Benefit - slows Traffic\*</sup> creating a 4-5 high density(?) building  
Noise a (benefit)\*

Connectivity MAIN STREET w/ MODIFIED LOOP COMBO







\*We've turned Parkway into the "Main Street" from North/South, South Center Loop to Wilsonville Road.  
\* Also, we have re-modified the Town Center West Loop so that it slows traffic, Adds Freeway Frontage, Allows for Pedestrian Crossings (Safety)\*





WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative: \_\_\_\_\_

Town Center Plan Goals	Yes, supports the goal.	Could support the goal.	No, does not support the goal.	Not sure.	Comments
 <p><b>Environmental Stewardship.</b> Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.</p>	X				<p><del>PIZZER PARKS</del></p> <p>CONNECTIONS (BIKE/PEDEST)</p> <p>PROVIDE MORE GREEN</p>
 <p><b>Harmonious Design.</b> Create urban design standards for pedestrian-oriented building and street design and a variety of quality building types and land uses.</p>		X			<p>ROOF TOP GARDENS</p> <p>NEED TO BE BUILT OUT CONNECTION</p>
 <p><b>Mixed Uses.</b> Development provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.</p>	X				<p>VALUED HEIGHTS</p> <p>LESS</p>
 <p><b>Safe Access and Connectivity.</b> Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.</p>		X			<p>CROSSINGS</p> <p>TRANSITIONS TOUGH</p>
 <p><b>Community Gathering Places.</b> Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.</p>	X				
 <p><b>Economic Prosperity.</b> Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.</p>	+				<p>PER SQUARE FOOT ↑</p>



TOWN CENTER TASK FORCE  
MEETING #4  
November 28, 2017



# WILSONVILLE TOWN CENTER PLAN

## Task Force Meeting #4

November 28, 2017

5:30 pm – 8:00 pm

### AGENDA

5:30 pm	<b>Food and Mingle</b>
6:00 pm	<b>Welcome and Agenda Overview (MIG)</b> <ul style="list-style-type: none"><li>• Agenda Review</li></ul>
6:10 pm	<b>Community Design Concept (MIG)</b> <ul style="list-style-type: none"><li>• Present concept, refined based on Task Force input</li><li>• Share Planning Commission input/questions on Community Concept</li></ul>
6:20 pm	<b>Small Group Activities</b> <ul style="list-style-type: none"><li>• Land uses and massing (MIG)<ul style="list-style-type: none"><li>○ Groups use the building blocks (from the Community Design workshop) to place uses and stack to desired heights. Place a precedent image by each building or building type.</li><li>○ Groups note any uses that should not be allowed in each zone.</li></ul></li><li>• Main Street Streetscape<ul style="list-style-type: none"><li>○ Groups are provided with streetscape game pieces and two cross sections of the existing Park Place (~55 ft. and ~65 ft.).</li></ul></li></ul>

	<ul style="list-style-type: none"><li>○ They are asked to fit their desired game pieces (streetscape elements) into the two ROW's to create their desired Main Street.</li><li>● Report-Outs with wall graphic recording<ul style="list-style-type: none"><li>○ Groups provide brief overview of their land uses and streetscapes</li></ul></li></ul>
7:45 - 8:00 pm	<p><b>Close &amp; Next Steps</b></p> <ul style="list-style-type: none"><li>● Traffic sensitivity analyses</li><li>● Joint CC-PC meeting</li><li>● Refined Town Center Community Design Concept</li></ul>

**TOWN CENTER TASK FORCE**  
**TUESDAY, NOVEMBER 28, 2017**  
**6:00 PM**



**WILSONVILLE TOWN CENTER PLAN**

Members of the Town Center Project Team will meet as follows:

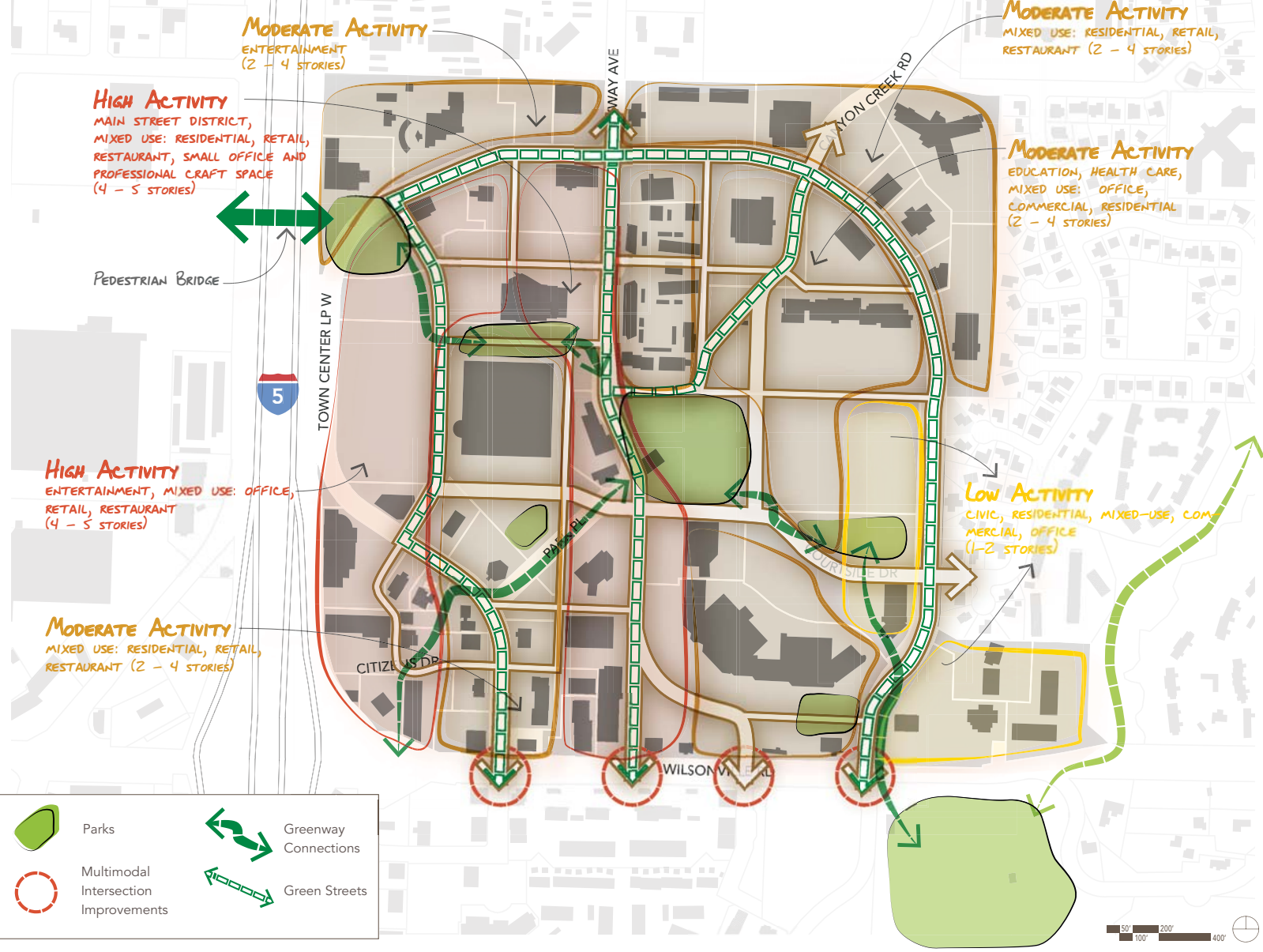
Date: Tuesday, November 28, 2017

Time: 6-8 pm

Location: Wilsonville City Hall  
29799 SW Town Center Loop E  
Wilsonville, OR 97070  
Willamette River I & II Conference  
Rooms (2<sup>nd</sup> floor)

For further information on Agenda items, call Miranda Bateschell, Planning Manager, at (503) 570-1581 or e-mail her at [bateschell@ci.wilsonville.or.us](mailto:bateschell@ci.wilsonville.or.us).

# COMMUNITY DESIGN CONCEPT





# WILSONVILLE TOWN CENTER PLAN

## Task Force Meeting #4

November 28, 2017

### SMALL GROUP ACTIVITIES

#### 1. Land Uses and Massing (6:20 - 7:10 pm)

STEP ONE: The Community Concept map includes zones with identified heights and uses. It is unlikely any of these zones will be built out entirely at one height or with all one use. Discuss the following questions for each zone:

1. Are the listed uses appropriate for each of the different areas?
2. Should there be different, more, or fewer uses than currently specified?
3. Should any uses be restricted altogether, or limited regarding location or type/building style? Why?
4. The Tourism Committee has suggested a convention center/hotel could be a good amenity in Town Center; what do you think about allowing (large scale) hospitality in the Plan? In what area would it fit best?"

STEP TWO: Use the building blocks to place uses and stack to desired heights (1 building block = 1 story). As you do this, we want you to consider the building's position relative to the Main Street, key intersections or destinations, parks, greenways, and adjacent uses.

1. Start by identifying the locations that your group believes are most critical for the success of this Town Center Concept.
  - What types of uses are needed or work best there?
2. Is there a site that its development could serve as a catalyst for more development?
  - What types of uses would work best at this site?
3. Consider again the key destinations in Town Center, adjacent site uses, the Main Street, circulation and connectivity – is there anything you want to change?

STEP THREE: Place a precedent image by each building. We have provided a variety of images, which reflect the community's preferences for building types, materials, landscaping and activated spaces. Use these to reflect where you envision different buildings going.



# WILSONVILLE TOWN CENTER PLAN

## 2. Town Center Connections (7:10-7:40 pm)

The Community Concept includes:

- 1) Green Streets, which are multimodal connections (vehicles and active transportation) with landscaping and stormwater infrastructure. Design features could include the following amenities (in addition to drive lanes):
  - a. Dedicated bicycle lanes or shared travel lanes
  - b. On-street parking
  - c. Wide sidewalks
  - d. Landscaping and pedestrian amenities

Note: These features could vary by location

- 2) Greenways, which are bicycle and/or pedestrian-only connections. Design features include:
  - Limited to pedestrian and bicycles. No automobiles
  - 12-16-foot paved paths connecting parks and key destinations
  - Demarcated lanes for cyclists and pedestrians (dependent on path width)
  - Lighting and landscaping with pedestrian pause areas

### Discuss the following questions:

- Are the roads and greenways generally in the right location? Are any missing?
- Which ones should be only greenways?
- Which green streets should have dedicated bike lanes?
- Are there specific locations that should have wider sidewalks where you would like to focus pedestrian activity?
- What are the most important elements of Green Streets you want incorporated in Town Center? (e.g. bike lanes, wide sidewalks, landscaping, on-street parking, enhanced crossings).
- What are the most important elements of Greenways you want incorporated in Town Center? (e.g. bike lanes, separated bike/pedestrian lanes, landscaping).

## 3. Small groups report out to larger groups (7:40-7:50 pm)





# WILSONVILLE TOWN CENTER PLAN

## MATERIALS

### City

- Building blocks for up to 4 groups
- Easels for note-taking
- Flip charts

### MIG

- Large maps of the community design concept for building blocks (4)
- Precedent building images for building block activity
- Pens for maps
- Pens for flip charts

**TOWN CENTER MASTER PLAN TASK FORCE  
Meeting Summary**

<b>DATE:</b> NOVEMBER 28, 2017	
<b>LOCATION:</b> 29799 SW TOWN CENTER LOOP EAST, WILSONVILLE, OR	
<b>TIME START:</b> 6:01 PM	<b>TIME END:</b> 8:03 PM

**ATTENDANCE LOG**

TASK FORCE MEMBERS		STAFF	OTHER
<b>Hilly Alexander</b>	Eric Hoem	Miranda Bateschell	Alex Dupey, MIG
<b>Ben Altman</b>	Kate Johnson	Tami Bergeron	Molly Cooney-Mesker, MIG
	Kamran Mesbah, Vice Chair	Tod Blankenship	
<b>Bruce Eicher</b>	Richard Spence	Jordan Vance	
<b>Kevin Ferrasci O'Malley</b>	Scott Vosburg	Zach Weigel	
<b>Darren Harmon</b>	Doris Wehler	TF MEMBERS ABSENT	
<b>Paul Diller</b>	Susan Myers	Hank Jarboe	Sophia Lochner
	Rosalind Hursh	Shelly Tracy	Kristin Akervall, Chair
			Terrence Clark
		Lori Loen	Ron Heberlein
		Marie Alaniz	Kyle Bunch

**AGENDA SUMMARY**

AGENDA	ACTIONS
<p><b>Welcome and Agenda Overview</b> (MIG and Councilor Akervall)</p>	<p>Alex opened the meeting with a greeting to all. He explained the purpose of tonight. We will be drawing on the map and discussing multi-modal connections and potential land uses.</p> <p>Alex explained the information shared with the Planning Commission (PC) in Mid-November. Alex reiterated that PC is very supportive of the Town Center Task Force and their purpose. Miranda concurred that PC was impressed with the work of the task force (TF) thus far.</p> <p>Kevin Ferrasci O'Malley asked about what would happen if we determined specific land use, but that transportation and connectivity don't work. Alex thanked Kevin for the segway to tonight's meeting.</p> <p>Miranda said that if we do nothing in the way of redesigning the Town Center area, the traffic and connectivity will be worse than it is now. Initial traffic modelling shows the improved connectivity in Town Center and transportation design changes will handle the traffic more efficiently than the current system.</p> <p>Kevin asked about market impact analysis. Miranda said the initial market analysis showed support for the land uses proposed. In addition, part of this evening's activities will help set up the types of projects and locations of the site-specific financial feasibility analysis. The expectation will be that plan refinement will occur in spring of 2018 following the design concept</p>

	<p>confirmation. The financial feasibility analysis will be completed by that time to also inform the plan refinement.</p> <p>Alex reviewed what was done at the October meeting. The groups had worked with the building blocks and to identify a design concept representative of the community input received to-date. Further discussion on the building blocks will be the focus again tonight. Connectivity will need attention as the task force works through the activity. The group should work with the markers and the maps to note changes. Know that the map may reflect an error showing a road through the park, disregard that road.</p> <p>How much should the TF take into consideration the existing businesses that are on the existing Town Center (TC) map? Alex says do take into consideration existing businesses but know that their design may change to reflect the new TC vision as well as to the benefit of business owners. Miranda used the Portland waterfront area as an example stating that it has changed significantly throughout the years, but that change was also incremental. So the task at-hand is to consider what is existing now but what could be changed over time to make the area a more vibrant town center. Alex confirmed that the plan is not to kick any businesses out of Town Center but to develop a plan for the future that will help the area grow and improve.</p>
<p><b>Community Design Concept</b> (MIG)</p>	<ul style="list-style-type: none"> <li>• Alex presented the draft Community Design Concept as developed during the October Task Force meeting. He walked through each of the building blocks: Land Use, Open Space, and Connectivity. He provided a description, highlighted areas that worked well with the other building blocks, and identified elements that needed more discussion and refinement on the map.</li> <li>• Alex and Miranda then summarized the Planning Commission input/questions on the draft Community Concept, highlighting additional areas for the Task Force to reconsider and refine during tonight's discussion.</li> </ul>
<p><b>Small Group Activities</b></p>	<ul style="list-style-type: none"> <li>• Land uses and massing (MIG) Molly set up the map and building block activity by asking to identify key areas/locations that might catalyze development in TC or be key to the success of the Town Center Plan. Once identified, the group should use the block game pieces representing different uses and buildings to show the type of development they envision in those locations.</li> </ul> <p>The groups were asked to consider the Main Street – how does that affect connectivity? Molly said to review the connectivity depicted on the map with the greenways and green streets to make sure the connections “feel right”. She encouraged drawing, sticky notes as well as using the building game pieces on the maps. Miranda said to consider Citizens Drive and whether it is a street or part of parking areas. Miranda asked to consider all streets or connections noted on the map. Could any of these areas be used for parking or other uses until the development changes, needing to accommodate different connections? Another key question, per Miranda, is the proposed</p>

Canyon Creek extension: is it needed? Should there be additional east-west green streets? Another question is Courtside Drive and the connections as they are presented on the draft.

- Groups used the building and land use game pieces (from the Community Design workshop) to place uses and stack to desired heights. They then placed a precedent image by each building or building type to clarify what they were envisioning the buildings to look like.
- Groups notes any uses that should not be allowed in each zone.
- Report-Outs with wall graphic recording
  - Groups provided a brief overview of their discussions, desired land uses in the different areas of the Town Center, areas they identified as being critical to the success of the plan, and preferred building types.
- See Wall Graphics record and photos of preferred buildings in attachment A.

#### Group 2 (with Molly):

Everyone walked to their table to review the map. Noted items:

Scott's hotel at the gateway (SW corner near Citizens Drive), was noted to be four-stories, similar to the Grand Hotel in Bridgeport. Add hotel uses to the potential activities for this area. Four-story mixed-use office and medium retail against I-5.

In the north west corner there should be uses that serve Mentor Graphics employee and the new employees in offices along I-5. Services could include doggy daycare and child care.

- Along the main street, develop multifamily residential in the north and mixed use, including office, retail and multifamily residential south of Town Center Park.
- A large retail, aquatic center, etc. could be established on the Fry's site. Recreational uses including aquatic was also suggested for the Kaiser site.
- Possible locations for parking:
  - Locate a parking structure in front of Scott's hotel.
  - Innovatively designed parking garage against I-5.
  - Underground parking under multifamily residential buildings along the north stretch of Main Street.
  - A structure could serve the medium and small-scale retail in the NW corner.
  - Parking structure to server shopping center in south east corner. .
- An enhanced walkway/crossing to library.
- In the south east corner, the community center could expand to include youth and elder activities.
- The police would need a new building.
- A small retail development in the shopping center, near the proposed open space/plaza.
- They want a food cart pod by the college, the park and City Hall.
- The group wanted more greenways for connectivity.

#### Group 3 (with Miranda):

This group expanded on the uses that were already identified in the draft concept. Generally, there weren't a lot of things they wanted to prohibit. It was more about the building form they wanted rather than the use in it – this will be dependent on development codes. Noted Items:

- They spoke of the 2-3 key areas being the Kaiser site, Fry's area, and intersection on Main Street at the TC Park.
- The Kaiser site – it could be important as multi-family residential with townhomes adjacent to TC Loop East and existing neighborhood.
- On the corner of Courtside and the south east corner of the park, add retail on the ground floor and residential on the top. Some space and development opportunities are already available there.
- The intersection on the main street was the most critical key area with the park located there and being a key destination to draw people.
- The group proposed mixed use development along the main street at the Courtside intersection that includes, small retail, office and multifamily residential.
- Another key site is the Fry's site. They want a more active street, retail on the ground floor with offices and residential (closer to the park) on top. A 5-story building hotel is preferred adjacent to I-5 and near the bridge landing location.
- They places 6-story mixed-use development against I-5, with retail on the ground floor and office above.
- They created a green street in this area for an additional connection.
- There would be a road on every side of the park – safety would be considered.
- Green streets were considered throughout with bike lanes on the loop.
- They were uncertain if they want dedicated bike lanes on the main street.
- They changed Courtside drive to a green street also.

Group 1 (with Alex):

Ben Altman was the spokesman for this group. Noted items:

- They showed a high interest for pedestrians in all areas.
- Rather than dealing with streets, they focused on parking lots.
- You create "semi green streets" from the approach to parking access.
- They suggested a 5-story hotel at the bridge landing, possibly in connection with a convention center. Spacing between taller buildings next to I-5 would provided "windows" into Town Center.
- They also added activities to draw outside visitors into the area.
- The link from north and south from mixed use 2-3 story structures with plazas in front.
- Buildings 3-4 story with mixed use on Main Street: retail and office on the south end and office and small retail on the north end.
- They suggested town homes and mixed use residential for the Kaiser site: 2-story along Town Center Loop E. and 5-story next to the park.
- They placed a parking garage in front of Clackamas Community College.
- Wrapping activities around the park to keep the extension of connectivity around the park.
- There needs to be a long-term vision for the International District. This should be a transitional area.
- The long term issue is to redesign the landscaping and parking lots to create a flow.
- They don't want to drive out existing small business owners due to higher rents. There needs to be a small business retention and reallocation strategy.
- Parking would be under structures.

Alex said they will photo record all the maps so this information can be shared with the Planning Commission and City Council. The next considerations will be the traffic and financial feasibility analysis.

Miranda apologized that Councilor Akervall could not attend this evening – she was ill. Miranda encouraged all to attend the joint CC/PC meeting

	<p>on Monday, Dec. 4, 2018. Miranda thanked all for their input and energy in these processes.</p> <p>Alex mentioned that we did not discuss harmonious design tonight. That will be on the agenda for the next TC TF meeting. Be reminded that it is one of the TC TF goals.</p>
<p><b>Close &amp; Next Steps</b> (MIG and Miranda Bateschell)</p>	<ul style="list-style-type: none"> <li>• Traffic sensitivity analyses</li> <li>• Joint CC-PC meeting</li> <li>• Outreach activities in early 2018 to refine Town Center Community Design Concept</li> </ul>

*Scribes: Tami Bergeron /Miranda Bateschell*

TOWN CENTER TASK FORCE MEETING  
10.23.2017



GOALS:

- ▶ HARMONIC DESIGN "JAZZ"
- ▶ EQUAL WEIGHTS
- ▶ PROVIDE DIRECTION

EQUAL WEIGHTS



FUNCTIONAL FUNCTION

COMMUNITY CONCEPTS

- ▶ MODIFIED LOOP MAIN ST.
    - PEDESTRIAN CROSSINGS
    - MULTIPLE INTERSECTIONS
  - ▶ MAIN STREET LINKAGE
    - PED BRIDGES → PORTAL
    - BIGGER BUILDINGS BY 15
  - ▶ EMERALD CANYON
    - + LINCOLN PARK STRESS
- NEED DIRECTIONAL



- ▶ BIKE/PEDESTRIAN CONNECTIVITY
- WILSONVILLE ROAD

- ▶ PUBLIC VS. PRIVATE SPACES

LINKS  
I



WILSONVILLE TC  
 TRX FORUS 12/29/2017


**PUBLIC ENGAGEMENT**

- ▶ MORE COMMERCIAL USE/USE
- ▶ DINING OFFICE
- ▶ MIXED USE <sup>HOUSING</sup>
- ▶ SCALE > 3 + STORES
- ▶ PUBLIC SPACES
- ▶ MULTIPLE STREETS <sup>ACTIVITIES</sup>
- ▶ BIKES CONNECTIONS

**GOALS**

- ▶ HIERARCHICAL DESIGN "SCALE"
  - ▶ EQUAL WEIGHTS
  - ▶ PROVIDE DIVERSITY
- 
- ▶ BILATERAL CONNECTIVITY
  - ▶ PUBLIC VS. PRIVATE STREETS

**COMMUNITY CONCEPTS**

- ▶ MODIFIED LOOP MAIN ST. PERSONAL CONNECTIONS
  - ▶ MAIN STREET COURSES
  - ▶ EMERALD CANYON
- 

→ MIXED DIVERSITY



# WILSONVILLE TOWN CENTER PLAN

## Design Concept Alternative: **CROSS HARMONIZATION**

For each building block—green space, connectivity, land use—please note which you selected, if you made changes and why, and what works well about the approach.

Green Space: **EMERALD CHAIN + GREEN STREETS**

- MORE OPEN SPACE/PLAZAS IN SOUTHWEST

- GREENSPACE GUIDE/DIRECT PPL THROUGH TOWN CENTE  
- MORE INVITING FOR WALKING

PED MALL FROM TWIN CENTER PARK TO WILSONVILLE RD. + CANYON CREEK

Connectivity: **MODIFIED LOOP + MAIN STREET**

- REDUCE + SPREAD OUT WILSONVILLE RD CONGESTION

- PED CROSSINGS ACROSS WILSONVILLE RD @ BRIDGEWAY

- PROPOSED "LIBRARY ROAD" IS BUILT CROSSING ONLY OR THIS IS A BRIDGE

~~Feasibility~~ - CALMIG TRAFFIC THROUGH OUT TOWN CENTE

\* MAIN STREET CANNOT ACT AS A BOUNDARY

DAGONAL RD. EXTENDING PARK PLACE

Land Use: **MAIN STREET**

- BRIDGE LANDING NEEDS TO BE ACTIVE / COMMERCIAL ACTIVITY PLAZA

- NO RES. ON I-5

- VARIETY OF BLDG. DENSITIES

The Spot of

Design Conc

For each building block selected, if you made changes and why, and what works well about the approach.

Green Space, E

Emerald chain  
+ Green Streets  
at Park Place  
Also, we are  
Noise a Green







Connectivity /

Knowledge of  
Wilsonville Rd  
\* Also, we have  
Adds Freeway

Land Use /

Bring

WILSONVILLE TOWN CENTER PLAN  
 Design Concept Alternative: **CROSS HARMONIZATION**

Town Center Plan Goals	Yes, supports the goal.	Could support the goal.	No, does not support the goal.	Not sure.	Comments
 <b>Environmental Stewardship</b> Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.	✓				
 <b>Harmonious Design</b> Create urban design standards for pedestrian-oriented building and street design and a variety of quality building types and land uses.		✓			SHOULD BE ORGANIZING PRINCIPLE SETS A GOOD FRAMEWORKS NEED MARKING
 <b>Mixed Uses</b> Development provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.		✓			
 <b>Safe Access and Connectivity</b> Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.	✓				
 <b>Community Gathering Places</b> Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.		✓			
 <b>Economic Prosperity</b> Create opportunities to support and grow existing businesses and attract new ones that provide a diverse range of local and regional retail, entertainment, and commercial activities.	✓				WHAT INCENTIVES ARE NEEDED GOOD DESIGN SPURS ECON DEV. MAIN STREET ENCOURAGES SMALL BIZ DEV.

Small Green Ink Town Meeting 3/11  
 3/11/2017

The Spot of

Design Concept A

For each building block selected, if you had

Green Space: **EMEX**

**EMEX** chair allows fabricating Embrace at Parkville Road is Also, we are creating Noise a (benefit)\*

Connectivity **MAN**

\*Wide turned Parkway i  
 Wilsonville Road.  
 \* Also, we have re-  
 Adds Freeway Front

Land Use **MAN**

Bring New C

IN CENTER PLAN

The  
Story  
of



## WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative: Dick's Following

For each building block—green space, connectivity, land use— please note which you selected, if you made changes and why, and what works well about the approach.

Green Space: EMERALD CHAIN W/ GREEN LOOP

Emerald ~~chain~~ BRICKMAN CREEK (PLACEMENT/LOOP)  
chain allows us to:  
Embrace Embrace 3-4 Greenspaces, adding ~~the~~ A Town Center Greenway  
+ Parkplace Road is being used as a Greenway where it connects to Citizens Dr.  
Also, we are ~~creating~~ <sup>Benefit - Slows Traffic</sup> a 4-5 High density(?) Sound barrier, protecting us from I-5  
building  
Noise a (benefit)\*







Connectivity MAIN STREET W/ MODIFIED LOOP COMBO

- \* We've turned Parkway into the 'Main Street' from North/South, South Center Loop to Wilsonville Road.
- \* Also, we have re-modified the Town Center West Loop so that it slows traffic, Adds Freeway Frontage, Allows for Pedestrian Crossings (Safety\*)



# WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative:

Town Center Plan Goals	Yes, supports the goal.	Could support the goal.	No, does not support the goal.	Not sure.	Comments
 <p><b>Environmental Stewardship.</b> Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.</p>	X				<p>RIVER TRAILS CONNECTIONS (RELEASER) PARKLANDS FOOT TRAIL EXPANSION NEED TO BE LINKED TO CONNECTION</p>
 <p><b>Harmonious Design.</b> Create urban design standards for pedestrian-oriented building and street design and a variety of quality building types and land uses.</p>		X			MIXED HEIGHTS USES
 <p><b>Mixed Uses.</b> Development provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.</p>	X				
 <p><b>Safe Access and Connectivity.</b> Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.</p>		X			CLOSE INUGS TRANSITIONS TOUGH
 <p><b>Community Gathering Places.</b> Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.</p>	X				
 <p><b>Economic Prosperity.</b> Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.</p>					PARK SQUARE



# WILSONVILLE TOWN CENTER PLAN

MEETING DATE: Nov. 28, 2017

**WELCOME! Please sign in.**

Name	Organization/ Affiliation	In Attendance (initial)
Marie Alaniz	Town Center Task Force	AB
Hilly Alexander	Town Center Task Force	HA
Ben Altman	Town Center Task Force	Ba
Kyle Bunch	Town Center Task Force	AB
Terrence Clark	Town Center Task Force	AB
Paul Diller	Town Center Task Force	PD
Bruce Eicher	Town Center Task Force	Here
Kevin Ferrasci O'Malley	Town Center Task Force	Here
Darren Harmon	Town Center Task Force	Oza
Ron Heberlein	Town Center Task Force	Here
Eric Hoem	Town Center Task Force	EH
Rosalind Hursh	Town Center Task Force	Rohr
Hank Jarboe	Town Center Task Force	AB
Kate Johnson	Town Center Task Force	Here
Sophia Lochner	Town Center Task Force	AB
Lori Loen	Town Center Task Force	AB
Susan Myers	Town Center Task Force	SM
Richard Spence	Town Center Task Force	Here

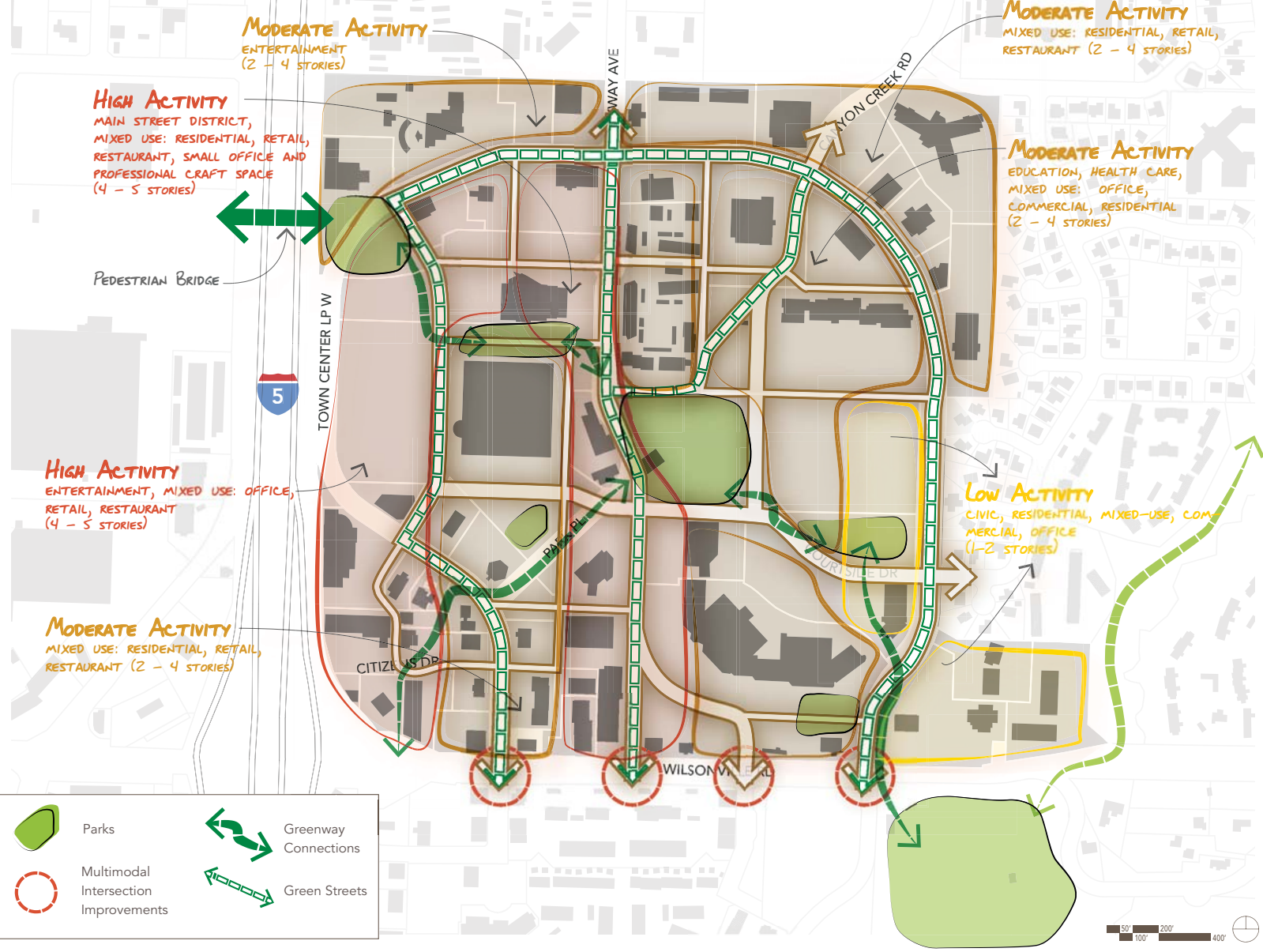


# WILSONVILLE TOWN CENTER PLAN

MEETING DATE: Nov. 28, 2017

Name	Organization/ Affiliation	In Attendance (initial)
Shelly Tracy	Town Center Task Force	Ab
Scott Vosburg	Town Center Task Force	S
Doris Wehler	Town Center Task Force	Daw
Kamran Mesbah	City of Wilsonville Planning Commissioner	KM
Kristin Akervall	City of Wilsonville City Councilor	AB
Miranda Bateschell	City of Wilsonville Staff	Mere
Tami Bergeron	City of Wilsonville Staff	Tere
Chris Neamtzu	City of Wilsonville Staff	Cb
Jennifer Scola	City of Wilsonville Staff	Ab
Jordan Vance	City of Wilsonville Staff	Jere
Zach Weigel	City of Wilsonville Staff	Jere

# COMMUNITY DESIGN CONCEPT







# WILSONVILLE TOWN CENTER PLAN

## Task Force Meeting #4

November 28, 2017

### SMALL GROUP ACTIVITIES

#### 1. Land Uses and Massing (6:20 - 7:10 pm)

STEP ONE: The Community Concept map includes zones with identified heights and uses. It is unlikely any of these zones will be built out entirely at one height or with all one use. Discuss the following questions for each zone:

1. Are the listed uses appropriate for each of the different areas?
2. Should there be different, more, or fewer uses than currently specified?
3. Should any uses be restricted altogether, or limited regarding location or type/building style? Why?
4. The Tourism Committee has suggested a convention center/hotel could be a good amenity in Town Center; what do you think about allowing (large scale) hospitality in the Plan? In what area would it fit best?"

STEP TWO: Use the building blocks to place uses and stack to desired heights (1 building block = 1 story). As you do this, we want you to consider the building's position relative to the Main Street, key intersections or destinations, parks, greenways, and adjacent uses.

1. Start by identifying the locations that your group believes are most critical for the success of this Town Center Concept.
  - What types of uses are needed or work best there?
2. Is there a site that its development could serve as a catalyst for more development?
  - What types of uses would work best at this site?
3. Consider again the key destinations in Town Center, adjacent site uses, the Main Street, circulation and connectivity – is there anything you want to change?

STEP THREE: Place a precedent image by each building. We have provided a variety of images, which reflect the community's preferences for building types, materials, landscaping and activated spaces. Use these to reflect where you envision different buildings going.



# WILSONVILLE TOWN CENTER PLAN

## 2. Town Center Connections (7:10-7:40 pm)

The Community Concept includes:

- 1) Green Streets, which are multimodal connections (vehicles and active transportation) with landscaping and stormwater infrastructure. Design features could include the following amenities (in addition to drive lanes):
  - a. Dedicated bicycle lanes or shared travel lanes
  - b. On-street parking
  - c. Wide sidewalks
  - d. Landscaping and pedestrian amenities

Note: These features could vary by location

- 2) Greenways, which are bicycle and/or pedestrian-only connections. Design features include:
  - Limited to pedestrian and bicycles. No automobiles
  - 12-16-foot paved paths connecting parks and key destinations
  - Demarcated lanes for cyclists and pedestrians (dependent on path width)
  - Lighting and landscaping with pedestrian pause areas

### Discuss the following questions:

- Are the roads and greenways generally in the right location? Are any missing?
- Which ones should be only greenways?
- Which green streets should have dedicated bike lanes?
- Are there specific locations that should have wider sidewalks where you would like to focus pedestrian activity?
- What are the most important elements of Green Streets you want incorporated in Town Center? (e.g. bike lanes, wide sidewalks, landscaping, on-street parking, enhanced crossings).
- What are the most important elements of Greenways you want incorporated in Town Center? (e.g. bike lanes, separated bike/pedestrian lanes, landscaping).

## 3. Small groups report out to larger groups (7:40-7:50 pm)



# WILSONVILLE TOWN CENTER PLAN

## MATERIALS

### City

- Building blocks for up to 4 groups
- Easels for note-taking
- Flip charts

### MIG

- Large maps of the community design concept for building blocks (4)
- Precedent building images for building block activity
- Pens for maps
- Pens for flip charts



# Attachment A

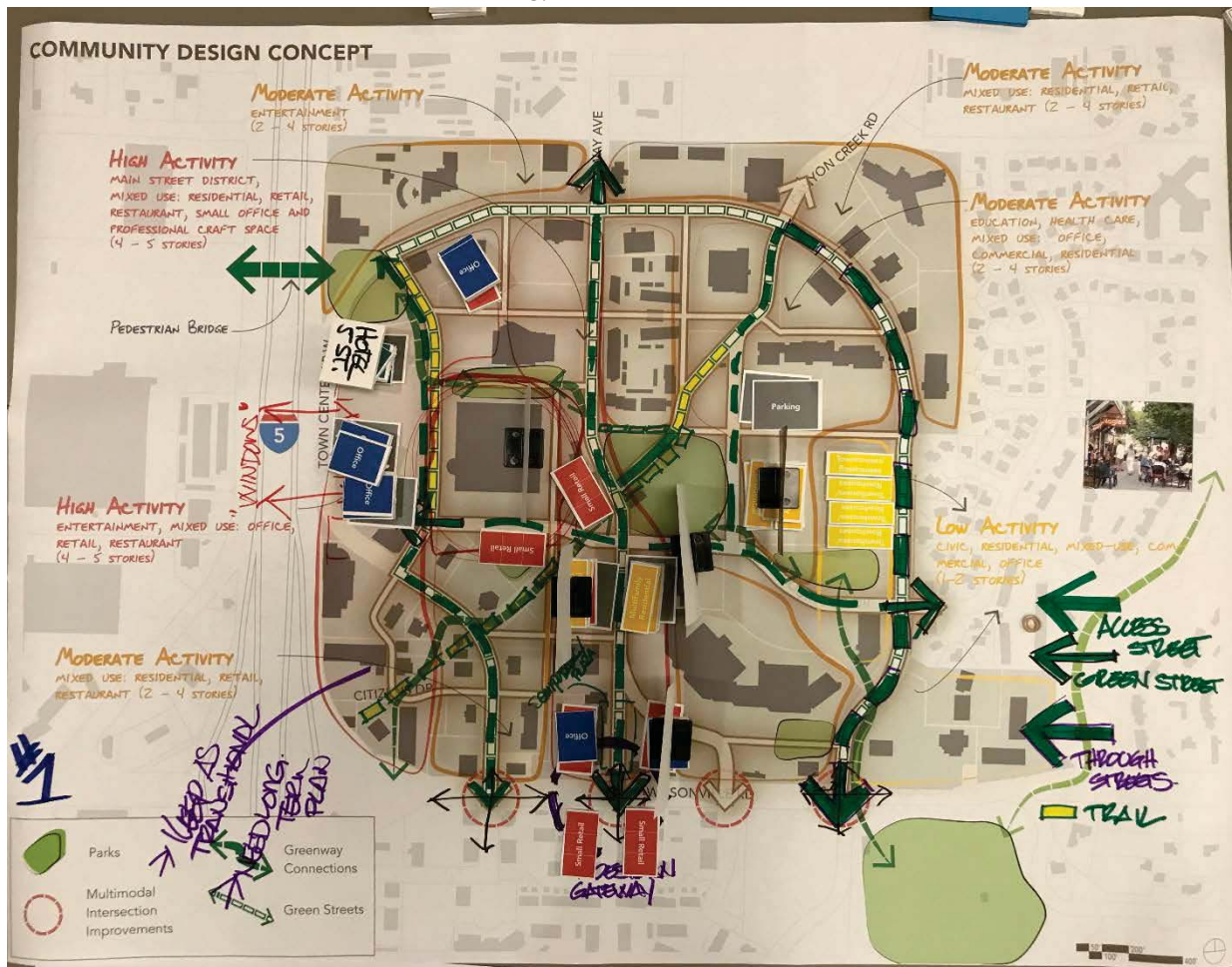
## TOWN CENTER MASTER PLAN TASK FORCE

NOVEMBER 28, 2017

Notes and Wallgraphics

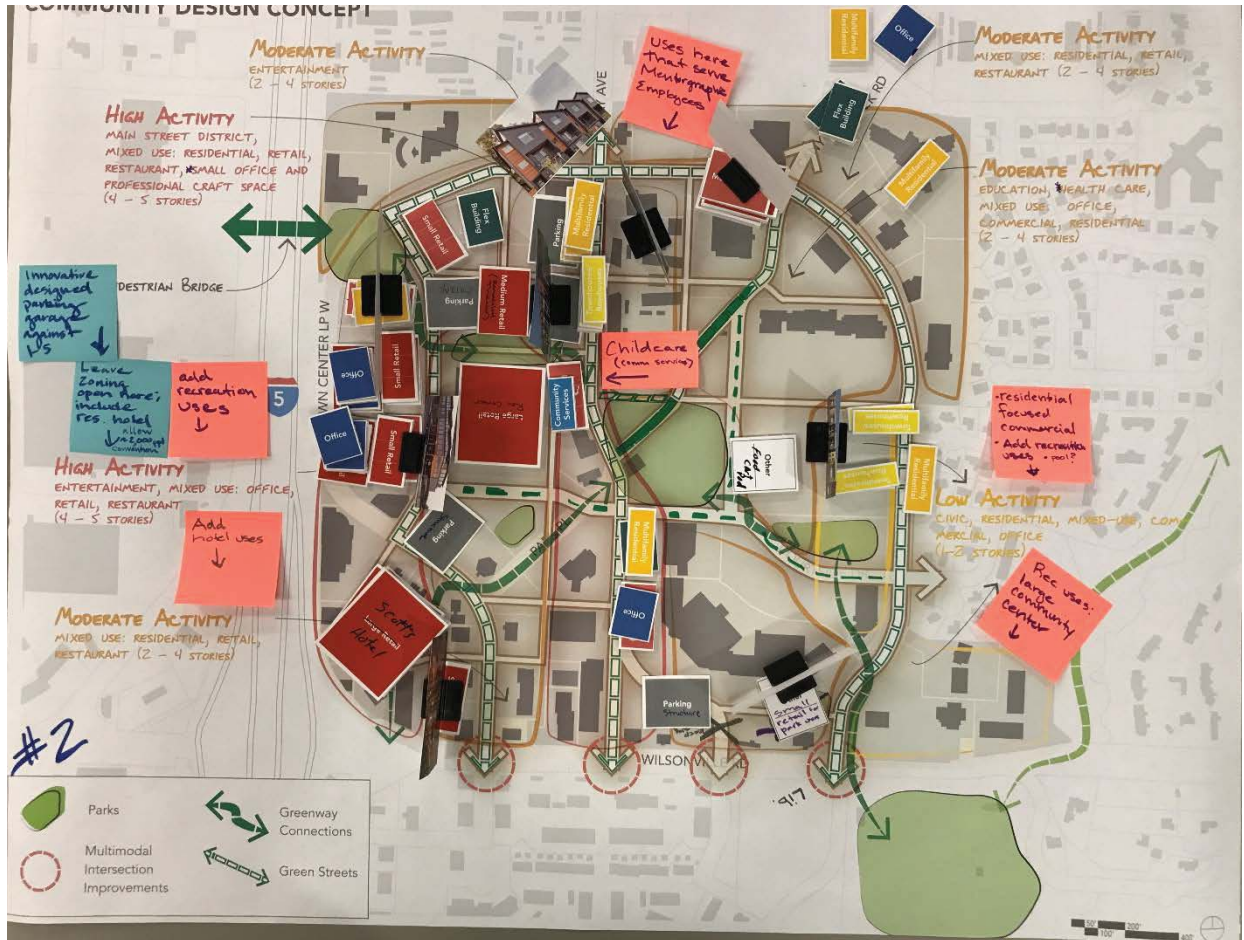
### Group/Table 1

- Better parking circulation standards
- Convention center near freeway?
- Local serving vs. region draw
- Need long-term vision for international district
- Small business retention/relocation strategy



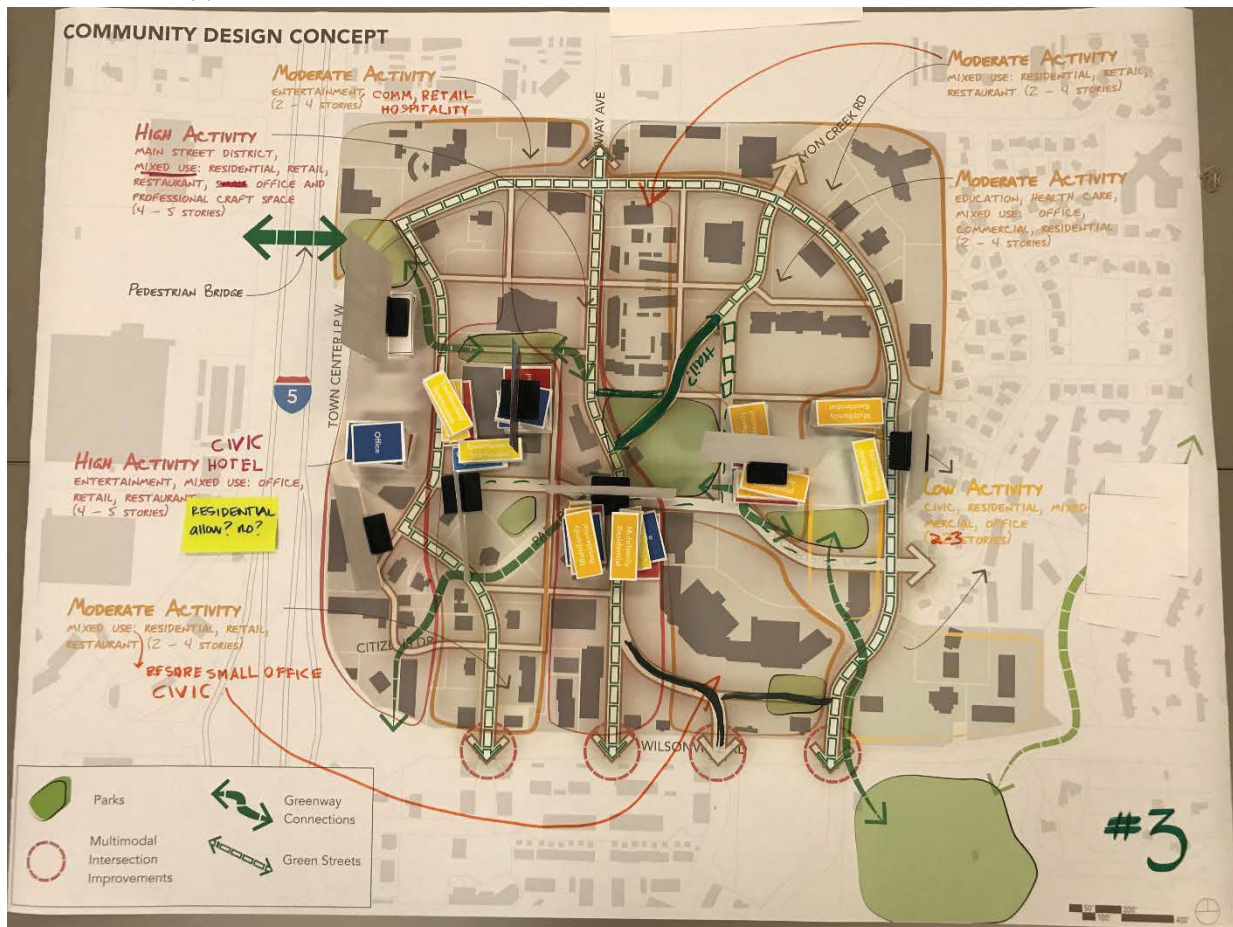
## Group/Table 2

- Restricted uses:
  - Car dealership
  - Car repair with large parking
  - No new drive-thru
- Parking/circulation:
  - Several parking structures
  - Crossing at shopping center - possibly allow left turn?
- Notes:
  - Library remodel - coordination needed



## Group/Table 3

- Prohibit:
  - Standalone
  - Big box in form: one story, large footprint
    - Can be urban scale
    - Still allow anchors
  - Adult entertainment
  - Auto-oriented businesses
    - Or is it form?
  - No drive-thrus on Main St.
    - More discussion to be had on other areas
- Main St.:
  - Wide sidewalks by park
  - On-street parking
- Mixed feelings on sharrows vs. lanes
  - Main St.
  - Loop
- Definitely provide bike in Emerald Chain





# Technical Partners



TECHNICAL  
PARTNERS MEETING  
Dec. 7, 2018





# WILSONVILLE TOWN CENTER PLAN

## Town Center Technical Partners Meeting #2

Wilsonville City Hall

Council Chambers

December 7, 2017

1:00 pm – 3:00 pm

**Meeting Objectives:** Provide an update on the project progress;  
Discuss the major elements of the Draft Community Concept;  
Identify concerns or issues to be addressed moving forward.

### AGENDA

1:00 pm	<b>Welcome, Introductions and Agenda Overview</b>
1:10 pm	<b>Public Engagement Results (to date)</b>
1:30 pm	<b>Draft Community Concept</b> <ul style="list-style-type: none"><li>a. Parks and Open Space</li><li>b. Circulation</li><li>c. Use and Urban Form</li><li>d. Traffic Sensitivity Analysis</li></ul>
2:50 pm	<b>Close &amp; Next Steps</b>
3:00 pm	<b>Close</b>



# Technical Partners

Town Center Community  
Design Concept  
Dec. 7, 2017



# Tonight's Agenda

1:00 pm	Welcome and Agenda Overview
1:10 pm	Public Engagement Process
1:30 pm	Draft Community Concept
2:50 pm	Close and Next Steps

# Public Engagement Process



## A range of community events and engagement . . . !

- Planning Commission-City Council  
Joint Workshop
- Stakeholder Meetings
- Community Events/  
“Out-and-about”
- Question of the Month (online and  
at Idea Centers)
- Community Design Workshop
- Online Community Design Survey
- Block Party
- Ongoing Communication



The community has expressed high levels of interest/support for...



More commercial variety, especially restaurant, and smaller, locally-owned options





Mixed-use buildings, especially with a mix of retail and office



Three-story heights, across a range of building types and uses



# Four- to five-story mixed-use multi-family residential buildings



# Activated public spaces



# Walkable, pedestrian-oriented streetscapes



# Bicycle and pedestrian connections with the rest of Wilsonville



# Town Center Plan Vision and Goals

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



Environmental  
Stewardship



Harmonious  
Design



Mixed Uses



Safe Access and  
Connectivity



Community  
Gathering  
Places

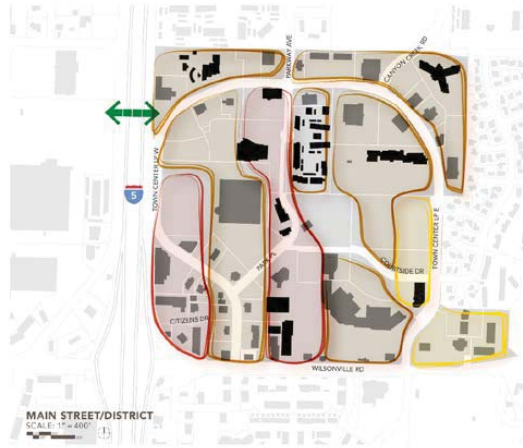
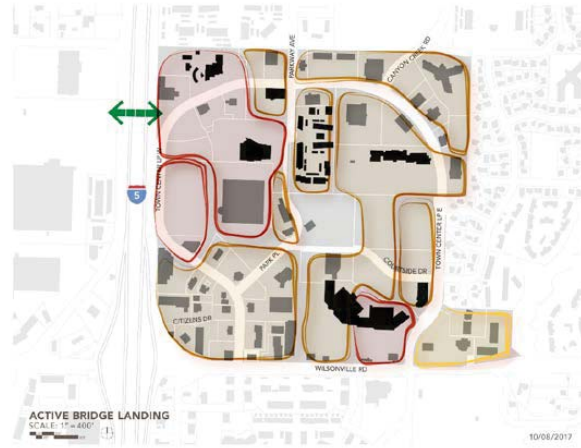
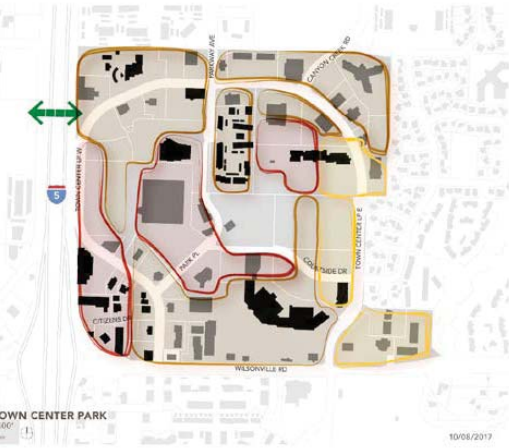


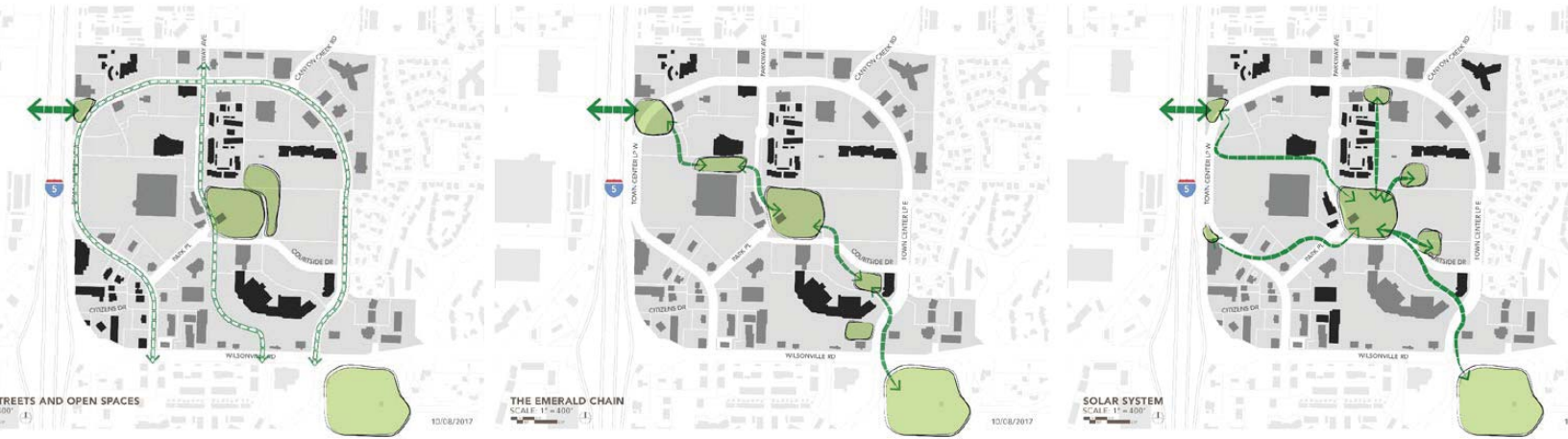
Economic  
Prosperity

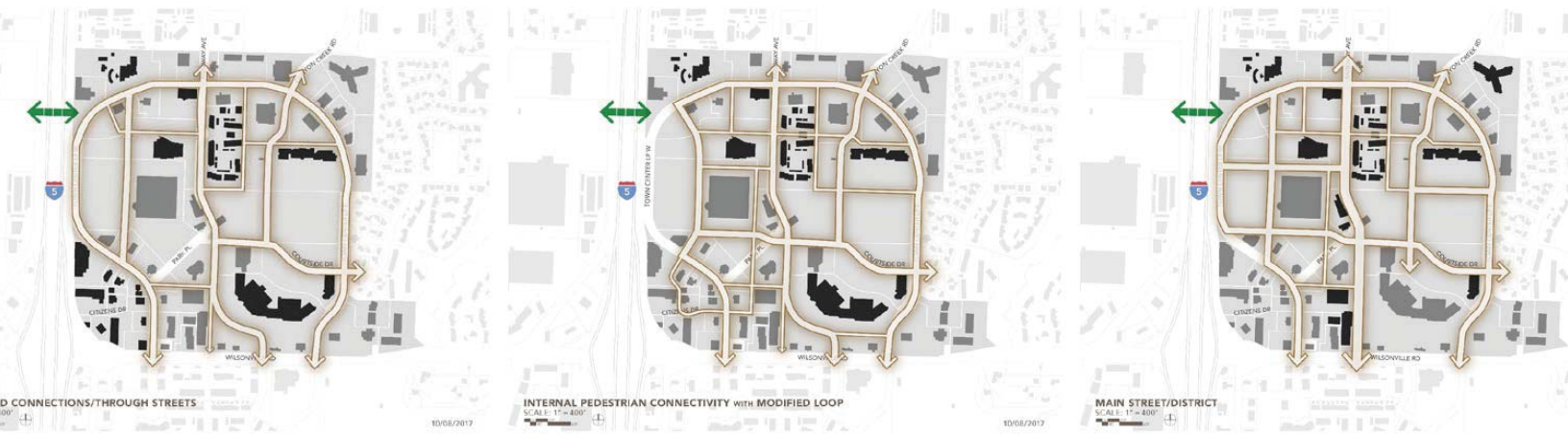
# Building Blocks













The Story of



WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative:

*Dick's Following*

For each building block—green space, connectivity, land use—please note which you selected, if you made changes and why, and what works well about the approach.

Green Space EMERALD CHAIN W/ GREEN LOOP  
BECKMAN CREEK (PLACEMENT/LOOP)  
 Emerald chain allows us to:  
 Embrace 3-4 Greenspaces, adding ~~to~~ A Town Center Greenway  
 of Parkplace Road is being used as a Greenway where it connects to Citizens Dr.  
 Also, we are creating a 4-5 High density(?) Sound barrier, protecting us from I-5  
 Noise a (benefit)\*

Connectivity MAIN STREET W/ MODIFIED LOOP COMBO  
 \*We turned Parkway into the 'Main Street' from North/South, South Center Loop to  
 Wilsonville Road  
 \*Also, we have re-modified the Town Center West loop so that it slows traffic,  
 Adds Freeway Frontage, Allows for Pedestrian Crossings (Safety)\*

Land Use MAIN STREET  
 Bring We've created a Multi-Use / High Density Main Street District.

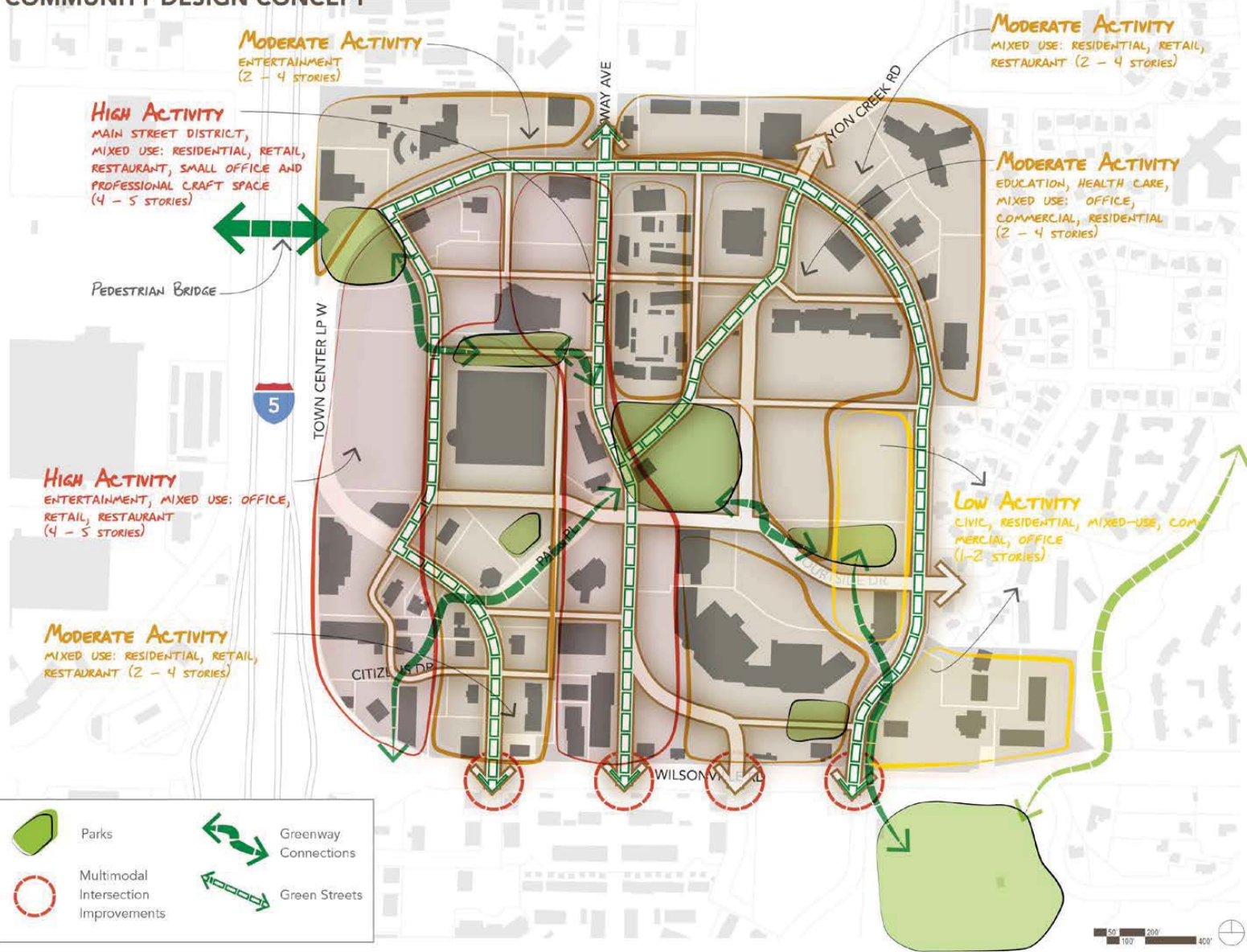


WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative:

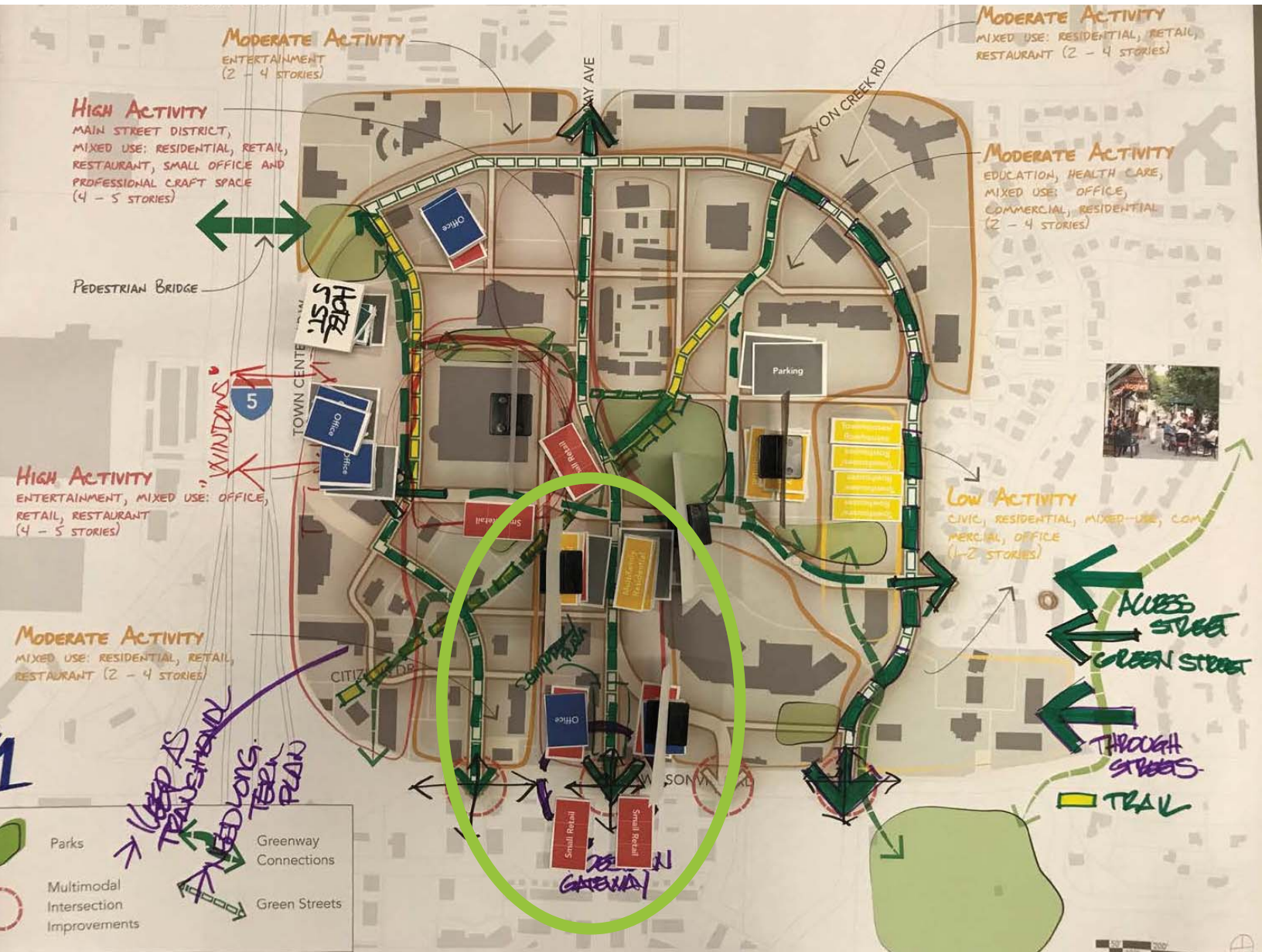
Town Center Plan Goals	Yes, supports the goal.	Could support the goal.	No, does not support the goal.	Not sure.	Comments
Environmental Stewardship. Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.	X				RIGGER TRAILS CONNECTIONS (BE/LE/FEED) BECKMAN CREEK
Harmonious Design. Create urban design standards for pedestrian-oriented building and street design; and a variety of quality building types and land uses.		X			TOP TOP EXISTENS NEED TO BE GIVE OUT CONNECTION
Mixed Uses. Development provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.	X				VALUED HEIGHTS USES
Safe Access and Connectivity. Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.		X			CROSSINGS TRANSITIONS TOUGH
Community Gathering Places. Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.	X				
Economic Prosperity. Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.			X		PER SQUARE FT

# COMMUNITY DESIGN CONCEPT

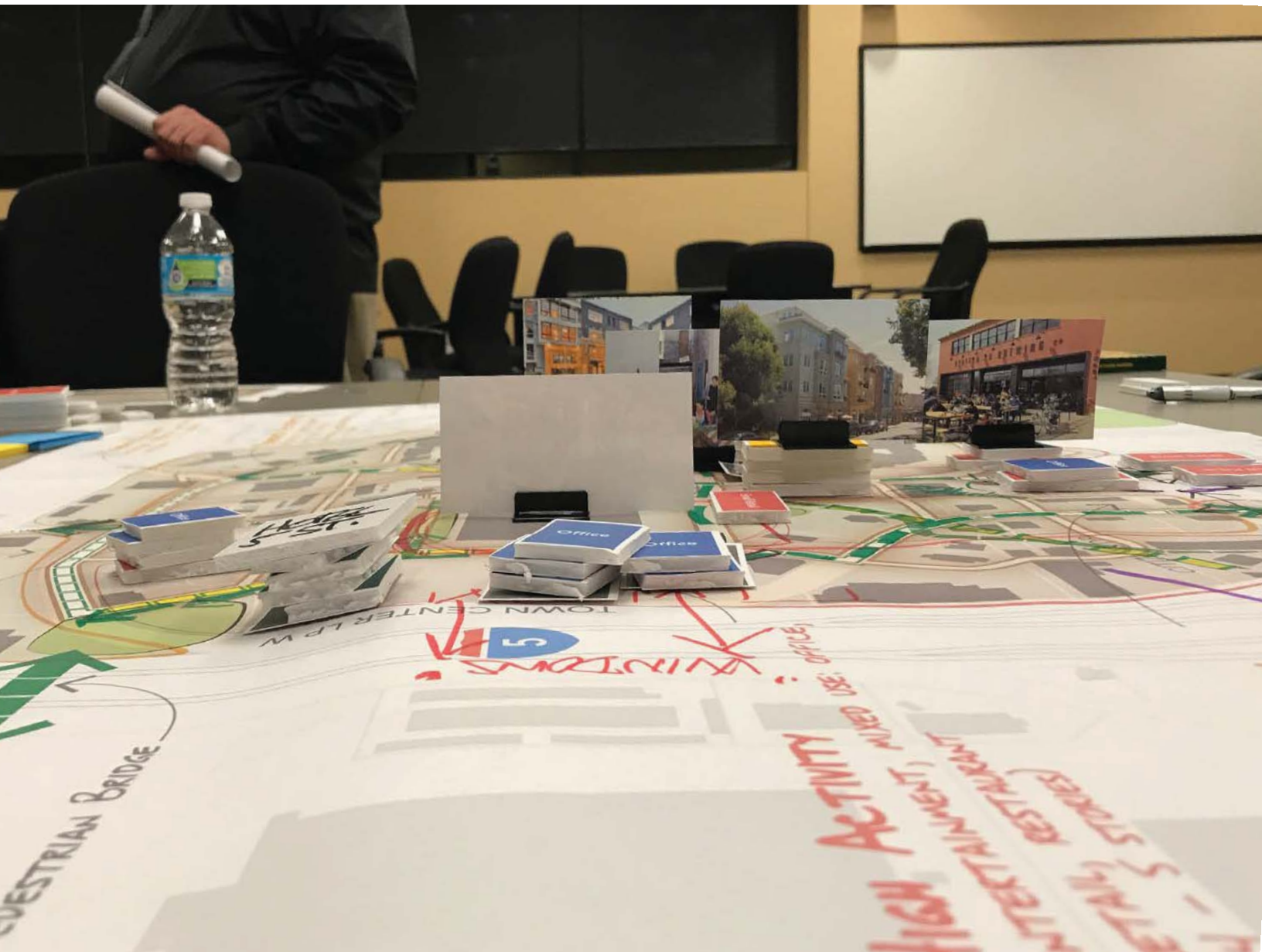


## Draft Community Concept: Planning Commission Input (11/8)

- Bicycle and pedestrian connectivity
- Connections outside of Town Center
- Balanced land uses and services
- Not just housing







PEDESTRIAN BRIDGE

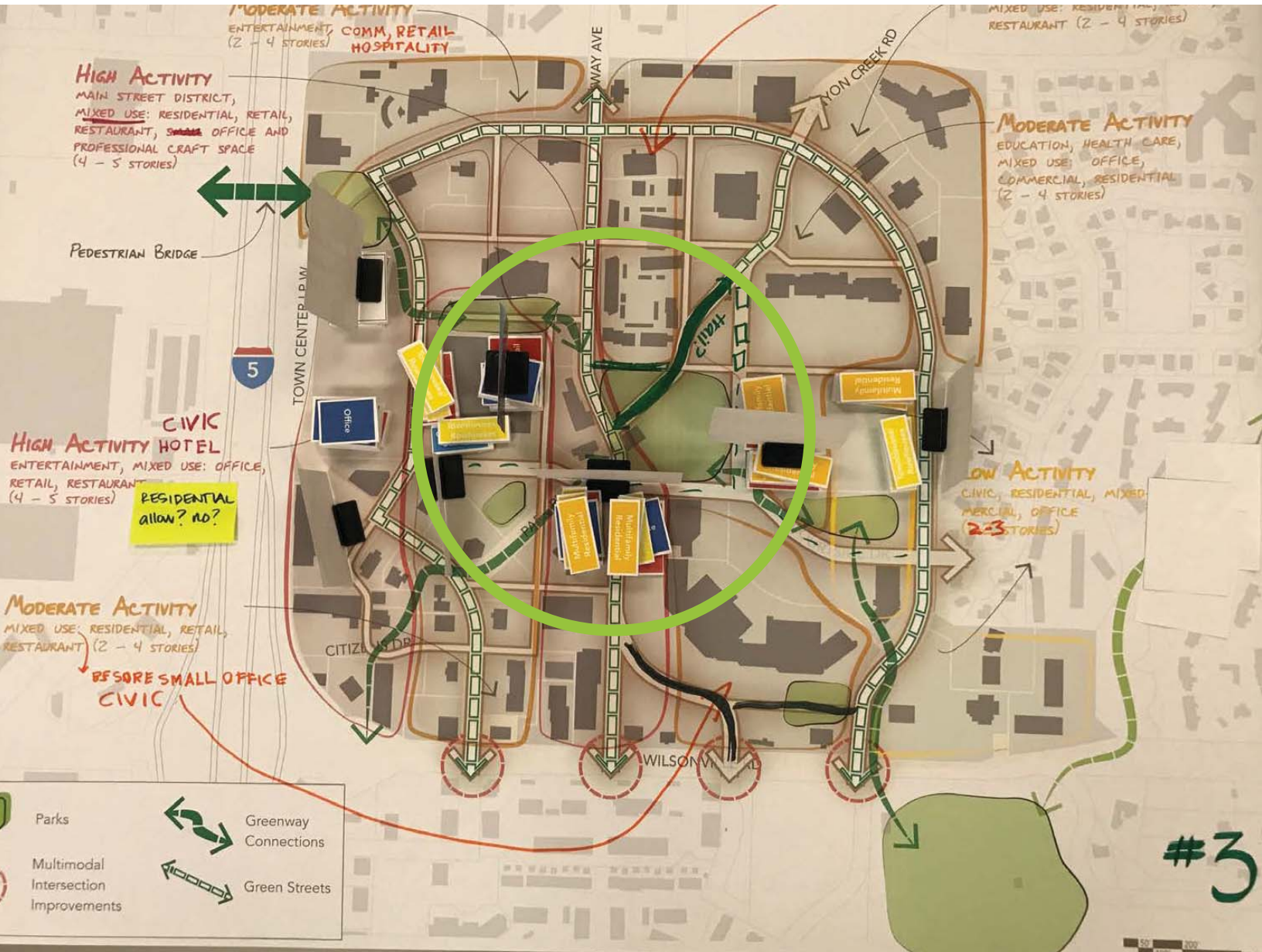
TOWN CENTER L.P.W

~~WINDONS~~

HIGH ACTIVITY  
RESTAURANTS  
STREET STORIES

office

office







TOWN CENTER TASK FORCE



**ACTIVITY**  
 MAIN STREET DISTRICT,  
 MIXED USE: RESIDENTIAL, RETAIL,  
 RESTAURANT, \*SMALL OFFICE AND  
 PROFESSIONAL CRAFT SPACE  
 (4 - 5 STORIES)

Innovative  
 designed  
 parking  
 garage  
 against  
 HS

DESTRIAN BRIDGE

Leave  
 Zoning  
 open here;  
 include  
 res. hotel  
 allow  
 1/2000ft  
 conversions

add  
 recreation  
 uses

**HIGH ACTIVITY**  
 ENTERTAINMENT, MIXED USE: OFFICE,  
 RETAIL, RESTAURANT  
 (4 - 5 STORIES)

add  
 hotel uses

**MODERATE ACTIVITY**  
 MIXED USE: RESIDENTIAL, RETAIL,  
 RESTAURANT (2 - 4 STORIES)

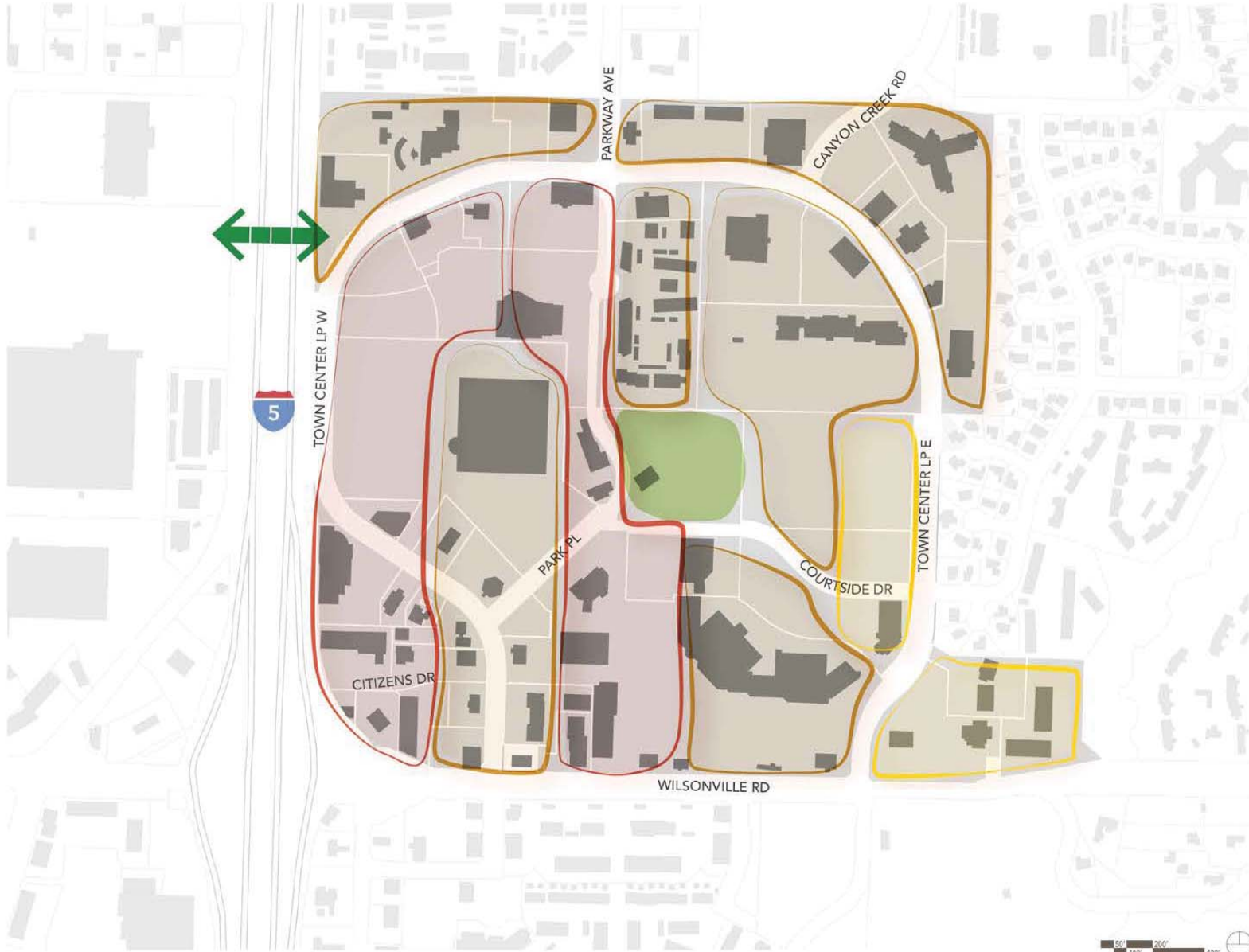
Scotty  
 Hotel

TOWN CENTER LP W

Greenway

# Draft Community Concept









## Market Analysis Shows Demand (2026)

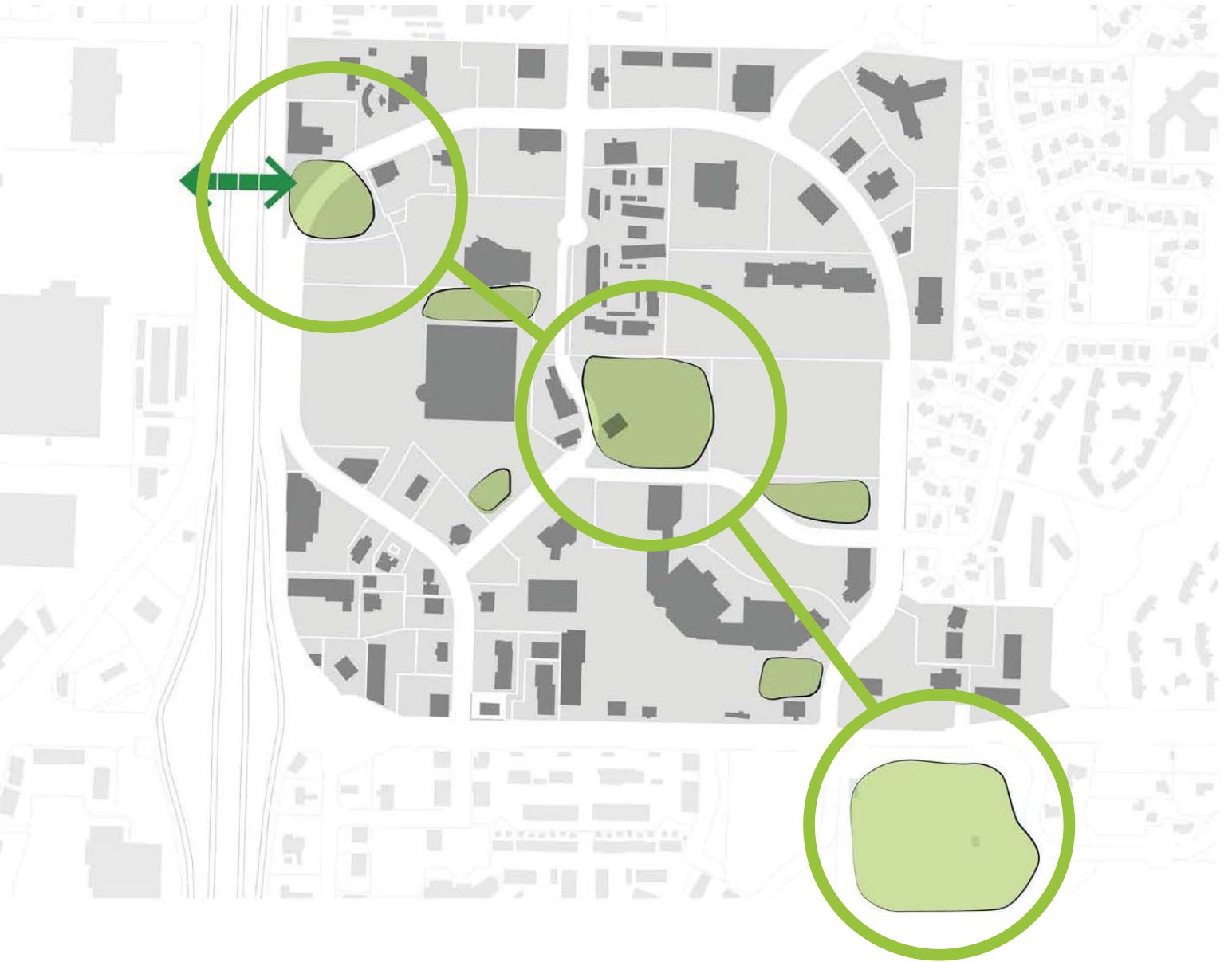
Product Type	Demand (conservative)	Demand (attainable)
Residential		
Ownership Attached	40 units	80 units
Apartments	190 units	280 units
Single Family Detached	*	*
Non-Residential		
Professional Office	45,000 s.f.	90,000 s.f.
Retailers	17	26
Restaurants	9	14

## Use and Urban Form Considerations

- Uses the community wants matches market demand
- Main Street creates a sense of place and an experience that compels people to visit
- Focus on gateways and increased visibility for businesses

### **Next Steps:** Refine land uses to consider:

- Additional input from the community and key stakeholders
- Site feasibility analysis
- Matching level of increased activity area-wide with short and long-term market demand





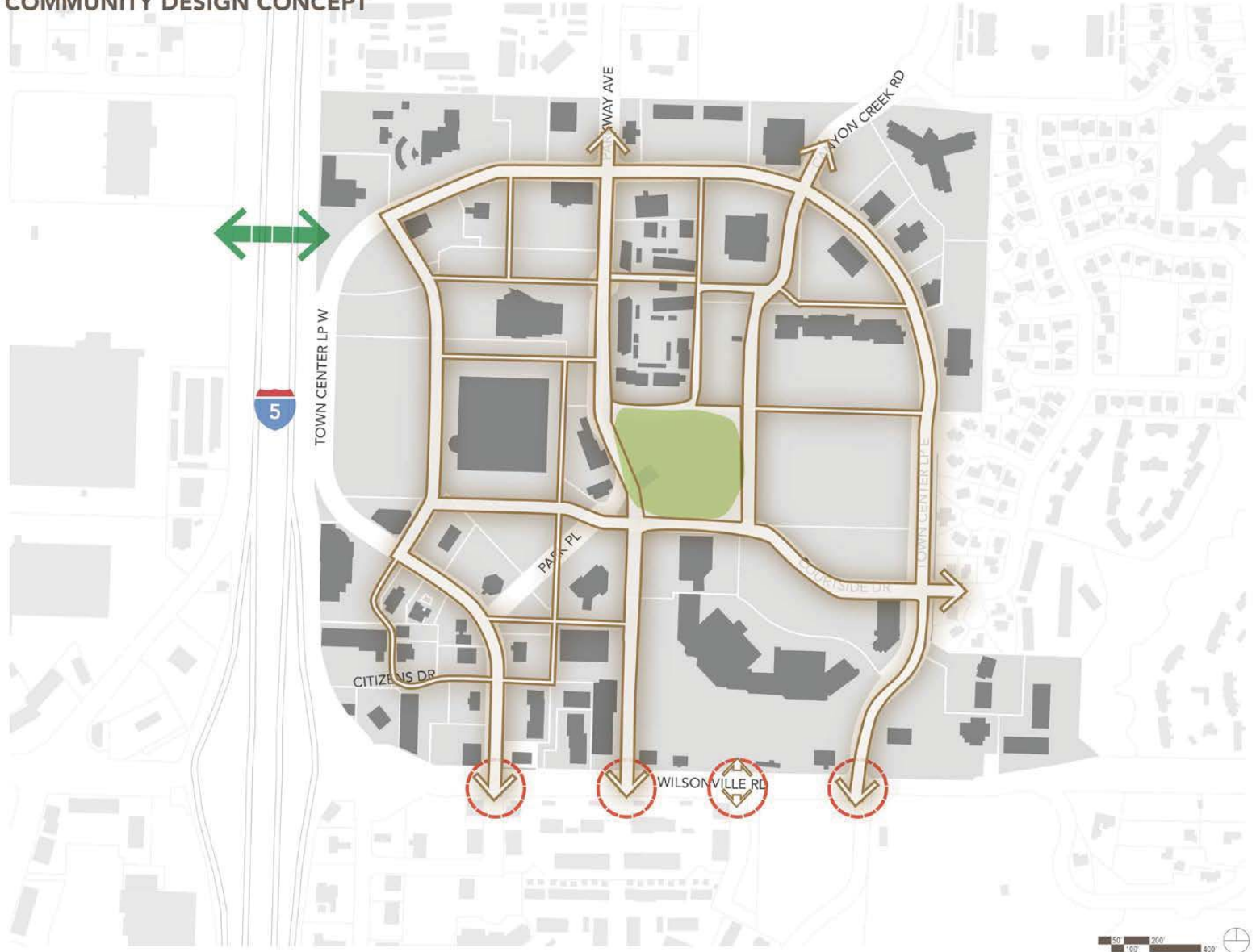
## Parks and Open Space Considerations

- Emerald Chain supports all the goals, particularly
  - Community gathering spaces
  - Safe access and connectivity
  - Environmental Stewardship
- Connection between East and West neighborhoods, from pedestrian bridge to Memorial Park
- Key new investment: bridgehead gateway to Town Center

**Next Steps:** Refine open space to consider:

- Greenway designs
- Implementation strategies

# COMMUNITY DESIGN CONCEPT





## Circulation and Mobility Considerations

- Additional connections, more complete network for all modes
- Initial Sensitivity Analysis:
  - TSP assumes traffic doubles in Town Center

### **Existing network (2035) Level of Service and v/c:**

- Town Center Loop W: LOS D, v/c 0.85
- Rebekah (Signalized): LOS B, v/c 0.48
- Town Center Loop E: LOS C, v/c 0.53



## 2035 - Modified Network

### **Wilsonville Road lane configuration:**

- Town Center Loop W: Remove EB and WB left turns
- Park Place: 4-leg, signalized intersection with 5-lane cross section
- Rebekah: Remove signal, becomes right in/right out with two-way stop controlled with pedestrian activated beacon
- Town Center Loop E: Dual EB left turn lanes and EB through/right
- Safety improvements, particularly for Town Center Loop West
- Better bike and pedestrian system and facilities



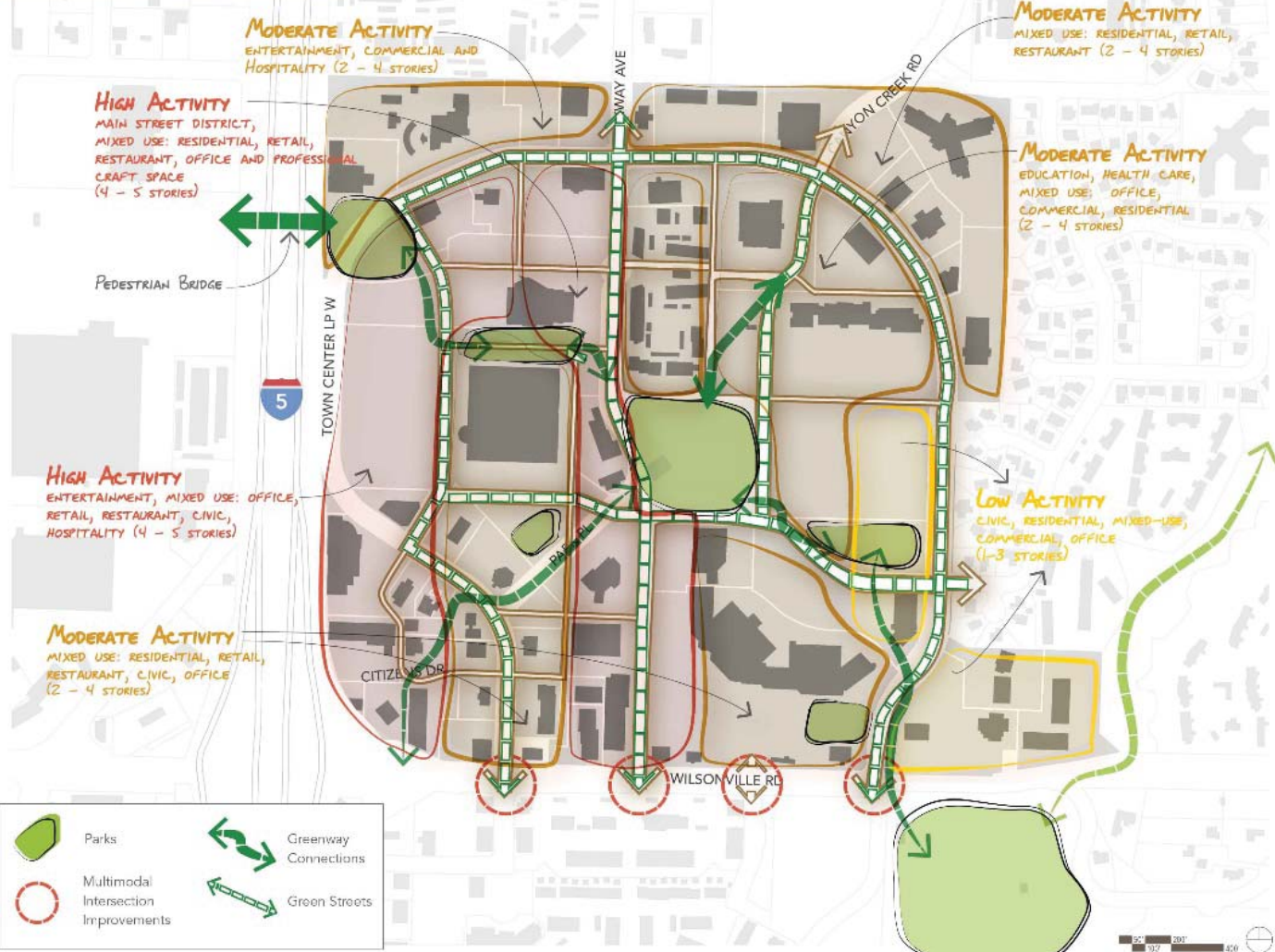
## Sensitivity Results

- Town Center Loop W: LOS C, v/c 0.72 (Existing 2035: LOS D, v/c 0.85)
  - Park Place: LOS D, v/c 0.67 (Existing 2035: **NA**)
  - Rebekah (TWSC): LOS C, v/c 0.30 (Existing: LOS B, v/c 0.48)
  - Town Center Loop E: LOS D, v/c 0.71 (Existing: LOS C, v/c 0.53)
- 
- Changes in mobility network can support additional growth
  - Changes in mobility network add capacity, improve overall mobility.

**Next Steps:** Refine traffic analysis to consider:

- Internal/short trip opportunities for mixed uses in TC
- Transit/Multimodal amenities and opportunities

# COMMUNITY DESIGN CONCEPT



# Discussion: Draft Community Concept

## Discussion Questions

- Are there particular challenges you see in moving forward with the Community Design Concept recommended by the Task Force?
- Does the Community Concept identify the right level of activity in the right locations?
- Should the plan be more restrictive or less restrictive? Does that apply to specific areas?
- Are the potential traffic/transportation changes on Wilsonville Road acceptable?
- Are there regional/state of service provider issues to consider?



# WILSONVILLE TOWN CENTER PLAN

MEETING DATE: Dec. 7, 2017

**Welcome! Please sign in for more information.**

Name	Email/Address	Check if you would like to receive project updates
Todd Blankenship - Cow		<input type="checkbox"/>
Brian Harper - Metr		<input type="checkbox"/>
Jason Labrie - C.O.W.		<input type="checkbox"/>
Pat Duke City of Wilsonville		<input type="checkbox"/>
Jeanna Troha City of Wilsonville		<input type="checkbox"/>
Dan Stark '11		<input type="checkbox"/>
Dan Pauby '11		<input type="checkbox"/>
Jenn Scola		<input type="checkbox"/>
Zac Weigec		<input type="checkbox"/>
Miranda		<input type="checkbox"/>
Chrys Newberry		<input type="checkbox"/>
Jordan Vance		<input type="checkbox"/>
Seth Bramley		<input type="checkbox"/>



# WILSONVILLE TOWN CENTER PLAN

## Town Center Technical Partners Meeting #2

### Meeting Summary

Alex Dupey (MIG) provided a summary of the public input collected to date and then stepped through the draft Community Concept. The Technical Partners discussed the following issues:

#### Stormwater

- Can additional impervious surface be handled through the existing system? How well does the storage function near the library?
- The culvert near the Fry's (under I-5) does not have enough grade. Water flows both directions; this area can see seasonal flooding
- Can you combine parks and stormwater funding?
- Potential north/south roadway connection east of Town Center Park might be too close to the park

#### IAMP/Transportation Questions

- Does the IAMP already support this project? ODOT to check if there are any major fatal flaws (NOTE: ODOT did follow up and is supportive of the plan to date).
- The bike/ped bridge is moving but is still a long-term project
- What about transit? How will that be integrated?
- How do people get around now-will this Project change that?
- Town Center Loop W doesn't move traffic well. Need to redistribute traffic
  - Need better access to the southwest corner (specifically the Citizens Drive businesses). Should this be one way? A lane?
- What will the increase in density do to trip generation?
- Focus on ped safety
- Improve connectivity to neighborhood
- East/ west connections need adequate sidewalks
- Needs to be safe for all modes of travel
- Future maps could make different modes of travel and connections more clear
- Support for punching Courtside through (Main Street), prefer a different Canyon Creek extension alignment not along park

#### Parks

- Make sure to consider connectivity between parks and preserve the feel of park, particularly the solitude of the Korean War Memorial; concern with road flush to eastside of TC park
  - Add Library Park and Chamber Park to the map
- Support for Emerald Chain Concept
- Make crossing between Library and Murase Plaza a safer connection, especially since plan will increase traffic at that intersection
- Path behind rug store is not showing up on map, should it be there?



## Land Uses

- Why limit land uses? let the market decide; limit list to prohibited uses where it matters most
- Base land use on form, not type (consider a lean code or a form-based code, Tigard Triangle could provide an example)
- Identify vertical vs horizontal mixed-use; clarify mixed-use options for readers
- In NE quadrant near Vlahos, should it stay at 4-story or possible be included in Low Activity and be limited at 3-story, like rest of areas adjacent to the east neighborhoods
- Leverage park and focus most effort (at the beginning) on the Main Street around the park

# WILSONVILLE TOWN CENTER - TECHNICALS PARTNERS 12.07.2017

## INTRODUCTIONS

- PUBLIC ENGAGEMENT
- DRAFT COMMUNITY CONCEPT
- NEXT STEPS

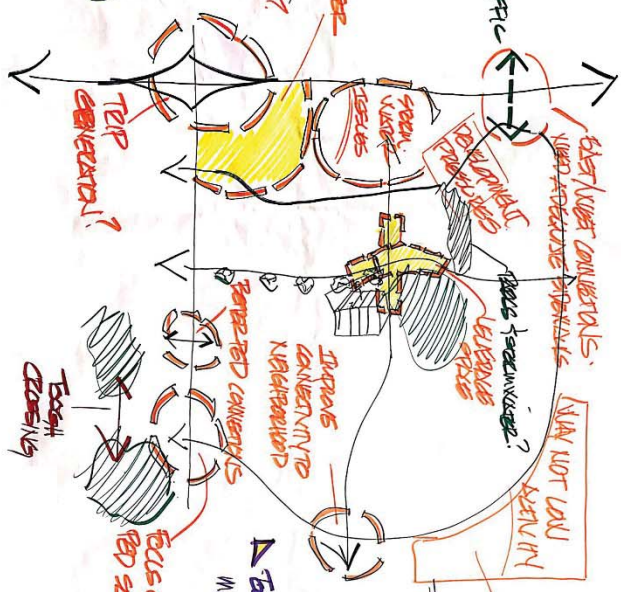
## OPEN WATER

- ▷ ARE OPERATIONS TO HANDLED? (FIRSTY SIDEWALKS)
- ▷ CURB CUT / PLANT REVISIONS TO CROSS
- ▷ TRUCKS / OPEN WATER AS FOUNDATION

TEAM GET W → NOT MOVING / GENERAL BOTTLE NECK

## LAMP → WHAT'S NEXT?

- DRAFTING & REVISION SUPPORT
- SPILLS TO BE IDEAS → 1 YR
- WHAT ABOUT TRUCKS? (NEED BARRIER KEEPS AWAY?)
- HOW DO PEOPLE GET AROUND? (AWAY?)
- CONVENTION CENTER TABLES (TABLES TO BE OF TABLE (SOLUTIONS OF MEMORIAL) AND (TABLE) PLANT CHANGE TABLE



## IS THIS WHAT STREET PRESS

- ▷ DIRECTION ON LOCATION
- ▷ DESIGN TIP
- ▷ SAFE FOR ALL MODES

TEAM GET TABLE → FREQUENT CONVENTION NIGHT TO DO LOCAL

## LAND USES

- ▷ WAY LINK?
- ▷ IDENTIFY VERTICAL VS HORIZONTAL



# Planning Commission & City Council



PLANNING COMMISSION MEETING  
Work Session  
November 2017



## PLANNING COMMISSION MEETING STAFF REPORT

<b>Meeting Date:</b> November 8, 2017		<b>Subject:</b> Wilsonville Town Center Plan	
		<b>Staff Member:</b> Miranda Bateschell <b>Department:</b> Community Development	
<b>Action Required</b>		<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable <b>Comments:</b>	
<b>Staff Recommendation:</b> N/A			
<b>Recommended Language for Motion:</b> N/A			
<b>Project / Issue Relates To:</b> <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

**ISSUE BEFORE COMMISSION:** Gain an understanding of the public feedback received through the various summer events, and provide input on the Draft Community Design Concept for the Wilsonville Town Center Plan.

### EXECUTIVE SUMMARY:

The Wilsonville Town Center Plan will create a community-driven vision for Town Center and through strategic actions (new projects, policies, programs or partnerships) will guide future development in Town Center that advances the vision. In the first phase of the project, existing

conditions, opportunities and constraints were identified, and the community established a vision and set of goals for future Town Center.

Over the summer, the Project Team took initial design concepts to the public for their consideration and input. Opportunities for the public to provide input included a Community Design Workshop; an online design survey; and an in-person design survey posted at the Library and at citywide events, including Rotary Concerts, Kiwanis Fun Run, Fun in the Park, Wilsonville Brewfest, and the City-sponsored Community Block Party. The project team prepared a summary of the results from the Community Design Survey (Attachment A). In addition to the in-person design survey at the Community Block Party, participants also provided input on multiple activities to help direct the Town Center Plan project, a summary of which is included with this staff report (Attachment B).

The Town Center Plan Task Force met on October 23 to review the public input and the emerging concepts and priorities from that feedback for future land use and activity centers, open space, and connectivity in Wilsonville Town Center. The Task Force reviewed three concepts for each system (e.g. open space), evaluating and refining the concepts, as instructed, using the Town Center Plan vision and goals. At the end of the meeting, the Task Force created a draft Community Design Concept for Town Center (Attachment C). The project team would like Planning Commission input on the draft Town Center Community Design Concept. Specifically:

1. Is this concept consistent with the vision for Town Center?
2. Is this concept consistent with what you have heard at public meetings and other forums?
3. Are there particular challenges you see in moving forward with the Community Design Concept presented by the Task Force?
4. What approaches do you think are best for changing zoning and development standards in Town Center (e.g. traditional, form-based, design menus, other)?
5. Are there any specific regulatory changes you want the team to consider (e.g. parking requirements, prohibited uses, etc.)?

## **BACKGROUND:**

In 2014, City Council adopted Wilsonville's Urban Renewal Strategy and Tourism Development Strategy, both of which identified a Town Center Redevelopment Plan as a priority action item. City Council then established starting the Town Center Plan as a 2015-2017 Council Priority Goal. Staff applied for and was granted a Metro Community Planning and Development Grant to complete the Plan. In 2016, Council approved the Inter-Governmental Agreement between Metro and the City of Wilsonville, which outlined the major milestones, deliverables, and funding conditions, setting the framework for the Scope of Work with MIG, Inc.

The project team began work on the project with a Town Center tour in October 2016, and kicked-off the project with the community in February 2017. Public input drove the vision and goals for Town Center, which the City Council and Planning Commission acknowledged in May 2017. Since that time, the project has hosted over a dozen events to garner input from the community on preferred designs and plan elements.

### **EXPECTED RESULTS:**

The Project Team will use this input to refine the draft Community Design Concept for the upcoming Town Center Task Force meeting on November 28. This input, along with further input from the Task Force, Planning Commission, and City Council will result in a draft Community Design Concept for public input and refinement.

### **TIMELINE:**

The Project Team will refine the draft Community Design Concept and conduct initial feasibility analysis for the upcoming Town Center Task Force meeting on November 28. At this meeting, they will have an opportunity to further modify and refine the concept and make a recommendation to the Planning Commission and City Council that captures the community's Design Concept for achieving the Town Center vision. The project team will present this recommendation at the joint City Council-Planning Commission work session scheduled for December 4. After the work session, the project team will use this input to prepare a Community Design Concept proposal to share with the community for input and refinement in early 2018. Public feedback will shape the concept into a preferred Town Center Plan and implementation strategies, for review and adoption in 2018.

### **CURRENT YEAR BUDGET IMPACTS:**

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

### **COMMUNITY INVOLVEMENT PROCESS:**

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

### **POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:**

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

### **ATTACHMENTS:**

- A. Community Design Survey Results
- B. Community Block Party Summary
- C. Draft Town Center Community Design Concept



# Planning Commission

Town Center Community  
Design Concept Discussion  
Nov. 8, 2017



# SUMMER COMMUNITY EVENTS



## A range of community events and engagement . . . !

- Planning Commission-City Council Joint Workshop
- Stakeholder Meetings
- Community Events/ "Out-and-about"
- Question of the Month (online and at Idea Centers)
- Community Design Workshop
- Online Community Design Survey
- Block Party
- Ongoing Communication





The community has expressed high levels of interest/support for...



More commercial variety, especially restaurant, and smaller, locally-owned options



Mixed-use buildings, especially with a mix of retail and office



Three-story heights, across a range of building types and uses



# Four- to five-story mixed-use multi-family residential buildings





# Activated public spaces



# Walkable, pedestrian-oriented streetscapes



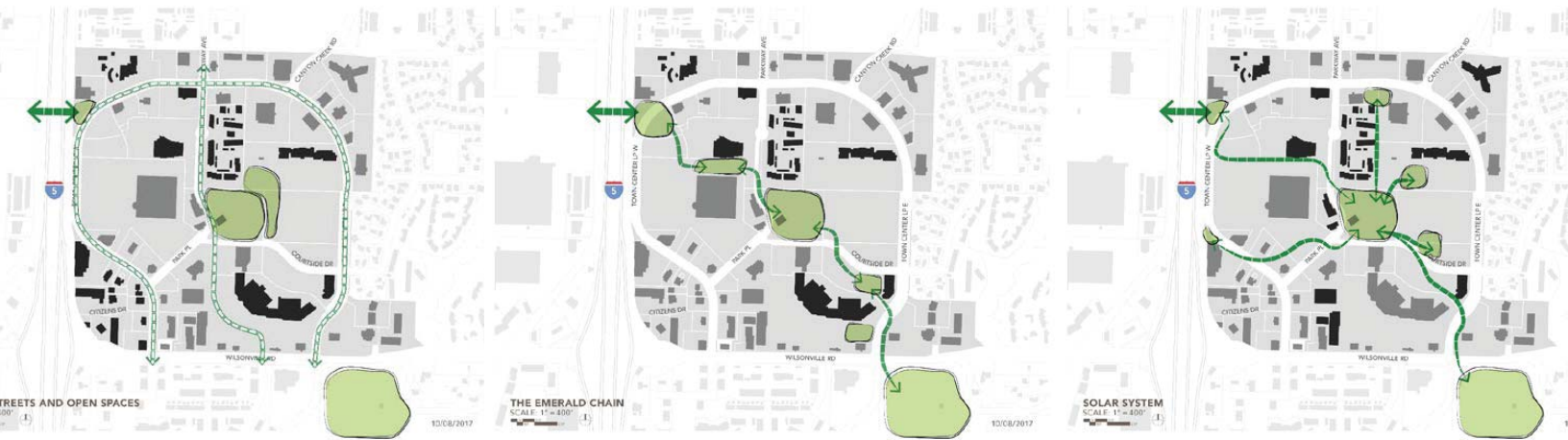
# Bicycle and pedestrian connections with the rest of Wilsonville



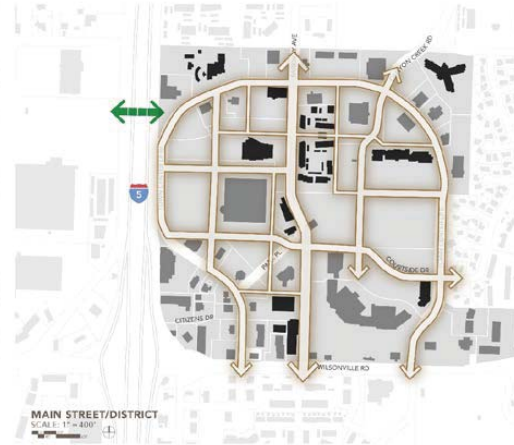
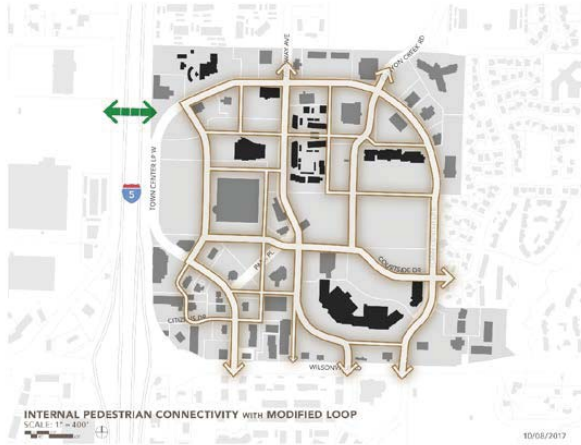
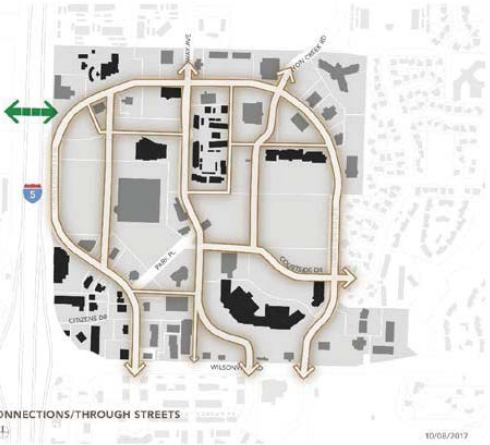
# Building Blocks



# Green Spaces

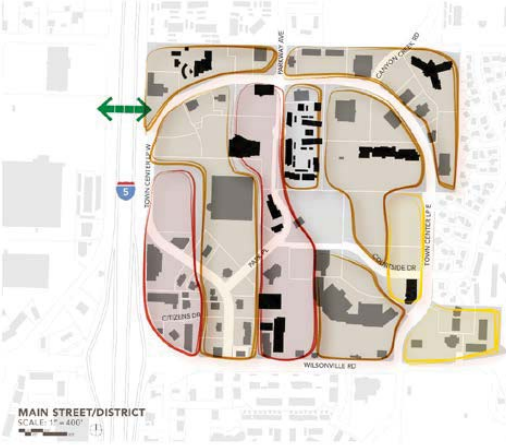
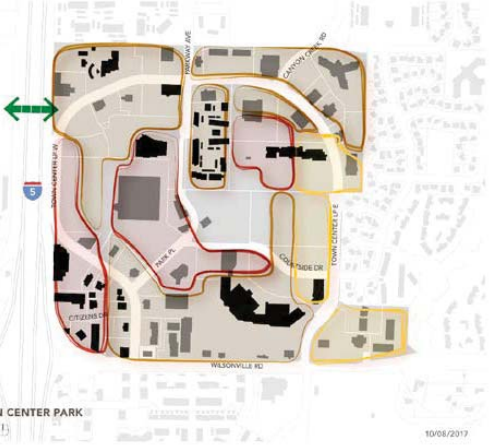


# Connectivity





# Land Use





The Story of



WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative: *Dick's Following*

For each building block—green space, connectivity, land use—please note which you selected, if you made changes and why, and what works well about the approach.

Green Space *EMERALD CHAIN w/ GREEN LOOP*  
*BECKMAN CREEK (PLACEMENT/LOOP)*  
 Emerald chain allows us to:  
 Embrace 3-4 Greenspaces, adding ~~to~~ A Town Center Greenway  
 of Parkplace Road is being used as a Greenway where it connects to Citizens Dr.  
 Also, we are creating a 4-5 High density(?) Sound barrier, protecting us from I-5  
 Noise a (benefit)\*

Connectivity *MAIN STREET w/ MODIFIED LOOP COMBO*  
 \*We've turned Parkway into the 'Main Street' from North/South, South Center Loop to  
 Wilsonville Road  
 \*Also, we have re-modified the Town Center West loop so that it slows traffic,  
 Adds Freeway Frontage, Allows for Pedestrian Crossings (Safety)\*

Land Use *MAIN STREET*  
 Bring We've created a Multi-Use / High Density Main Street District.

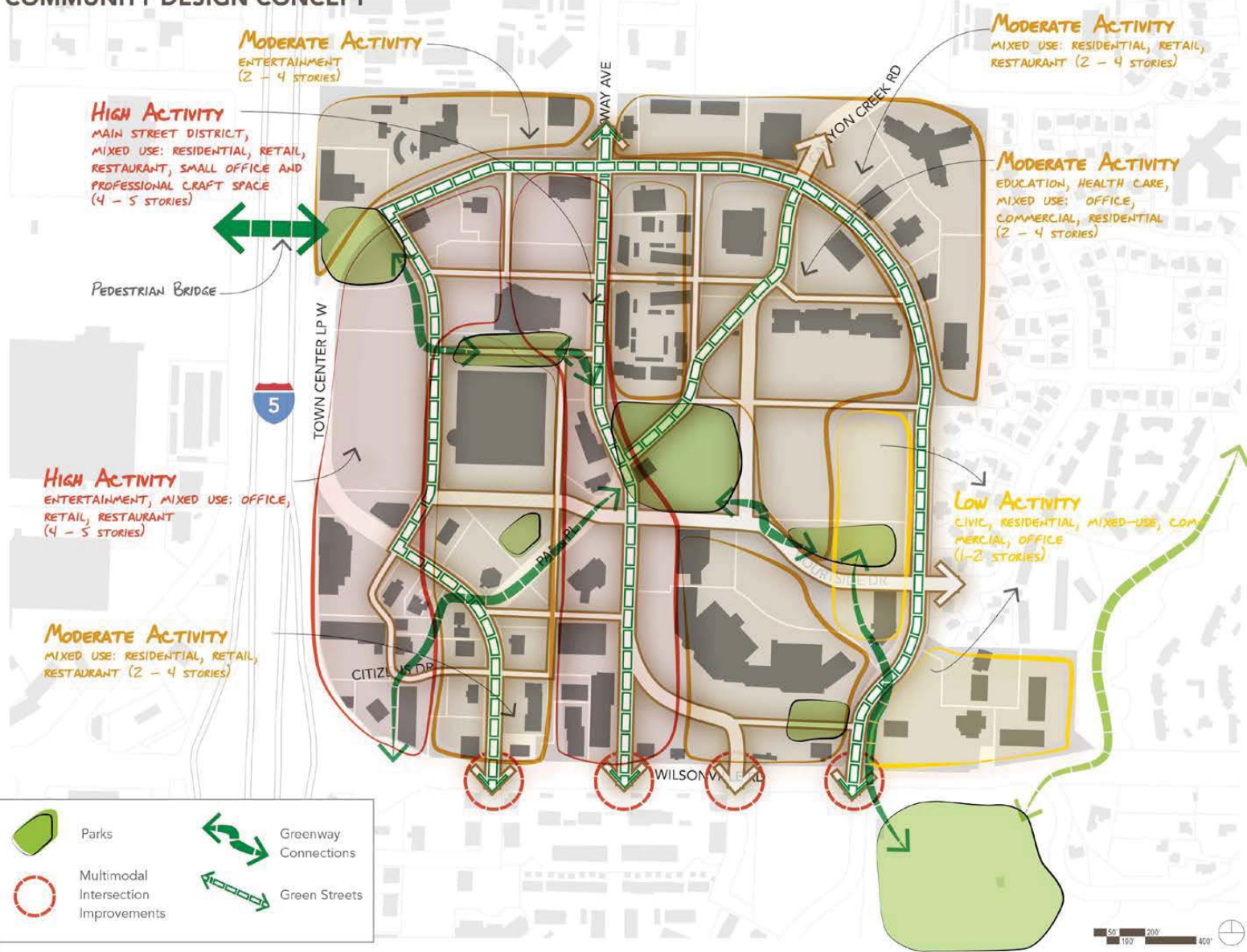


WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative:

Town Center Plan Goals	Yes, supports the goal.	Could support the goal.	No, does not support the goal.	Not sure.	Comments
Environmental Stewardship. Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.	X				<i>RIGGER TRAILS</i> <i>CONNECTIONS (BE/LE/FEED)</i> <i>BECKMAN CREEK</i>
Harmonious Design. Create urban design standards for pedestrian-oriented building and street design; and a variety of quality building types and land uses.		X			<i>TOP TOP EXISTENS</i> <i>NEED TO BE GIVE OUT CONNECTION</i>
Mixed Uses. Development provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.	X				<i>VALUED HEIGHTS</i> <i>USES</i>
Safe Access and Connectivity. Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.		X			<i>CROSSINGS</i> <i>TRANSITIONS TOUGH</i>
Community Gathering Places. Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.	X				
Economic Prosperity. Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.			X		<i>PER SQUARE FT</i>

# COMMUNITY DESIGN CONCEPT



## Discussion

- Is this concept consistent with the vision?
- Is this concept consistent with what you have heard?
- Are there particular challenges you see in moving forward?
- What approaches do you think are best for changing zoning and development standards?
- Are there any specific regulatory changes you want the team to consider?

Thank you,  
Planning Commission!



**PLANNING COMMISSION  
WEDNESDAY NOVEMBER 8, 2017  
6:00 P.M.**

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

*Minutes approved as  
presented at the  
December 13, 2017  
Planning Commission  
Meeting*

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**Minutes Excerpt**

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**I. CALL TO ORDER - ROLL CALL**

Chair Greenfield called the meeting to order at 6:02 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Al Levit, Peter Hurley, Phyllis Millan, Kamran Mesbah, and Simon Springall.

City Staff: Chris Neamtzu, Miranda Bateschell, Amanda Guile-Hinman, Nancy Kraushaar, Jordan Vance, and Susan Cole

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

**CITIZEN'S INPUT**

There was none.

**CONSIDERATION OF THE MINUTES**

A. Consideration of the October 11, 2017 Planning Commission minutes  
The October 11, 2017 Planning Commission minutes were accepted as presented.

**II. WORK SESSIONS**

A. Year 2000 URA – Boeckman Creek Bridge (Vance)

B. Town Center Plan (Bateschell)

Miranda Bateschell, Planning Manager, recalled that at the joint City Council/Planning Commission meeting in May, the vision and goals developed with the community for the Town Center Plan were solidified. Staff continued engaging the community at various events over the summer to gather input on how to achieve the vision and goals. The result of all the public engagement and community input, including ideas from the Design Workshop, Community Block Party, and Visual Preference Survey, was a concept for the future of the Town Center. The Town Center Task Force reviewed the ideas received, and helped the project team formulate a draft community design concept for Town Center, which was provided in the Commission packet.

- She introduced Alex Dupey and Molly Cooney-Mesker, both from MIG, and noted the project team would gather additional public input in early 2018 regarding the draft design concept in order to verify that the team heard the community's ideas correctly and to refine the concept further. The Commission and City Council would discuss the draft concept during the joint work session on December 4<sup>th</sup>, 2017.

Alex Dupey, presented the Town Center Community Design Concept Discussion via PowerPoint, reviewing the many public outreach events and describing how the public was engaged to provide input on many key design elements to inform the draft Town Center Design Concept. He described the building blocks, green spaces, connectivity, and land use, which were developed to organize the public input received and used as key categories when developing the draft design concept. He also discussed the key outcomes from the last Task Force meeting, noting consistent results were received from the two groups of Task Force members working



independently to develop the community concept. The project team sought the Commission's input on whether the design concept was at a point where the team could take it to the public for further refinement and on things that needed to be considered moving forward, both in the look of the design and from a zoning and regulatory standpoint.

Comments and input from the Planning Commission was as follows with responses to Commissioner questions as noted:

- Bike access to Town Center was a concern. If the pedestrian bridge was built over I-5 as indicated in the design concept (Slide 22), it would not work unless that part of Town Center loop was changed. Villebois would use it as bike access. Bikes could access the Town Center from the east and north sides of town, but access from the west side remained very difficult. Was there a way to make an easy transition to Wilsonville Rd?
  - Opening up Parkway Ave for bikes to go south from Wilsonville Rd, where it was currently cut off, and routing bikes down near the Clock Tower and cross directly to a bike access across the road would be shorter than trying to cross Wilsonville Rd and go up to the I-5 overpass.
- While the team tested images of different styles of hotels on the Visual Preference Survey to see what the community would like to see of a building like a convention center hotel located in Town Center; however, the project team was not looking at specific buildings in specific locations at this point, though the discussion had been to allow entertainment, office, and tourist-type uses.
- In the Survey, the existing office building near the movie theater was consistently rated as not appealing, likely because people had no reason to go there. Popular locations were such because people had reasons to be there.
- The bar charts seemed to present positive feedback on everything, even for things that were less than 50 percent positive. Was the team able to determine if some people were voting no on everything, because some people just did not want change?
  - While it was likely some people did vote no on everything, the team did not look at specific user data. Many that were close to 50 percent, were either 'worth considering' or 'not wanted', but if 'worth considering' was the larger percentage, the team read that, not necessarily as positive, but as that those development types needed further exploration, not totally excluded.
- On the Community Design Concept diagram (Slide 22), Parkway would be the main street. Parkway needed to carry traffic and also be very walkable. It would be the area to focus development with cafés and markets with people strolling along that area. People driving through Town Center to get somewhere else should not use Parkway. The question is are there ways to have them use Town Center Loop East?
  - The team was still trying to determine how the intersections at Parkway, Town Center Lp E, and Town Center Lp W would interact with Wilsonville Rd. Could those intersections work together to help with the traffic flow and also create a gateway into Town Center? The team was just starting to address the technical piece and are working with a traffic consultant to consider different ways to deal with the intersections, such as how the signals could function together.
- Although repositioning Town Center Lp W would cut Fry's Electronics off from its large parking area, if only 5 or 10 percent of the parking lot was being used, could that parking be better organized to help with future infill development at that location? With infill development, the area would become a more urban location, and the road would still be a slow, pedestrian-friendly street. A lot still needed to be figured out in terms of design, but how could the City start being more effective in the land use, while not restricting existing development? Pedestrian safety was a paramount factor, as it was not a safe environment now.
  - The Town Center Plan was a vision document and concept plan intended for the long term, 20 to 25 years from now. The reality was the Town Center Lp W would probably be repositioned when the Fry's site redeveloped, not when Fry's customers needed to cross to the parking lot. The road would be put in when a different type of development form occurred on both sides of the road. In addition, the cross sections, which had not yet been discussed, would likely have on street parking and could provide

door front parking spaces for some of the capacity for some of the existing buildings and new businesses.

- The process itself seemed to assume, superficially, a blank slate, which did not exist. While the team diagrams showed recognizable buildings, the input process seemed to be designed around what the public could easily misconstrue as a blank slate. The existing structures and landowners were an underappreciated constraint and it was unknown how the transition might roll out.
  - Trying to add more connectivity to an already developed area where the land use pattern did not necessarily support that connectivity is an iterative process. This was a vision document. Ultimately, the Plan would state where eventually the City wanted its road network to be, but it did not preclude existing uses from happening now. If development occurred and a road connection was needed, Staff could point to this document in support of requiring street right-of-way and connections in a given location.
    - Seeing lines on a map could be scary, especially to existing business owners. The City needed to do a good job emphasizing that this was a long-term vision and it did not preclude a business from staying or growing over 20 years to stay competitive. Similarly, 40 years ago, this Plan showed where things were moving from a pedestrian and accessibility standpoint. Businesses today were looking to locate in these types of uses without parking right in front of the businesses. The consumer could park once and then walk to multiple stores or even live in the district.
  - Such transformations were usually done a block at a time, beginning with the most desirable locations developing as anchors. Development then spread around the anchors or up and down the main street as it became a focus for pedestrians, window-shopping, cafés with outdoor seating, etc. It was a slow process definitely driven by the market forces. This process was happening in Lake Oswego.
  - Both Bridgeport and Lake Oswego have blocks where the vehicles were excluded. Lake Oswego was built around a parking lot and parking structure and Bridgeport was vacant land before its development. Wilsonville Town Center was an existing area with vehicles going around the loop.
- The extensions of Parkway and Canyon Creek into Town Center, could result in Town Center being a major route for north-south traffic from Wilsonville Rd, and therefore, I-5 to the rest of Wilsonville and the residential area on the east side. How could these traffic networks be supported while still having a walkable, pedestrian- and bicycle-friendly neighborhood in the center, given the substantial amount of traffic expected on the streets? While the reason for rerouting Town Center Lp W was understood, perhaps routing traffic primarily around Town Center Lp E rather than through Parkway would benefit the walkability at the center itself.
  - Routing traffic onto Town Center Lp E was exactly what the concept plan would do. One issue was Town Center Lp W was right next to the freeway interchange. Traffic stacked up because people coming from the tech firms up north cut through Town Center to get to the freeway. Changing that traffic pattern would begin shifting traffic to the east. If Parkway was to be a walkable area, it was important that Parkway did not become a freeway. Keeping Parkway as a walkable area could be accomplished through design as a slow, narrow street with on street parking. People trying to cut through Town Center would then take the easiest route, which would be Town Center Lp E, since it would essentially stay the same as it was today.
  - The technical traffic analysis would help the team understand how some of these changes would work and how to deal with Wilsonville Rd from an intersection and signalization standpoint. Understanding those factors would help ensure the design resulted in a walkable district in the central spot and no traffic where it was not wanted. The last thing people wanted was a nice street grid with people zooming by and that was unsafe for pedestrians.
- Having an illustration of the design of the main street would be helpful. The streets design needed to be traffic-calming. Narrowing the street, slowed people down because their perception of speed was heightened due to visual cues like on-street parking, trees, and people present engaged in activities. The design of the main street would be critical in making it operate that way.
  - Facilitating traffic flow on Wilsonville Rd was also discussed. The traffic study would show how traffic would change. The more the main traffic was moved east, the more capacity Wilsonville Rd would

have to stack cars. Moving traffic to the East Loop would provide a longer path for drivers to adjust and move in the right direction, rather than stacking on the West Loop and having to cut across to traffic lanes to get to the I-5 onramp. The traffic analysis would show whether the plan would work or it would negatively affect some other area, which was not the intent.

- Task Force meeting discussions considered how pedestrian and bike traffic would cross Wilsonville Rd. People at the concentration of activities and interests on the north side of Wilsonville Rd would want to go south to the library, shopping centers, and activities on the south side of Wilsonville Rd. This issue also needed to be addressed through design. The idea was to design the main street as an old-fashioned, small town main street with parallel parking, for example, that people would stay away from if in a hurry.
- Bicycle connectivity was also needed to the existing bike trails on the north side connecting to Town Center Lp W that were not greatly used at this time because there was nothing to go to there. What kind of mechanisms, other than stoplights, could enable bicycle and pedestrian connectivity north/south across Wilsonville Rd to bring the library and retail areas south of Wilsonville Rd into the network? A small footbridge or bike bridge would be great.
  - Bicycle connections south of Wilsonville Rd were needed for safe access across Wilsonville Rd in order for Town Center to become the hub or the heart of the city. Making sure intersections on Wilsonville Rd were safe and provided for multiple connection points for pedestrians, cyclists, and vehicles was necessary. The next step was figuring out how those intersections would start to function. If Town Center Lp W, with its double left turns hostile to pedestrians was treated differently than today, would the road become a better connection to the south? If Parkway were extended, how could the intersection be designed to make people feel safe crossing over to Town Center? The traffic analysis was needed, but the team wanted to ensure the Commission agreed the concept plan was generally on the right track in order to start thinking more critically about some of the pieces.
- The team did discuss Courtside as a potential main street running east to west as a pedestrian-only street. From a retail or restaurant standpoint, traffic was not a bad thing if the traffic were slow, safe, and used on-street parking. With Parkway as the main street, it would become the gateway into Town Center as people turned off Wilsonville Rd. The Courtside/Parkway intersection was key because Town Center Park was right next to it. That area could become the center for development, so from an entry standpoint, Parkway was important.
  - The idea of Courtside being pedestrian-only did not come up in any conversations, either with the public or Task Force. Currently, Courtside was the only east-west connection and had the potential to cut through with little to no impacts to buildings at this point; parking lots and lot lines could be worked around. Taking that east-west connection away without an easy vehicular east-west connection might be difficult to the transportation system. The idea could be tested through a sensitivity analysis, if more interest was expressed about the idea.
- Because the Plan created the opportunity to vacate Park Place, one Task Force group discussed Park Place becoming a pedestrian mall as part of a discussion about the southwest corner of Town Center. All the small restaurants there have very difficult access and was usually bogged down with traffic.
  - In the Design Concept (Slide 22), the circulation modified the Loop and put the main street on Parkway punching through to Wilsonville Rd. This would eliminate Park Place, which would help a lot by diverting cut-through traffic that caused safety issues at the intersection and with the backing up of traffic due to the proximity to the interchange. Both Task Force small groups identified Park Place as an opportunity for a greenway and pedestrian mall.
- No real aggregation of parcels or businesses was needed to achieve the proposed design in the southwest corner of Town Center; the intent was to make the access there better for existing businesses. The area was a great location for new businesses just starting out and needing small spaces, but it was easy to get lost in there. The intent was to maintain some of the energy in the near-term, so such businesses continued to come into Town Center and thrive. However, pedestrian and vehicle connectivity was difficult in the area. The idea was to put in a more formal connection without taking out a business or building. The team had drawn a line in that quadrant trying to fit a connection in, but it would be a very narrow space, possibly an existing unstriped parking lot that would allow passage.

- Building connectivity in the southwest corner would be challenging, given the existing development pattern, and should be looked more in depth with the Task Force, Planning Commission, and others to figure out the best circulation pattern.
- The team's best attempt to address that challenge was the narrow loop drive through the southwest quadrant (Slide 22) which would consolidate some of the existing accesses into something more formal so drivers would know better where they were as opposed to simply driving through a parking lot.
- The City's Transportation System Plan (TSP) currently included and City funding was allocated for the bicycle/pedestrian bridge, which was a key component of this concept plan. The emerald chain of green spaces looked nice, but the pedestrian bridge had a problem because it would also have to go over Boones Ferry Rd. The ADA slope requirements meant the bridge would extend a good way on either side of I-5 and the little green space shown on the concept plan seemed insufficient for the design, which meant dumping people on to the Loop road. The Loop road would have to change to create a safe environment.
  - Currently, there was no design for the pedestrian bridge across I-5, but there had been conversations about ADA compliance and the slope requiring the bridge to be longer than desired. However, the bridge provided the opportunity to get people across the Loop and it lined up well with the concept plan that modified the Loop. Dumping people between the Loop and I-5 was not a good option because there was insufficient space, it was unsafe, and it did not work well for Town Center.
  - The Task Force preferred moving the Loop, which provided potentially more space to consider different designs that bring people into Town Center. People crossing the bridge would land in a plaza space, small park, etc., and would also bring them into the Loop and Town Center, which provided an opportunity for more place making. While the Town Center project team was working in close coordination with the Boeckman Bridge project team, but no specific bridge design could be added yet since the Bridge project did not start until next fall. Still, the team knew the direction would be to look at a landing on the other side of the Loop.
- The team needed to find a better way to move people across Wilsonville Rd to Memorial Park, the library, senior center, and other activities, especially the East Loop was used as the more centralized way to move traffic. Currently, there was not a safe connection for seniors with mobility issues to get between the senior center and the park. Since moving the senior center was unlikely in the foreseeable future, it was important to provide these connections if the traffic increased on the East Loop. Creekside Apartments had the same issue.
  - The issue was really about being able to walk effectively and safely through Town Center. While tonight's comments regarding the bridge, safely crossing Wilsonville Rd, and connecting the Town Center, all focused on pedestrians and bicycles. As the team moved forward, that was a critical element and defining feature for what the road network/connections patterns would look like. If the team designed to that scale, then the other pieces could fall into place.
- The parking problem would be a big issue in the sequencing of development. One workshop group favored strategically located, multi-story parking structures, which would be a solution to taking all the parking from Fry's. In terms of sequencing, would the parking structures be built first and developers invited to develop around the structures, or should parking structures be part of a development proposal regardless of the existing development or traffic pattern?
  - Parking was a challenging topic. A cursory parking analysis was done on how parking was being used throughout Town Center, and the Safeway shopping center was the only location seeing a lot of use. Most parking in the rest of the Town Center was either empty or almost empty throughout the day. Moving forward, right-sizing the parking would be important from a zoning and regulatory standpoint.
  - Changing technology was another consideration that would challenge some of the existing paradigms of how parking was paid for and used in the near future. Currently, Portland and Pittsburgh were asking businesses to provide proposals for autonomous vehicles on their streets. No one knew what the impacts on transportation and parking would be; thinking strategically about how to do parking long-

term was important moving forward, so an expensive four- to five-story parking garage did not sit three-quarters empty in ten years.

- The Commission briefly discussed whether the Wilsonville community would walk, bike, or use transit to and within Town Center. While cold, rainy weather was a major factor in deterring people riding bicycles, they would likely walk despite such weather. Public transit also needed to be considered in the Concept Plan.
  - The more bicycle-accessible the Plan was, the more people would use bikes because they would not feel threatened, but that would depend on how that accessibility was provided. Bicyclists felt safer with separated bike lanes than bike lanes on the side of the road.
  - All the demographics of the community must be considered. A high school was within the plan study and high school students and others without cars used transit, biked, or walked to access Town Center. Hearing from this segment of the community had been important for the team to understand where the main disconnects and big safety issues were, and where additional access would be most valuable.
  - Electronic cars charging stations were also a consideration.
- The emerald chain of open space was admirable and nixing the Town Center Lp W was a good idea.
- Putting in larger Class A office/retail was suggested along I-5, and thoughts about residential development seemed unlikely unless it was on the east side of Town Center. Given the 30,000-ft view of the Design Concept, there was opinion that by the time Town Center Lp W was repositioned, Fry's may not still be in its current format or location. Even if the building remains there, it would be under a different use. Separating the building from that parking lot does not seem to be an issue when thinking about the long-term nature of the plan.
- The connection to Wilsonville Rd was a big challenge. Given that a larger percentage of people were accessing Wilsonville Rd via Town Center Lp W from the high tech businesses to the north, putting in a 'cut and cover' might be a solution. D.C. neighborhoods have used cuts and covers for decades as they allowed for a vibrant neighborhood on top and a tunnel underneath.
  - Depending on the geology around Parkway, the current lack of buildings there could allow for a two-lane cut and cover to bring people north from Wilsonville Rd near the freeway interchange and into the high-tech sector. The narrow tunnel would simply be a bypass and not function like a business loop. A cut and cover would likely improve business because it would remove the rush hour commuting traffic from Town Center.
  - It was uncertain how changes in the technology of self-driving cars or ride sharing might change things in the future as well.
  - Since parking structures were expensive and hard to pay for, they should be designed so the top two of the five floors could be easily converted to something else.
  - Pedestrian and bike buffers did make people feel more secure. It was frightening to walk where Town Center Loop currently came out at the corner of Chipotle's, but installing a buffer and routing traffic through a tunnel might encourage people to cross there.
- Breaking up the hard turns on Town Center Lp W would have some traffic-calming effect. However, a lot of real estate would be created to the west of the repositioned Loop road, which meant a lot of vehicles and traffic, given the entertainment, mixed use with office/retail/restaurant land uses, so putting high intensity vehicle traffic back at that location might counteract the traffic-calming effect.
- Creating a main street out of Parkway with traffic-calming notions, like restaurants with outdoor seating and small shops, was ideal, but was that realistic? Siphoning traffic over to the east was unrealistic because people would have to go two intersections passed the interstate they were trying to reach. If traffic could not be siphoned to the east, the traffic-calming effects of the main street feel would be negated and, traffic-calming was an important component of a pedestrian-friendly center.
  - Pushing the repositioned West Loop a bit closer to the interstate would reduce the real estate west of the road, so the size of the uses there could be limited, and perhaps calm things a bit more.
- While the idea was to have small, local, non-chain businesses, nothing had been discussed about what the market could actually bear and create. It would be impossible to have rents low enough for small businesses to afford spaces in the expensive structures being considered. Rents were not maximized for either residential or commercial markets when those properties were combined too frequently. The possible

result was a lot of residential and commercial vacant space, and economically the area would either be stagnate or have high rent prices.

- Residential was proposed all over the area, but the Plan should be more focused on where residential should be located. If residential was allowed everywhere, what was being created? How could anyone afford to build it and ensure it was not largely vacant?
- Not tying the desired land uses, like more restaurants, to the market relationship between building expenses and rents would result in a utopian, unbuildable community, which was a frightening possibility. While there had been a lot of discussion about what was wanted, there had not been enough discussion about what was realistic and practical.
  - The scope of work did include a market analysis. Once the project team had a better understanding of the land uses and the types and designs of buildings wanted, the team would pick some key integral sites for each type of use and building and have market and fiscal analyses done to determine if any gaps existed in the plan with regard to the current market. If so, the size of the gap, the timeframe to fill the gap, and efforts the City could make to help fill the gap, such as regulatory changes or financial incentives, would be discussed, along with any potential tradeoffs. Those discussions would occur when implementation actions.
- The concern was that the conversations with the public were creating unrealistic expectations about what Town Center might become because currently, there were no budget constraints. While the market analysis would be part of another phase, it could not be ignored in this phase.
  - When presenting the Concept Plan to the public, the team should be better about clarifying the visionary aspect of the Plan and explaining that the plan would occur over time as elements not market feasible in the short-term became more market feasible in the long-term.
- The existing Town Center Master Plan was very rigid about where different types of commercial uses could go. Further discussion by the Commission was suggested about the proposed Plan having more flexible verbiage to not be so specific about which uses could go in a given quadrant or parcel. For example, not locating residential right next to the freeway, but rather closer to the park or the existing residential neighborhood on the east side, and not allowing all the types of uses because the team wanted to remove some of the uses from being adjacent. At this point, the team had only made two distinctions; that residential was not on the freeway and there were fewer commercial uses on the east side. The team had not been as limiting to say they wanted to allow the market to determine, to some degree, a mix of uses appropriate for a main street district/town center type development and was more open to the private sector determining where and how that was implemented, but certain unwanted uses would be removed. Determining whether certain areas should have more specific direction was a valuable conversation that could evolve through public discussion or with the Commission and City Council.
- Certainly, a balance was needed between being specific enough and yet not too specific. From conversations about these issues over the years, the public was very wary of apartment construction and development. The concern was that every square inch of space that could be potentially designated as residential, would be designated residential and then turn into an apartment complex, and that was exactly what could happen. The situation could get too big, too fast, and become uncontrollable because the City did not take the opportunity to control it.
  - It was important to not be too specific and allow the market to have a better role in determining what developed, but a lack of trust also existed that if the Commission was not more specific, some market elements would run away with it. The concept plan did not provide any balance with respect to residential based on how terrified citizens were about being too open with what could be residential and what it would look like.
  - Starting to look at specific uses with respect to scale and location within Town Center would be a great discussion for the next Task Force meeting.
- Building incentives into the development design standards as tradeoffs for developers was suggested to allow the market to decide what it wanted, while retaining some City control without being too prescriptive. For example, getting a green light faster in the permitting process if certain developments were proposed, such as restaurants along Parkway.

Ms. Bateschell confirmed the team received a lot of helpful feedback, especially on what particular challenges the Commission saw facing the team as it moved forward. The issues and concerns raised by the Commission would be taken back to the Task Force for further refinement before the December 4<sup>th</sup> Joint Planning Commission/City Council Work Session. An initial sensitivity analysis would also be done on traffic to make sure any red flags were addressed before the draft concept plan went public. The team hoped to present a concept plan recommendation to the public at the beginning of next year for further refinement, input, and confirmation, as well as to address any issues raised in response the Plan.

C. I-5 Exit 283-282 Interchange Facilities Plan (Kraushaar)

### **III. INFORMATIONAL**

A. City Council Action Minutes: (10.02.2017 and 10.16.2017)

B. 2017 & 2018 Planning Commission Work Program

### **IV. ADJOURNMENT**

The meeting was adjourned at 8:27 p.m.

Respectfully submitted,

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



JOINT WILSONVILLE  
CITY COUNCIL - PLANNING COMMISSION  
MEETING

December 4, 2017



**CITY OF WILSONVILLE  
CITY COUNCIL AND PLANNING COMMISSION JOINT  
WORK SESSION NOTES  
DECEMBER 4, 2017**

The Wilsonville City Council held a joint work session with the Planning Commission on Monday, December 4, 2017 at the Wilsonville City Hall beginning at 5:00 p.m.

Mayor Knapp called the joint work session to order at 5:10 p.m.

**The following City Council members were present:**

Mayor Tim Knapp  
Council President Scott Starr  
Councilor Susie Stevens  
Councilor Charlotte Lehan  
Councilor Kristin Akervall

**Planning Commission Members present:**

Gerald (Jerry) Greenfield  
Eric Postma  
Simon Springall  
Peter Hurley  
Phyllis Millan  
Kamran Mesbah  
Albert Levit

**Staff present included:**

Bryan Cosgrove, City Manager  
Jeanna Troha, Assistant City Manager  
Barbara Jacobson, City Attorney  
Kimberly Veliz, City Recorder  
Susan Cole, Finance Director  
Nancy Kraushaar, Community Development Director  
Mark Ottenad, Public/Government Affairs Director  
Angela Handran, Assistant to the City Manager  
Pat Duke, Library Director  
Chris Neamtzu, Planning Director  
Zach Weigel, Civil Engineer  
Jennifer Scola, Associate Planner  
Miranda Bateschell, Long-Range Planning Manager

**MIG, Inc. (consultants) present:**

Chris Beynon  
Alex Dupey  
Garth Appanuitis

In lieu of roll call, Mayor Knapp asked Councilors, Commissioners, Staff, and consultants to briefly introduce themselves and note their area of expertise. After introductions, Mayor Knapp explained that the goal of the work session was to bring varying community perspectives together to develop a coherent vision for the Town Center Redevelopment Project.

## Work Session

### A. Town Center Redevelopment (Bateschell)

Miranda Bateschell, Planning Manager, presented the written Staff report, which included a review of the May 2017 joint work session on Town Center, an update on community outreach events conducted over the summer, notes about Staff's efforts to develop the design concept plan being presented at this meeting, and a list of next steps. Staff planned to refine the plan based on Council and Commission feedback prior to presenting the plan to the public. Staff also wanted the Council and Commission to advise on specific feedback that should be collected from the community.

Chris Beynon, MIG, Inc. presented via PowerPoint the community planning process used to help develop the Community Concept Plan and the feedback received during that process. He explained how the community planning process guided the development of the concept plan.

Alex Dupey, MIG, Inc., presented the details of the concept plan via PowerPoint. He described the methods and considerations used to develop the plan, and reviewed the concepts for connectivity, balancing land uses, and housing with services, mixed-use areas, parks and open spaces, multi-modal circulation and mobility. During the presentation, he also noted potential impacts to the community, economy, and the City's level of service.

Ms. Bateschell referred to the discussion questions listed on the last slide of the PowerPoint presentation and confirmed that Staff wanted the Council and Commission to advise on map changes and the type of community input on which they would like Staff to base their refinements to the plan.

Discussion and feedback from the Council and Commission was as follows with responses to questions as noted:

- Recent changes to traffic connections from outside Wilsonville eliminated duplicate roads that were present in the draft plan. These changes ensured traffic would flow in the most appropriate directions and increased functionality in certain areas where development was anticipated. However, additional changes could still be made to parks, the road network, or bike paths to better ensure safety.
- Concerns were raised about the implementation timeline. It was noted that Town Center would be redeveloped over 30 years, so it was likely the plan would go through some changes in that time. However, the plan still provided the framework for scale and intensity of development in the area.
- Consultants and Staff noted the details of traffic flow would be reviewed and discussed when the traffic analysis was refined. Town Center Loop West would still function as a connection into the area in conjunction with the other three connecting routes. The concept was intended to build out the general connectivity of the area while providing alternative routes to outlying

areas and making the Wilsonville Road/Town Center Loop West intersection operate more efficiently. However, the design might need to be improved particularly for bicyclists and pedestrians.

- In order to maintain a pedestrian friendly core along the main street, the distribution of traffic and access points needed to be considered carefully. It was also important to make sure the circulation network was compatible with land use and urban design opportunities so development could occur in accordance with the City's vision and goals for Town Center. Additionally, focusing on an intricate road network in just 25 of the 100-acre area would better accommodate development of the entire area over time.
- Parking lots and parking structures were not shown in the concept plan but must be addressed because the area would not look like the photographs in the plan. Concerns about the impact of parking structures to the aesthetics of the area led to discussion about how to design more attractive parking areas. Consultants recommended several smaller parking lots that would work best with the circulation framework in the plan. Smaller lots could be tucked in behind main streets, and also accommodated urban greening and storm water infrastructure better than larger parking areas. Staff could look into parking structures, but they were very costly to build and might not be appropriate for future parking needs. The current trend was to build parking structures in a way that allowed them to be converted to other uses in the future.
- Councilors and Commissioners expressed concerns about the safety and usefulness of Town Center Park. The plan recommended a third road be added to the perimeter. The increased traffic would make the areas more dangerous, noisier, and would limit the potential to grow the park to the east. Blocking the park in with roadways on three sides would completely change the dynamic of the park. However, it was noted that the park was already surrounded on two sides by roadways and traffic calming methods could be implemented in the area.
- There was discussion about how increased traffic volumes on Town Center Loop West and how congestion on Wilsonville Road would impact safety. Recommendations included a pedestrian-only zone and increasing the number of pedestrian and bicycle pathways.
- Future commercial and residential demands on parking should be considered carefully because there were currently no vacancies for commercial or residential units. The town was already oversaturated with apartments and parking was inadequate. The City would need to be creative about resolving these issues.
- There was brief discussion making the outdoor shopping area desirable year-round and in bad weather; otherwise, the plan might not be successful.
- There was debate about whether mixed-use buildings would be supported by the community. Mixed-use buildings could lower property values because one of the uses would have to be overcharged to subsidize the other, depending on the demand. However, mixed-use buildings were currently very successful in other locations, so they should still be considered for Town Center.
- The plan might not accommodate future commercial demands without space for retail and/or business anchor tenants. Retail was changing, but anchor tenants draw customers that support the small businesses. Existing businesses in the area were already concerned about how they would fit into the plan, but it was good that Staff continued to include them in the process.
  - In planning for 30 years into the future, it was difficult to anticipate how transportation, commerce, and retail would change. In order to build for an unknown future, the City would need to have a goal, and then provide a framework of regulations and guidelines

that were flexible enough to acknowledge the unknown by creating a plan that could be changed each year as commercial and residential needs progress.

- Staff and consultants responded to safety concerns about pedestrian crossings on Wilsonville Road, Town Center Loop East, and Town Center Loop West. Most of the design details would be worked out as the project progressed. Strategies included giving pedestrians and bicyclists safe options to improve connectivity, directing traffic away from Town Center Loop West, and decreasing the crossing distance.
  - Even though the design details would be developed later, the strategies should be presented to the public for feedback now because people already had concerns about access and safety.
- The consultants confirmed the community's preferences would be integrated into the plan at the next stage of the project, reminding that this concept plan just provided the building blocks for the future. Next steps would address how parking integrated with land uses, how connections were made, and concerns about the roads around the park. Those details would guide decisions.

Ms. Bateschell confirmed that Council and the Commission wanted the project team to focus on the following:

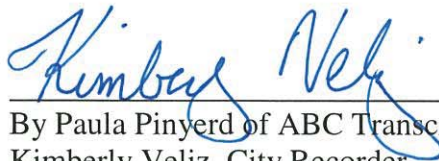
- Ensure that parking was included in the technical work and public input now rather than waiting to address parking in future phases of the project. Parking throughout the entire Town Center area should be addressed in a more efficient way.
- Reconsider the third road proposed along the park from both technical and design perspectives.
- Explore potential locations and designs for anchor tenants.
- Reconsider pedestrian crossing options for Wilsonville Road from a multimodal perspective and present those concepts to the public for feedback.
- Consider preferences for the main street and parking within that streetscape.

Mayor Knapp adjourned the Joint Work Session at 6:49 p.m. followed by Executive Session. Mayor Knapp called the Executive Session to order at 6:50 p.m. pursuant to:

ORS 192.660 (2)(e) Real Property Transactions  
ORS 192.660(2)(h) Litigation

The Executive Session adjourned at 7:03 p.m.

Respectfully submitted,



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By Paula Pinyerd of ABC Transcription Services, Inc. for  
Kimberly Veliz, City Recorder



## JOINT CITY COUNCIL - PLANNING COMMISSION MEETING STAFF REPORT

<b>Meeting Date:</b> December 4, 2017		<b>Subject:</b> Wilsonville Town Center Plan	
		<b>Staff Member:</b> Miranda Bateschell, Planning Manager	
		<b>Department:</b> Community Development	
<b>Action Required</b>		<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable <b>Comments:</b>	
<b>Staff Recommendation:</b> N/A			
<b>Recommended Language for Motion:</b> N/A			
<b>Project / Issue Relates To:</b> <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Town Center		<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

### ISSUE BEFORE COUNCIL AND COMMISSION:

Gain an understanding of the public feedback received through the various summer events, and provide input on the Draft Community Design Concept for the Wilsonville Town Center Plan.

### EXECUTIVE SUMMARY:

The Wilsonville Town Center Plan will create a community-driven vision for Town Center and through strategic actions (new projects, policies, programs or partnerships) will guide future development in Town Center that advances the vision. In the first phase of the project, existing

conditions, opportunities and constraints were identified, and the community established a vision and set of goals for future Town Center.

Over the summer, the Project Team took initial design concepts to the public for their consideration and input. Opportunities for the public to provide input included a Community Design Workshop; an online design survey; and an in-person design survey posted at the Library and at citywide events, including Rotary Concerts, Kiwanis Fun Run, Fun in the Park, Wilsonville Brewfest, and the City-sponsored Community Block Party. The project team prepared a summary of the results from the Community Design Survey (Attachment A). In addition to the in-person design survey at the Community Block Party, participants also provided input on multiple activities to help direct the Town Center Plan project, a summary of which is included with this staff report (Attachment B).

The Town Center Plan Task Force met on October 23 to review the public input and the emerging concepts and priorities from that feedback for future land use and activity centers, open space, and connectivity in Wilsonville Town Center. The Task Force reviewed three concepts for each system (e.g. open space), evaluating and refining the concepts, as instructed, using the Town Center Plan vision and goals. At the end of the meeting, the Task Force created a draft Community Design Concept for Town Center (Attachment C).

On November 8, the Planning Commission had an opportunity to ask questions and provide input on the draft Town Center Community Design Concept. This discussion provided the framework for a follow-up work session with the Task Force on November 28 focusing on:

- Evaluating the connections included in the Community Design Concept to ensure there are no missing active transportation connections and to consider how Green Streets can support traffic while being very bike and pedestrian friendly
- Further refining land uses in the Community Design Concept, considering:
  - The most desirable locations for developing first
  - The best locations for key activity centers
  - Appropriate building massing within the various subareas
  - The importance of the new intersection at Courtside and Parkway
  - The right balance of residential uses (e.g. quantity, location, types)
  - The potential for a hotel / convention center
  - The uses that should be limited or restricted

The Planning Commission raised additional ideas and issues, which can be better addressed at other stages of the project. Future outreach efforts, land use and technical analyses, and work sessions with the Task Force, Planning Commission and City Council will address this feedback:

- Emphasize the long-term nature and phased implementation of this plan to the public.
- Determine what the Main Street will look like, finding the right balance of pedestrian, bicycle, commercial, and auto activity.
- Design safe, multi-modal crossings on Town Center Loop East, particularly if traffic diverts there from Loop West.
- Improve and design safe connections across Wilsonville Road for all modes.
- Evaluate whether traffic attracted by new uses in the western portion of plan area counteract traffic calming measures.

- Coordinate the I-5 bridge construction and modification of Town Center Loop West.
- Gauge constraints of current buildings and best approaches for phasing development.
- Assess potential transit service and needs.
- Refine circulation within the Citizens Drive corner of the plan area.
- Analyze cost of new development and potential impacts (as well as economic development strategies) for small businesses.
- Consider integrating incentives into the development design standards.

At the December 4 work session, the project team will present the Community Design Concept and the recommended refinements from the November 28 Task Force work session. The project team would like the Council and Commission to provide input in preparation for taking the concept to the public for their feedback. During the discussion, please consider the following questions:

1. Are there particular challenges you see in moving forward with the Community Design Concept recommended by the Task Force?
2. Does the Concept identify the right level of activity and building massing in the right locations?
3. There are a few restricted uses designated; should the plan be more restrictive or less restrictive? Which specific uses should be restricted only in certain areas and which uses should be restricted in the entire plan area?
4. What questions do you have for the community and what would you like to know from the public as they review the Community Design Concept?

## **BACKGROUND:**

In 2014, City Council adopted Wilsonville's Urban Renewal Strategy and Tourism Development Strategy, both of which identified a Town Center Redevelopment Plan as a priority action item. City Council then established starting the Town Center Plan as a 2015-2017 Council Priority Goal. Staff applied for and was granted a Metro Community Planning and Development Grant to complete the Plan. In 2016, Council approved the Inter-Governmental Agreement between Metro and the City of Wilsonville, which outlined the major milestones, deliverables, and funding conditions, setting the framework for the Scope of Work with MIG, Inc.

The project team began work on the project with a Town Center tour in October 2016, and kicked-off the project with the community in February 2017. Public input drove the vision and goals for Town Center, which the City Council and Planning Commission acknowledged in May 2017. Since that time, the project has hosted over a dozen events to garner input from the community on preferred designs and plan elements.

## **EXPECTED RESULTS:**

The Project Team will use this input to refine the draft Community Design Concept.

## **TIMELINE:**

After the work session, the project team will use this input to prepare a Community Design Concept proposal to share with the community for input and refinement in early 2018. Public feedback will shape the concept into a preferred Town Center Plan and implementation strategies, for review and adoption in 2018.

**CURRENT YEAR BUDGET IMPACTS:**

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

**FINANCIAL REVIEW / COMMENTS:**

N/A

**LEGAL REVIEW / COMMENT:**

N/A

**COMMUNITY INVOLVEMENT PROCESS:**

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

**POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:**

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

**ALTERNATIVES:**

The Council and Commission can provide the project team with alternative direction.

**CITY MANAGER COMMENT:**

**ATTACHMENTS:**

- A. Community Design Survey Results
- B. Community Block Party Summary
- C. Draft Town Center Community Design Concept





## WILSONVILLE TOWN CENTER PLAN

### Community Design Concept

Over the last year, the project team has conducted a variety of community engagement activities to receive input on the future of the Town Center. This resulted in a community-driven vision and set of goals that provide overarching guidance for the future development of Wilsonville's Town Center. Through Phase 2 of public engagement, community members identified their priorities and preferences related to the types of development, transportation, and open spaces they would like to see in Town Center. Land uses and activity centers, multi-modal transportation circulation, and open/green space networks are the major building blocks of a built environment. Each of these building blocks can take a variety of shapes (ex. single-story or multi-story buildings, wide car-oriented or narrower two-way pedestrian-oriented streets). The shape of each building block impacts the potential land uses, mobility, and open spaces (ex. narrower streets with pedestrian amenities and active storefronts facing the street encourage walking).

The Project Team used the community input and technical findings to create three design concepts for each building block (described below). On October 23, 2017, the Town Center Task Force evaluated and refined these concepts to create one Community Design Concept for Town Center. The Task Force used the Town Center Plan vision and goals to evaluate their proposed Community Design Concept.

#### VISION

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

#### GOALS

1. **Environmental Stewardship.** Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.
2. **Harmonious Design.** Create urban design standards for pedestrian-oriented building and street design and a variety of quality building types and land uses.
3. **Mixed Uses.** Provide for interconnected land uses that incorporate play and recreation, retail, services, dining and entertainment, and increased opportunities for residential and employment uses.
4. **Safe Access and Connectivity.** Provide transportation infrastructure that creates a safe, accessible environment for all modes of travel in Town Center, fosters multimodal access between buildings and land uses in Town Center, connects to surrounding neighborhoods, and provides local and regional accessibility.
5. **Community Gathering Places.** Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.
6. **Economic Prosperity.** Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.

## COMMUNITY DESIGN BUILDING BLOCKS

Three approaches for each building block (open space and green spaces, transportation and circulation, and land uses and activity centers) are described below. This section is followed by potential alternative design concepts, presented to the Task Force by the project team, that layer all the building blocks in three different configurations.

### **Open Space and Green Spaces**

The community prioritized parks, green spaces, and public gathering spaces are important elements of the future Town Center. The existing Town Center Park is a destination, especially during the summer, and is valued by many community members. Additionally, Memorial Park and Murase Plaza are considered by community members as being part of Town Center though not included in the official Wilsonville Town Center boundary. These two parks are cornerstones of the existing Town Center's open/green space network. However, the community is interested in additional green spaces and integrating more nature into the design of Town Center. There are different approaches to expanding and diversifying the open and green spaces.

### **Transportation and Circulation**

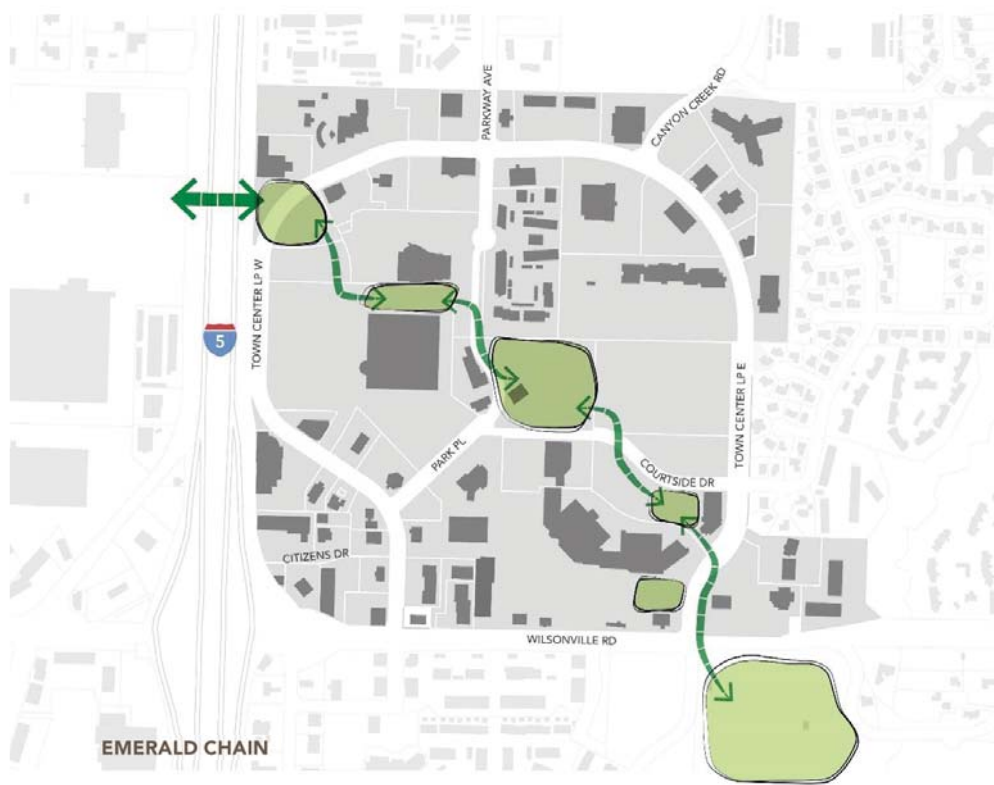
Currently, Town Center has an auto-oriented transportation system defined by the Town Center Loop. While there are pieces of bicycle and pedestrian infrastructure and transit service, there is limited connectivity for these travel modes. Vehicle travel is relatively smooth, but there is peak hour congestion on Wilsonville Road that is a concern for many community members. The Town Center Planning process has identified opportunities for improved connections within Town Center and between Town Center and adjacent neighborhoods.

### **Land Uses and Activity Centers**

Town Center includes primarily one and two-story buildings served by an abundance of surface parking. There is a mix of uses that include health services, civic, educational, entertainment, retail and other commercial uses. Throughout the planning process, community members expressed a strong interest in varied retail options, especially dining. People are interested in mixed-use buildings and want to see ground floor retail with activated pedestrian spaces (wide sidewalks, seating areas). Community members also want year-round opportunities for recreation, activities, and social gatherings. The following approaches identify ways land uses might be located and types of uses in specific areas.

ATTACHMENT C

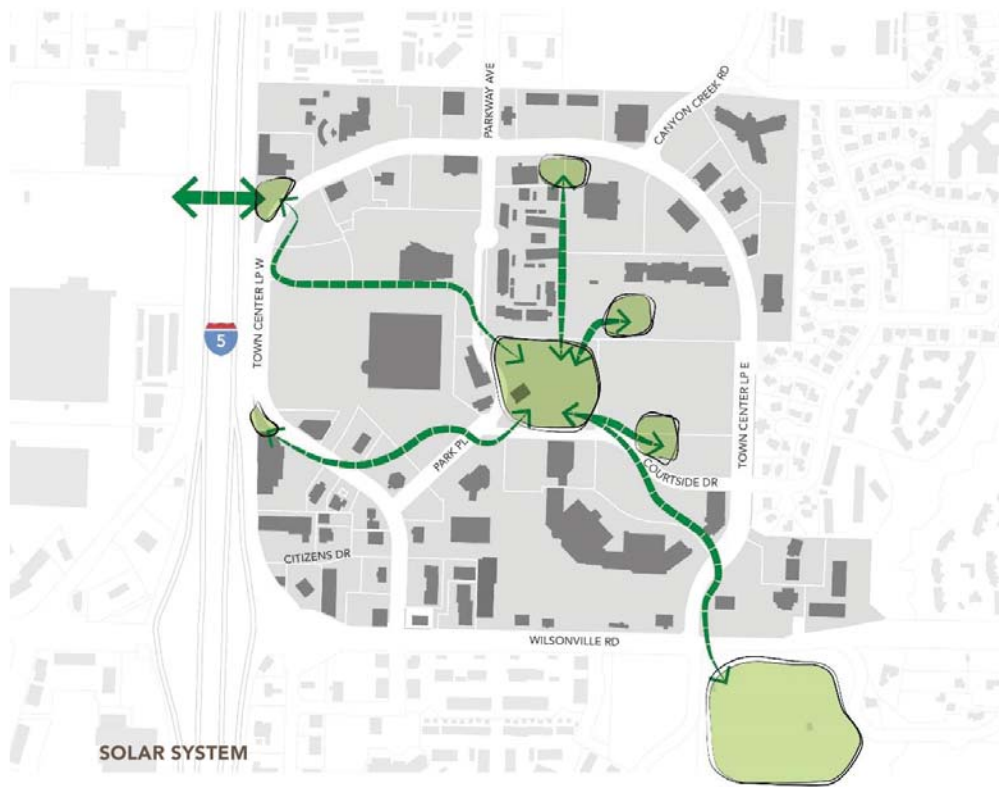
Parks, Open Spaces and Greenways



**The Emerald Chain:** This approach connects existing parks such as Town Center Park and Memorial Park with a series of small plazas and greenspaces by utilizing green streets and trails. It also connects these open and green spaces to the future bicycle and pedestrian bridge over I-5.

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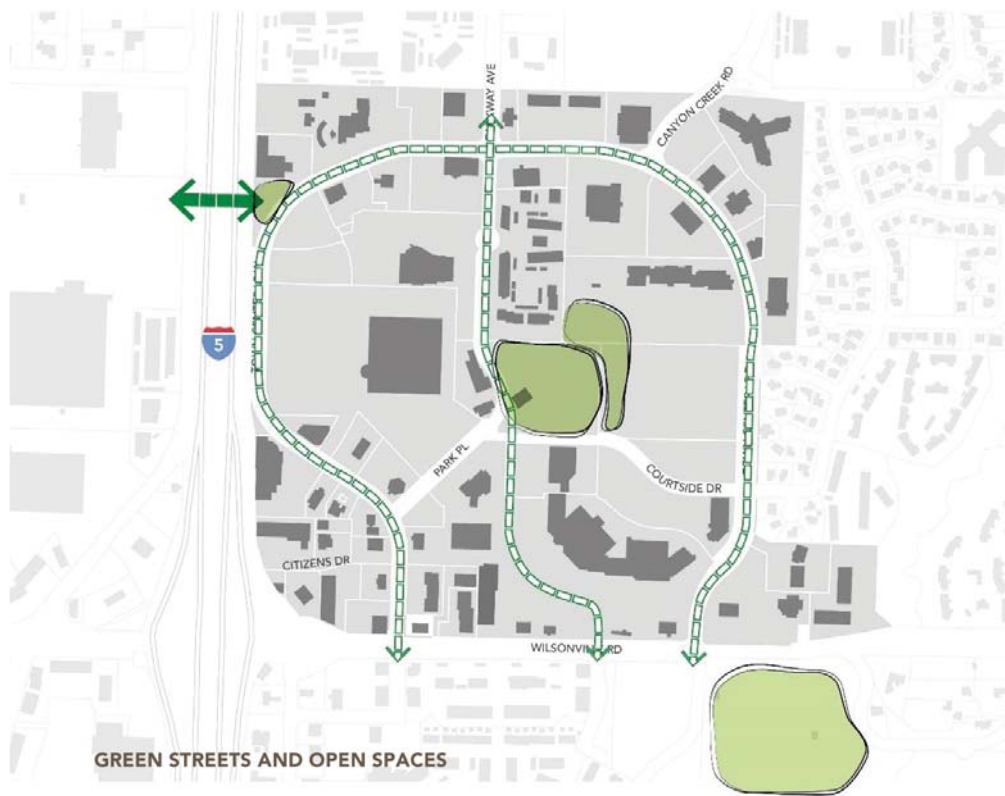
Parks, Open Spaces and Greenways



**Solar System:** This approach positions Town Center park as the hub of Town Center, with greenway connections to smaller open and green spaces throughout Town Center. Each small open space would provide public social areas that primarily serve the surrounding buildings.

ATTACHMENT C

Parks, Open Spaces and Greenways



**Green Streets and Open Spaces:**  
This approach incorporates natural and open space elements into the streetscape through bioswales and other vegetated stormwater management facilities, landscaped medians, and street trees. These streets are bicycle- and pedestrian- oriented with wide sidewalks and substantial planted buffers.

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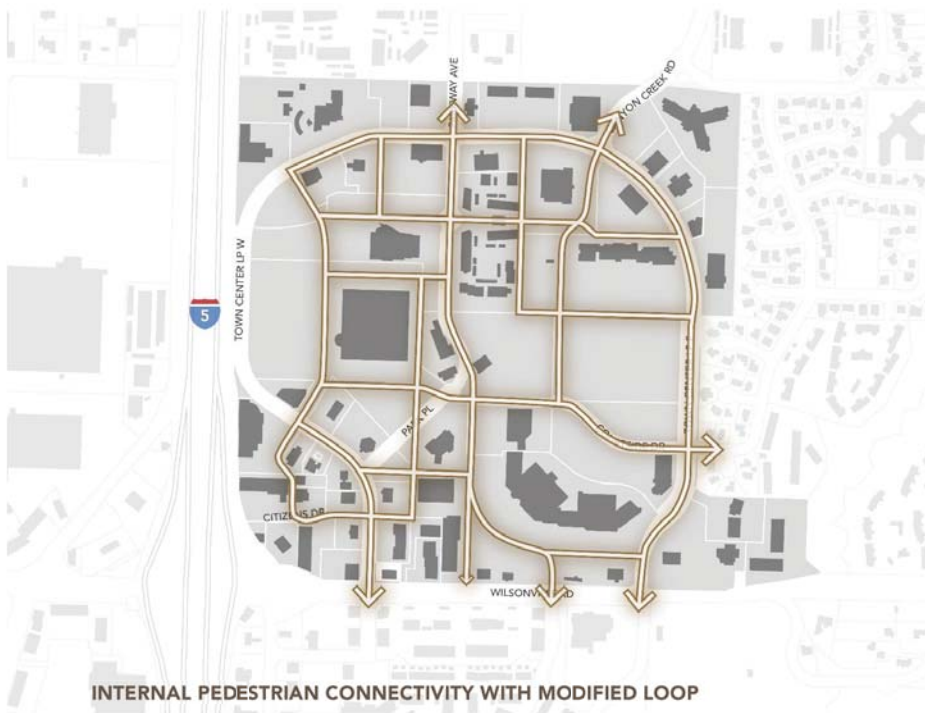
Transportation and Circulation



**Improved Connections/Through Streets:** This approach does not make any major overhauls to the existing street system except for the removal of Park Place, which reduces conflicts as it connects to Town Center Loop W. near the Wilsonville Road intersection. Smaller internal connections provide new east/west connectivity. This approach also enhances the existing network by adding some additional internal north/south local streets to reduce the distance pedestrians or cyclists need to travel to make connections. Bicycle circulation would be located on existing roads as well.

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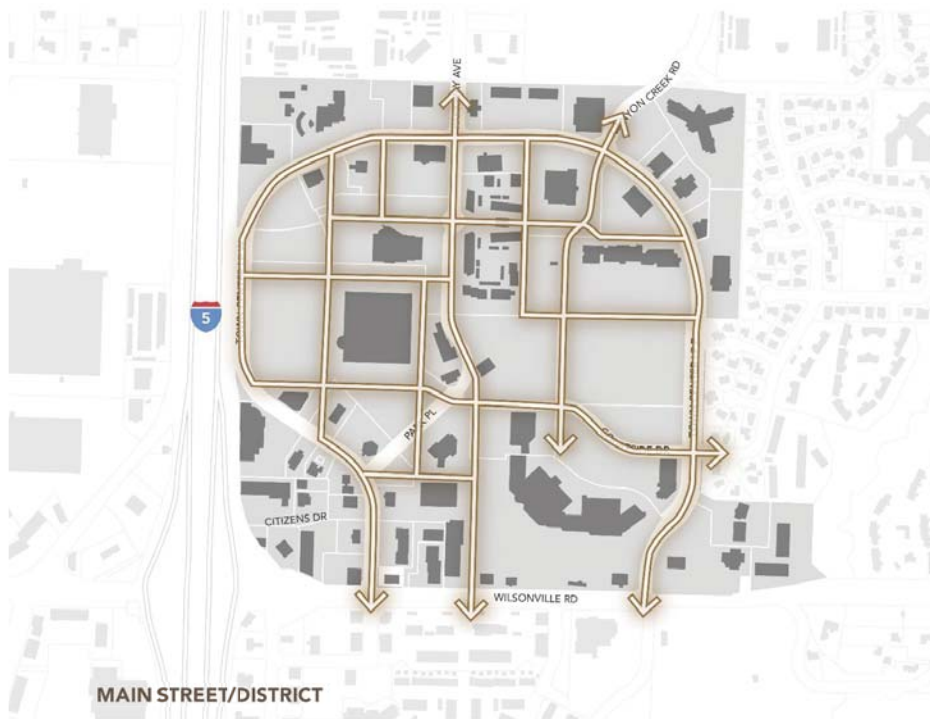
Transportation and Circulation



**Increased Internal Connectivity with Modified Loop:** This approach closes the southwest corner of the Loop to through traffic, while maintaining bicycle and pedestrian access. This concept also pulls congestion away from the currently congested intersection at Wilsonville Road by creating a new intersection east of the current location. The new intersection would be located at or nearby the entrance to the shopping center. The new road network and the new north/south connection in front of Fry's creates more direct access and more road frontage for businesses. Removing the western portion of the Town Center Loop W. also increases development potential immediately adjacent to I-5.

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Transportation and Circulation

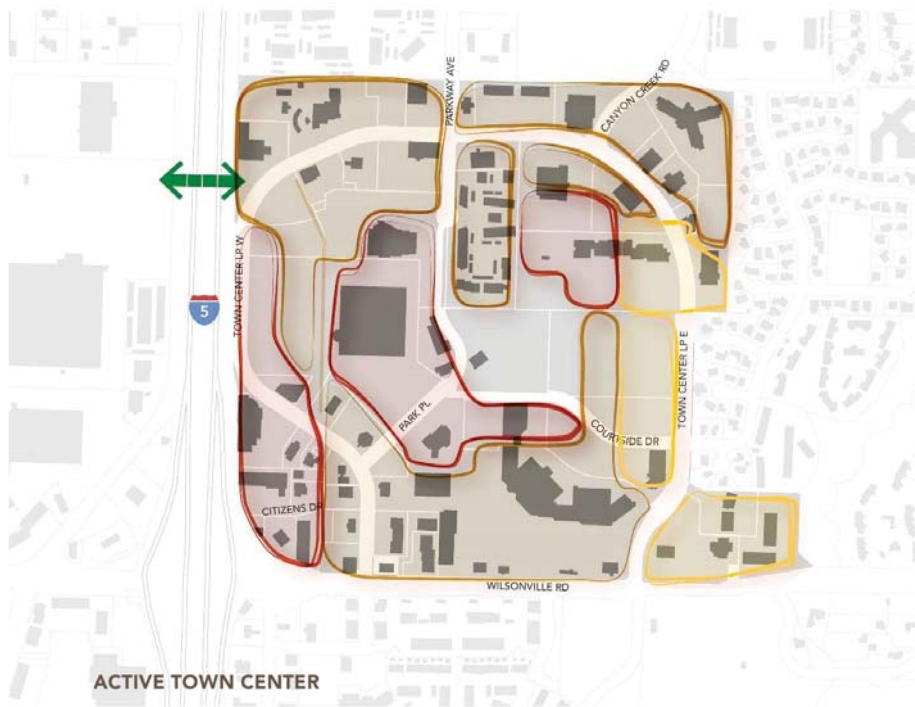


**Main Street / District:** This approach establishes the Parkway as the central spine and main street of Town Center. The street would be pedestrian-oriented, framed with buildings and providing high visibility for businesses. It also frames Town Center Park with a direct and distinct street grid that is easier to navigate than today's current network of streets.



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Land Uses and Activity Centers

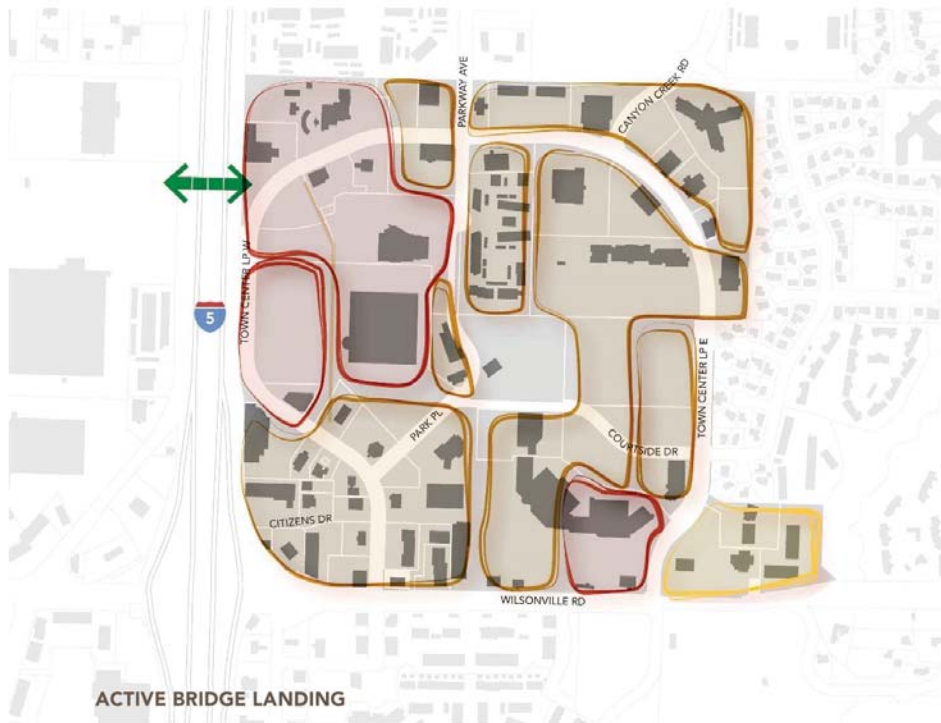


**Active Town Center Park:** This approach focuses development and active uses around Town Center Park. Taller mixed-use development (four to five stories) would be located around Town Center Park to increase activity in the central portion of Town Center. Building heights vary in other locations, from taller buildings on the western edge, to lower density one- to two-story buildings on the eastern edge. The taller buildings on the west side of Town Center would increase visibility from I-5, while the lower density buildings on the east side would provide a transition from adjacent residential neighborhoods.

- Red:** 4-5 stories
- Orange:** 2-4 stories
- Yellow:** 1-2 stories

ATTACHMENT C

Land Uses and Activity Centers

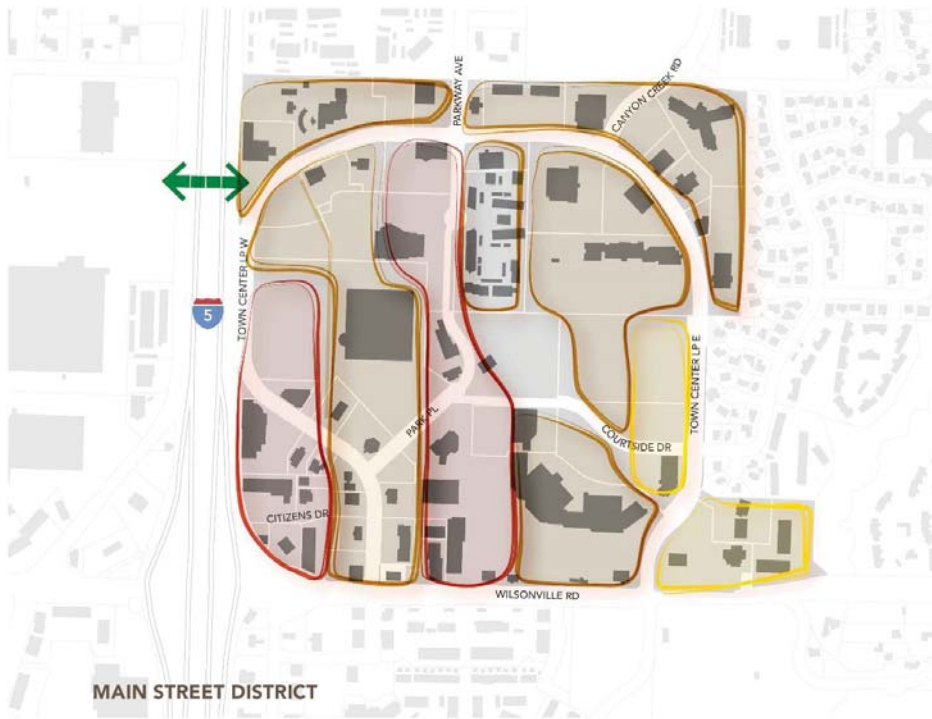


**Active Bridge Landing:** There is a planned bicycle and pedestrian bridge over I-5 that would land in the northwest corner of Town Center. This approach envisions the landing as a hub of activity with people using the bridge to reach West Wilsonville, SMART Central Station, and the WES Transit Station. The bridge landing would incorporate a public plaza with four-to five-story buildings nearby in the northwest corner of Town Center. The remainder of Town Center would be developed with moderate building heights (two-to four-stories) except for the southeast corner that would be one-to two-stories.

- Red:** 4-5 stories
- Orange:** 2-4 stories
- Yellow:** 1-2 stories

ATTACHMENT C

Land Uses and Activity Centers



**Main Street District:**

Complementing the Main Street Circulation approach, a Main Street District would concentrate the tallest buildings and active uses around a Town Center Main Street. This land use approach creates a highly walkable mixed-use spine through Town Center with additional residential, office and other uses located along side streets. This land use approach would also focus attention on the Parkway/Civic Drive intersection as the key corner for activity adjacent to the park.

**Red:** 4-5 stories

**Orange:** 2-4 stories

**Yellow:** 1-2 stories

ATTACHMENT C

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PROJECT TASK FORCE COMMUNITY DESIGN CONCEPT ALTERNATIVE

On October 23, the Town Center Plan Task Force participated in a work session to review the Alternative Building Blocks developed by the Project Team. Guided by the community engagement results, the Task Force worked in two groups, layering, and modifying the building blocks, to create a concept that would support the Town Center Plan Vision and Goals. Both groups independently selected the same building blocks:

- o Parks and Open Spaces: Emerald Chain + Green Streets
- o Circulation: Modified Loop + Mainstreet
- o Land use: Mainstreet

The Task Force focused on the Harmonious Design project goal. There was discussion that this should be an overarching goal and is most important to achieving the Town Center vision. A Community Design Concept that illustrates the Task Force's preferences and priorities is on the following page. Themes from the Task Force's discussion include:

**Green Space:**

- Transform Park Place into a Greenway where it connects to Citizen's Drive.
- Add open spaces/plazas in the southwest quadrant.
- Connect the Boeckman Creek Trail to Town Center.
- There was concern that new open spaces be public and/or publicly accessible; not all open spaces and plazas should be associated with commercial uses (i.e. someone should be able to find a nice place to sit outside without needing to buy coffee).

**Connectivity:**

- Traffic-calming is needed throughout Town Center.
- Improve the connectivity between Town Center and businesses and residents on the south side of Wilsonville Road. Enhance pedestrian crossings on Wilsonville Road at: Rebekah St., Holly St., Town Center Loop W. and Memorial Drive/Town Center Loop E.
- To help reduce traffic congestion on Wilsonville Road at Town Center Loop W., add streets and access points to Wilsonville Road, including:
  - o Extending Parkway Ave. to Wilsonville Road.
  - o Creating a new road across from Rebekah that connects to the Parkway extension; this could be a pedestrian-only crossing.
- There is a need for a diagonal connection across Town Center from the northeast corner (Canyon Creek Road) to the southwest quadrant.
  - o Canyon Creek has high quality bicycle and pedestrian facilities and a new road should continue these facilities.
  - o Potential for a pedestrian mall from Town Center Park to Wilsonville Road, along Park Place.

**Land Use:**

- The bridge landing should be active 24/7 with commercial uses to create an engaging and safe gateway into Town Center.
- Four-to-five story development along I-5 will act as a sound barrier and should not be residential.
- Multi-use, taller buildings with active ground floor uses are recommended in the Main Street District.
- A variety of building heights should be incorporated in Town Center.

Page intentionally blank

# COMMUNITY DESIGN CONCEPT

ATTACHMENT C

**Moderate Activity**  
ENTERTAINMENT  
(2 - 4 STORIES)

**Moderate Activity**  
MIXED USE: RESIDENTIAL, RETAIL,  
RESTAURANT (2 - 4 STORIES)

**High Activity**  
MAIN STREET DISTRICT,  
MIXED USE: RESIDENTIAL, RETAIL,  
RESTAURANT, SMALL OFFICE AND  
PROFESSIONAL CRAFT SPACE  
(4 - 5 STORIES)

**Moderate Activity**  
EDUCATION, HEALTH CARE,  
MIXED USE: OFFICE,  
COMMERCIAL, RESIDENTIAL  
(2 - 4 STORIES)



PEDESTRIAN BRIDGE

TOWN CENTER LP W

WAY AVE

YON CREEK RD



**High Activity**  
ENTERTAINMENT, MIXED USE: OFFICE,  
RETAIL, RESTAURANT  
(4 - 5 STORIES)

**Low Activity**  
CIVIC, RESIDENTIAL, MIXED-USE, COM  
MERCIAL, OFFICE  
(1-2 STORIES)

**Moderate Activity**  
MIXED USE: RESIDENTIAL, RETAIL,  
RESTAURANT (2 - 4 STORIES)

CITIZENS DR

FOUR SIDE DR

WILSON V

	Parks		Greenway Connections
	Multimodal Intersection Improvements		Green Streets

Joint CC/PC Meeting - Dec. 4, 2017

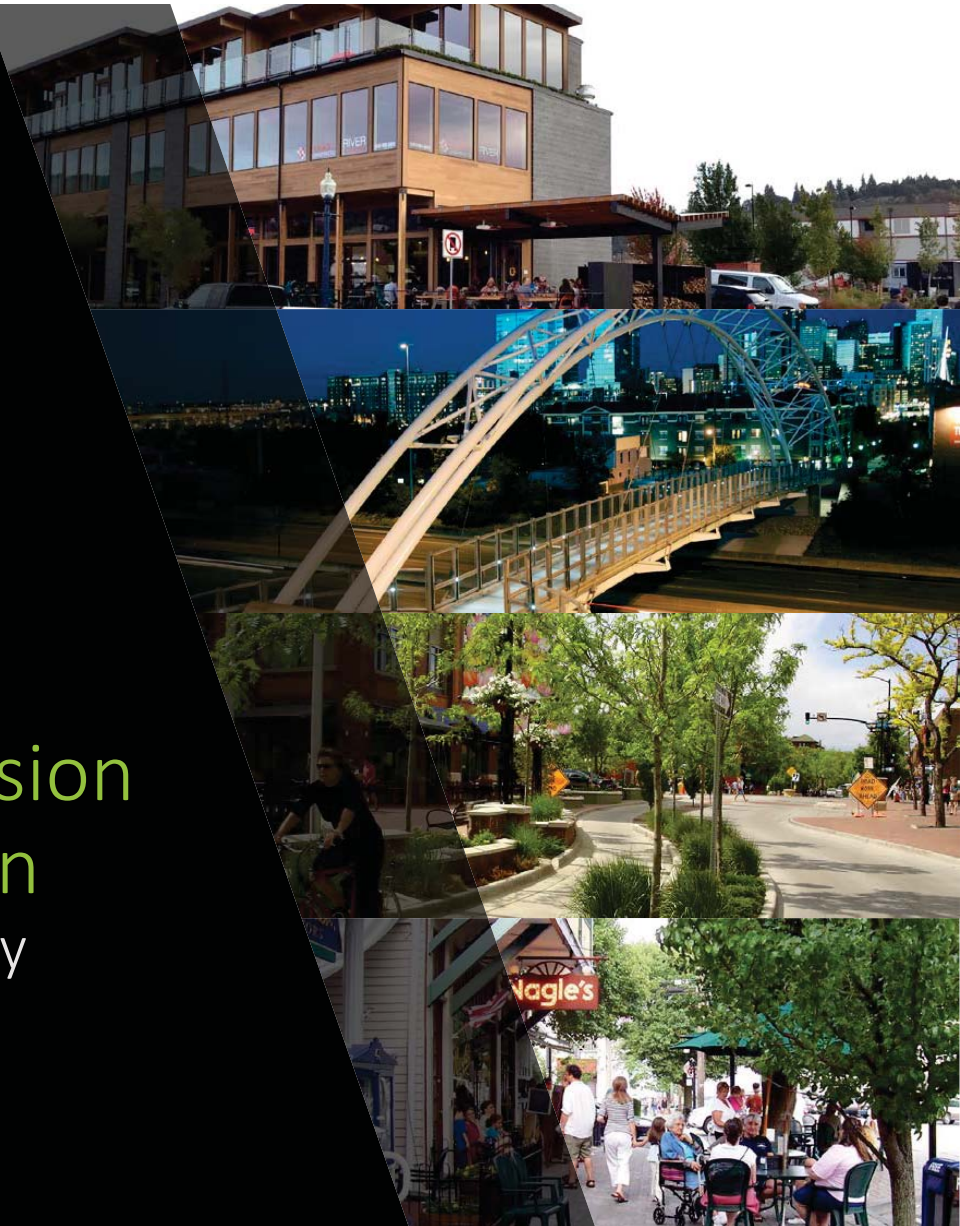
Page 15 of 15





# City Council and Planning Commission Joint Work Session

Town Center Community  
Design Concept  
Dec. 4, 2017





## Tonight's Agenda

5:00 pm	Welcome and Agenda Overview
5:05 pm	Community Planning Process
5:20 pm	Draft Community Concept
6:00 pm	Discussion/Recommendation: Draft Community Concept
6:35 pm	Close and Next Steps

# Community Planning Process



## A range of community events and engagement . . . !

- Planning Commission-City Council  
Joint Workshop
- Stakeholder Meetings
- Community Events/  
“Out-and-about”
- Question of the Month (online and  
at Idea Centers)
- Community Design Workshop
- Online Community Design Survey
- Block Party
- Ongoing Communication



The community has expressed high levels of interest/support for...



More commercial variety, especially restaurant, and smaller, locally-owned options



Mixed-use buildings, especially with a mix of retail and office



Three-story heights, across a range of building types and uses





# Four- to five-story mixed-use multi-family residential buildings



# Activated public spaces



# Walkable, pedestrian-oriented streetscapes



# Bicycle and pedestrian connections with the rest of Wilsonville



# Town Center Plan Vision and Goals

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



Environmental  
Stewardship



Harmonious  
Design



Mixed Uses



Safe Access and  
Connectivity



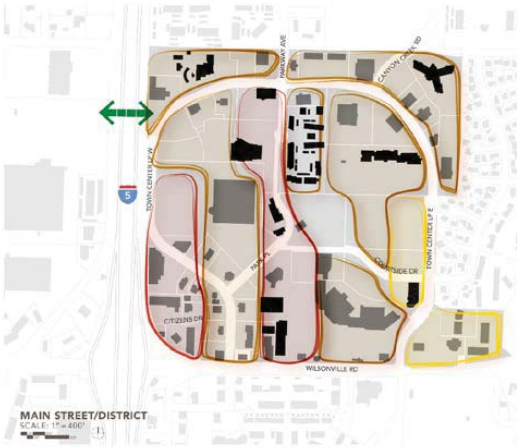
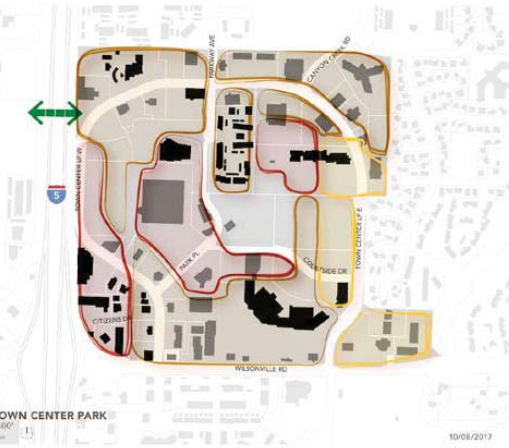
Community  
Gathering  
Places

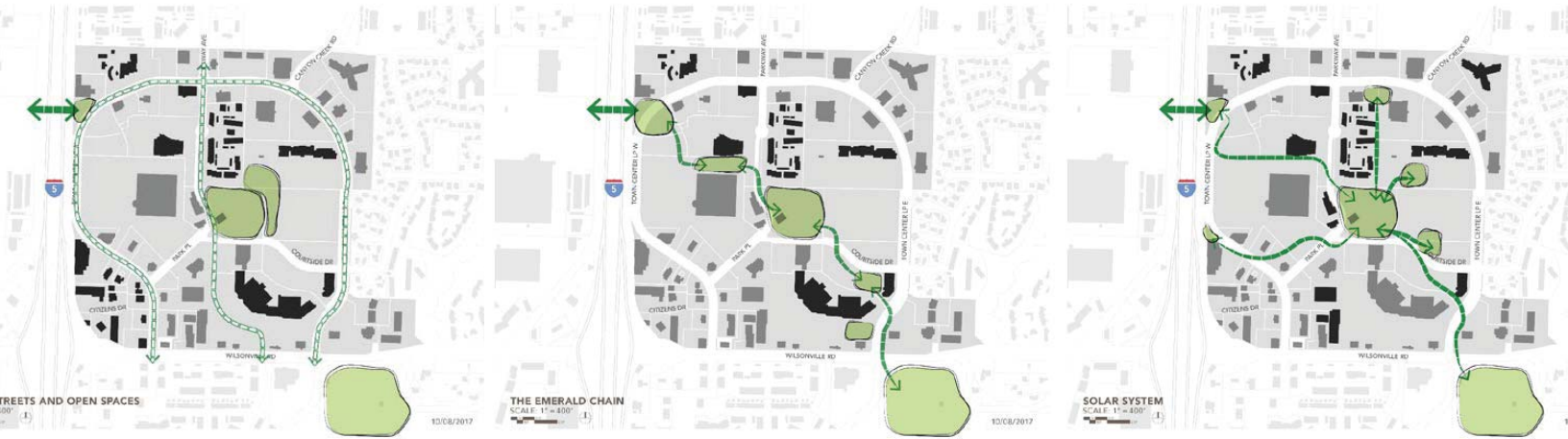


Economic  
Prosperity

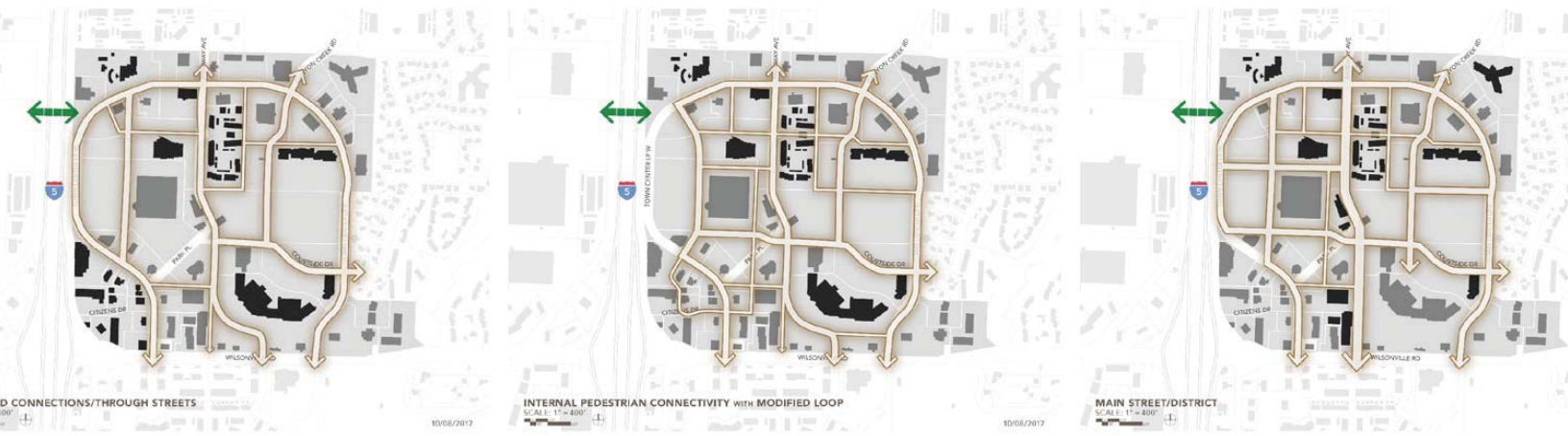
# Building Blocks













The Story of



WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative: *Dick's Following*

For each building block—green space, connectivity, land use—please note which you selected, if you made changes and why, and what works well about the approach.

Green Space *EMERALD CHAIN w/ GREEN LOOP*  
*BECKMAN CREEK (PLACEMENT/LOOP)*  
 Emerald chain allows us to:  
 Embrace 3-4 Greenspaces, adding ~~to~~ A Town Center Greenway  
 of Parkplace Road is being used as a Greenway where it connects to Citizens Dr.  
 Also, we are creating a 4-5 High density(?) Sound barrier, protecting us from I-5  
 Noise a (benefit)\*

Connectivity *MAIN STREET w/ MODIFIED LOOP COMBO*  
 \*We turned Parkway into the 'Main Street' from North/South, South Center Loop to  
 Wilsonville Road  
 \*Also, we have re-modified the Town Center West loop so that it slows traffic,  
 Adds Freeway Frontage, Allows for Pedestrian Crossings (Safety)\*

Land Use *MAIN STREET*  
 Bring We've created a Multi-Use / High Density Main Street District.

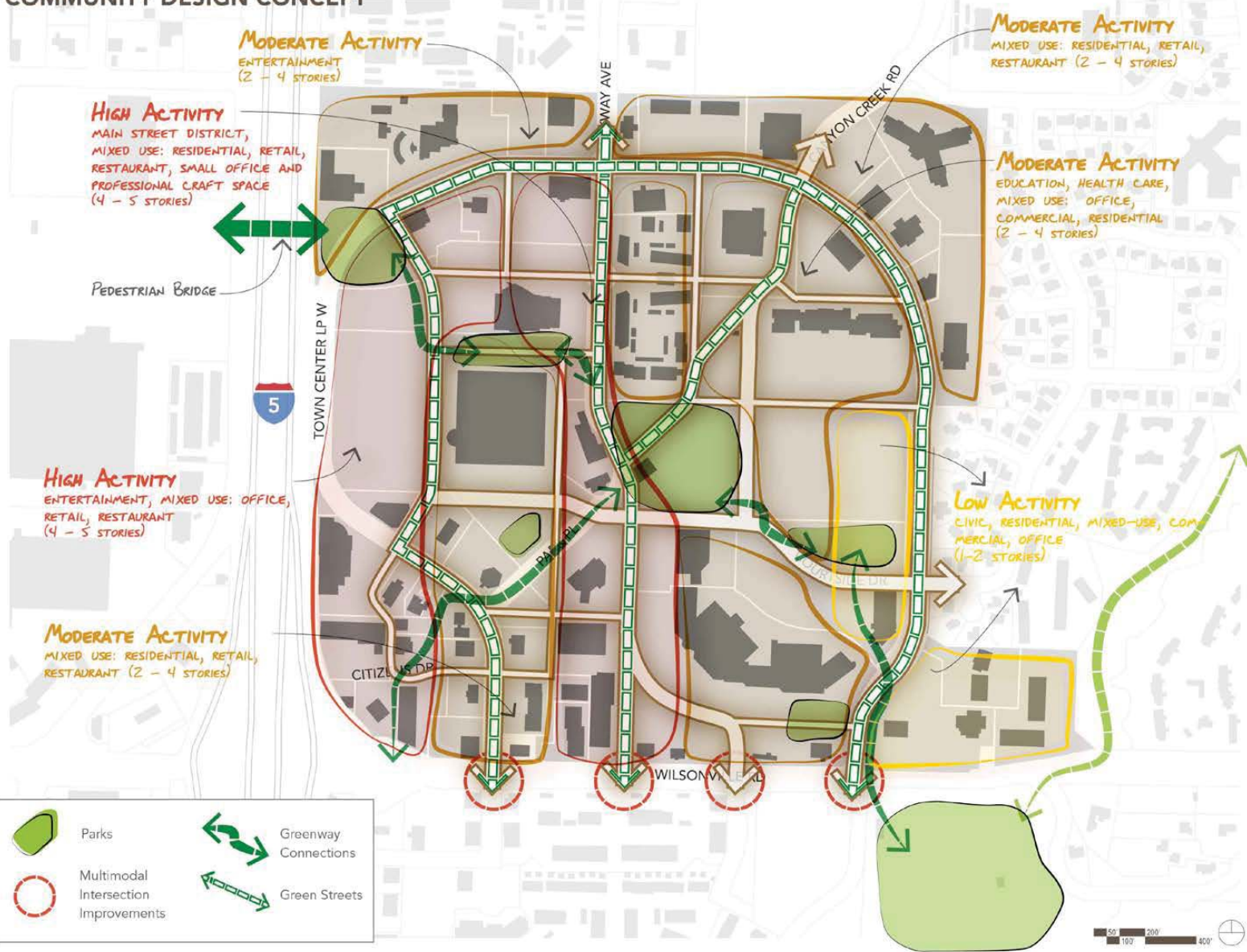


WILSONVILLE TOWN CENTER PLAN

Design Concept Alternative:

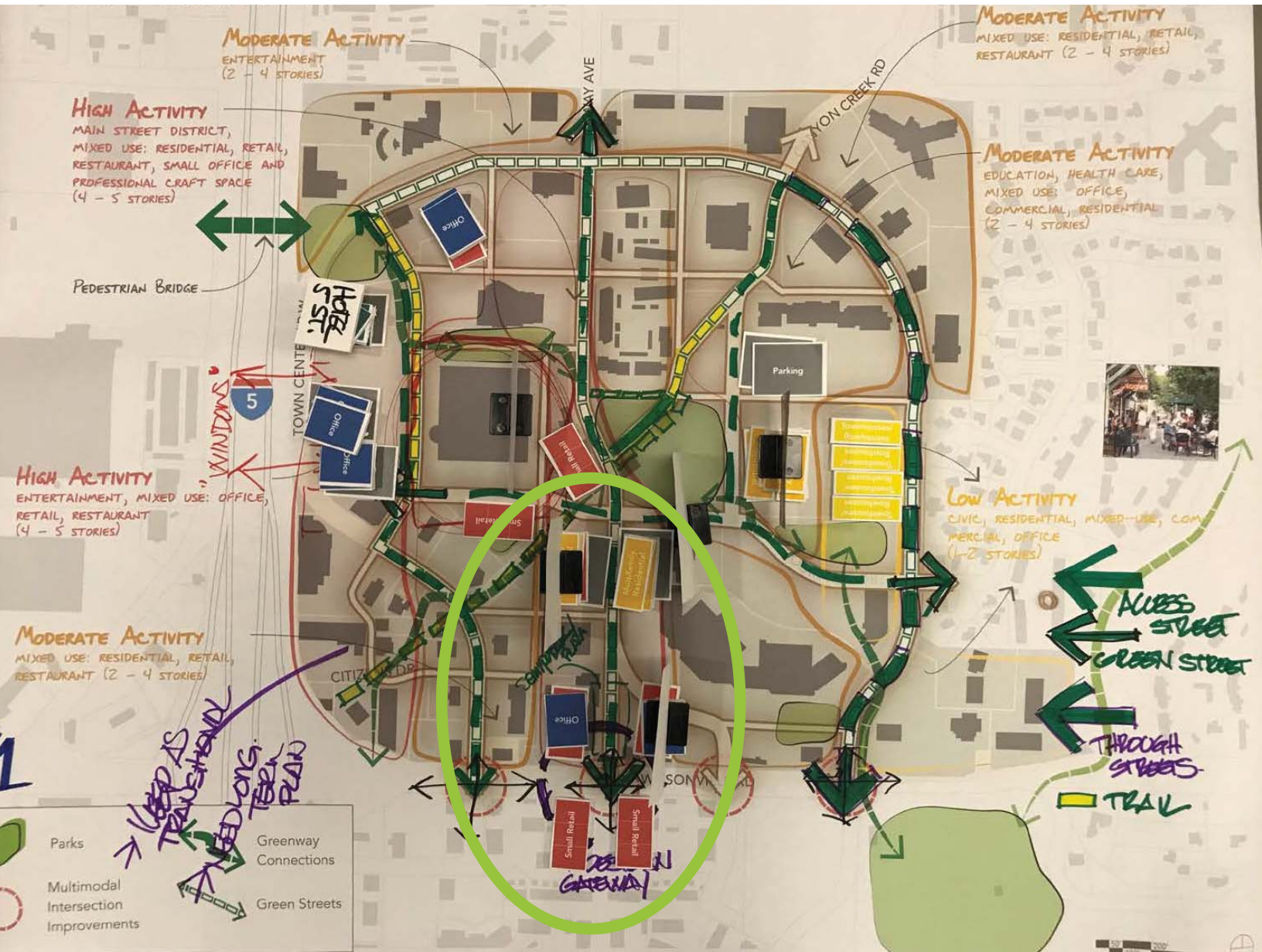
Town Center Plan Goals	Yes, supports the goal.	Could support the goal.	No, does not support the goal.	Not sure.	Comments
Environmental Stewardship. Integrate nature into the design and function of infrastructure and development in Town Center to protect Wilsonville's natural resources.	X				<i>RIGGER TRAILS</i> <i>CONNECTIONS (BE/LE/FEED)</i> <i>BECKMAN CREEK</i>
Harmonious Design. Create urban design standards for pedestrian-oriented building and street design; and a variety of quality building types and land uses.		X			<i>TOP TOP EXISTENS</i> <i>NEED TO BE GIVE OUT CONNECTION</i>
Mixed Uses. Development provides interconnected land uses that incorporate play and recreation, with a range of retail, services, dining and entertainment options, and increased opportunities for residential and employment uses.	X				<i>VALUED HEIGHTS</i> <i>USBS</i>
Safe Access and Connectivity. Provide transportation infrastructure designed to create a safe, accessible environment for all modes of travel in Town Center, foster multimodal access between buildings and land uses in Town Center, connect to surrounding neighborhoods, and provide local and regional accessibility.		X			<i>CROSSINGS</i> <i>TRANSITIONS TOUGH</i>
Community Gathering Places. Provide vibrant, diverse and inclusive spaces that bring people together with activities and events for year-round fun, culture and socializing.	X				
Economic Prosperity. Create opportunities to support and grow existing businesses and attract new businesses that provide a diverse range of local and regional retail, entertainment, and commercial activities.			X		<i>PER SQUARE FT</i>

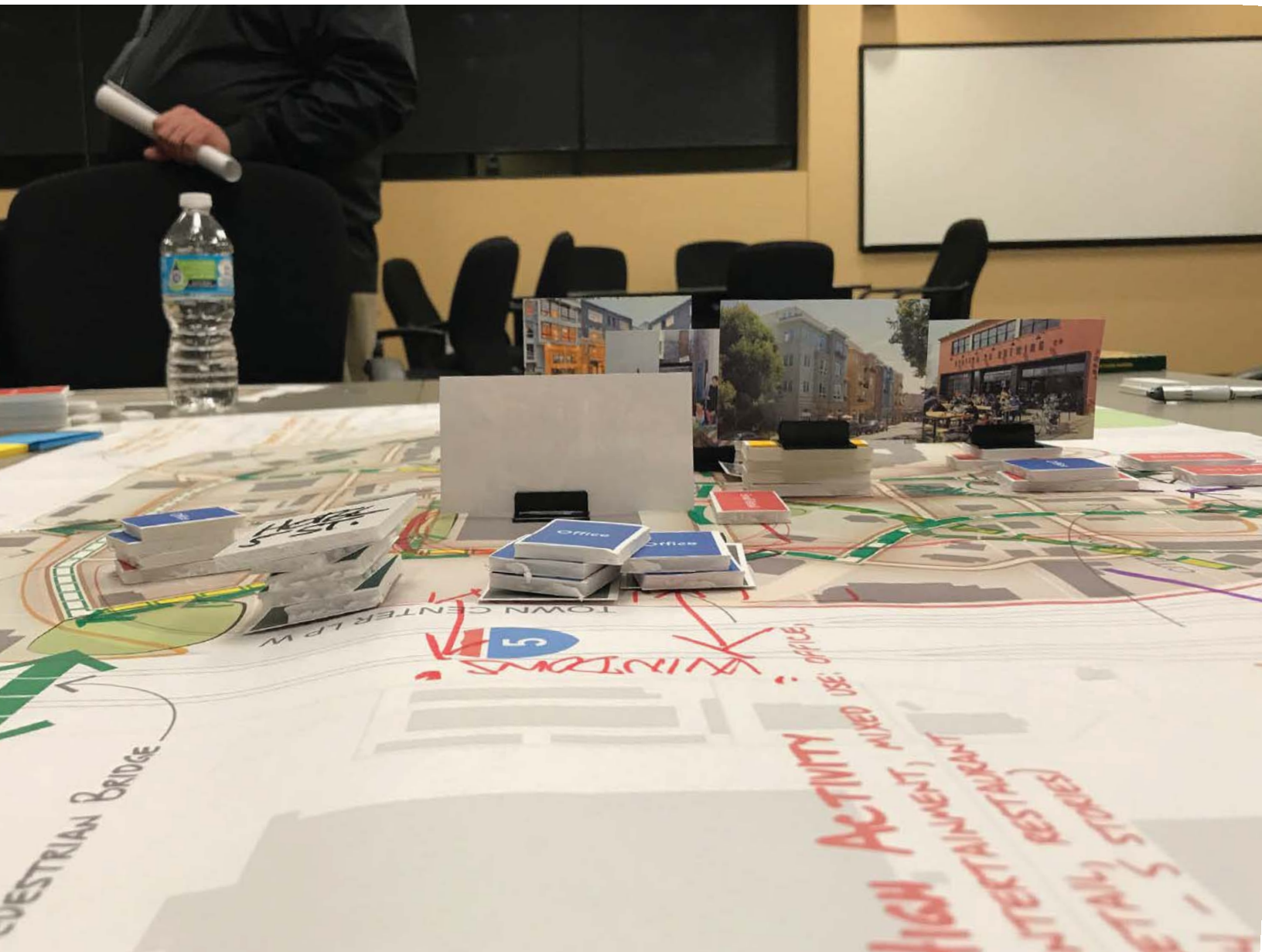
# COMMUNITY DESIGN CONCEPT



## Draft Community Concept: Planning Commission Input (11/8)

- Bicycle and pedestrian connectivity
- Connections outside of Town Center
- Balanced land uses and services
- Not just housing





PEDESTRIAN BRIDGE

TOWN CENTER L.P.W

~~CHILDREN'S~~

HIGH ACTIVITY  
RESTAURANTS  
STREET STORIES

Office

Office









TOWN CENTER TASK FORCE



**ACTIVITY**  
MAIN STREET DISTRICT,  
MIXED USE: RESIDENTIAL, RETAIL,  
RESTAURANT, \*SMALL OFFICE AND  
PROFESSIONAL CRAFT SPACE  
(4 - 5 STORIES)

Innovative  
designed  
parking  
garage  
against  
1-5

Leave  
Zoning  
open here;  
include  
res. hotel  
allow  
1/2000ft  
conversions

add  
recreation  
uses

**HIGH ACTIVITY**  
ENTERTAINMENT, MIXED USE: OFFICE,  
RETAIL, RESTAURANT  
(4 - 5 STORIES)

Add  
hotel uses

**MODERATE ACTIVITY**  
MIXED USE: RESIDENTIAL, RETAIL,  
RESTAURANT (2 - 4 STORIES)

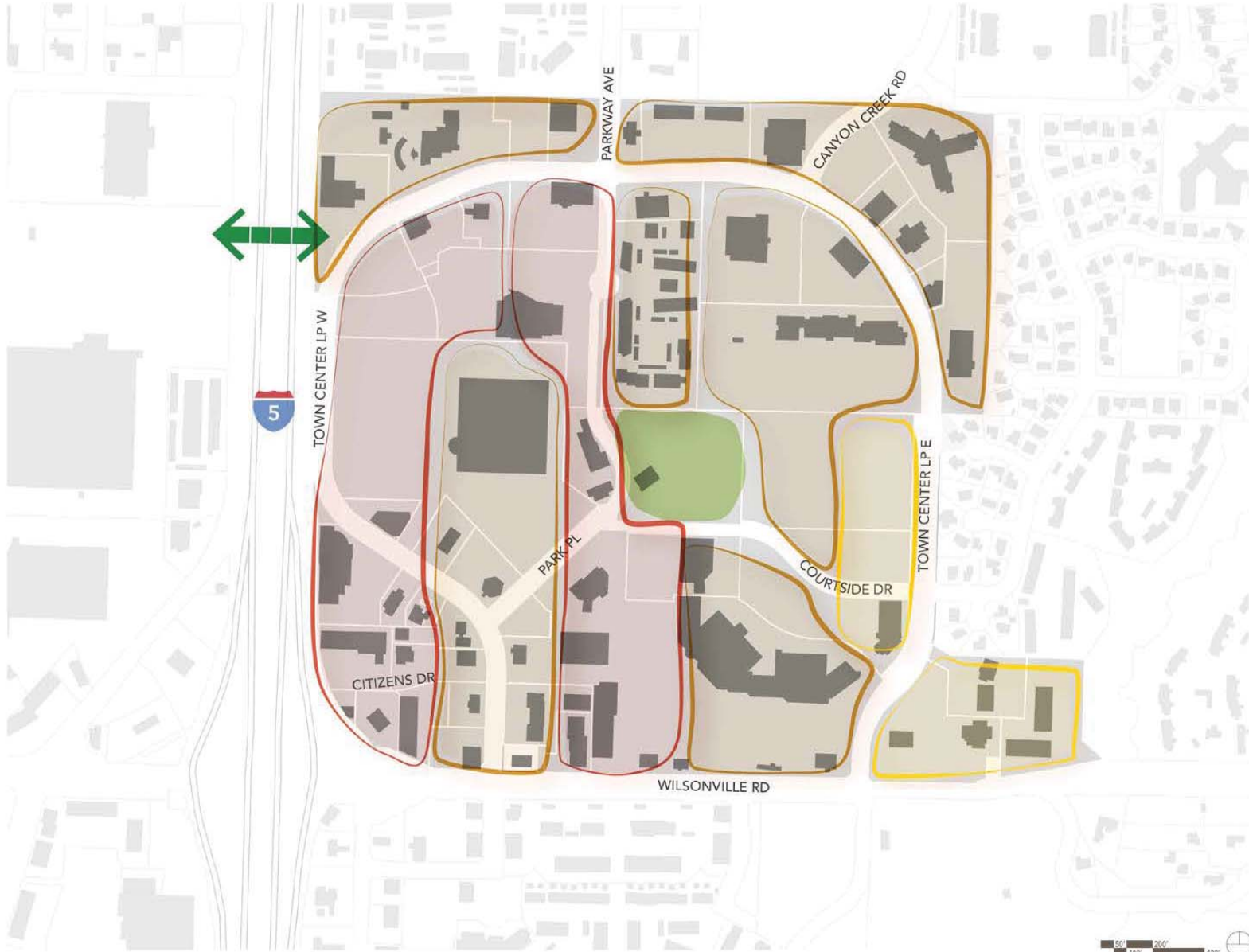
Scotty  
Hotel

DESTRIAN BRIDGE

TOWN CENTER LP W

# Draft Community Concept







## Market Analysis Shows Demand (2026)

Product Type	Demand (conservative)	Demand (attainable)
Residential		
Ownership Attached	40 units	80 units
Apartments	190 units	280 units
Single Family Detached	*	*
Non-Residential		
Professional Office	45,000 s.f.	90,000 s.f.
Retailers	17	26
Restaurants	9	14

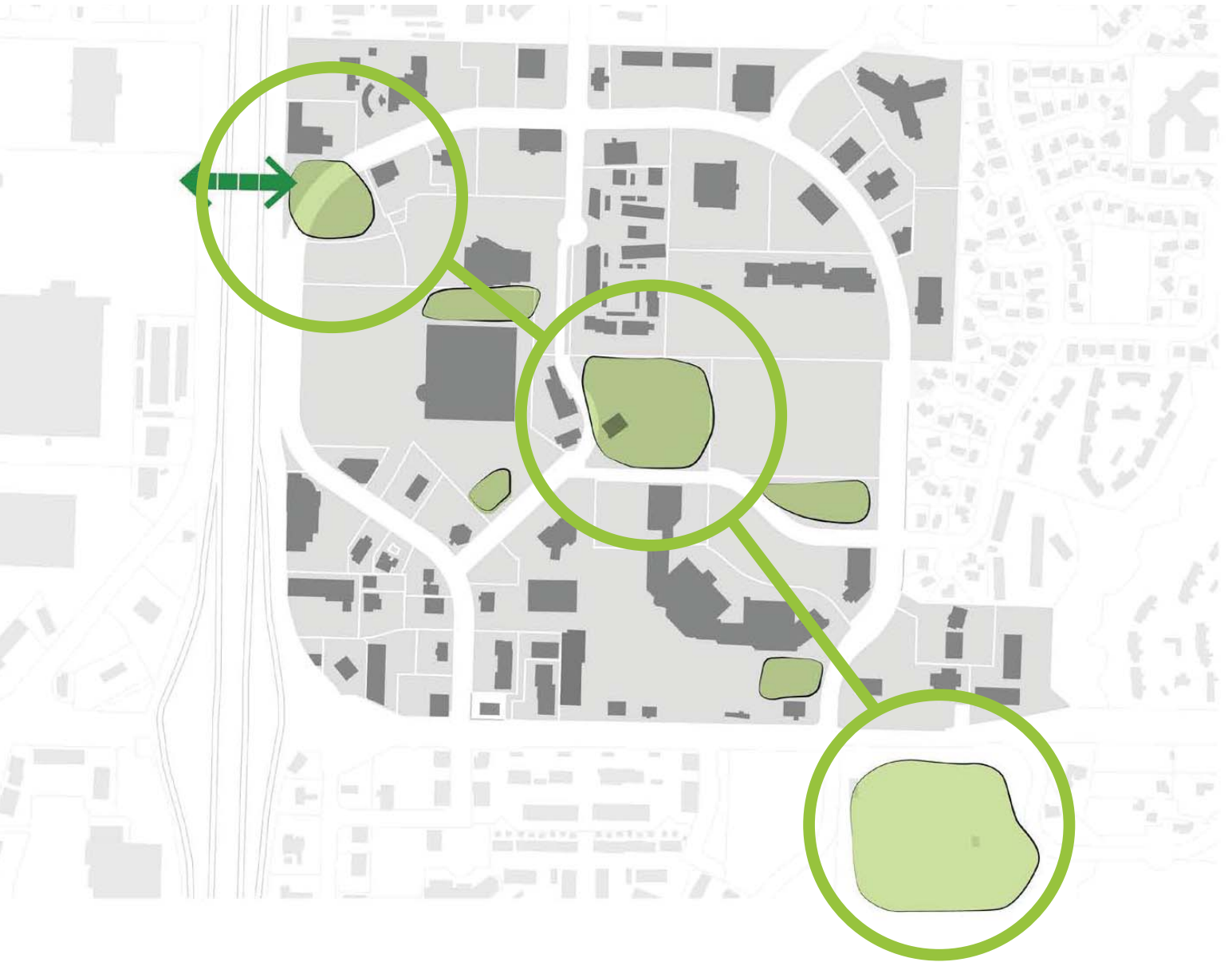
## Use and Urban Form Considerations

- Uses the community wants matches market demand
- Main Street creates a sense of place and an experience that compels people to visit
- Focus on gateways and increased visibility for businesses

### **Next Steps:** Refine land uses to consider:

- Additional input from the community and key stakeholders
- Site feasibility analysis
- Matching level of increased activity area-wide with short and long-term market demand







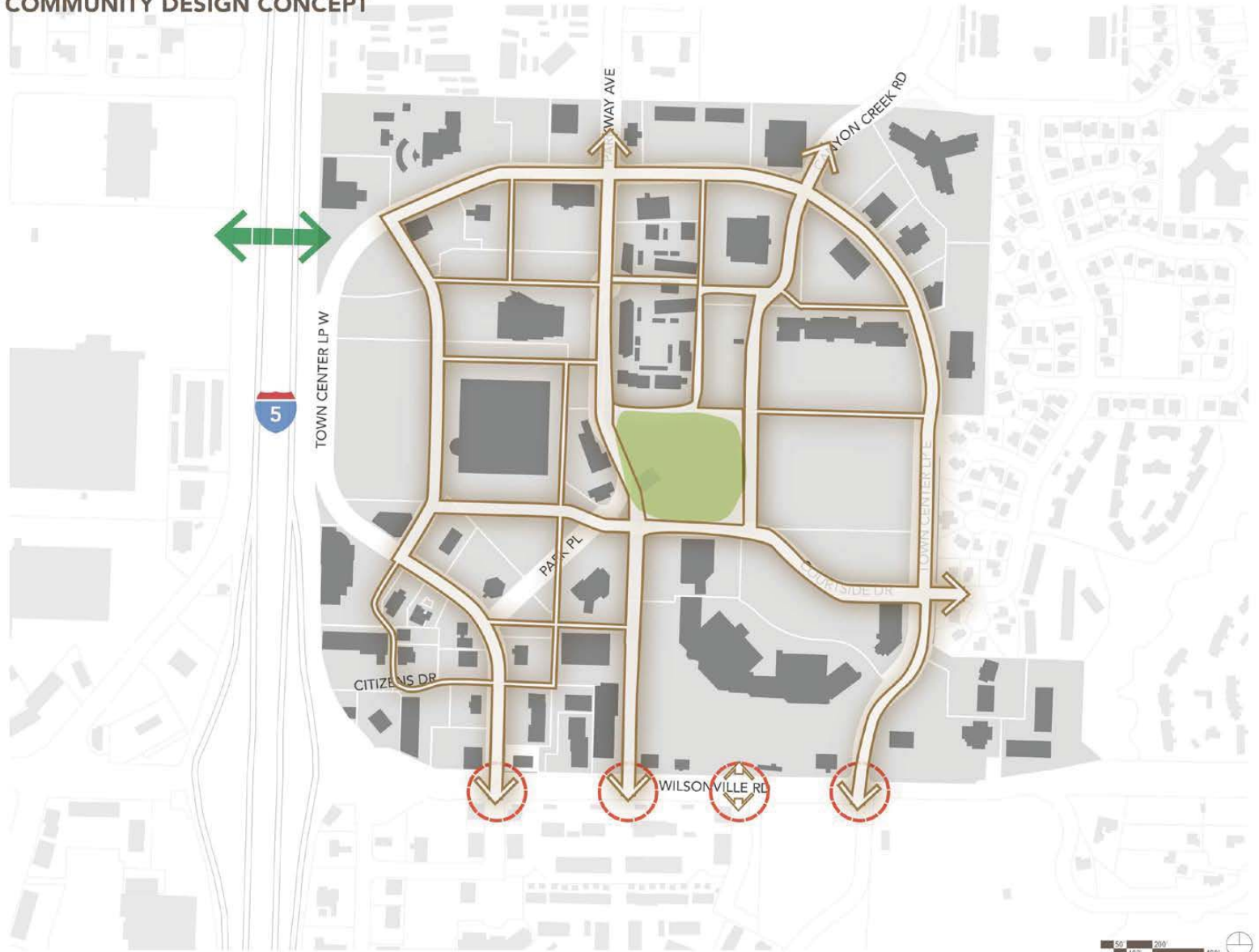
## Parks and Open Space Considerations

- Emerald Chain supports all the goals, particularly
  - Community gathering spaces
  - Safe access and connectivity
  - Environmental Stewardship
- Connection between East and West neighborhoods, from pedestrian bridge to Memorial Park
- Key new investment: bridgehead gateway to Town Center

**Next Steps:** Refine open space to consider:

- Greenway designs
- Implementation strategies

# COMMUNITY DESIGN CONCEPT





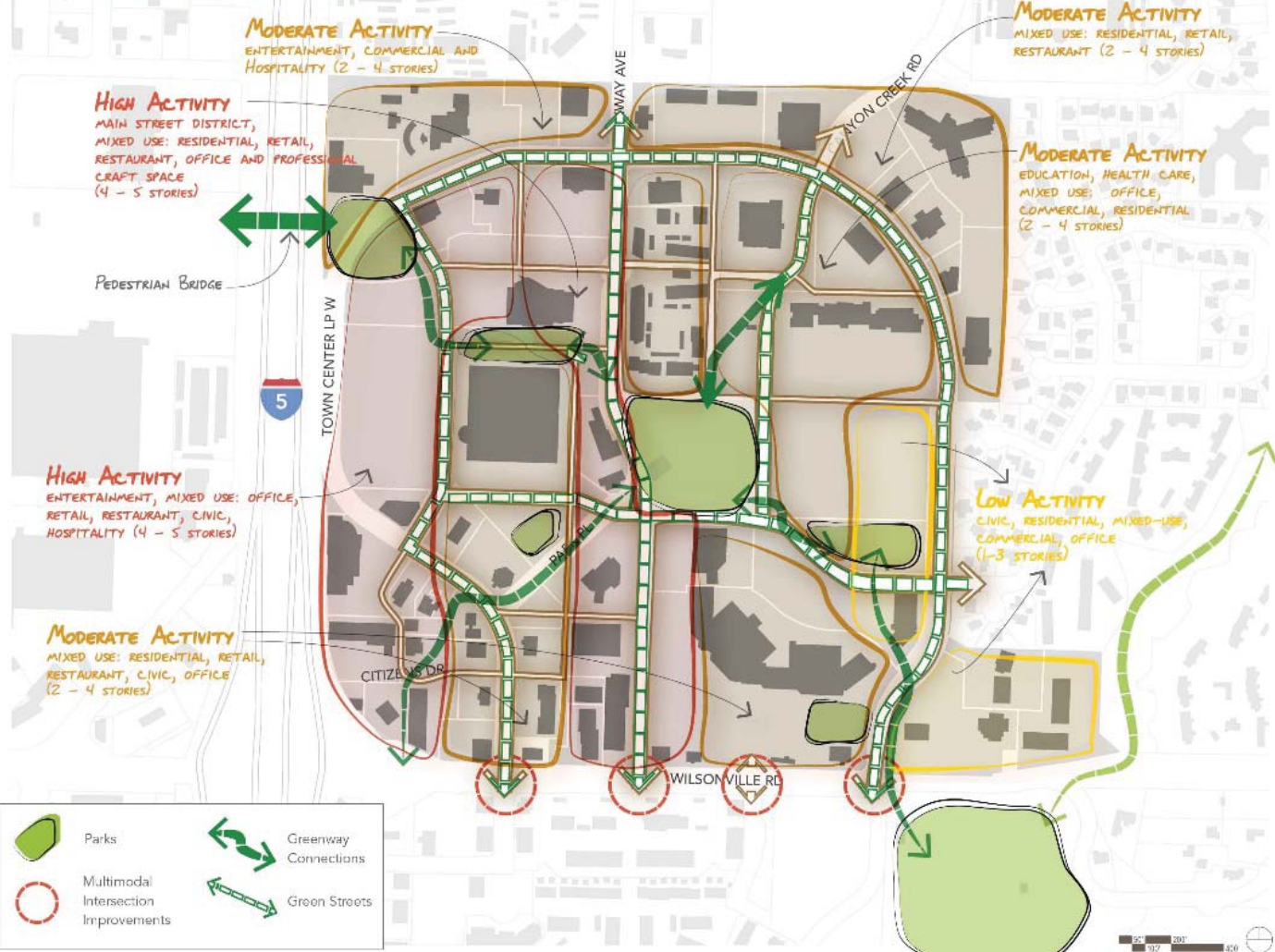
# Circulation and Mobility Considerations

- Additional connections, more complete network for all modes
- Initial Sensitivity Analysis
  - TSP assumes traffic double in Town Center
  - Safety improvements, particularly for Town Center Loop West
  - Better bike and pedestrian system and facilities
  - Changes in mobility network can support additional growth
  - Changes in mobility network add capacity, and perform better than if we do nothing

**Next Steps:** Refine traffic analysis to consider:

- Internal/short trip opportunities for mixed uses in TC
- Transit/Multimodal amenities and opportunities

# COMMUNITY DESIGN CONCEPT



Discussion/  
Recommendation:  
Draft Community Concept



## Discussion Questions

- Are there particular challenges you see in moving forward with the Community Design Concept recommended by the Task Force?
- Does the Concept identify the right level of activity and building massing in the right locations?
- There are a few restricted uses designated; should the plan be more restrictive or less restrictive? Which specific uses should be restricted only in certain areas and which uses should be restricted in the entire plan area?
- Do you support improved pedestrian and bicycle connections to the Town Center even if travel lanes and intersection turning movements are modified or limited as long as intersection operations and motor vehicle capacity is maintained or improved?
- What questions do you have for the community and what would you like to know from the public as they review the Community Design Concept?





WILSONVILLE TOWN CENTER PLAN



# Stakeholder Meetings



# OIT MAP ACTIVITY EVENT - OCTOBER 11, 2017 SUMMARY AND MATERIALS



# WILSONVILLE TOWN CENTER PLAN

## OIT Town Center Design Open House Map Activity Summary

Date: October 11, 2017

Time: 4:30 PM – 6 PM

Location: Oregon Institute of Technology, Wilsonville

### Summary of Event

The purpose of the OIT open house map activity event was to gain specific feedback on connectivity, green spaces, and building size/scale in future Wilsonville Town Center.

On the “connectivity” map, participants were asked to draw in red marker where they believed new connections would be helpful, and to place a red dot sticker next to any drawn-in connections to which they agreed. Additionally, participants were asked to place different facility improvement tiles (e.g. Sidewalk/Median Improvement or Intersection Improvement) to show where they would like facilities added or enhanced.

On the “green space” map, participants were asked to place a green dot sticker on the map where they want additional or new greenspaces in Town Center, and to draw new proposed greenways with green markers.

Lastly, on the “building height and scale” map, participants were asked to place different color dot stickers onto the map, each color corresponding to different land uses such as commercial, office, or flex space. They were also instructed to amass the stickers based on where they wanted different building heights (e.g. putting several, closely-placed dots in areas they believed taller/larger buildings should be located). Participants were also able to move Lego models of mixed-use developments of varying scales around the map to test out locations for buildings of different heights.

Post-It notes and markers were provided for participants to leave comments and notes on each map as well, which allowed for additional commentary and feedback on each prompt.

### MATERIALS

1. Instruction Sheet for each map (3)
2. Large Maps (3)
3. Color Coded Dot Stickers
4. Facility Improvement Tiles
5. Lego Models
6. Post-It Notes



# WILSONVILLE TOWN CENTER PLAN

## Summary of Input Received

The results of the OIT open house are included in the following exhibits, and have been summarized below:

### CONNECTIVITY:

- Improved wayfinding signage is needed
- Pedestrian crossings currently feel unsafe in various locations (such as Citizens Drive at Town Center Loop West or Wilsonville Road and Town Center Loop West) as noted on the map, and students desire improvements
- Bike lanes are not continuous throughout Town Center, making biking through town difficult and unsafe
- Cars stacking through the intersection at Wilsonville Road and Town Center Loop W during rush hour traffic is problematic
- New streets that provide direct access to Town Center amenities are desired

### GREENSPACE:

- More greenspace is desired throughout the Fry's parking lot
- Many participants called out the vacant Kaiser property as a good location for a park or greenspace, specifically to accommodate a dog park, Frisbee gold course, or musical venue
- Several participants expressed interest in a bike or skate park in Town Center
- Incorporating a greenway into the existing bike/ped path along Interstate 5 was proposed
- Participants desired a greenspace in the vacant parcel across the street from Les Schwab

### BUILDING SCALE AND HEIGHT:

- Some support to designate the Kaiser vacant property as residential should it not develop into a Kaiser facility
- Strong support for taller/denser commercial along Town Center Loop West, facing Interstate 5, specifically in the Fry's parking lot
- Denser office use was proposed near the movie theater site, along the west side of the property
- More commercial is desired in the southeast side of the Fry's parking lot
- Additional office use was supported on the east side of Town Center Loop, especially concentrated near

the Kaiser site and Clackamas Community College

- Minor support for flex space on the vacant parcel south of Les Schwab, on the interior of Town Center Loop
- Overall, there was not opposition to taller buildings in Town Center (3-5

stories), although the majority of participants desired taller buildings on the west side of Town Center; however, one comment was received requesting no buildings over 3 stories



OIT MAP ACTIVITY EVENT - OCTOBER 11, 2017  
EXHIBITS





## WILSONVILLE TOWN CENTER PLAN

# CONNECTIVITY

## INSTRUCTIONS:

Where are there improvements needed to make it easier to travel to and throughout Town Center? Are there new street or pedestrian connections needed to improve mobility?

Use the red marker to draw where you think new connections would be helpful on the map; if you see one that has already been drawn that you agree with, place a red dot next to the line. You can also use the different facility improvement tiles to show areas you think facilities should be added or enhanced.

[www.wilsonvilletowncenter.com](http://www.wilsonvilletowncenter.com)



# CONNECTIVITY MAP



The City of Wilsonville, Oregon  
Clackamas and Washington Counties

## Wilsonville Town Center

Connectivity- OIT

10.11.17

① Intersection Wilsonville Rd/TownCenter Loop - Traffic N bound and W bound fill the far left lane which leads to the on ramp for I-5 South. This backs up traffic on T.C.L. S bound for blocks. Make this a Camera monitored light to catch violators that block the intersection.

② Traffic avoiding the back-up ↑ then tries to cut in front of the far left lane in order to get into the 2 lanes under the bridge heading onto the I-5 S onramp. Either do more traffic enforcement here or turn both W bound lanes on Wilsonville Rd into the 2 lanes under the bridge.

Red #1 - crossing is too far around the corner. Bikes can't see traffic coming down the hill in Wilsonville Rd and traffic doesn't stop for bikes.  
Red #2 - Navigating this area on a bike is a nightmare.  
Blue #3 - Red lights for security on sidewalk.



③ - back to pavement  
A side walk that would connect on the way into the town center is already missing.



10/15/2015

0 250 Feet



## WILSONVILLE TOWN CENTER PLAN

# GREENSPACE

### INSTRUCTIONS:

Where are there opportunities for open spaces such as parks and greenways? Are there areas that would make great locations for plazas or mini parks?

Place a green dot sticker on the map where you think Town Center should have additional or new greenspaces. You can also draw greenways with the green markers.

[www.wilsonvilletowncenter.com](http://www.wilsonvilletowncenter.com)



# GREEN SPACE MAP





**The City of Wilsonville, Oregon**  
 Clackamas and Washington Counties

**Wilsonville  
 Town Center**

greenspace - OIT 10.11.17

When trees are available, they will be the highest priority. But there is an issue here with the high parking lot.

Other trees are available. A small green with willow at the lot. See the tree manual (back page 11)

  
**WILSONVILLE**  
 GIS  
 Geographic Information Systems  
 10/15/2015  
  
 0 250 Feet



## WILSONVILLE TOWN CENTER PLAN

# BUILDING HEIGHT AND SCALE

## INSTRUCTIONS:

Are there areas where taller buildings are appropriate and areas where they are not? Where would you want to see increased activity? What mix of uses would you like to see in Town Center?

Use the color codes on the table to place a dot sticker on the map where you think certain uses should be. You can also place the Lego models on the map in areas you think higher density, mixed-use development would work and where shorter buildings are a better fit.

[www.wilsonvilletowncenter.com](http://www.wilsonvilletowncenter.com)



# BUILDING HEIGHT AND SCALE MAP



The City of Wilsonville, Oregon  
Clackamas and Washington Counties

## Wilsonville Town Center

Building Height + Scale - OIT 10.11.17

*if not rezoned from their land from Residential Use  
to building over 3 stories tall*



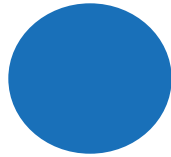
10/15/2015

0 250 Feet

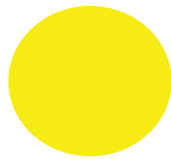
## COLOR LEGEND



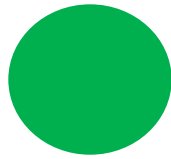
Commercial Use



Office Use



Residential Use



Flex Space















CHAMBER OF COMMERCE  
WEBINAR - JANUARY 23, 2018  
SUMMARY AND MATERIALS



# WILSONVILLE TOWN CENTER PLAN

## Town Center Chamber of Commerce Webinar Summary

**Date:** January 23, 2018

**Time:** 3 PM – 3:30 PM

**Location:** Online

### Summary of Event

The Wilsonville Area Chamber of Commerce and Wilsonville City Staff co-hosted a webinar targeted at local businesses, particularly businesses in Wilsonville Town Center. The purpose of the webinar was to provide business owners (1) an update on the project since meeting with them one year ago, (2) a briefing of the draft Community Design Concept, and (3) answers to their questions about the project.

As the community's ideas develop into concepts for the future of Town Center, the input of local businesses is critical to ensure the plan addresses potential issues and can achieve its economic vitality goal.

This 30-minute webinar included a short presentation from Miranda Bateschell, Planning Manager and Jordan Vance, Economic Development Manager of the City of Wilsonville and was moderated by Chamber CEO, Kevin Ferrasci O'Malley. Following the update presentation, Kevin presented Miranda and Jordan with questions submitted by the online viewers.

Information was also shared about the upcoming Open House, the online survey, and the opportunity to schedule a one-on-one meeting with Jordan Vance, the City's Economic Development Manager. The purpose of the "coffee chats" was to hear about concerns, comments, and most pressing needs from local businesses, and to better understand what is needed for the Economic Development implementation measures of the Town Center Plan that will support and grow existing businesses while also attracting new businesses.

### Summary of Questions:

Viewers of the webinar sent in questions regarding the draft concept for Town Center related to the following topics:

- Traffic from the increase in activity
- What happens when the plan is adopted, particularly for existing businesses
- What happens to existing businesses now/before plan is adopted
- The timeline and likelihood/location of new development
- How parking may change

- City's strategy to recruit new retail business
- Mixed use definition/parameters
- Economic development programs
- Interest/support for Emerald Chain concept

Viewers also submitted comments during the webinar expressing support for this event and their interest in using this platform again in the future.



RESIDENT FOCUS GROUPS  
JANURARY 24 & 30, 2018  
SUMMARY & MATERIALS





## WILSONVILLE TOWN CENTER PLAN

### Town Center Residents & Neighbors Focus Groups Summary

Date: January 24 and 30, 2018

Time: 4 PM – 6 PM and 9 AM – 11 AM

Location: Wilsonville City Hall

### Summary of Event

Residents living in and nearby to Town Center were invited to participate in a 2-hour discussion with City staff. The purpose of the discussion was to provide nearby neighbors with an update as the community's ideas develop into concepts for the future of Town Center. This was an opportunity to discuss concerns, get questions answered, and gather input on the draft Community Design Concept for Town Center. It also gave the project team an opportunity to ask questions about what they like about the proposed concept, what else they would like to see, and whether existing issues in Town Center get better with the proposed concept. At the end of the meeting, staff conducted a raffle for prizes.

#### MATERIALS

1. Name tags
2. Video: update and introduction to the concept
3. Community Design Concept Map
4. Citywide map (to mark neighborhood where they live)
5. Project Information fact sheet

### Summary of Input Received

This section summarizes public input received from the two Town Center Focus Group meetings. Overall, the attendees (residents and business owners of Wilsonville) support the Town Center Community Design Concept and hope to see changes happen sooner. Most people expressed support for the Main Street and the possibility of bringing more retail businesses and mixed-use development. Some expressed concerns about parking, traffic, and how new development will impact the retention of local businesses and the surrounding residential neighborhoods. Specific feedback is described in bullet-points below:

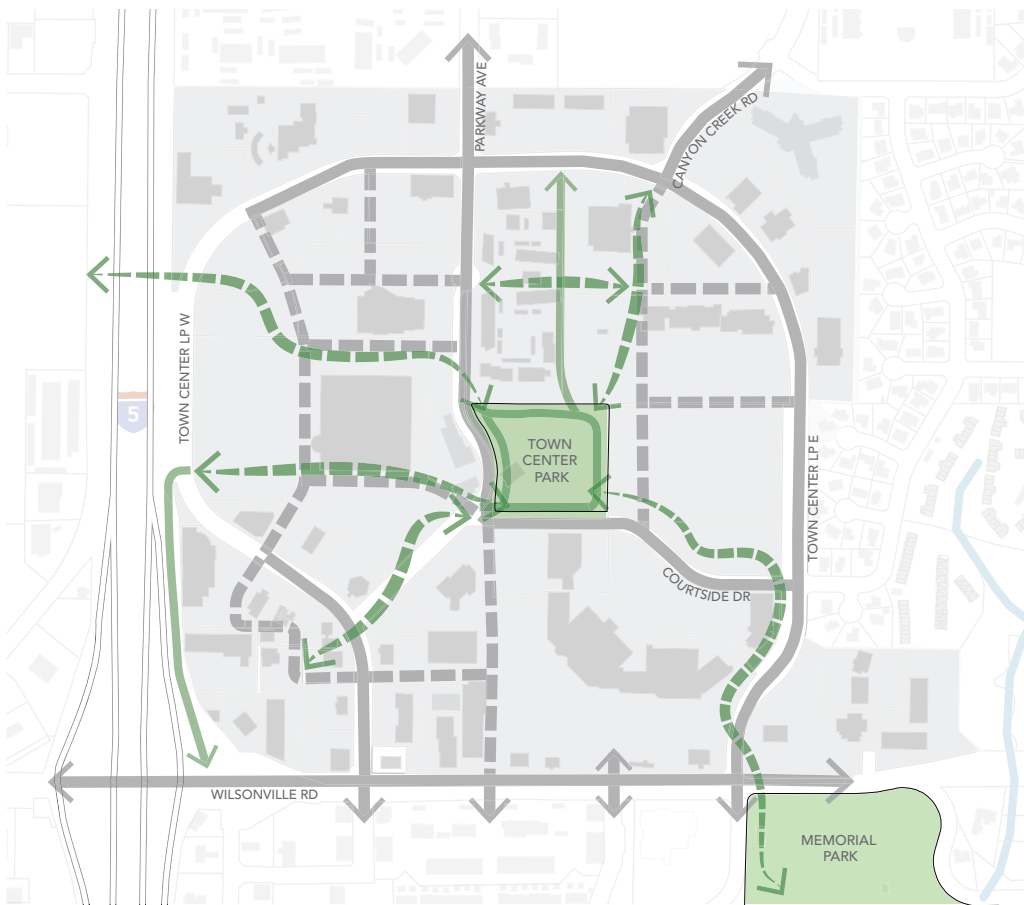


## WILSONVILLE TOWN CENTER PLAN

- Many people wanted the new Main Street to have a slower speed limit and be pedestrian-oriented. They expressed concerns for crossing Wilsonville Road and Town Center Loop, and not having adequate transit service in Town Center.
- A lot of support for the Main Street: people already travel that direction, it would attract people downtown, it would make it easy to walk around and create new spaces for shops and restaurants.
- While people generally felt positive about the Community Design Concept, many of them asked us to think about how to meet parking demand and where in the Town Center off-street parking would be provided to maintain easy access to businesses.
- Improved transit service will help the future Town Center Plan by improving access to various points in Town Center and also reducing the need to drive to Town Center.
- Many people wondered how would the proposed street, open space, and land use changes be funded?
- The Emerald Chain concept got a lot of positive feedback. Some people want a dog park. Many people support features, such as green roofs and bee hives, that emphasize sustainability in Town Center. Several people expressed there is a lot of concrete today and there could be a lot more green spaces and features.
- Many people have suggested that store-front façade improvements can be a short-term change that will enhance the experience of Town Center. Someone said that multiple local businesses left because they could not get enough customers. People want to see at least small improvements in the next few years.
- While improvements are desired, there is also a desire for affordable options to be maintained (commercial rents, retail options, residential rents).
- The future Town Center should have some features that would commemorate the history of Town Center; potential idea to locate a Historical Center in Town Center.
- A lot of people want a farmers market and a New Seasons/Whole Foods in Town Center.
- Many people expressed support for more mixed-use buildings and more diverse housing options (e.g. condos, apartments, and affordable housing) in Town Center.
- Many people are concerned about how to manage traffic if there is more land use intensity/more businesses; folks acknowledged the main traffic issue is I-5 and that this won't resolve that, but it would help in getting around in town.
- Many people want more food choices (non-fast food) near the movie theater and throughout Town Center.
- Many people want improved pedestrian connectivity and circulation. The existing parking lots and driveways makes getting around difficult.
- A lot of support was vocalized for the pedestrian-bicycle I-5 bridge.



RESIDENT FOCUS GROUPS  
JANUARY 24 & 30, 2018  
EXHIBITS



### LEGEND

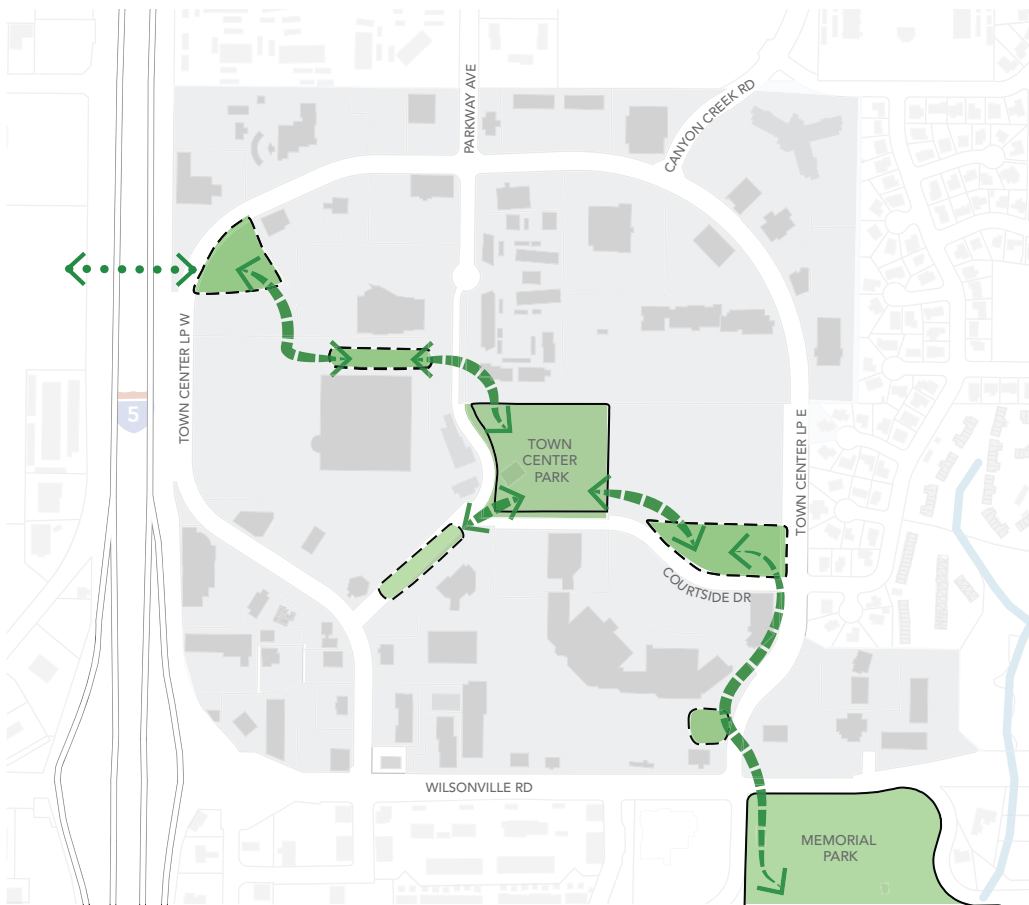
- Building Footprint
- Parcel
- Highway
- Existing Park
- Stream/Creek
- Existing Street Network
- Proposed Multimodal Street Network
- Existing Bicycle/Pedestrian Trail
- Proposed Bicycle/Pedestrian Trail
- Existing Bicycle Lane
- Proposed Bicycle Lane
- Enhanced Bicycle/Pedestrian Crossing at Intersection

22<sup>ND</sup> JANUARY, 2018  
SCALE: 1" = 500'



## DRAFT COMMUNITY DESIGN CONCEPT: PROPOSED MULTIMODAL NETWORK





### LEGEND

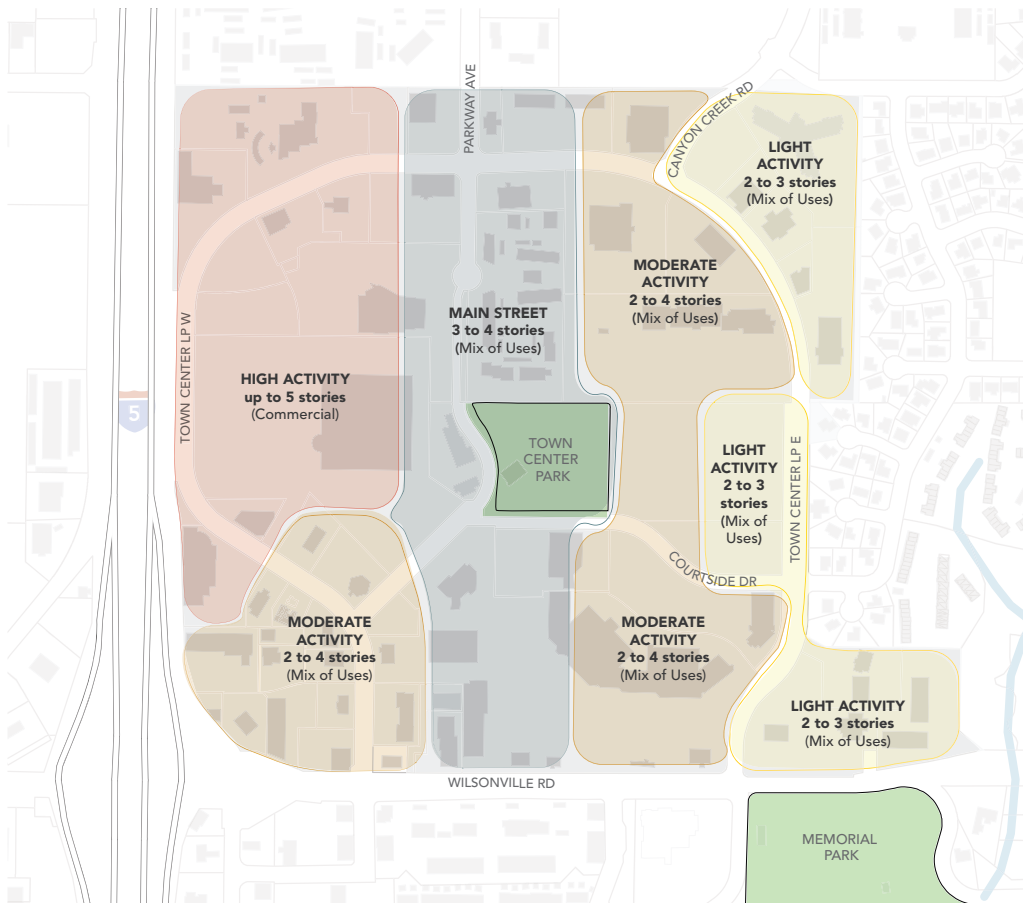
- Building Footprint
- Parcel
- Highway
- Stream/Creek
- Existing Street Network
- Proposed Multimodal Street Network
- PARK SYSTEM**
- Existing Park
- Proposed Park
- The Emerald Chain - connected series of parks
- Future Bicycle/Pedestrian Bridge

22<sup>ND</sup> JANUARY, 2018  
SCALE: 1" = 500'



## DRAFT COMMUNITY DESIGN CONCEPT: PROPOSED OPEN SPACE SYSTEM





### LEGEND

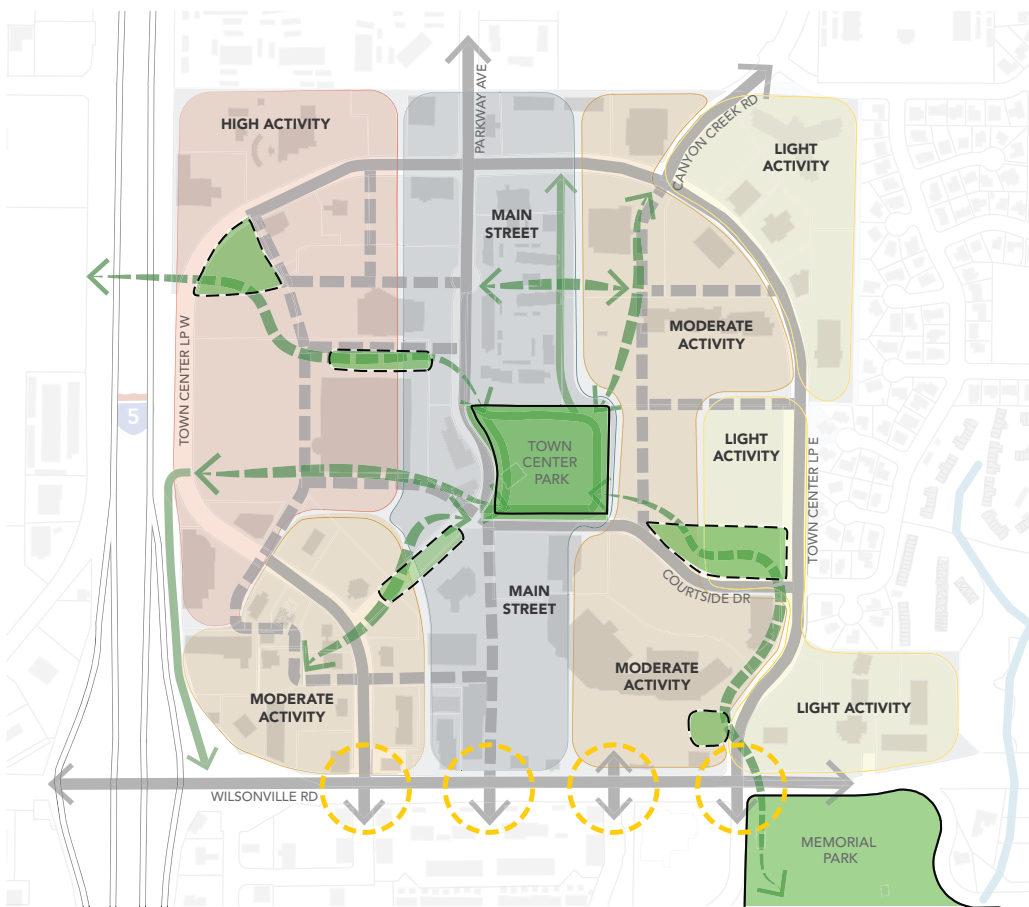
- Building Footprint
- Parcel
- Highway
- Existing Park
- LAND USE**
- Main Street (mixed use buildings with active ground floor uses, generally 3 to 4 stories)
- High Activity (mix of office, entertainment, hospitality, civic uses, generally 3 to 5 stories)
- Moderate Activity (mix of residential, retail, office, services, generally 2 to 4 stories)
- Light Activity (mix of townhomes, small-scale commercial businesses, generally 2 to 3 stories)

22<sup>ND</sup> JANUARY, 2018  
SCALE: 1" = 500'



## DRAFT COMMUNITY DESIGN CONCEPT: PROPOSED LAND USE





### LEGEND

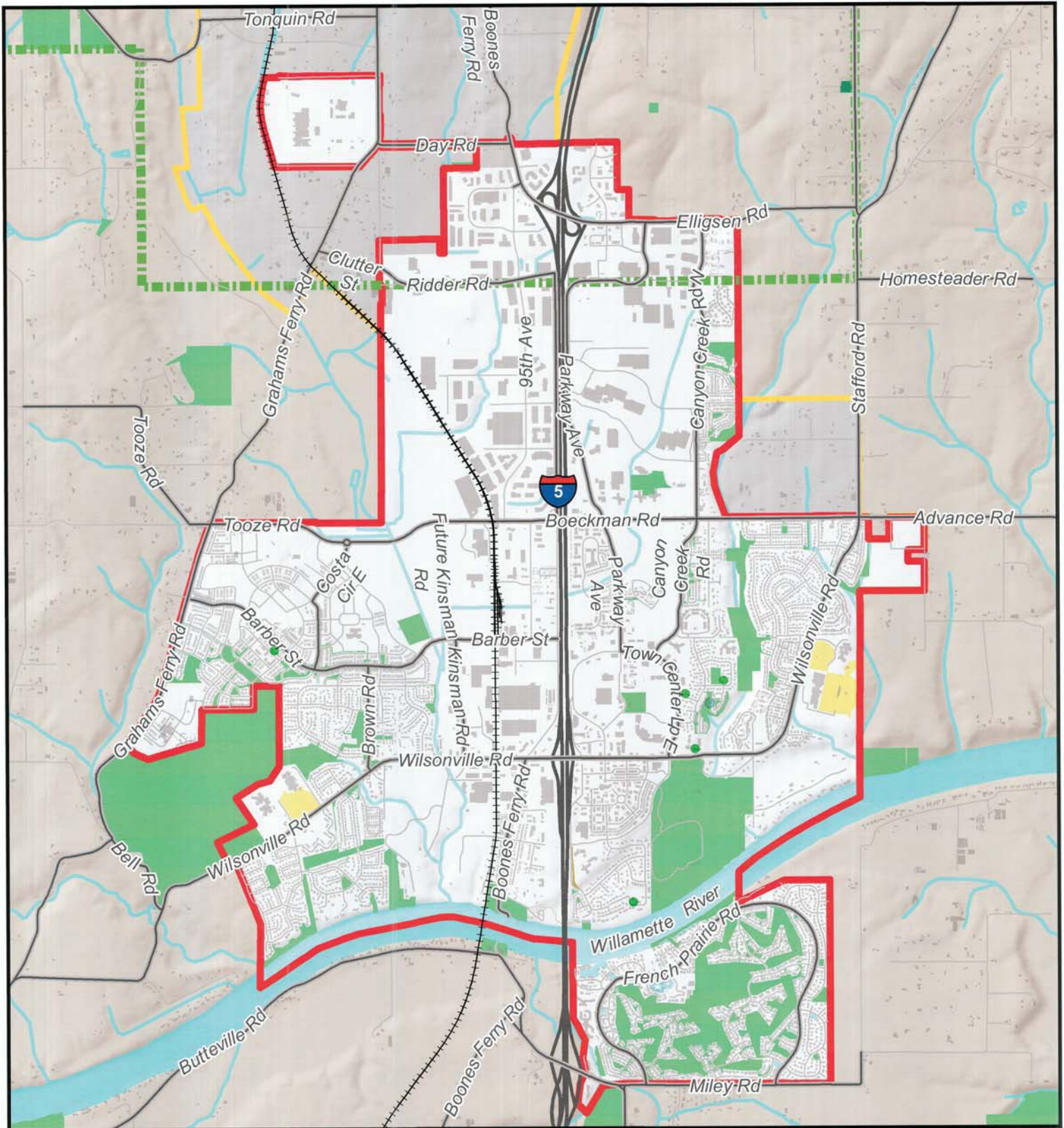
- Building Footprint
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- Highway
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- Light Activity (mix of townhomes, small-scale commercial businesses, generally 2 to 3 stories)
- PARKS AND OPEN SPACE SYSTEM**
- Existing Park
- Proposed Park
- MULTIMODAL STREET NETWORK**
- Existing Street Network
- Proposed Multimodal Street Network
- Existing Bicycle/Pedestrian Trail
- Proposed Bicycle/Pedestrian Trail
- Existing Bicycle Lane
- Proposed Bicycle Lane
- Enhanced Bicycle/Pedestrian Crossing at Intersection

22<sup>ND</sup> JANUARY, 2018  
SCALE: 1" = 500'






## DRAFT COMMUNITY DESIGN CONCEPT





**The City of Wilsonville, Oregon**  
 Clackamas and Washington Counties



-  City Limits
-  County Boundary
-  UGB

*This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.*



12/19/2017

0 Miles 0.5





BUSINESS LUNCH ROUNDTABLE -  
FEBRUARY 13, 2018  
SUMMARY AND MATERIALS



# WILSONVILLE TOWN CENTER PLAN

## Town Center Business Lunch Roundtable Summary

**Date:** February 13, 2018

**Time:** 12 PM – 1:30 PM

**Location:** Boston's Pub, 29890 Town Center Loop W, #D, Wilsonville, OR 97070

### Summary of Event

The City of Wilsonville partnered with local business owner Ryan McCormic of Next Level Chiropractic to host a lunch roundtable for businesses located in the NE quadrant of the intersection at Town Center Loop West and SW Wilsonville Road. As part of our "Coffee Chat series" to engage the Town Center business community, the goal of this session was to provide business owners (1) an update on the project (2) a briefing of the draft Community Design Concept (3) answers to their questions about the project, and (4) to brainstorm potential economic development programs aimed at retaining and supporting existing businesses.

As the community's ideas develop into concepts for the future of Town Center, the input of local businesses is critical to ensure the plan addresses potential issues and can achieve its economic vitality goal.

### Summary of Key Discussion Points:

- Business owners are not property owners so don't always feel in control of their fate
- Long term tenants should be given priority/support if disrupted or displaced by higher rent costs due to redevelopment or new development
- Some don't think vision of a multi-modal transportation network that supports biking and walking is viable given suburban environment and weather
- More permitting flexibility or priority could be given to legacy businesses impacted by redevelopment or new development
- Business owners setup costs are re-couped over years; if renovations are less than 10-years old, could some credit be given to new rents if need to move or do new renovations due to a move
- Reimbursement of foregone revenue for transition period if legacy business negatively impacted by redevelopment/development
- Tigard downtown redevelopment was unsuccessful and led to many business closures. Leverage lessons learned from this Tigard's approach.
- Some businesses don't have confidence they'll be able to survive a rent increase or period of construction that would negatively impact sales/foot traffic

- Challenging to make long term business decisions with uncertainty of fate for Town Center properties
- Legacy Wilsonville businesses are key to success of future TC vision; need to build programs/strategies to promote retention and with this insight top of mind.



BUSINESS LUNCH ROUNDTABLE -  
FEBRUARY 13, 2018  
EXHIBITS



## PROJECT UPDATE

February 2018

TOWN CENTER LP W

MAIN STREET

TOWN CENTER PARK

MODERATE ACTIVITY

LIGHT ACTIVITY

LIGHT ACTIVITY

TOWN CENTER LP E

## THE COMMUNITY'S CONCEPT

Over the past year, the Town Center project team has conducted several community engagement activities in order to understand the community's vision of the future Town Center. After compiling these ideas, we have a draft of what you, the community members, want to see in Town Center. Now we want to get your input on potential changes related to connectivity, development, and greenspace as requested by the community.

### QUESTIONS?

### COFFEE?

Meet with Economic Development Manager Jordan Vance to discuss your concerns, comments and ideas about the Town Center Plan.

#### SCHEDULE A COFFEE CHAT HERE:

<http://bit.ly/coffeewithjordan>

#### OR CONTACT JORDAN DIRECTLY AT

503.570.1539

### NEED AN UPDATE?

Check out this brief video to learn about the draft concept:

[HTTP://BIT.LY/TOWNCENTERVIDEO](http://bit.ly/towncentervideo)

## WHAT WE HEARD

In a nutshell, here are some of the key themes incorporated into the draft concept:

- Variety in commercial uses and restaurants, including more small/locally-owned businesses
- Mixed-use buildings of varying heights, but especially 3-story buildings
- Outdoor covered dining and year-round spaces
- Walkable, pedestrian-oriented streetscapes with bicycle and pedestrian connections

## TELL US WHAT YOU THINK!

As a business owner in Town Center, your input is critical to the success of this project!

### COME TO OUR OPEN HOUSE

February 8th, 5:30 PM — 8 PM

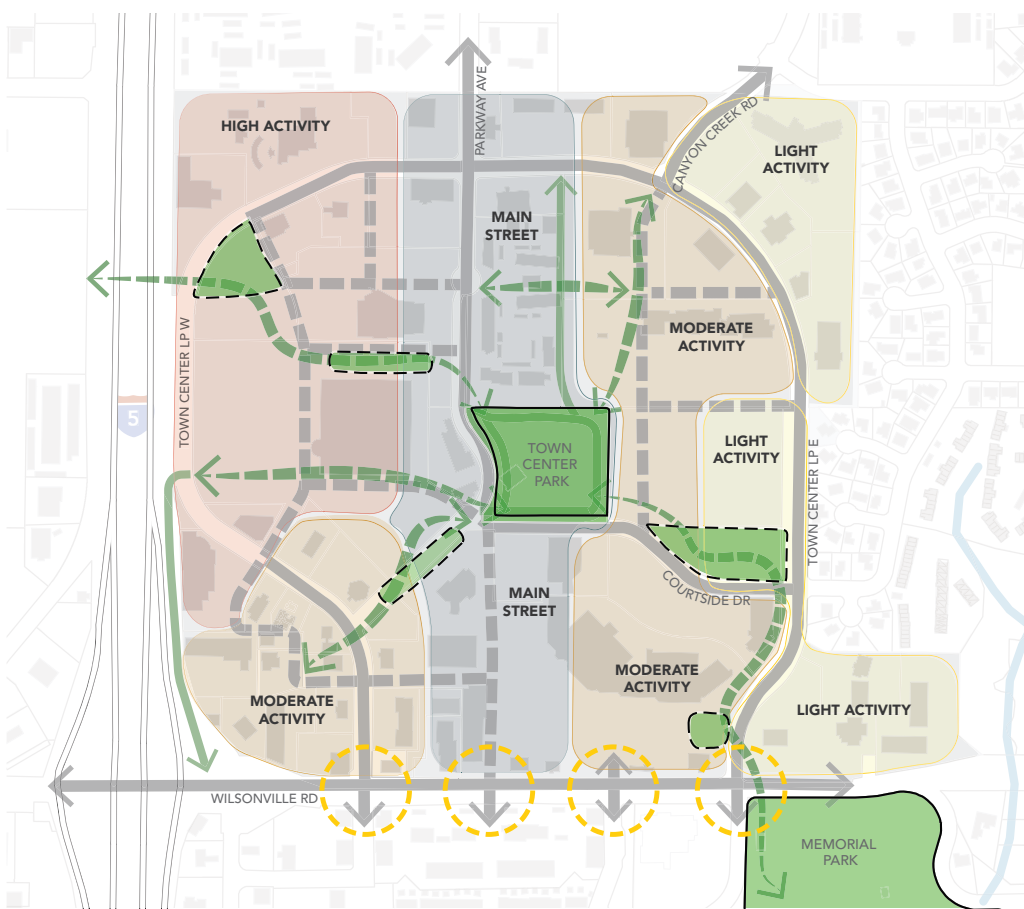
Wilsonville City Hall, 29799 SW Town  
Center Loop E

### TAKE OUR SURVEY NOW

<http://bit.ly/towncenterconcept>

Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译  
Turjumida ama Fasiraadda | 翻訳または通訳 | Письменный или устный перевод  
Traducere sau Interpretare | 번역 및 통역 | الترجمة التحريرية أو الشفوية  
ກາງນະປະພາສາ ຫຼື ກາງນອະທິບາຍ | Письмовий або усний переклад

Tami Bergeron | 503.682.4960 | [Bergeron@ci.wilsonville.or.us](mailto:Bergeron@ci.wilsonville.or.us)



### LEGEND

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22<sup>ND</sup> JANUARY, 2018  
SCALE: 1" = 500'



## DRAFT COMMUNITY DESIGN CONCEPT





PROPERTY OWNER INTERVIEWS:  
FRY'S / REGAL CINEMAS / NORRIS-  
STEVENS / ROIC / CCC / KAISER -  
SEPTEMBER 29, 2017 / JANUARY  
17, 2018 / FEBRUARY 26, 2018  
SUMMARY AND MATERIALS





# WILSONVILLE TOWN CENTER PLAN

## Property Owner Interviews Summary

**Date:** September 29, 2017, January 17 and February 26, 2018

**Time:** 9 AM – 10 AM and 1 PM – 4 PM

**Location:** Wilsonville City Hall

### Summary of Event

Property owners in Town Center were invited to participate in a 1-hour discussion with project team members Alex Dupey (MIG project manager), Miranda Bateschell (City Planning Manager), Jennifer Scola (City Associate Planner) and Jordan Vance (City Economic Development Manager). The purpose of the discussion was to provide the property owners with (1) an update on the project since meeting with them one year ago, (2) a briefing of the draft Community Design Concept, and (3) answers to their questions about the project. It also gave the project team an opportunity to ask property owners about how they expected potential changes associated with the plan to impact their businesses and about the long-term business plans for their properties.

#### MATERIALS

1. Draft Community Design Concept
2. Discussion Questions

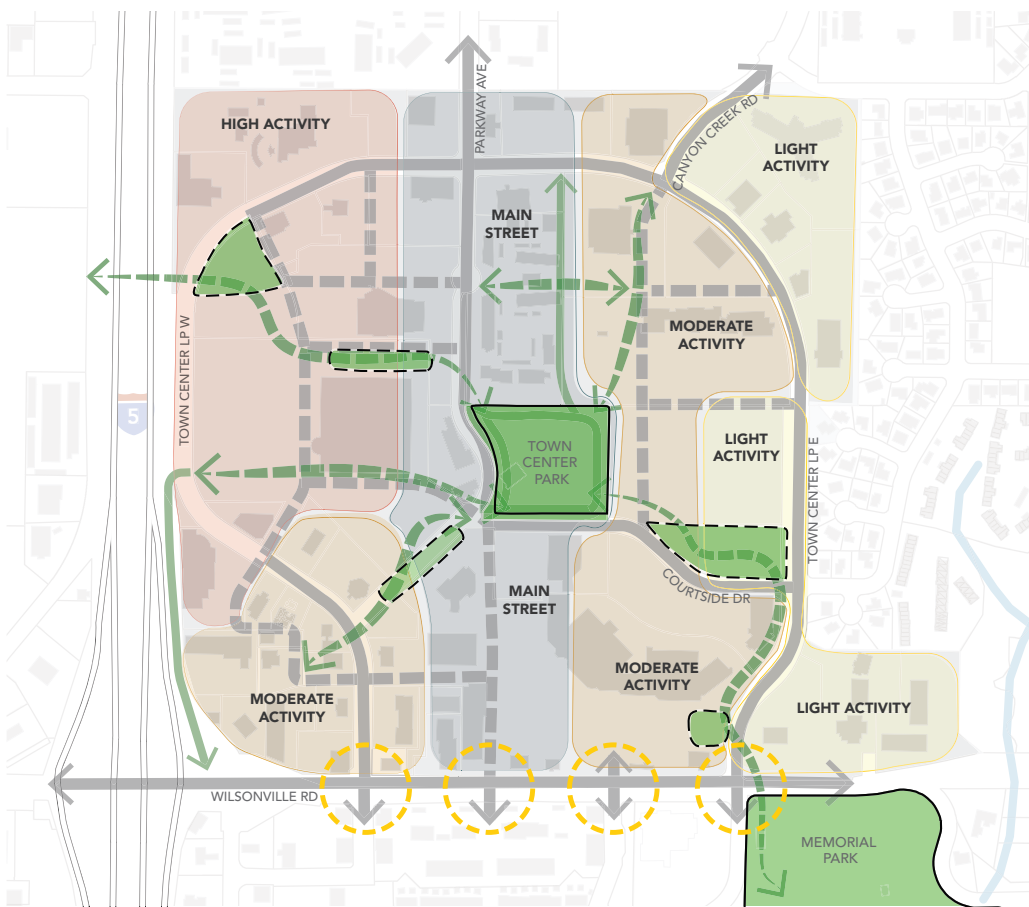
### Summary of Input Received

Property owners were asked to provide their input on the Draft Community Concept and the potential benefits and challenges it might bring to their businesses. Generally, landowners were supportive of the plan. They were clear that redevelopment, if it occurs, will be incremental. There are many small businesses in Town Center that provide the diverse mix of services and landowners were sensitive to their needs and concerns about future change.

Infill development, either on vacant land or on unused parking areas, is likely to happen before any major redevelopment. There is a significant amount of vacant land that, while ready for development, is not necessarily going to develop soon unless there is a compelling reason to do so. Landowners were interested in exploring partnerships, including shared uses in buildings and maintaining existing destinations. All landowners who took part in the interviews were interested in staying involved in the planning process and believe the potential outcomes of the plan will benefit Town Center.



PROPERTY OWNER INTERVIEWS:  
FRY'S / REGAL CINEMAS / NORRIS-  
STEVENS / ROIC / CCC / KAISER -  
SEPTEMBER 29, 2017 / JANUARY 17,  
2018 / FEBRUARY 26, 2018  
EXHIBITS



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22<sup>ND</sup> JANUARY, 2018  
SCALE: 1" = 500'



## DRAFT COMMUNITY DESIGN CONCEPT





# WILSONVILLE TOWN CENTER PLAN

## Stakeholder Meetings: Discussion Questions

### MEETING OBJECTIVES:

1. Provide project update
2. Discuss draft Community Concept
3. Identify short and long-term goals
4. Discuss potential opportunities

### GENERAL QUESTIONS:

1. Have you followed what's been happening in the Town Center planning process? If not, let us give you a quick update. If you have what questions can we answer for you?
2. The Community Concept proposes a north/south Main Street, extending Parkway Avenue south to a new intersection at Wilsonville Road. What impact do you think that would have on your property? Would it change how you think about Town Center?
3. There are several potential changes to development types within Town Center, many focused on mixing land uses and increasing ground floor interest for pedestrians. Does that affect how you see your site and would in change how you might develop if, for example, you could build a building taller than what is permitted today?
4. How do you see your site in ten years, given the potential changes identified in the Community Concept?
5. Overall, do you see these changes as a benefit to you and your vision for your site?



MERIDIAN CREEK SEVENTH GRADE CLASS  
VISIT 1 - JANUARY 9, 2018  
SUMMARY AND MATERIALS



# WILSONVILLE TOWN CENTER PLAN

## Meridian Creek Seventh Grade Class Visit 1 Summary

**Date:** January 9, 2018

**Time:** First Period (9:15 – 10:11) / Second Period (10:14 – 11:11) / Sixth Period (2:48 – 3:45)

**Location:** Meridian Creek Middle School, Wilsonville

### Summary of Event

The purpose of the Meridian Creek Seventh Grade Class first visit was to kick off an ongoing partnership between the seventh grade math class and the Town Center Project team aimed at involving and gaining feedback from students within the community on the Town Center Plan. Specifically, the City is partnering with Meridian Creek in order to give presentations and provide technical information that will guide school projects relating to connectivity, green spaces, and development in future Wilsonville Town Center.

During our first visit, we discussed:

- Where the Town Center area boundaries lie
- What Community Development is and how it works
- What City Planning is and how it works
- What Master Plans are, including examples of some in Wilsonville
- An introduction to Town Center's Master Plan
- An overview of community outreach and input received to date

The presentation ended with a brief recap of the project's Vision and Goals, as well as a brief preface as to what the following meeting would cover: transportation/connectivity, green spaces, and land use (with an emphasis on transportation/connectivity). The students followed-up our first visit with an assignment in calculating the percent coverage of different elements of Town Center such as parking, building, and parks.

#### MATERIALS

1. PowerPoint Presentation
2. Community Development Handout
3. Student Assignments



# WILSONVILLE TOWN CENTER PLAN

## Summary of Input Received

The following feedback was received for the following categories:

### What do you like?

- Town Center Park
- A lot of sidewalks
- Kid friendly
- Access to different food options
- Trees and greenery
- Places like Bullwinkle's, movie theater, and bowling alley
- Everything is close together/short walking distances

### What do you dislike?

- Dried up grass
- Big empty lots/areas
- Too many Starbucks
- Too much parking
- Area is outdated
- Not enough variety of things to do, or variety in retail/food options
- The area feels "crowded" with big buildings and too much parking

### What do you want to see?

- More green spaces/vegetation
- A mall
- 2-3 stories with food and shopping
- Dutch Bros./Panda Express
- More water features
- Less parking, which creates more room for buildings/things to do
- A community center or recreation center with a pool complex
- More bike lanes
- More apartments
- More traffic lights
- Park expansion



MERIDIAN CREEK SEVENTH GRADE CLASS  
VISIT 1 - JANUARY 9, 2018  
EXHIBITS





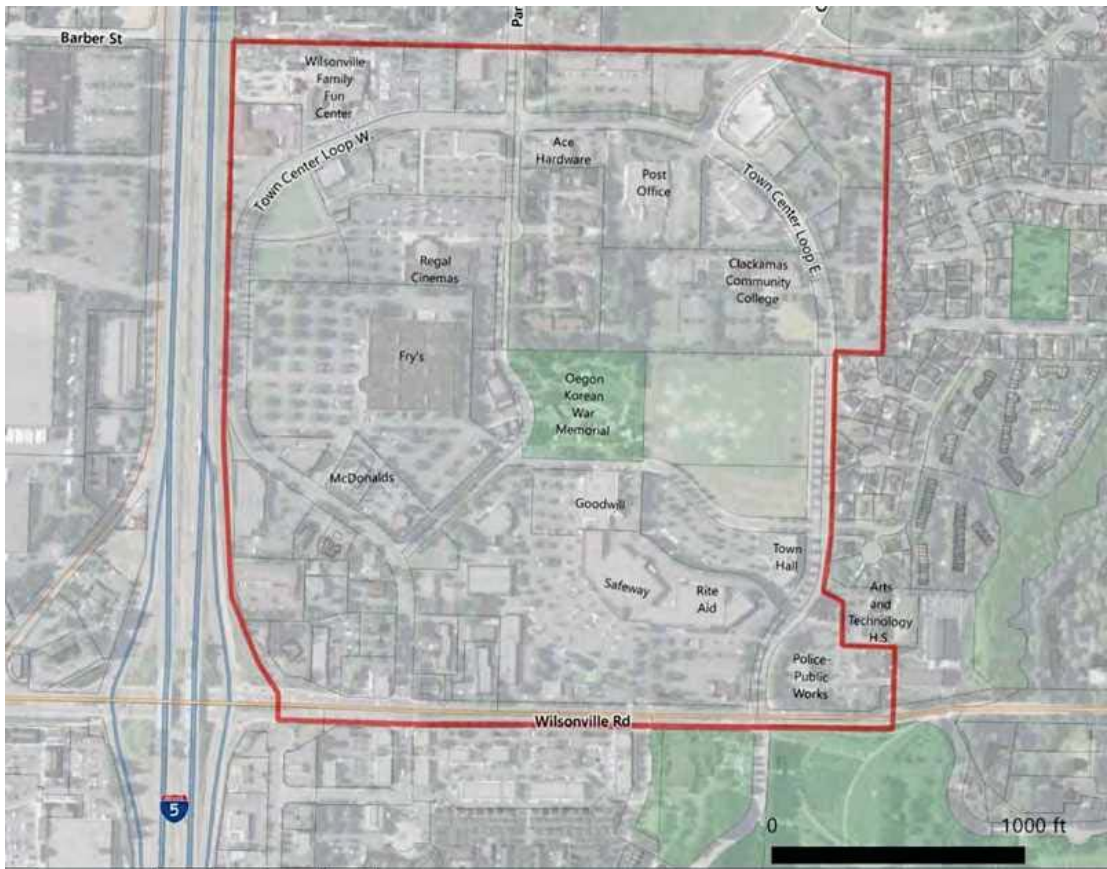
## WILSONVILLE TOWN CENTER PLAN



HOW YOUR IDEAS CAN CHANGE THE FUTURE OF  
TOWN CENTER

Meridian Creek Middle School

**Why are we here?**



# Let's Talk About...

- What Community Development is
- Why City Planning is Involved
- How City Planning Works
- What a Master Plan is
- How it all Applies to Wilsonville Town Center

What *is* Community  
Development?



# What *is* Community Development?

- When **community members** come together and come up with **solutions** to common problems or questions





What *is* City  
Planning?





# What *is* City Planning?

- Making a great city for **everyone**
- Helping people **choose** how their **future** city will look
- Building a city in a smart, **sustainable** way



Good Planning Keeps Things Like This From Happening...

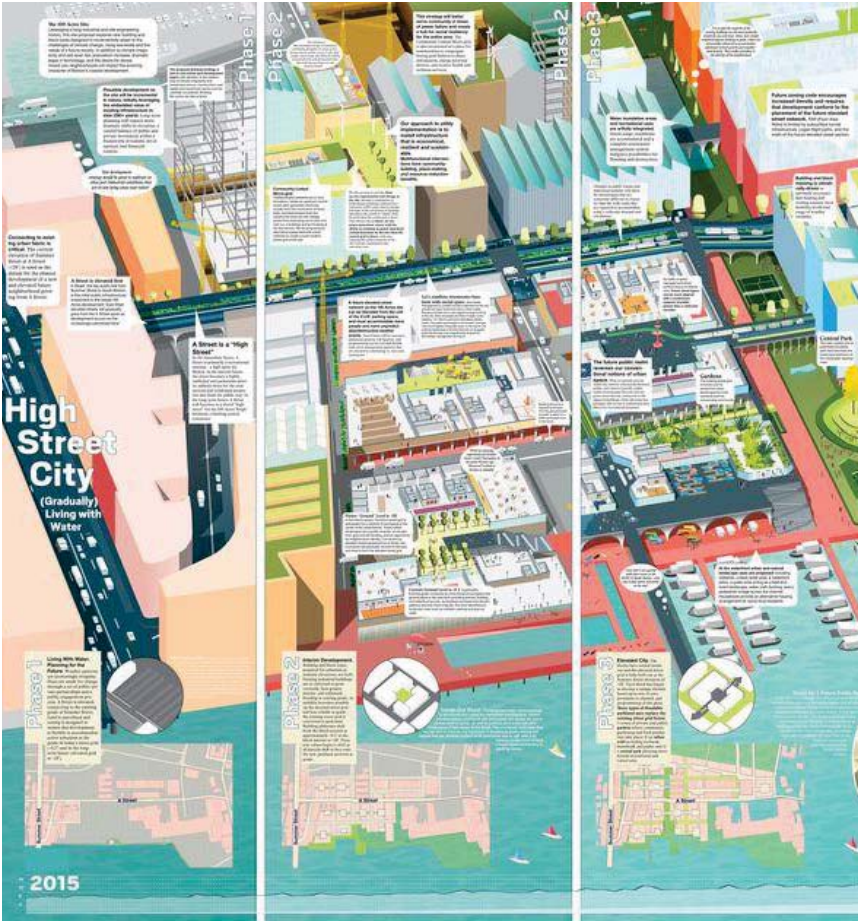


It Also Keeps Things Like This From  
Happening...

yikes

To plan, a lot of cities use...

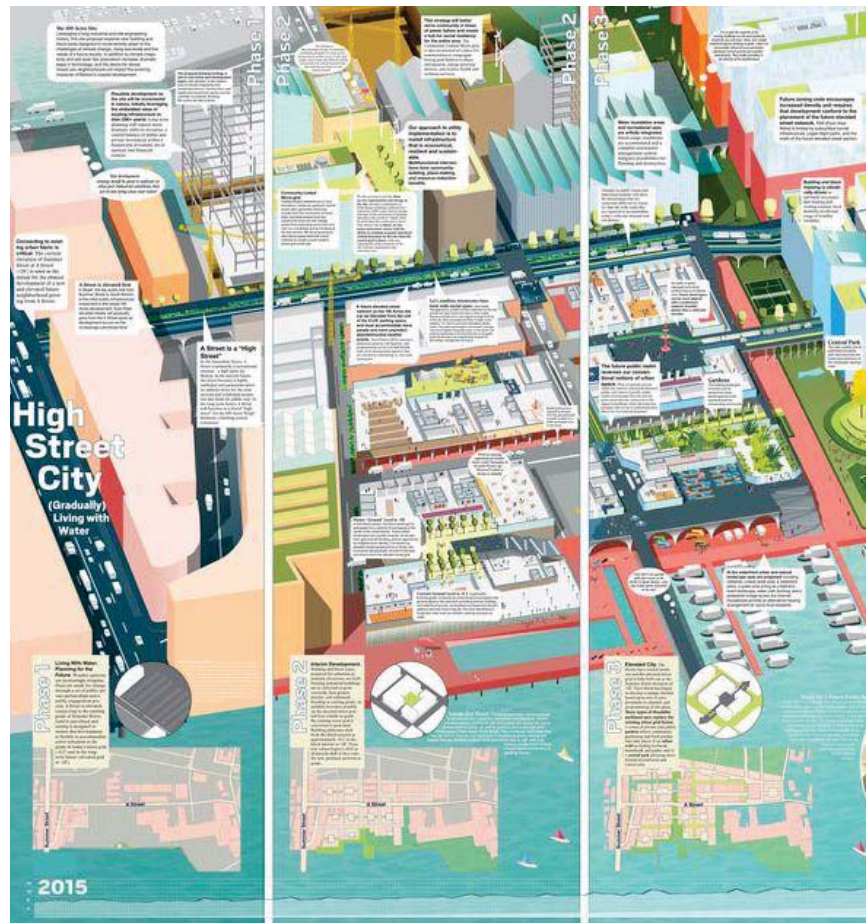
# MASTER PLANS



To plan, a lot of cities use...

# MASTER PLANS

A “**Master Plan**” determines how a city will **grow + change**

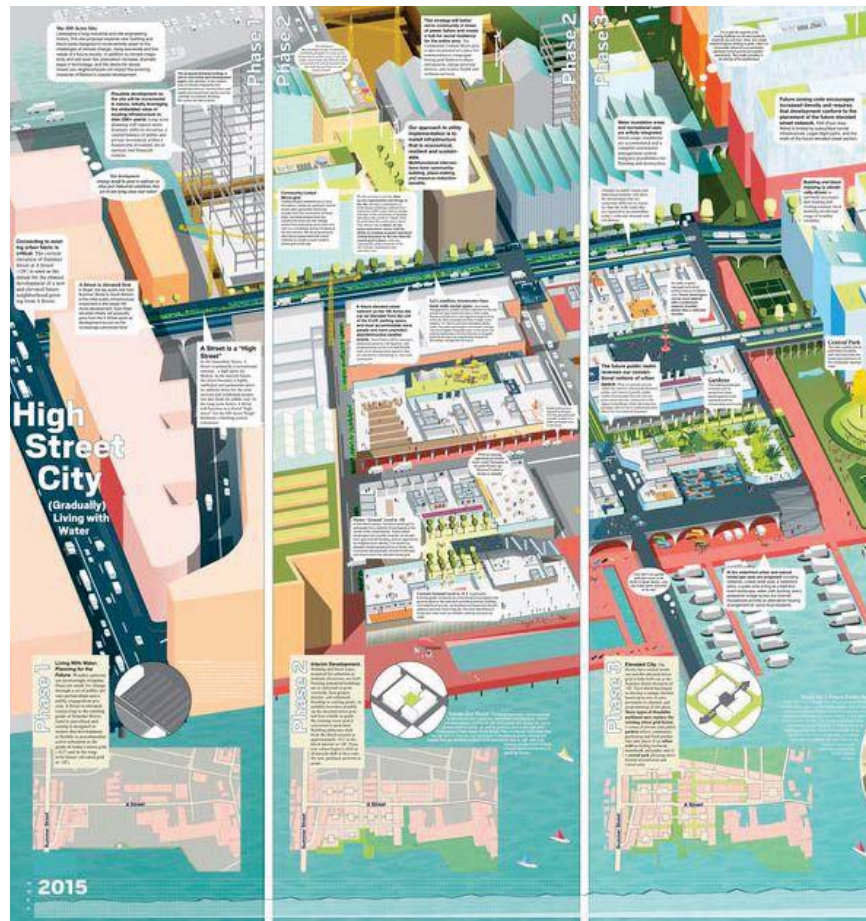


To plan, a lot of cities use...

# MASTER PLANS

Which can be...

# Big

 or Small





WEST  
NEIGHBORHOOD

EAST  
NEIGHBORHOOD

SOUTH  
NEIGHBORHOOD

Frog Pond Lane

Stafford Road

BPA Corridor

Boeckman Road

Advance Road

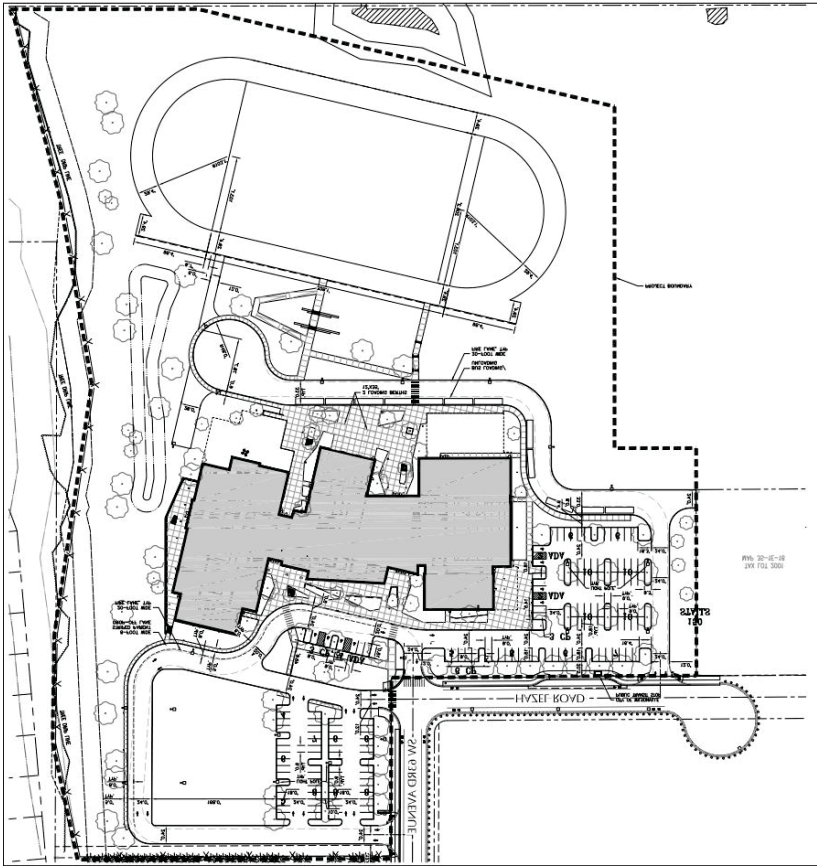
Future Park  
Site

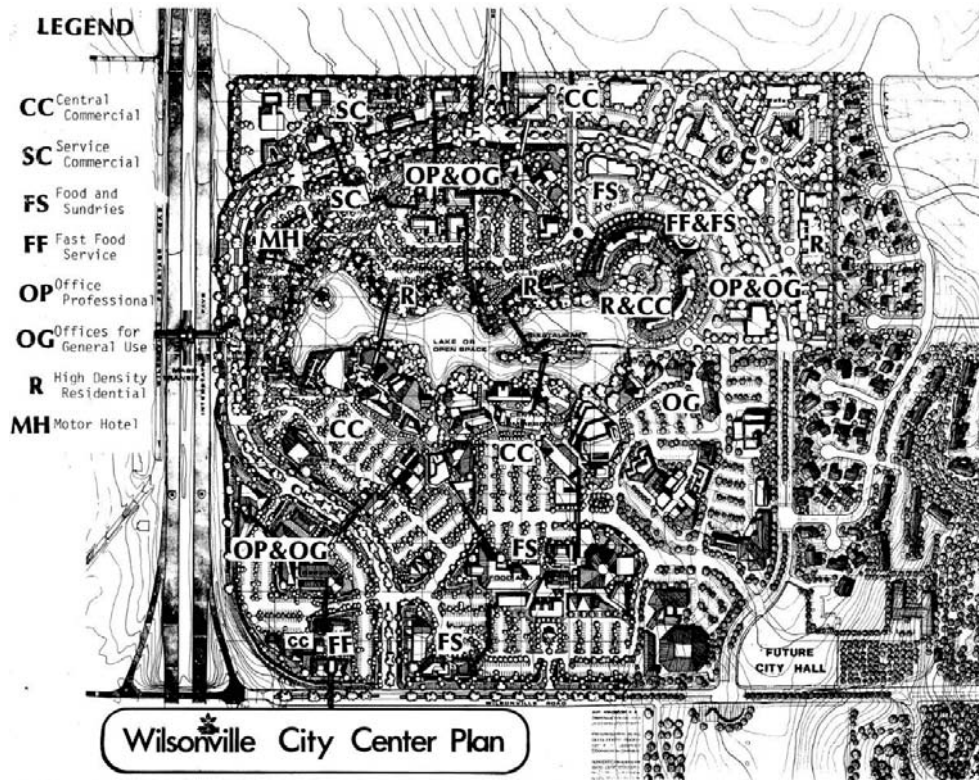
Future School Site

60th Avenue

Wynnsville Rd

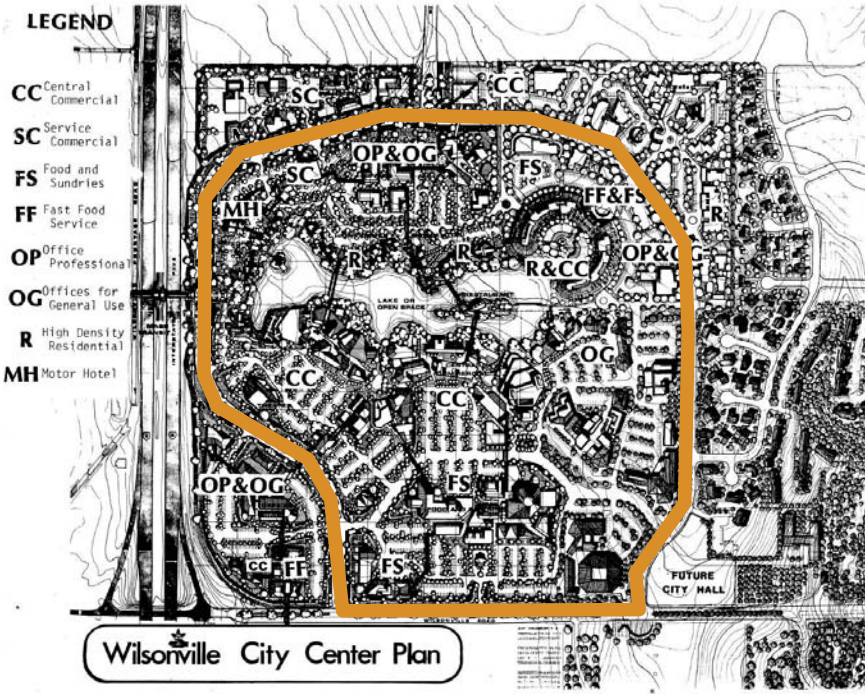




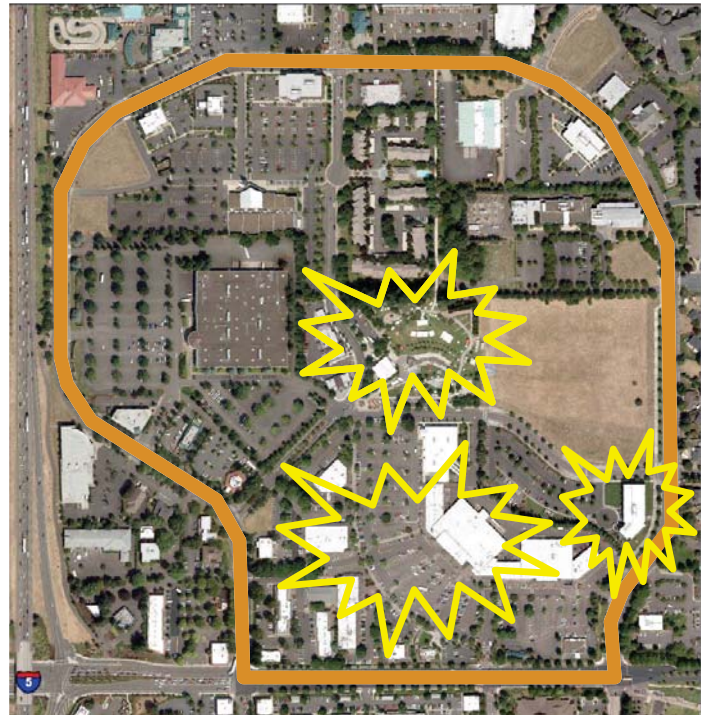
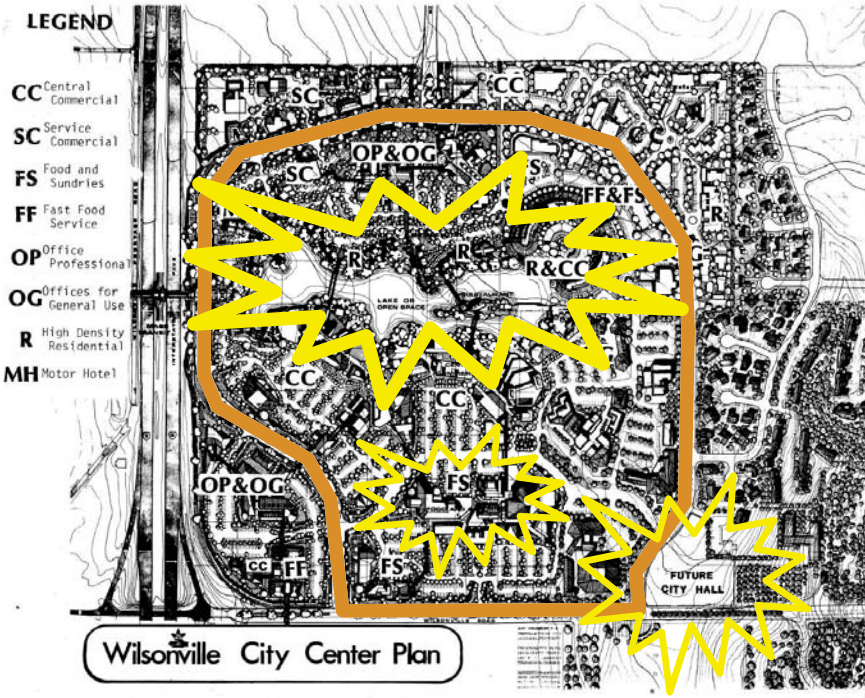


# Town Center's Master Plan

# Town Center's Master Plan



# Town Center's Master Plan



# The Future of Town Center

Updating the Master Plan





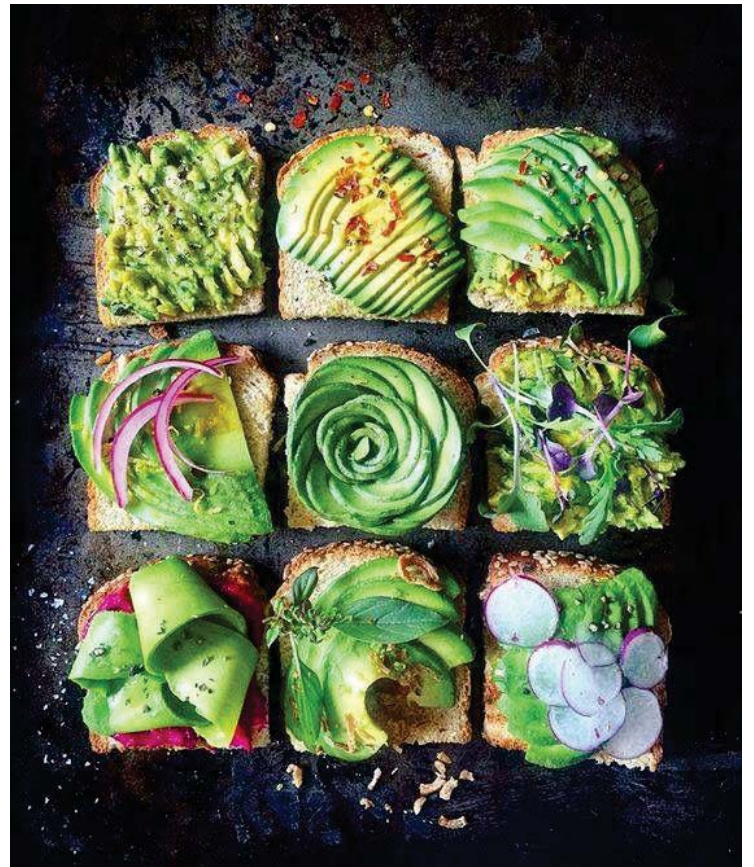


Now's the time for



**SALADS!**

Don't let a week  
go by without  
serving one!





**So we're changing it.**

**And we've been talking  
with the community...**





**And now it's time to  
talk to you!**

**Some things to keep in  
mind...**

**Did you think about the  
environment?**





**Will different types of buildings work with each other?**



**Can we allow many  
uses in one building?**



**How would you like to  
get around Town  
Center?**



**Do we have enough  
places for the  
community to gather?**





**How can we help  
businesses grow and  
succeed?**





## WILSONVILLE TOWN CENTER PLAN



SEE YOU NEXT TIME!

Meridian Creek Middle School - 1.8.2018



- A 0.8 - 2.7
- B 0.9 - 1.7
- C 1.4 - 2.9
- D 1.10 - 1.3

After Visit 1 work investigation

9.5 inches - 10 inches

Google earth Wilsonville - explore and find your section of town center. Find the following:

What is in your space? <sup>7.7 inches</sup> ~~How big is your space?~~ What percent is street? What percent is green space? What percent is building?

Using the scale on the map, how big are the current parcels, streets, buildings, ~~and green spaces?~~

If you have bike paths, how big are they?

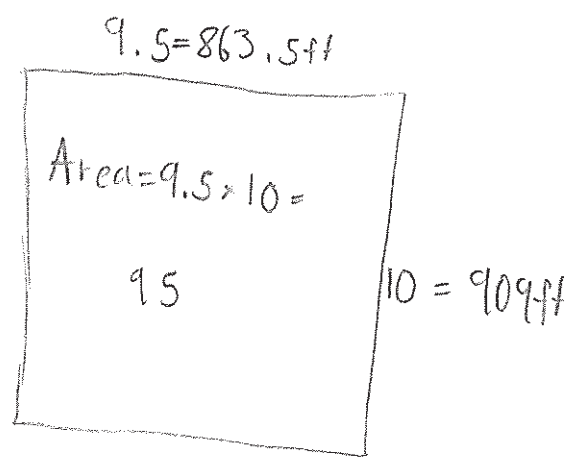
What do you like about Town Center? Explain your thinking.

~~What do you dislike? Explain your thinking:~~

- We dislike the...
- Dried up grass
  - <sup>Huge</sup> Empty spaces of land
  - No more Starbucks please
  - Some parking spots are not needed

What would you like to see in Town Center? Explain your thinking.

- More green spaces greener



Towne Center Loop Report

Town Center Loop

What do you like and dislike about the current town center? Explain your thinking.

How theres a green areas that dont look green very much.

What do you want included in town center? Explain your thinking.

sprinklers for grass every where.

Our Section of town center

We are going to discuss area 2 today.

What features are in our section? Why are they important? Explain your thinking.

- A neighborhood of apartments - The ACE store The apartments are important for people to live + ACE is a hal wate store the improves citizen satisfaction with our hom

What percent of our section is : show your work, justify your thinking, show evidence on the plan

Streets

Bike lanes

Green space

Housing

Parking

Business

What's missing? Explain and justify if it would fit.

The important peice in our section is the apartment complexes

What is important in your section? Explain your thinking.

Whats missing is sprinklers for the grass

What do you want to keep and why. What you shouldn't keep and why.

We should keep these green spaces because it adds more nature to it.

We shouldn't keep the dry grass in the green spaces, its showing others that a town in a state known for its nature

After Visit 1 work investigation

Google earth Wilsonville – explore and find your section of town center. Find the following:

What is in your space? How big is your space? **What percent is street?** What percent is green space? What percent is building?

Using the scale on the map, how big are the current parcels, **streets**, buildings, and green spaces?

If you have bike paths, how big are they?

**What do you like about Town Center?** Explain your thinking.

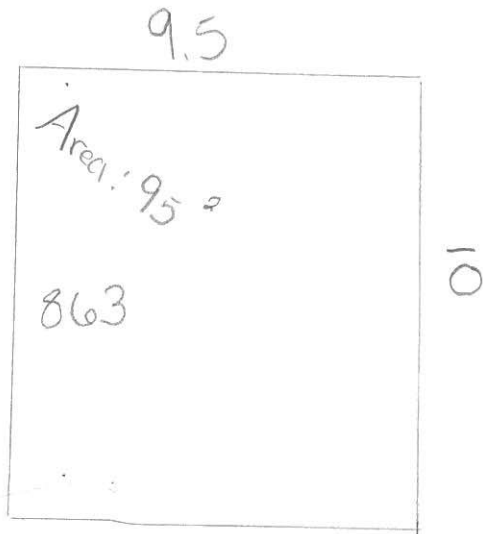
- Everything close together
- Short walking distance
- A lot of sidewalks
- Kid friendly

**What do you dislike?** Explain your thinking.

- out dated
- Too much parking
- Not enough things to do

**What would you like to see in Town Center?** Explain your thinking.

- Mall
- less parking spaces



# Facilitator

After Visit 1 work investigation

Google earth Wilsonville – explore and find your section of town center. Find the following:

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Using the scale on the map, how big are the current parcels, streets, buildings, and green spaces?

If you have bike paths, how big are they?

What do you like about Town Center? Explain your thinking.

I like how everything we like how it's kid friendly  
is close to each other with bullwinkels, movie theatre  
and easy to walk to. and bulling alley,  
we like how there are many sidewalks.

What do you dislike? Explain your thinking.

We don't like how it's really outdated  
and how most stores are food there  
is way to much parking takeing up  
space where other stores could  
be. They need to take out the park.

What would you like to see in Town Center? Explain your thinking.

We would like to see a mall  
2 or 3 stories with food places and shopping  
and less parking so more room  
is available for stores / a mall we also  
would like a dutch bros

$$9.5 = 863.5$$

$$9.5 \cdot 10 = 95$$

area =

$$9.5 = 863.5 \cdot 10 = 909$$

$$10 = 909$$

$$863.5 \cdot 909 = 784921.5$$



After Visit 1 work investigation

Google earth Wilsonville – explore and find your section of town center. Find the following:

What is in your space? **How big is your space?** What percent is street? What percent is green space? What percent is building?

Using the scale on the map, how big are the current parcels, streets, buildings, and **green spaces?**

If you have bike paths, how big are they?

What do you like about Town Center? Explain your thinking.

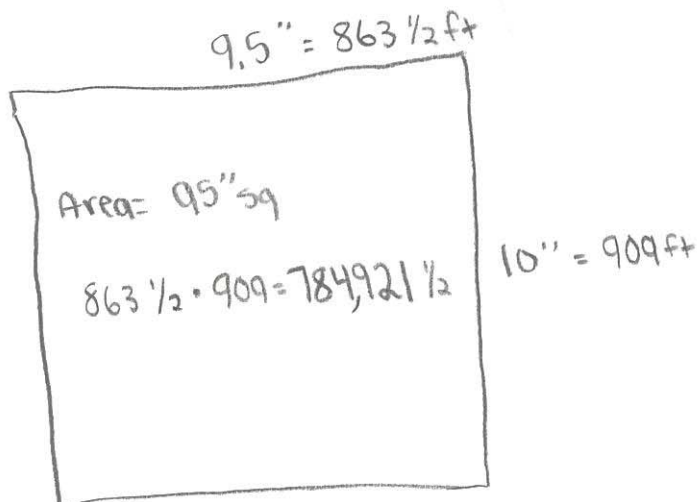
I like how everything is close to each other so you can walk different places. There is also many side walks so it is safer. Another thing is it is mostly kid friendly, bulkwinkel, movie theater, food.

**What do you dislike?** Explain your thinking

There is too much parking spaces, and not enough activities for us to do, I think we should take out the park because it could be better.

What would you like to see in Town Center? Explain your thinking.

More shopping places (mall), less parking, more kid places, take out the water park for mall.



I - my job

Tate Edmondson  
Period 1  
1/10/18

After Visit 1 work investigation

Google earth Wilsonville – explore and find your section of town center. Find the following:

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If you have bike paths, how big are they?

What do you like about Town Center? Explain your thinking.

We like there are a lot of trees and greenery.

What do you dislike? Explain your thinking.

The town feels a little bit crowded with huge buildings and too many unnecessary parking spots. It should be more open with more forests and open land.

||| What would you like to see in Town Center? Explain your thinking. |||

We would like to see more water features and more bike lanes. More crops and farmland.

$$9.5 = 863.5$$

$$\text{Area} = 9.5 \times 10 = 95$$

$$863.5 \times 909 = 784921.5$$

$$10'' = 909A$$

$$\begin{array}{r} 2.75 \\ \times 90.90 \\ \hline \end{array} = 250$$

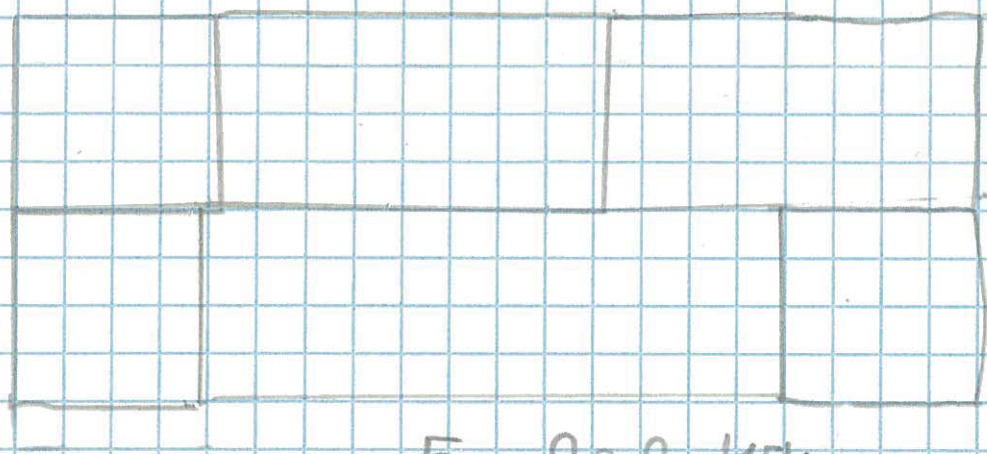
$$\begin{array}{r} 2.75 \\ \times 90.9 \\ \hline \end{array} = 250$$

$$9.5 \times 90.90 \times 863.5$$

#5

buildings

$$\frac{2.75}{10} \times \frac{90.9}{90.9} = \frac{250}{90.9 \text{ in}}$$



$$2 * 90.9 = 363$$

$$454 * 363 = 164,802$$

$$5 * 90.9 = 454$$

$$5 * 2 = 10$$

Our area is 21% buildings

$$\frac{164,802}{784,467} = 21\%$$

After Visit 1 work investigation

Google earth Wilsonville – explore and find your section of town center. Find the following:

What is in your space? How big is your space? What percent is street? What percent is green space? What percent is building?

Using the scale on the map, how big are the current parcels, streets, buildings, and green spaces?

If you have bike paths, how big are they?

What do you like about Town Center? Explain your thinking.

chipotle

What do you dislike? Explain your thinking.

No dutch

So many Starbucks

McDonalds

What would you like to see in Town Center? Explain your thinking.

turn  
fries  
to huge  
community  
sport  
center

Dutch

7.5"  
Area  $9.5 \times 10 = 95''$

$162.5 \times 909 =$

10''

After Visit 1 work investigation

Google earth Wilsonville – explore and find your section of town center. Find the following:

What is in your space? How big is your space? What percent is street? What percent is green space? What percent is building?

Using the scale on the map, how big are the current parcels, streets, buildings, and green spaces?

If you have bike paths, how big are they?

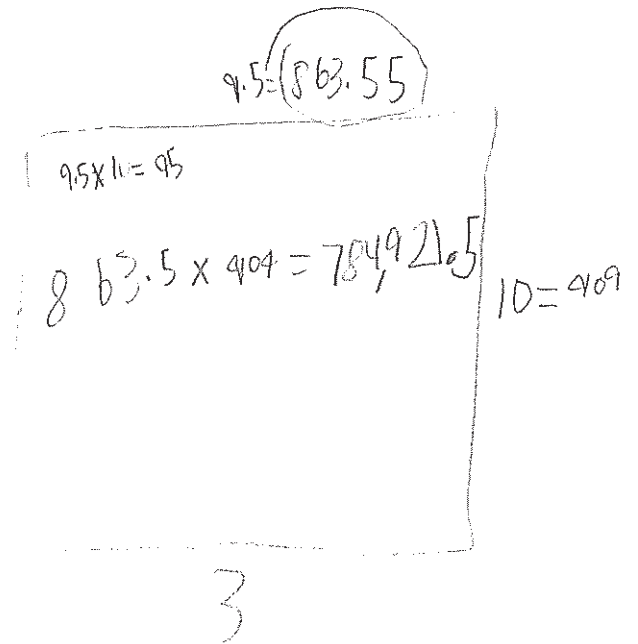
What do you like about Town Center? Explain your thinking.

$\frac{1}{4}$

What do you dislike? Explain your thinking.

What would you like to see in Town Center? Explain your thinking.

I would like to see a community pool, because I don't want to always want to drive to a different city just to swim.



Brandt Jackson

Towne Center Loop Report

Town Center Loop

What do you like and dislike about the current town center? Explain your thinking. (S.A)(E)  
We like the amount of local nearby foods. We like how there is not a lot of cars. We don't like how they haven't expanded the parking spaces. Lack of apartments. Need more bike lanes.

What do you want included in town center? Explain your thinking. (A)  
More apartments  
Grocery store  
More bike lanes  
in open field  
More traffic lights  
Green park

Our Section of town center

We are going to discuss area 8 today.

What features are in our section? Why are they important? Explain your thinking.

Parking  
trees  
bike lanes

What percent of our section is : show your work, justify your thinking, show evidence on the plan

- Streets
- Bike lanes
- Green space
- Housing
- Parking
- Business

What's missing? Explain and justify if it would fit.

What is important in your section? Explain your thinking.

What do you want to keep and why. What you shouldn't keep and why.

Noelle Meister.

Towne Center Loop Report

Town Center Loop

What do you like and dislike about the current town center? Explain your thinking. (SA)(E)

④ We like the amount of local nearby foods not too many ours. One store in one area. There is too many parking spaces. Too many fields.

What do you want included in town center? Explain your thinking. (F)

more apartments. more town houses more family fun center. more bike lanes, more hospitals more traffic lights.

Our Section of town center

We are going to discuss area 8 today.

What features are in our section? Why are they important? Explain your thinking.

- 1 - we have building, parking, food building, tree, road, stores.
- 2 - because so we can live and breath and have fun in this town.

What percent of our section is : show your work, justify your thinking, show evidence on the plan

Streets

Bike lanes

Green space

Housing

Parking

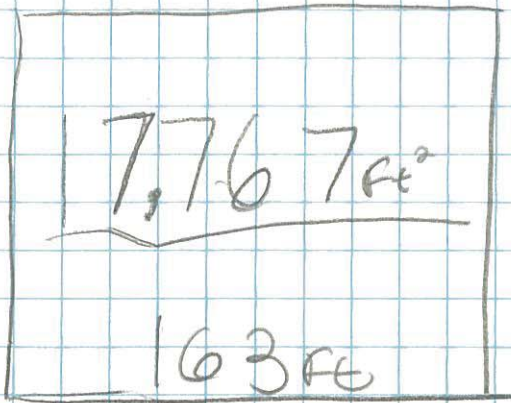
Business

What's missing? Explain and justify if it would fit.

What is important in your section? Explain your thinking.

What do you want to keep and why. What you shouldn't keep and why.

Green Space



$$\begin{array}{r} 2.75 \overset{100}{=} 250 \\ \hline 1.2 \overset{100}{=} 109 \end{array}$$

$$1.2 = 109$$

$$10 \cdot 100 =$$

Area

$$4.5 \cdot 100 =$$

$$864 \text{ ft}^2$$

$$\frac{17,767}{785,376}$$

1.8

$$\begin{array}{r} 2.75 \overset{100}{=} 250 \\ \hline 1.8 \overset{100}{=} 163 \end{array}$$

$$\frac{17,767}{785,376} = 2\% \text{ area of green space}$$

Briama  
Paracpac



~~1st 2nd 3rd + 4th 5th + 6th 7th 8th 9th 10th 11th 12th~~  
~~2nd 3rd + 4th 5th + 6th 7th 8th 9th 10th 11th~~

Towne Center Loop Report

Town Center Loop

~~What do you like and dislike about the current town center? Explain your thinking.~~

Like  
Park, Fys, Bowlwinkel  
Leshvovwe

Dislike  
Parking lots

What do you want included in town center? Explain your thinking.

Panda express

Our Section of town center

We are going to discuss area \_\_\_\_\_ today.

What features are in our section? Why are they important? Explain your thinking.

What percent of our section is : show your work, justify your thinking, show evidence on the plan

Streets- 17%

Bike lanes

Green space

Housing

Parking

Business

What's missing? Explain and justify if it would fit.

What is important in your section? Explain your thinking.

What do you want to keep and why. What you shouldn't keep and why.

Top Right corner

After Visit 1 work investigation

Google earth Wilsonville – explore and find your section of town center. Find the following:

What is in your space? How big is your space? What percent is street? What percent is green space?  
What percent is building?

$$27.33 \times 90.9 = 2484.297$$

Using the scale on the map, how big are the current parcels, streets, buildings and green spaces?

If you have bike paths, how big are they?

What do you like about Town Center? Explain your thinking.

What do you dislike? Explain your thinking.

What would you like to see in Town Center? Explain your thinking

This question is hard because I'm used to the things I already see but at the end of the day I would like to see and or see more of park what I mean is an expansion of the Korean Memorial Park because the buildings and parking out weigh the parks and instead of having Fry's Electronics we can replace that with Best Buy Best Buy I think is everyone's favorites.

Self Assessment Monitor - Dominic  
Resource Monitor - Andrew  
Equity Monitor - Kiki  
Facilitator - Avery (Me)

## Streets & Parking

$$\{2.75 \text{ inches} = 250 \text{ feet}\} \quad \{\text{scale factor} = 90.9\}$$

$$\text{Street} = 20'' \text{ inches} \cdot 90.9 = 1,818 \text{ ft}$$

$$\frac{1,818}{785,376} = 2\% \text{ of } 785,376 \text{ ft}^{\text{sq}} \text{ is } 2\% \text{ street}$$

$$\text{Street} = 11'' \text{ inches} \cdot 90.9 = 1,000 \text{ ft}$$

$$\frac{1,000}{785,376} = 2\% \text{ of } 785,376 \text{ ft}^{\text{sq}} \text{ is } 2\% \text{ street}$$

$$\text{Parking} = 35 \cdot 90.9 = 3,181 \text{ ft}^{\text{sq}}$$

$$\frac{3,181}{785,376} = 4\%$$

What's in my space

buildings, houses, trees, roads, cross walk

What did we dislike

big fields that weren't in use

how big is our space

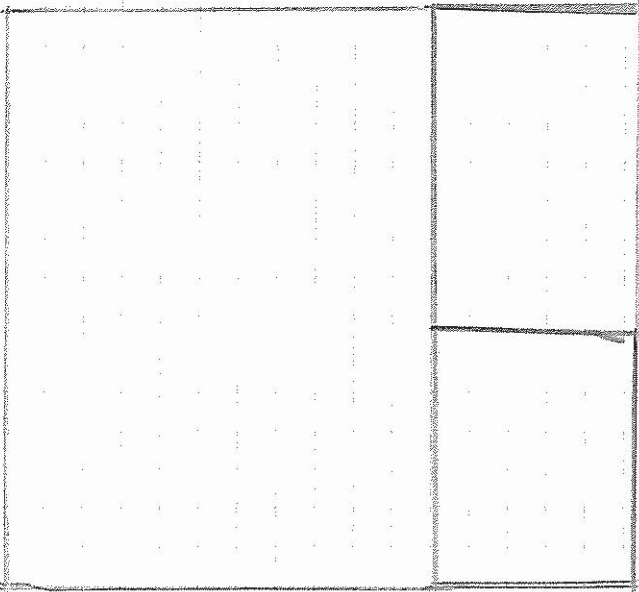
785,376 ft<sup>2</sup>

buildings 9%



3.5

$$3.5 \cdot 90.9 = 3,181$$



3

$$3 \cdot 90.9 = 272$$

$$3.5 \cdot 16 = 56$$

$$3 \cdot 16 = 256$$

$$\hline 816 \times 90.9$$

74,174

785,376

Questions

How big is your space?

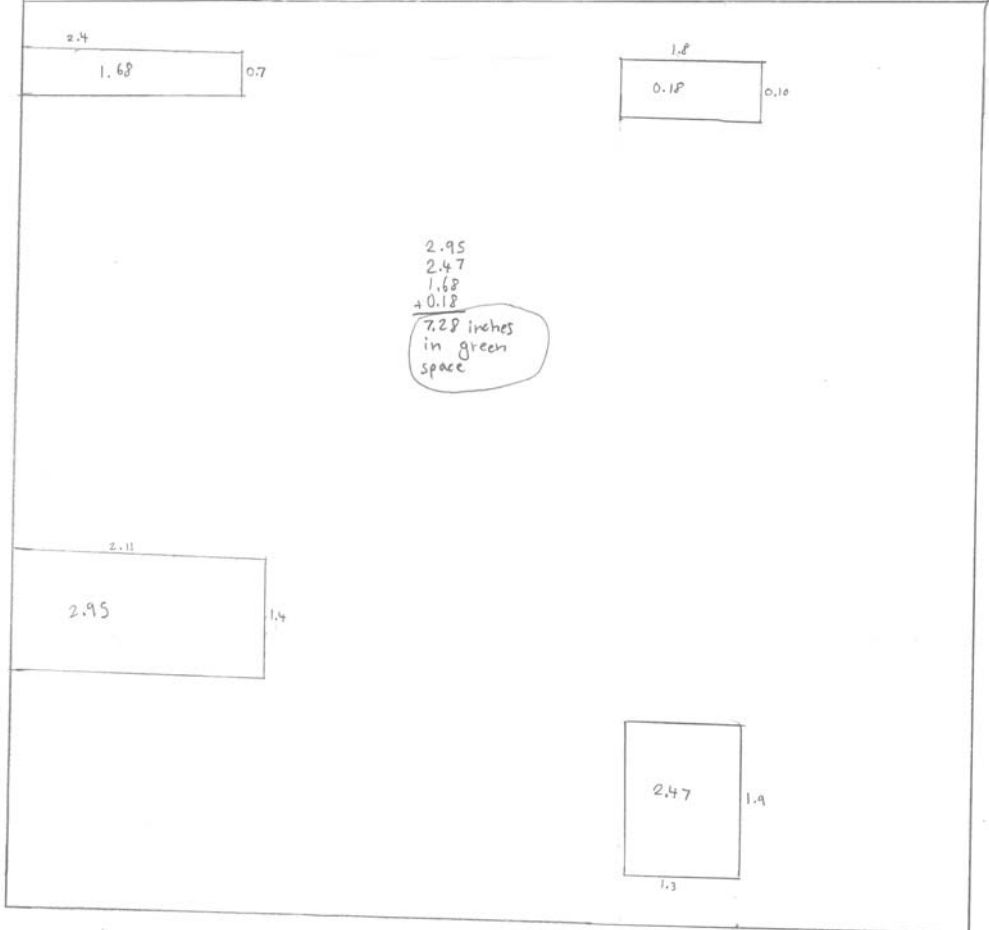
Area is 95

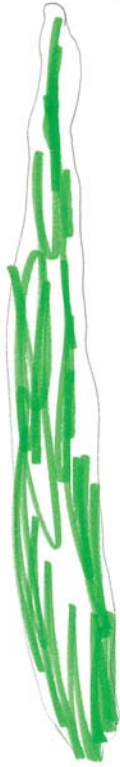
How big are the green spaces?

7.28 inches

Legend

- apartments
- a fountain
- Auto Parts
- Streets
- Storage
- a pool
- a Hardware store
- Trees
- Parking Spaces
- Cross walk





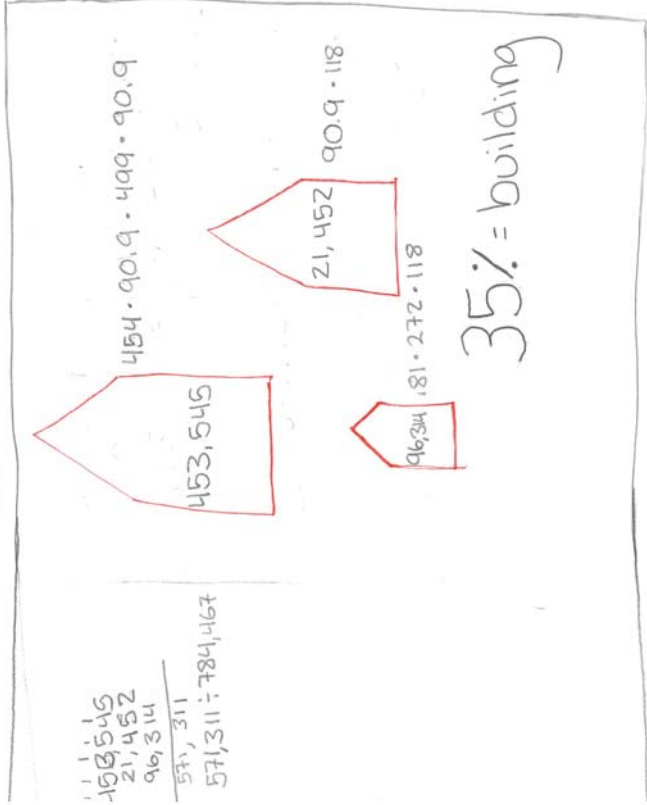
I got 20 in of green steel an I did  $20 \div 909 = 20\%$

Round steel 20%

20% of 200 = 40  
20% of 100 = 20  
20% of 50 = 10

$9.5 = 863 \text{ ft.}$

$10 = 909 \text{ ft.}$



Our area includes...

- o 75 trees in the area
- o 3 buildings
- o 9 parking lots
- o no houses
- o bullwinks
- o bank
- o movie theatre
- o dried grass
- o 1 main roadway
- o 6 sidewalks
- o no crosswalks.

- Legend
- Street [---]
  - building [red house icon]
  - tree [tree icon]
  - green space [green square icon]
  - housing [house icon]
  - paths [wavy line icon]
  - Parking lot [parking lot icon]
  - bike line [bike icon]
  - Cross walk [crosswalk icon]
  - Other [diamond icon]

35% = building



Scale factor = 40:1

AREA = 184,4167 ft<sup>2</sup> sq

$$\begin{array}{l} \square = 10'' \text{ by } 5'' \quad 109 \cdot 45 = 49,05 \text{ ft}^2 \text{ sq} \\ 10 = 909 \quad 5 = 45 \end{array}$$

$$\begin{array}{l} \square = \text{base} = 3.5'' = 318 \text{ ft} \quad 318 \cdot 22.7 = 72,186 \div 2 = 36,093 \text{ ft}^2 \text{ sq} \\ \text{Height} = 2.5 = 227 \text{ ft} \end{array}$$

$$\begin{array}{l} \square = 18'' \text{ by } 1.8'' \quad 172 \cdot 163 = 28,036 \text{ ft}^2 \text{ sq} \\ 18 = 172 \quad 1.8 = 163 \end{array}$$

$$\begin{array}{l} \square = 5'' \text{ by } 5'' \quad 45 \cdot 45 = 2,025 \text{ ft}^2 \text{ sq} \\ 5 = 45 \end{array}$$

$$\begin{array}{r} 46,465 \\ 36,093 \\ + 2,036 \\ \hline 107,059 \\ 107,059 \text{ ft}^2 \text{ sq} \end{array} = 14\% \text{ grass}$$

total = 184

14% green space

9.5" = 800 ft

Legend -

- Street ~ 
- Buildings ~ 
- Tree ~ 
- Green space ~ 
- housing ~ 
- Path ~ 
- Parking ~ 
- like lawn ~ 
- Cross walk ~ 
- Other ~ 

The amount of space is 784,4167 ft<sup>2</sup> sq

The green space is 14% of the square

Tate Edmond



21% buildings

9 1/2 in

863 ft

907 ft

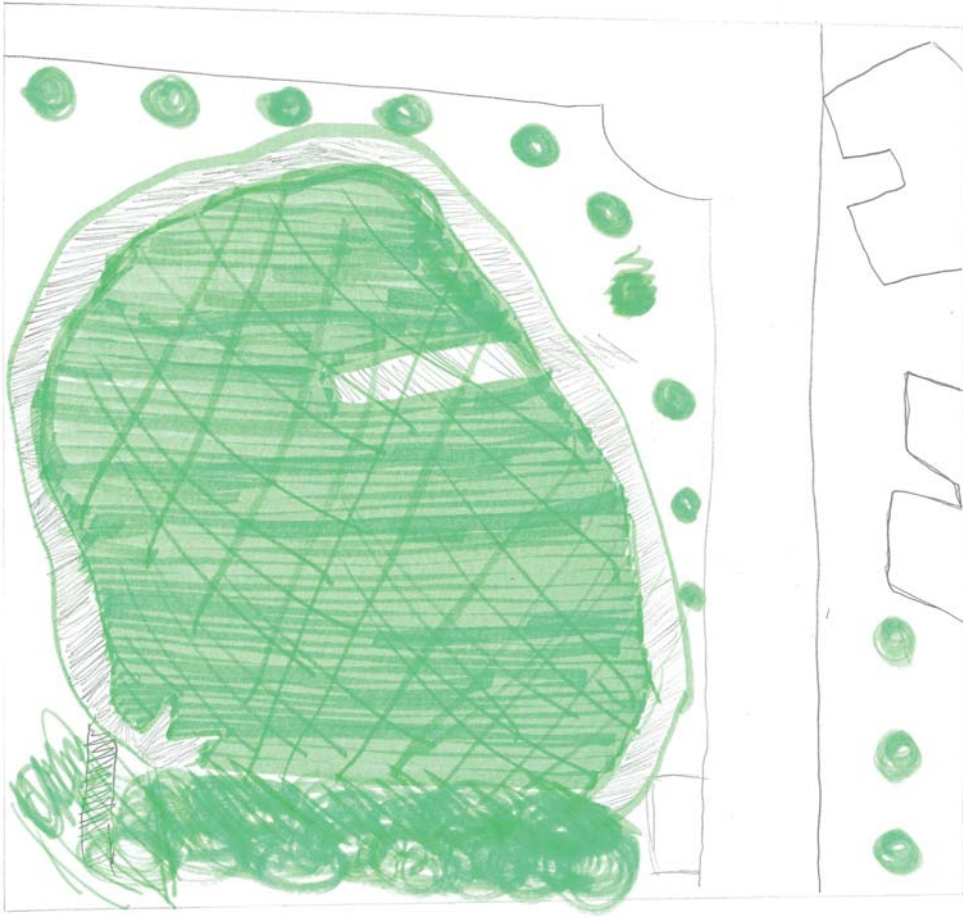
10 in  
909 ft

Legend:

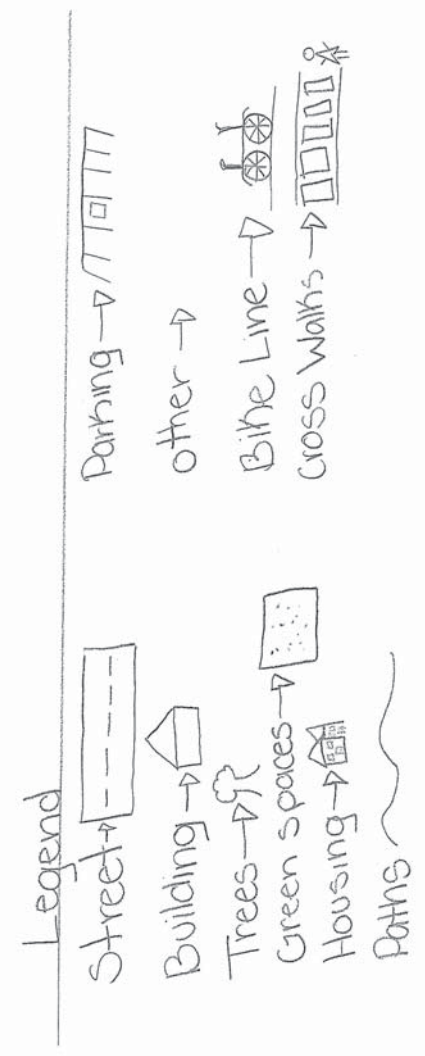
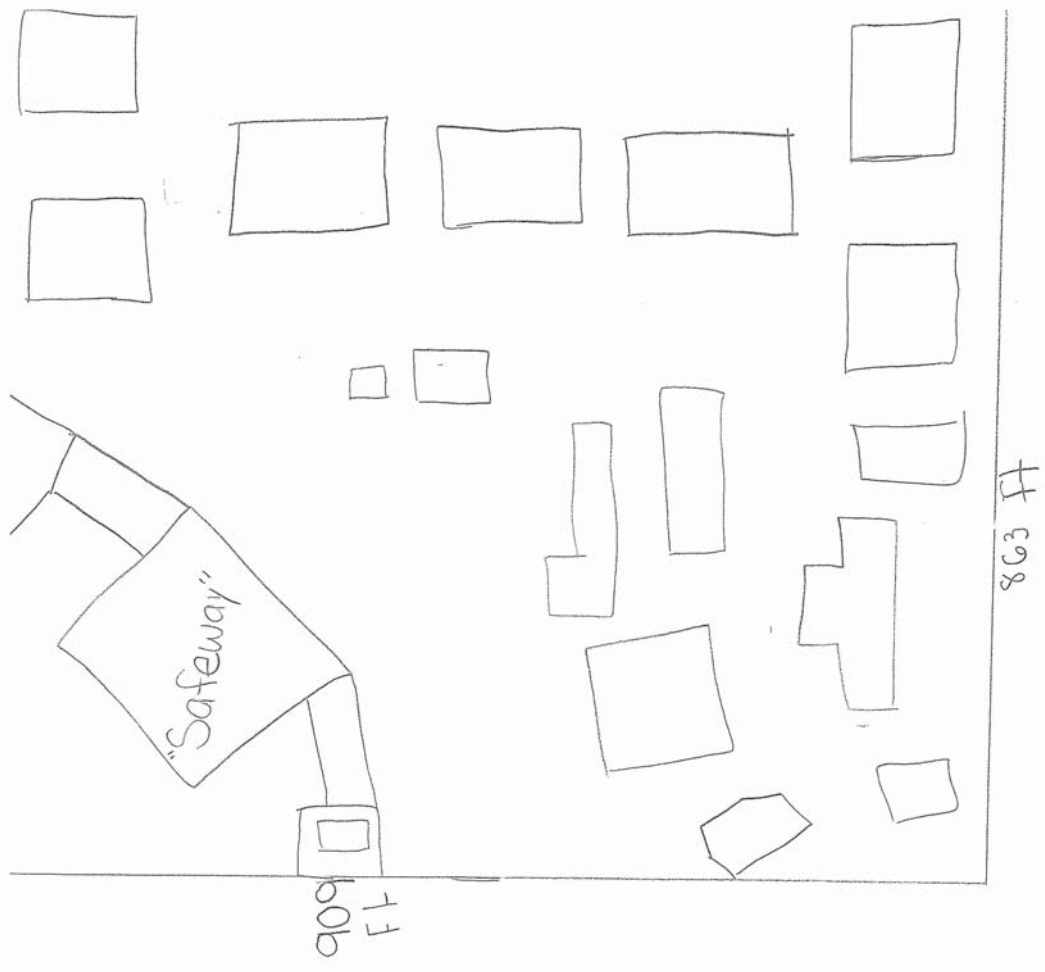
Street	Parking	what we would like to see in town center
Building	bike lanes	what my group would like to see in town center is more water features
Trees	Cross walk	we would also like to see more bike lanes and also fountains.
Green space	Other	Lastly my group said we would like to see a big tree house often to everyone to hang out in.
Housing		
Paths		

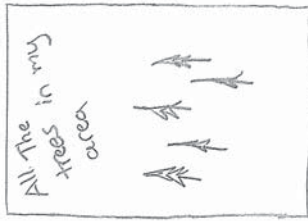
what's in my space?

- I notice that there are 8 main buildings
- I notice there are 16 apartment buildings
- I notice there are 30 trees
- I notice there are 20 parking places
- I notice that there are 6 white tents in the park
- I notice there is 1 ramp
- I notice there are 2 cross walks.



Trees/Green spaces 35% A total of 2772 ft<sup>2</sup> in our area of  
789,467





$$3.18 \cdot 90.9 = 289.062$$

$$2.25 \cdot 90.9 = 204.52$$

$$204.52 \cdot 289.062 = 59119 \text{ (rounded)}$$

$$\therefore \left\langle \frac{59119}{785,376} = 0.075 \text{ or } 0.7\% \right.$$



0.09 ft

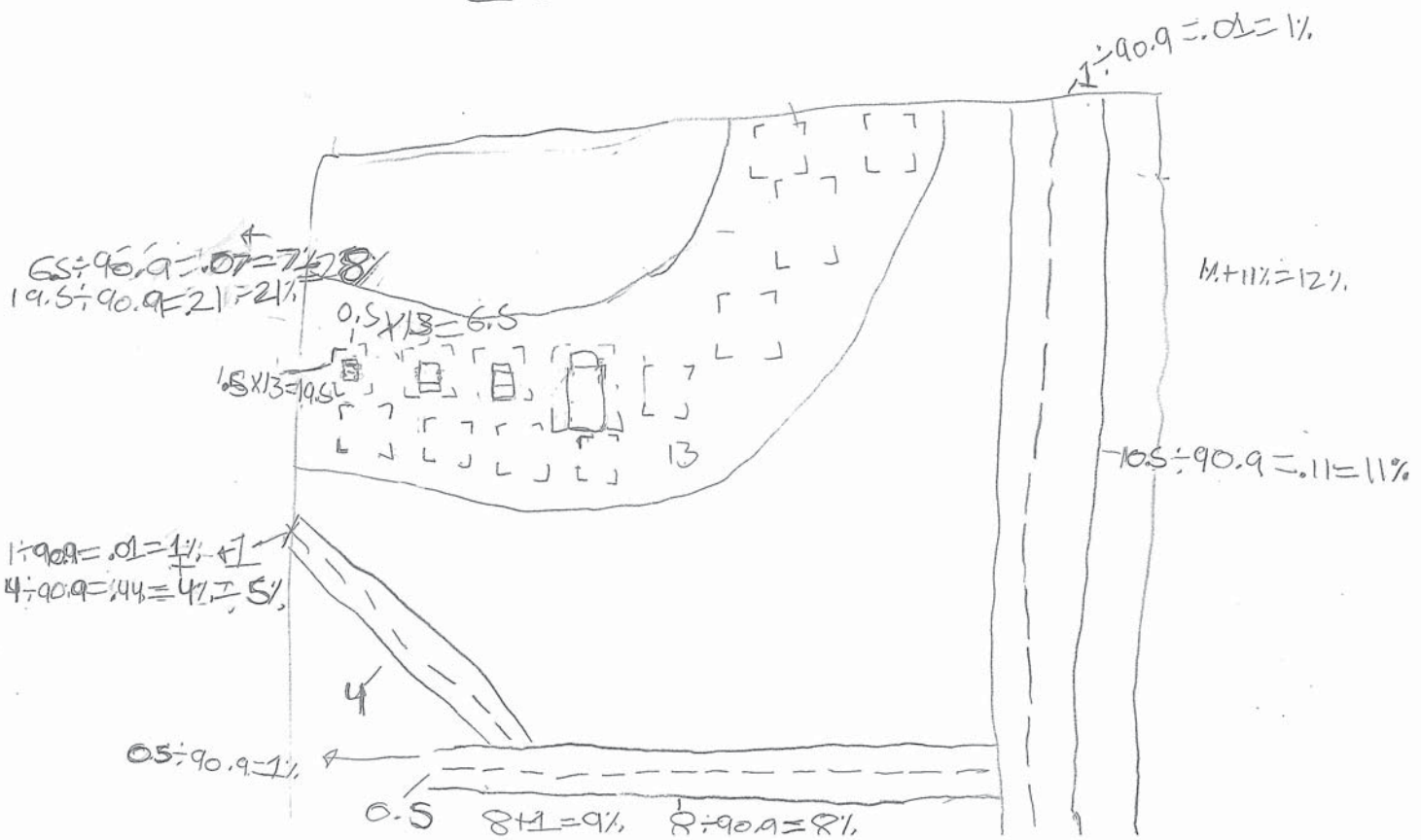
863 ft

Legend

- Street =
- Buildings =
- Trees =
- Green Space =
- housing =
- paths =
- Parking =
- Bike lanes =
- Crosswalks =
- 

= 2%

$$28\% + 12\% + 9\% + 5\% = 54\%$$



# How big? How much Green space?

## Explanation

To figure out how big our area is I first multiplied 9.5 by 90.9 & got 864ft the 10 by 90.9 and got 909ft so then I multiplied them together & got my final area 785,376.

## Explanation

I had to figure out how much green space there was first measure the length & height of the green space so then I did that to all the rest & then by section in green space and multiplied the number by 90.9 & got the answers. Then I divided the answer by the total area and got my answers so then added them all together & got 170 green space.

## Work

$$\begin{array}{r} 9.5 \cdot 90.9 = \\ \hline 864ft \end{array} \leftarrow$$

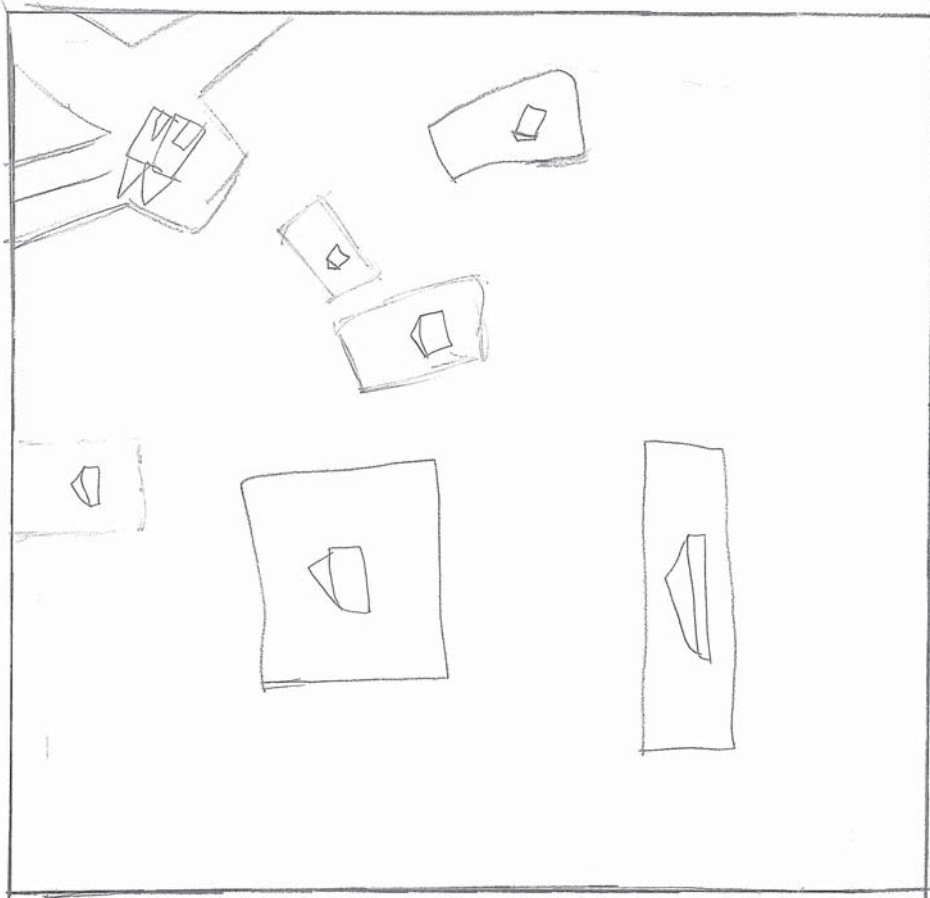
$$\begin{array}{r} 864 \cdot 909 = \\ \hline 785,376 \end{array}$$

$$\begin{array}{r} 10 \cdot 90.9 = \\ \hline 909ft \end{array} \leftarrow$$

## Work

#1	$\begin{array}{r} 2.5 \\ 3.4 \\ \hline 3 \end{array}$	$8.9 \cdot 90.9 = 809.01ft$	$\frac{809.01}{785,376} = 10\%$
#2	$\begin{array}{r} 1.5 \\ 1.5 \\ \hline 1.5 \end{array}$	$6 \cdot 90.9 = 545.4ft$	$\frac{545.4}{785,376} = 69\%$
#3	$\begin{array}{r} 10 \\ \hline .10 \end{array}$	$10.1 \cdot 90.9 = 918.09ft$	$\frac{918.09}{785,376} = 11\%$
			$\frac{170}{785,376} = 170 \text{ green space}$





Legend

- Street - [Symbol]
- Buildings - [Symbol]
- Trees - [Symbol]
- Green space - [Symbol]
- Housing - [Symbol]
- Paths - [Symbol]
- Biking - [Symbol]
- Other - [Symbol]
- Bike Lanes - [Symbol]
- Cross Walks - [Symbol]

This question is hard because I'm used to the things I already see but at the end of the day I would like to see more of park what I mean is an expansion of the Korean Memorial Park because the buildings and parking out weigh the parks and instead of having frys electronics replace it with best buy so you don't have to drive down the highway

3% Buildings 10 Buildings  
 2484.297 feet. & Buildings

$$\frac{2484}{785367} = 3.9\%$$

# Things that should CHANGE:

I think there should be less parking near Fry's. As most of them are NOT being used. We need cheaper entertainment because that can be very expensive. The amount you have to pay for things like family fun center is crazy, should be changed.

Things I dislike are:  
 Parking is a little too much, and should be toned down.  
 Large amount of space is not used for things, and is just empty.

Most of our area is parking lots, and streets

- ↓ Area
- GREENSPACE: + buildings
- HOW MANY BUILDINGS: 10+ cars in the area
- HOW MANY TREES: There is 81 trees
- HOW MANY GARBS: + buildings

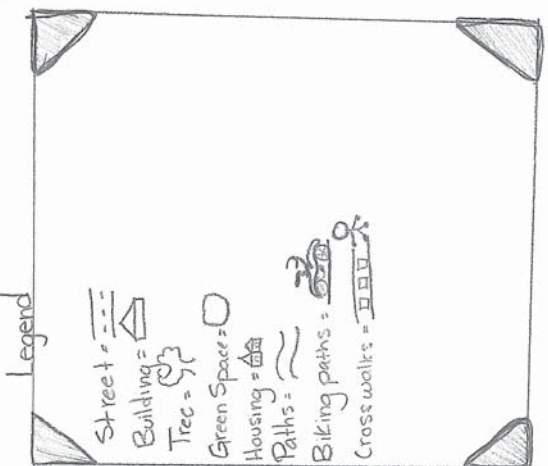
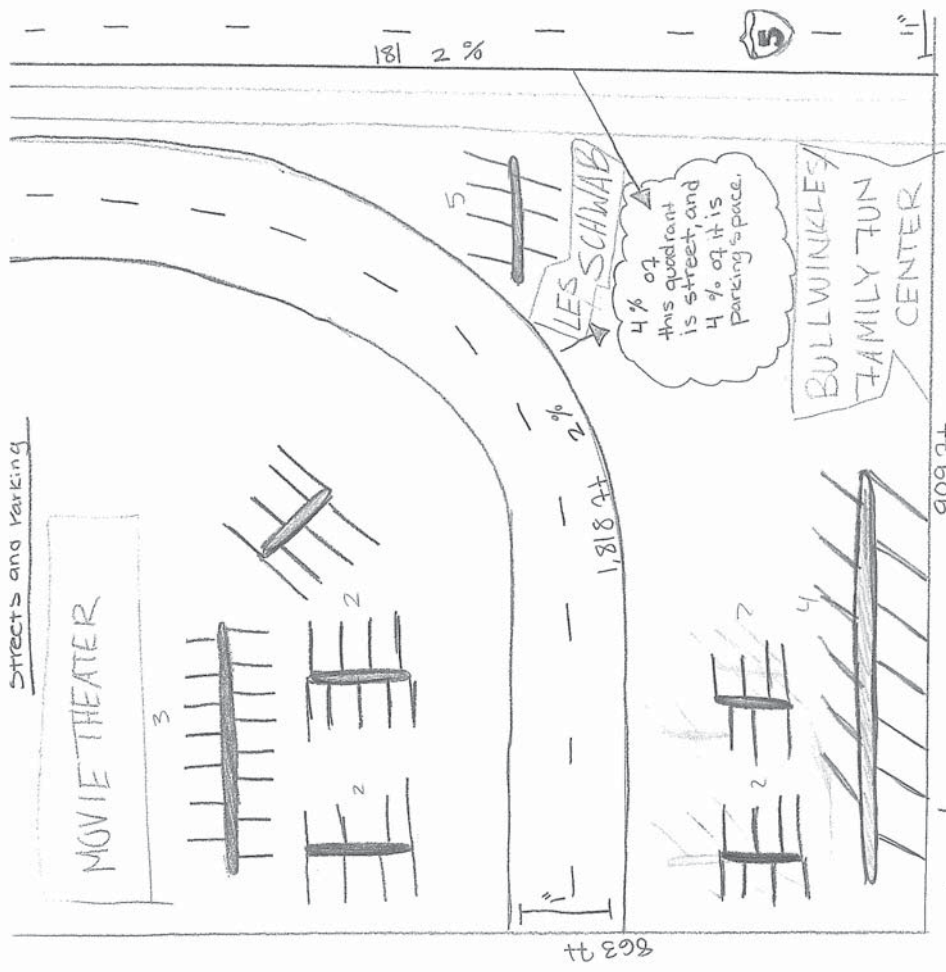


How big is your space?

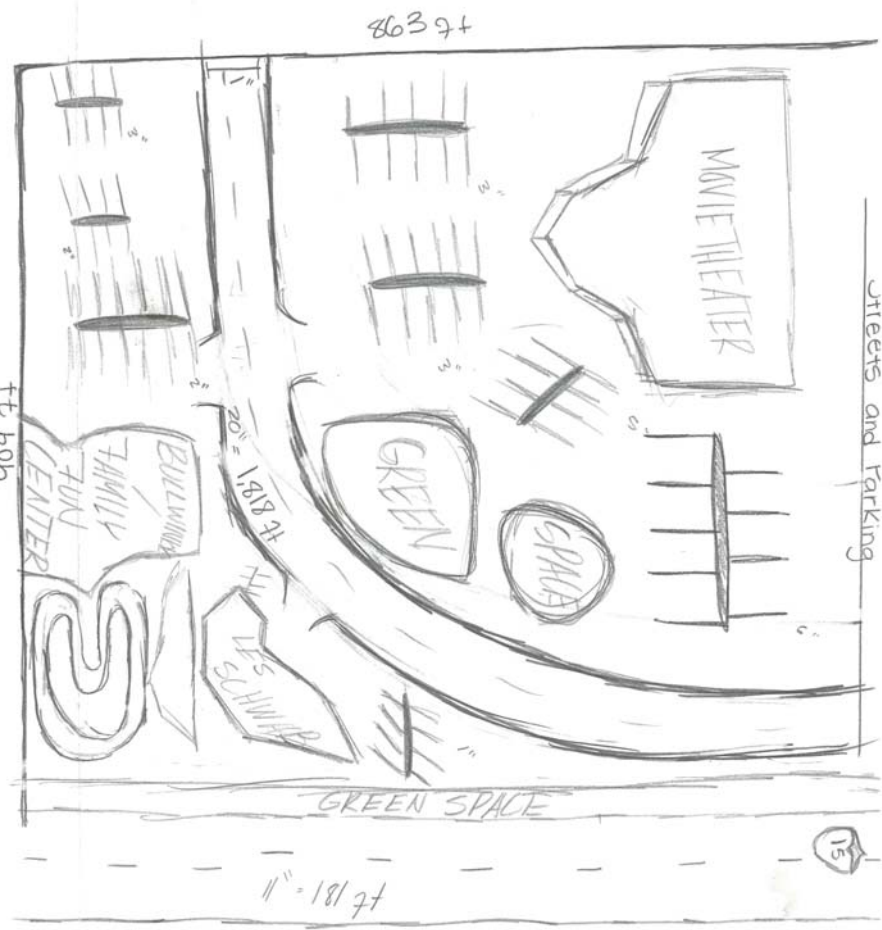
# Things I LIKE:

- I like how easy it is to get to places. You need to walk very little to get from one place to another.
- I like the amount of Nature the area has. It gives it a lively feeling, which is a good thing.

Streets and Parking



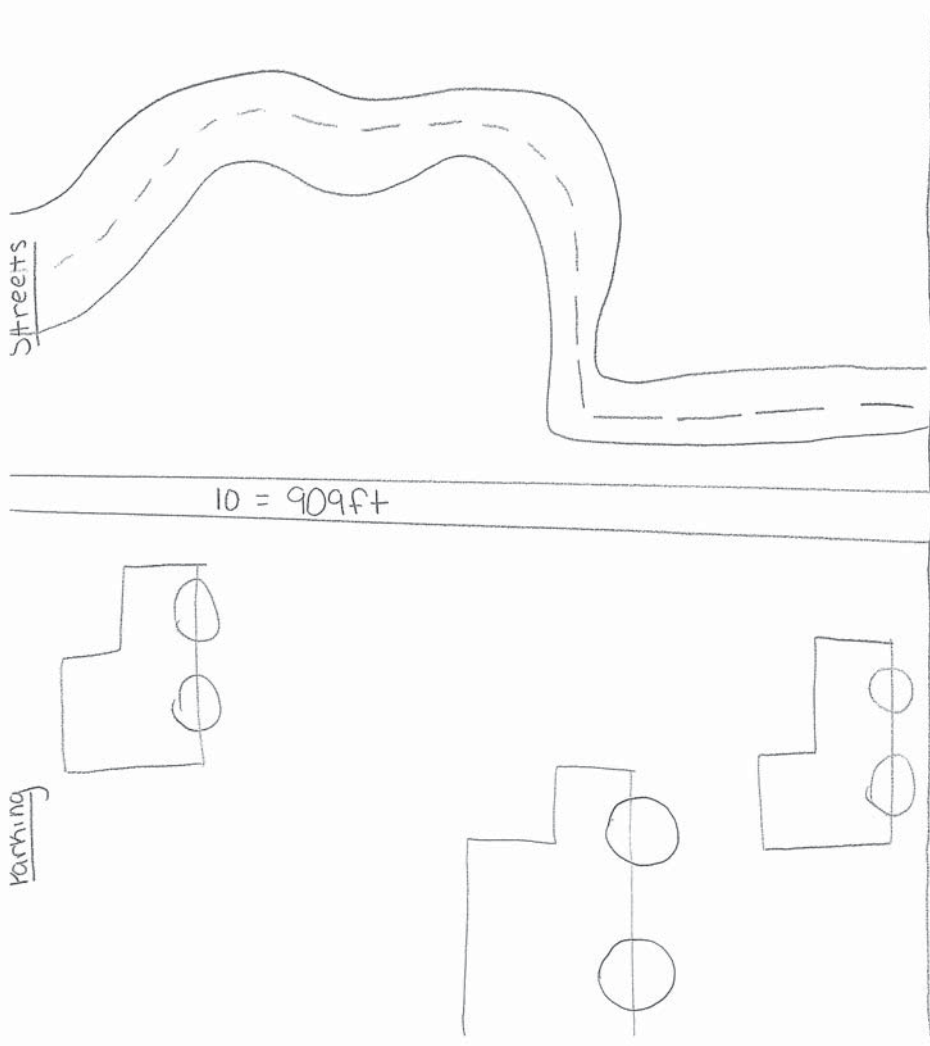
© D. Amira Parker-Klot



# LEGEND

- Street =
- Building =
- Tree =
- Green space =
- Housing =
- Paths =
- Parking =
- Biking Lane =
- Cross Walks =

Diana Jackson-Noblet



$$\underline{9.5 = 863ft}$$

% of streets


$$\frac{2,226}{785,376ft} = 35\%$$

$$12.5 \cdot 90.9 = 1136$$

$$12 \cdot 90.9 = 1,090$$

$$\frac{1136}{1,090} = 2,226$$

Legend

Streets = 

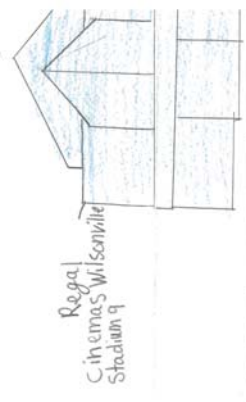
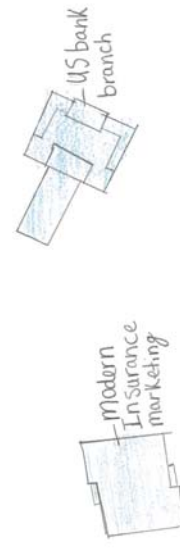
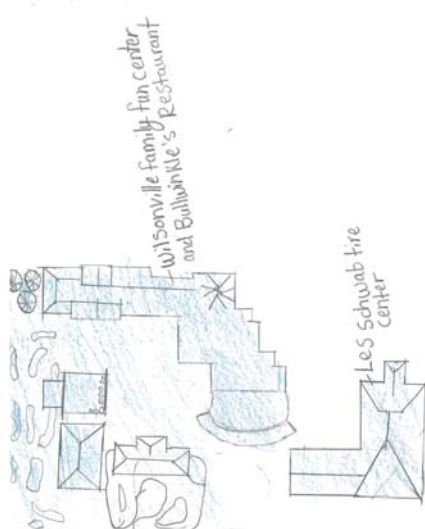
Parking = 

$$\underline{9.5 = 863ft}$$

% of parking

$$\frac{2,314}{785,376ft} = 33\%$$

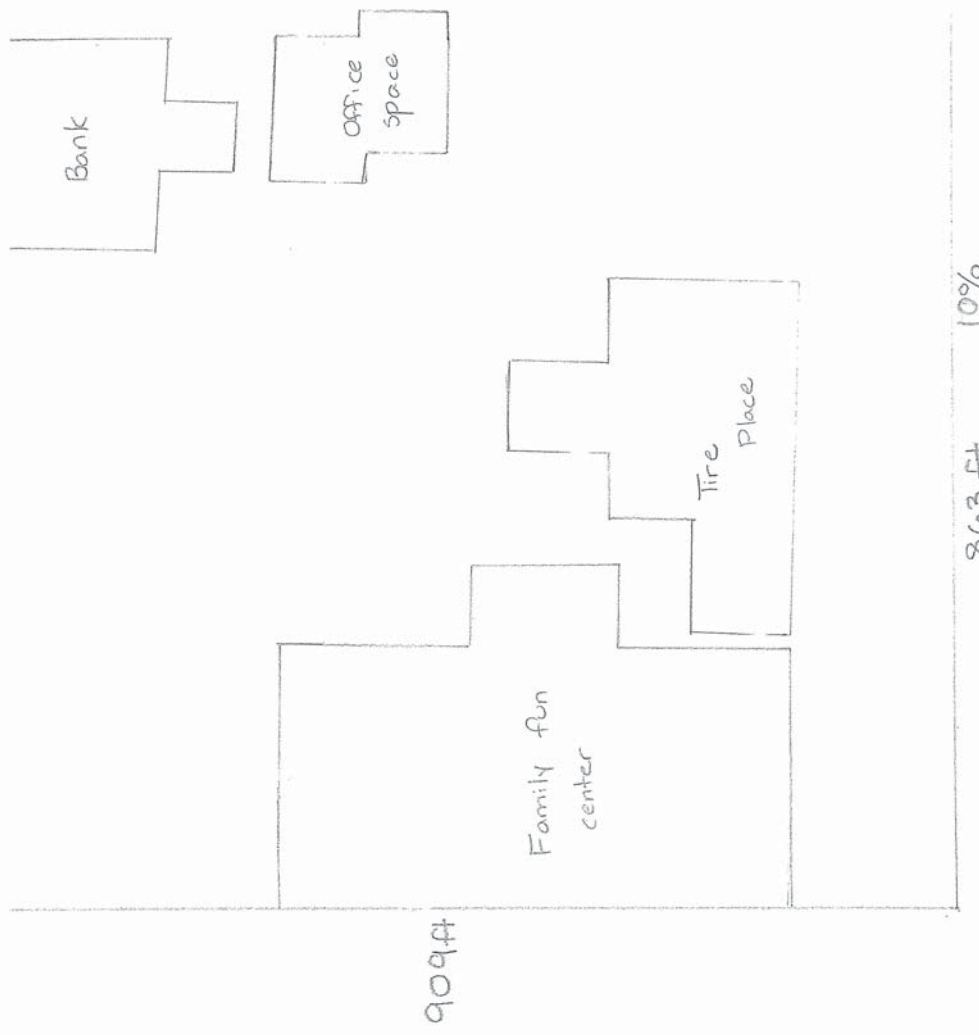
- 3 · 90.9 = 272
- 3 · 90.9 = 272
- + 272
- 3 · 90.9 = 272
- 3 · 90.9 = 272
- 409
- 4.5 · 90.9 = 409
- 363
- 4 · 90.9 = 363
- 454
- 5 · 90.9 = 454
- 2,314



	1px	Dislikes	Likes
Housing - 0	Crosswalks - 4	<ul style="list-style-type: none"> <li>• Empty space</li> <li>• to much parking</li> <li>• More place to dine</li> </ul>	<ul style="list-style-type: none"> <li>• Family fun center</li> <li>• movie theater</li> </ul>
Streets - 3	Lanes - 2/3		
Bike lane - 0	Trees - 154		
Parking Lots - 8	Parking spaces - 328		
Business - 1	Light posts - 20		
Buildings - 5			

$$\begin{array}{r}
 2.75 = 250 \text{ ft} \\
 2.75 = 250 \\
 \hline
 8 \quad 727 \\
 \hline
 132.314 \\
 785,376 = 171 \\
 \hline
 909 \times 864 = 785,344 \\
 10 \times 90.9 = 909
 \end{array}$$

Name: Callan Keo Date: 1/15/18



Legend

- Parking lots
- Parking spaces
- Sidewalks
- Crosswalks
- Housing/Apartments
- Trees
- Lights

- What is in your space
- Family Fun Center
  - Tire center
  - Field (empty)
  - Many of parking lots
  - Lots of trees
  - Bank and office space
- What we dislike
- Too many parking spaces!
  - How big is our space
- 2.716 = 250ft

$$864 \times 909 = 785576 \text{ sq ft}$$

$$\frac{132,514}{16,9376} = 7.79\%$$



MERIDIAN CREEK SEVENTH GRADE  
CLASS VISIT 2 - JANUARY 17, 2018  
SUMMARY AND MATERIALS





## WILSONVILLE TOWN CENTER PLAN

### Meridian Creek Seventh Grade Class Visit 2 Summary

**Date:** January 17, 2018

**Time:** First Period (9:15 – 10:11) / Second Period (10:14 – 11:11) / Sixth Period (2:48 – 3:45)

**Location:** Meridian Creek Middle School, Wilsonville

### Summary of Event

The purpose of the second visit to Meridian Creek's Seventh Grade Class was to explain the Town Center Plan itself, its components, and the elements a City thinks about when piecing together a master plan. Specifically, we focused on the transportation and connectivity elements of the Plan, in order to provide necessary background information prior to the students beginning a new assignment: constructing their own Main Street segments.

During our second visit, we discussed:

- The Plan's Vision and Goals
- The community input received up-to-date
- The three building blocks of the Plan
- Details on connectivity and transportation, specifically
- The major components/elements of connectivity

Following our second visit and presentation, students were broken into groups based on the Plan's Goals; each group was then instructed to create a cross section and aerial segment of a Main Street including amenities that supported the particular goal they were working under. Students were given a fixed width of potential right-of-way, and parameters/minimum widths for specific amenities, and were asked to prioritize different amenities (such as bus stops, street trees, sidewalks, bike lanes, etc.) by incorporating the most important to them and their overarching Goal into their group's Main Street. This Main Street Project ultimately set the foundation for our third visit with the students, where each group would present their Main Street concept, and how it supported the particular Goal they were working under.

### MATERIALS

1. PowerPoint Presentation



# WILSONVILLE TOWN CENTER PLAN

## Summary of Input Received

None – this visit was informational in nature. Student input will be received through future assignments and presentations.



MERIDIAN CREEK SEVENTH GRADE CLASS  
VISIT 2 - JANUARY 17, 2018  
EXHIBITS



# Town Center Building Blocks: Connectivity

Meridian Creek  
Middle School  
January 17, 2018

# Let's Talk About...

1	Vision + Goals
2	Community Feedback
3	The 3 Building Blocks
4	Zoom In: Connectivity
5	Connectivity Elements

# Vision + Goals



## Town Center Plan Vision and Goals

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



Environmental  
Stewardship



Harmonious  
Design



Mixed Uses



Safe Access and  
Connectivity



Community  
Gathering  
Places



Economic  
Prosperity

## Town Center Plan Vision and Goals

### Environmental Stewardship



**integrating nature** into design +  
**protecting** our resources



## Town Center Plan Vision and Goals

### Harmonious Design



creating **design standards** for buildings + street design + a variety of building types/uses

## Town Center Plan Vision and Goals

### Mixed Use



having **interconnected** land **uses**  
that include a **variety** of  
destinations + services

## Town Center Plan Vision and Goals

### Safe Access and Connectivity



transportation infrastructure  
that creates a **safe + accessible**  
environment for **all modes** of  
travel **within + around** Town  
Center

## Town Center Plan Vision and Goals

### Community Gathering Spaces

providing **year-round** vibrant +  
diverse + inclusive spaces that  
**bring people together**



## Town Center Plan Vision and Goals

### Economic Prosperity



creating opportunities to  
**support** + **grow** existing  
businesses + attracting new  
ones

# Vision + Goals

## what are your top three?



WILSONVILLE TOWN CENTER PLAN

# Community Feedback



WILSONVILLE TOWN CENTER PLAN





The community has expressed high levels of interest/support for...



More commercial variety, especially restaurant, and smaller, locally-owned options



Mixed-use buildings, especially with a mix of retail and office



Three-story heights, across a range of building types and uses



# Four- to five-story mixed-use multi-family residential buildings



# Activated public spaces



# Walkable, pedestrian-oriented streetscapes



# Bicycle and pedestrian connections with the rest of Wilsonville





# The 3 Building Blocks: options



WILSONVILLE TOWN CENTER PLAN

# Building Blocks



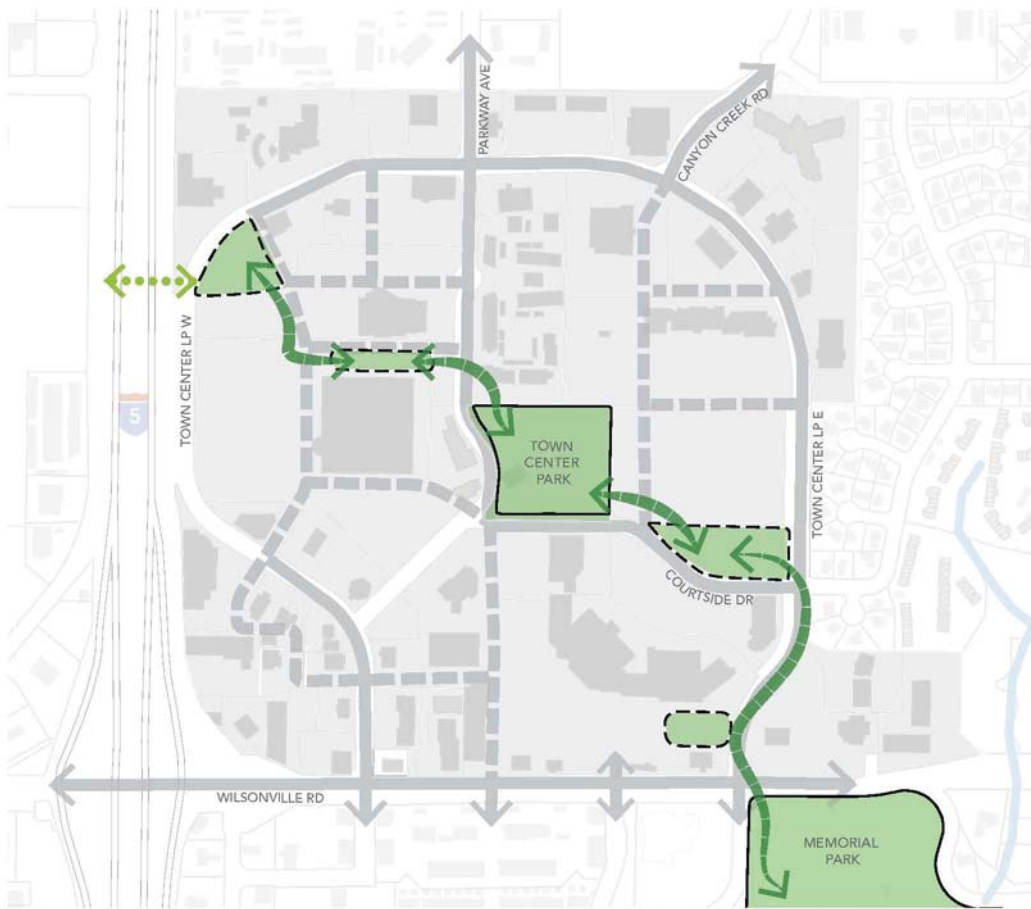
GREENSPACES



LAND USE



CONNECTIVITY



### LEGEND

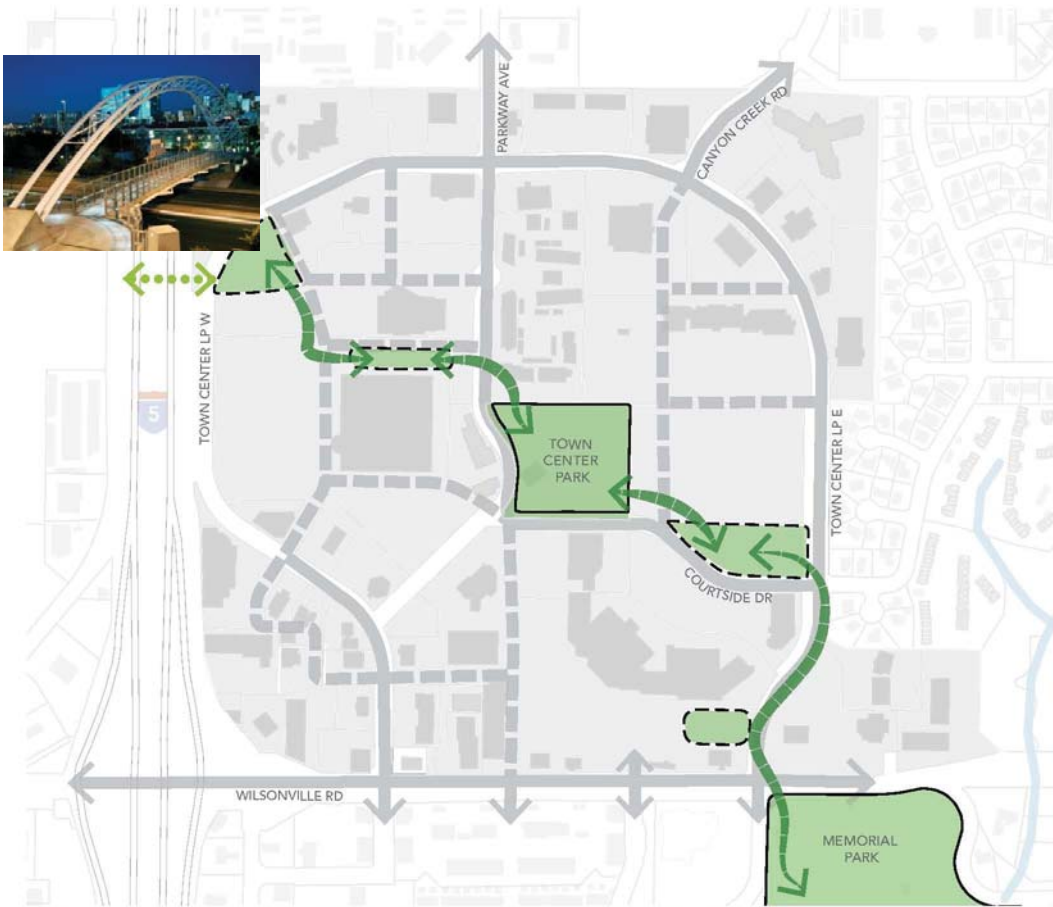
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- Stream/Creek
- Existing Street Network
- Proposed Multimodal Street Network
- PARK SYSTEM**
- Existing Park
- Proposed Park
- The Emerald Chain - Connected series of Parks
- Future Bicycle/Pedestrian Bridge

SCALE: 1" = 500'



## COMMUNITY DESIGN CONCEPT: PROPOSED OPEN SPACE SYSTEM





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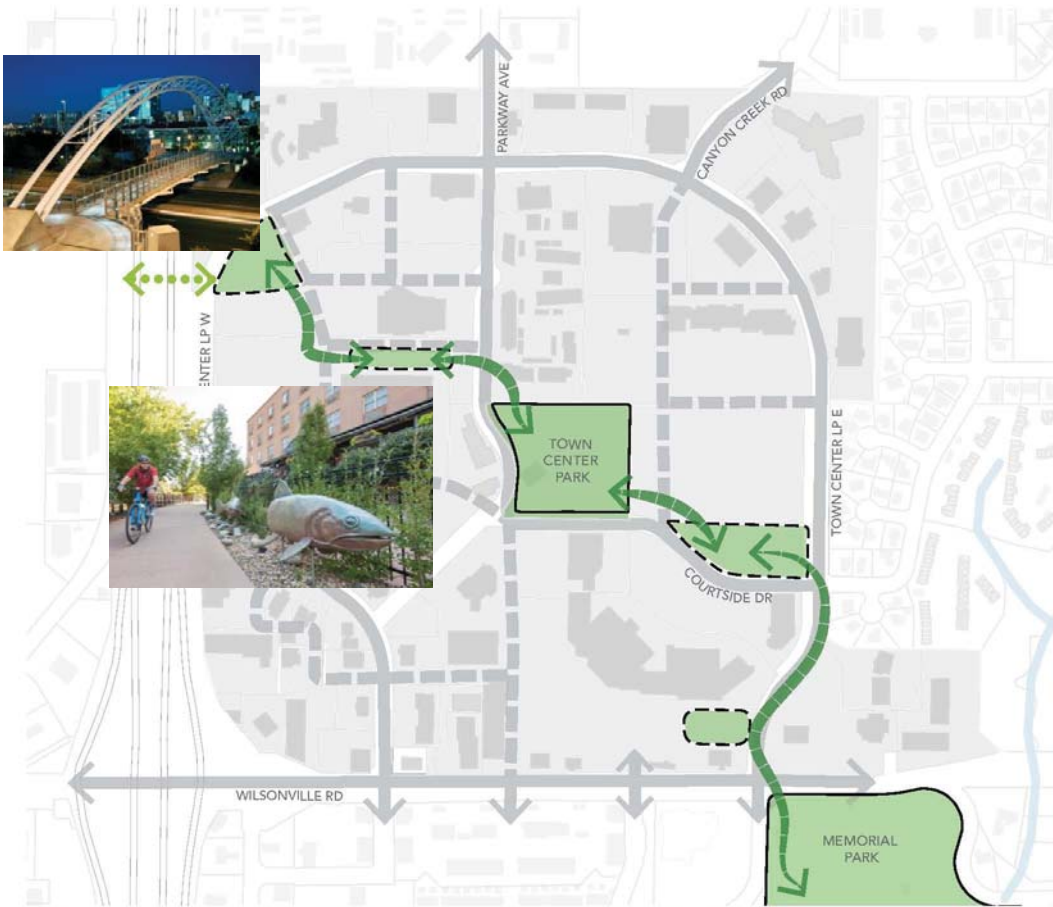
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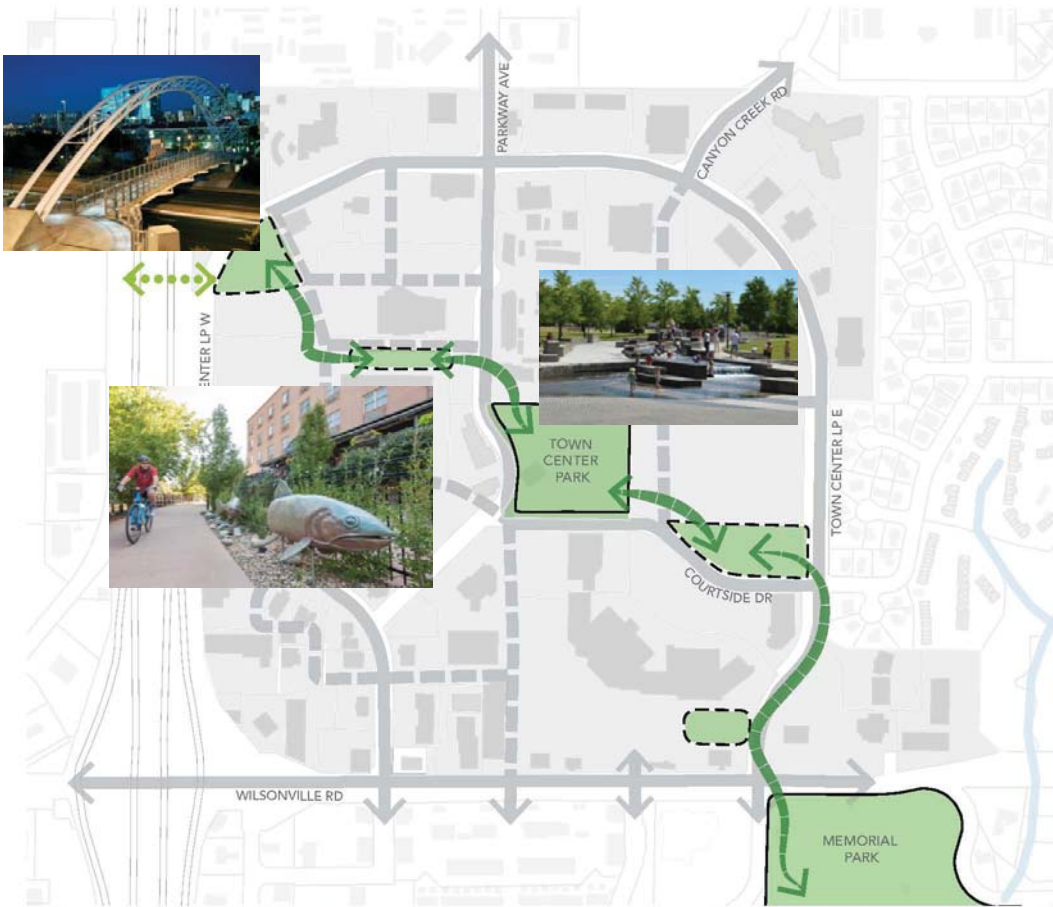
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**COMMUNITY DESIGN CONCEPT: PROPOSED OPEN SPACE SYSTEM**





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- Main Street (Mix of Uses, 3 to 4 stories)
- High Activity (Commercial, 4 to 5 stories)
- Moderate Activity (Mix of Uses, 2 to 4 stories)
- Light Activity (Mix of Uses, 2 to 3 stories)

SCALE: 1" = 500'

## COMMUNITY DESIGN CONCEPT: PROPOSED LAND USE







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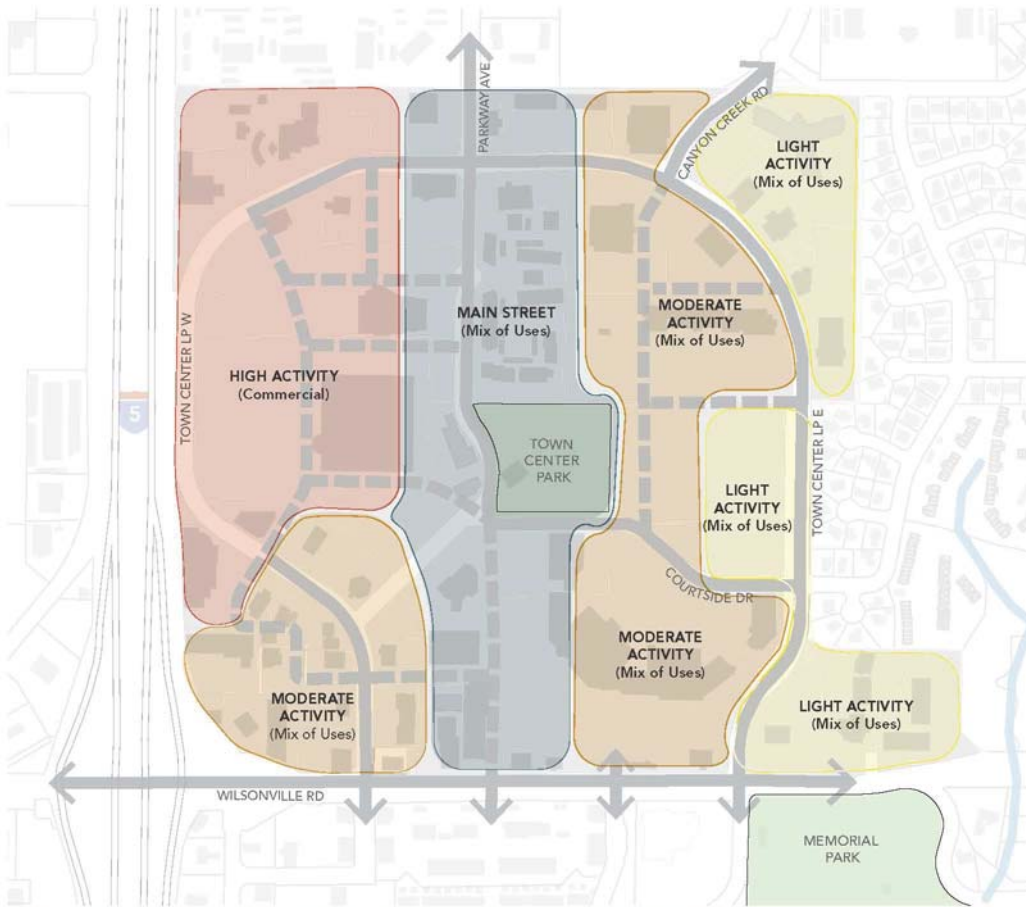
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## COMMUNITY DESIGN CONCEPT: PROPOSED LAND USE





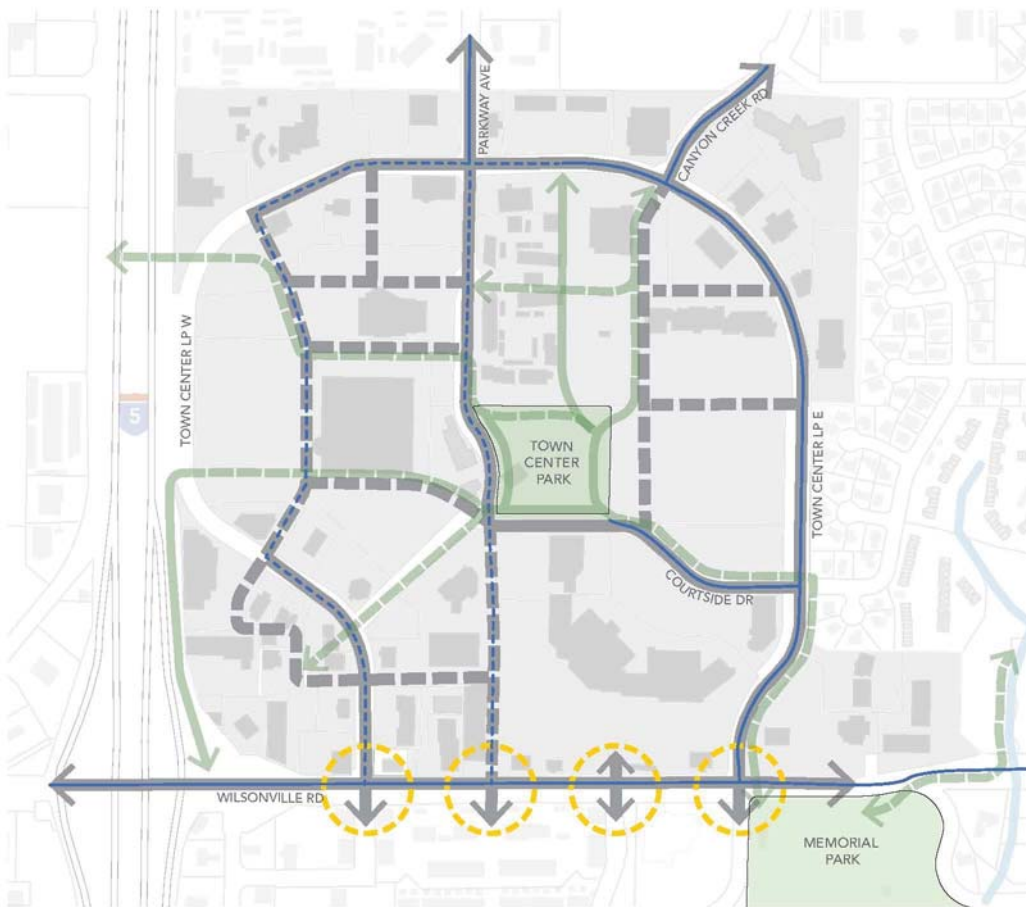
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## COMMUNITY DESIGN CONCEPT: PROPOSED LAND USE





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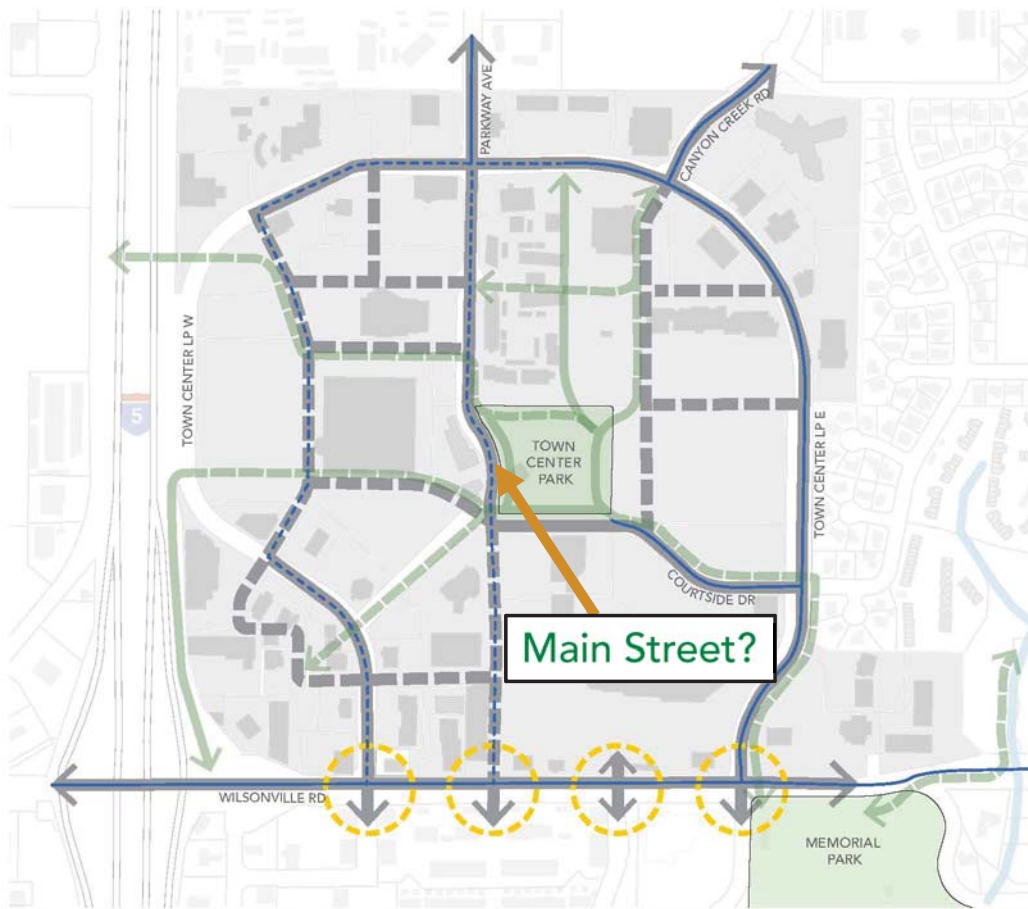
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- Existing Bicycle Lane
- Proposed Bicycle Lane
- Enhanced Bicycle/Pedestrian Crossing

SCALE: 1" = 500'



## COMMUNITY DESIGN CONCEPT: PROPOSED MULTIMODAL STREET NETWORK





### LEGEND

- Building Footprint
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SCALE: 1" = 500'



## COMMUNITY DESIGN CONCEPT: PROPOSED MULTIMODAL STREET NETWORK





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- Existing Bicycle Lane
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## COMMUNITY DESIGN CONCEPT: PROPOSED MULTIMODAL STREET NETWORK



**LEGEND**

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**COMMUNITY DESIGN CONCEPT: PROPOSED MULTIMODAL STREET NETWORK**

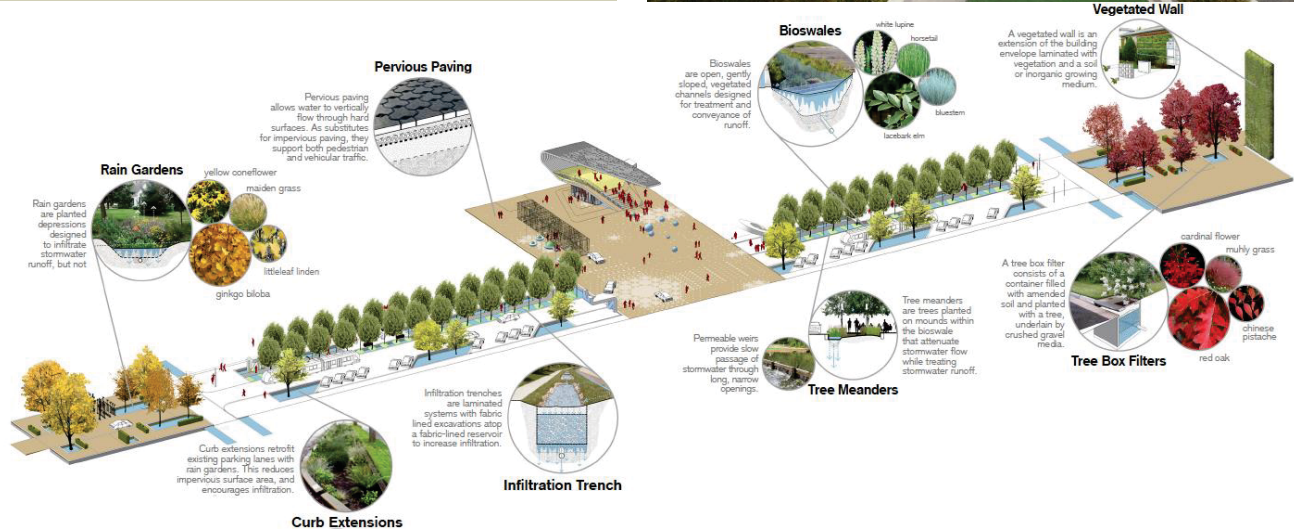
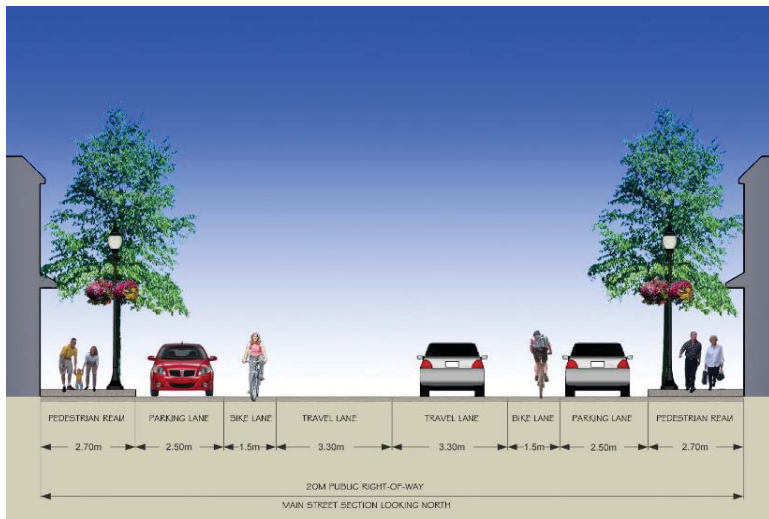


# The 3 Building Blocks: connectivity – components

# Amenities

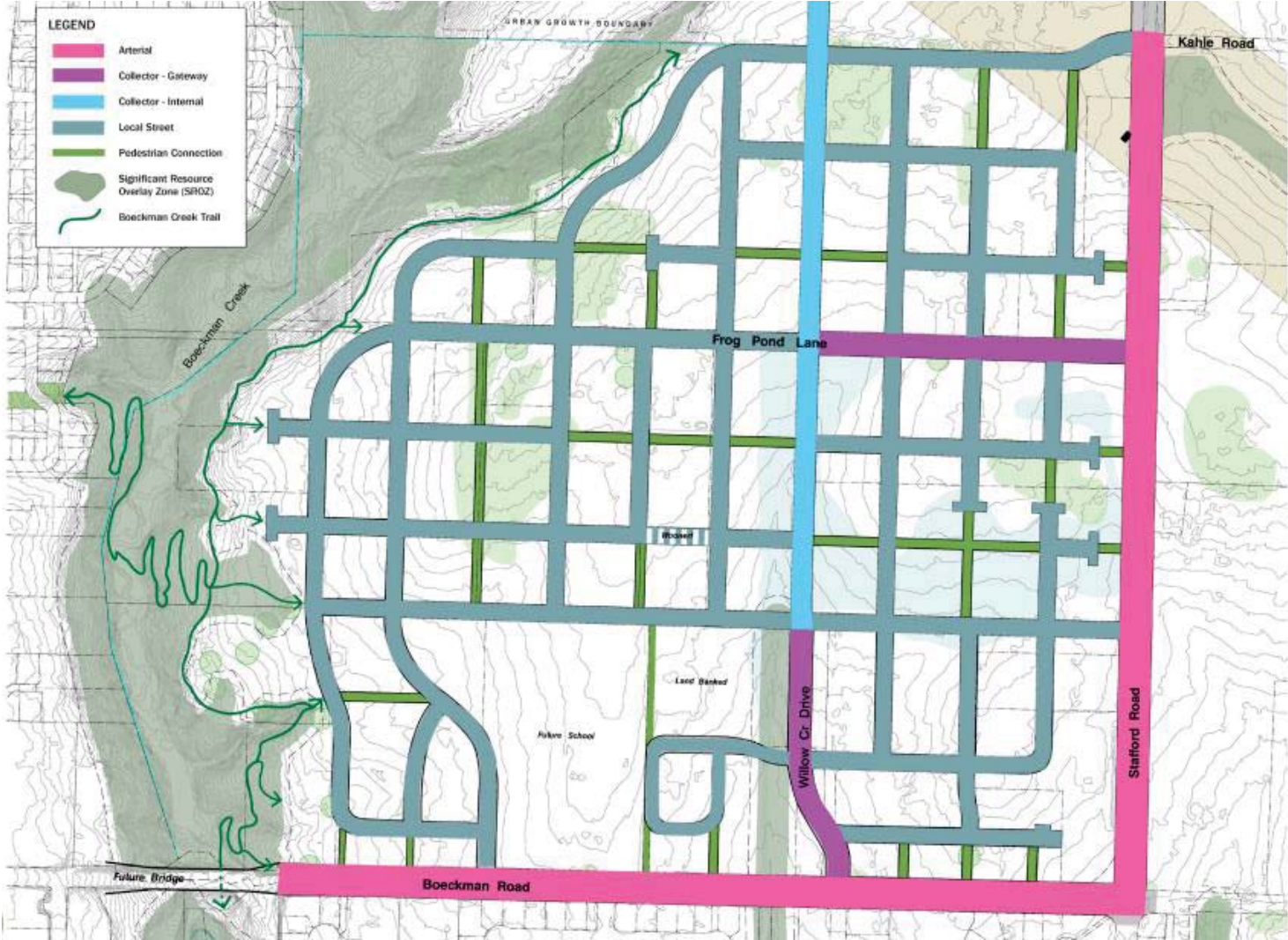


# Street Elements



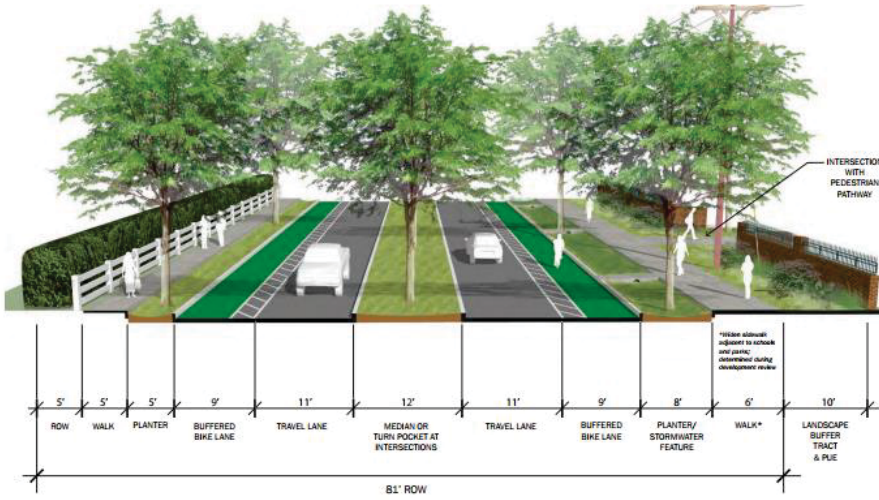
# The 3 Building Blocks: connectivity – plan examples

# Frog Pond – Connectivity Map

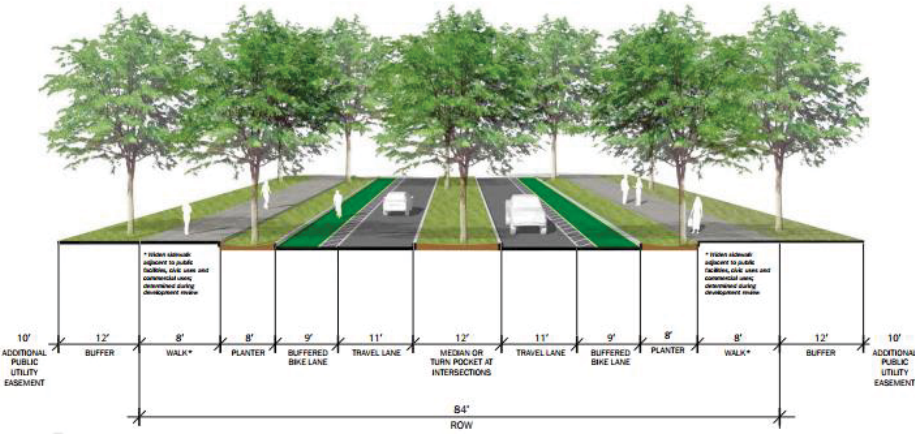




**Figure 20.** Boeckman Road - Looking West

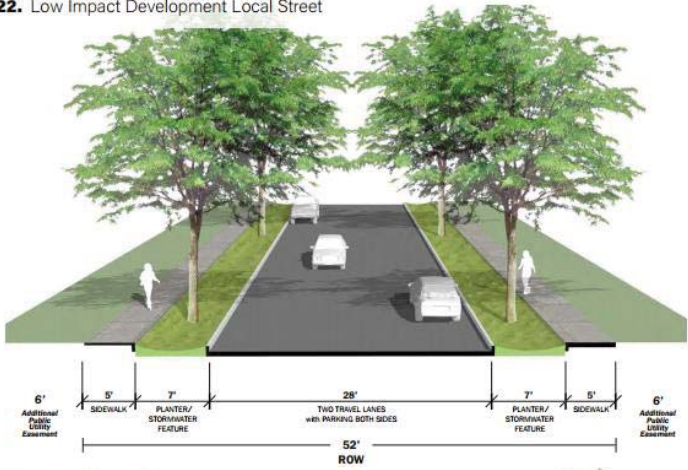


**Figure 21.** Stafford Road - Looking North

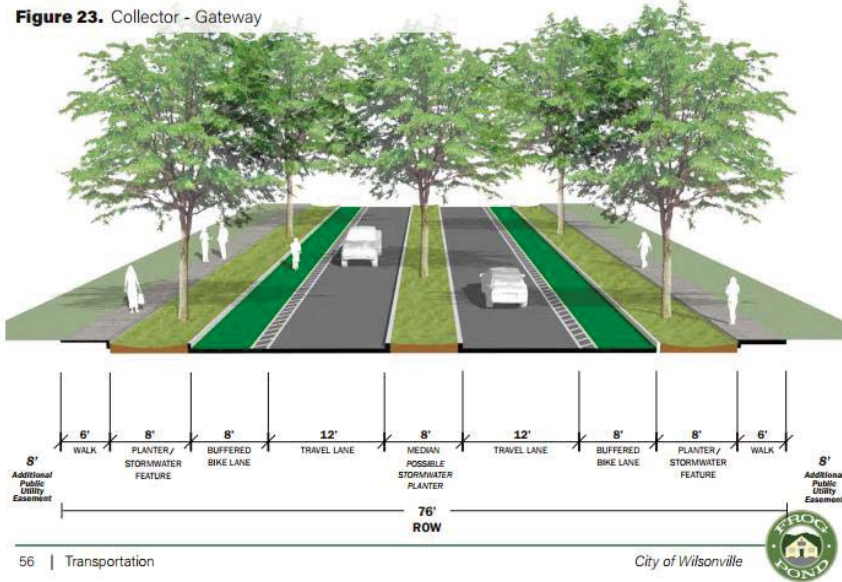


# Frog Pond – Cross Section

**Figure 22.** Low Impact Development Local Street



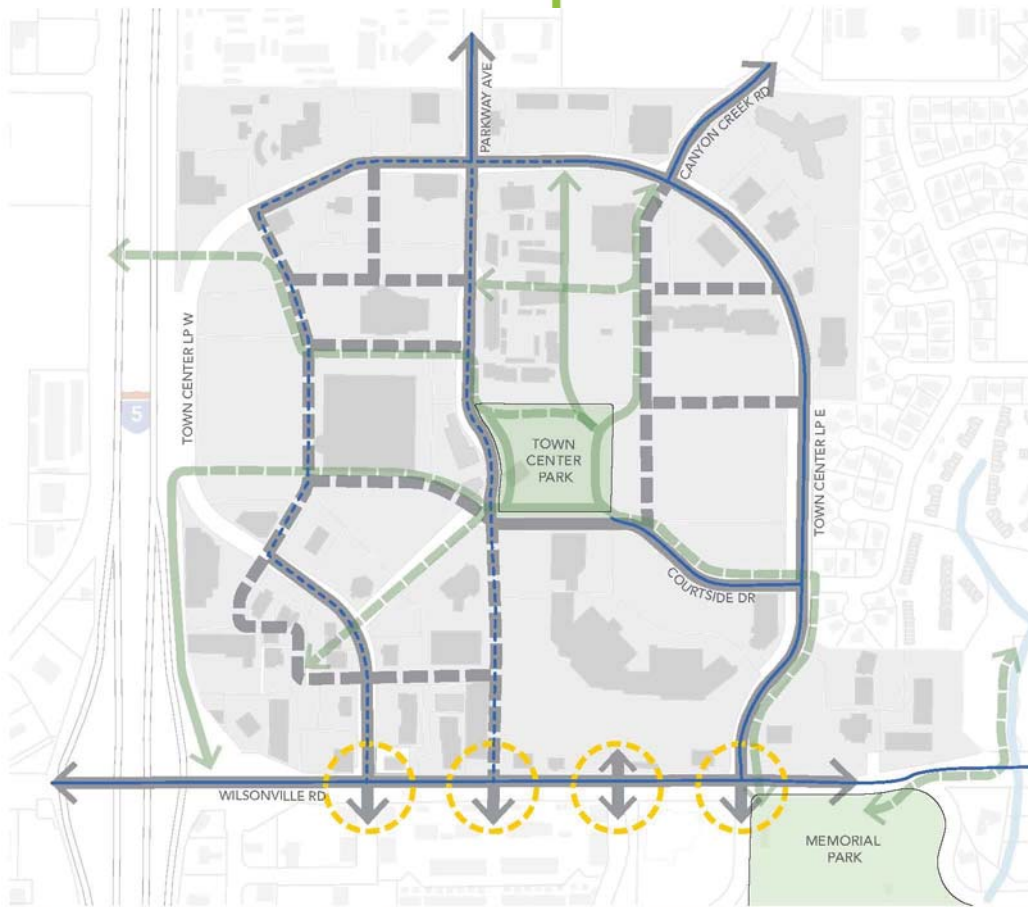
**Figure 23.** Collector - Gateway



# Frog Pond – Cross Section



# Here's Our Map...



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## COMMUNITY DESIGN CONCEPT: PROPOSED MULTIMODAL STREET NETWORK



# Here's Our Map...



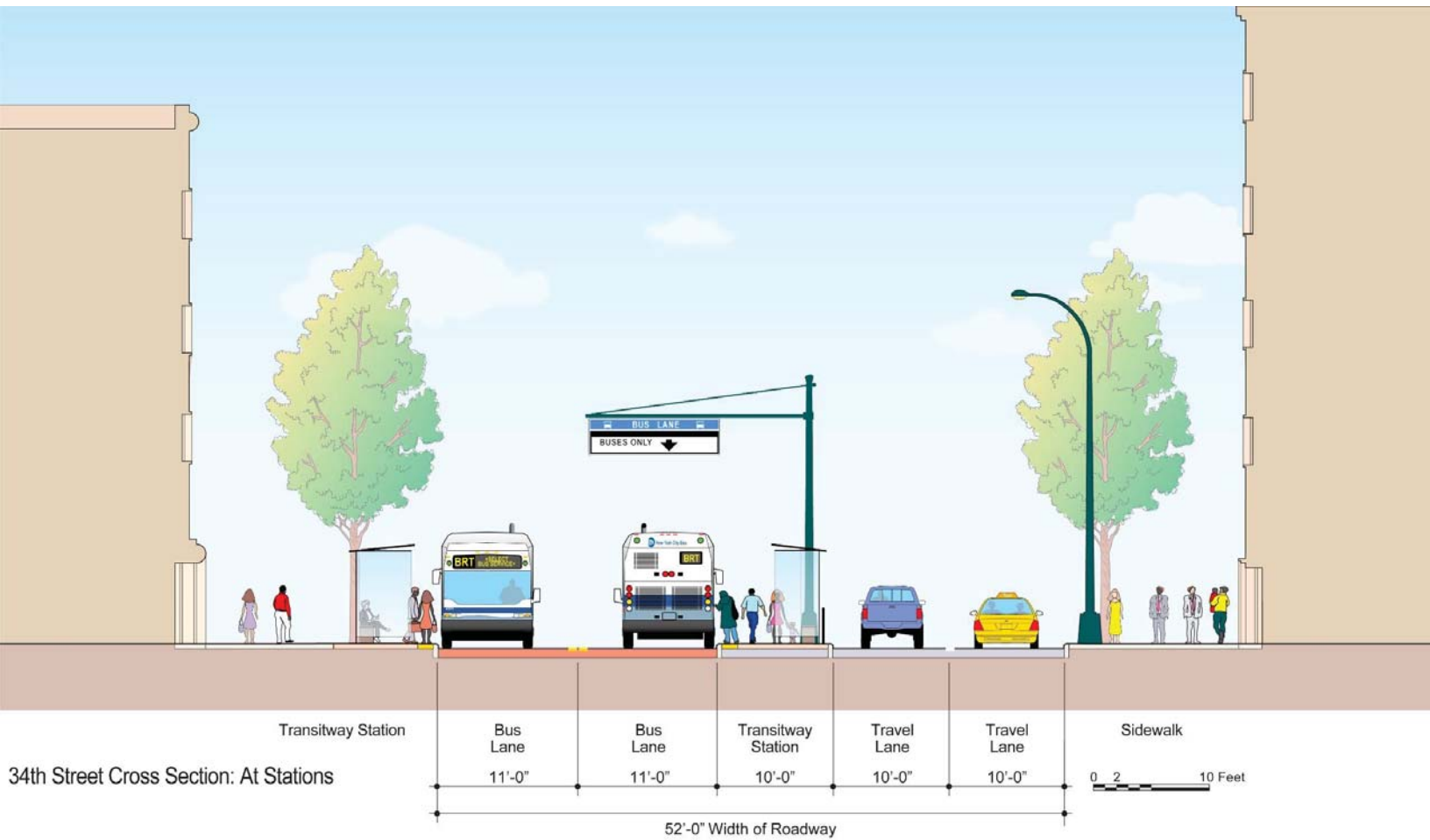
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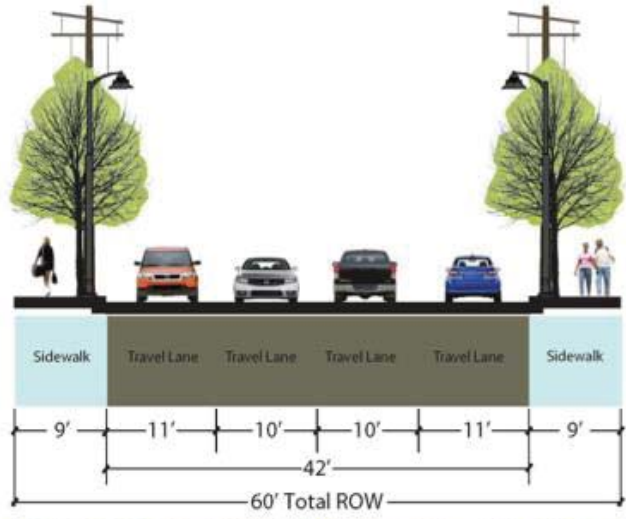
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**COMMUNITY DESIGN CONCEPT: PROPOSED MULTIMODAL STREET NETWORK**





Now it's your turn!



WILSONVILLE TOWN CENTER PLAN



MERIDIAN CREEK SEVENTH GRADE  
CLASS VISIT 3 - FEBRUARY 8, 2018  
SUMMARY AND MATERIALS





# WILSONVILLE TOWN CENTER PLAN

## Meridian Creek Seventh Grade Class Visit 3 Summary

**Date:** February 9, 2018

**Time:** First Period (9:15–10:11) / Second Period (10:14–11:11) / Sixth Period (2:48–3:45)

**Location:** Meridian Creek Middle School, Wilsonville

### Summary of Event

During the third visit to Meridian Creek's Seventh Grade Class, three members of the project team watched students present their Main Street Assignments to the class. With these assignments, each student was placed in a certain group that focused on one of the Town Center Plan's Goals. Each goal-oriented group was then tasked with creating a Main Street cross section and aerial view that included specific amenities (such as sidewalks, bike lanes, landscaping, drive lanes, or transit stops) within a given right-of-way width that supported their group's goal.

After each presentation, each student was asked to note (on paper) aspects of each group's Main Street concept that they thought worked, and aspects they thought did not work. At the end of all the presentations, the project team members asked students questions about why some groups included bus lanes, while others did not; why some groups avoided on-street parking; how people could work, play, and live in Town Center; and what elements they wish they could have added, but were unable to.

#### MATERIALS

1. Student Main Street Assignments
2. Student "What I Thought Worked"/"What I Thought Didn't Work" Sheets

### Summary of Input Received

Each group prioritized the following amenities for their Main Street:

#### Mixed Use:

- Bus lane and stop
- Many types of retail and restaurants including bike shops, book stores, arcades, and specialty food stores as well as apartments (typically above retail) throughout the buildings fronting Main Street
- Did not believe fast food was an important focus
- Drive and bike lanes in conjunction with a bus lane, along with turn lanes and sidewalks so that people can get places faster

- Trees in front of retail to draw attention to storefronts

Summary: Many groups prioritized mixed use buildings that included many types of retail and restaurants, but did not feel fast food was important because of Town Center's current abundance of fast food restaurants. Mixed use buildings were noted to be important as they save space and make more uses accessible and easy to access in a particular area. Access was defined by drive, bus, bike, and turn lanes, as well as sidewalks so that community members could get into Town Center easy and quickly.

#### Environmental Stewardship:

- Houses and businesses on each side of the street, so that residences could be closer to stores, which would limit pollution from automobiles and encourage walking
- Trees were noted to be the most important focus; one group wanted to eliminate on-street parking to make room for more plants
- Car and bike lanes for transportation

Summary: Most of the groups felt it was important to put housing close to services and retail, in order to limit the use of automobiles. Additionally, students felt it was important to have trees and plants since they make the environment "cleaner." One group noted a fountain and surrounding benches would serve as an important open space for the community and residents in the area.

#### Harmonious Design:

- Cars for transportation, due to convenience and speed
- Emphasis on design due to "the way the street will look"
  - o Trees down the middle of the road, to make it more comfortable
  - o Two bike lanes, many benches, and sidewalks next to buildings so they are not in the middle of the road (Class 1)
  - o Three car lanes, sidewalks, a bus stop, and bike lanes on one side (Class 2)
  - o Shared bike and bus lane, car lanes, and sidewalks on each side without on-street parking (Class 3)
- Small and cozy spaces such as a "bean bag café" or a "nature spa"
- Inclusive development
- Healthy, outdoor restaurants or a food truck area
- Apartments over shops: clothing, shoes, antiques, art, food, small/locally-owned businesses

Summary: These groups put a lot of emphasis on how the street itself will look and the specific types of shops and uses that would interact directly with the Main Street. They also thought vehicle lanes were important because they are a convenient and fast means of transportation. These groups also incorporated a range of uses together – mainly small-scale retail, including locally owned commercial storefronts, as well as apartment units. Some of these groups prioritized multi-story (3) buildings to house these different uses.

#### Safe Access:

- Bike lanes and sidewalks so that people can walk to/around and feel more safe
  - o 12' sidewalk on one side, and 10' on the other (Class 1)
  - o Benches, sidewalks, a large bike lane, trees, drive aisle, bus lane, bike parking, wayfinding and transit shelter with on-street parking (Class 2)

- o Two different sized lanes for different sized vehicles, along with “bigger” sidewalks that enable pedestrians to walk side-by-side with friends (Class 3)
- Bike lanes were noted to be most important, so that people who don’t drive (or prefer not to) can get to Town Center safely; students preferred to separate the bike lane and often added a buffer to make it safer
- Many students thought a Dutch Brothers would be important to Main Street, as a place for (kids) to “hang out” and have fun
- Included handicapped parking near buildings
- Outdoor seating at restaurants or park spaces

Summary: The “Safe Access” groups placed a big emphasis on ways to get to Town Center for those that do not drive (i.e. sidewalks or bike lanes). Overall, the major theme throughout all groups was a desire for people to feel safe.

#### Community Gathering:

- Bike lanes, driving lanes, and sidewalks, because these amenities will help the community get to destinations and gather
  - o 12’ sidewalks, 8’ bike lanes, 14’ roads with landscaping in the middle (Class 1)
  - o Sidewalks with lamps, wide enough for outdoor seating (Class 2)
  - o Sidewalks and bike lanes to promote walking and biking rather than driving, as well as no on-street parking (Class 3)
- Outdoor seating and small shops, in order to give the community a place to gather and meet new people (with outdoor seating accommodations for winter weather, such as a fireplace)
  - o Food truck area
  - o Benches and picnic areas to gather
- Community gathering was noted to be most important, because it is a way people can meet new people and get together with old friends
- Mixed use, three story buildings

Summary: The main component of each “Community Gathering” presentation was a place to meet up with others; there was a lot of emphasis on park space or outdoor seating areas (specifically with a year-round component). Some integrated pedestrian spaces within and in front of the buildings along Main Street. These groups also included safe access, which can facilitate community members in reaching places to gather and socialize. Lastly, the students valued mixed use as a way to get community members out and about/wanting to stay in the area to enjoy a variety of amenities.

#### Economy:

- Bus lanes, bike lanes, sidewalks, and drive lanes (some lanes separated by landscaping)
  - o 10’ wide sidewalks for businesses/outdoor seating (Class 1)
- Restaurants and shops lining the Main Street including outdoor dining
- Felt dog friendly café was most important, because a person could bring their dog and get them treats, while getting something for themselves too
- One shop with multiple vendors
- Live/work spaces

Summary: Most groups thought it was important to draw community members to the area and have different things to do to keep them there. They also thought small community businesses

were important, and wanted options for them within the Main Street area. Overall, a big variety in stores (mixed use) was noted to be most vital for the economy.

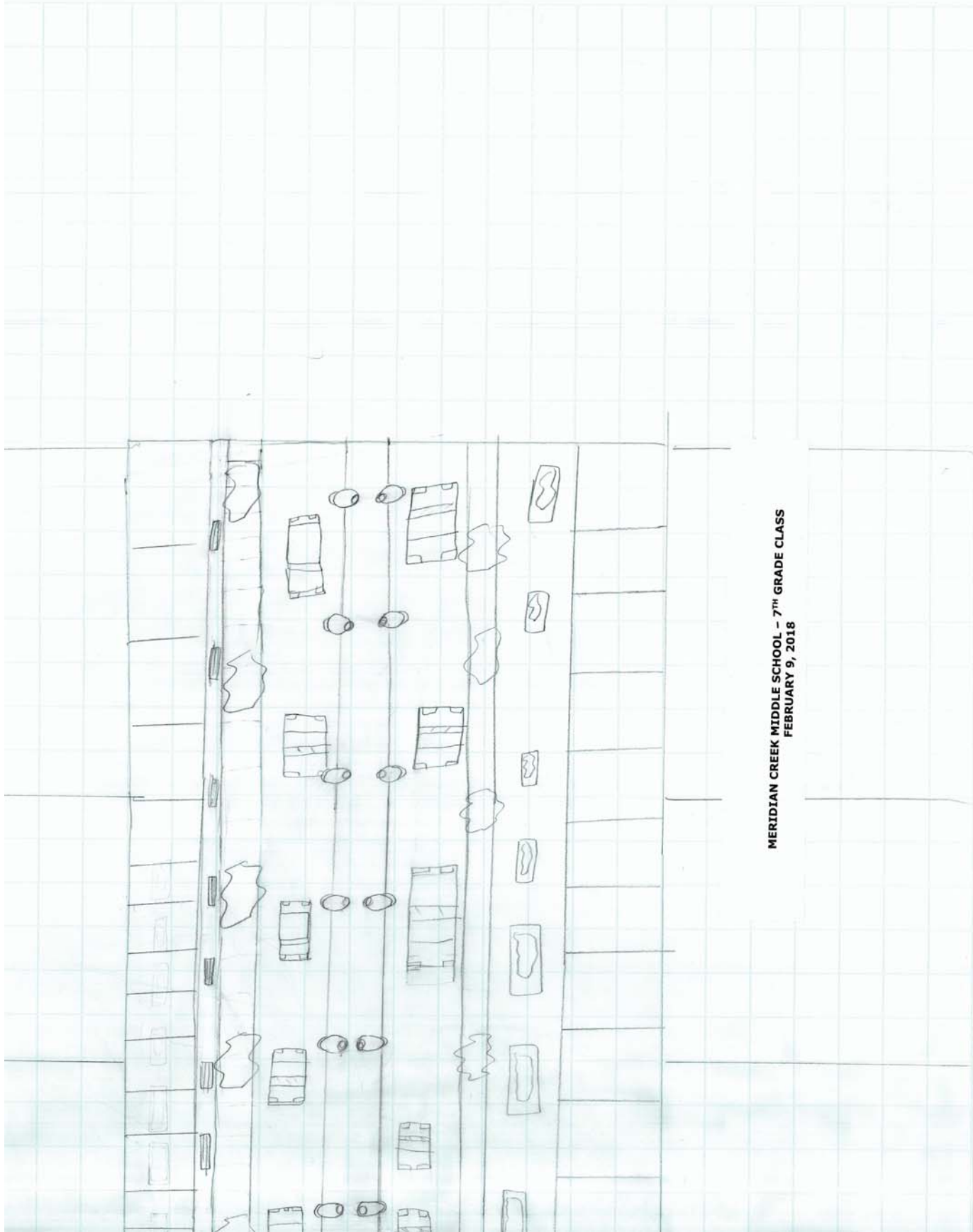
#### Overall Summary:

Overall, almost all groups prioritized the incorporation of a fountain/pond/water feature and park/open space as a key component of a Main Street, which would provide both greenery and an area for public gathering. Public gathering was a continual theme throughout each class, regardless of the group's goal, with many students noting year-round outdoor seating or dining opportunities to be important, specifically in regards to the addition of a coffee shop (Dutch Bros.) or bakery-type storefront. They also showed interest in other retail options and youth activities such as book stores, an arcade, and bike shop.

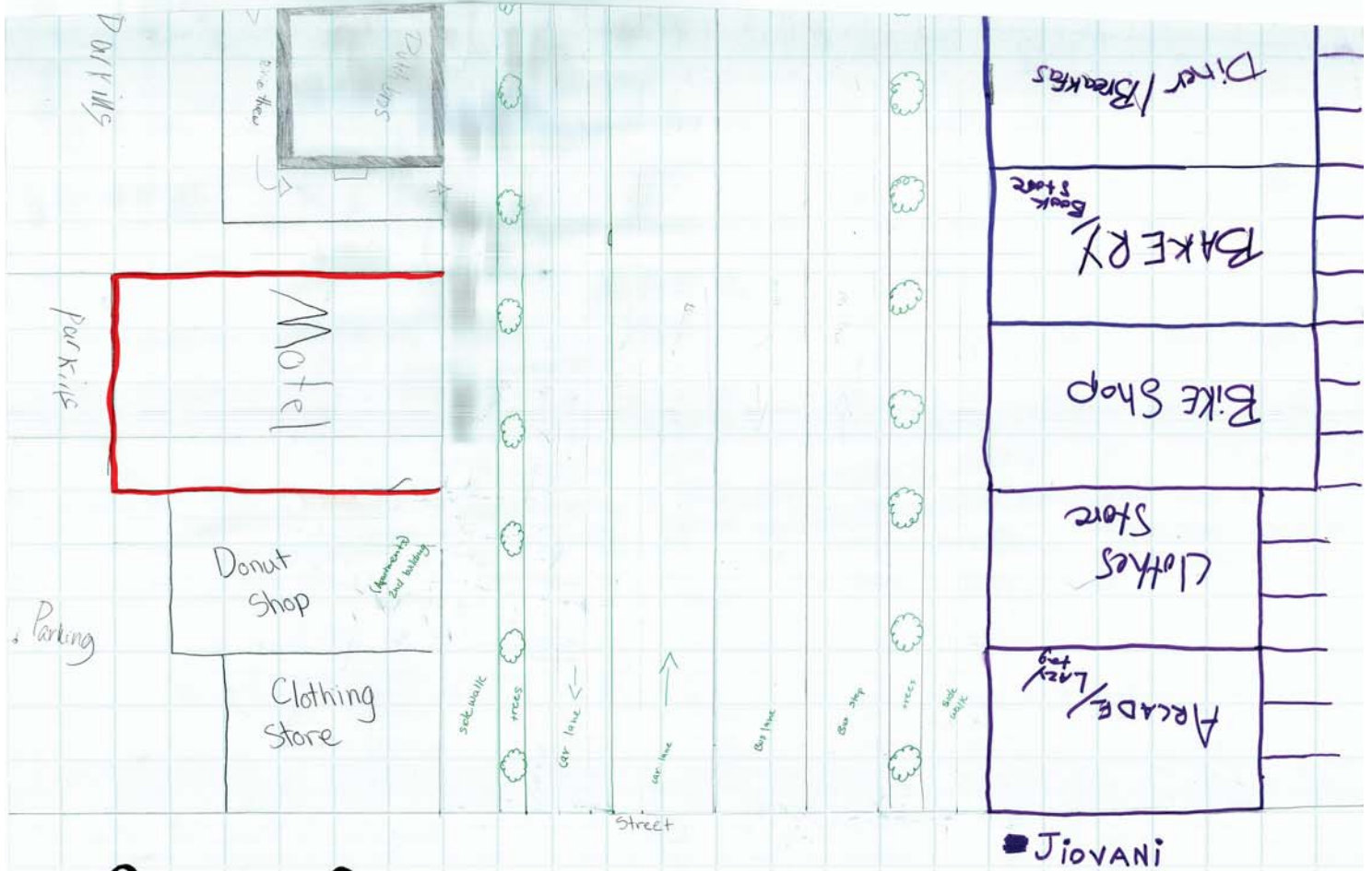
A mix of uses was a common theme amongst the presentations. Students agreed that more retail and food options are important for Town Center, specifically smaller, locally-owned businesses and establishments, again, with outdoor seating/gathering opportunities. There was some discussion regarding housing in Town Center, with some students voicing concerns about the area being potentially too loud or busy to live in. In general, the majority of students supported housing either in, or near the Main Street area, with the bulk of it incorporated as apartment buildings on the top floors of mixed use buildings of varying heights (typically around three stories). Lastly, most groups put a big emphasis on alternate ways to get to/around Town Center (aside from cars, for those who do not drive). Students wanted to encourage safe walking and biking options, as well as provide transit accessibility, which would also ultimately be a more sustainable method of travel.



MERIDIAN CREEK SEVENTH GRADE CLASS  
VISIT 3 - FEBRUARY 9, 2018  
EXHIBITS



MERIDIAN CREEK MIDDLE SCHOOL - 7<sup>TH</sup> GRADE CLASS  
FEBRUARY 9, 2018



Our groups focus is Mixed uses

We included (A Bus lane and Bus stop) in our transportation because

We included (Food, Clothes stores, Bike store, & Dinner, Apartments) in our Buildings because We need more things for ~~kids~~ <sup>and an Arcade</sup> ~~everyone~~ all ages to do

We feel Fast Food is not important in our focus because...

We have way to many fast food places

-Jacelyn Valdez

m-Alannah



Buildings and Land

Buildings and Land

Our focus is Environmental Stewardship  
 we included ( cars  $\frac{3}{1}$  bikes ) in our transportation



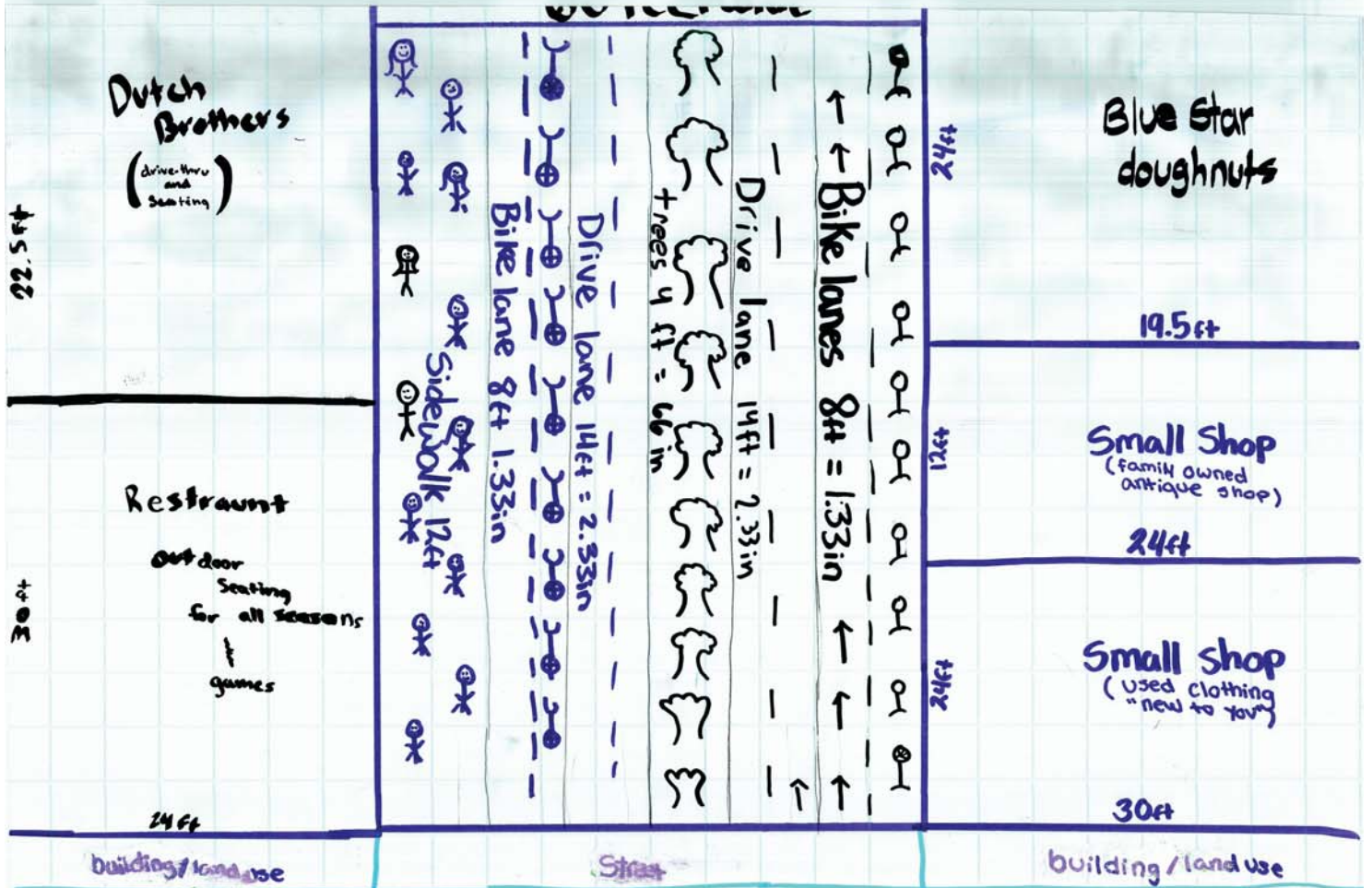
We included ( houses  $\frac{3}{1}$  Buildings ) in the sides of the streets  
 because we wanted houses to be closer to the market and Book  
 store, These for limiting pollution from Automobiles.

We feel that Trees are the most important in our focus because we  
 value environmental preservation.









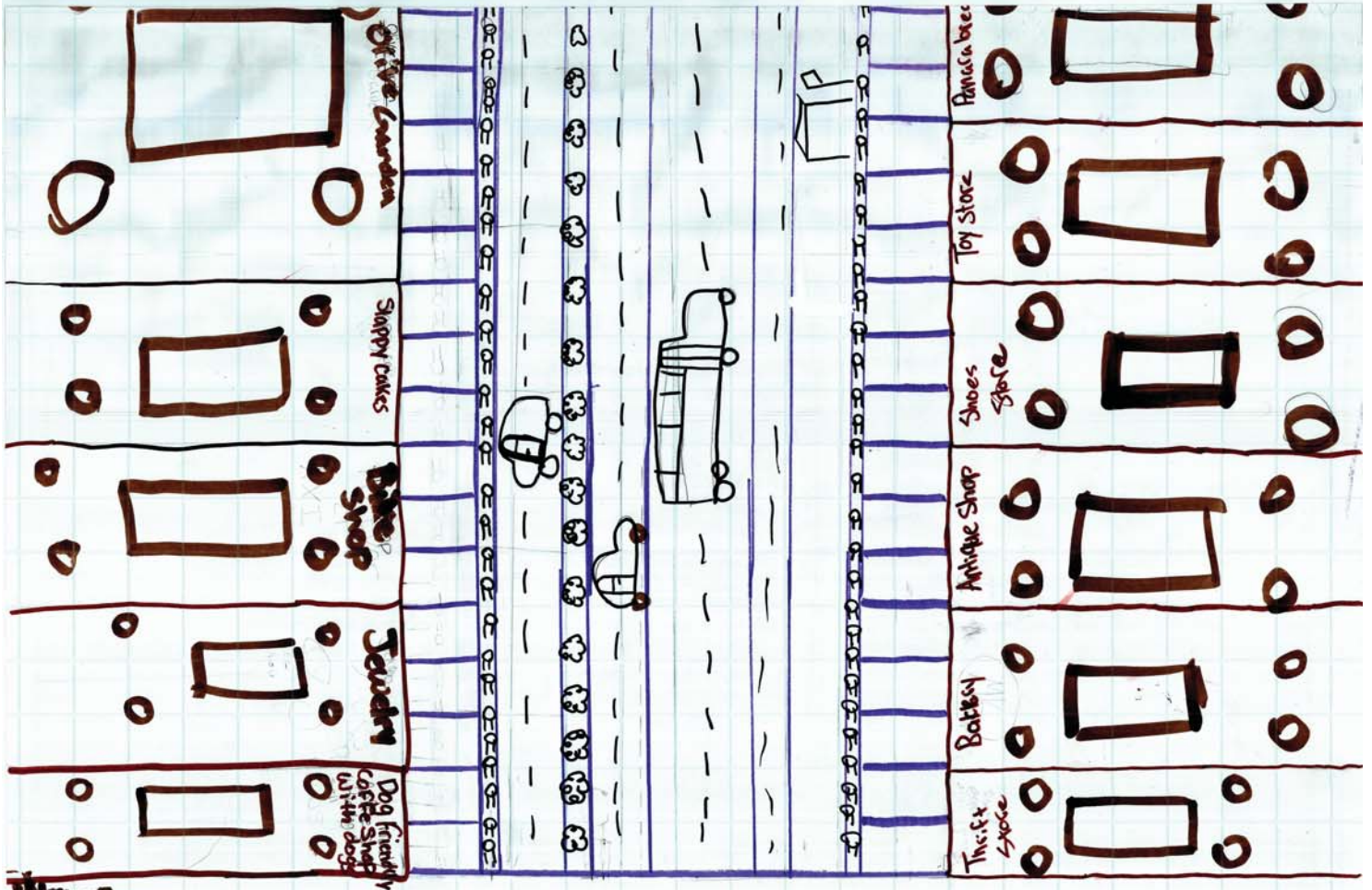
## Our focus is Community Gathering

We included (Bike lanes, driving lanes, and sidewalks) in  
 Our transportation because: It helps get the  
 Community places to gather

We included (outdoor seating and small shops) in  
 Our buildings because: It gives the  
 Community a place to meet up with others  
 and meet new people

Ainsley  
 Bryce  
 Julianna

We feel  
 Community  
 gathering is  
 most important  
 because it is a  
 way people can meet  
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 together with old  
 friends.



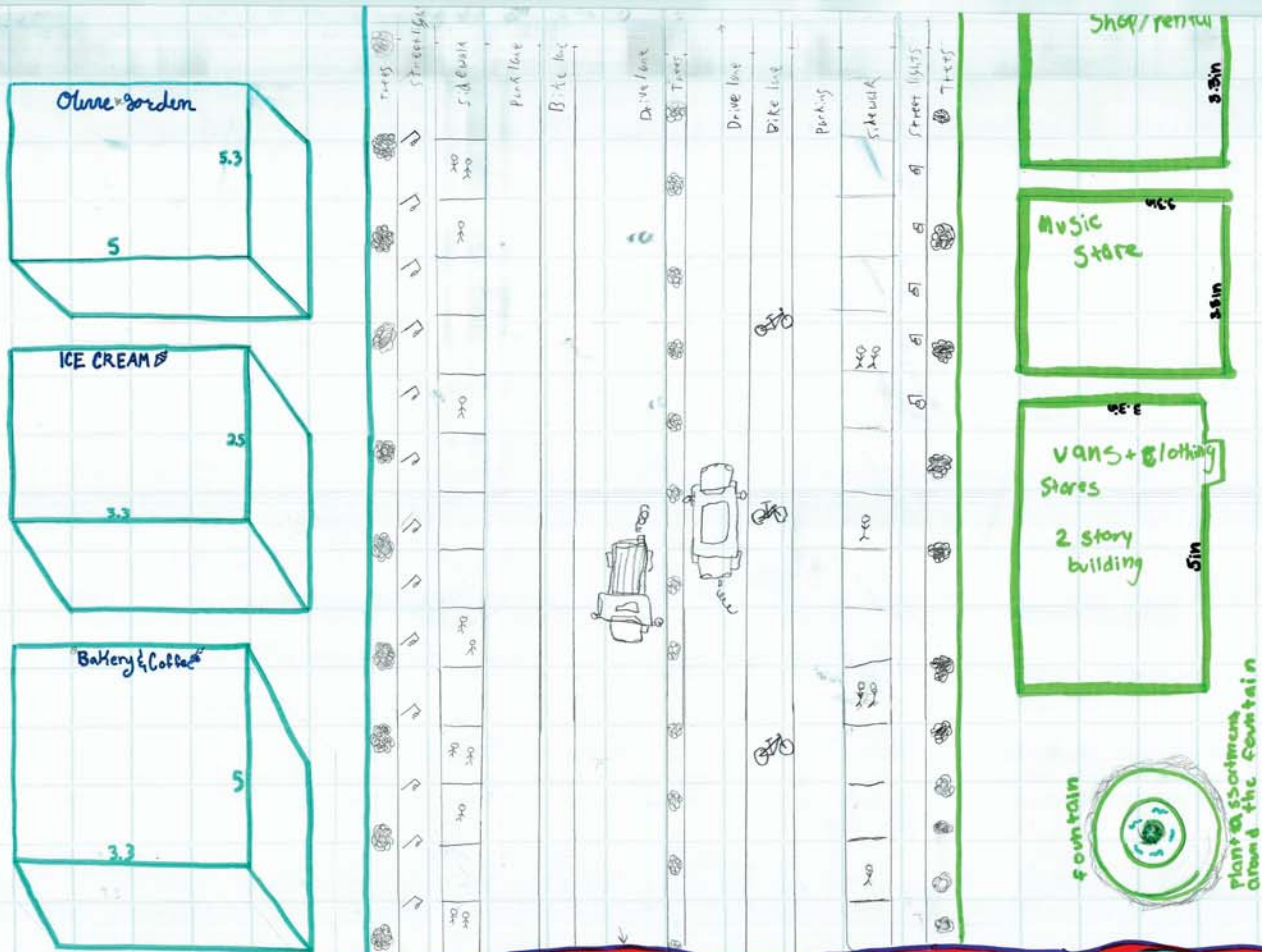
The Project  
 Cassie Jensen  
 Erin Delacruz  
 Trinity

Our main focus is Economy. We included (Bus lanes, Bike lanes, Side walks, and Drive lanes) in our transportation.

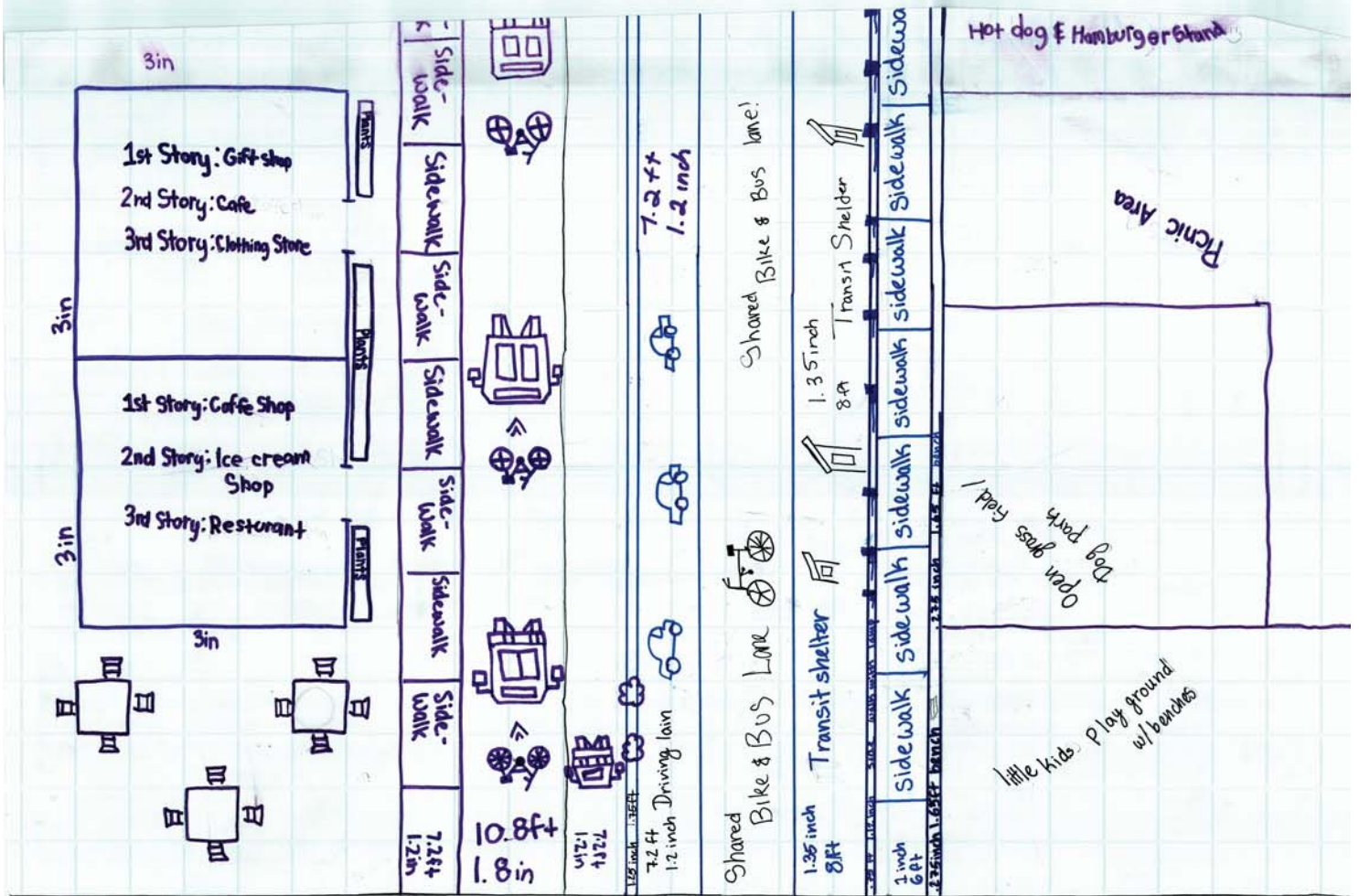
We included (Shops and Restaurants) in our buildings and Sides of the Street.

We feel the Dog friendly Cafe is most important because you can bring your dog and they give them treats, and you can get something for yourself to





Our focus is environmental stewardship. We included trees on our street with grass and more trees on the side. We also included trees around our buildings and a fountain with plants. We feel like the trees on the street are the most important because they make the environment cleaner. Another thing that is important is the fountain and the benches.



MERIDIAN CREEK MIDDLE SCHOOL - 7<sup>TH</sup> GRADE CLASS  
FEBRUARY 9, 2018

## Our focus is Community Gathering Places...

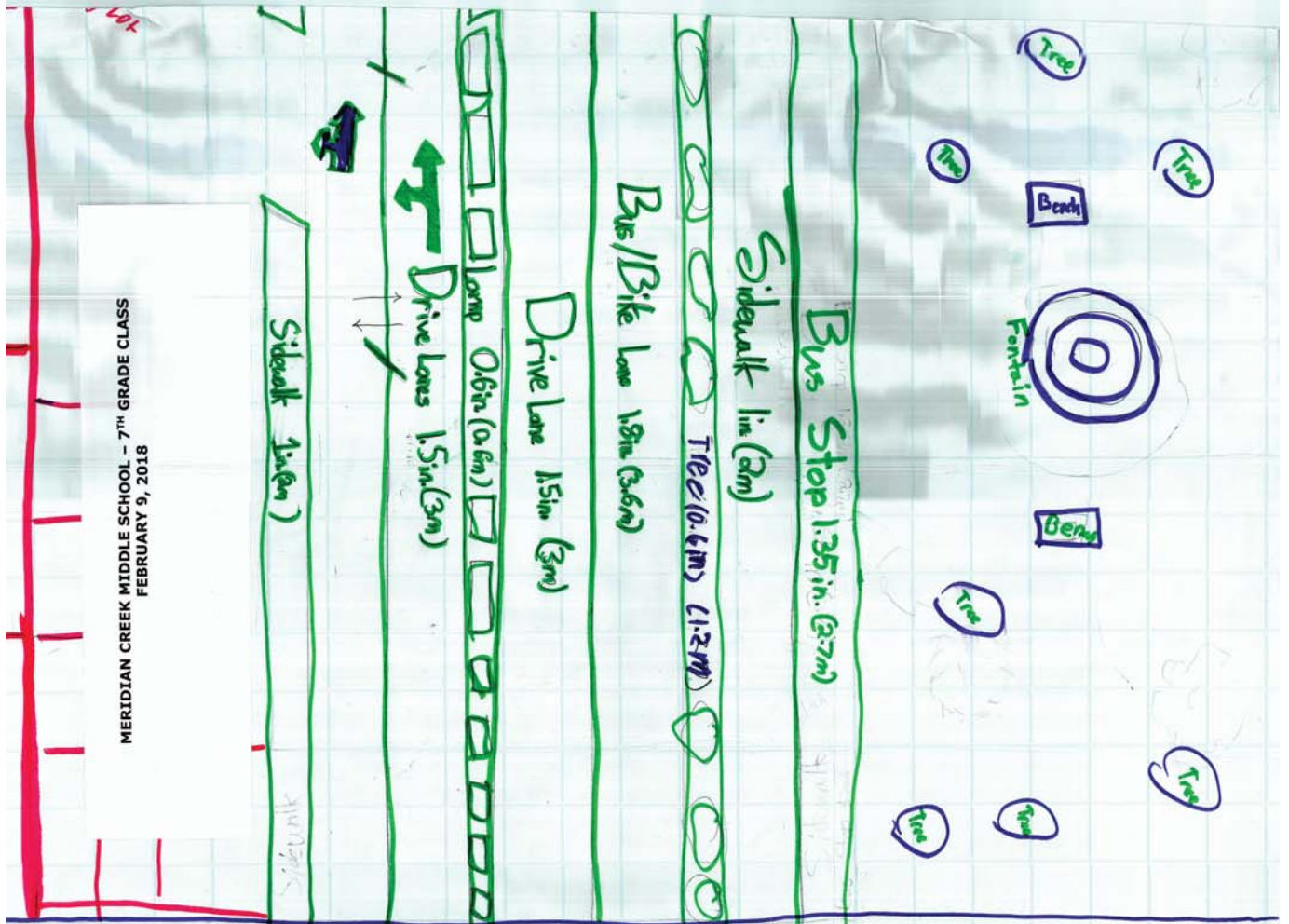
We included 3 story building, On the first story we have a gift shop, On the second story we have a cafe & on the top we have a clothing store because they are places where they would be able to gather with family & friends & get some coffee or maybe to shop around somewhere close by

We included buses, bike lanes & drive lanes in our transportation because its a faster & ~~more~~ easier way to get around to places.

We feel that the park is the most important in our focus because it is a big open area were you and your family and friends can gather to have a picnic or just have fun. But we also think that the outside seating area is also a good seating area because it's a good place to sit down drink some coffee & relax for a few minutes

We think that we should have a fire place in the seating area so in the winter it can keep you and family/friends NICE AND WARM!

Lillie, Rebekah, Sydney



Our focus is Harmonious Design in include ( transportation because...

included ( buildings and sides of the street because...

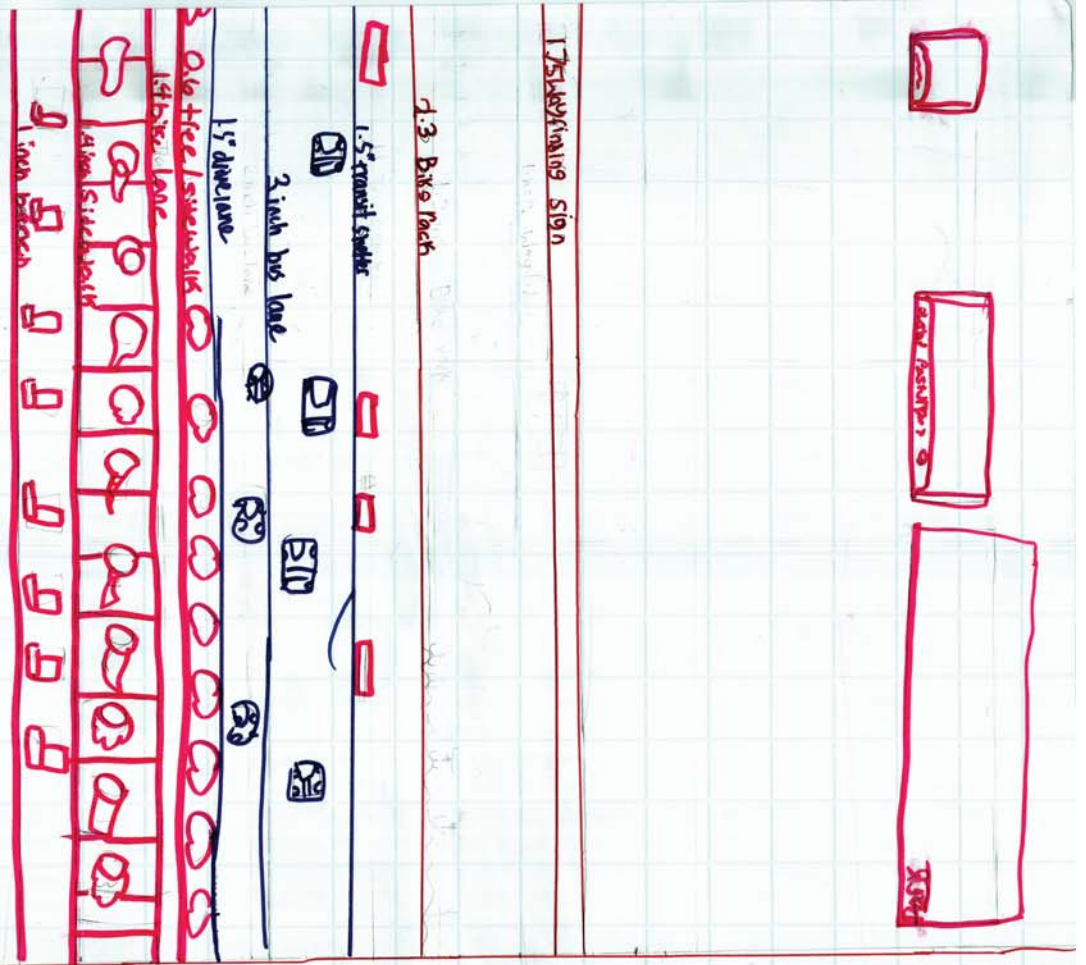
feel \_\_\_\_\_ is most important in our bus because... Angela Flores

Ocean Giff

Amy Morris

Dominic Catania



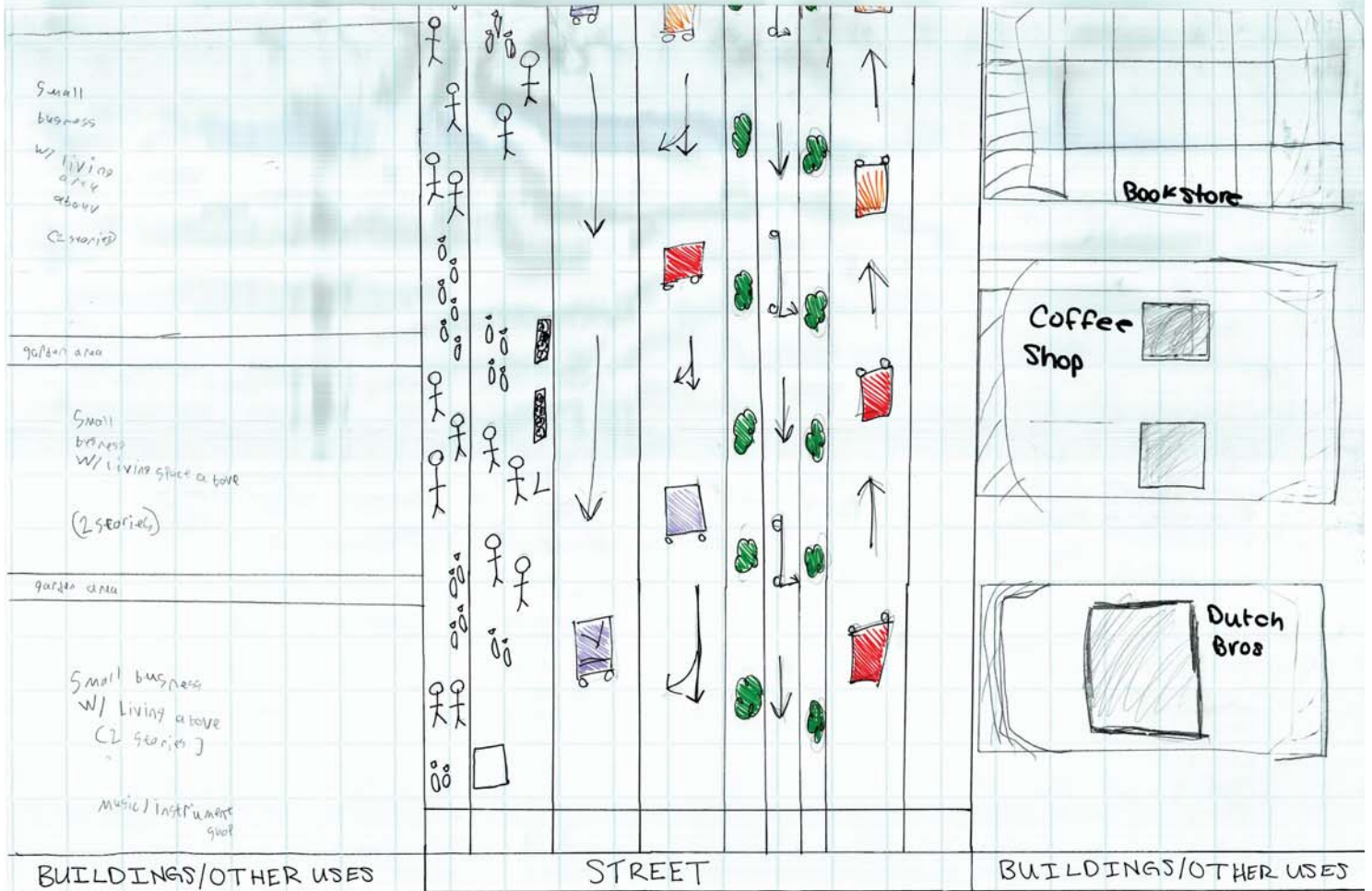


## Our focus is Safe Access and Connectivity.

We included a large bike lane and transit shelter in our transportation so that all small vehicles can safely access and use the lane and so that people with all different types of transportation (wheelchairs, bikes, crutches) can safely wait for a bus.

We included large parking lots near our buildings and sides of streets because then we could have handicapped spaces.

We feel safe and comfortable access is most important because then everyone can get everywhere without stress.

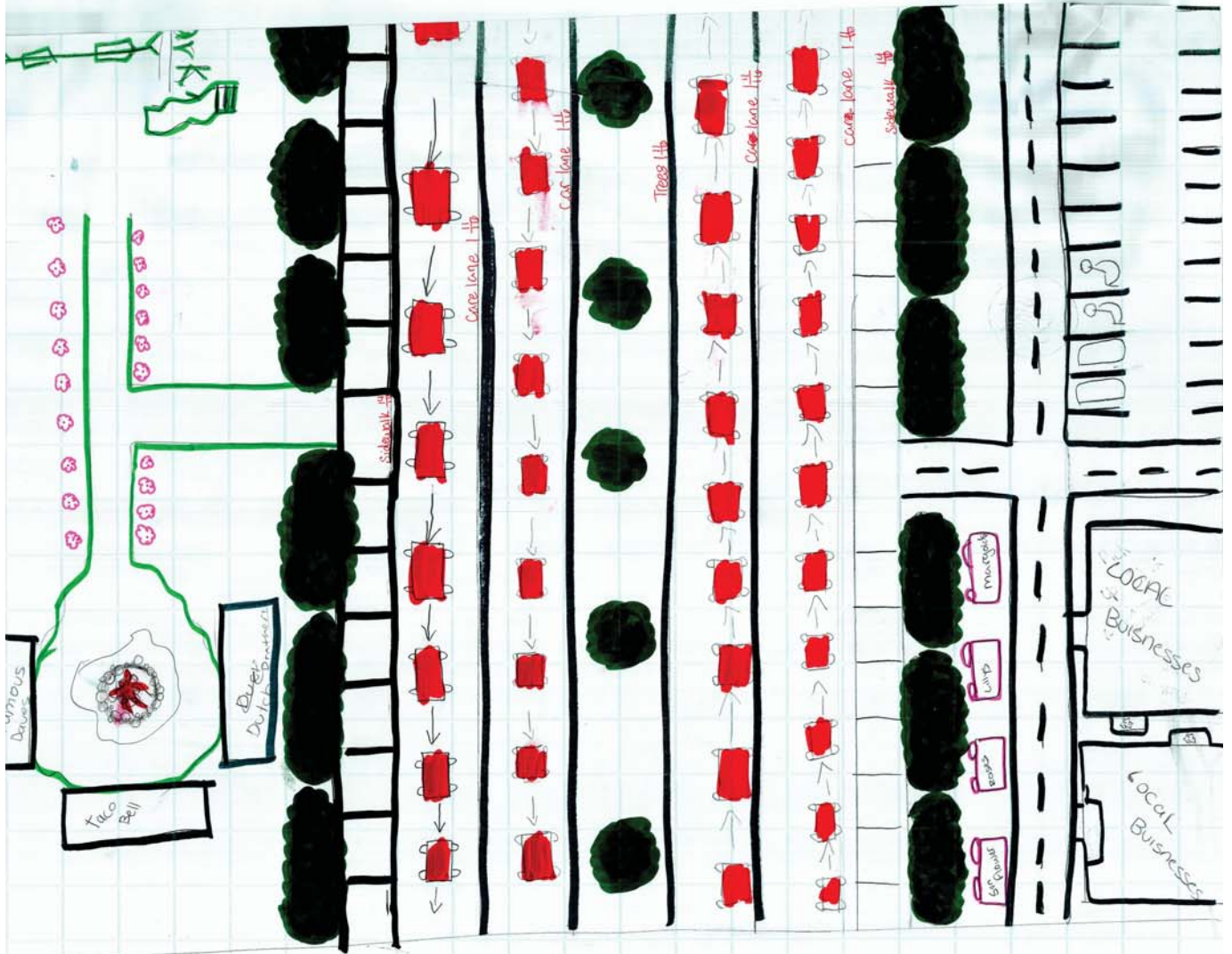


Our focus is economic Prosperity.

and a small space that we could have a lemonade stand or a sidewalk shop on it.

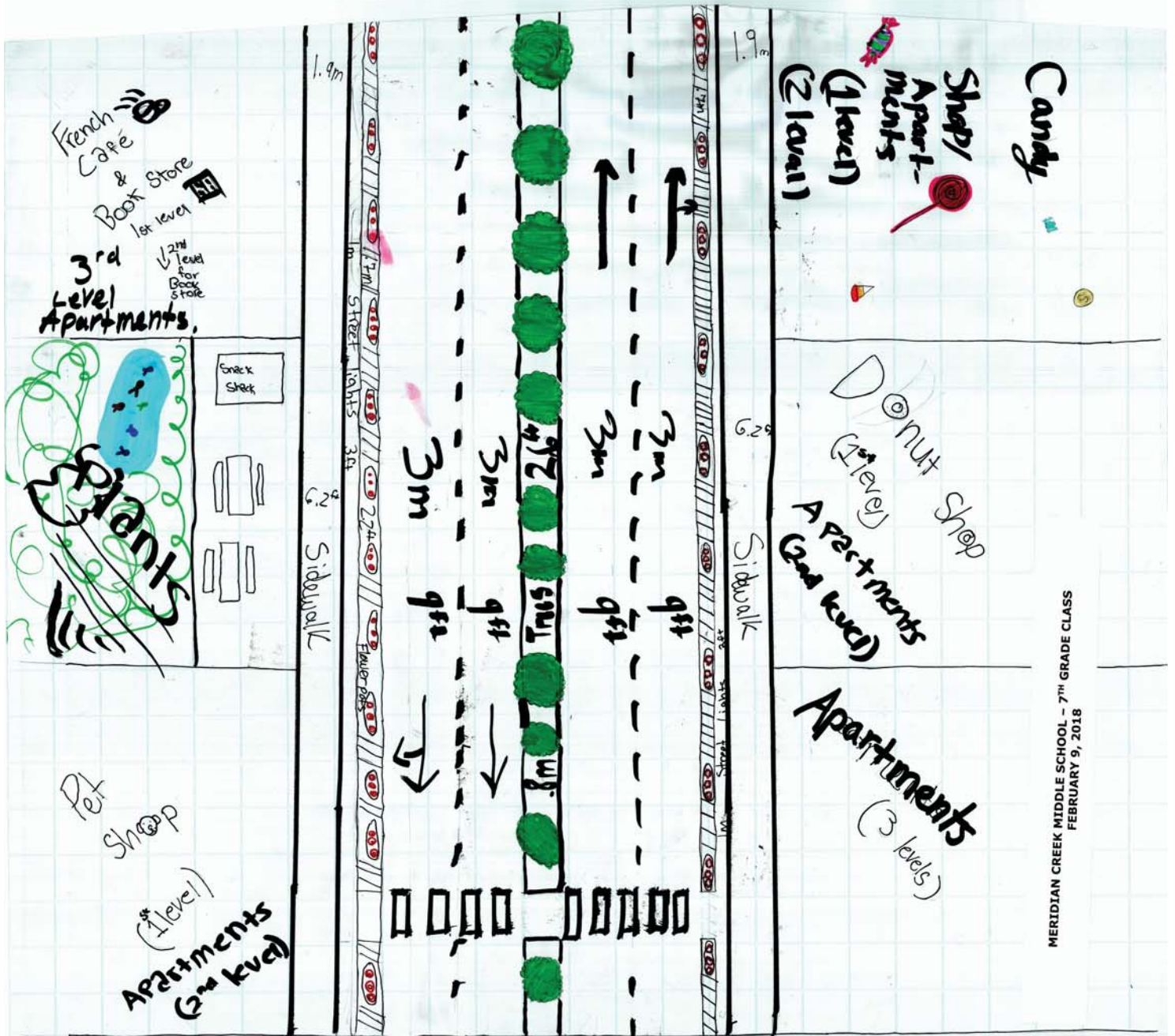
We included different small businesses, different ways to travel, sidewalks and benches. We included these things because we wanted a lot of different ways people could travel through main street. We also wanted lots of options of small community businesses throughout Main Street.

We believe that the most important part is the different types and variety of stores in ~~the~~ our Main Street.



focus is Environmental

included (<sup>Paths</sup> ~~Trees~~, <sup>Car lanes</sup> ~~Sidewalks~~, <sup>Side Roads</sup> ~~Bushes~~, ~~Fire pit~~, ~~Parking~~.) in our transportation  
 & we did not want parking spots on the road so we could have more  
 or plants.



MERIDIAN CREEK MIDDLE SCHOOL - 7TH GRADE CLASS  
 FEBRUARY 9, 2018

## Our Focus Was Mixed uses

We included crosswalks, for walking safely as well as sidewalk. Residential on top of other buildings.

We feel that it's important for mixed use to be in our new main street because it saves space, and it's important for easy transportation.

Lillian Cowan  
 Kiera Kerner  
 Callan Koo



Pencil = +trans perfection (side walls, roads)

Green = other

Blue = food

Blue = seating area

Red = bus stop

Our focus is safe transportation/more businesses.

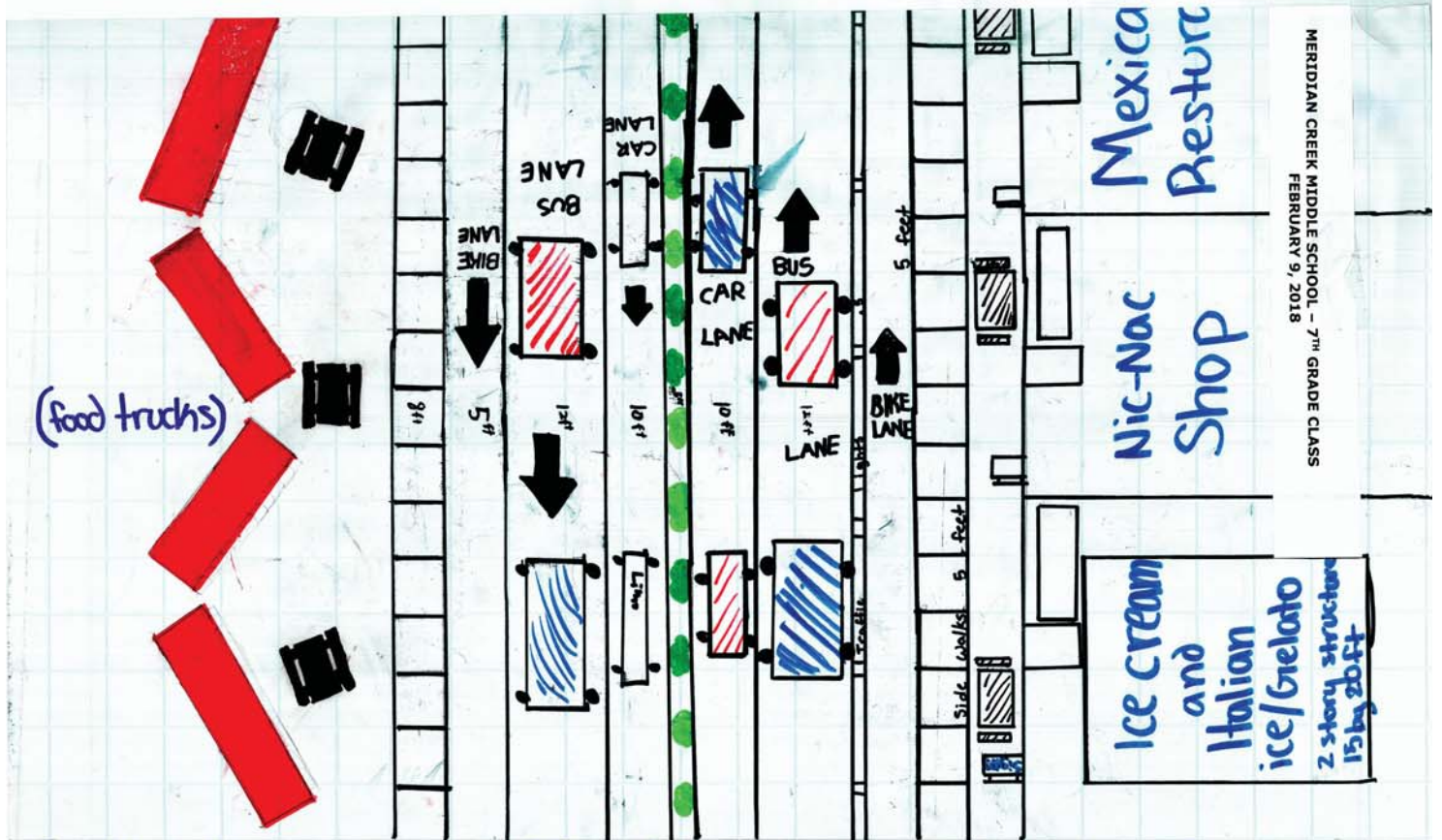
We included lots of businesses in

our transportation areas, because its easier to get places.

We included food and fun in our buildings and streets because we had more to do around town.

We feel safety is most important in our focus because theres alot of people in town everyday so we want to make it a safe environment.

Lucas Burken  
Kamea Kashi  
Kellan meechem



buildings/land use

Street

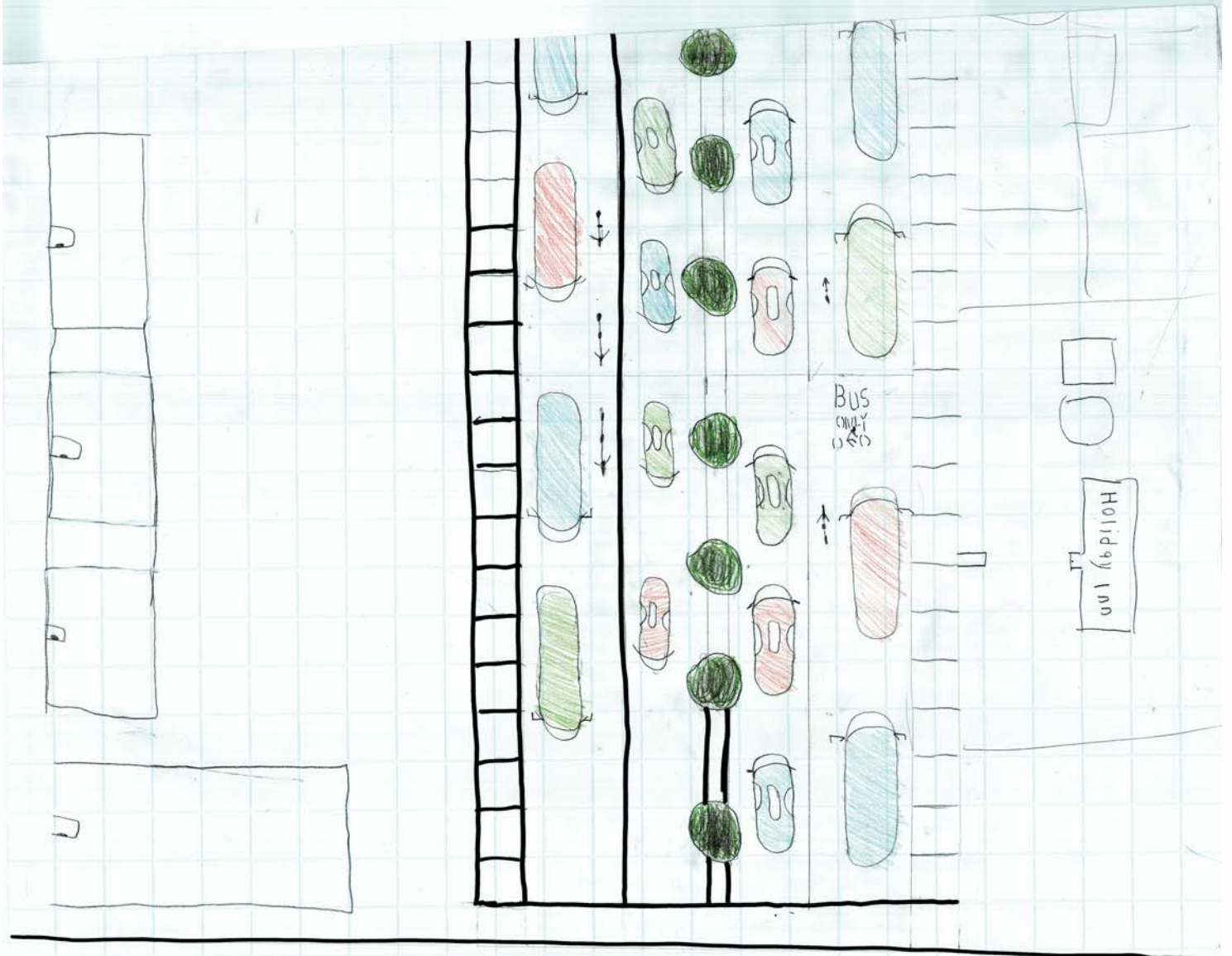
buildings/land use

Our focus is to create a community gathering environment.

We included (benches, stores/shops, picnic tables, food trucks) in our buildings and sides of the streets because gathers our community together.

We included (bus lanes, bike lane, sidewalks, and drive lanes) in our transportation because then citizens can get around Main Street easier and if we have no other way.

We feel that the food trucks and benches help keep people together and socializing which is most important because then they are happy. ☺



## Our focus is Harmonious Design

We included two sidewalks, two drive lanes, two bus/bike lanes, and trees in our transportation because it provides transportation.

We included ~~also~~ a food court, a 3 story building that includes, clothes, shoes, antiques, we also added another 3 story build that includes an art store, teacher supply store, and a citizen owned shop. We also included a yogurt store, a candy shop, and another citizen owned shop. lastly we included ~~two~~ three story buildings with 2 restaurants and 2, 2 story apt.'s.

We feel the road is the most important because it's transportation.

Gyasi Trenton  
Jack Gwin

7  $\frac{3}{4}$  feet

Sidewalk .9 feet

Plantin .3 feet

Side-  
Walk  
with a lamp  
.6 feet

~~Bike lane~~ .9 feet

Drive Lane 1.5 feet

Sidewalk w/  
tree .6 feet

~~Bike lane~~ .9 feet

Plantin .3 feet

Bench 1.6 feet

Side walk w/  
lamp .6 feet

Bench .6 feet

Plantin .3 feet

Drive lane 1.5 feet

Sidewalk w/ tree .6 feet

~~Bike lane~~ .9 feet

Sidewalk w/  
Lamp .6 feet

Plantin .3 feet

Sidewalk .9 feet

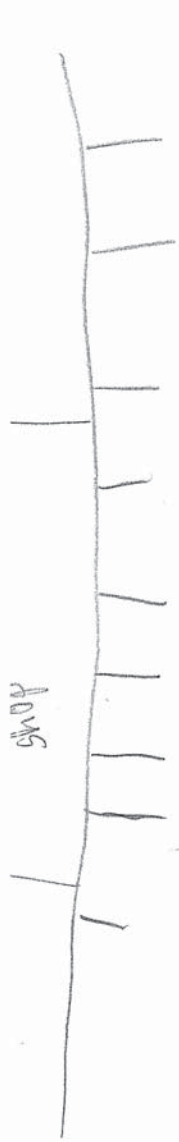
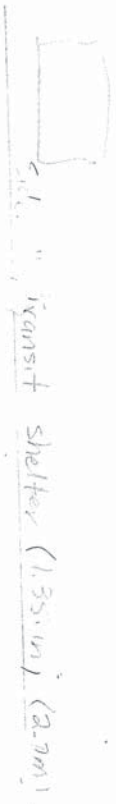
Coffee  
Shop / Buffet  
9  $\frac{3}{4}$  feet

show where transplants is from

Avery  
Morris







5.4 ft sidewalk 3/10

5.4 ft sidewalk 1.8 ft

Dike core 5.9 ft 1/4

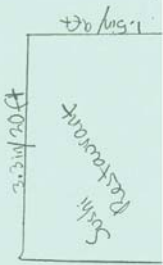
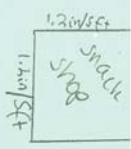
Warp post 3.6 1.8 ft

Warp post 1.8 ft 3/10

Dike core 5.9 ft 1/4

5.4 ft sidewalk 1.8 ft

5.4 ft sidewalk 5.4 ft

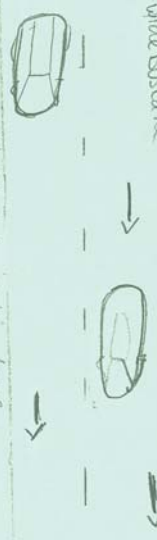


30ft 1.5w/9ft 7.5 ft wide wayfinding sign

7.8 ft wide Bike Rack



11.7 ft wide Bus lane



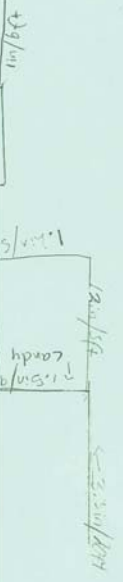
3.6 ft wide sidewalk/walkway

8.1 ft wide Bike lane

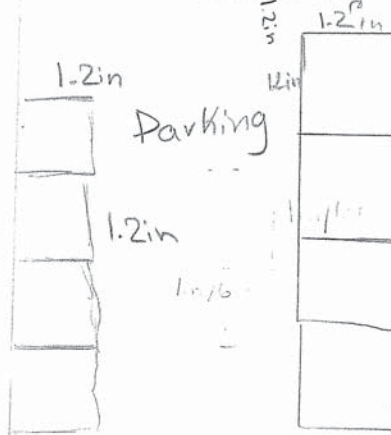
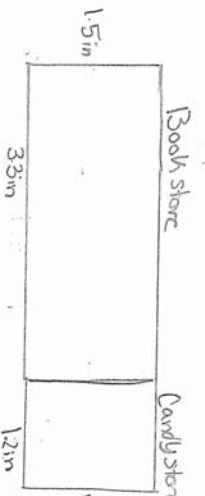
8.1 ft wide sidewalk



Parking Spaces



1.5w/9ft



1 inch bench 6ft

1.4 Sidewalk 8.4ft

1.4m Bike lane 8.4ft

0.6m tree on sidewalk 3.6ft

1.5m Drive lane 9ft

3m Bus lane 11.7ft

1.5m Transit shelter 9ft

2.3m Bike rack 7.8ft

1.75m Wayfinding Sign 7.5ft

Park

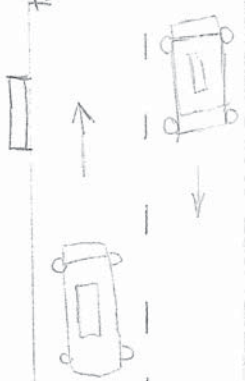
1.6m

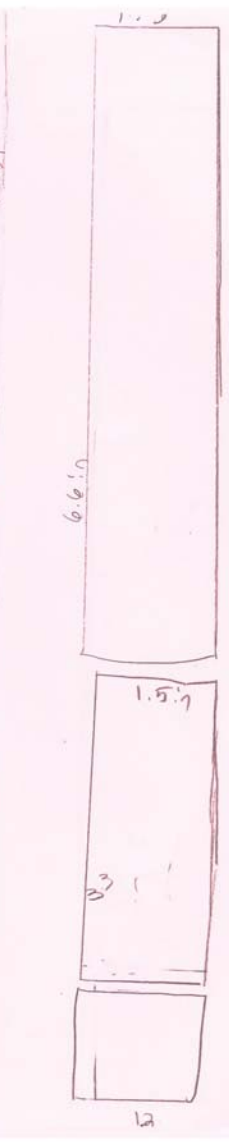
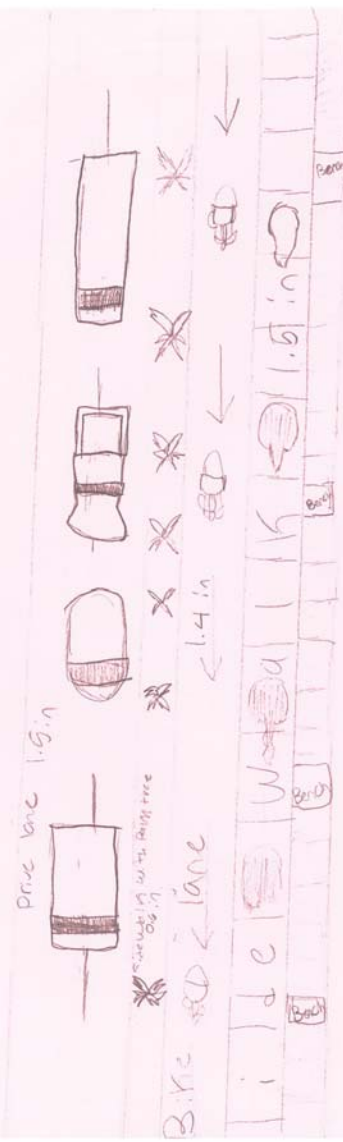
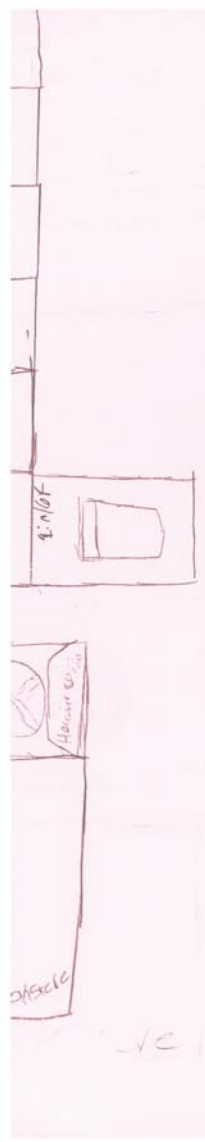
Snack Shop 1.2

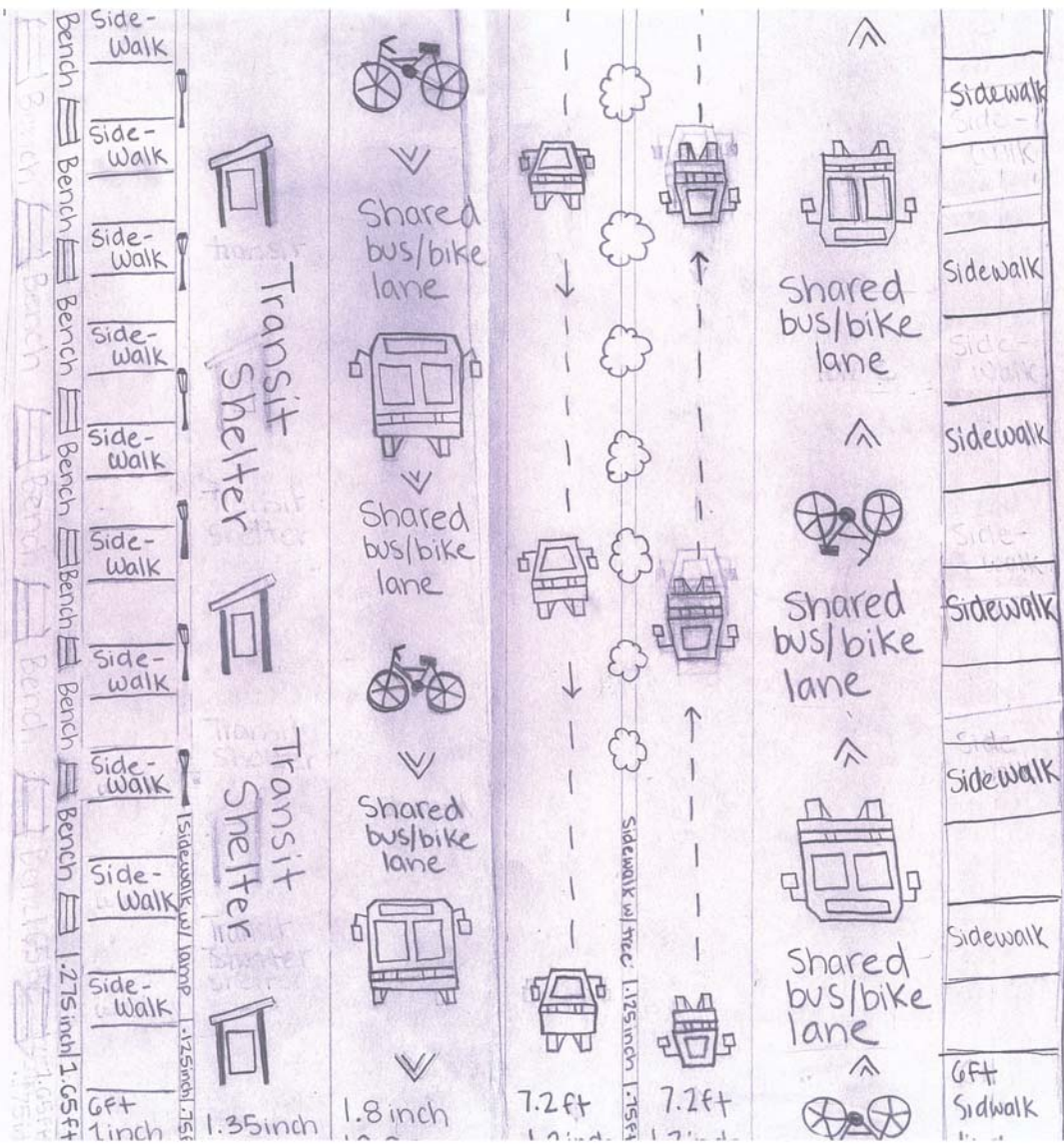
1.2

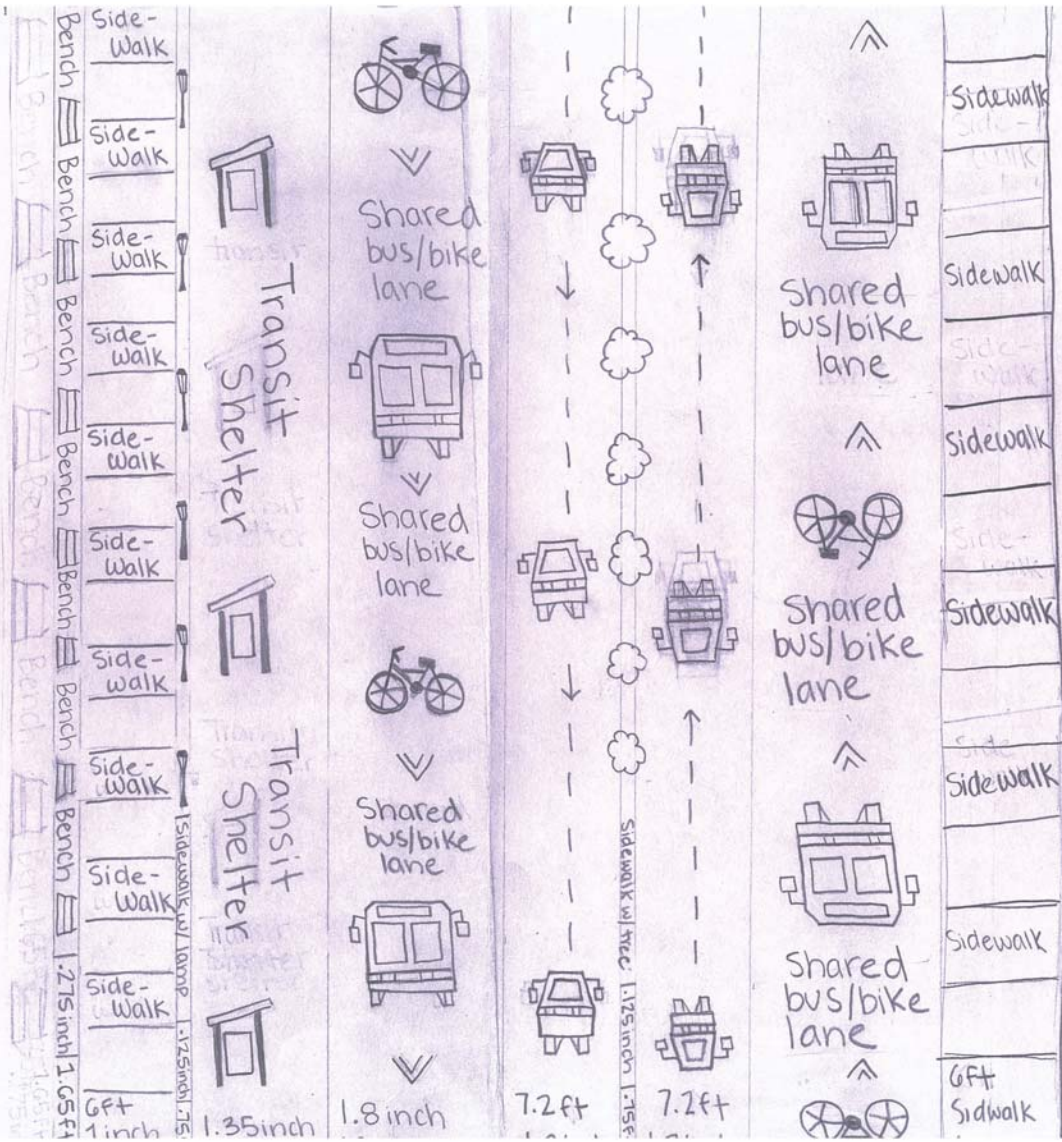
Sushi

Dachzimmer









# Buildings 3 floors tall

sidewalk .90 inch



sidewalk .90 inch

bench .12 inch



sidewalk .90 inch

bench .12 inch

sidewalk .90 inch

Transit station 1.35 inch



Transit station 1.35 inch

bus/bike lane 1.80 inch



bike / bus lane 1.80 inch



Driving lane 1.2 inch



Driving lane 1.2 inch



side walk with tree .12 inch



side walk with tree .12 inch

side walk with tree .12 inch

Driving lane 1.2 inch



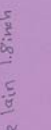
Driving lane 1.2 inch



Bus/Bike lane 1.8 inch



Bus/Bike lane 1.8 inch



Transit shelter 1.35 inch



Transit shelter 1.35 inch



Side walk .90 inch



Side walk .90 inch



bench .12 inch



bench .12 inch

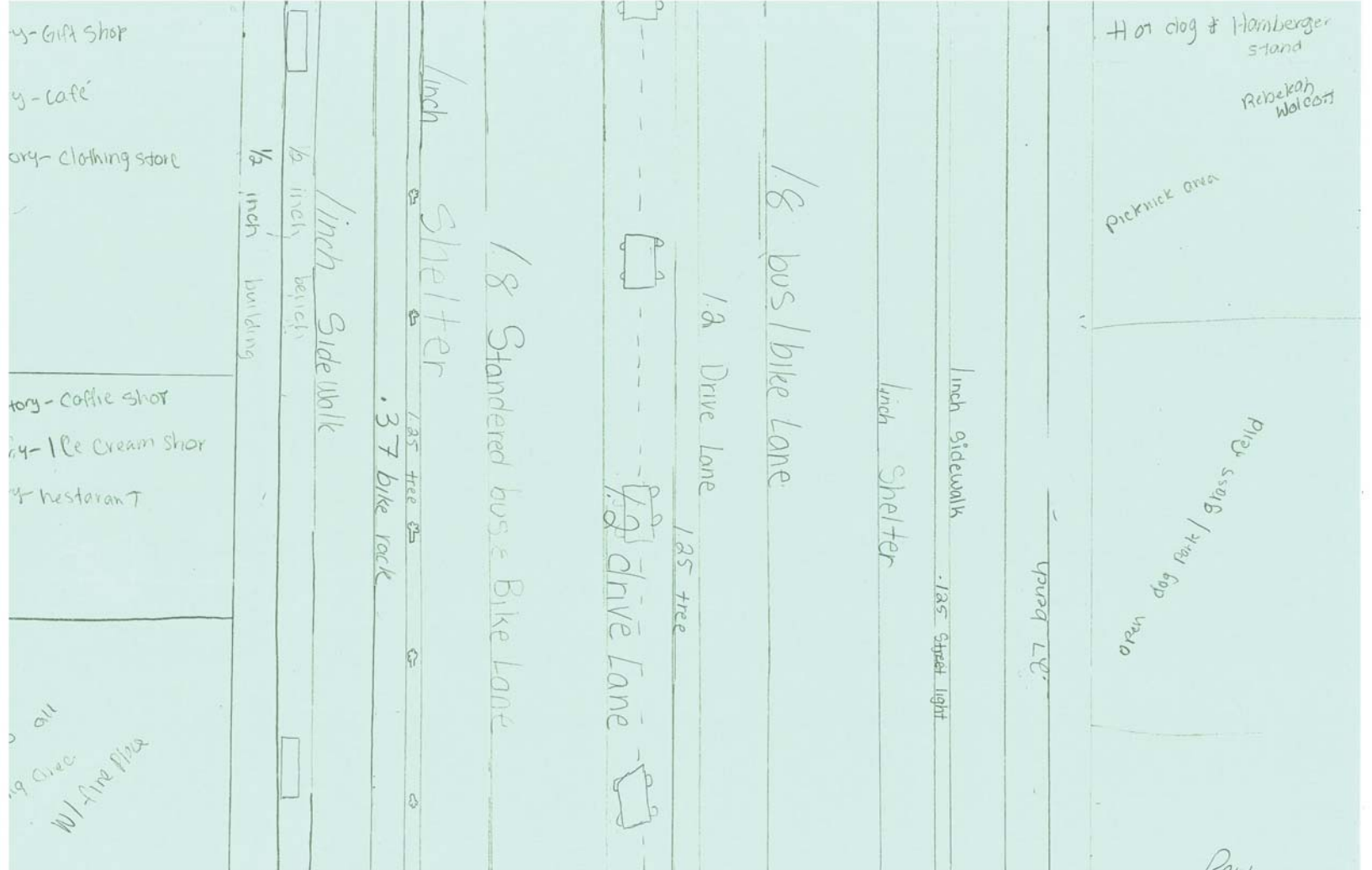


bench .12 inch



# Building 3 floors tall





y-Gift Shop

y-café

ory-clothing store

ory-coffee shop

y-Ice Cream Shop

y-restaurant

y-Give

y-Recycle

W/Tree Plaza

1/8 inch building

1/8 inch bench

1/8 inch Side Walk

37 bike rack

1/8 Shelter

1/8 Standered bus & Bike Lane

1/8 drive Lane

1/8 tree

1/8 Drive Lane

1/8 bus/bike lane

1/8 Shelter

1/8 inch sidewalk

1/8 Street light

1/8 bench

Hot dog & Hamburger stand

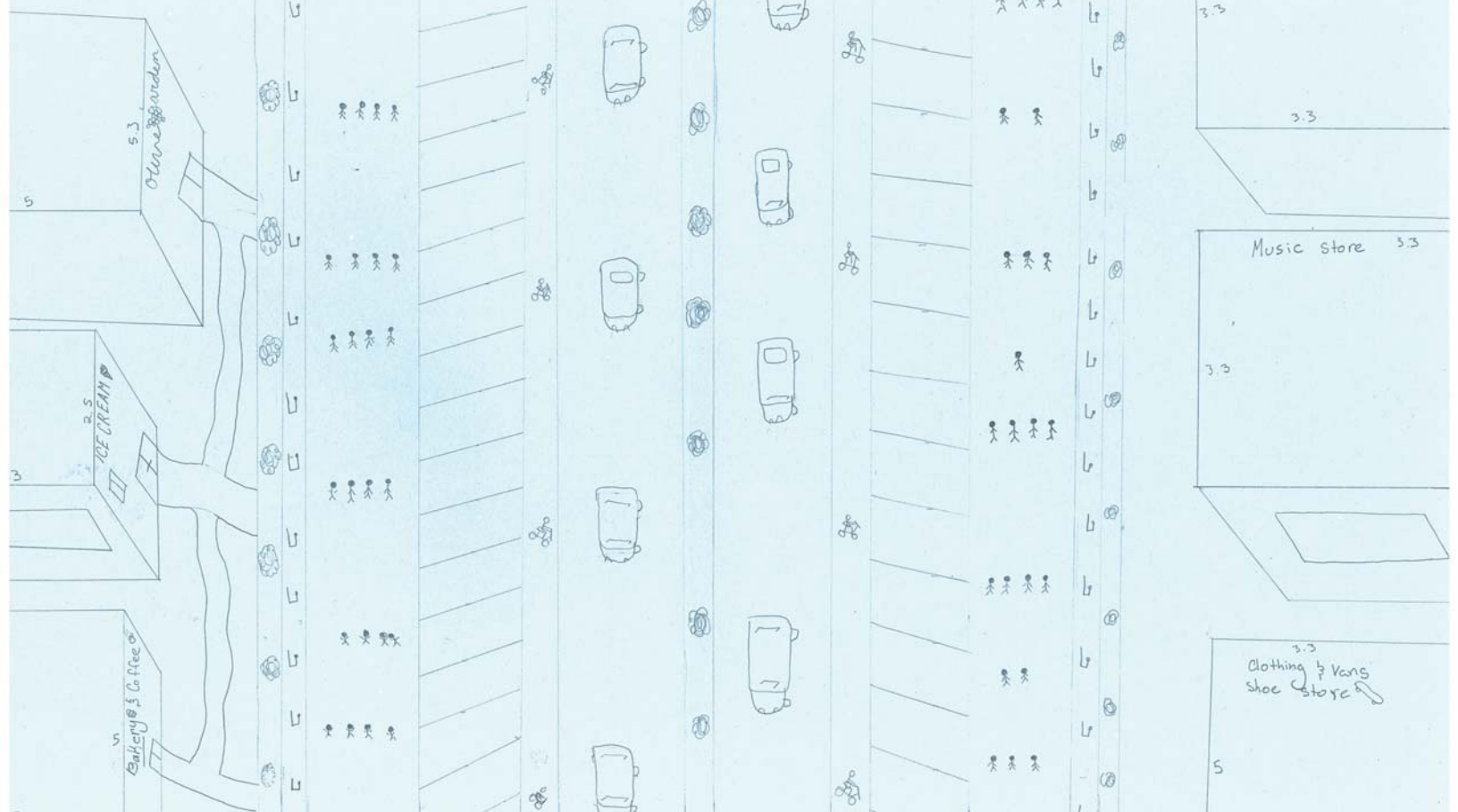
Rebekah Wolcott

Picnck area

1/8 dog park / 1/8 glass shop / 1/8 open

1/8

Trees = 9 each lane  
light  
Absts = 15 each lane  
Garden



Bike shop

3.3

3.3

Music store 3.3

3.3

3.3  
Clothing & Vans  
shoe store

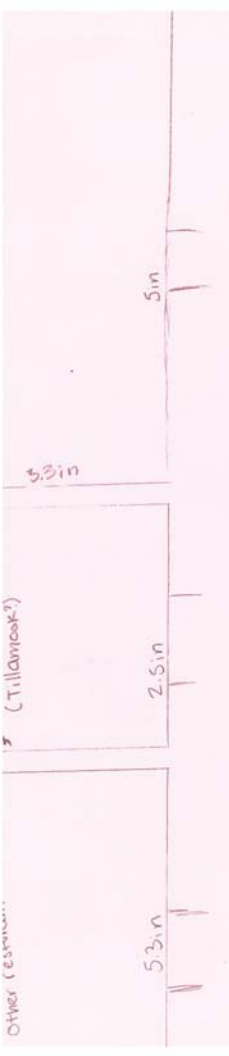
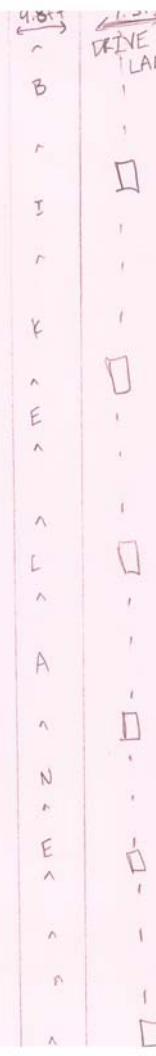
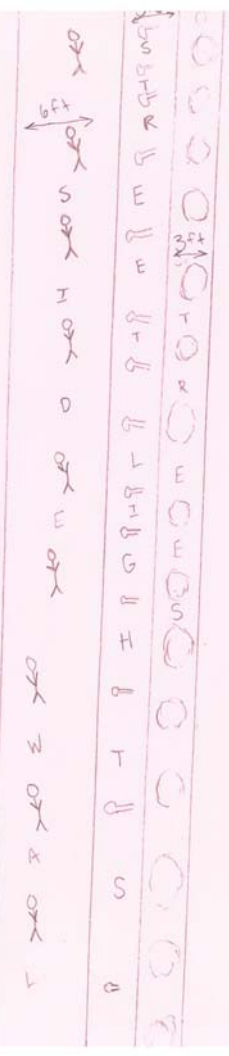
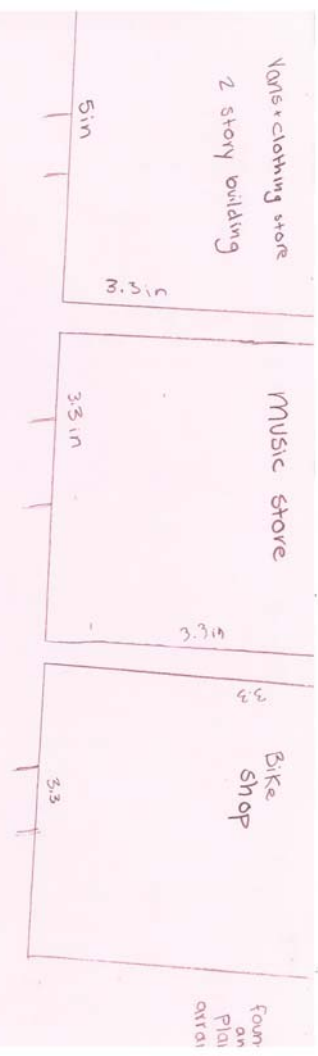
5

Four  
on  
Pillai  
attai

Bike  
Shop

MUSIC STORE

WOMEN'S clothing store  
2 story building



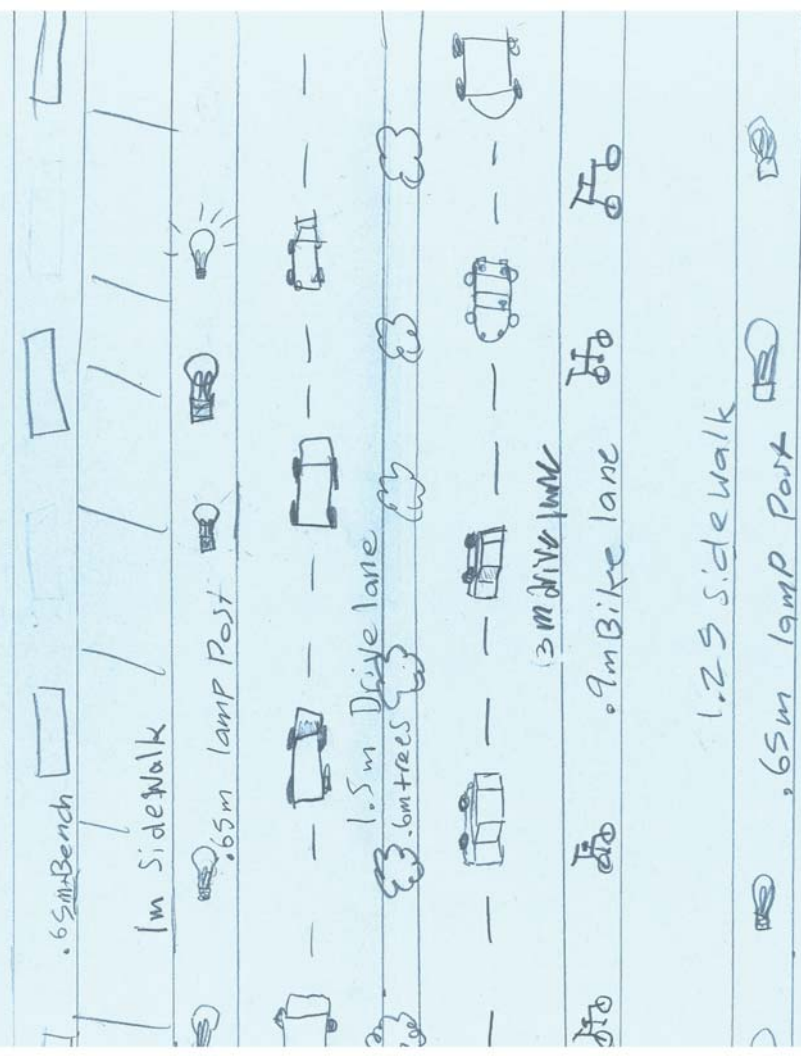
Other (restaurant...)

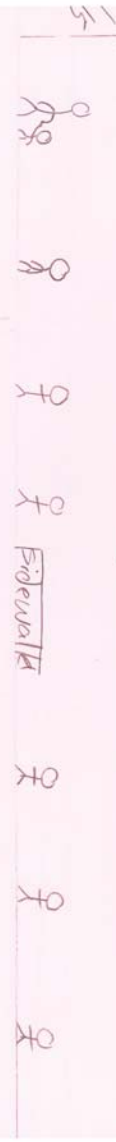
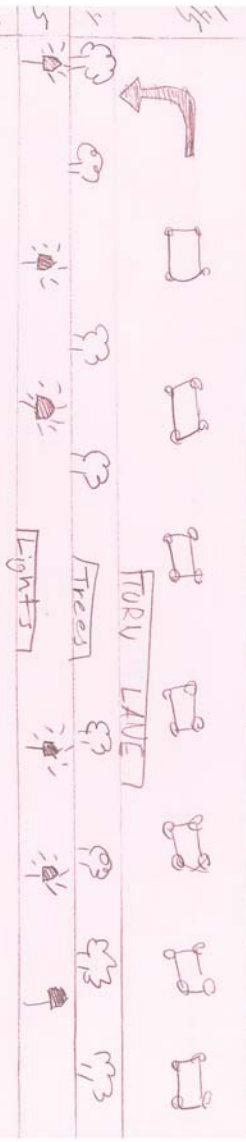
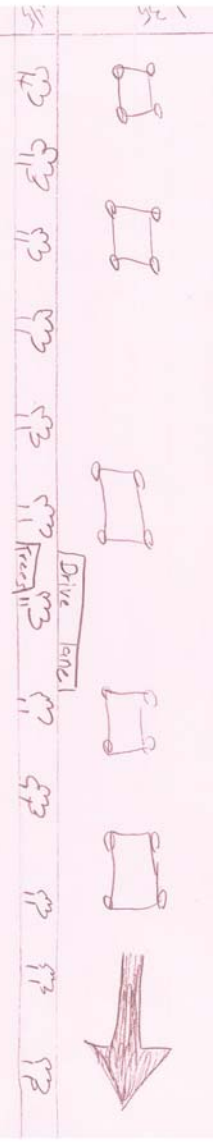
(Tillamook?)

5.3m

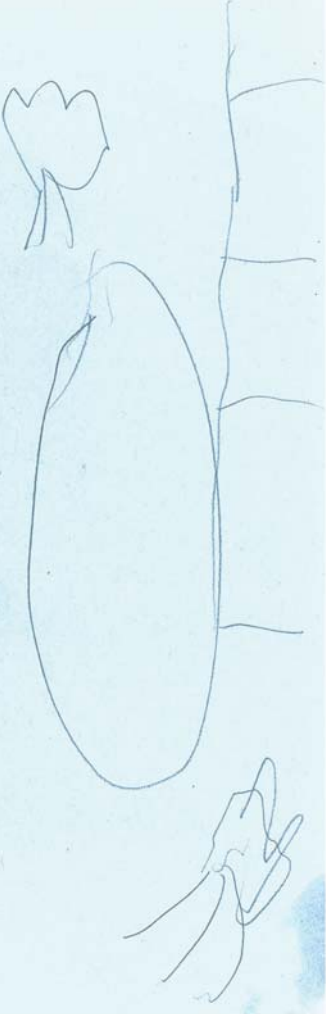
5m

ren white





door  
store



(8m) Tree (4 in)

(3.6m) Bus/Bike Lane (1.8 in)

(2.8m) Turn Lane (1.4 in)

(2.9m) Drive Lane (1.45 in)

(.8m) Tree (4 in)

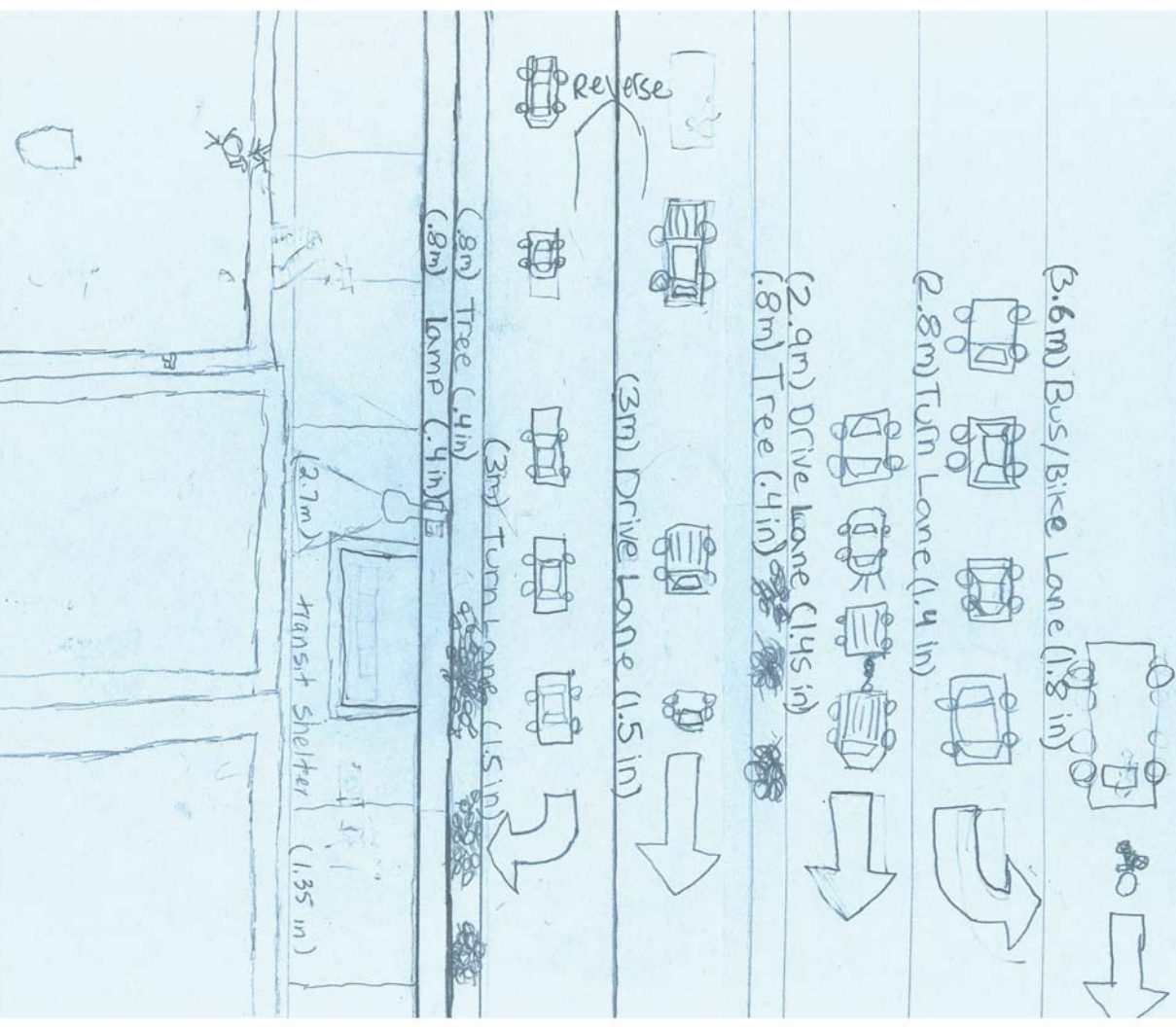
(3m) Drive Lane (1.5 in)

(3m) Turn Lane (1.5 in)

(.8m) Tree (4 in)  
(.8m) Lamp (4 in)

(2.7m) Transit Shelter (1.35 in)

Reverse



Drive lane  
8ft 1.32in

Bike lane  
2.33in



Drive lane

Tree

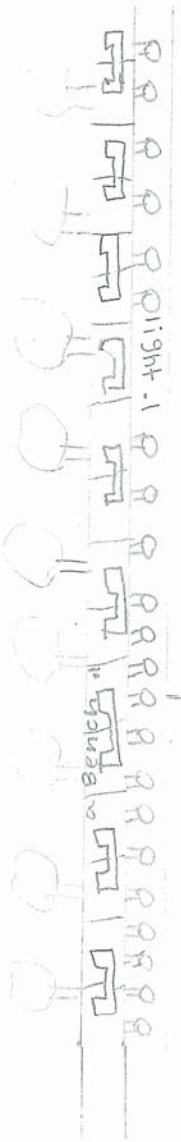
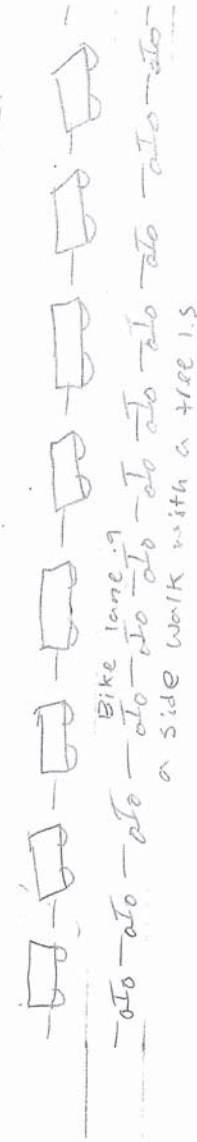
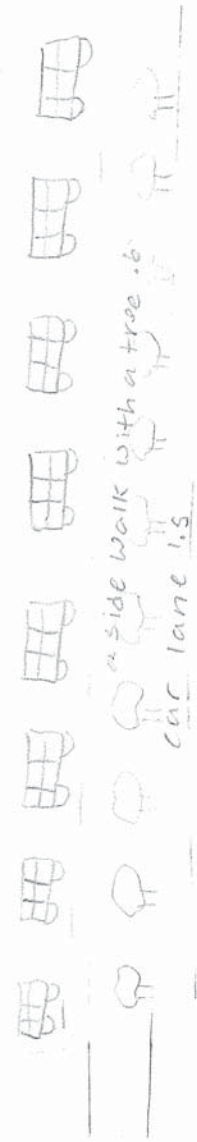
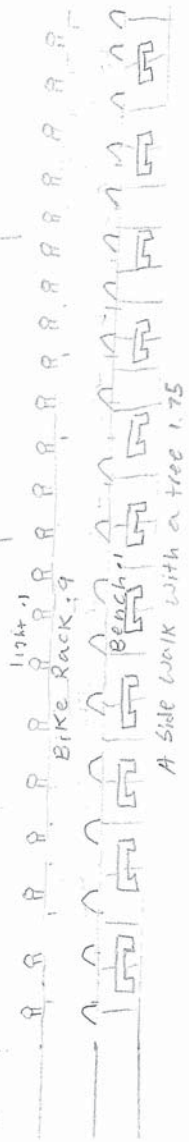
BTR Co

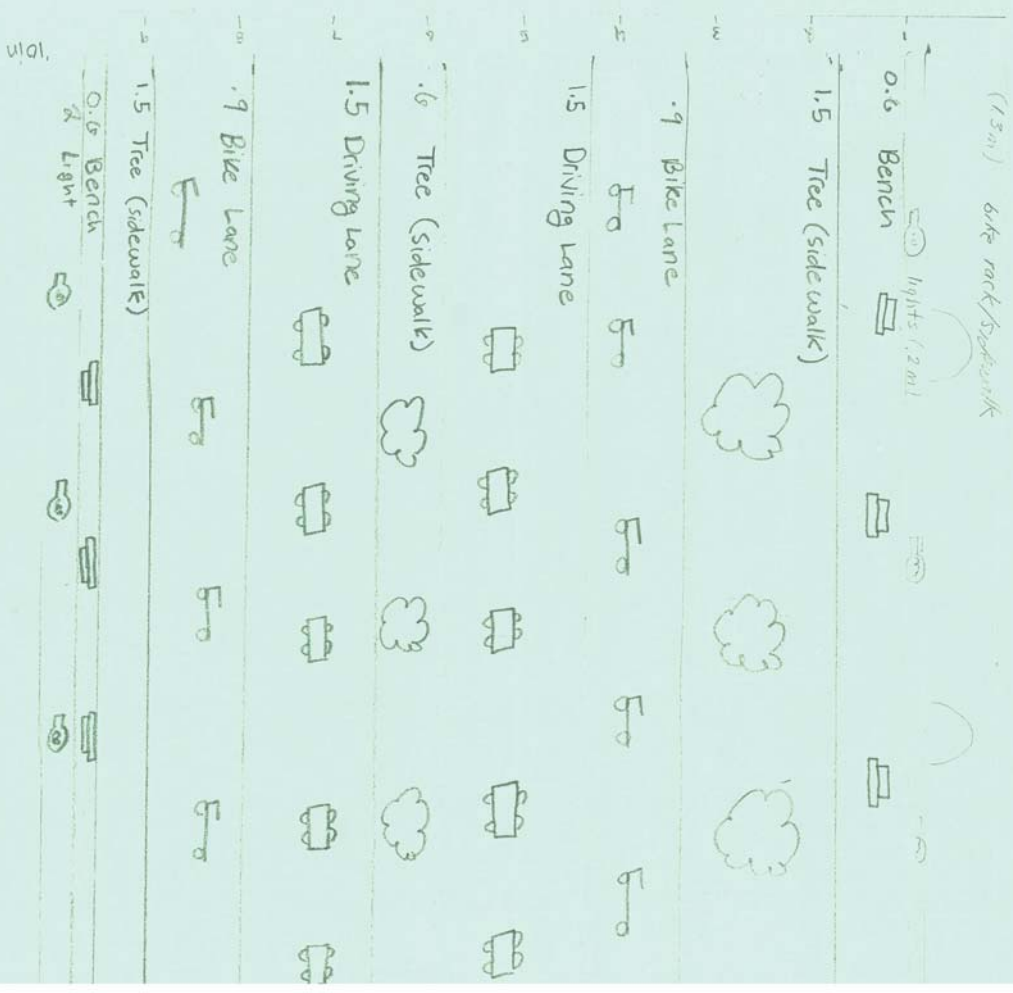






noelle





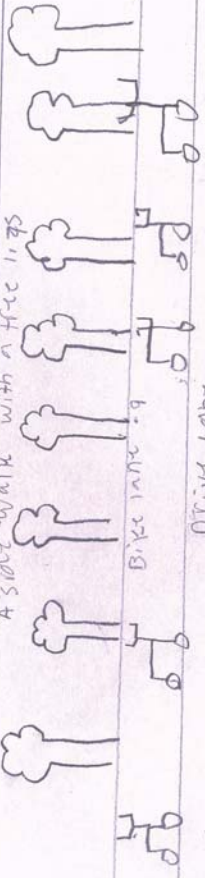
10m

Right side

Bike rack

N N N N N N N N N N

A side walk with a tree



Bike lane

Drive Lane



car lane

Bike lane

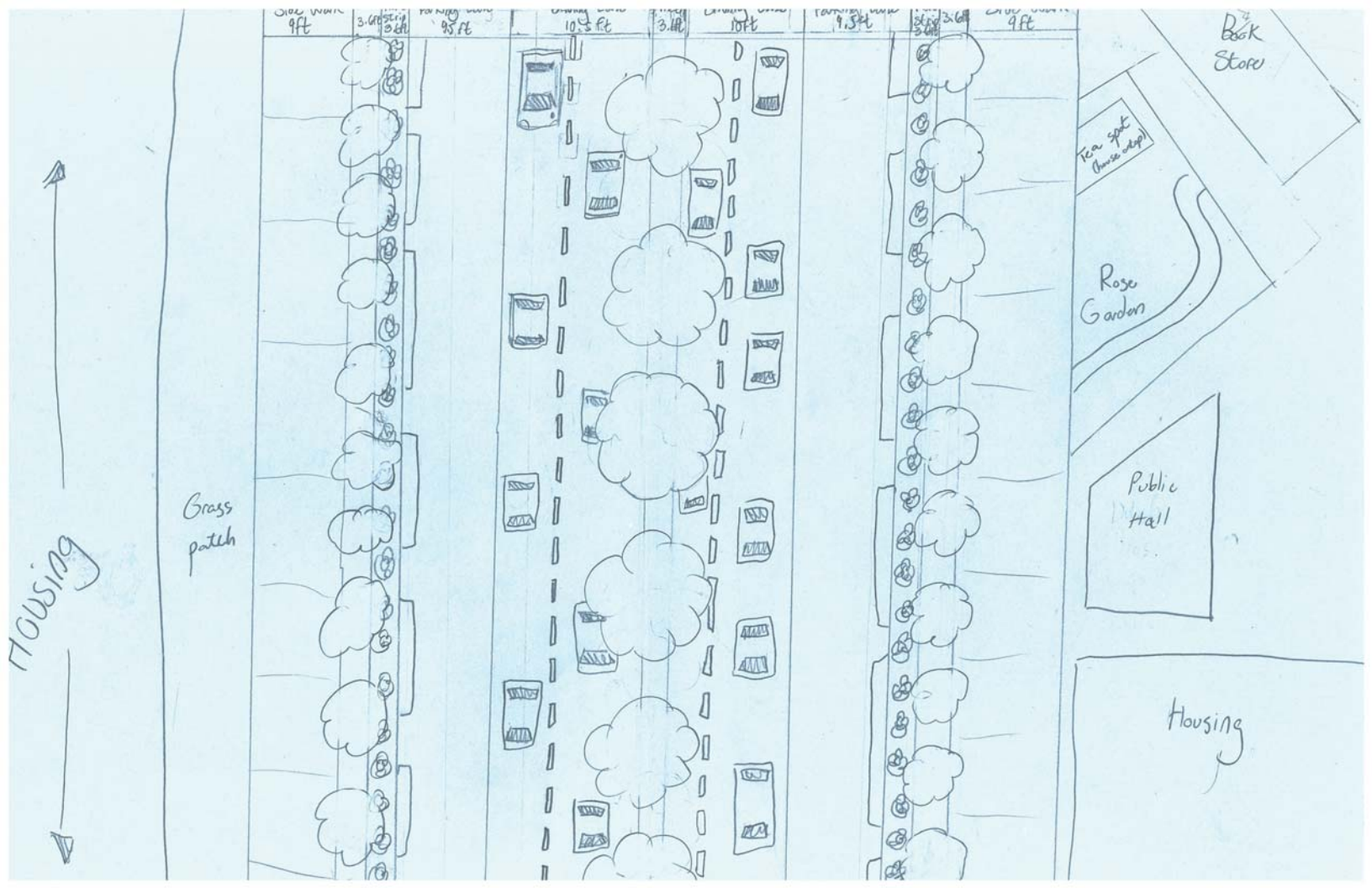
A side walk with tree



Bike lane

car lane

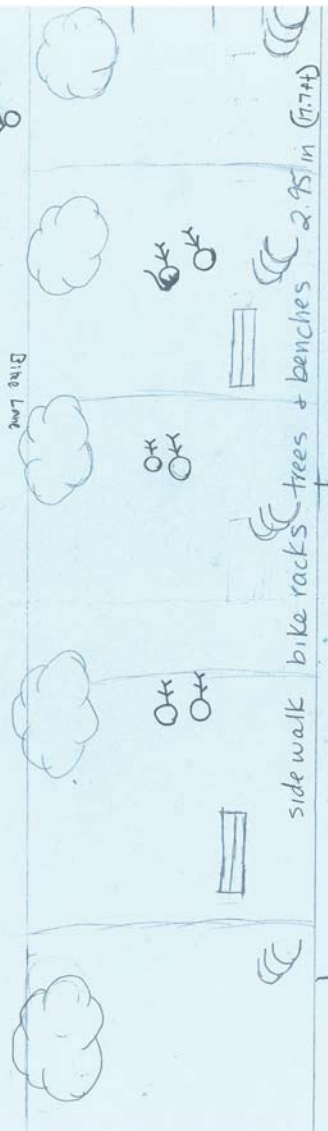




Bean  
Bag  
Cafe

Vegan  
Greens

(11.11) in St. 2 trees + benches + bike racks + side walk



Street 11.8 meter (70.8ft)

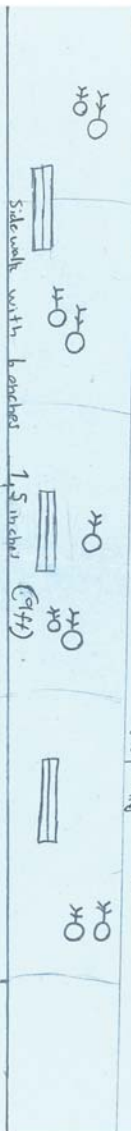


Side walk with tree + benches (11.8)

(11.8) repair 811 parts



Bike Lane

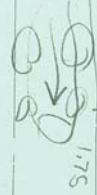


Bakery

Basil bag cake

Nature spa

0.14



1.75



1.25

1.5



1.75



1.25

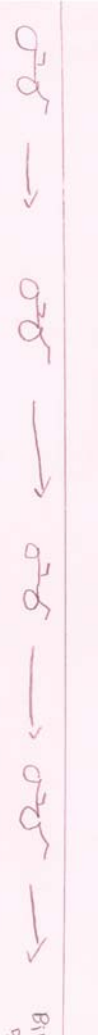
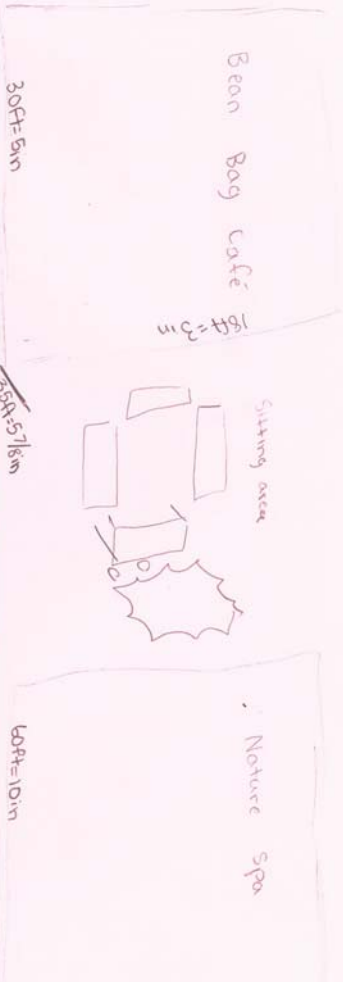


0.14

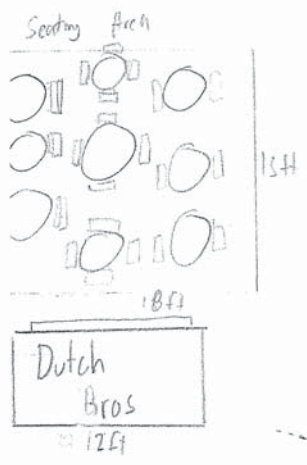
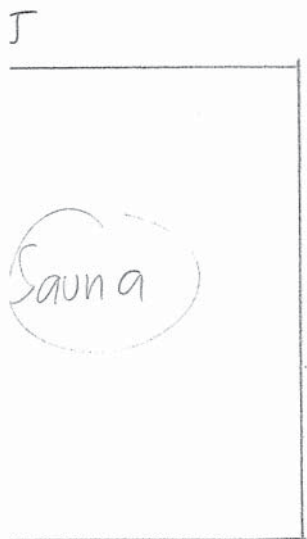


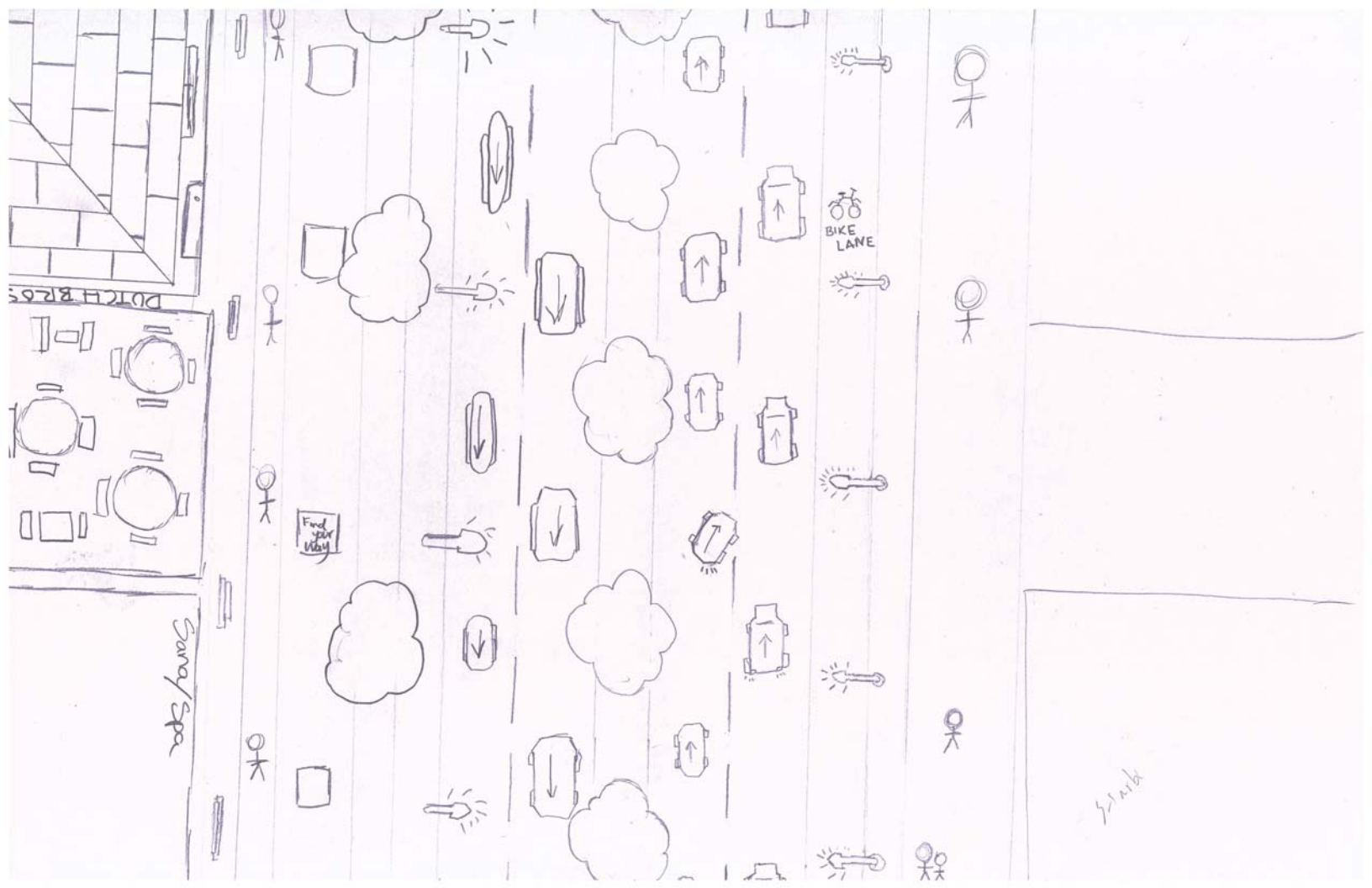
Gluten free Bakery

Shows 100%









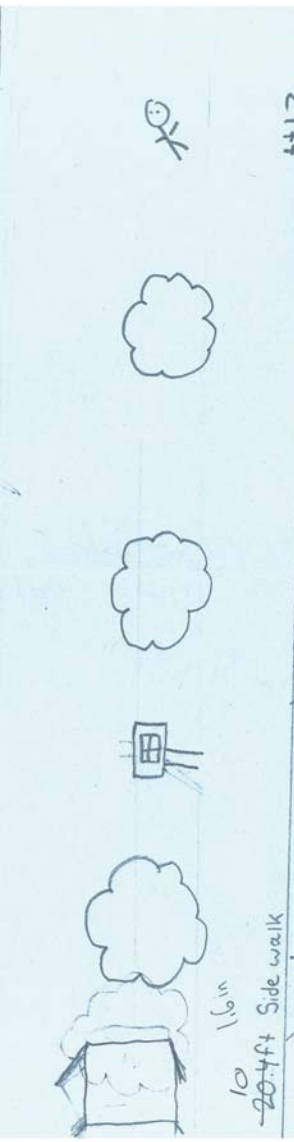
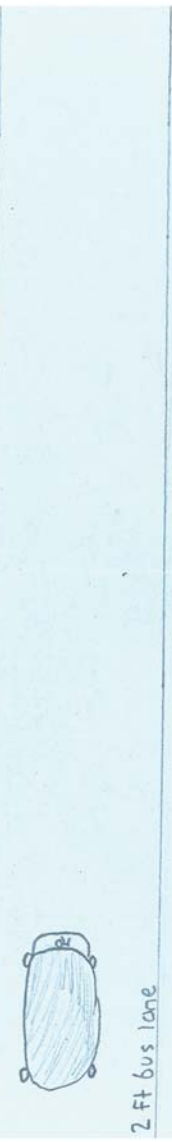




5.2 Sidewalk

2.0

5.1 Bike Lane

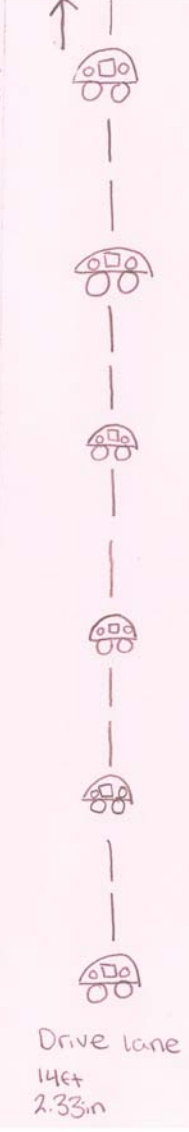
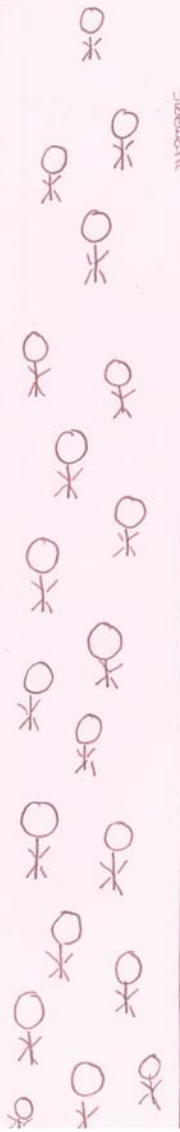


Dutch Brothers  
Drive-thru & seating

(small shop)

restaurant  
outdoor seating  
for all seasons & games

medy

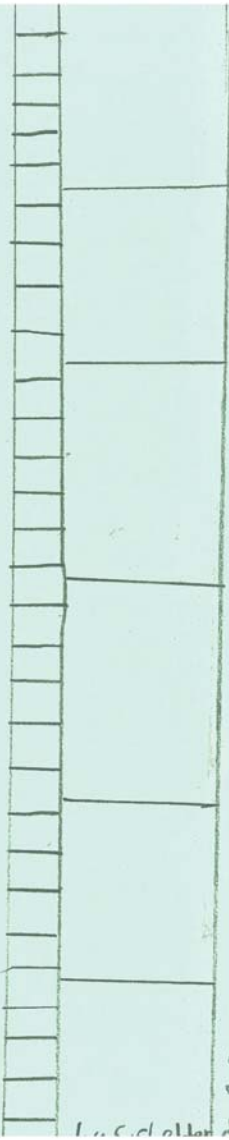


Blue Star donughts

19.5ft

(small shop)

(small shops)

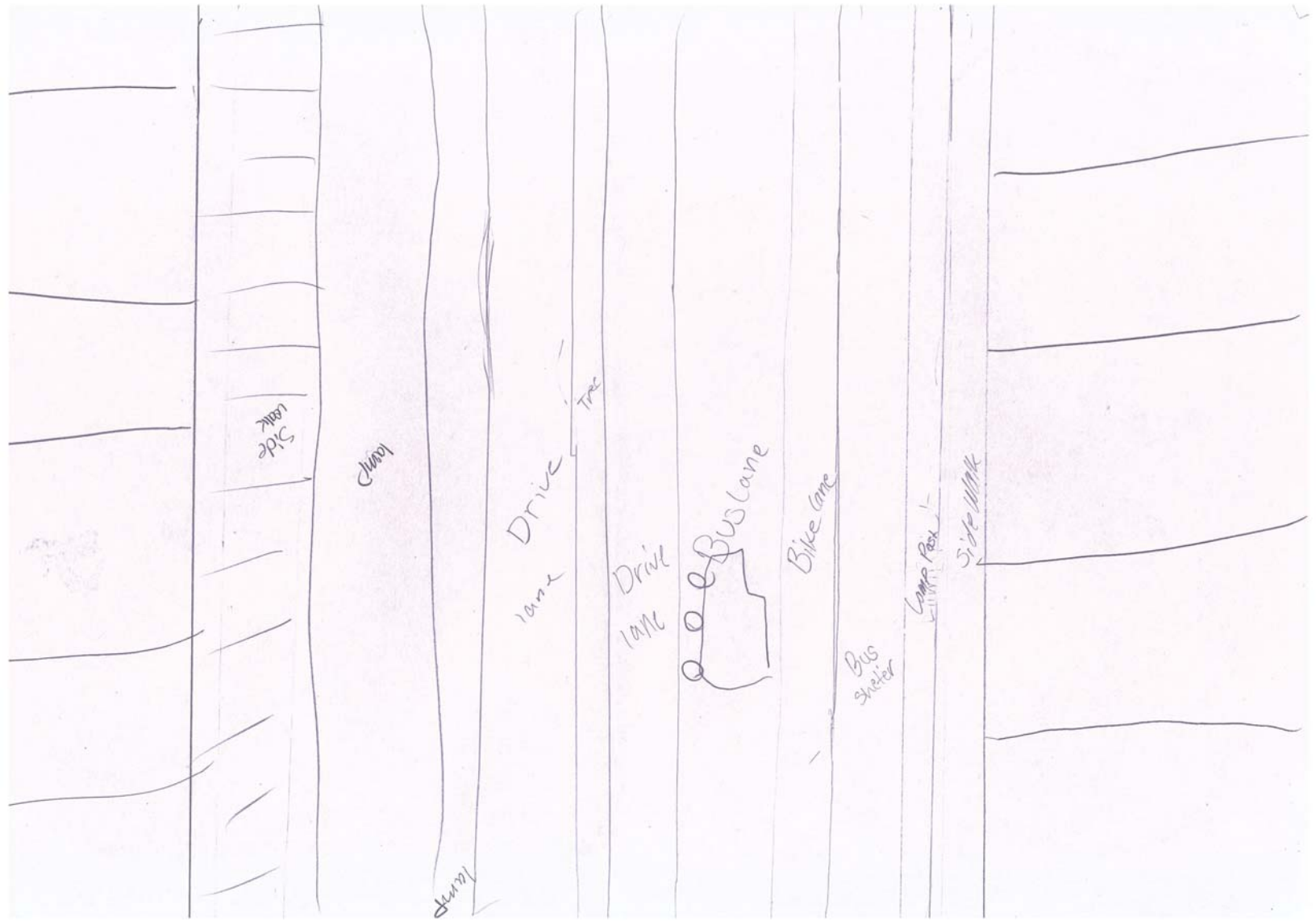


bike

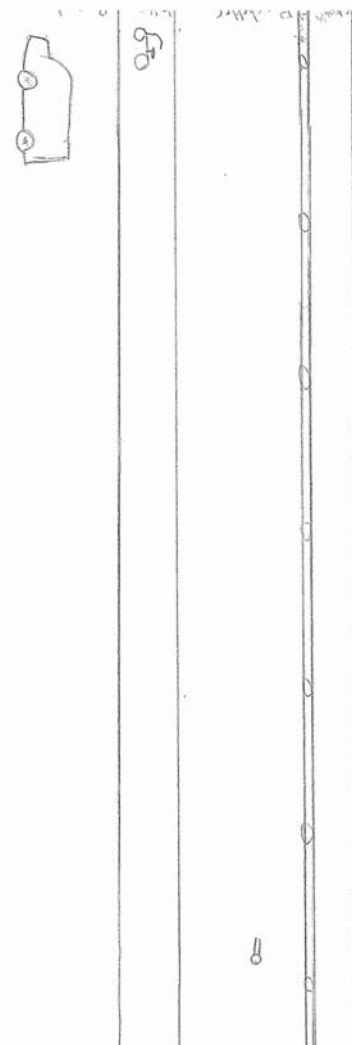
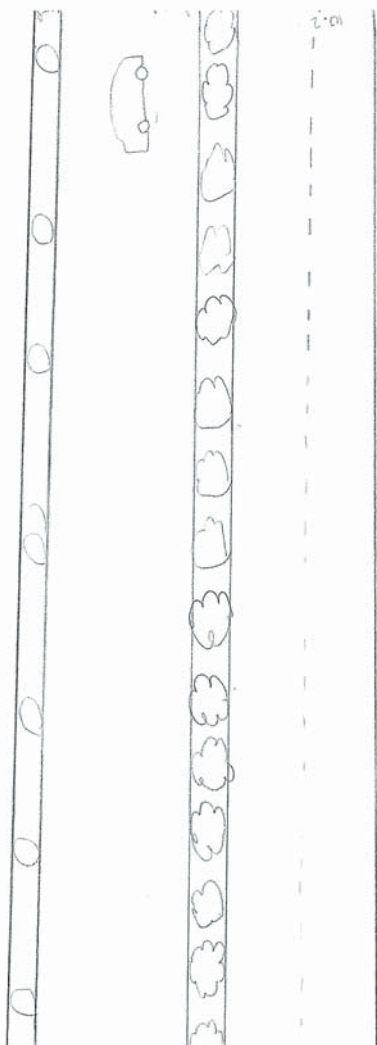


bas lane 10,7  
Dügel





n De La Cruz Palma







Small  
business  
w/ living  
above  
(2 stories)

Business  
w/ living above  
(2 stories)

Business  
w/ living above  
(2 stories)

Instrument  
shop

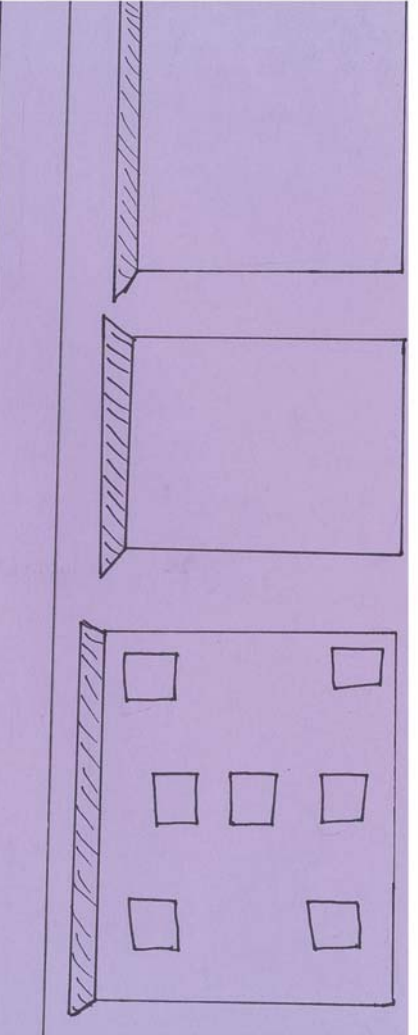
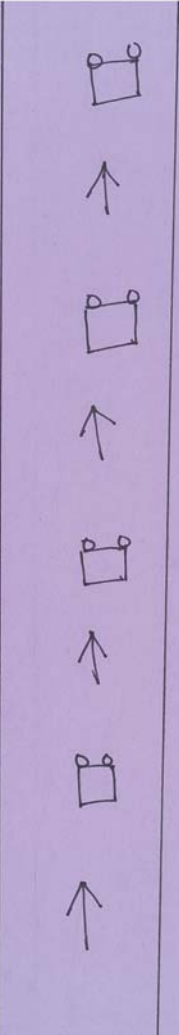
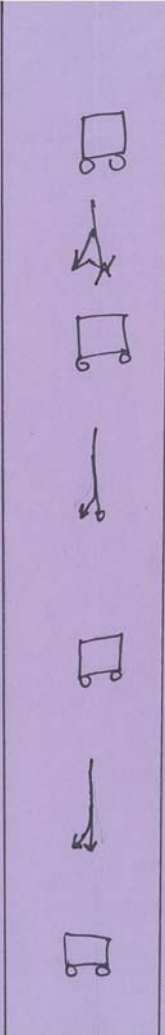
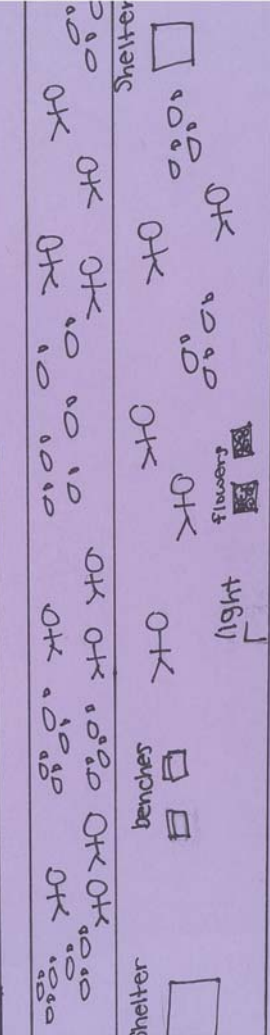
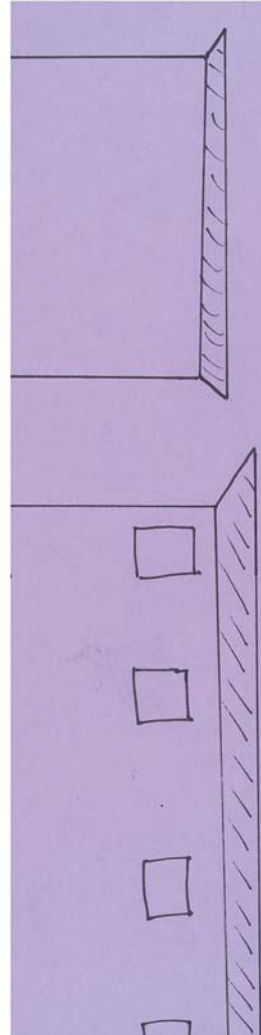
Pump It Up  
(3 stories)

w/ Ice Cream on  
bottom floor

High End  
Shoe Store  
w/ living above  
(1 story)

Vacant

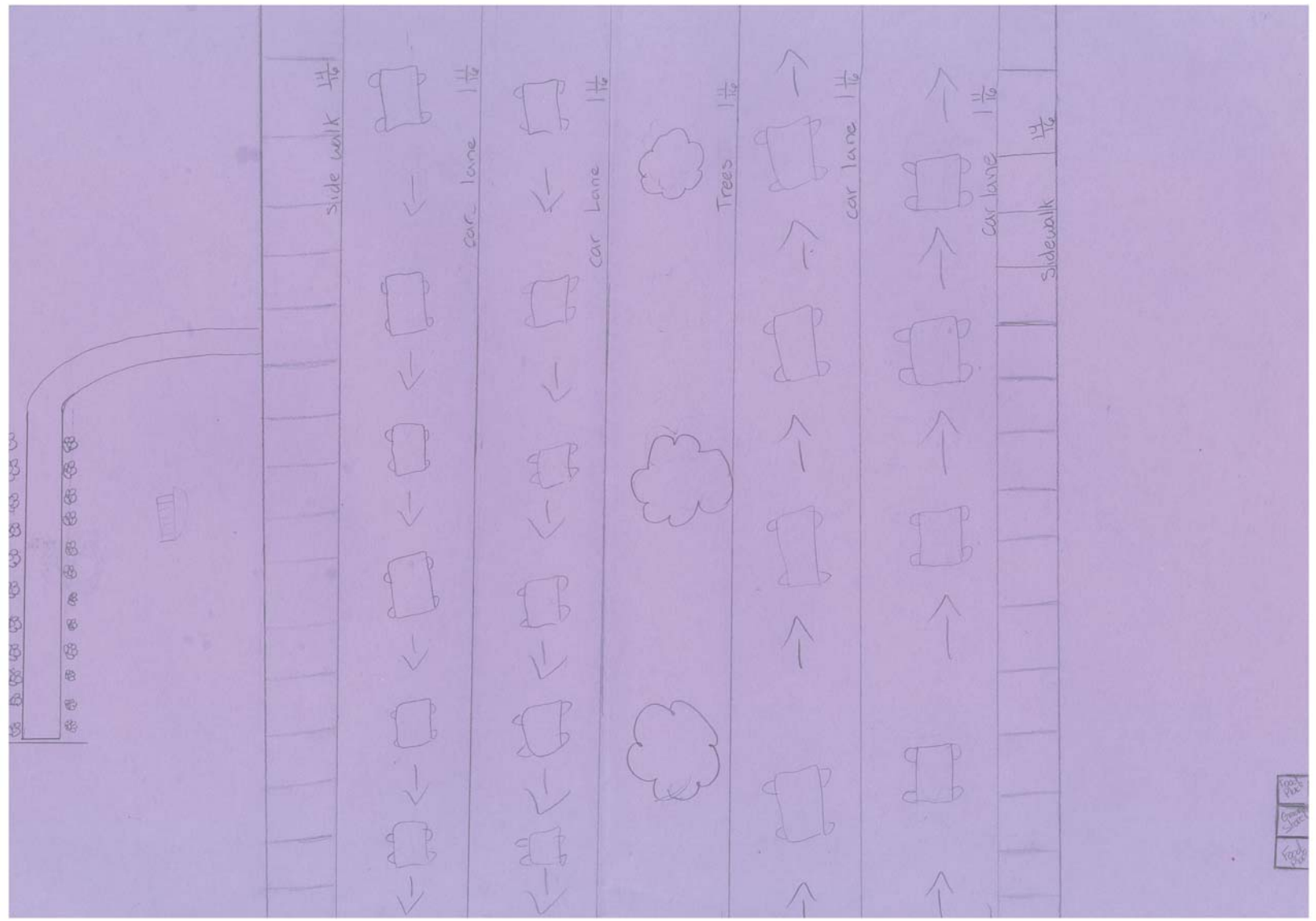
sidewalk drive thru bike lane



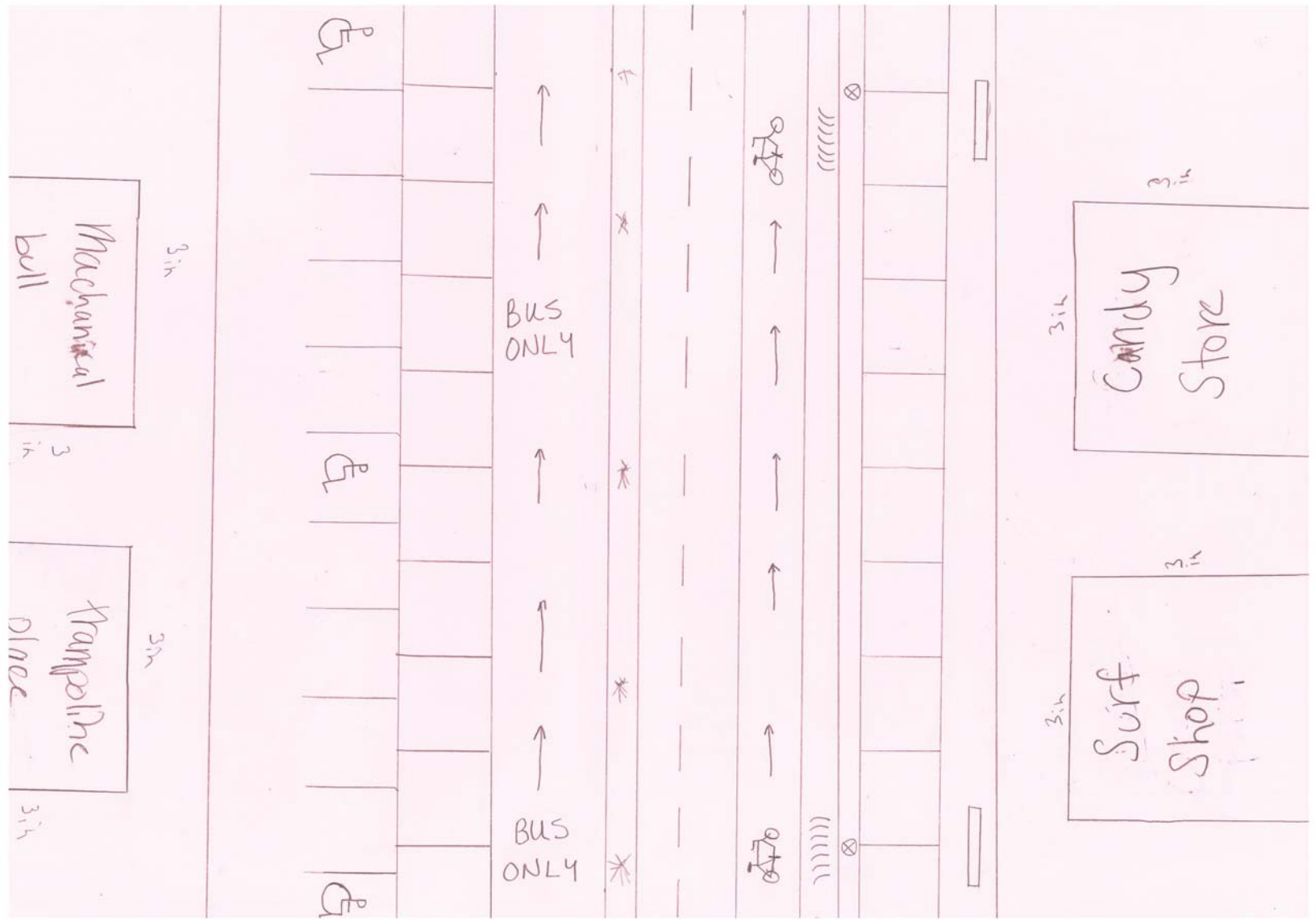




Independent business	side walk	side walk	Bus lane	tree	Car lane	Bike lane	side walk	Independent Businesses
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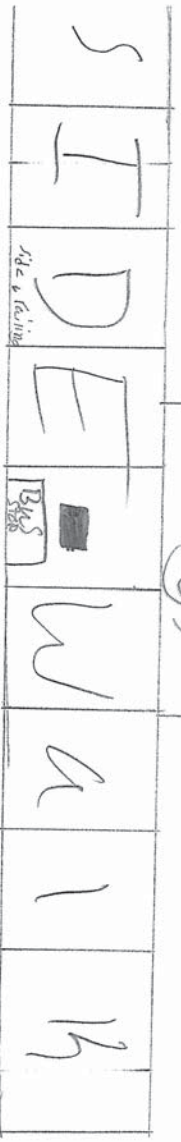


Parking

Bashin  
Robin

Steak  
Bashin  
Things Box

Trampoline  
Bashin | Fun Place

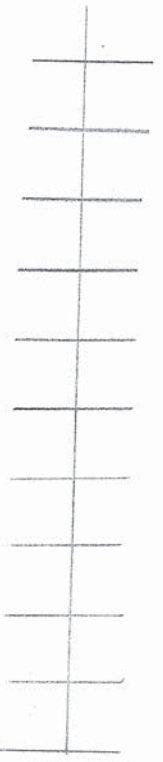
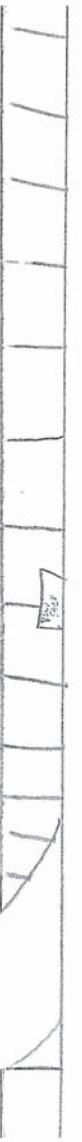


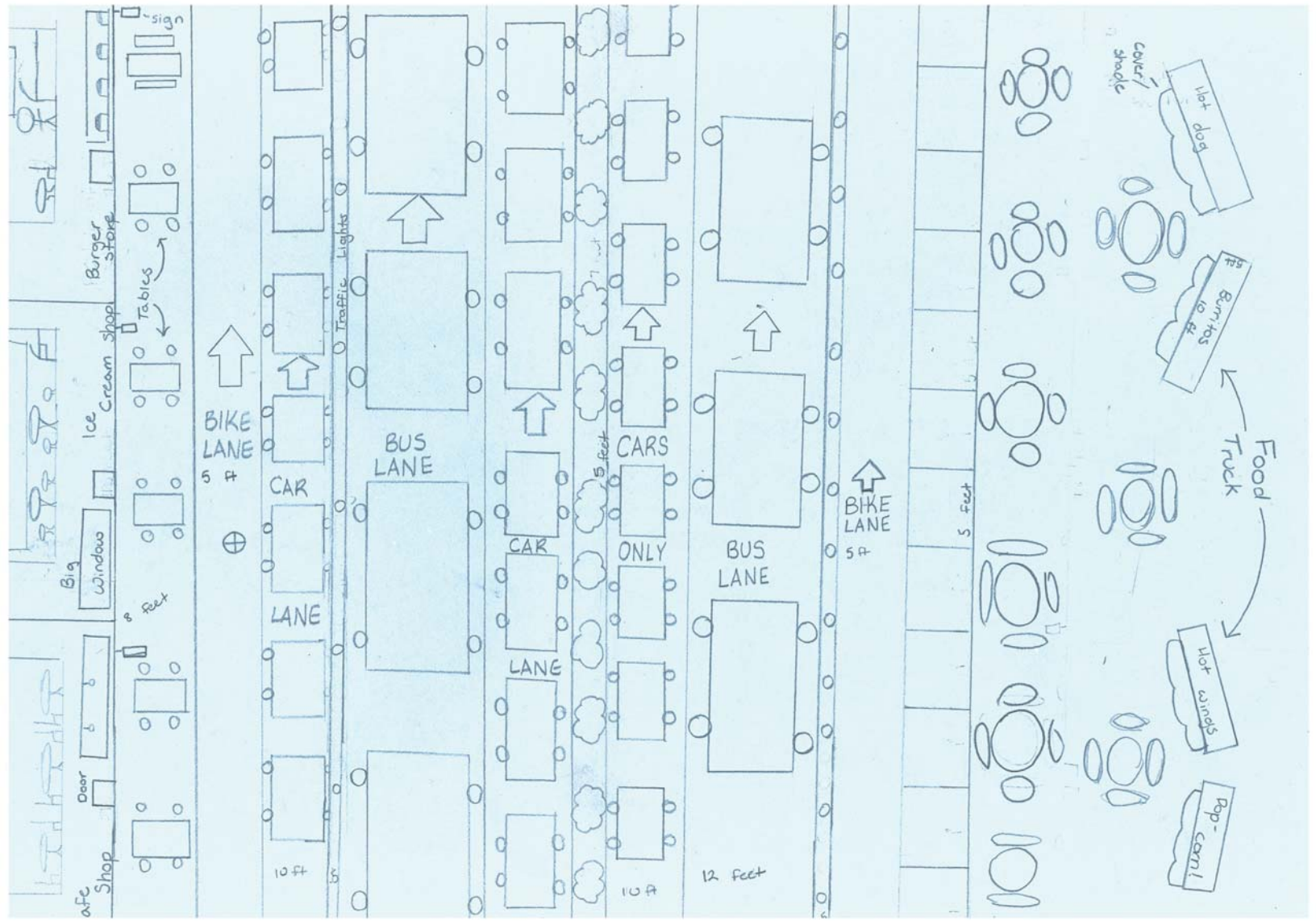
Road

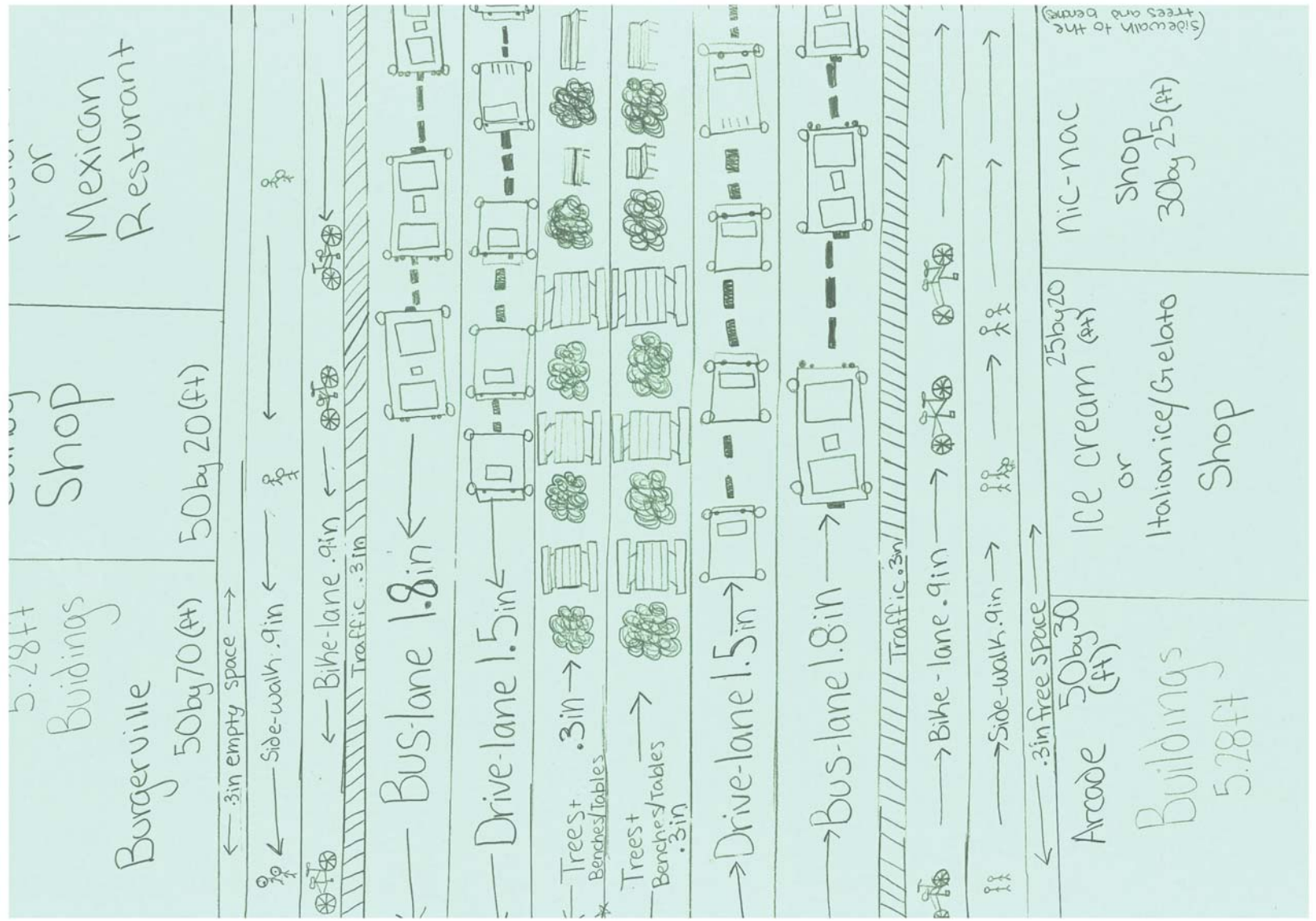


Road

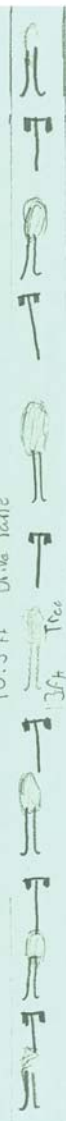
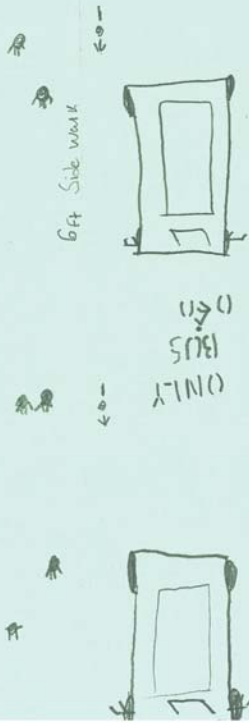
Bus ONLY →



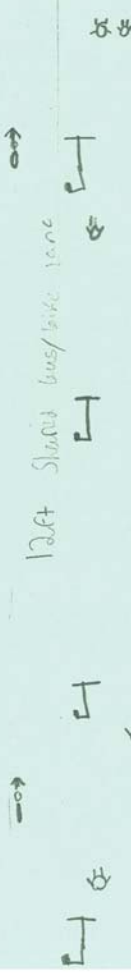




Residential/commercial building area

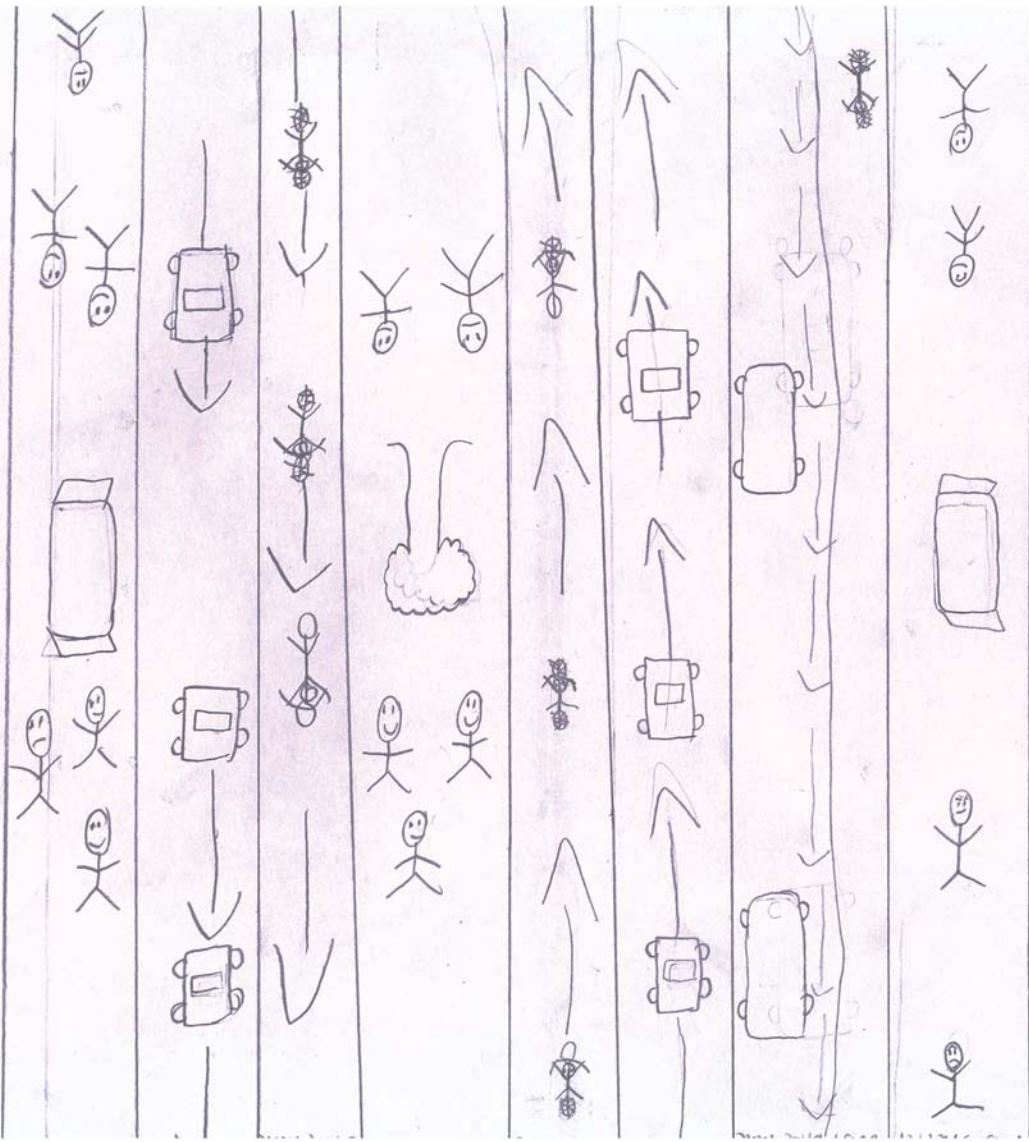


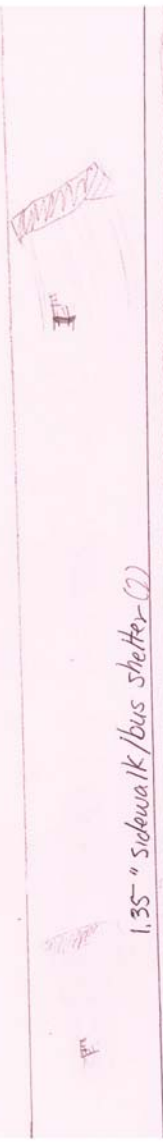
ONLY BUS size



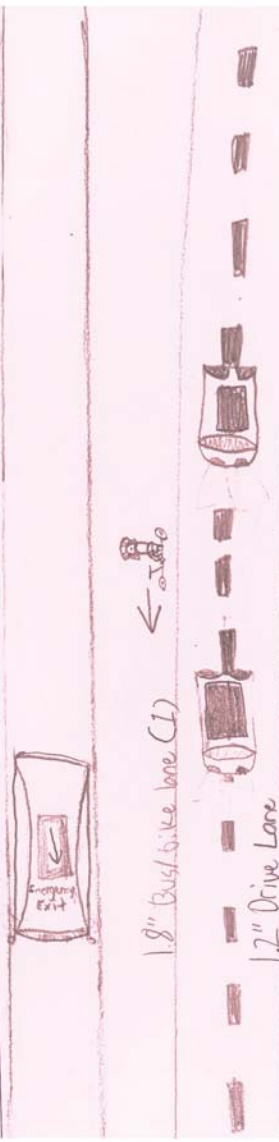
Residential/commercial building area

By Jack Parker





1.35" sidewalk / bus shelter (1)



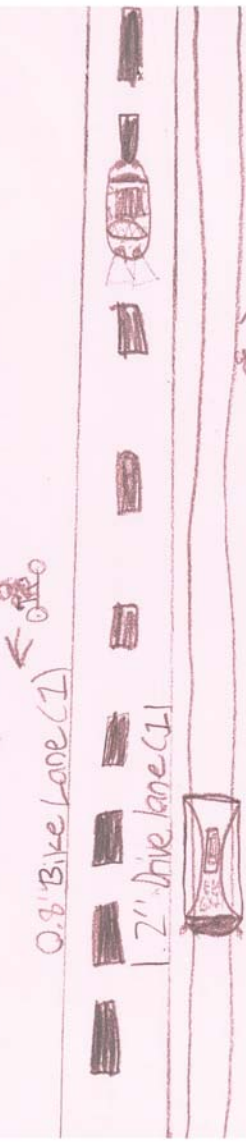
1.8" Bus/bike lane (1)

1.2" Drive Lane



0.9" Bike lane (1)

1.6" sidewalk with a tree (2)



0.8" Bike Lane (1)

1.2" bike lane (1)



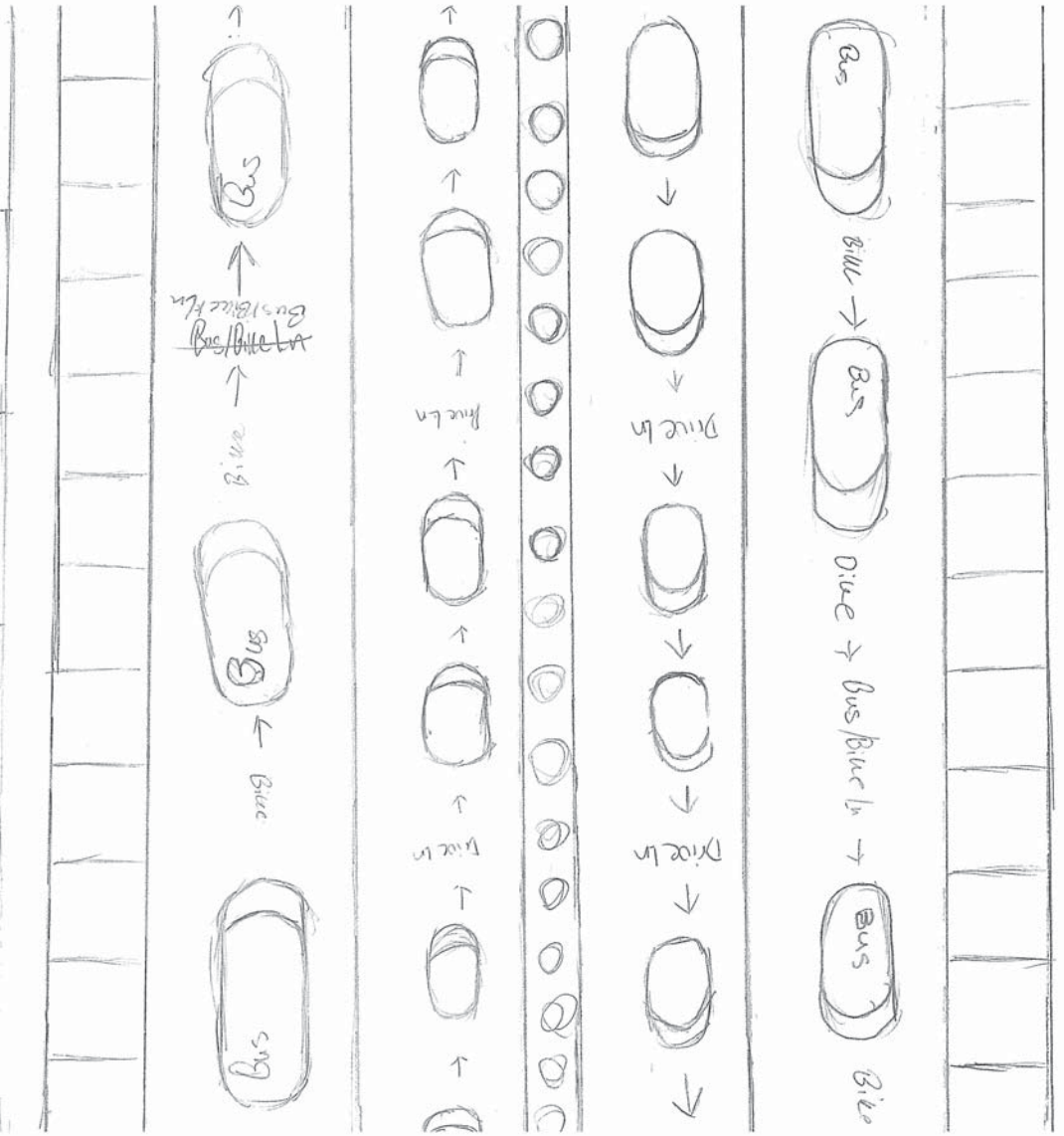
1.4" Shared bus/bike lane (1)

1 = 1st floor  
 2 = 2nd floor  
 3 = 3rd floor

1 = 1st floor  
 2 = 2nd floor  
 3 = 3rd floor

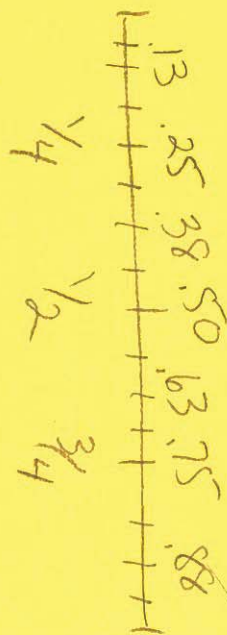
1st floor  
 2nd floor  
 3rd floor

1 story



Citizen owned  
 Restaurant = 1st floor  
 Apt. 3 = 2nd and 3rd floor

Burger restaurant = 1st floor  
 Apt. 3 = 2nd and 3rd floor



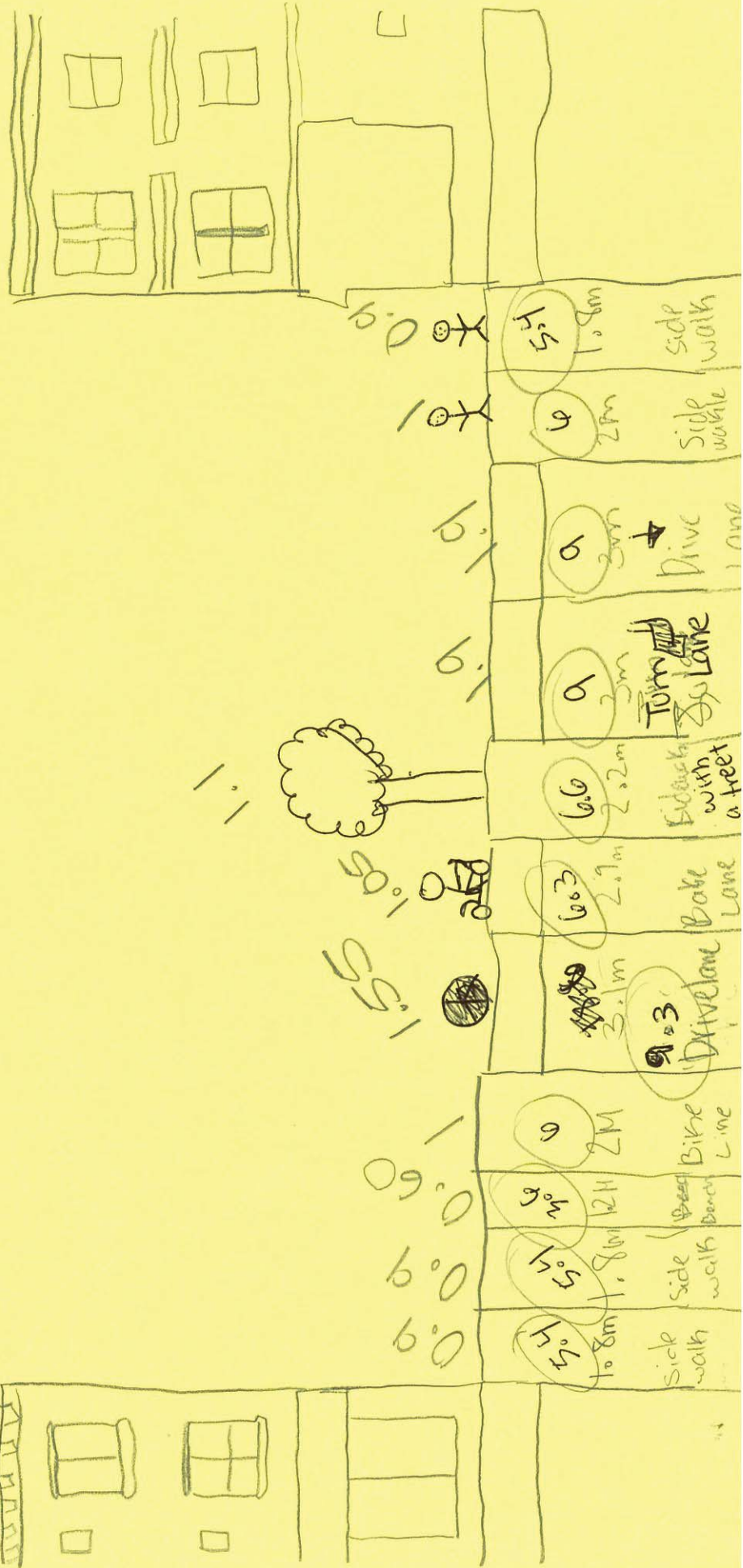
Building	Drive Lane	Bike	Side Walk	Misc	LAMP POST	Misc	Side Walk	Bike
	6.85 m	1.8 m	1.8 m	1.8 m	1.2 m	1.8 m	1.8 m	1.8 m
	20.55 ft.	5.9 ft.	5.9 ft.	1.8 ft.	3.6 ft.	1.8 ft.	5.9 ft.	5 ft.
	3.00	0.9	0.9	0.3	0.6	0.3	0.9	0.9

2 - 11.7125  
Lanes =  
11 marks  
lines



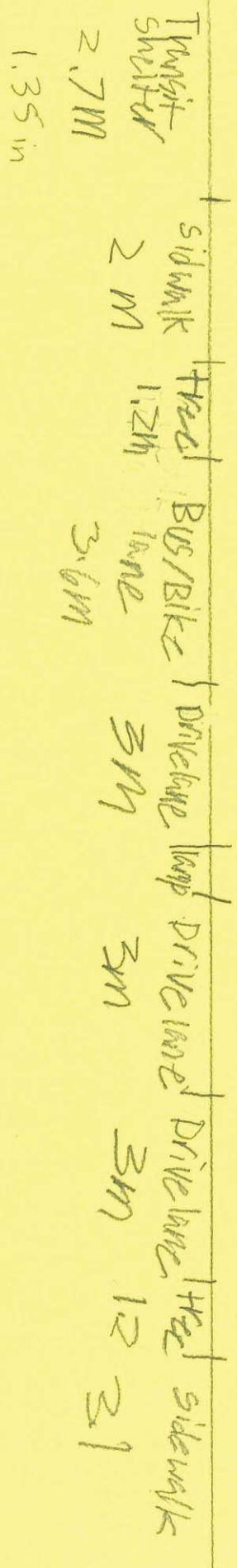


6  
2/2



THE ST

Creem Gully



x 3 ÷ 6

7.5 ft  
1.25 in  
Wash Finding  
Sign

7.8 ft  
1.3 in  
bike rack

9 ft  
1.5 in  
transit  
shelter

11.7 ft  
1.85 in  
bus lane

9 ft  
1.5 in  
drive lane

3.6 ft  
sidewalk  
w/

8.4 ft  
1.4 in  
bike lane

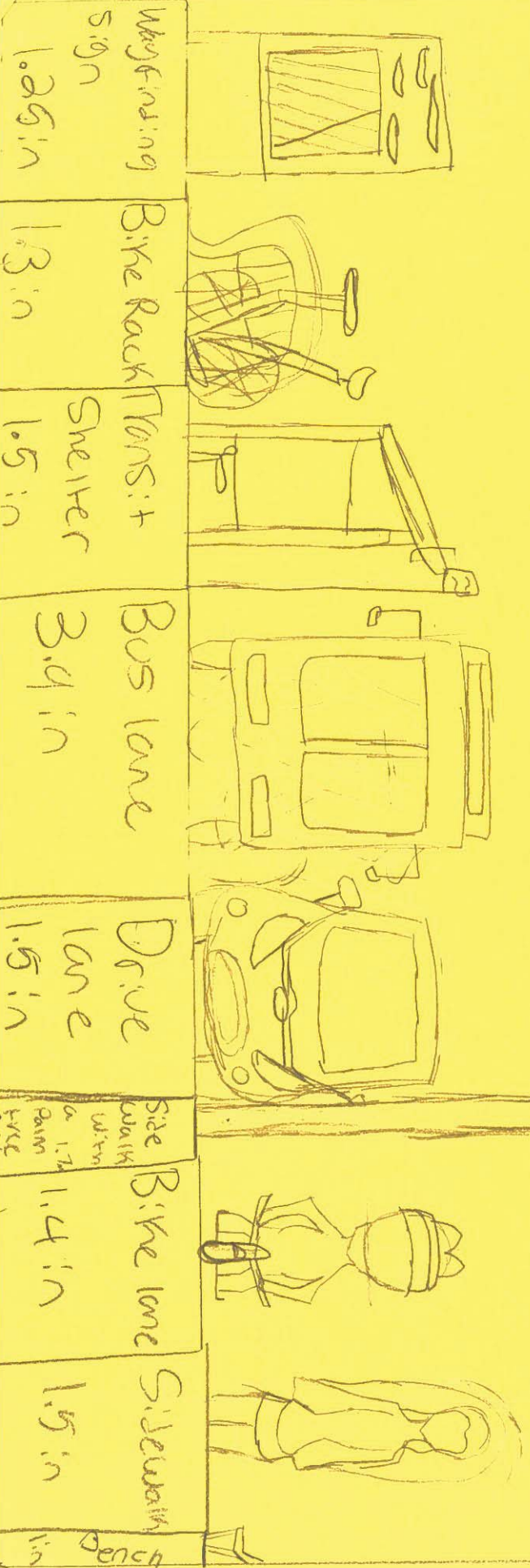
8.1 ft  
1.5 in  
sidewalk

9 ft  
1 in  
bench

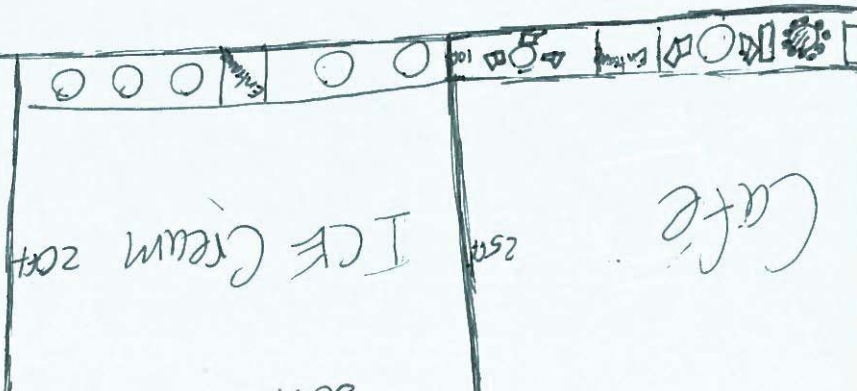
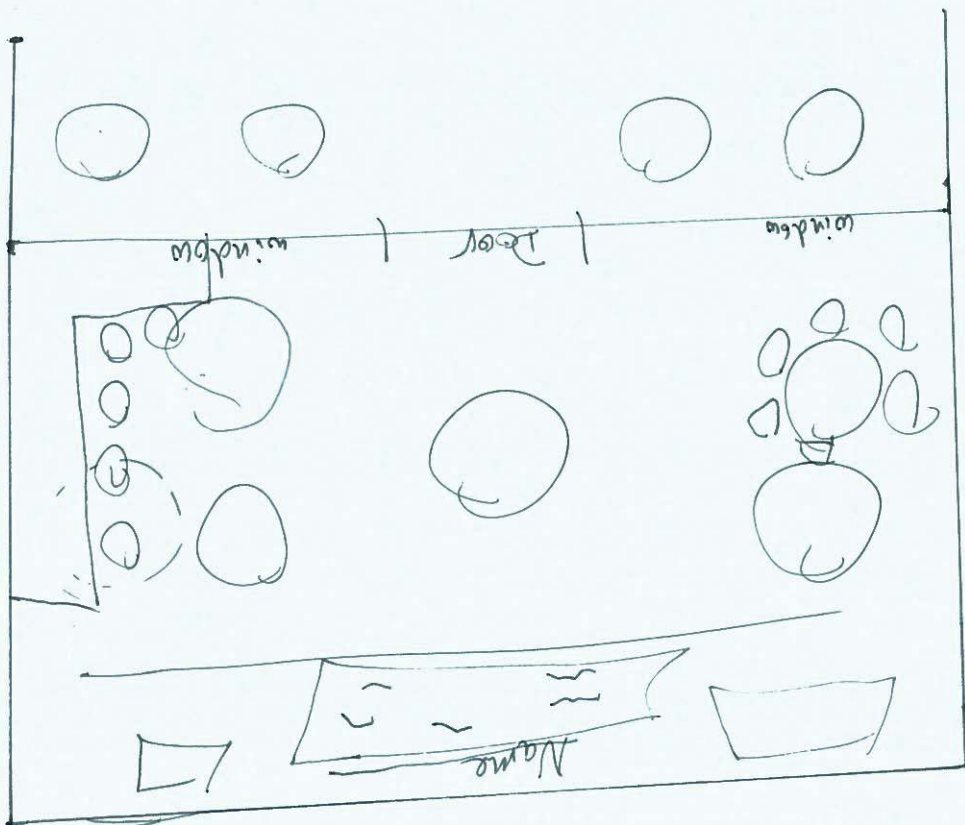


# Main St

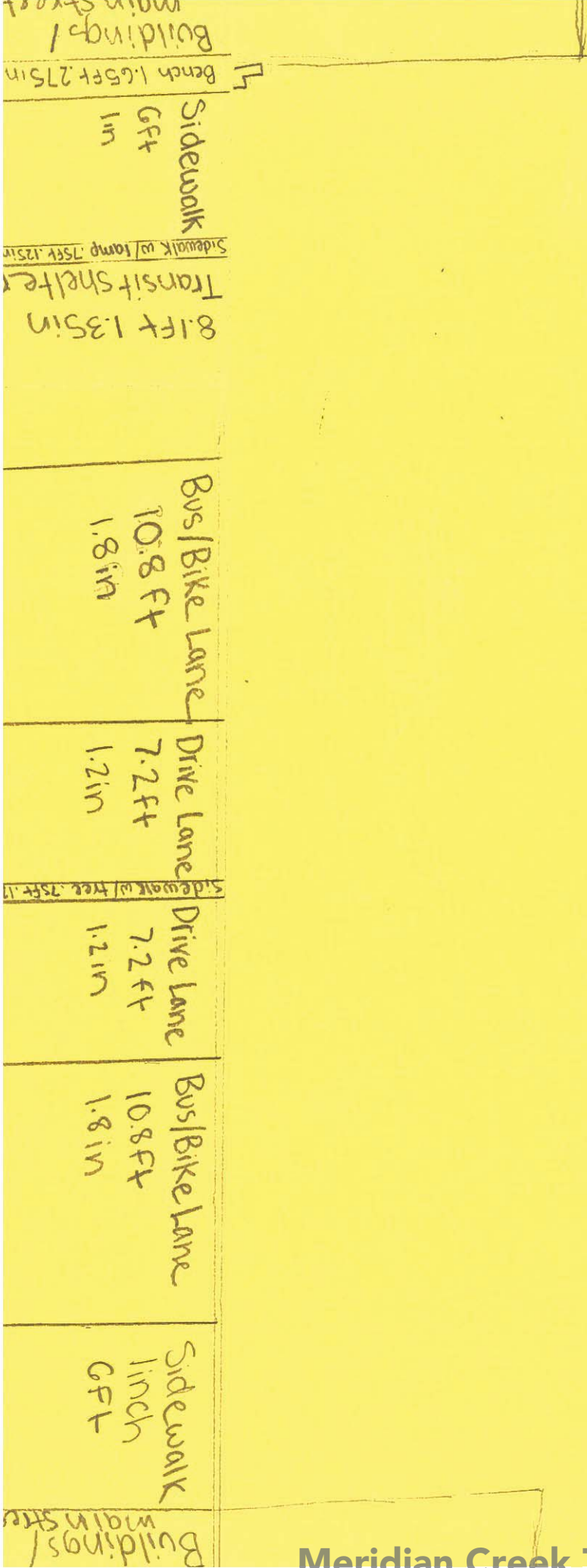
by P. J. D. N



Park with  
Play structures  
tables



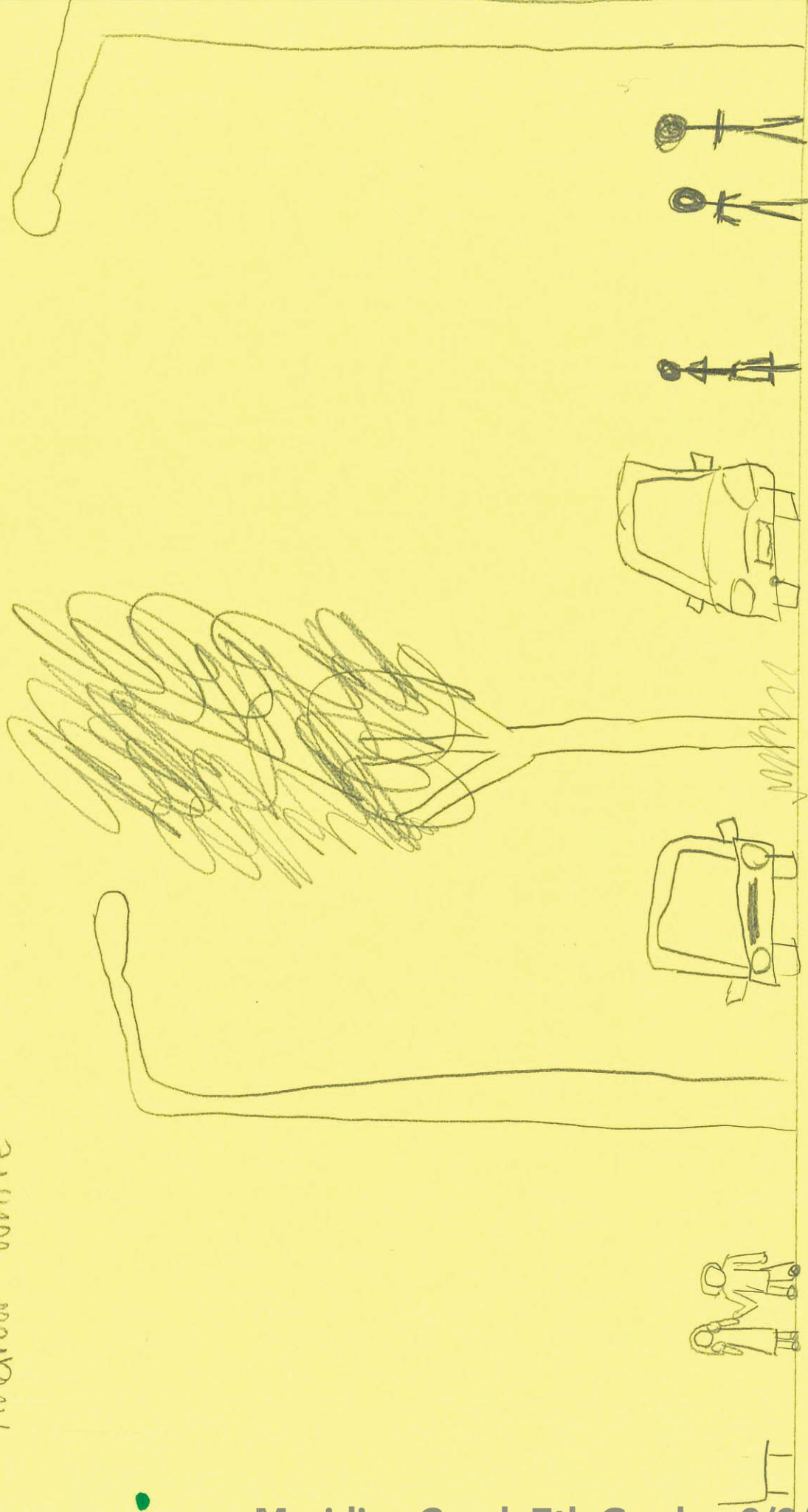
Sydney H.







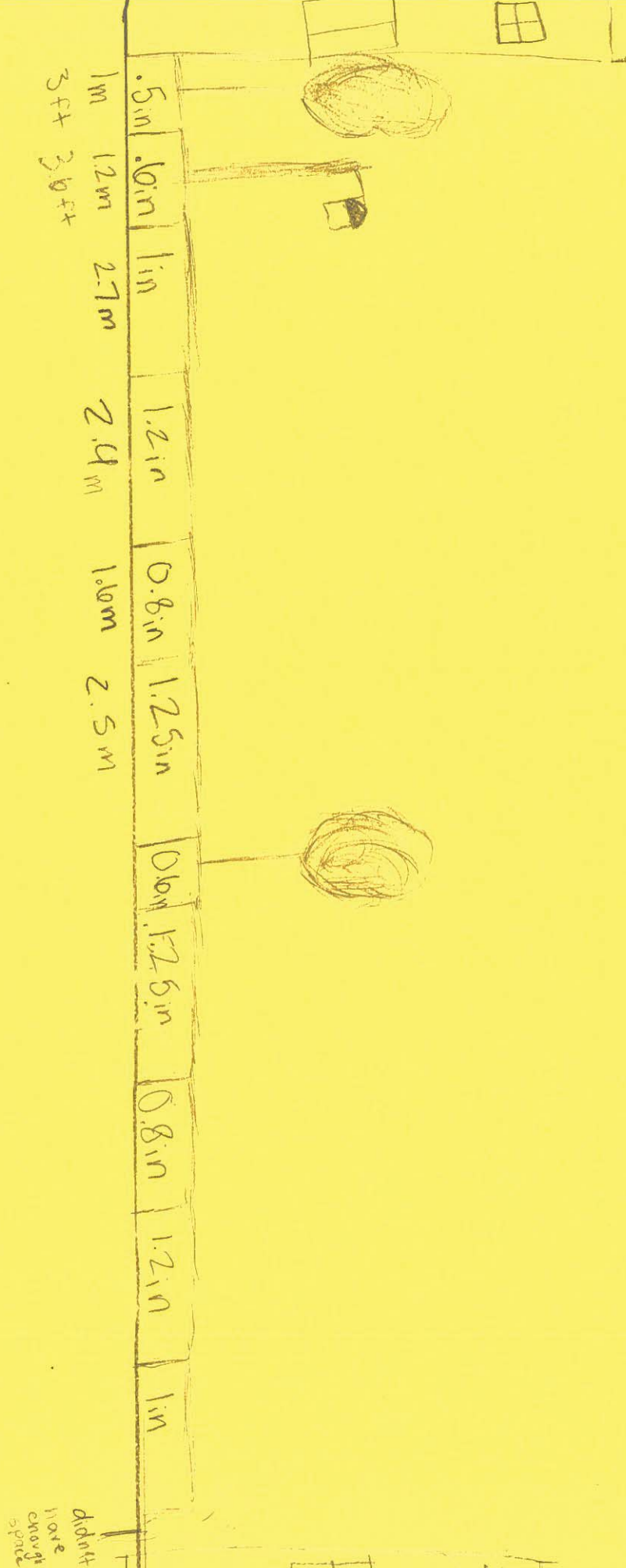
Andrew white



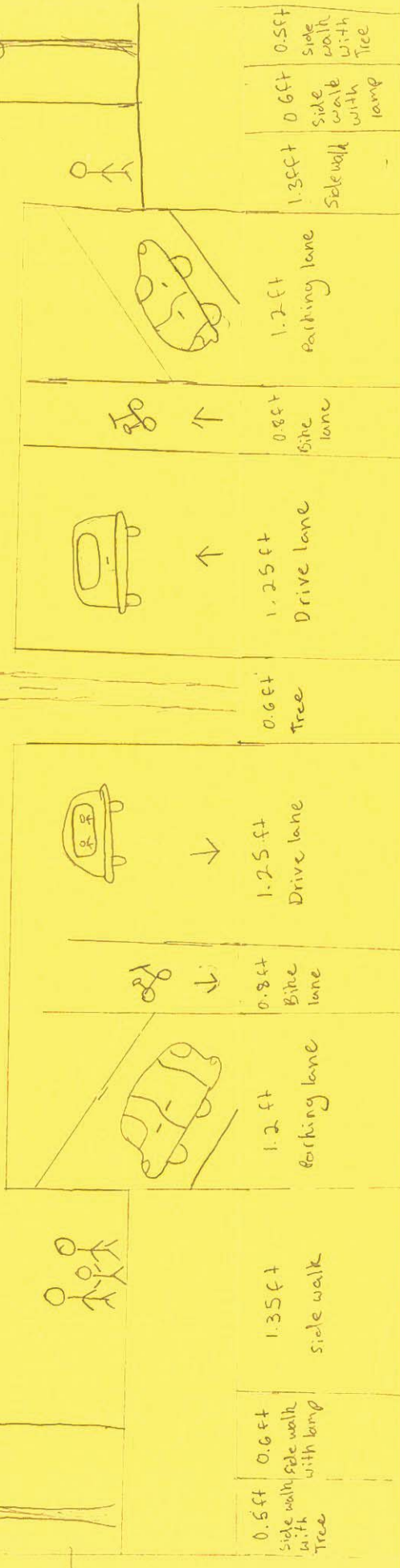
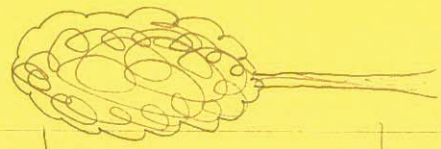
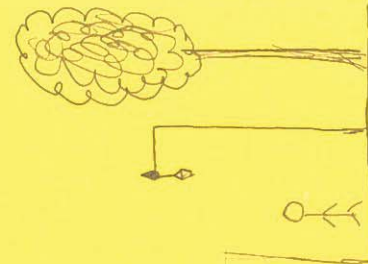
1.3m	Bench
2m	Sidewalk
1.3m	lamp post
3m	Drive lane
12m	tree
3m	Drive lane
1.8m	Bikelane
2.5m	Sidewalk
1.3m	lamp post

x3 ÷ 6





Highway Beauties



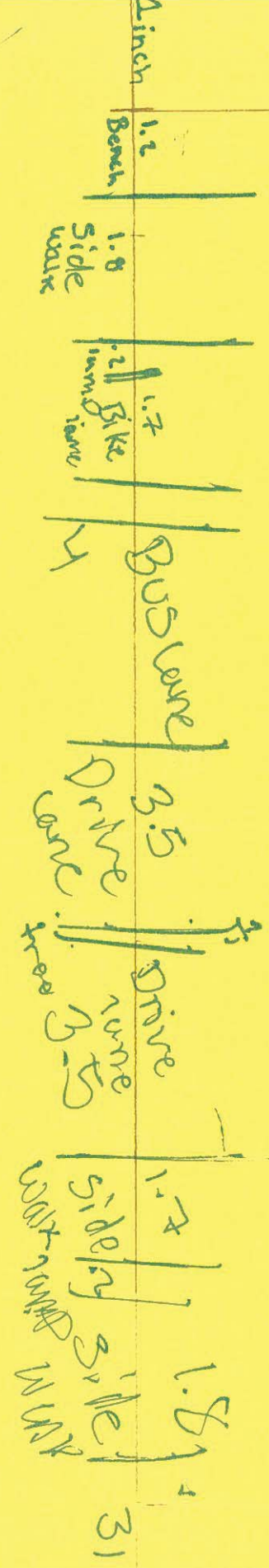
Rebekah W.

Main Street

- Side Walk
- 3.75 SW
- 1.35 Shelter
- 1.8 Standard bus/bike lane
- 1.2 Drive lane
- 1.25 tree
- 1.2 drive lane
- 1.8 bus/bike lane
- 1.35 in Shelter
- 1.25 light
- 1 inch sidewalk
- 0.27 bench



wayne



Side walk  
linch  
6ft

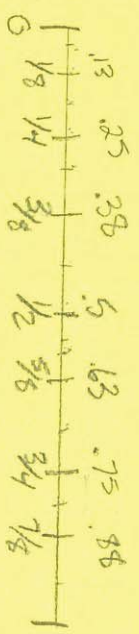
sidewalk  
3 1/2 ft  
lin  
6 ft



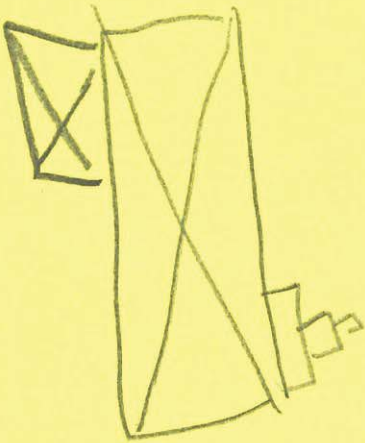
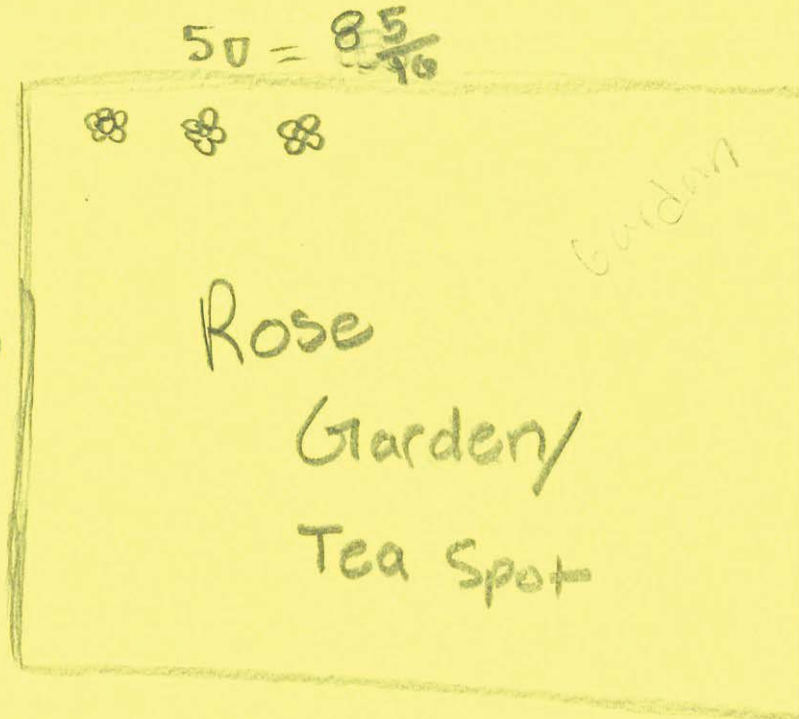
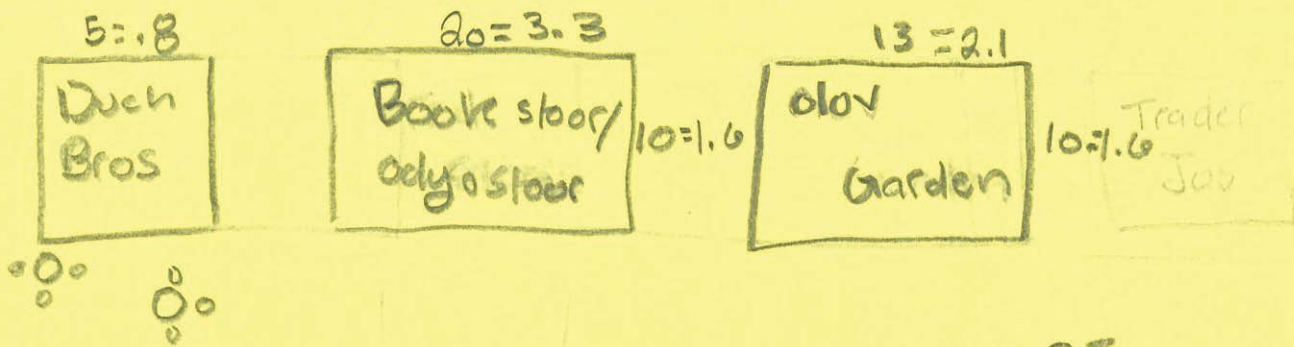
Building  
3  
Stories

X3-6

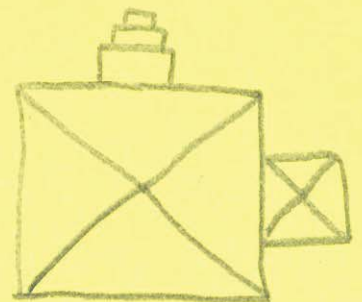
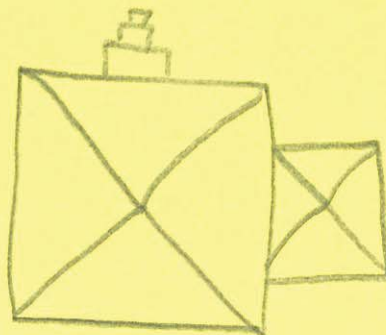
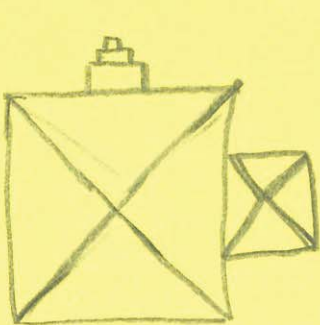
1.8	1.8m	1.8	8/16	3m	3m	1.5	3.6	1.2	2.7	1.8m	1.2m
Side walk	Sidewalk with tree	Sidewalk with a lamp	lane	drive lane	drive lane	lane	Bus lane	Sidewalk with lamp	transit	Sidewalk	Sidewalk with TREE
5.1	3.6	3.6	4	9	9	4	4	3.6	4.1	5.4	5.6



Building  
& stories



housing

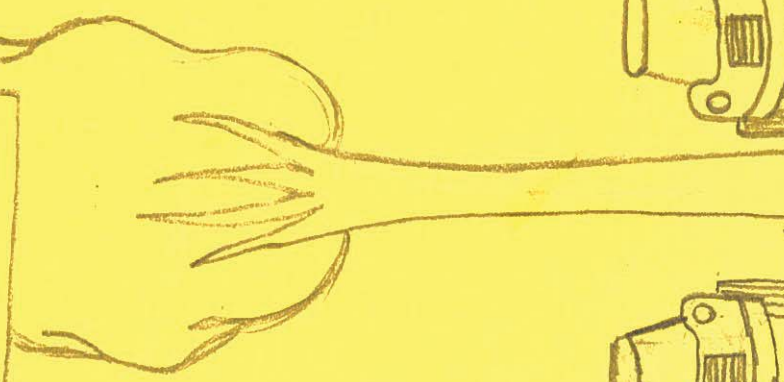
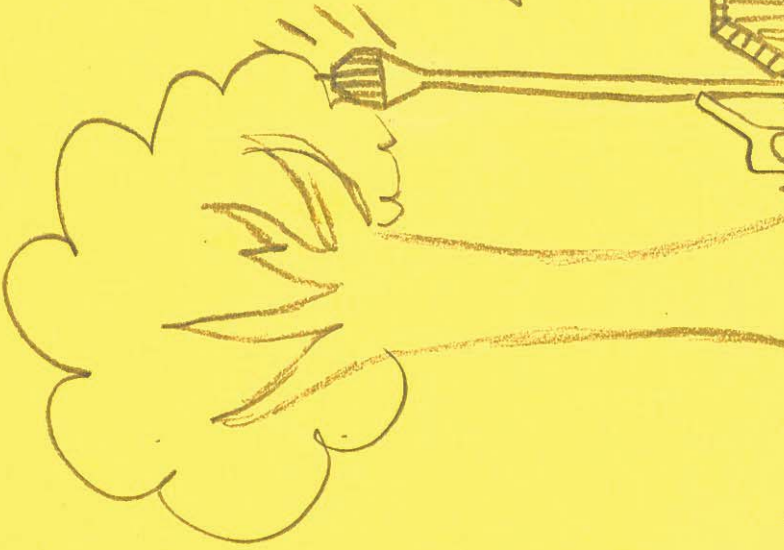


x 3 - 6

Panda St

Housing

Housing



1.2m  
Bench  
.6  
.1

4.5m  
side  
walk  
with  
Tree  
~~2.25~~  
1.5

1.8  
Bike  
with  
a  
Tree  
.9

3M  
Drive  
Lane  
1.5

1.8  
side  
walk  
with  
tree  
.6

3M  
Drive  
Lane  
1.5

1.8m  
Bike  
with  
a  
tree  
.9 ✓

4.5m  
Side  
Walk  
with  
Tree  
~~2.25~~  
1.5 ✓

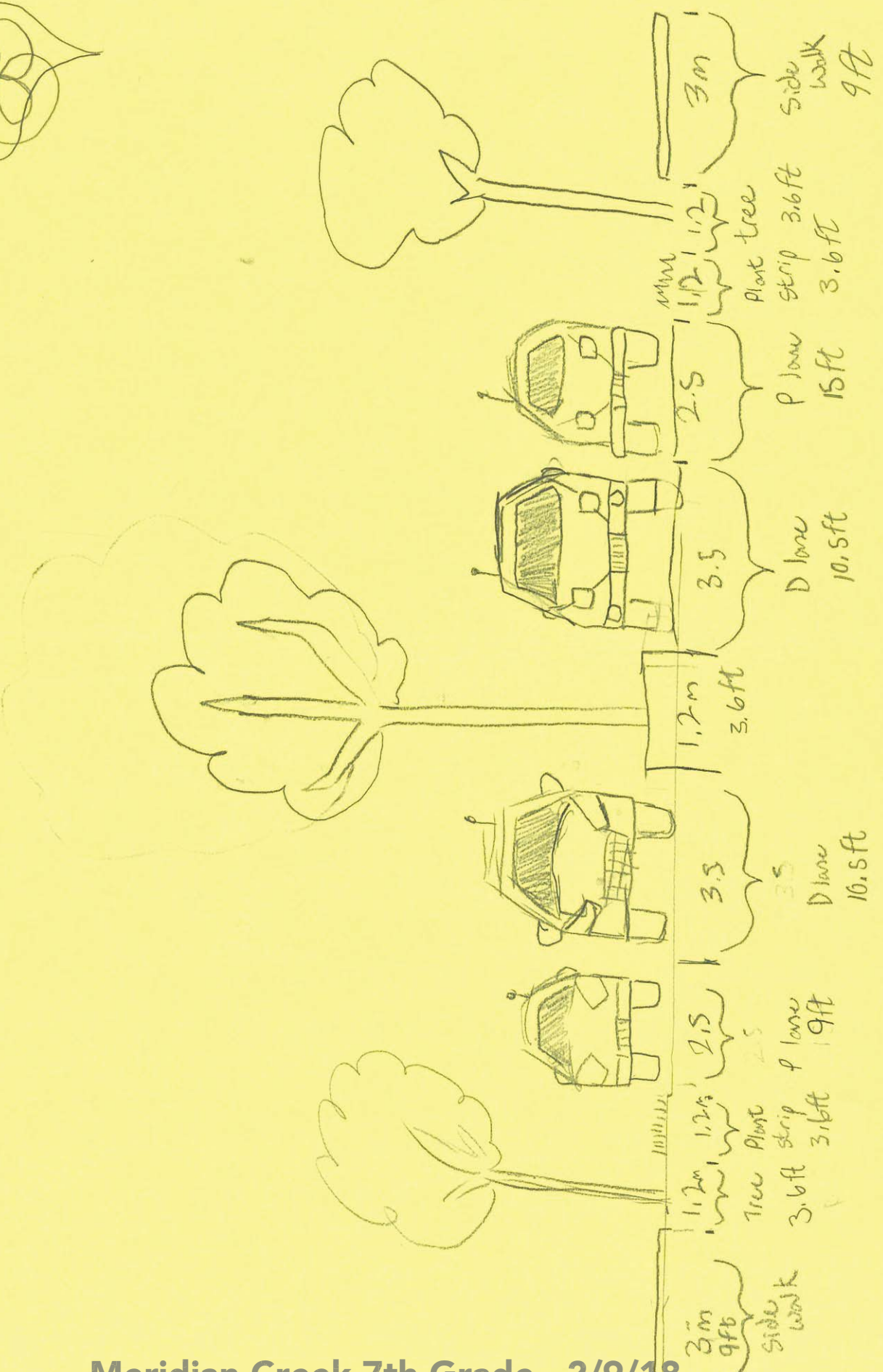
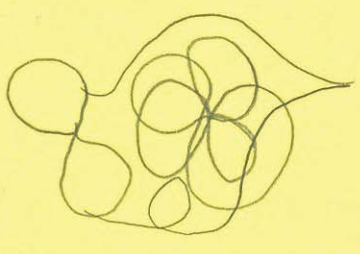
1.2m  
Bench  
0.6 ✓

1.3m  
Bike  
rack  
.65 ✓

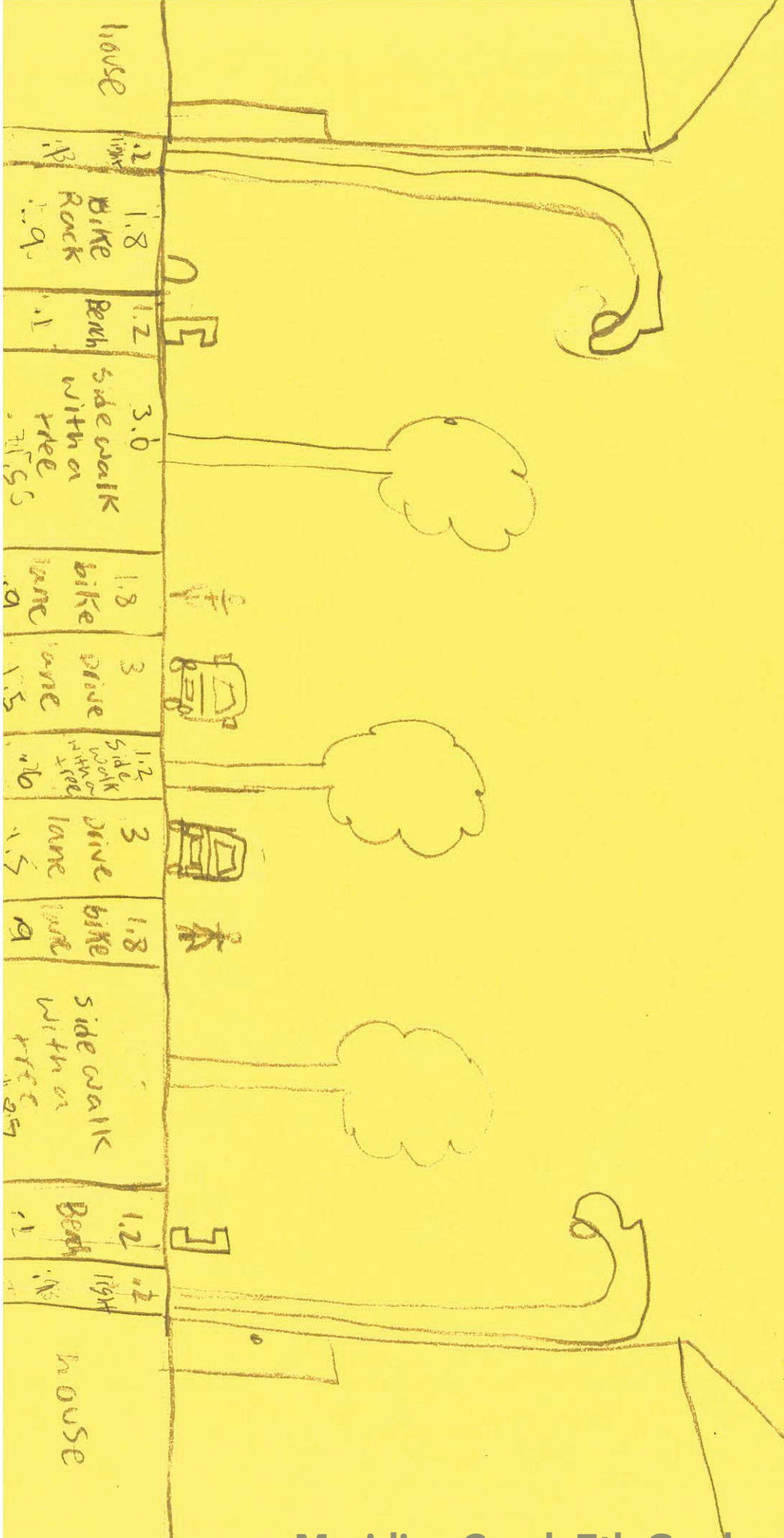


# Main St.

Meters =  $x 3 \div 6$   
(feet) (inches)



# Panda Street



Bike Rack -  $1.5 \times 3 = 4.5$

Bench -  $1.2 \times 3 = 3.6$

Sidewalk -  $2 \times 3 = 6$

Sidewalk with tree -  $1.2 \times 3 = 3.6$

Bike lane -  $1.8 \times 3 = 5.4$

Drive lane -  $3.5 \times 3 = 10.5$

Sidewalk with a tree (in the middle of the road)

$1.1 \times 3 = 3.3$

All those answers divide by 6

Building  
0.7  
0.6  
1  
0.6  
0.9  
1.7  
0.5  
1.7  
0.9  
Building

Bike rack

Bench

Sidewalk  
sidewalk + tree

Bike Lane

Drive Lane

Tree

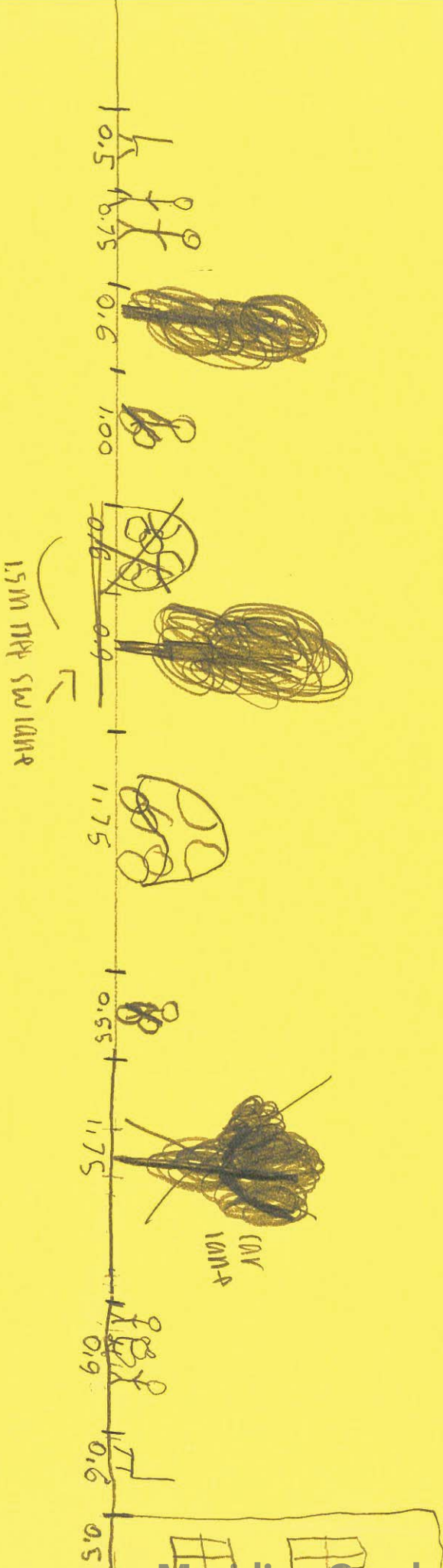
Drive Lane

Bike Lane

2.95 in

Analyze  
in 1000

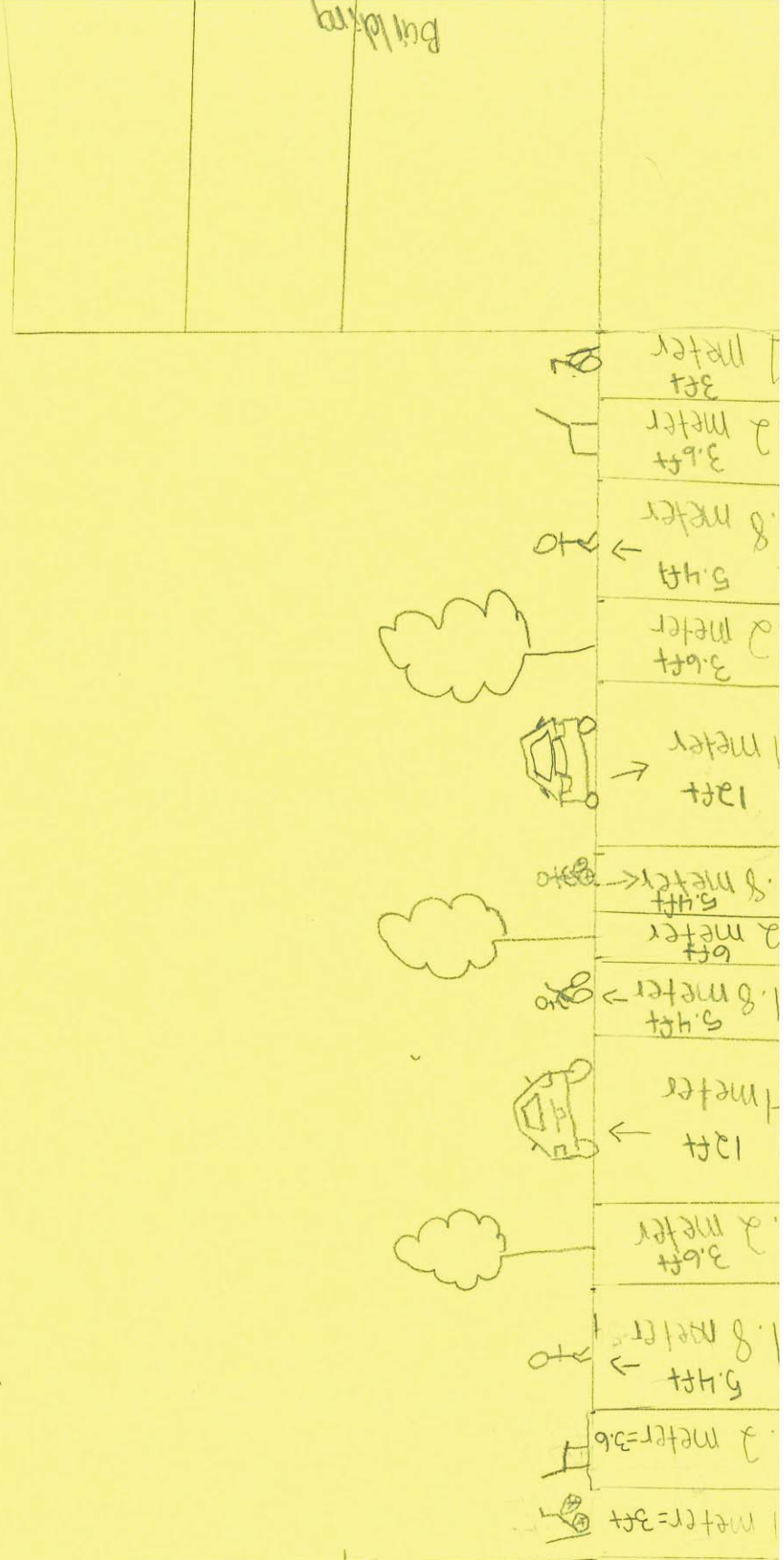




CON 105

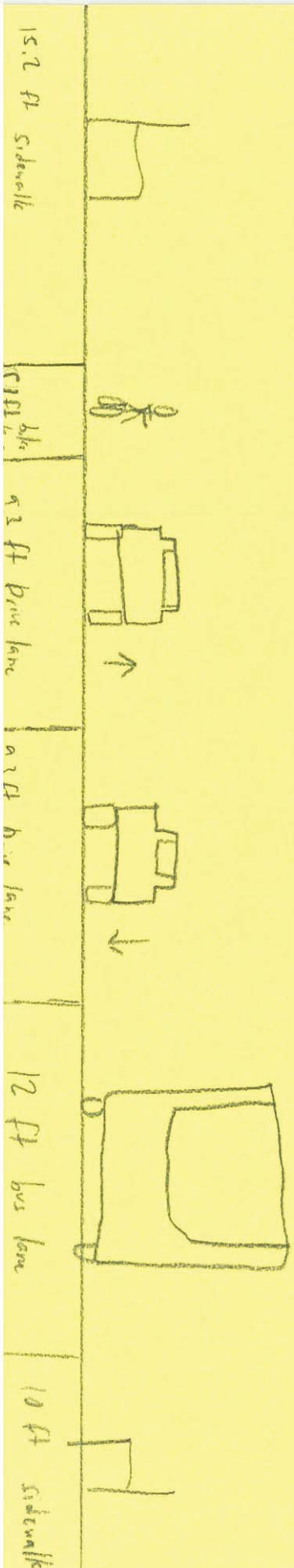


Natalie Kendig  
P1





CS

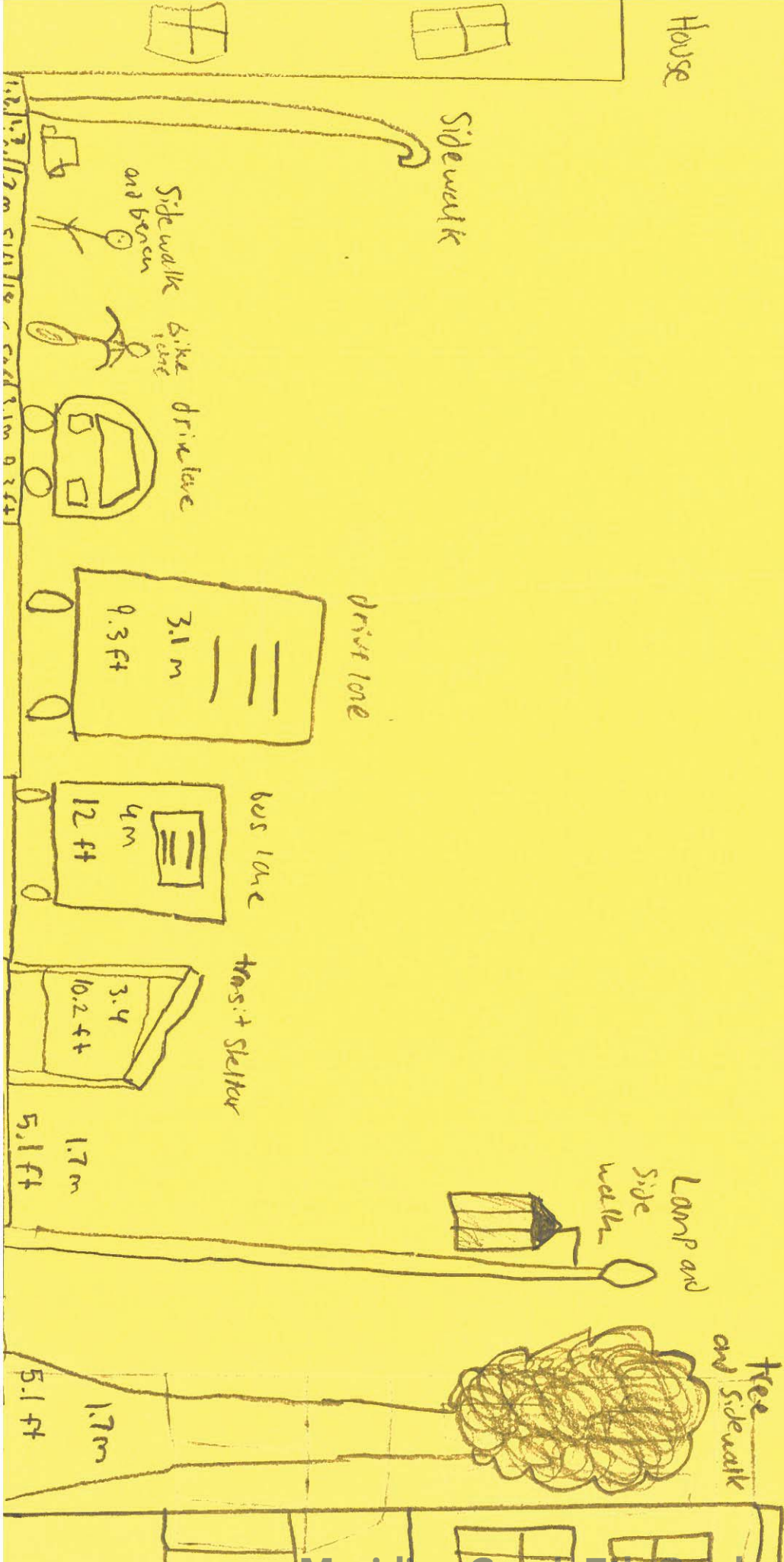


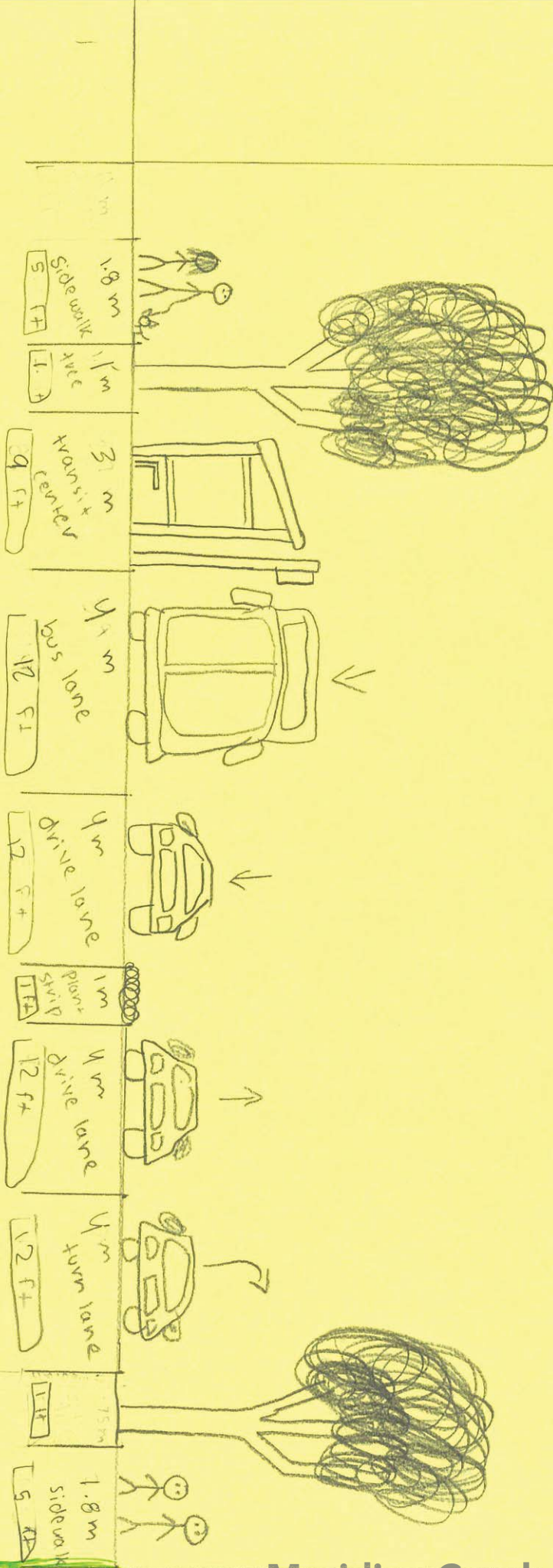
+3 each

2.1ft .7m .35	tree
3.6ft 1.2m	Bench
6.3ft 2.0 3	sidewalk
4.5ft 1.5m	Bike lane
9.3ft 3.1m	Drive lane
9.3ft 3.1m	Drive lane
5.4ft 1.8m	sidewalk with tree
9.3ft 3.1m	Drive lane
9.3ft 3.1m	Drive lane
4.6ft 1.55m	Bike lane
6.3ft 2.1	sidewalk
1.9 .65	tree



Take  
Edmondson





Main Street

Alexander

1.25 in wayfinding sign 7.5 ft	1.3 in bike rack 7.8 ft	1.5 in transit shelter opt	1.95 in bus lane 11.7 ft	1.5 in drive lane opt	0.6 in tree 3.6 ft	1.4 in sidewalk 8.1 ft	1 in bench 1.5 ft
---	-------------------------------	-------------------------------------	--------------------------------	-----------------------------	--------------------------	------------------------------	-------------------------

pine lane  
1.4 in  
8.4 ft



Ideas I like

What I think might not work

Economy Group

- Dog related stores

- The boutique seems feminine, what I think is perhaps make something for both genders

- Dutch bros

- Italian restaurants are seen as fancy, it wouldn't really look well with these other common stores

- Bike lanes

The houses, I think would not work, because people wish to not be around some where noisy and crowded

- Dutch Bros  
- donut shop

- The apartments  
- The houses  
- The hotel  
are places I think people would not go in

Analise Miraz

# Ideas I Like

# I don't think it will work because

- There store designs
- your choices in stores and the space between them
- I liked there dutch bros idea
- close stubs are like book store + restaurant
- made buildings have multiple uses

- so many places close together because there all sandwiched together
- another motel because we have 2

9/4/18

I don't like

I don't think it  
will work because

pet store

I like the trees in the  
middle to make it less  
city like.

I like the bookstore by  
the park.

Ideas I like

Natalie  
Kendig

I don't think it will work  
because

- Pet store/shelter
- Dutch bros
- Small shops
- housing
- Book store
- Clothe stores

- There is a lot of places within a minimum space and might not fit because of what they are
- The park might not work because kids are going to be close to a loud busy road and it may be dangerous
- I don't like the idea of a motel because there isn't a lot of space and its packed right next to stores/food places

Ainsley  
Kennedy

Ideas I like ...

- the idea of a pet store  
and coeeee shop to meet  
friends and hangout with  
Puppy's

- I like the idea of a vegan  
and gluten free restaurants  
because there arnt many places  
like that

- I also liked the nature spa  
that has nature and earth  
and not just more concrete

- I like the idea of a  
community box of greens  
and herbs

- I like the idea of a dutch  
bros because there is so many  
starbucks and we dont have  
a clutch bros yet.

Ideas I don't think it will  
work because ...

- I think the Olive garden  
wouldn't work because  
it is to big for a small  
main street.

- I don't like that there  
is no driving lanes  
because some people  
can't get places without  
a car

ideas I like ♥

- dog friendly coffee shop
- coffee shop with bean bags instead of chairs & tables
- gluten free shop (all gluten free)
- Arcade Store, instead of bulwinkles where you have to pay to get in you could just walk in an Arcade and not have to get in and ~~pay~~<sup>pay</sup> to play games.
- I like ~~that~~ the idea of a dutch bros because there's too many StarBucks and it's annoying because there is no dutch bros in Wilsonville.

♥ I don't think it would work because...

- I think an Olive garden would not be good in my opinion because it's a big brand and it would take a while to
- I don't like that they have no driving lanes, ~~no bus lanes~~, and no crosswalks because there has to be transportation

## Ideas I Like...

- Out door Seating Restaurant
- Spa
- Safe access
- Make a less painted area
- Olive Garden
- Book store

I dont think that will work because

- in order to have Dutch Bros we will have to take down Star Bucks, ~~Star Bucks~~ is very successful so if it goes "POOF" we could loose Money.
- apartments

They  
should  
make a the  
Ice Cream  
Museum  
in  
Wilsonville

Ideas I like

Bla-ber doughs  
dutch <sup>bros</sup>  
spa  
Book store

I don't think it will  
work because

Close to gather  
Restaurants not going  
to work.  
Apartment on top of things  
not going to  
work



ideas I like...

I don't think it will work because

I like the idea of meeting new people and life,

Book store

③ setting a magnet  
④ side walk  
Diemear

ideas I like.....

- outdoor Seating Restrant
- Safe access
- Spa
- Bean bag coffee
- Book store

I don't think it'll work becau

- Duck Bro's

# Ideas I Like

1. I like olive gardening

- The Donut Place  
I Really think can work

- Dutch is Good

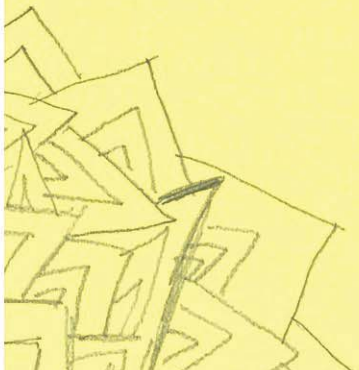
- I like the tree idea

~~SHARED~~ transportation

I don't think it will work because

- I Don't think two Diet Places will work because they should have space

Joshua A.



like \ agree

dislike \ disagree

- many community gathering space
- multiple restaurants \ eating spots
- many available transportation
- slappy cakes!
- lots of trees \ nature spots
- good restaurants
- safe access + bike lanes
- specific transportation lanes
- houses right near town for convenient
- book store
- clothing + donut shop
- bike shop
- multiple shops in one building

- too many dog \ adoption places in one
- a lot of Dutch pros
- a motel in town center
- no safety between DT + SW 's

## Ideas I like

- I like the idea of having a pet adoption.
- I like having the idea of having a bakery.
- I like the idea of the blue star donuts
- I like the idea of having a Vegan food place and a Gluten free food place.
- I like all the greenery
- I like the idea of having a donut shop.

## I don't think it will work because...

- I'm not sure having a ditch bro's right next to street would be very safe.
- I like having all the trees but I am not sure if all the trees in the street is such a good idea.
- I think there should be a few more sidewalks



CJ

## Ideas I like

Making a make-your-own-pancake  
store idea

I liked the open spaces

I liked separating the roads  
with trees because I think  
it's a nice design.

I liked the library.

I like trees on the  
sidewalk + Dutch Bros.

I want stores.  
and  
like

I don't think it will  
work because

I don't like the Dutch Bros because  
I don't think a lot would people  
would just stand by there.

ideas I like

- dutch bro's
- bike lanes
- side walks,
- Book store

I dont think that ~~will~~ will work

because - more food places because we already have a lot

Shane Cseh Period 4

2/9/18

Ideas I Like

I like the  
bike store  
idea a lot  
and the coffee  
job to.

I like the dog  
store idea

I like the dance  
idea A LOT!!!

I like the  
book store idea

Shane Cseh 2/9/18  
Period 4

I don't think it will  
work because.

~~I don't think~~



idea I like ... ya! ↑

I don't think it will work because ... ↓ boo!

1 like how they put a jewelry store and a toy store and a donut store.

They put a very little small shops

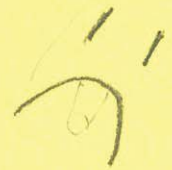
2 they put a dutch bros and a donut places

put a lot of malls 5

3 how they put a park in it

4 how they put a gluten free food area

5 how they added a hospital and a Arkade for kids.



# Ideas I like

- Variety of shops
- I like the small stores and not just 2 big stores
- I like the spa and dutch bros
- 2 words for you!!!! Vegans green
- mixed stores

# I don't think it will work because...

- I feel like there is too many shops
- only 4 shops

Ideas I Like



I don't think that would work...



1st - Dog friendly, good for dog lovers.

2nd

3rd Alternative stores/shops make a sense of modern use.

Odd combination of coffee and adoption.

Did not see use of safety.

Two people didn't speak

RideShare

S. Pond

Like

Dislike

Toy Story

Good

Bad

Shot Steve

toy staff

Abby Havens

Good Idea 🤔

I don't think it will work 🤔

I feel that the dog cafe is a grate idya for dog lovers

→ I don't know if the MANY stars ar a good idya.

I Beleve that the Duch Bros is a grate idea

→ maby the 12 ft sidewalk isent the grateced idea

I think the sid walkes and the Bikes ar a good idea

→ not a sonda near the Duch Bros ... Rinda gross

I think that the Confy seting arya and the Vegin, Gluten free Places is a good idea

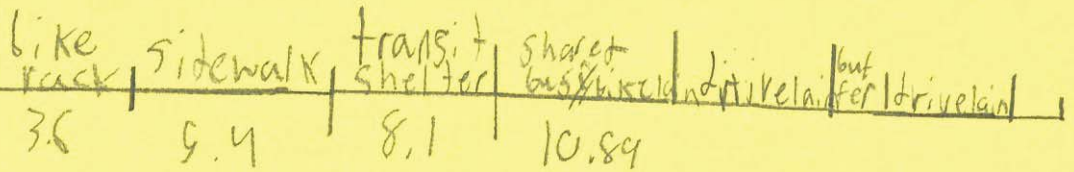
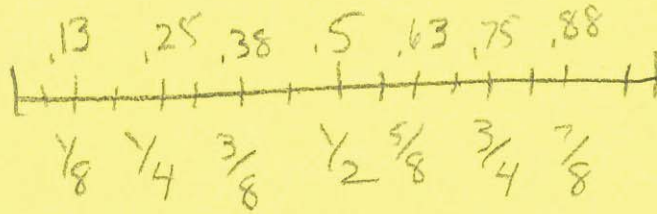
The Bike Shop is a good idea

→ I dont like the idea of the motell.

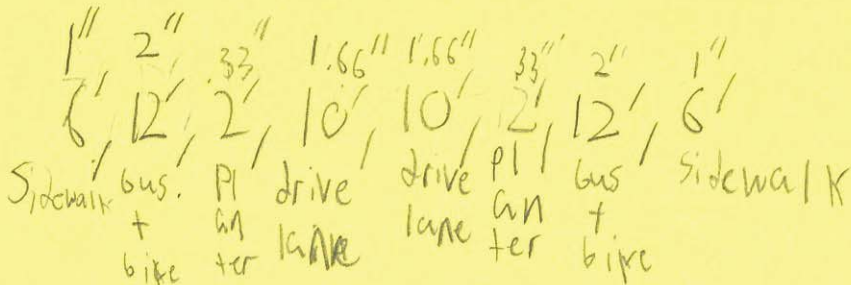
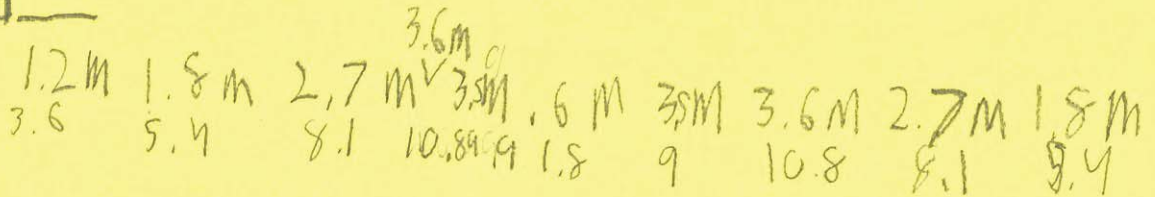
I lean that I like

I don't think it will work because...

6 is built in



wide buildings bike





Things we liked:

2/9/18

- I like the idea for sushi based on the need for the area! - smart planning.

|

|

|

|

|

I like

• Seating area

• Bakery

,

I don't like

• Bank

,

## WORKS ✓

- I feel like a sushi restaurant would work.
- I think a open grass area for dogs would ~~be~~ good so dogs can see each other.

## Doesnt work X

- I dont like the idea of banks because theres alot in town.
- We have a big ch Shakti shop called dollar tree so we dont need another it wont be famous.
- We have alot of restaurants.

I like

I think will  
not work

I like the candy  
shop and book shop

I think we need  
to add more crosswalk

I like the dog park  
and hot dog stand  
yummm!

Again need more crosswalks  
they need them for  
it to work

I like the shoe store  
and cloths store

NOTHING

# IDEAS I LIKE

## 1st group

- They Have a turn lane going into the buildings.

## 2nd group

- They thought of what they don't have around here much & so they wanted to have that

## 3rd group

- They thought that adding trees would make it a lot cleaner

## 4th group

- shops
- turn lanes

# I DON'T THINK WILL WORK

## 1st group because

- how big the left side of the building is maybe add more things or building

## 2nd group

- They don't have much buildings to it

## 3rd group

- nothing every thing was good

## 4th group

- Nothing

ideas I like

- fountain & park
- all of the shops

Group #1

Group #2

- Park
- Resturant/food store
- the way they set up their street and main street, it looked very safe.

I don't think it will work because...

- I don't like that the bus stop is far away from the bus lane

- nothing

Group #3

(us)

Group #4

- the resturants
- the shops
- the fountains
- all of the plants

- nothing

Group #5

- pond/park
- shops

- nothing

Hello people of planet earth Lilli W.

Ideas I like

I Don't think this will work because

Ideas I Like

Ideas I Don't Like

- I like that they have a big park.

group #1

- I Don't really like that the bus stop is so far away from the bus lane.

- I Don't like that there are two lanes that turn left and not just 1.

group #1

- I like that they have a map for people to find thier way.

group #2

- I wish that they had a bigger park or more green space.

group #2

- I like that there are lots of plants and trees.

group #4

group #4

- I like the pond  
- I also liked that they had many shops.

group #5

- The only problem about the pond is how will you get the fish in there.

group #5



ideas I like...

I don't think it will work because...

I like how they incorporated a fountain in their design

I like the idea of the pond, but I don't know if the fishing aspect will work

I liked how they included buses + transit + shelters

pond + fishing aspect

## Ideas I like

- Street dividers

- Book store

- Handy caps.

- Empty Grass field

I don't think will work because...

- The park on the others side of the road because it will be to noisy.

- Pond because it's the same reason at the park and it will be nicer to have it were it is more quiet

# Likes

- Park with a fountain
- Fire place outside
- Bakery
- Bike shop
- mall
- Dutch Bros

# Dislikes

- Ice cream place
- Pizza Shop
-

ideas I like.....

Coffee Shop,

Park

large sidewalks

Trees

healthy environment

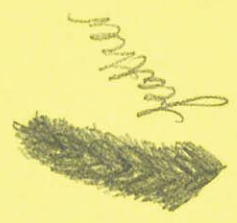
Parks

Multiple stories

I don't think this will work be...

I don't like the idea of a bank on main st. because that's typically never on a Main st.

I don't like the idea of fishing on Main St.



heller

Ideas I like

Blind  
Paracrawl

I don't think it will  
work because

Bus and Bike lane  
to get to the  
Park

Added a 3 story  
building

DUTCH  
BROS

Put the store  
at the first  
level.

# Ideas I like

- Sidewalk next to buildings
- Areas to hang
- I thought the adding lots of trees was a good idea
- adding a pond to fish
- Places to eat

# Ideas

## I Don't think it will work

- I don't think they should have added lots of places to eat; they could ~~add~~ <sup>add more</sup> groceries, malls, clothing.



like

dislike

view from

- Big sidewalks for people with bikes waiting for the bus.
- pond
- fountain

Ideas I Like

I don't think it will work because...

accessibility

Small and spread out

Gathering places

~~Maybe too busy~~ To much stuff

Busy/open areas

I love how it looks clean like for instance organized

Maybe to busy

Gives it that mixed use look

unorganized

Name: Avery Morriss



Like

dislike

1# Idea for sushi restaurant

2# open park and field area with activities for each family.

3# variety of shops

4# choice of stores and

Ideas I like

That they have a sushi restaurant  
they have <sup>+</sup> large parking lots

they <sup>+</sup> ice cream shop, coffee  
The open <sup>+</sup> dog field

The trees on the middle

the <sup>+</sup> two sidewalks to  
make walks  
and the pool for  
fishis

I don't think it will

work. because . . .

+

Angela Flores



Community Design Concept for  
Town Center Open House  
(February 8, 2018)



# WILSONVILLE TOWN CENTER PLAN

## February 8, 2018 Community Design Concept Open House Meeting Summary

### Overview

On February 8, 2018 the City hosted an Open House to provide community members an opportunity to review the Draft Town Center Community Design Concept. The format of the event was unstructured to allow community members to learn about the Draft Community Design Concept and provide input at their own pace. Display boards provided project background and introduced the building blocks of the Draft Community Concept. The building blocks include: land use, parks and open spaces, and a multimodal transportation network. A video showed the process of creating the Community Design Concept and the key elements included in the concept. Project staff were available to answer questions and discuss feedback from attendees.

Meeting participants were encouraged to provide written feedback on post-it notes and stick the post-its to table-top activity boards of the Draft Community Concept (see image below). Project Team members discussed questions and input and took notes of discussions. Community members' post-it notes and Project Team notes are summarized below.

Table-top activity board

**TOWN CENTER PLAN OPEN HOUSE // February 8, 2018**

**DRAFT COMMUNITY DESIGN CONCEPT**

### BUILDING BLOCKS

Land use, transportation, and open/green spaces are the major building blocks of a built environment. Please review the main features of each building block (map on the left) and provide your input. Use sticky notes to write your comments below and on the map.

**LAND USE**

Here are four activity zones with varying land uses and building heights. Do you like these proposed land uses for Town Center?

**PARKS AND OPEN SPACES**

New parks, greenways, and small open spaces will provide important connections between key destinations, provide more tree cover and greenery, and add more spaces for gathering, socializing and play. Do you like the proposed parks system for Town Center?

**MULTIMODAL NETWORK**

The proposed multimodal network consists of new and existing streets that incorporate transit, active, and shared improvements for bicycles and pedestrians, and connections to other transit. Do you think these are the right connections (would you add others)?

## Summary of Input

Open House participants reiterated the community's vision for a healthy, accessible and activated Town Center. Community members are seeking a walkable environment that is pleasant and engaging; a mix of transportation modes that move more slowly and more safely and provide increased accessibility, which will be good for business; and new and existing businesses that are community-oriented and bring people together. The input is summarized below by the three building blocks that form the Town Center Concept.

### LAND USE

Site-specific ideas and feedback are summarized and organized by land use element below. General feedback related to the proposed land uses for Town Center included:

- Support for mixed uses in Town Center to make it more vibrant;
- Desire for a strategy for maintaining and attracting small local businesses.
- Mixed interest in different housing options in Town Center: many community members supported housing opportunities, while one participant suggested that there should not be residential development in Town Center.

**Main Street:** Open House participants were supportive of and excited about the Main Street concept. There is a desire for local retail and dining on the first floor with residential above. There was a suggestion that the southern part of the new main street be developed as part of Phase 1, with the north section to follow in subsequent phases. The Phase 1 development should be high quality; it will set a tone for future development. One suggestion recommended shifting the southern part of the main street so it is centered on Town Center Park.

**Moderate activity southwest quadrant:** Community members are interested in retaining the small businesses in this area of Town Center and there are concerns about gentrification. It was suggested that the building density and height in the southwest corner of Town Center should reflect what is there today. There was also a suggestion that the south side of Wilsonville Road or near Boones Ferry Road might be better locations for small business incubators.

**Moderate activity northeast quadrant:** Clackamas Community College provides an opportunity to develop Town Center as a hub for education, job training, and innovation.

**High activity northwest quadrant:** Participants generally supported taller buildings placed in this area adjacent and serving as a buffer to I-5. Many felt mixed-use office spaces was a good fit there. One participant suggested that Les Schwab move to provide more space for Family Fun Center.

**Light activity in the southeast quadrant:** There were no suggested changes to the proposed building uses or densities in this area.

## MULTIMODAL NETWORK

Open House participants highlighted potential multimodal connections that are important for a future multimodal network, including:

- Creating connections between Town Center Park and the main street.
- A desire for diagonal bicycle/pedestrian connections across Town Center.
- Connecting businesses south of Wilsonville Road with Town Center businesses.
- Routing the bike trail behind the Korean war memorial.

Participants were supportive of the concept to create a pedestrian boulevard/greenway along Park Place. They suggested closing the intersection at Park Place and Town Center Loop West to vehicle traffic, limiting vehicle traffic on Parkway, or having other pathways so there is less traffic next to outdoor dining and safety concerns with children.

There is a desire for more frequent transit and innovative approaches to public transit.

Participants expressed support and excitement for the pedestrian / bicycle bridge over I-5 and a future bridge landing park.

While participants are interested in consolidated parking (near Goodwill or on the vacant parcel adjacent to Town Center Park, as possible locations) they also wanted to ensure that future residential development is served by adequate parking and that there is some parking near businesses for people who may not be able to walk far. One participant noted that current parking standards are not adequate for multi-family residential.

One participant suggested adding another westbound vehicle travel lane on Wilsonville Road in order to solve congestion at Wilsonville Road and Town Center Loop West.

Some feedback was specific to certain proposed elements in the multi-modal network and are summarized as such below.

**Pedestrian and Bicycle Facilities:** There were a variety of suggestions for new and enhanced pedestrian and bicycle connections including:

- Public restrooms for people spending time in Town Center, especially bicyclists and pedestrians.
- Pedestrian-only zones such as festival streets. Perhaps the main street could be closed off to vehicular traffic on occasion.
- An opportunity to link the pedestrian bridge with a taller building via an elevator.

**Multimodal Crossings:** Several participants had concerns that new and enhanced intersections would interrupt traffic and cause congestion. One person suggested that there should be a single pedestrian crossing signal at the Wilsonville Rd and Town Center Loop W. intersection. Others supported the idea of consolidating pedestrian crossings not by location, but by signal, so all pedestrians cross at the same time and reduce delays on vehicle signals. The I-5 intersection on Wilsonville Road is the primary pedestrian concern.

## **PARKS AND OPEN SPACES**

Participants vocalized support of the Emerald Chain concept and commented that the green spaces and walkways feel inviting. Community members appreciate the tree canopy, and one person suggested that tree locations be carefully considered so as not to block the visibility of signs and businesses. Participants were enthusiastic about the proposed treatment for Park Place to create a green promenade with restaurants and outdoor seating.

Participants had questions and ideas for a couple of specific types of parks/open spaces and amenities, including:

- A walking path for faster, more convenient/complete recreational walking.
- Smaller natural gathering places with wood benches that support impromptu community uses such as music or dance performances or outdoor exercise like yoga or Tai Chi.
- Interpretive signage or kiosks along walkways.

Open House participants had suggestions for the City's property across from City Hall, including:

- Use city-owned property to catalyze development and show different types of development than what's currently in Town Center. One participant suggested that this land could be a flexible area for festivals, carts, or markets.
- Is a park the best use of this property? The proposed skate park should be shown farther west, abutting the Town Center Park.

### **Activating Public Spaces**

Open House participants provided a range of ideas related to activating public spaces, including:

- Community art activities and installations.
- Incorporating the arts into Town Center, including an arts center and/arts museum.
- Interactive opportunities along pathways.
- The lobby of the community college was suggested as a gathering place for art viewing and socializing.
- Participants reiterated the need for year-round activities.

Please see attached images to view the feedback received via the table-top activity boards.

Please click [here](#) to link to the Community Design Concept Video



DRAFT COMMUNITY DESIGN CONCEPT

Gold Filter

WILSONVILLE TOWN CENTER PLAN

Community Concept Open House

What are your ideas with potential best uses and building types?

Other ideas or building? OF? Has anyone talked to them?

Business to South of TC need to connect to

West Loop - Street that

Focus on Main Street in smaller areas and make it CCE is approximately a building

More Lo should provide more space for

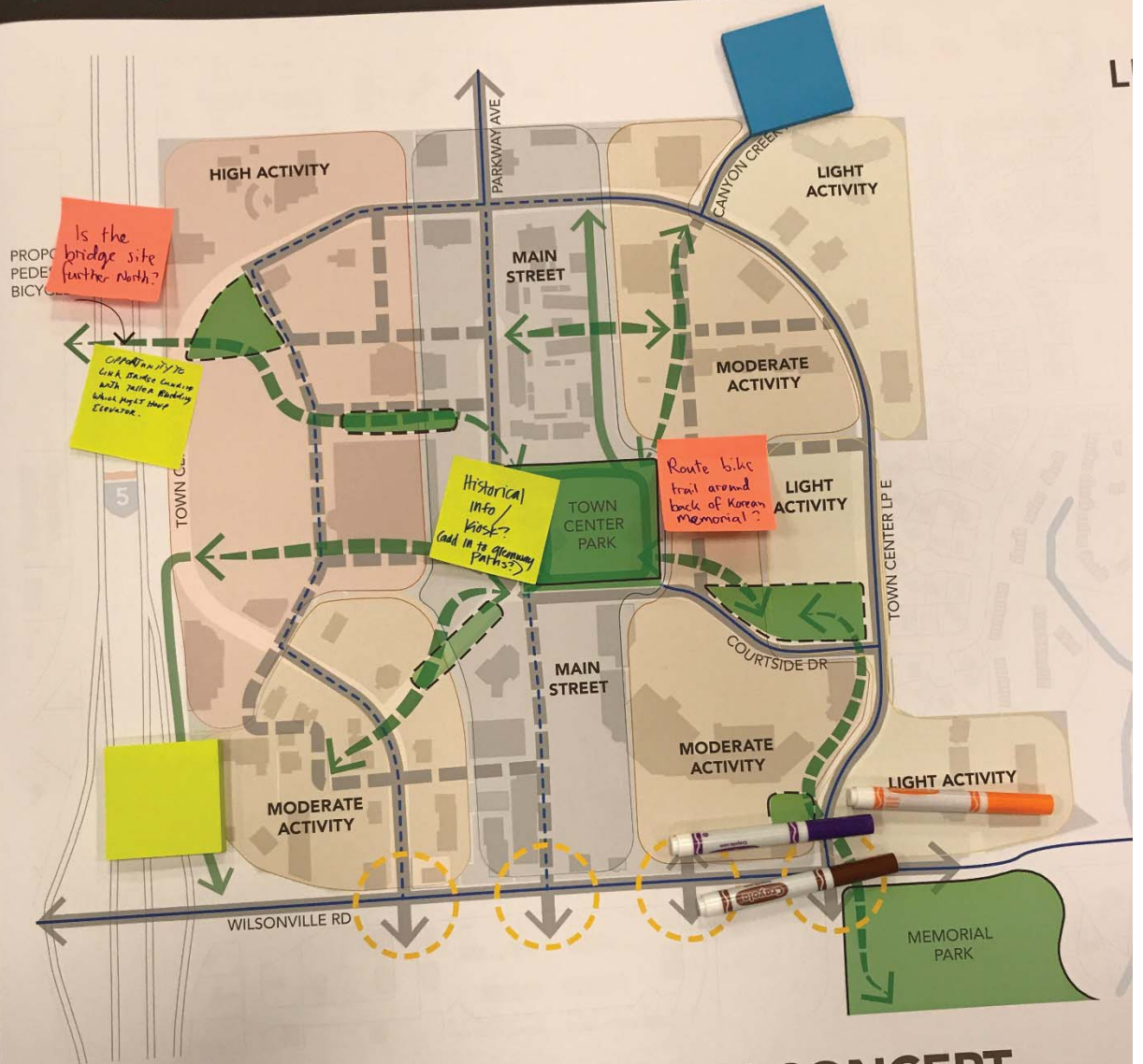
Concern about pedestrian in the corner

What is the strategy for making attractive





# TOWN CENTER PLAN OPEN HOUSE // Feb



## DRAFT COMMUNITY DESIGN CONCEPT



018

**DO YOU LIKE THESE PROPOSED LAND USES FOR TOWN CENTER?**  
Land use, transportation, and building blocks of a built environment. Each building block (map on the left) and Use sticky notes to write your comments and on the map.

### LAND USE

There are four distinct areas with potential land uses and building heights. Do you like these proposed land uses for Town Center?



A pedestrian only zone might be nice or an area that could be closed off at times. Along Main Street

no residential in TC.

ed use buildings with active es, generally 3 to 4 stories)

ix of office, entertainment, : uses, generally 3 to 5 stories)

ity (mix of residential, retail, generally 2 to 4 stories)

ix of townhomes, small-scale sinesses, generally 2 to 3 stories)

### OPEN SPACE SYSTEM



I like having trees but make sure they don't impact visibility, esp. signs + businesses

### AL STREET NETWORK

t Network

timodal Street Network

le/Pedestrian Trail

ycle/Pedestrian Trail

le Lane

ycle Lane

ycle/Pedestrian Crossing

n

### PARKS AND OPEN SPACES

New plazas, greenways, and small open spaces would provide important connections between key destinations, provide more tree cover and greenery, and add more spaces for gathering, socializing and play. Do you like the proposed parks system for Town Center?



I like having trees but make sure they don't impact visibility, esp. signs + businesses

### MULTIMODAL NETWORK

The proposed multimodal network creates a more walkable street grid that incorporates transit service, on-street improvements for bicycles and pedestrians, and connections to off-street trails. Do you think these are the right connections (would you add others)?



Bus not very regular. Need more frequency

# BUILDING BLOCKS

Land use, transportation, and open/green spaces are the major building blocks of a built environment. Please review the main features of each building block (map on the left) and provide your input. Use sticky notes to write your comments below and on the map.

## LAND USE

There are four distinct areas with potential land uses and building heights. Do you like these proposed land uses for Town Center?



NEED  
ADEQUATE  
PARKING  
FOR  
RESIDENTIAL

Why are  
we only city  
info a public  
Arts Center

More bike  
lanes & crossings

se buildings with active  
generally 3 to 4 stories)

office, entertainment,  
generally 3 to 5 stories)

of residential, retail,  
illy 2 to 4 stories)

ownhomes, small-scale  
generally 2 to 3 stories)

## PARKS AND OPEN SPACES

New plazas, greenways, and small open spaces would provide important connections between key destinations, provide more tree cover and greenery, and add more spaces for gathering, socializing and play.

Do you like the proposed parks system for Town Center?



## SPACE SYSTEM

## STREET NETWORK

Street Network

in Trail

ian Trail

## MULTIMODAL NETWORK

The proposed multimodal network creates a more walkable street grid that incorporates transit service, on-street improvements for bicycles and pedestrians, and connections to off-street trails.

Do you think these are the right connections (would you add others)?

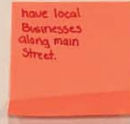


in Crossing

Land use, transportation, and open/green spaces are the major building blocks of a built environment. Please review the main features of each building block (map on the left) and provide your input. Use sticky notes to write your comments below and on the map.

### LAND USE

There are four distinct areas with potential land uses and building heights. Do you like these proposed land uses for Town Center?



Buildings with active  
usually 3 to 4 stories)

e, entertainment,  
generally 3 to 5 stories)

residential, retail,  
2 to 4 stories)

homes, small-scale  
generally 2 to 3 stories)

### SPACE SYSTEM

### NETWORK

et Network

n Trail

an Trail

an Crossing

### PARKS AND OPEN SPACES

New plazas, greenways, and small open spaces would provide important connections between key destinations, provide more tree cover and greenery, and add more spaces for gathering, socializing and play.

Do you like the proposed parks system for Town Center?



### MULTIMODAL NETWORK

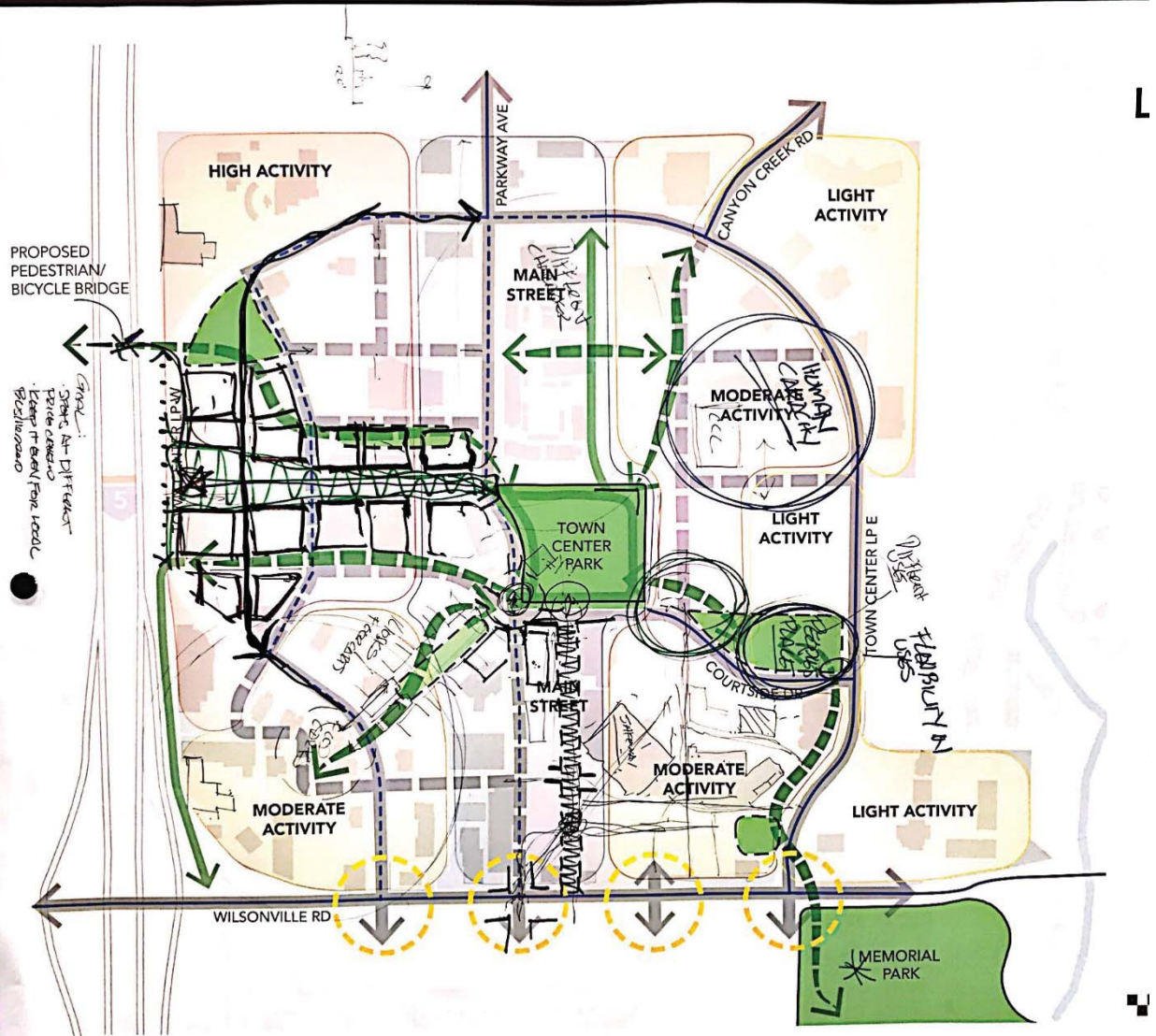
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Do you think these are the right connections (would you add others)?





# TOWN CENTER PLAN OPEN HOUSE // Fe



## DRAFT COMMUNITY DESIGN CONCEPT



**WILSONVILLE**  
TOWN CENTER PLAN

# PLANNING THE FUTURE OF TOWN CENTER

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

Wilsonville Town Center is important to the Wilsonville community and the region at large. Wilsonville City Council has established the Town Center Plan as one of their priority goals.

The area is home to City Hall and other City offices, Town Center Park and Korean War Memorial, the Community Center, the post office, Clackamas Community College, and a diversity of businesses, services, and residences. Other important community facilities, including the library, Transit Center, and Memorial Park neighbor Town Center. This mix of uses, activities, and built environments is essential for a successful Town Center District. Yet, Town Center's underutilized land, disconnected street and path network, and the poor visibility of businesses have been barriers to the area developing into a vibrant 21st century city center.

## ABOUT THE PLAN

The Town Center Plan will guide development in Town Center to create a cohesive, unified district that enhances existing assets in the area and sets the stage for new development. The Plan will provide a community-driven vision for Town Center and strategic actions that will establish a clear path forward to advancing the vision. The strategies may include new projects, programs, partnerships, or policies. Launched in Fall 2016, the Plan is expected to be complete mid-2018.

[WWW.WILSONVILLETOWNCENTER.COM](http://WWW.WILSONVILLETOWNCENTER.COM)

**WILSONVILLE TOWN CENTER PLAN**





**WILSONVILLE**  
TOWN CENTER PLAN

# TONIGHT, LET'S TALK ABOUT THE DRAFT COMMUNITY CONCEPT

The Wilsonville community and the project team have been working hard to develop a Draft Community Concept that builds on the input and technical analysis from the past year. We want your input before we move on to developing the draft plan and code language that implements the community's vision. The Draft Community Concept includes three major elements or "building blocks":

**Land Use:** The Land Use Building Block includes a new north/south walkable Main Street with a diversity of land uses throughout Town Center. This greater mix of uses and building types in Town Center will encourage activity and create a lively, fun place to visit year-round.

**Open Space:** The Open Space Building Block connects existing and future parks, small plazas, green streets, and trails, creating an "Emerald Chain." The Emerald Chain connects the future I-5 pedestrian/bicycle bridge to the existing Town Center open space network that includes Town Center Park, Memorial Park and Murase Plaza.

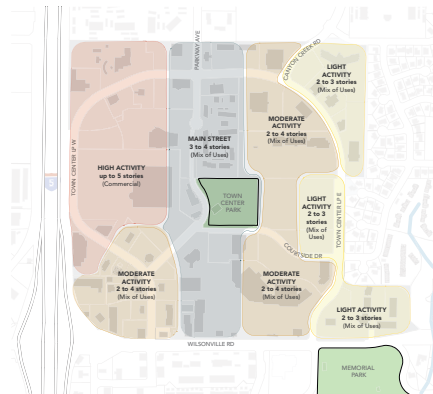
**Multimodal Network:** The Multimodal Network Building Block provides a framework for a more walkable street grid that incorporates transit service, on-street improvements for bicycles and pedestrians, and connections to off-street trails. It maintains local access to businesses in Town Center and reduces through-traffic at the Town Center Loop West/Wilsonville Road intersection, making it calmer and safer.

# WHAT'S NEXT

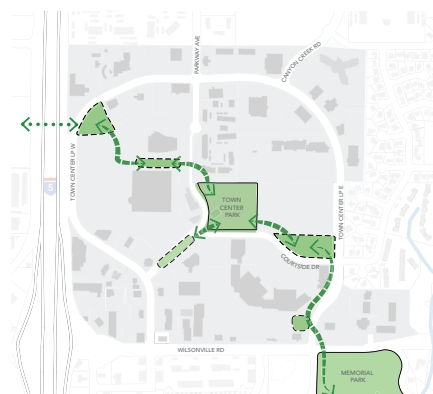
The project team is gathering input on the Draft Community Concept over the next several weeks. Using the community's input, the project team will refine the Building Blocks in Spring 2018 to create draft a land use and transportation plan with proposed implementing actions. Public input will continue through the end of the project, expected to be completed in Summer 2018.

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**WILSONVILLE TOWN CENTER PLAN**



**DRAFT COMMUNITY DESIGN CONCEPT: PROPOSED LAND USE**



**DRAFT COMMUNITY DESIGN CONCEPT: PROPOSED OPEN SPACE SYSTEM**



**DRAFT COMMUNITY DESIGN CONCEPT: PROPOSED MULTIMODAL NETWORK**







# TOWN CENTER PLAN OPEN HOUSE // February 8, 2018

2017

- Existing Conditions
- Market Analysis
- Stakeholder Interviews
- Public Kickoff
- Public Input on the Vision

- Town Center Plan Goals
- Key Opportunities
- Town Center Concepts
- Transportation Analysis
- Public Input on Design Preferences

2018

## Public Input on Community Design Concept

- Urban Design and Land Use Plan
- Catalytic Sites and Priority Projects
- Implementation Strategies
- Draft and Final Town Center Plan



# TOWN CENTER PLAN SCHEDULE



# TOWN CENTER PLAN OPEN HOUSE // February 8, 2018



## LEGEND

- Building Footprint
- Parcel
- Highway
- Existing Park
- Stream/Creek
- Existing Street Network
- Proposed Multimodal Street Network
- Existing Bicycle/Pedestrian Trail
- Proposed Bicycle/Pedestrian Trail
- Existing Bicycle Lane
- Proposed Bicycle Lane
- Enhanced Bicycle/Pedestrian Crossing at Intersection

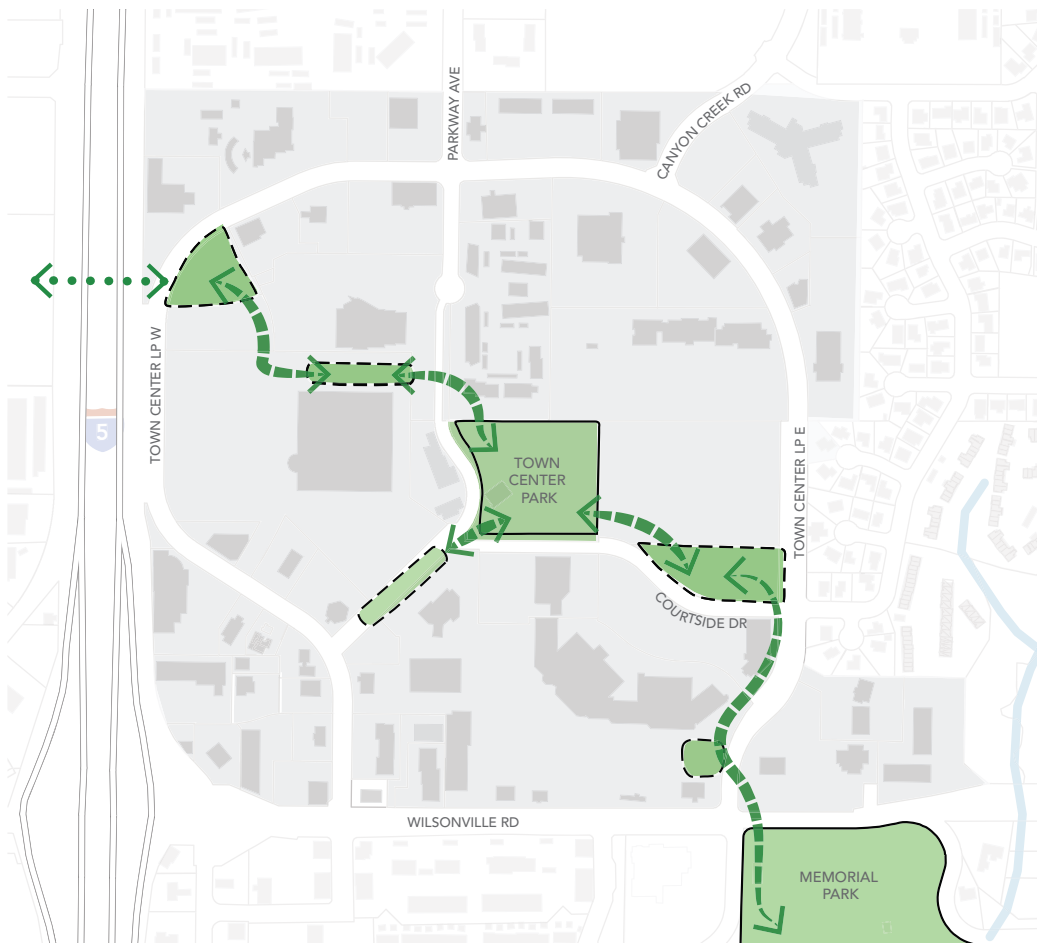
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22<sup>ND</sup> JANUARY, 2018



## DRAFT COMMUNITY DESIGN CONCEPT: PROPOSED MULTIMODAL NETWORK



# TOWN CENTER PLAN OPEN HOUSE // February 8, 2018



## LEGEND

- Building Footprint
  - Parcel
  - Highway
  - Stream/Creek
  - Existing Street Network
  - Proposed Multimodal Street Network
- PARK SYSTEM**
- Existing Park
  - Proposed Park
  - The Emerald Chain - connected series of parks
  - Future Bicycle/Pedestrian Bridge

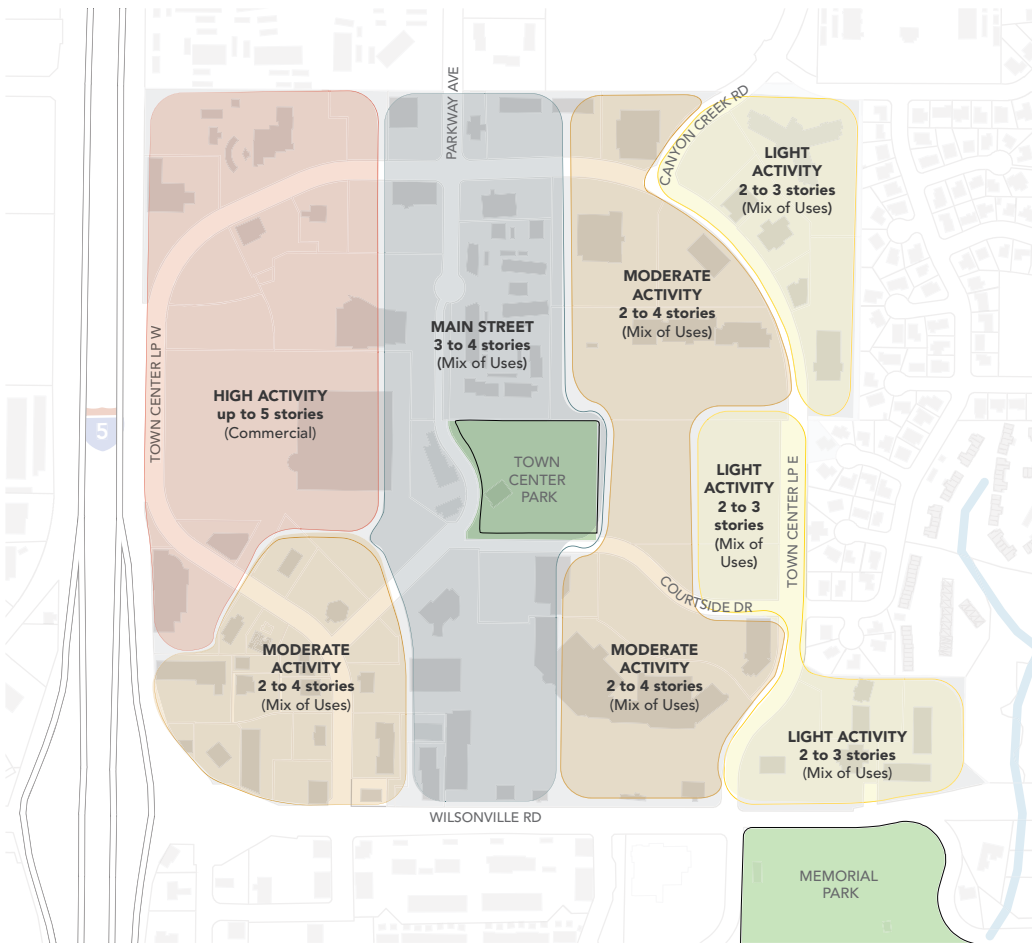
Map created on:  
22<sup>ND</sup> JANUARY, 2018



## DRAFT COMMUNITY DESIGN CONCEPT: PROPOSED OPEN SPACE SYSTEM



# TOWN CENTER PLAN OPEN HOUSE // February 8, 2018



## LEGEND

- Building Footprint
- Parcel
- Highway
- Existing Park

### LAND USE

- Main Street (mixed use buildings with active ground floor uses, generally 3 to 4 stories)
- High Activity (mix of office, entertainment, hospitality, civic uses, generally 3 to 5 stories)
- Moderate Activity (mix of residential, retail, office, services, generally 2 to 4 stories)
- Light Activity (mix of townhomes, small-scale commercial businesses, generally 2 to 3 stories)

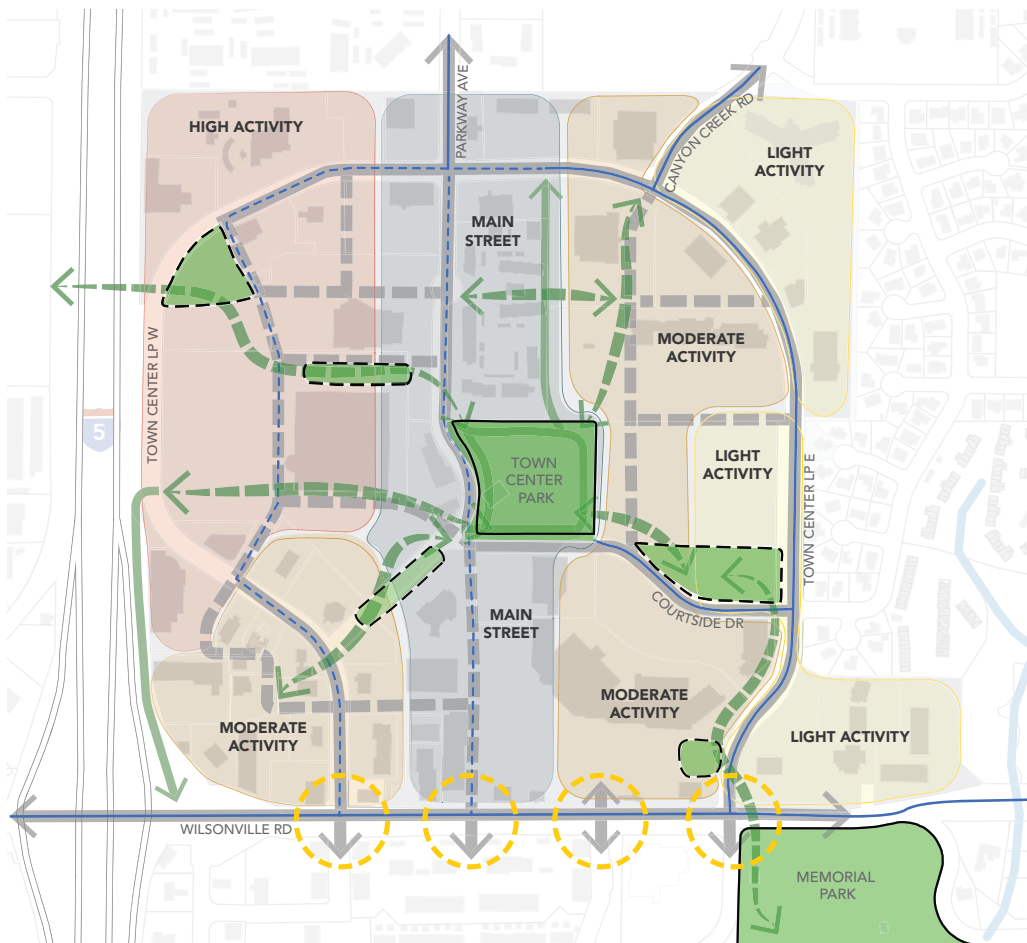
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22<sup>ND</sup> JANUARY, 2018



## DRAFT COMMUNITY DESIGN CONCEPT: PROPOSED LAND USE



# TOWN CENTER PLAN OPEN HOUSE // February 8, 2018



## LEGEND

- Building Footprint
- Parcel
- Highway
- LAND USE**
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- Light Activity (mix of townhomes, small-scale commercial businesses, generally 2 to 3 stories)
- PARKS AND OPEN SPACE SYSTEM**
- Existing Park
- Proposed Park
- MULTIMODAL STREET NETWORK**
- Existing Street Network
- Proposed Multimodal Street Network
- Existing Bicycle/Pedestrian Trail
- Proposed Bicycle/Pedestrian Trail
- Existing Bicycle Lane
- Proposed Bicycle Lane
- Enhanced Bicycle/Pedestrian Crossing at Intersection



Map created on:  
22<sup>ND</sup> JANUARY, 2018

## DRAFT COMMUNITY DESIGN CONCEPT



# TOWN CENTER PLAN OPEN HOUSE // February 8, 2018

MAIN STREET DISTRICT



HIGH ACTIVITY ZONE



MODERATE ACTIVITY ZONE



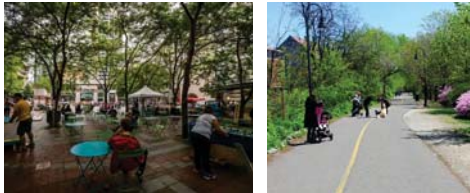
LOW ACTIVITY ZONE



PROPOSED PARK AT FUTURE PED/BIKE BRIDGE LANDING



PROPOSED GREEN LINKS



PROPOSED MULTIMODAL STREET NETWORK



ENHANCED BIKE & PEDESTRIAN CROSSINGS



MAIN STREET



LAND USES

PARKS & OPEN SPACES

MULTIMODAL STREETS

# TOWN CENTER DESIGN INSPIRATION



# TOWN CENTER PLAN OPEN HOUSE // February 8, 2018



## LEGEND

- Building Footprint
- Parcel
- Highway
- LAND USE**
- Main Street (mixed use buildings with active ground floor uses, generally 3 to 4 stories)
- High Activity (mix of office, entertainment, hospitality, civic uses, generally 3 to 5 stories)
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- PARKS AND OPEN SPACE SYSTEM**
- Existing Park
- Proposed Park
- MULTIMODAL STREET NETWORK**
- Existing Street Network
- Proposed Multimodal Street Network
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- Proposed Bicycle/Pedestrian Trail
- Existing Bicycle Lane
- Proposed Bicycle Lane
- Enhanced Bicycle/Pedestrian Crossing at Intersection

## BUILDING BLOCKS

Land use, transportation, and open/green spaces are the major building blocks of a built environment. Please review the main features of each building block (**map on the left**) and provide your input. **Use sticky notes to write your comments below and on the map.**

### LAND USE

There are four distinct areas with potential land uses and building heights. **Do you like these proposed land uses for Town Center?**



### PARKS AND OPEN SPACES

New plazas, greenways, and small open spaces would provide important connections between key destinations, provide more tree cover and greenery, and add more spaces for gathering, socializing and play. **Do you like the proposed parks system for Town Center?**



### MULTIMODAL NETWORK

The proposed multimodal network creates a more walkable street grid that incorporates transit service, on-street improvements for bicycles and pedestrians, and connections to off-street trails. **Do you think these are the right connections (would you add others)?**



## DRAFT COMMUNITY DESIGN CONCEPT



Town Center Latino Family Night:  
Community Design Concept for  
Town Center Open House  
(March 1, 2018)





LATINO FAMILY NIGHT - MARCH 1, 2018  
SUMMARY & MATERIALS



## WILSONVILLE TOWN CENTER PLAN

### Town Center Latino Family Night Summary

**Date:** March 1, 2018

**Time:** 6:00 PM – 8:00 PM

**Location:** Wood Middle School

### Summary of Event

City staff partnered with Wood Middle School to engage with Spanish-speaking community members about the Town Center Plan. The school dedicated one of their regularly scheduled Latino Family Nights to an Open House about the Town Center Draft Community Design Concept (Community Concept). The purpose of the event was to provide Spanish-speaking community members with an opportunity to learn about the Community Concept, ask questions, and provide ideas and feedback in Spanish.

Wood Middle School staff invited Latino parents and students from all Wilsonville schools to attend the event. Students in the Wood Middle School Spanish Club volunteered to assist in facilitating small group discussions. City staff met with the students in advance of the event to brief them on the Town Center Plan project, the purpose of the event, and how to help communicate the ideas of the Community Concept and record participants' discussions.

The event began at 6:00 pm with time to socialize, meet City staff, and eat dinner, which was catered by San Francisco Tienda Mexicana, a local business in Town Center. Each attendee received a paper copy of the Draft Community Design Concept online survey (translated into Spanish) and general comment cards, which they were encouraged to fill out. Participants who returned a completed survey received a raffle ticket.

Around 6:30 pm, Wood Middle School staff gave a presentation in Spanish that included a summary of community input and an overview of the Community Concept. City staff responded to participant questions, assisted by a professional interpreter. Following the presentations, participants were encouraged to participate in small group discussions focused on the three building blocks of the Community Concept: Open Space, Land Use and Multimodal Network. The small group discussions were staffed by project team members and Spanish Club students, to learn more about the different elements of the Community Concept and contribute their ideas.

## MATERIALS

1. Name tags
2. Vision & Goals Board
3. Building Blocks and Community Design Concept Maps
4. Design Concept Survey
5. Draft Community Design Concept and Design Inspiration Handout

## Summary of Input Received

This section summarizes input received from Latino Family Night participants. Overall, participants supported the Town Center Draft Community Design Concept and hope to see improvements in the near term. Safety, walkability, and transit were among the most common concerns. Most people want the parks, streets and crosswalks in Town Center to be safer for pedestrians and kids. Participants are interested in having more retail businesses, restaurants, and increased mixed-use in Town Center.

### Open Space

Participants voiced concerns about safety at the parks, especially at night. Many people shared that there is no activity in the parks in the evenings and in the winter. Participants expressed a desire for:

- More lighting in the parks
- A public pool
- More active parks
- Activities for children
- Activities during winter

### Land Use

Participants generally want to see buildings with more than one story and more locally-owned restaurants and stores, including more international and ethnically diverse options. There is also significant interest in a community center that provides activities for youth. The most frequently discussed land use elements included:

- More than 1-story buildings
- More local stores and restaurants
- Community activity center

### Multimodal Network

Most people who attended the event said they want improved safety for pedestrians, especially at crosswalks. They like the design concept for the future streets but shared concerns for more immediate problems like poorly lit bus stops, limited transit options, and not enough street lighting. There is some concern about increased traffic with new development. Participants commented that there is a need for:

- More street lights for people walking
- Well-lit bus stops

- More sheltered bus stops
- More bus lines and services



LATINO FAMILY NIGHT - MARCH 1, 2018  
EXHIBITS



# VISIÓN Y METAS CENTRO DE LA CIUDAD DE WILSONVILLE

## VISIÓN PARA EL FUTURO

El centro de la ciudad es un destino dinámico y transitable que inspira a la población a integrarse y socializar, ir de compras, residir y trabajar. El centro de la ciudad es el corazón de Wilsonville.

Alberga parques activos, espacios cívicos y atracciones que proporcionan experiencias fascinantes todo el año. Los residentes y los visitantes de Wilsonville llegan al centro de la ciudad para ir de compras y disfrutar de las opciones gastronómicas, culturales y de entretenimiento.

El borrador de la visión y las metas se elaboró con las numerosas opiniones de residentes, dueños de propiedades y de negocios, estudiantes y grupos comunitarios, y con los comentarios del grupo de trabajo del proyecto, de la Comisión de Planificación y del Consejo Municipal.

## METAS IMPULSADAS POR LA COMUNIDAD

### GESTIÓN AMBIENTAL



Integrar la naturaleza en el diseño y la función de la infraestructura y la urbanización en el centro de la ciudad para proteger los recursos naturales de Wilsonville.

### DISEÑO ARMONIOSO



Crear estándares de diseño urbano orientados a los peatones para el diseño de calles y edificios, al igual que una variedad de planificaciones urbanas y tipos de edificios de calidad.

### USOS MIXTOS



La urbanización proporciona planificaciones urbanas interconectadas que combinan juego y recreación, con una variedad de comercios minoristas, servicios, opciones gastronómicas y de entretenimiento, y más oportunidades de usos residenciales y de empleo.

### LUGARES DE REUNIÓN PARA LA COMUNIDAD



Proporcionar espacios dinámicos, variados e inclusivos que unan a la población con actividades y eventos para contar con diversión, cultura y vida social todo el año.

### PROSPERIDAD ECONÓMICA



Crear oportunidades para respaldar y desarrollar los negocios existentes y atraer nuevos negocios que proporcionen una diversa variedad de comercios minoristas locales y regionales, opciones de entretenimiento y actividades comerciales.

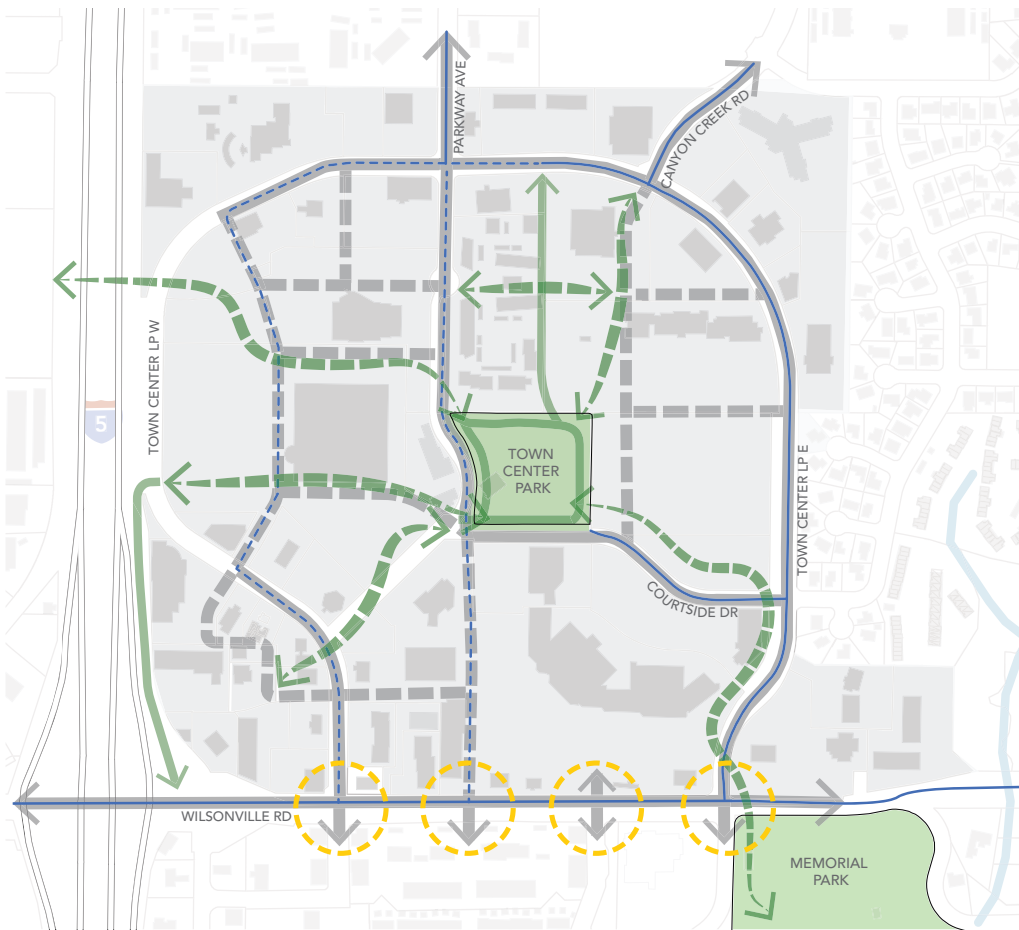
### ACCESO SEGURO Y CONECTIVIDAD



Proporcionar infraestructura de transporte diseñada para crear un entorno seguro y accesible para todos los modos de desplazamiento en el centro de la ciudad, promover el acceso multimodal entre los edificios y las planificaciones urbanas en el centro de la ciudad, conectar los vecindarios circundantes y brindar accesibilidad local y regional.



# TOWN CENTER PLAN OPEN HOUSE // 1 de Marzo de 2018



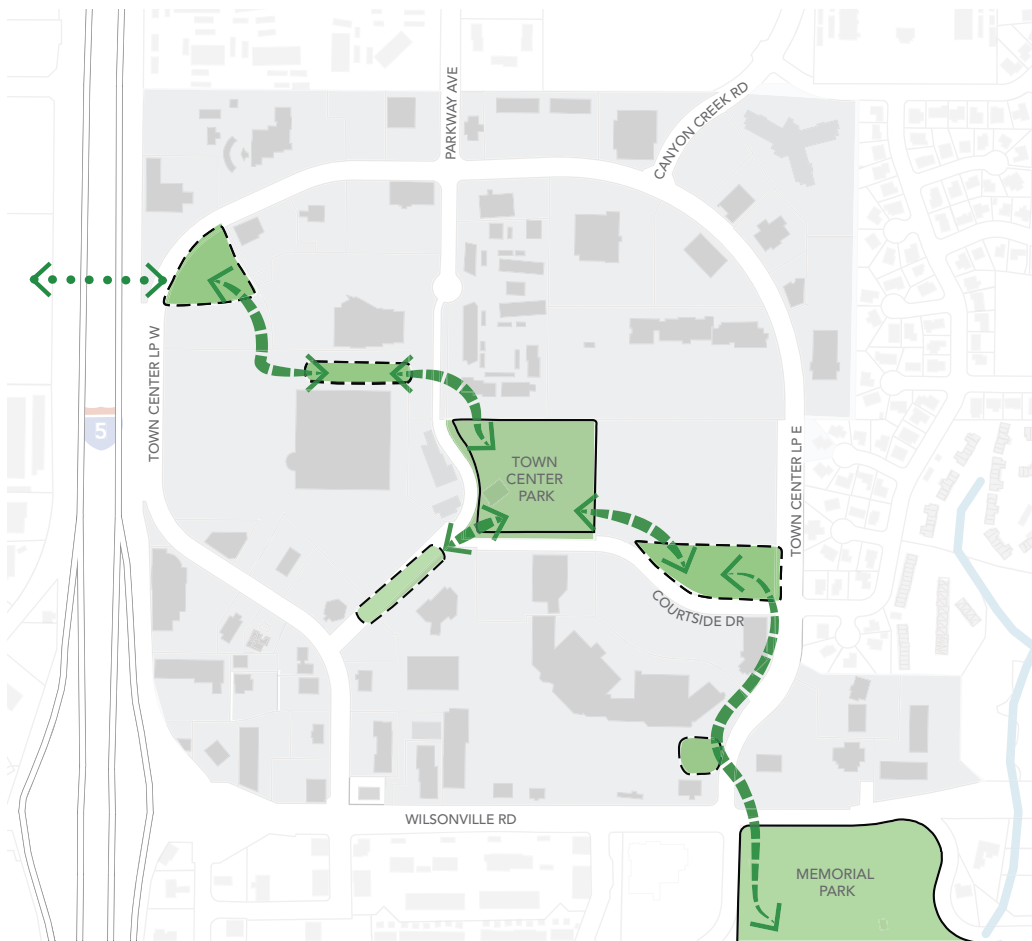
## LEYENDA

- Superficie construida
- Parcela
- Carretera
- Parque existente
- Corriente/Arroyo
- Red de calles existente
- Red multimodal de calles propuesta
- Sendero para peatones/bicicletas existente
- Sendero para peatones/bicicletas propuesto
- Carril para bicicletas existente
- Carril para bicicletas propuesto
- Cruce optimizado para peatones/bicicletas en la intersección

**BORRADOR DEL CONCEPTO DE DISEÑO DE LA COMUNIDAD:  
RED MULTIMODAL DE CALLES PROPUESTA**



# TOWN CENTER PLAN OPEN HOUSE // 1 de Marzo de 2018



## LEYENDA

- Superficie construida
- Parcela
- Carretera
- Corriente/Arroyo
- Red de calles existente
- Red multimodal de calles propuesta

### SISTEMA DE PARQUES

- Parque existente
- Parque propuesto
- The Emerald Chain - Parques conectados
- Puente para peatones/bicicletas propuesto

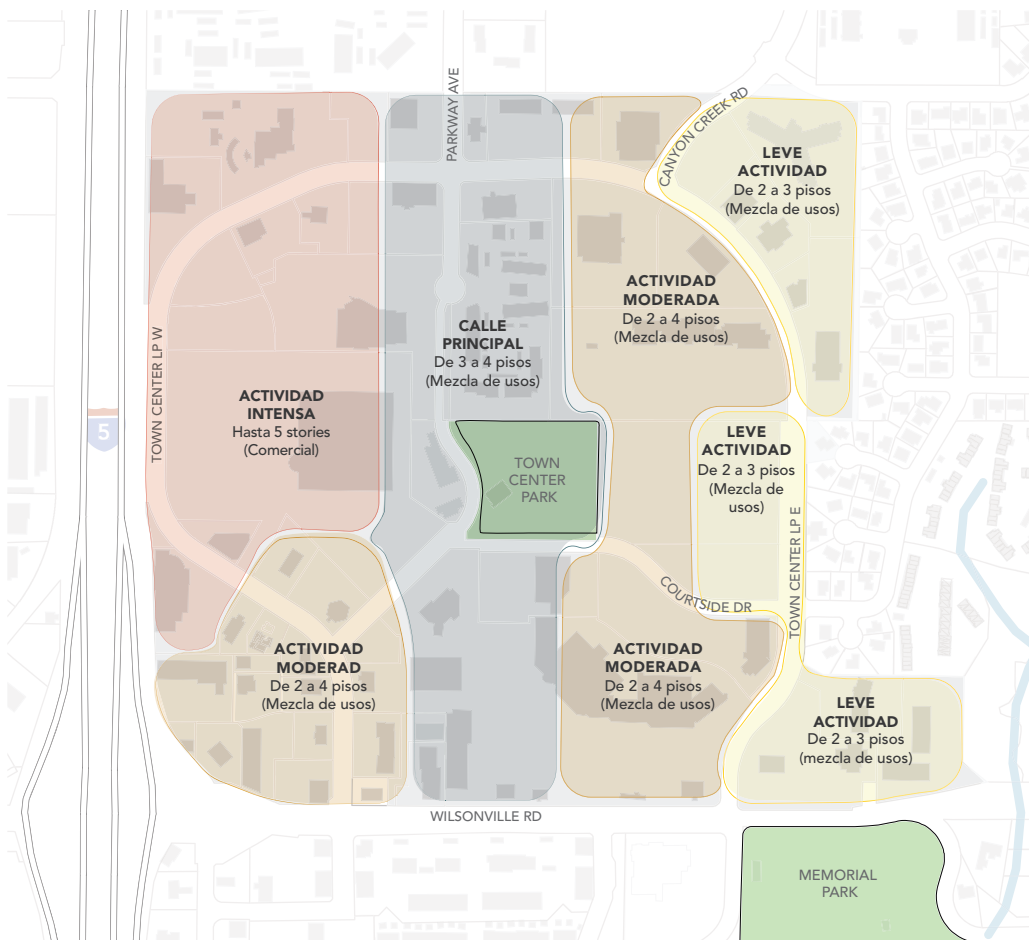


**BORRADOR DEL CONCEPTO DE DISEÑO DE LA  
COMUNIDAD: PARQUES Y SISTEMA DE ESPACIOS ABIERTOS**





# TOWN CENTER PLAN OPEN HOUSE // 1 de Marzo de 2018

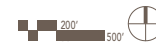


## LEYENDA

- Superficie construida
- Parcela
- Carretera
- Parque existente

### PLANIFICACIÓN URBANA

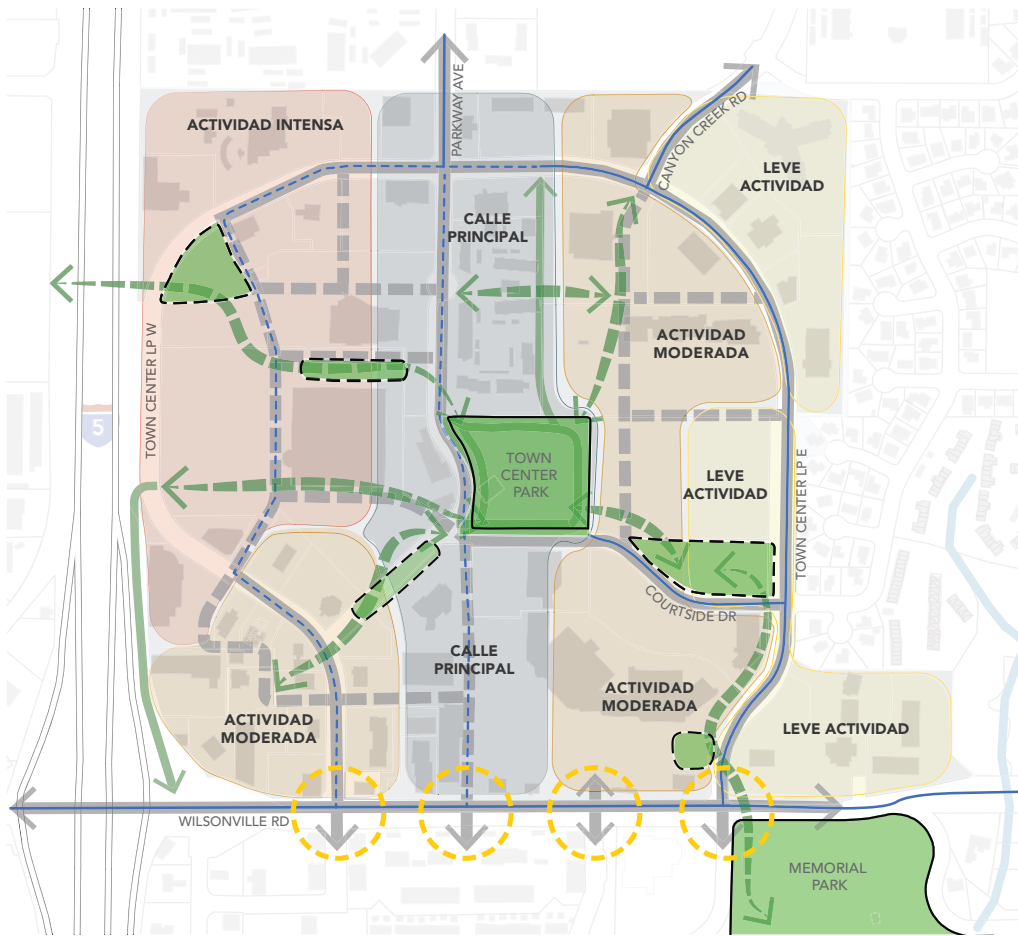
- Calle principal (edificios de uso mixto con usos activos en la planta baja, generalmente de 3 a 4 pisos)
- Actividad intensa (mezcla de usos cívicos, de hotelería, de entretenimiento, de oficina, generalmente de 3 a 5 pisos)
- Actividad moderada (mezcla de usos de residencial, de comercio minorista, de oficinas, de servicios, generalmente de 2 a 4 pisos)
- Actividad leve (mezcla de casas adosadas, empresas comerciales a pequeña escala, generalmente de 2 a 3 pisos)



**BORRADOR DEL CONCEPTO DE DISEÑO DE LA COMUNIDAD:  
PLANIFICACIÓN URBANA PROPUESTA**



# TOWN CENTER PLAN OPEN HOUSE // 1 de Marzo de 2018



## LEYENDA

- Superficie construida
- Parcela
- Carretera
- PLANIFICACIÓN URBANA**
- Calle principal (edificios de uso mixto con usos activos en la planta baja, generalmente de 3 a 4 pisos)
- Actividad intensa (mezcla de usos cívicos, de hotelería, de entretenimiento, de oficina, generalmente de 3 a 5 pisos)
- Actividad moderada (mezcla de usos de residencial, de comercio minorista, de oficinas, de servicios, generalmente de 2 a 4 pisos)
- Actividad leve (mezcla de casas adosadas, empresas comerciales a pequeña escala, generalmente de 2 a 3 pisos)
- PLANIFICACIÓN URBANA**
- Parque existente
- Parque propuesto
- PLANIFICACIÓN URBANA**
- Red de calles existente
- Red multimodal de calles propuesta
- Sendero para peatones/bicicletas existente
- Sendero para peatones/bicicletas propuesto
- Carril para bicicletas existente
- Carril para bicicletas propuesto
- Cruce optimizado para peatones/bicicletas en la intersección



## BORRADOR DEL CONCEPTO DE DISEÑO DE LA COMUNIDAD



# WILSONVILLE TOWN CENTER PLAN

## ENCUESTA: BORRADOR DEL CONCEPTO DE DISEÑO DE LA COMUNIDAD

Esta encuesta también se encuentra disponible en inglés en Internet, en: <http://bit.ly/towncenterconcept>

### INTRODUCTION

La planificación urbana, el transporte y los espacios abiertos son los principales componentes de un entorno edificado. Durante el último año, los integrantes de la comunidad de Wilsonville compartieron sus ideas y preferencias respecto de cómo deben verse en el futuro dichos componentes en el centro de la ciudad. Se combinaron las ideas de la comunidad para elaborar el Borrador del concepto de diseño de la comunidad.

**Ahora, necesitamos su ayuda** para refinar el concepto de diseño y asegurarnos de que respalde la visión de la comunidad del futuro del centro de la ciudad.

En las siguientes páginas de esta encuesta, revise las características principales de cada componente e indique si considera que el enfoque propuesto es una buena guía para el centro de la ciudad.

Si desea ampliar sus respuestas, use la tarjeta de comentarios proporcionada.

### VISIÓN PARA EL FUTURO:

El centro de la ciudad es un destino dinámico y transitable que inspira a la población a integrarse y socializar, ir de compras, residir y trabajar. El centro de la ciudad es el corazón de Wilsonville. Alberga parques activos, espacios cívicos y atracciones que proporcionan experiencias fascinantes todo el año. Los residentes y los visitantes de Wilsonville llegan al centro de la ciudad para ir de compras y disfrutar de las opciones gastronómicas, culturales y de entretenimiento.

### ESPACIO ABIERTO



### LEYENDA

- Superficie construida
  - Parcela
  - Carretera
  - Corriente/Arroyo
  - Red de calles existente
  - Red multimodal de calles propuesta
- SISTEMA DE PARQUES**
- Parque existente
  - Parque propuesto
  - The Emerald Chain - Parques conectados
  - Puente para peatones/bicicletas propuesto

### BORRADOR DEL CONCEPTO DE DISEÑO DE LA COMUNIDAD: PARQUES Y SISTEMA DE ESPACIOS ABIERTOS

#### Parque propuesto en la base del futuro puente para bicicletas/peatones:

Un puente para bicicletas/peatones planificado sobre la carretera interestatal 5 (I-5) conectará el centro de la ciudad con el lado oeste de Wilsonville y la estación de tránsito central SMART. Un nuevo parque en la base del puente podría servir como vía de acceso y espacio público en el extremo norte del centro de la ciudad.



¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo
- No estoy de acuerdo
- No estoy seguro

#### Corredores verdes propuestos:

Las plazas, las áreas verdes y los pequeños espacios abiertos nuevos proporcionarían conexiones entre los parques más grandes del centro de la ciudad y añadirían cubierta arbórea y vegetación, como también más espacios para reunirse, socializar y jugar.



¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo
- No estoy de acuerdo
- No estoy seguro

## PLANIFICACIÓN URBANA



### Distrito de la calle principal:

Parkway Avenue se extendería hacia el sur, más allá del centro de la ciudad, para conectar con Wilsonville Road. Parkway se convertiría en una calle principal transitable y atractiva con una mezcla de edificios de 3 a 4 pisos que atravesarían el corazón del centro de la ciudad.



¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo  
 No estoy de acuerdo  
 No estoy seguro

### Zona de actividad intensa:

Los edificios más altos, de hasta 5 pisos, a lo largo de la I-5 y cerca de la base del futuro puente para peatones, mejorarían la visibilidad del centro de la ciudad, ayudaría a crear el sentido de lugar y respaldaría el aumento de la actividad económica que desean los integrantes de la comunidad. Los usos de los edificios podrían incluir más oportunidades de empleo, entretenimiento y servicios de hotelería. Según la propuesta, los usos residenciales en esta área quedarían limitados y no se permitirían en la zona contigua a la I-5.



¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo  
 No estoy de acuerdo  
 No estoy seguro

### Áreas de actividad moderada:

Una variedad de edificios de 2 a 4 pisos, en su mayoría, a lo largo del centro de la ciudad proporcionaría la mezcla de usos de oficina, comerciales y residenciales que la comunidad desea en el centro de la ciudad. La actividad moderada cerca de Wilsonville Road estaría centrada en el comercio, mientras que las áreas cercanas al parque del centro de la ciudad incluirían más edificios residenciales y de uso mixto.



¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo  
 No estoy de acuerdo  
 No estoy seguro

### Zona de actividad leve:

La urbanización sería menos intensa, ya que esta zona se encuentra próxima al lado este de la carretera de circunvalación del centro de la ciudad y los vecindarios adyacentes. La urbanización de actividad leve incluiría construcción de uso mixto y residencial de 1 a 3 pisos, con empresas comerciales que prestan servicios al vecindario.



¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo  
 No estoy de acuerdo  
 No estoy seguro

## RED MULTIMODAL DE CALLES



### LEYENDA

- Superficie construida
- Parcela
- Carretera
- Parque existente
- Corriente/Arroyo
- Red de calles existente
- Red multimodal de calles propuesta
- Sendero para peatones/bicicletas existente
- Sendero para peatones/bicicletas propuesto
- Carril para bicicletas existente
- Carril para bicicletas propuesto
- Cruce optimizado para peatones/bicicletas en la intersección

### BORRADOR DEL CONCEPTO DE DISEÑO DE LA COMUNIDAD: RED MULTIMODAL DE CALLES PROPUESTA

#### Red multimodal de calles propuesta:

Las nuevas calles en el centro de la ciudad, que presentarían aceras amplias con asientos y paisajismo, estacionamiento en la vía pública en muchas calles y carriles de circulación más estrechos para vehículos que reducen la velocidad del tráfico y facilitan el cruce de peatones y de ciclistas, proporcionarían conexiones más seguras para todos los viajeros. Se espera que el servicio de tránsito y los carriles adicionales para bicicletas, las calles locales y los caminos para tráfico no motorizado en la carretera de circunvalación del centro de la ciudad mejoren las conexiones en el centro de la ciudad y hacia las áreas circundantes.



¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo
- No estoy de acuerdo
- No estoy seguro

#### Cruces optimizados para peatones y bicicletas:

Los cruces bien diseñados a lo largo de Wilsonville Road crearían conexiones seguras para peatones y bicicletas entre el centro de la ciudad y la biblioteca, los hogares, los negocios y los espacios abiertos situados en el lado sur de Wilsonville Road.



¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo
- No estoy de acuerdo
- No estoy seguro

#### Calle principal:

Parkway Avenue se transformaría en la calle principal del centro de la ciudad y se extendería desde Wilsonville Road hasta la carretera de circunvalación del centro de la ciudad. La calle incluiría estacionamiento en la vía pública, aceras amplias con paisajismo y atracciones para los peatones. La reducción de las velocidades de los vehículos y los carriles de circulación estrechos aumentarían la seguridad de los peatones, a la vez que se seguiría proporcionando acceso vehicular para los residentes y negocios locales. El estacionamiento fuera de la vía pública se ubicaría detrás de los edificios.



¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo
- No estoy de acuerdo
- No estoy seguro

#### Lado oeste modificado de la carretera de circunvalación del centro de la ciudad:

Se reubicaría el lado oeste de la carretera de circunvalación del centro de la ciudad para aumentar el potencial de urbanización en la parte oeste del centro de la ciudad. El lado oeste de la carretera de circunvalación del centro de la ciudad proporcionaría conectividad norte/sur para todos los modos de transporte. La circulación de tráfico se distribuiría de manera más uniforme entre el lado oeste de la carretera de circunvalación del centro de la ciudad, Parkway Avenue y el lado este de la carretera de circunvalación del centro de la ciudad, lo que ayudaría a aliviar las congestiones de tráfico en la intersección de Wilsonville Road y el lado oeste de la carretera de circunvalación del centro de la ciudad (véase supra mapa).

¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo
- No estoy de acuerdo
- No estoy seguro

## BORRADOR DEL CONCEPTO DE DISEÑO DE LA COMUNIDAD

Use la tarjeta de comentarios proporcionada a indique si considera que el enfoque propuesto es una buena guía para el centro de la ciudad.



Muchas gracias por participar en esta encuesta. Sus opiniones, junto con los comentarios de los demás integrantes de la comunidad, se usarán para refinar el Concepto del centro de la ciudad y para informar las políticas incluidas en el Plan del centro de la ciudad.

Antes de irse, entregue la encuesta completa y las tarjetas de comentarios a uno de los integrantes del personal del equipo del proyecto o déjelos en el buzón de encuestas.

Esta sección de la encuesta es opcional. Sus respuestas nos permitirán asegurarnos de que estemos logrando una amplia muestra representativa de la comunidad de Wilsonville.

¿Cómo se identifica más con el centro de la ciudad? (Seleccione todas las opciones que correspondan).

- Residente de Wilsonville
- Residente o vecino del centro de la ciudad
- Estudiante en Wilsonville
- Trabajo en Wilsonville
- Trabajo en el centro de la ciudad
- Dueño de propiedad en el centro de la ciudad
- Dueño de negocio en el centro de la ciudad
- Director comercial en el centro de la ciudad
- Otro

¿Qué edad tiene? Elija solo una de las siguientes opciones:

- Menor de 18 años
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- Mayor de 75 años
- Prefiero no responder

La mayoría de las personas se perciben a sí mismas como integrantes de un grupo étnico o racial particular. ¿Cómo se identifica a sí mismo? (Elija todas las opciones que correspondan).

- Afroestadounidense/negro
- Asiático o estadounidense de origen asiático
- Raza caucásica/blanco
- Hispano/latino
- Multirracial
- Indígena estadounidense
- Si prefiere autodefinirse, hágalo aquí:

Indique su sexo. (Elija todas las opciones que correspondan).

- Femenino
- Masculino
- Transgénero
- Prefiero no responder
- Si prefiere autodefinirse, hágalo aquí:

¿Cuáles son sus ingresos del grupo familiar? Elija solo una de las siguientes opciones:

- Menos de \$25,000
- Entre \$25,000 y \$49,999
- Entre \$50,000 y \$74,999
- Entre \$75,000 y \$99,999
- Entre \$100,000 y \$149,999
- \$150,000 o más
- Otro

Esta encuesta también se encuentra disponible en inglés en Internet, en: <http://bit.ly/towncenterconcept>



# TOWN CENTER PLAN OPEN HOUSE // 1 de Marzo de 2018

CALLE PRINCIPAL



ACTIVIDAD INTENSA



ACTIVIDAD MODERADA



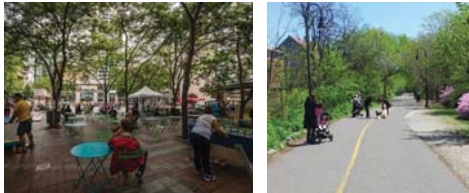
LEVE ACTIVIDAD



PARQUE PROPUESTO EN LA BASE DEL FUTURO PUENTE PARA BICICLETAS/PEATONES



CORREDORES VERDES PROPUESTOS



RED MULTIMODAL DE CALLES PROPUESTA



CRUCES OPTIMIZADOS PARA PEATONES Y BICICLETAS



CALLE PRINCIPAL



PLANIFICACIÓN URBANA

PARQUES Y ESPACIOS ABIERTOS

RED MULTIMODAL

# INSPIRACIÓN DE DISEÑO



Community Design Concept for  
Town Center Survey  
(February 2018)



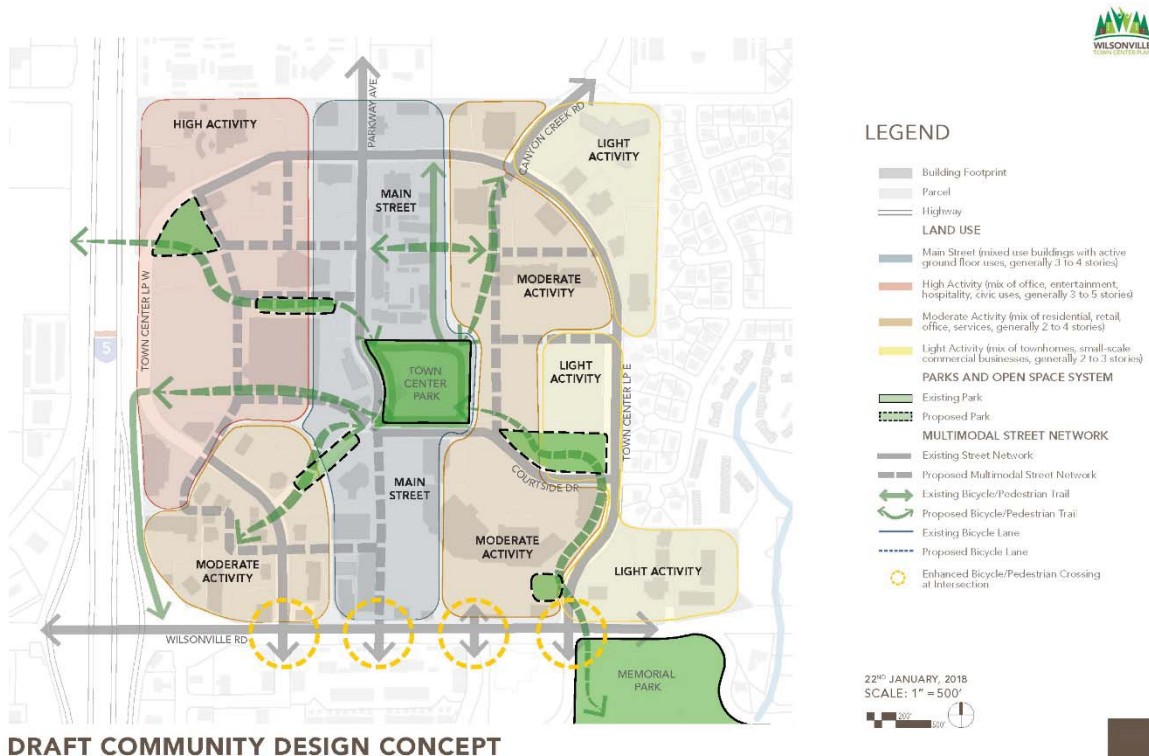


# WILSONVILLE TOWN CENTER PLAN

## City of Wilsonville Town Center Plan Town Center Community Design Concept Survey Summary April 2018

### Introduction

The City of Wilsonville is developing the Town Center Plan (the Plan) to create a cohesive, unified district that enhances existing assets in the area and sets the stage for new development. Over the last year, the Wilsonville Community provided their ideas and feedback about the future of Town Center in a variety of forms and venues (e.g. workshops, meetings, online and in person surveys). Based on the community input and technical analysis, the project team created a Draft Community Design Concept (the Draft Concept) for Town Center.



The Draft Concept captures a long-term vision; it is not proposing any buildings move or change in the near-term. Instead, when a land owner wants to redevelop, the Town Center Plan will guide what that redevelopment should look like and how it can support the community's vision for Town Center.

The project team conducted an online survey focused on the Draft Concept and its various elements. The survey ran from January 24, 2018 – March 7, 2018 and was promoted through the

project website, media outreach, social media, and various community events. The survey was structured to solicit input, highlight necessary refinements to the Draft Concept, and make sure it reflects the community's vision for Town Center.<sup>1</sup>

The survey included maps and real-world examples illustrating the Draft Concept. The Draft Concept is a composite of three major building blocks of a built environment:

1. Land use
2. Transportation
3. Open/green spaces

Within each building block, there are several key elements. Each key element was displayed on a map and illustrated with sample images that showed examples of the element. Survey participants were asked to indicate if they thought each proposed key element was a good direction for Town Center, selecting from one of three answer choices: 1) I agree; 2) I do not agree; and 3) I am not sure. A follow up question invited survey respondents to explain their answer choice.

## Online Design Survey Results

Around 460 people visited the survey website. Out of these 460 people, 206 people completed the questionnaire. The number of people who responded to each question varies. This document summarizes the community's responses to the design survey, including each individual question's response rate and results. For all questions, the percentages for answers are calculated based on the total number of respondents who answered that particular question. A summary of the comments received from participants to all open-ended questions can be found in Appendix A.

Overall, there is support for the Draft Concept. At least 70% of the respondents indicated they agreed with the proposed direction for all building blocks and their associated elements (see figures below). More detailed responses, including the number of people who disagreed and were not sure about the building blocks and their associated elements, are included in the following sections of this results summary.

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<sup>1</sup> *Vision: Town Center is a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work. Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to Town Center for shopping, dining, culture, and entertainment.*

Figure 1: Respondents who agree with the four proposed land use elements

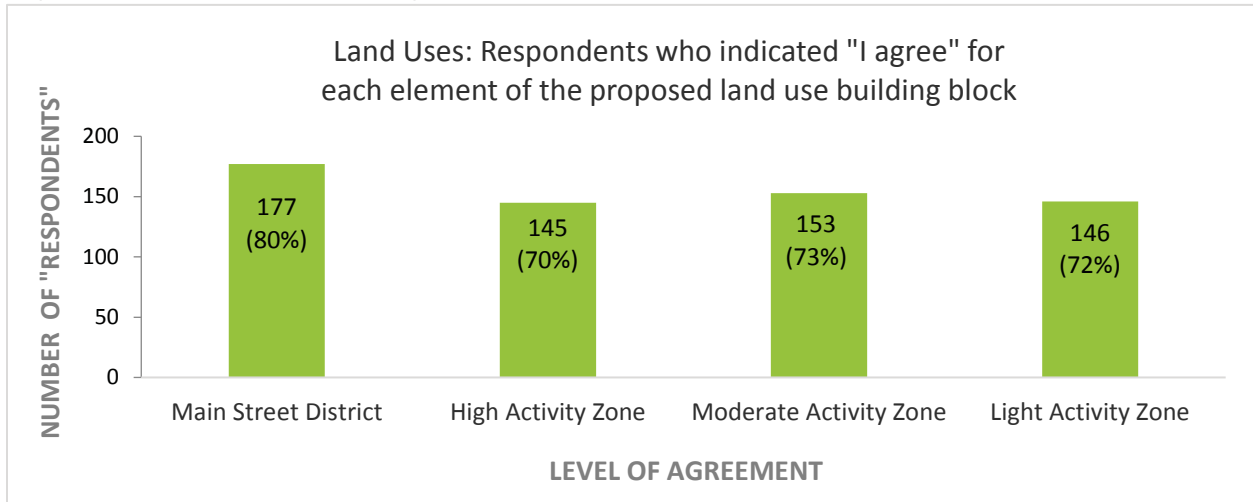


Figure 2: Respondents who agree with the proposed park and open space elements

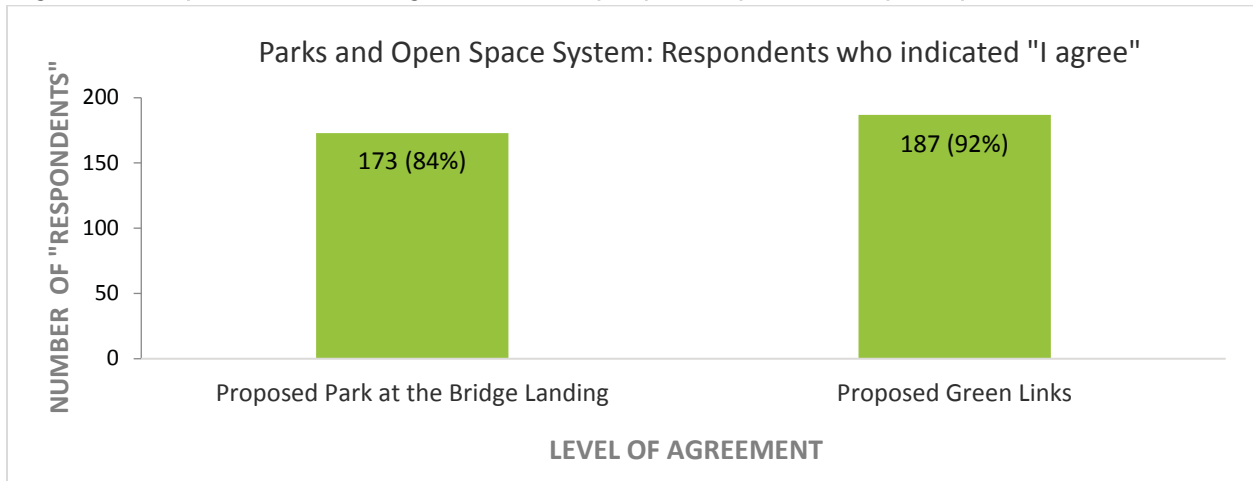
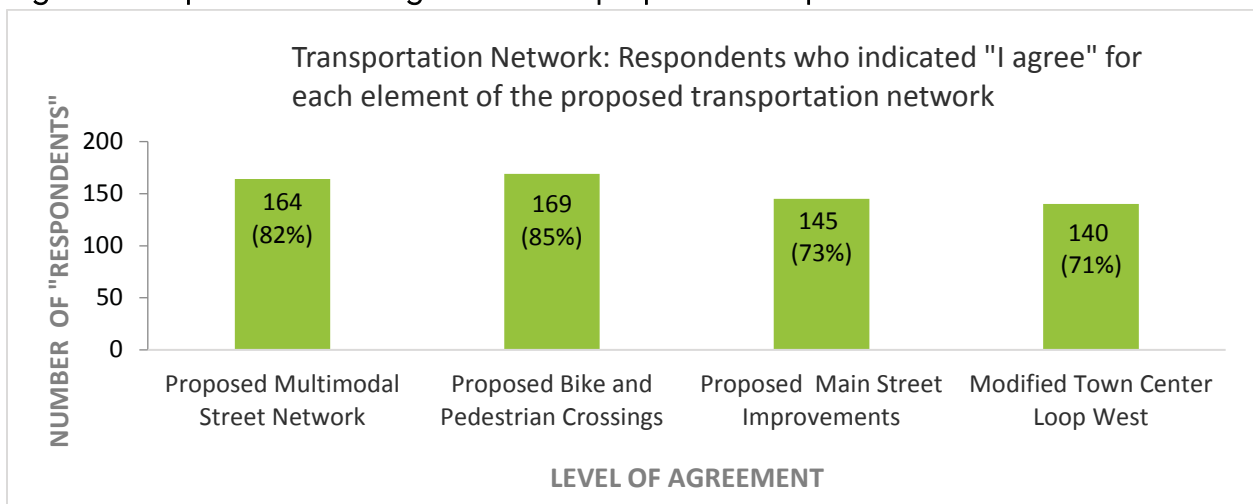


Figure 3: Respondents who agree with the proposed transportation network elements



The results of responses for each of the building block key elements is summarized below. Appendix B is attached with the survey, which includes maps for each of the buildings blocks and precedent images for each of the key elements of those building blocks.

### Building Block 1: Land Uses

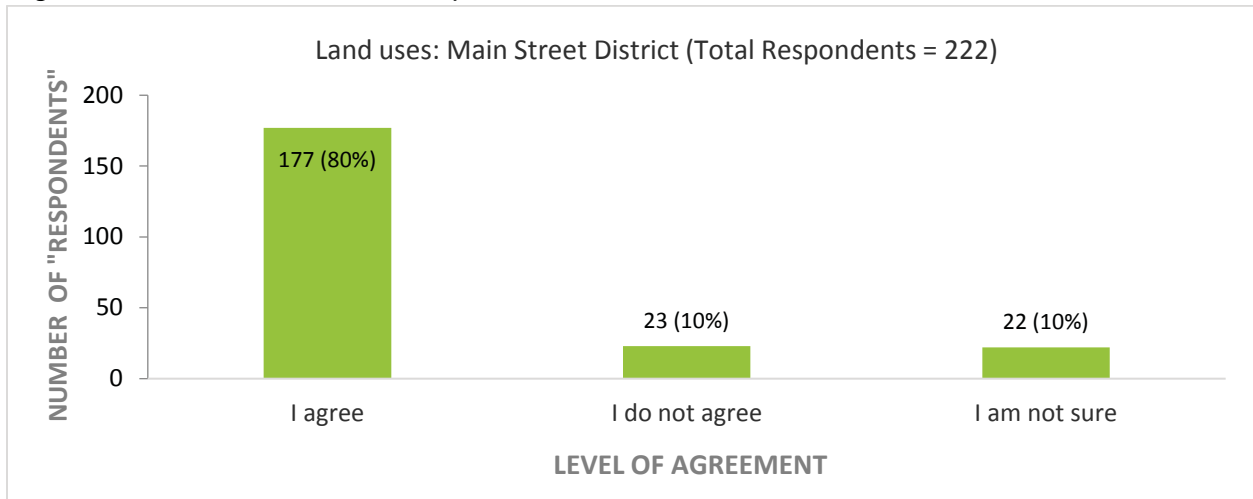
The survey asked participants to respond to four elements of the proposed land use plan:

- Main street
- High activity
- Moderate activity
- Light activity

#### Main Street District

The survey described the “Main Street” District as a walkable and lively main street with a mix of active uses and mostly 3-4 story buildings. Figure 4 shows the number of respondents who replied, “I agree,” “I do not agree,” or “I am not sure” whether the Main Street Land Use is a good direction for the Town Center. Out of 222 respondents who answered this question, a majority of them agreed with the concept.

Figure 4: Main Street District responses



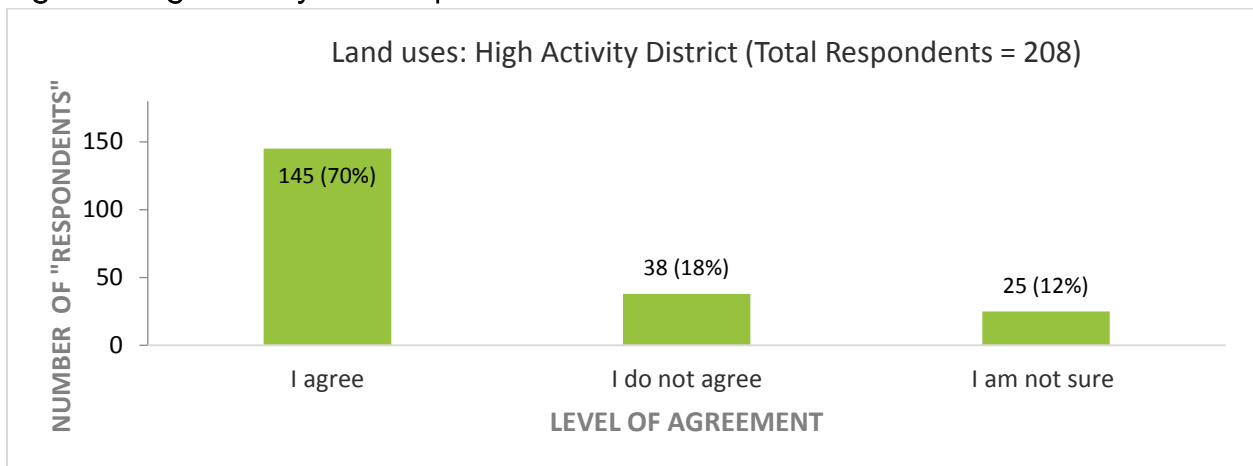
## High Activity

The survey described the “High Activity” area as allowing taller buildings (up to 5 stories) along I-5 and near the future pedestrian bridge landing. The taller buildings would improve Town Center’s visibility, help create a sense of place, and support the increased level of activity and economic vibrancy desired by community members in this area, including additional employment opportunities, entertainment, and hospitality services. As proposed, residential uses in this area would be limited and not allowed adjacent to I-5.

Figure 5 shows the number of respondents who replied, “I agree,” “I do not agree,” or “I am not sure” that the High Activity Land Use is a good direction for the Town Center. Out of 208 respondents who answered this question, the majority (145 respondents) of them agreed with the concept for the High Activity area.

Respondents could also provide an explanation (open-ended answer) describing why they chose to agree, disagree or were not sure. Around 100 comments were received. While most respondents supported this concept, with several comments that the taller buildings will act as buffers and provide good locations for additional businesses in Town Center, there were about 20 comments expressing concerns, including increased traffic and the proposed 5-stories being too tall.

**Figure 5: High Activity Area responses**

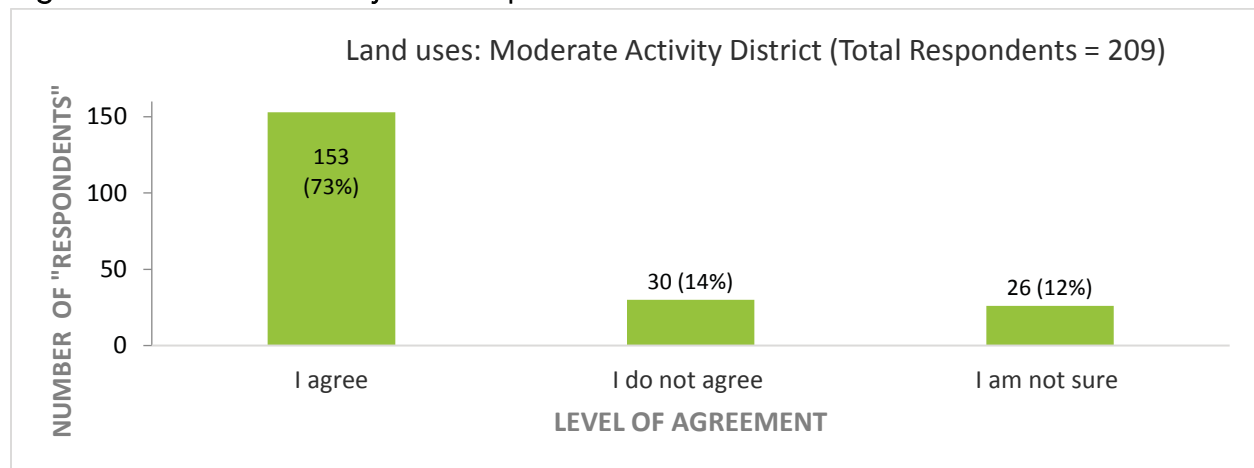


### Moderate Activity

The survey described the Moderate Activity areas as mostly 2-4 story buildings with a mix of residential, commercial and office uses. Moderate activity near Wilsonville Road would be commercially focused while the areas near Town Center Park would include more residential and mixed-use buildings.

Figure 6 shows the number of respondents who replied, "I agree," "I do not agree," or "I am not sure" that the Moderate Activity Land Use is a good direction for the Town Center. Out of 209 respondents who answered this question, the majority (153 respondents) of them agreed with the concept for the Moderate Activity areas. Respondents could also provide an explanation (open-ended answer) about why they chose to agree, disagree or were not sure. The most common concern expressed in the comments was about increased traffic. Comments included support for and disagreement with allowing additional residential development in Town Center.

**Figure 6: Moderate Activity Area responses**

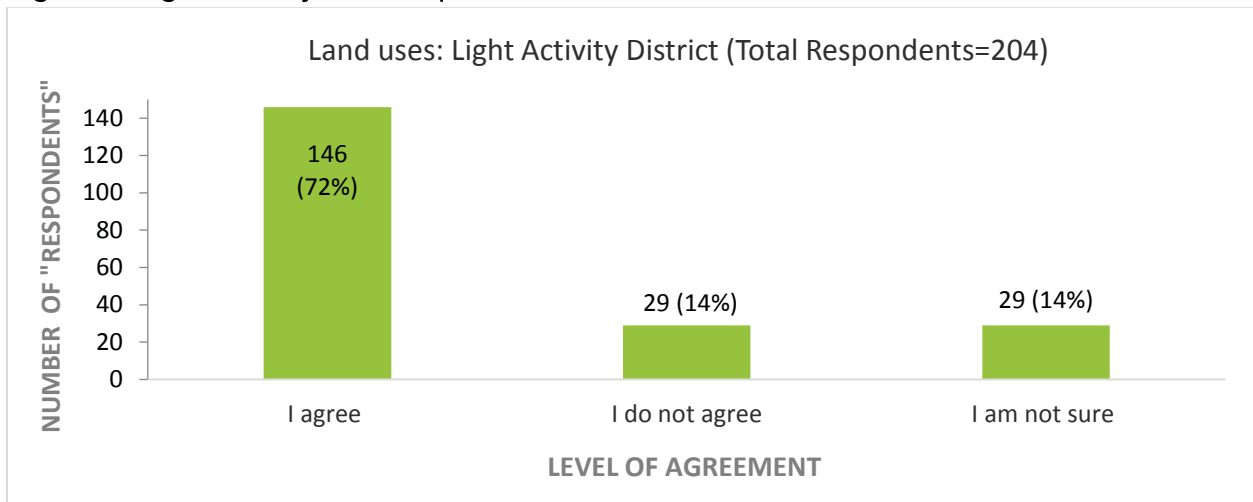


### Light Activity

The survey described "Light Activity" as areas with light activity development that would include 1-3 story residential and mixed-use development, with neighborhood-serving commercial businesses.

Figure 7 below shows the number of respondents who replied, "I agree," "I do not agree," or "I am not sure" that this is a good direction for the Town Center. Out of 204 respondents who answered this question, a majority (146 respondents) of them agreed with the concept. Respondents could also provide an explanation (open-ended answer) on why they chose to agree, disagree or were not sure. There were a range of comments, with topics ranging from supporting affordable housing to not wanting residential developed in Town Center. There were no prominent themes in the comments about the Light Activity area.

Figure 7: Light Activity Area responses



## Building Block 2: Parks and Open Space System

The survey asked participants to respond to two elements of the proposed open space system:

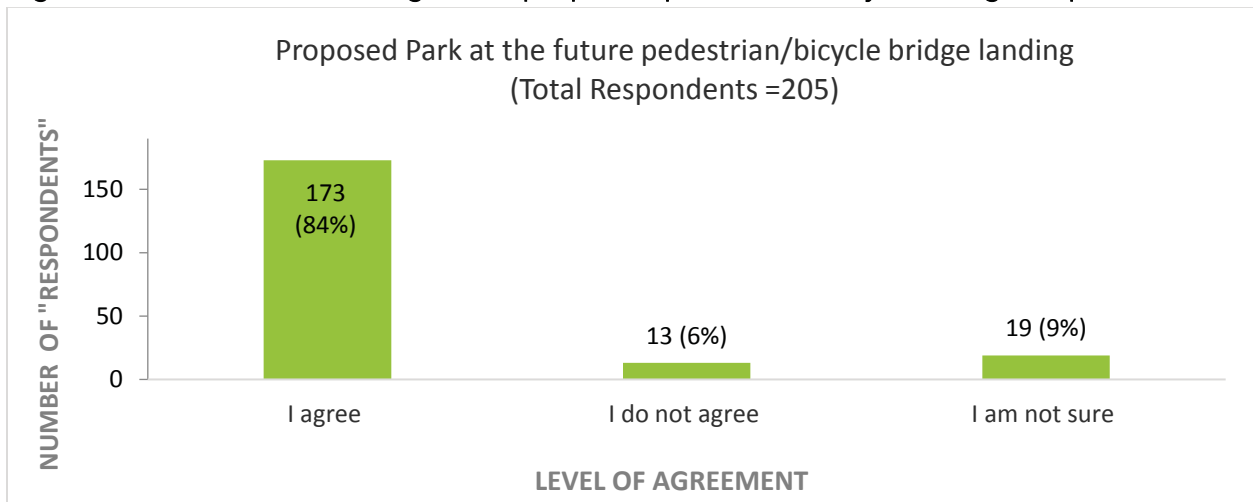
- A park/plaza at the landing of the proposed pedestrian/bicycle bridge over I-5.
- A series of green links - plazas, greenways, and small open spaces - between future and existing parks such as Town Center Park, Memorial Park and Murase Plaza (the "Emerald Chain" concept). The green spaces would provide new social and recreational spaces while expanding green space in Town Center.

### Park/Plaza

The survey described the proposed park/plaza at the landing of the planned pedestrian/bicycle bridge across I-5 as an important arrival and destination point at the north end of the Town Center.

Figure 8 shows the number of respondents who replied, "I agree," "I do not agree" or "I am not sure" that the addition of this new park at the bridge landing is a good direction for the Town Center. Out of 205 respondents who answered this question, a majority of them (173 respondents) agreed with the addition. Respondents could also provide an explanation (open-ended answer) on why they chose to agree, disagree or were not sure. Almost all comments about the park/plaza were supportive. There were some concerns about how the park's proposed location next to the freeway would affect the park experience.

Figure 8: Park/Plaza at landing of the proposed pedestrian/bicycle bridge responses

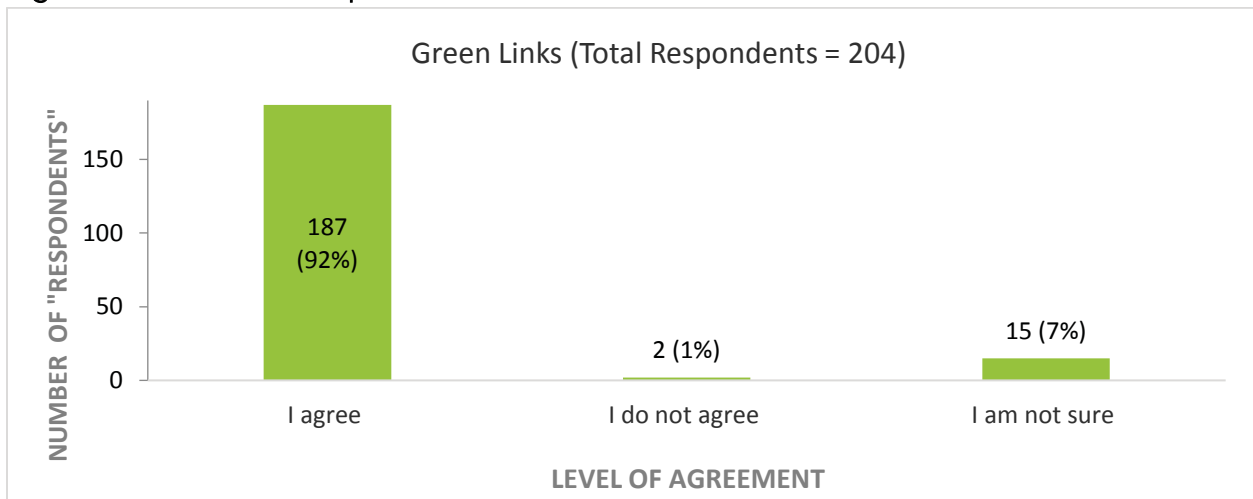


### Green Links

The survey described the proposed plazas, greenways, and small open spaces in between the larger parks as providing important connections, more tree cover and greenery, and more spaces for gathering, socializing and play.

Figure 9 shows the number of respondents who replied, "I agree," "I do not agree," or "I am not sure" that the Green Links / Emerald Chain concept is a good direction for the Town Center. Out of 204 respondents who answered this question, a majority of them (187 respondents) agreed with the addition. Respondents who commented were generally enthusiastic about more bicycle and pedestrian access and more green spaces.

Figure 9: Green Links responses





## Building Block 3: Multimodal Street Network

The survey included a map to illustrate the proposed street network concept that includes the following features:

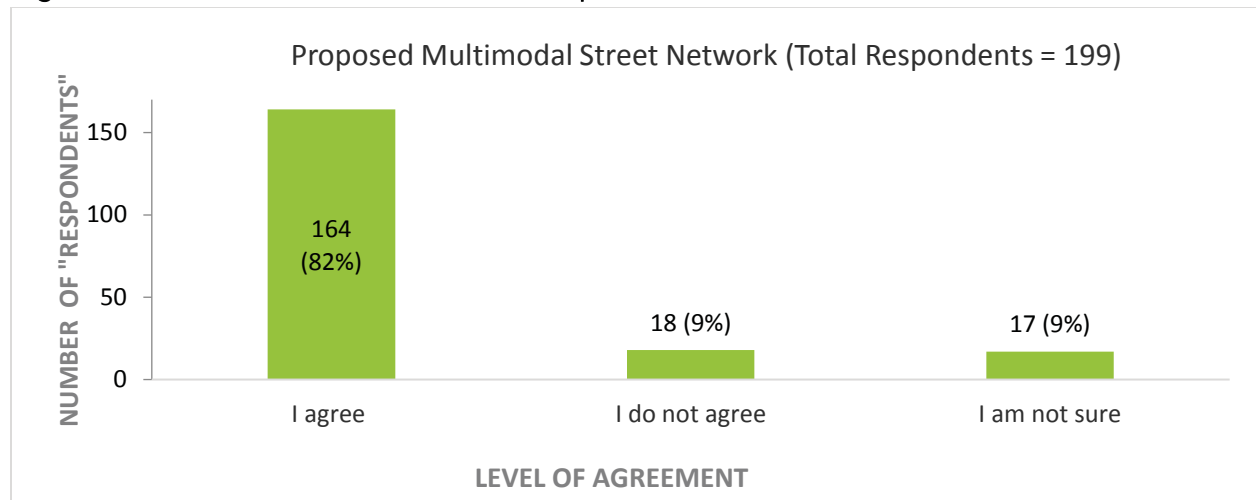
- Multimodal Street Network
- Enhanced Bicycle and Pedestrian Crossings
- Main Street
- Modified Loop West

### Proposed Multimodal Street Network

The survey described the multimodal network as including streets that would provide safer connections within Town Center for all travelers, featuring wide sidewalks with seating and landscaping, on-street parking on many streets, and narrower vehicle travel lanes that slow traffic and make it easier for pedestrians and bicyclists to cross. Transit service and additional bike lanes, local roads and non-motorized paths inside Town Center Loop are expected to play an important role in improving connections within Town Center and to surrounding areas.

Figure 10 shows the number of respondents who replied, “I agree,” “I do not agree,” or “I am not sure” that the multimodal street network is a good direction for the Town Center. Out of 199 respondents who answered this question, a majority of them (164 respondents) agreed with the concept. Respondents could also provide an explanation (open-ended answer) on why they chose to agree, disagree or were not sure. Comments included enthusiasm for more biking and walking opportunities as well as concerns about increased traffic.

Figure 10: Multimodal Street Network responses

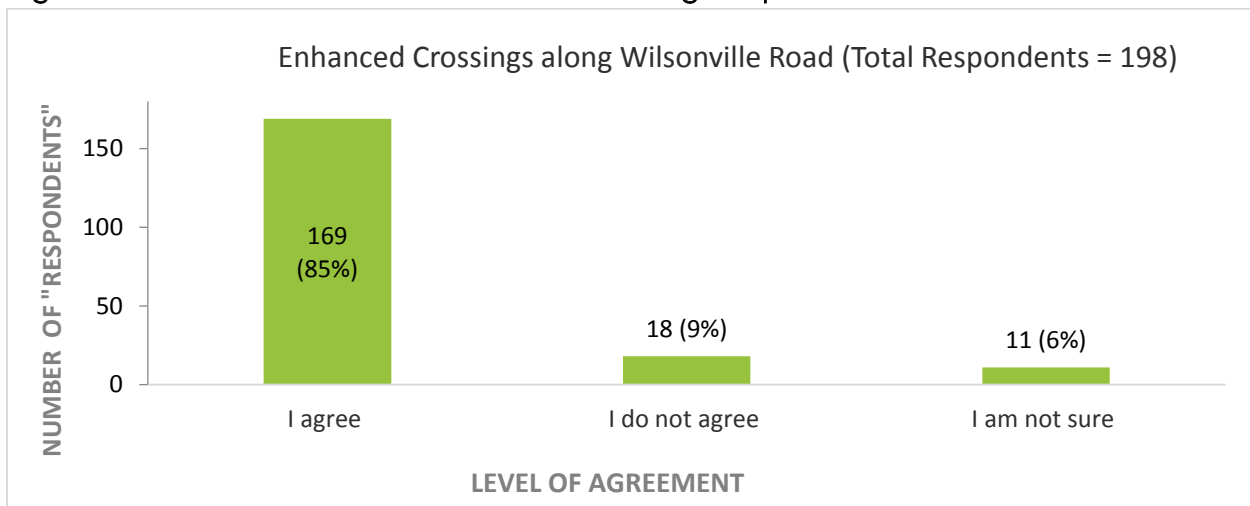


### Enhanced Bike and Pedestrian Crossings

The survey described improved crossings along Wilsonville Road that would create safe bicycle and pedestrian connections between Town Center and the library, homes, businesses, and open spaces found on the south side of Wilsonville Road.

Figure 11 shows the number of respondents who replied, “I agree,” “I do not agree,” or “I am not sure” to that the addition of enhanced crossings along Wilsonville Road was a good direction for Town Center. Out of 198 respondents who answered this question, a majority of them (169 respondents) agreed with the concept. Respondents could also provide an explanation (open-ended answer) on why they chose to agree, disagree or were not sure. The comments included support for safer crossings as well as some concerns about bicycle-car conflicts and the potential for enhanced crossings to slow down traffic too much.

**Figure 11: Enhanced Bike and Pedestrian Crossings responses**

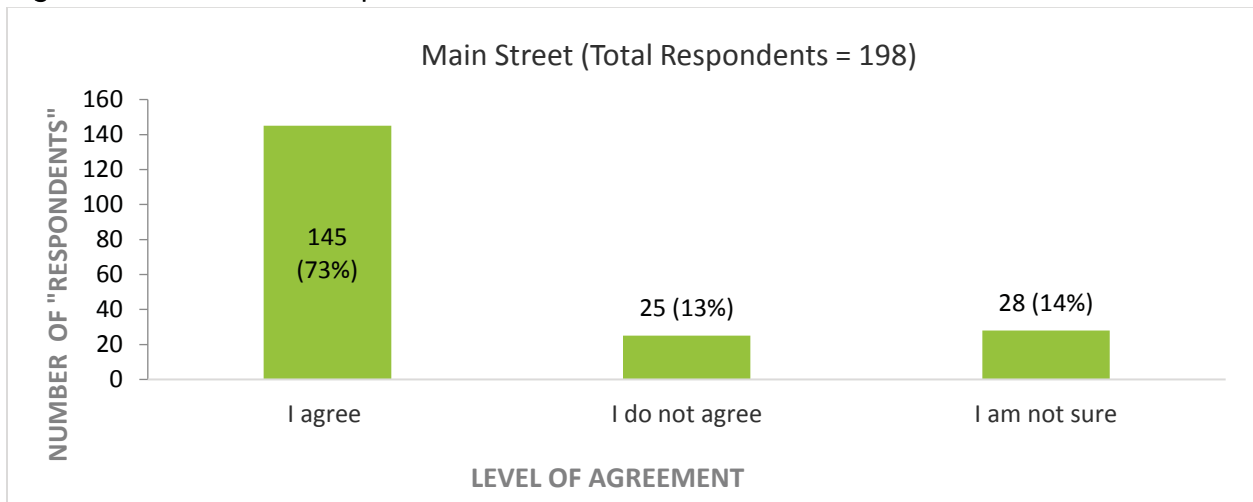


**Main Street**

The survey described a Main Street that would convert Parkway Avenue into Town Center’s Main Street, connecting from Wilsonville Road to Town Center Loop. Parkway Avenue would be designed to include on-street parking, wide sidewalks with landscaping and pedestrian amenities. Slow vehicle speeds and narrow travel lanes increase pedestrian safety while still providing vehicle access for local businesses and residents. Off street parking would be provided behind buildings.

Figure 12 shows the number of respondents who replied, “I agree,” “I do not agree,” or “I am not sure” that transforming Parkway Avenue into Town Center’s Main Street was a good direction for Town Center. Out of 198 respondents who answered this question, a majority (145 respondents) agreed with the concept. Respondents could also provide an explanation (open-ended answer) on why they chose to agree, disagree or were not sure. About 1/3 of the 50 comments were related to the configuration or quantity of parking. There were also several comments related to people’s desire for street trees. Some people were concerned that the main street would not accommodate cars, while others were concerned that there was too much car access and thought the street should focus more on pedestrians and bicycles.

Figure 12: Main Street responses

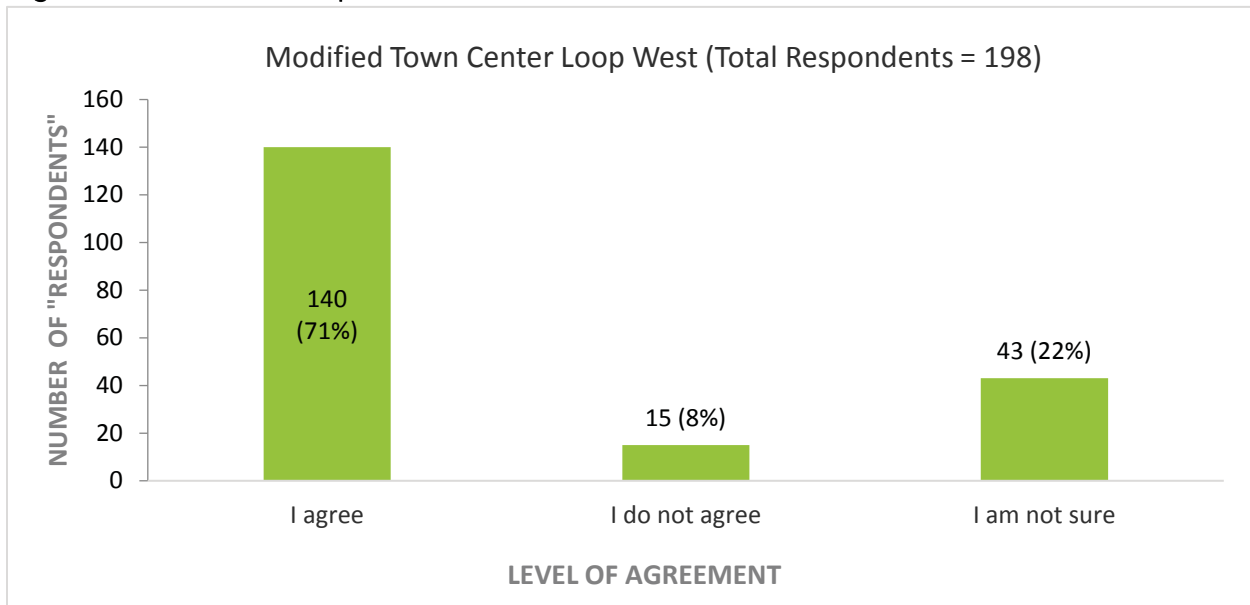


### Modified Town Center Loop West

The survey described the community's ideas about relocating Town Center Loop West to increase development potential in the western portion of Town Center. Town Center Loop West would still provide north/south connectivity for all modes of travel, although traffic circulation would be distributed more evenly between Town Center Loop West, Parkway Avenue, and Town Center Loop East helping ease congestion issues at the Wilsonville Road and Town Center Loop West intersection.

Figure 13 below shows the number of respondents who replied, "I agree," "I do not agree," or "I am not sure" that relocating Town Center Loop West was a good direction for Town Center. Out of 198 respondents who answered this question, a majority (140 respondents) agreed with the concept. Respondents could also provide an explanation (open-ended answer) on why they chose to agree, disagree or were not sure. The comments indicated there was some confusion about the modified loop and included concerns about congestion.

Figure 13: Modified Loop West



### Draft Community Design Concept

The survey included a final opportunity to comment on the Draft Community Design Concept for Town Center and included a map that combined the three building blocks (land use, parks and open space system and multimodal street network). Respondents were invited to provide open-ended comments about the Draft Concept.

The word cloud on page 13 (Figure 14) is a pictorial representation of the themes that emerged from all the open-ended responses. Word clouds are graphics that display words in sizes that are proportionate to the number of times the word appeared in the open-ended responses (i.e. the more frequently a word was used by respondents, the larger it is in the word cloud).

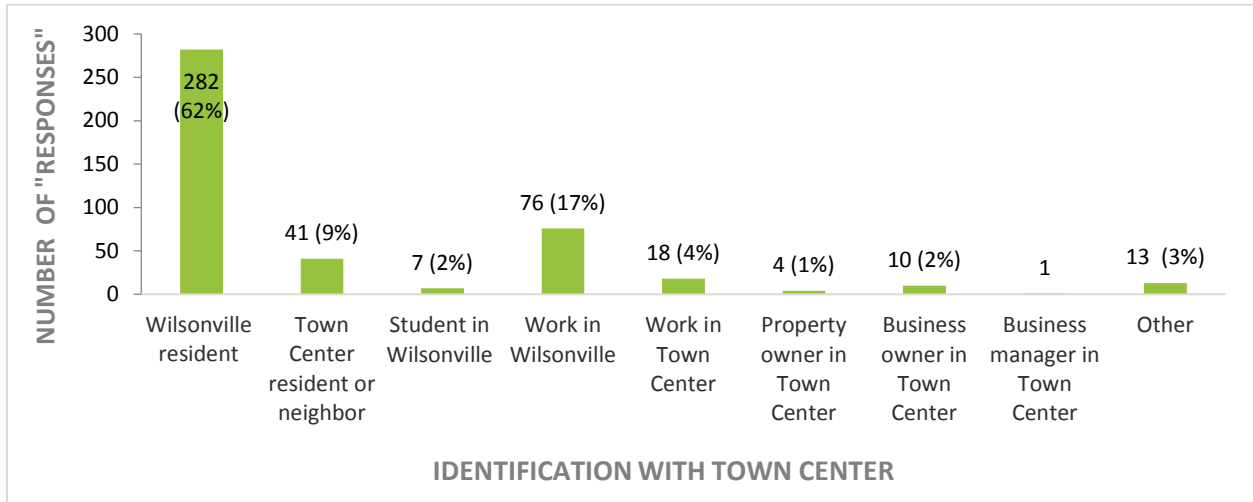


## Demographics

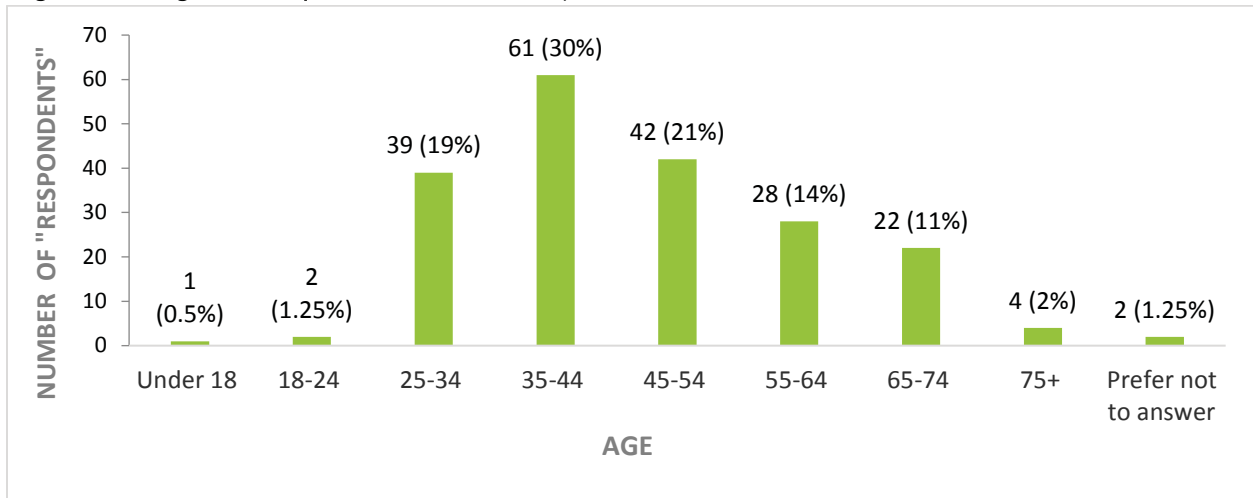
Survey respondents were invited to participate in an optional section of the survey in which they could share their demographic information. This information helps the project team understand who within the Wilsonville community has provided input relative to the Wilsonville population.

**Figure 15: Identification with Town Center**

(Total responses= 452, respondents could select all answers that applied)

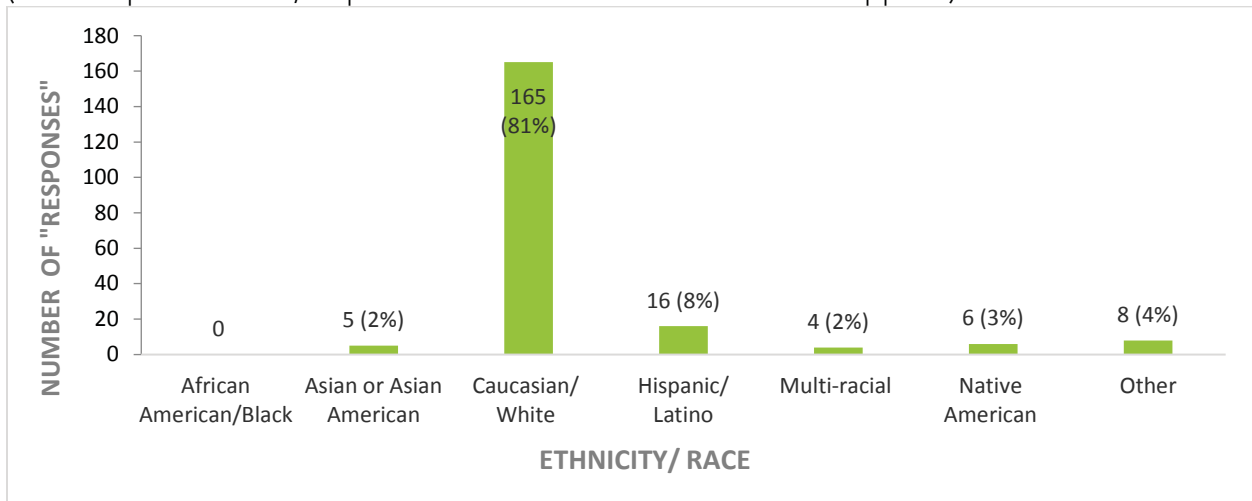


**Figure 16: Age of Respondents** (Total respondents = 201)



**Figure 17: Ethnicity or Race**

(Total responses= 204, respondents could select all answers that applied)



Survey respondents self-identified their race/ethnicity in similar proportions to the broader Wilsonville population. However, among survey respondents, there was slightly less representation from people who selected multiple races/ethnicities than the overall Wilsonville population.

**Racial Demographics across Local Geographies**

Race	Survey Respondents	Wilsonville	Oregon
White	81%	85%	83%
African American	0	<1%	2%
American Indian/Alaska Native	3%	1%	1%
Asian	2%	4%	4%
Multiracial	2%	4%	4%
Other	4%	5%	6%
Hispanic or Latino	8%	12%	12%

**Figure 18: Gender** (Total responses= 202, respondents could select all answers that applied)

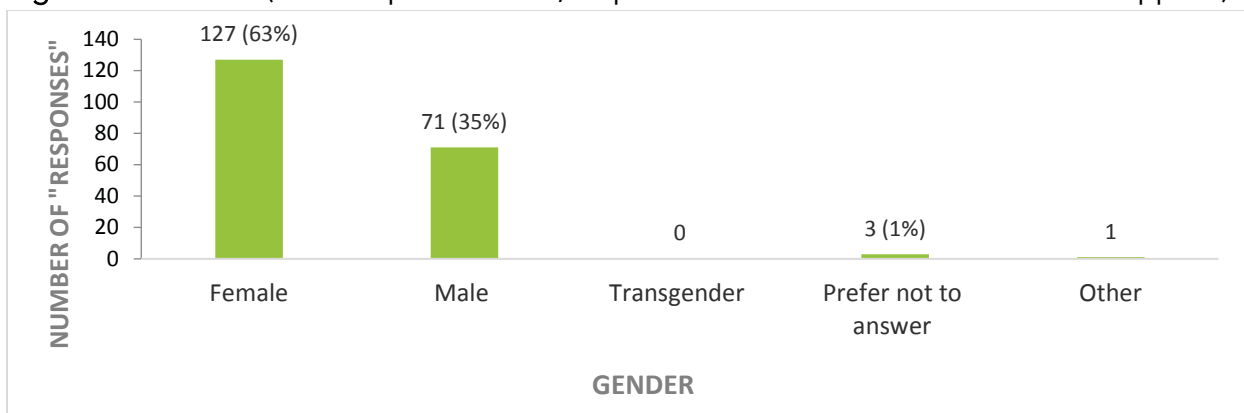
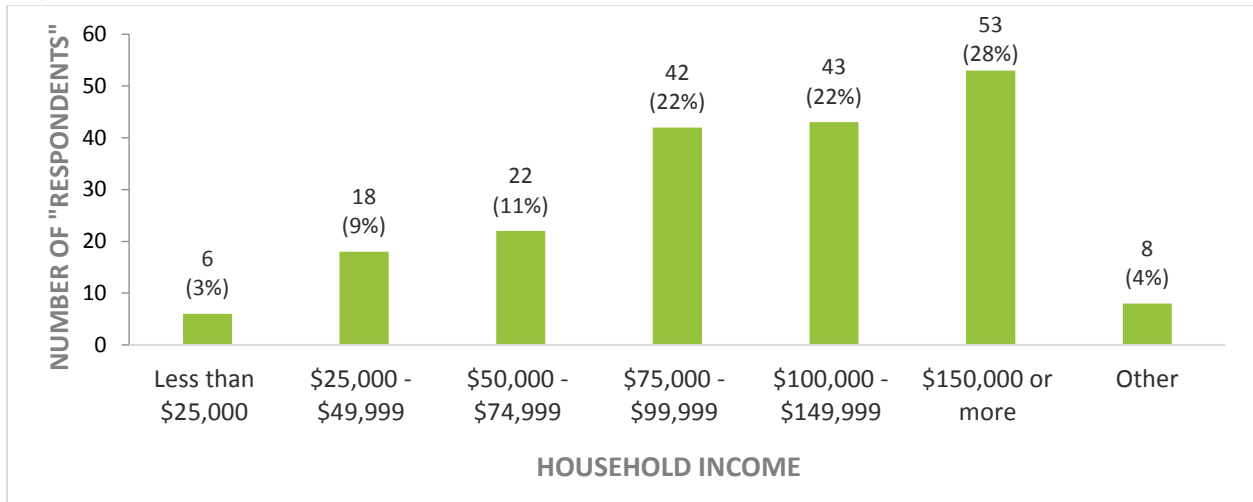


Figure 19: Household Income (Total respondents = 192)



Key Economic Indicators across Local Geographies

Income	Survey Respondents	Wilsonville	Oregon
Median Household Income		\$56,181	\$52,196
Incomes above \$150k	28%	10.1%	8.1%
Incomes below \$25k	3%	19.7%	23.1%

Survey respondents tended to be higher income. The median household income in Wilsonville is \$56,181. Ten percent of Wilsonville residents have incomes higher than \$150,000, compared to 28% of survey respondents who have incomes higher than \$150,000.





# WILSONVILLE TOWN CENTER PLAN

## City of Wilsonville Town Center Plan Town Center Community Design Concept Survey APPENDIX A: Open-ended responses March 2018

First we would like to know how you most identify with Town Center.

1. Resident of Charbonneau
2. Frequent visitor
3. I was a business owner in Town Center
4. Native
5. Live in Woodburn
6. Visit
7. CCC Employee
8. Formerly worked in town center
9. Business owner in Wilsonville
10. Visitor
11. frequenter of Wilsonville
12. Retired
13. Clackamas County Planner

### Main Street

1. The 1 thing Town Center is missing is a "Main St"!
2. It's vital to a functional and enjoyable experience
3. Mix use buildings quality restaurants and independent
4. I like the appearance of this main street.
5. generally agree concerned about adding housing
6. go to I. Oswego n see 3-4 story grand canyon effect
7. Bldgs should be mostly one and two story.
8. I feel like this has variety and a hometown feel
9. Looks like a great plan to me. I am concerned about
10. Check out the Village at Meridian, Idaho for ideas
11. A "main street" will focus activity.
12. I would like to see a bigger transportation hub
13. Envision like Lake Oswego downtown, A and State St
14. TRAFFIC IMPACT - TRAFFIC IMPACT - TRAFFIC IMPACT
15. Pedestrian friendly with shops and restaurants.

## Main Street

16. Very nice
17. Should put in a community pool center
18. Would love more mixed use buildings!
19. too busy
20. a real town center with shops and easy walking.
21. Parking is the only concern here.
22. You lose the small town community feeling!!
23. Family-owned restaurants in walking distance
24. one story would be better
25. I don't like all of the residential mixed in.
26. limit buildings to 3 stories
27. Will make for a vibrant town center
28. Yes please!!! Best idea
29. A great place to park and have walkable activities
30. Bldgs too tall. Would cut off west side businesses
31. I don't think we need tall buildings in town center
32. Provide for a more diverse core to our city.
33. gotta have money to chill in all these concepts
34. Yes please
35. Our infrastructure does not support this.
36. more mixed used areas except residential.
37. Yes more lively area that looks good.
38. Have different grades of divisible retail property
39. walkability, cute shops!
40. prefer to keep this area much the same as it is now
41. I would be more inclined to visit and stay longer.
42. Would like to see more variety than is there now.
43. It's time
44. 3-4 story means your only view is buildings
45. We need thruway for cars, wait on development.
46. How can this be a consideration ?
47. I enjoy a walkable, inviting Main Street.
48. Not convinced this much density can be supported
49. High intensity Main Street activity center!
50. Similarities to Portland neighborhoods
51. It should be a pedestrian destination.
52. Parking issues
53. I like being able to walk to places.
54. Love the look and what appears to be walkability.
55. We need walkable areas. Looks good!
56. allows more variety w/o big town feel
57. Seems logical, practical and desirable.

## Main Street

58. Independent shops, locally owned.
59. I would like to see a mix of shops and services.
60. I would like to see more trees inside of town ctr.
61. Buildings too tall. Limit to two stories tall only
62. This is exactly what Wilsonville is missing.
63. It would make Wilsonville look very different for
64. you need to first fix the traffic problems you hav
65. Great for the town. Where will parking be?
66. Need more residential to support that,
67. 4 story bldgs are nice new, cumbersome old. Trees!
68. I'd like local options with walking in mind
69. Dumb
70. Prefer an engaging & safe place
71. Yes something like this as long as the buildings c
72. make Town Center actually feel like town's center
73. An attractive, walkable, retail district
74. Will attract people to look around and linger.
75. The design seems appropriate for a Main Street.
76. It's like NW 23rd St in Portland. Very inviting.
77. Limit to max of 3 stories except on N/S ends!!!
78. I love the 3-5 story building idea, walkable
79. Make it safer for pedestirans
80. Not sure 3-4 stories, maybe 2-4? Gives more option
81. It will help to expand the family orientation.
82. Shopping centers with Sky roofs
83. Like mix of small retail and restaurants
84. I don't how this will be used as a walking area
85. Love to walk and shop!
86. this would centralize retail shopping
87. Need to manage traffic and have plenty of parking.
88. more shops which wilsonville needs
89. Need mix of housing and a variety of business
90. The current straight connection is missing.
91. I'm not sure 3 or 4 stories on Main Street
92. Lots of activity -- various dining options, small
93. Parkway will be a speedway thru center. So many ta
94. Only if it were Local/commmunity driven business.
95. This will be a great asset for Wilsonville.
96. yes get rid of loop driving
97. Walkable streets like Orenco Station - great.
98. Traffic may be an issue if its a walking only zone
99. More traffic, by the park.

## Main Street

- 100. A little something for everybody
- 101. I do not appreciate the Metro high density mandate

Please briefly describe your answer about the proposed high activity zone in Town Center.

1. Tall buildings at I5 will block noise in Town Ctr
2. This would create enclosure for the center
3. Good frame for the area.
4. too much traffic already, why more housing
5. Really need small office spaces to lease
6. these hts. out of scale, create a wall
7. Will help as a sound barrier against traffic noise
8. A bunch of tall bldgs would close off the area.
9. Block seeing active "main street" center from I-5?
10. It looks like a modern concept. I like it.
11. Help buffer freeway noise and define business loca
12. we are not portland
13. We must balance Commerce and Industry.
14. More jobs in the area would be great
15. I don't like the idea of 5 story buildings
16. Good plan
17. Too much traffic that'll come along with them.
18. Yes, but nothing South of Wilsonville Rd
19. Near the freeway is a better place for tall bldgs
20. Too tall. 2-3 stories Max.
21. unwelcoming
22. Yes please
23. Ugly. Our infrastructure does not support this.
24. Traffic will be 10 times worse!!!not navigable.
25. Can't answer. Response limited to 50 characters?!
26. Convenience of offices etc.
27. Nice, but can Wilsonvil attract enough businesses?
28. Seems best location for this; 2ndary I-5 barrier.
29. I don't want to live in the city. Suburb is great.
30. Fix traffic. Shut down the UR development bank.
31. However, need to be sure of ample free PARKING
32. Tall dense buildings are a good buffer from I-5
33. Where is demand for this density near I-5?
34. Highway visibility with windows into interior.
35. I like the pedestrian bridge
36. Increase density in town keep farm safe from spral
37. Increase employment
38. Sounds like a good idea to bring more business.
39. Blocks noise from I-5 enclosed the street.
40. how is this "activity" different from main st?
41. High bldgs near freeway is a good idea.

Please briefly describe your answer about the proposed high activity zone in Town Center.

42. too much of a "big city" feel
43. It will be a visible destination.
44. It will be a shame to lose Fry's Electronics.
45. We are not that kind of town for tall bldgs.
46. Again two stories tall only
47. Great visual to I-5 and separates hwy/dntwn dist
48. It would also provide an attractive sound barrier
49. Jory Trail Resident: noise/light problem
50. May need to increase capacity of I-5 interchange
51. First fix the traffic problems before bldg more
52. Like the idea of drawing eyes from I-5.
53. Would make it look City. Not home. Indust bldgs do
54. Taller will help block road noise, bring business
55. Diversity will benefit growth long term
56. like this except no housing next to freeway
57. Good scale next to I-5. Be careful next apts.
58. Higher activity would justify higher buildings.
59. This is not as inviting as the first proposal.
60. Love the ped mixed use below with shops/rest
61. I'm not sure of the five story buildings
62. building too close together. Parking (-)room
63. good to keep residential away from freeway
64. 5 stories seems too high.
65. Way to much traffic! We already have a big problem
66. more effective use of available space
67. Again, need parking and traffic management.
68. brings more businesses into wilsonville
69. Include housing, especially lower income housing
70. Good face to I-5
71. 50 characters is not enough for a meaningful respo
72. 5 stories only for hotels. Otherwise 3 max
73. No big box store though
74. Prefer lower building heights. A few at 5 stories
75. need to fix roads to accommodate
76. Yes, block HW noise.
77. I don't like the idea of 4+ story buildings.
78. Its currently a blank slate
79. too dense? traffic? upscale -> price renters out?
80. Do not appreciate high density concept.

Please briefly describe your answer about the proposed moderate activity land uses in Town Center.

1. Independent restaurants and shops are needed.
2. concern over housing, too much traffic in town
3. keep it low, two story max, allow for parking
4. 2-3 stories, sun n view shed impacts as above
5. 4 stories feels a bit too high
6. Not too many residential homes in this atea.
7. This looks like it will foster community
8. Seems sensible
9. Looks very nice. Nice use of space.
10. Good transition West to East
11. Prefer 1 story
12. Wilsonville needs more and better options in this
13. I think many people would want to live there.
14. Don't like the residential; parking issues
15. Too much traffic that'll come along with them.
16. Yes just not too busy
17. No more housing - density issues already
18. Better access with less congestion needed
19. Not too crowded tho or it will affect residences
20. where do you even sit down? revolting unless you a
21. Our infrastructure does not support this.
22. Include this in light activity zone
23. Retail price increase will make small biz impossib
24. Would like to see a store like New Seasons
25. Good if enough businesses to attract visitors
26. The green spaces keep getting wiped out.
27. Shelve development until you fix the traffic mess.
28. Should incl. info about S. of Wilsonville road too
29. This seems more appropriate overall.
30. Residents to make the district inhabited full time
31. Should not have residential housing
32. Sounds reasonable
33. I would prefer all tall buildings.
34. if you mean no hospitality, etc.
35. No residential all business places to shop and eat
36. I like two story in the core area.
37. still small town feel w/ variety
38. Good mixed use plan.
39. Prefer High Activity
40. We are no where near this size. We already have em
41. Two story only

**Please briefly describe your answer about the proposed moderate activity land uses in Town Center.**

42. Housing for smaller income workers in downtown!
43. Concern would be that the shops are broken up
44. Worried about noise and crowding
45. Improve traffic flow to I-5 too.
46. Housing for professionals and students positive.
47. Adding to already bad traffic. Improve flow first
48. Services would be best up front on wilsonville rd
49. Prefer a mix of moderate activity
50. the people want a trader joe's
51. Good transition on east. West could be high activi
52. Appropriate design for moderate activity.
53. Love it! Has an inviting small town feel.
54. More apartments would mean higher costs of living?
55. living over stores will draw Inner City problems
56. More cars in town more traffic, long wait for FWY.
57. builds on current town center usage
58. Again, need parking and traffic management.
59. Works well with neighbors
60. Yes, but limit steel and coldness, use wood!
61. this is a stupid survey
62. No residential. Commercial, industry only, 3 max st
63. only if local/community driven businesses.
64. A very good approach.
65. HOW MUCH IS TOO MUCH
66. corner of i5 and wilsonville rd bad idea
67. With parking? Better without; handicap only.
68. Those areas need a face lift.
69. what about more open, lower density areas?

**Please briefly describe your answer about the proposed light activity land uses in Town Center.**

1. Boring
2. 2 stories prefers
3. Sensible, especially in making a "transition."
4. Good residential buffer
5. Too much business next to homes
6. That's basically what's already there
7. Yes just not too busy
8. NO more housing - density issues
9. I'd hate to have tall bldgs pop up next to my hous
10. Mostly city owned property. I don't trust Mayor.



**Please briefly describe your answer about the proposed light activity land uses in Town Center.**

11. Too many apts in town already.
12. Please provide a timeline for affected businesses!
13. Might impact residential area
14. I like the casual pace of Wilsonville, no big city
15. Better then the rest.
16. Lighter density here makes sense.
17. Transition to lower density surroundings.
18. We do not need more multi- family housing
19. We live near there so it would be nice to walk to
20. Buildings are too small.
21. doesn't seem like a lot of room to add things
22. yes
23. I hope someone puts in a nice laundromat.
24. Beautiful plants benches places to enjoy
25. Two stories o l
26. Like to see light activity limited 1-2 stories.
27. More green spc less comrcl. Have unoccupied com al
28. live in the area, would like few townhomes
29. Good stuff
30. please add affordable housing to our community
31. Good transition to single family residential.
32. Too residential looking. Doesn't invite people in.
33. But only businesses
34. Two shopping centers in Wilsonville already.
35. Creates a nice merge with existing neighborhood.
36. Only 1-2 stories preferred, not 3.
37. We already have a traffic problem and it's bad.
38. builds on current town center usage
39. Again, need parking and traffic management.
40. Huge need for low income housing
41. works well with neighbors
42. Affordable housing. Not cookie cutter. Wood tones.
43. Open and inviting. Promotes walking/biking = good
44. make more like the central part
45. Townhomes do need dedicated parking. Garage?
46. what about more open, lower density areas?

**Please briefly describe your answer about a park at the proposed bicycle/pedestrian bridge landing.**

1. More green is better.
2. I also think adding a water space (like at Hayden)

Please briefly describe your answer about a park at the proposed bicycle/pedestrian bridge landing.

3. think green n user friendly, walkability to all
4. Wast of money!
5. Makes sense.
6. A great improvement.
7. I prefer a full "X" design.
8. Love this!
9. Design bridge tie-in West of freeway?
10. Safer than arriving at a busy street.
11. Very earthy
12. Need dedicated soccer and sports fields not multi
13. Would prefer more greenspace
14. I like to see more community activities
15. More green space would be lovely
16. Yes
17. Awesome concept to avoid Wilsonville rd as a ped
18. Park nice, but not industrial like the pics above
19. make it homeless proof
20. Green spaces and natural areas improve livability.
21. It's only sunny 3 months a year in Oregon.
22. Nice
23. I believe that we have spent way too much on bikes
24. Any concern with potential homeless camps?
25. Pic does not reflect the small size it would be
26. No one rides bikes. Wasting \$\$ and roadway 4bikes
27. By freeway? Noise and air!
28. How welcoming/peaceful is a park next to freeway?
29. Is this land city owned/ available?
30. Internal green circulation promenades.
31. Need better I-5 pedestrian crossing on Wville Rd.
32. Another way across I-5
33. Biking is great alternative to driving in town
34. Love parks & bike paths.
35. More walkable and bicycle areas are great.
36. great addition + supports other modes of transport
37. Very communal.
38. Green Space Running Along I-5 Buffer
39. Love pedestrian east/west side access
40. Absolutely support this. Would utilize myself
41. Concern about vagrants and safety
42. There needs to be a ped/ bike bridge over I 5
43. Green space important for the brain!

**Please briefly describe your answer about a park at the proposed bicycle/pedestrian bridge landing.**

44. Add more emerald to North end and West end
45. will we have enough people to maintain park?
46. Love the design!
47. good potential for a bike share system
48. Begins green connection into Town Center.
49. Parks interwoven with Town Center are good.
50. Great idea. Especially if you live on west side.
51. Increase linear parks along bike/ped corridors
52. Connect parks by walkways
53. Good idea to take advantage of the river beauty
54. more walking spaces would be great!
55. The space is already green. Don't build on it
56. Bridge is really good.
57. Love it!!!
58. It's pretty, people can walk or ride a bicycle.
59. supports planning for future bridge
60. walking/biking is good
61. Connectivity and recreation
62. Mature trees! brick and paver paths, soft trails.
63. Bike friendly paths are great
64. This a great! Like how it's incorporates business
65. bridge yes, linking all parks no
66. Boekman and Wville Rd are easy for bikes/peds.
67. Love this idea!
68. + and larger green spaces, + natural less built
69. Need to make parks can be maintained approximatel.

## Green Links

**Please briefly describe your answer about the proposed green links between parks.**

1. Town Center Park right on Main St is quite classy.
2. Need a lot of covered spaces due to climate.
3. Concerned about too many cars/people.
4. Very attractive to future residents.
5. We should have a Saturday market
6. Great!
7. Also allow outside dining access
8. Encourages pedestrian, bicycle use.
9. More green space less buildings
10. interactive art or play options at these parks

Please briefly describe your answer about the proposed green links between parks.

11. Love this!
12. Yes parks!! More parks
13. So nice to have a long connected area for walking
14. Future homeless camps? Weak Mayor may support.
15. we need more parking instead
16. Trees and green spaces are life sustaining.
17. Again can we enjoy it while it rains?
18. I like that bicycles and pedestrians alike
19. Walking trails only.
20. I want bike access across the river and bike paths
21. Not if it blocks line of sight for traffic
22. Sure. Anything that doesn't induce traffic.
23. Like ped. walk areas.
24. Is this land city owned/ available?
25. We need welcoming gathering places throughout.
26. Would be nice in the summer
27. Being outside is good for people
28. Love the outdoor seating, RESTARUNTS PLEASE!!!
29. Encouraging walking and bicycling is excellent.
30. the more parks & green spaces, the better
31. Great for pedestrians and cyclists.
32. Promotes non-automobile transportation
33. worried about crossing Loop Rd on foot
34. Agree with bottom picture. Don't overdo it in grow
35. needs lots of room on sidewalks like near city hal
36. Yes. Great access!
37. Great for people to gather, eat, enjoy each other.
38. User-friendly and attractive land use.
39. Love the bike/walking trails! We would use them!
40. Increase linear parks along bike/ped corridors
41. Love it
42. This would help Wilsonville be greener!
43. Might be nice for running for local city residence
44. Would be good to see one going SW to NE as well.
45. Love that it's open and green!
46. encourages pedestrian and bicycle traffic
47. YES!
48. connectivity
49. Excellent mixture. fabulous.
50. plazas yes, green space NO already have enough
51. Bikeways need to be min. 12 ft wide.

Please briefly describe your answer about the proposed green links between parks.

52. more and larger green spaces

## Bicycle and Pedestrian Network

Please briefly describe your answer about the proposed bicycle and pedestrian network.

1. need bus for weekends and holidays
2. fewer cars, less traffic, pedestrian use
3. There should have been streets from the start,
4. Car lanes should not be too narrow.
5. much needed
6. Yes, other ways to get there besides cars.
7. Definitely!
8. I would like to see transportation to the airport.
9. Improves walkability of town center.
10. Very community
11. There is not enough space for existing traffic now
12. More bicycle traffic sounds too dangerous
13. street parking angled spaces not parallel to curb
14. Would also be okay with no cars on main street
15. Yes
16. People will drive. Need better roads and parking
17. No to on-street parking and narrow traffic lanes
18. We all drive cars. Parking & vehicle traffic matter
19. bigger roads for cars needed first
20. Driving is a requirement. Biking is secondary.
21. Super exciting to have bike friendly traffic!!
22. And we have not addressed cars as the issue.
23. this would contribute to more traffic congestion
24. I want better bike access and less traffic jams
25. As long as it doesn't impede through traffic.
26. Safer bike lanes great but why so much more road
27. Stupid. Bike lanes just gum up traffic around town.
28. Must keep FAST car lane Wville rd to Parkway.
29. Current layout very different; this may change
30. Make it walkable and bikeable to reduce cars.
31. roadways should not be narrow
32. I prefer the top model for access.
33. more street options!
34. Will there be enough parking if no driving in loop
35. Fix traffic before adding more ppl Help w/ rent control

**Please briefly describe your answer about the proposed bicycle and pedestrian network.**

36. wide walking areas and slower traffic is good
37. Quality transportation is key
38. pedestrian/bike/public transit must be priority
39. Bridgeport is good example for ped vs street grid.
40. Reasonable compromise for all concerned.
41. Love this! Very good for residents and businesses.
42. Provide dedicated pathways w/o crossing conflicts
43. Teenagers are the main people that take transit.
44. Bicycling has been my steadfast transportation
45. It's safe!
46. supports non-car traffic
47. Excellent way to make walking in TC easier
48. remove the loop completely
49. Bikeways that trip traffic lights!
50. Sounds like a traffic nightmare
51. Urban density mandate, which isn't Wilsonville

## Proposed Bicycle Crossings

**Please briefly describe your answer about the proposed bicycle and pedestrian crossings.**

1. most bike traffic seen is on Boeckman Road!
2. same, invite peds to shop n eat
3. need something to ensure safety
4. Most definitely,
5. Very good
6. Need pedestrian friendly access
7. Fits with overall concept.
8. Crossings seem fine as is
9. We should consider pedestrian under and over pass
10. People will drive. This is not reality.
11. Definitely need more crosswalks across Wlsnville R
12. bike behavior is bad, no build
13. Driving is a requirement. Bikes everywhere not safe
14. There should be a uber lyft taxi bus type of depot
15. Plan is great if livelihood is not at stake!
16. I want better bike access and less traffic jams
17. Safe and visible is great!
18. No one wants this. Portland is ruined by bikes
19. Separate bike roads are best!
20. Safer crossings, yes, but locations tbd

**Please briefly describe your answer about the proposed bicycle and pedestrian crossings.**

21. We already has good designed crossing.
22. I like the lit up cross walks.
23. seems like it unnecessarily slow traffic down
24. Not many byciclist
25. More Crosswalks for Pedestrian Safety
26. This is a weakness now, good to fix it
27. Add signs 4 ppl give cars direct's 4 new traffic p
28. lighted crossings like city hall/courtside dr
29. We already have traffic lights to accomplish this!
30. With increased walking &biking, this is necessary.
31. Provide dedicated pathways w/o crossing conflicts
32. Critical
33. Well-lit won't wear bright clothes
34. Safe crossings!
35. make crossings less dangerous for people
36. .
37. Some current road sensors dont sense bikes
38. Mutimodal is great
39. dont get carried away, most ppl cant walk to here
40. Dutch woonerfs much better!
41. Better, wider, safer bike lanes are badly needed.
42. No one is using these bike acceses now, why more?

## Main Street along Parkway Avenue

**Please briefly describe your answer about the proposed Main Street along Parkway Avenue**

1. I'd posit no on-street parking, move it behind bld
2. allow for the darn parking
3. bldg heights take on a Bridgeport, l.o. look
4. Need more parking.
5. Great idea!
6. No parking meters! Let parking be free.
7. Check out downtown Pleasant Hill, CA
8. Question alignment South of Center Park
9. On street parking must include disabled spaces.
10. Traffic is difficult enough on that road
11. A Main Street is a cute idea
12. again, angled not parallel parking please
13. we are going to need a parking lot or structure

## Please briefly describe your answer about the proposed Main Street along Parkway Avenue

14. Maybe we should limit car activity on Main Street?
15. I like the main rd and mix of parking!
16. Keep vehicle lanes. Add bike/ped.
17. need parking
18. Area infrastructure does not support this.
19. Timeline now please!!!when!?!exactly!?
20. Please do a better job planning parking than curre
21. Important to maintain smooth through traffic flow.
22. No big city feel. I like having actual parking
23. You guys just don't get it. We need a revolution.
24. Current buildings face inward/hard to retrofit
25. Should not be narrow roadway
26. Parking is very important.
27. don't make it slower than what it already is!
28. Yes!! Our town needs a Main Street!
29. Should not be main
30. Street parking is inefficient
31. Add Indscpng ensure bldg maint. Enhance quality
32. lots of trees, no parking on main street
33. Ensure the main street is pedestrian friendly
34. How to phase?
35. I do not understand the benefits of this change.
36. This is good for cars, not for walkers/bikers.
37. Where is parking?
38. Not safe
39. Please no on-street parking!
40. I never have a vision though
41. We could have a parking problem!
42. should allow for temporary pedestrian only zones
43. Would it encourage more cars?
44. link currently missing
45. This creates a speedway thru the main walking ways
46. Can see many residents near Edge Fit to park here
47. Great solution. Very needed.
48. Oregonians cant parallel park lol! angled parking
49. I'd like limited on street parking.
50. Not sure if there will be adequate roads for cars
51. traffic congestion
52. Traffic issues. Street parking is a nightmare



## Loop West

Please briefly describe your answer about the proposed modifications to Town Center Loop West.

1. Vacants bldgs already why build more
2. How fix traffic congestion now?
3. Again, we should transportation to the airport.
4. Split Fryes parking lot? Concentrate traffic?
5. Less congestion is what we need
6. Keep vehicle lanes. Add bike/ped.
7. widen roads, don't relocate
8. Increased development w our infrastructure is nuts
9. And all that to be stuck getting on I-5!!
10. I'm tired of driving 40 min to go 5 miles
11. Important to maintain smooth through traffic flow.
12. How will it screw drivers? I'm missing something.
13. What is business impact during lengthy constructio
14. The existing road has a good location alrady
15. Wilsonville Rd need less congestion.
16. anything you can do to improve congestion!
17. congestion will still exist w/o I-5 exit fix
18. Will office/shop deliveries by truck be hard?
19. hopefully will ease congestion
20. Looks great.
21. Worried about how realistic (doable) it is.
22. Reduced congestion is a plus.
23. Not good if traffic is directed thru town center.
24. Wilsonville roads can't handle traffic we have.
25. fix the traffic issue first!
26. Driver friendly also
27. Need to work with state on I5 intersection.
28. I think we are going to be having a lot of traffic
29. this area seems under used today
30. Shouldn't be the highest priority, difficult implement
31. Good solution to reduce congestion at Wilsonville
32. get rid of the loop entirely
33. Effect on traffic jams onto I-5 South at 5PM?
34. I'm not clear what the plan is. Clarify it.
35. too dense, this becomes way congested

## Community Design Concept

**Combined together, these three building blocks create the Draft Community Design Concept for Town Center. Do you have any additional comments about this concept-**

1. This looks well-thought out and I'm excited to see how this will shape up. Thanks for involving the community.
2. You have done a great job at trying to describe this complicated plan in an understandable way.
3. Very concerned about adding more housing, especially Apartments, there is already way too much traffic and overbuilding in the area w/o . I have people who will not visit b/c of the time it takes to drive thru Wilsonville.
4. great next step
5. Toss in elements that connect to history of Wilsonville, European town n village pedestrian friendly, fewer vehicles
6. I like where this is going!
7. I always hated town center because there are no streets, you have to use parking lots as streets to get around. Bad design from the start now going to spend more money to fix what never should have been built.
8. Be sure you are still serving needs of people coming by auto.
9. no
10. I am all for the proposed changes, but right now we are so deadlocked in traffic, that I am concerned. Unless there are more roads and some relief on I-5, all this future development will only be partially successful.
11. Very nice! A wonderful example is The Village at Meridian, in Meridian, Idaho. I believe it is the best example I've seen, in the northwest, of a combination living, dining, and shopping development. It was built by the Bridgeport developers.
12. Connections across Wilsonville Road will be very important. I shop on the south side this very busy street, and would very much like to have attractive, safe, and inviting crosswalks from the southern business district into and out of "Town Center."
13. It looks great, but I think we should have buses that go to the airport. It's very hard to get to the airport because one has to go to Beaverton first. A very lengthy and time consuming trip.
14. Please check out Pleasant Hill, CA for a great example of a city that created a vibrant downtown from a tired mish-mash of old businesses. They had no downtown before...just a bedroom community with little identity.
15. Main concern is realignment of Town Center Loop West, split Fryes parking lot, will concentrate traffic closer to pedestrian zone. Better to build in parking lot area and keep traffic on current roadway, outside pedestrian activity zones.
16. This will work if we are able to attract shops and restaurants that people want to visit. Perhaps there needs to be space for pop up shops for businesses who may not want long term leases. I hope for improved walkability and much better signage.
17. We agree

**Combined together, these three building blocks create the Draft Community Design Concept for Town Center. Do you have any additional comments about this concept-**

18. Keep buildings low in height as we love driving and walking in town that still feels like a small town. Lots of trees and green space like the small town that we fell in love with 15 yrs ago. Make it more walkable so that there are less cars.
19. I think it's important to keep existing community attractions like the movie theater and bowling alley and to strongly support the creation of local (non chain) businesses and restaurants.
20. Everything looks like it was well thought out. My only questions now are how much is this going to cost and what is the timeline?
21. "lower buildings along-open to the street, rather than having to go through building hall/stairways to get to the businesses on the main street. Street parking with angled spaces rather than parallel parking would be easier, cause less congestion"
22. My main concern is too many residential buildings. Parking is already an issue in many neighborhoods, and I am concerned with the lack of parking in this proposal. I will not go in the snow and heat if there is no parking. Parking structure maybe?
23. Yes just don't overdo it on the buildings, more parks but make main street fun and cute. Lots of outdoor covered eating/entertaining.
24. "No more housing - especially in this area. Allow it to be a place business can hopefully thrive in our town. We have enough density - no more housing!"
25. Consider using height differences for green zones, pedestrian and bicycle paths from car and bus traffic.
26. Now if we could just add a pool and community rec center it would be the best city in the county
27. Overall, it's pretty good. I'd just hate to see too many tall buildings and busy businesses/traffic near residences on the E side of TCL. Also concerned about current businesses on W side losing visibility/accessability.
28. Do not enhance bike/ped at the expense of cars (ie: reduced vehicular activity or access). Bike ped should be an addition to, not a replacement for vehicles. No 4+ story buildings; this is not Portlandia.
29. I like the direction you are taking for the next step forward for our town center area.
30. the church of car hatred pooped out this plan. automobiles rule!
31. Increased growth and development without first addressing infrastructure and current traffic issues is irresponsible and is turning this city into something sad, unlivable and unrecognizable.
32. A high quality somewhat local grocery store like New Seasons would be perfect for this!!
33. Great concept.it won't do what you think it will.will people pay the higher prices required to pay the new rents?doubt it.why should current businesses pay for this future we won't be a part of?the intentional lack of communication to businesses !!!

**Combined together, these three building blocks create the Draft Community Design Concept for Town Center. Do you have any additional comments about this concept-**

34. Did you mean to allow comments to be 50 words, not 50 characters? I didn't respond earlier because I couldn't say all I needed to say. I love the idea for more parks, green space, and pedestrian/walking trails. I am concerned about the tall buildings
35. Overall, I think it's a promising direction. I'd not want to see motor-vehicle traffic unduly impeded on main streets, as that's still the dominant transportation mode.
36. Please do it
37. We have already overbuilt so much and it has created so many problems. Why would we continue to overbuild? Why not keep it simple?!
38. Take responsibility for the mess you have made and stop doing all the same things that led to it. Bring back the development/traffic matrix that conditions new development on protected trips. You let the developers dig us into a hole. Stop digging.
39. Concept has merit, but could better appreciate/evaluate the design with more info about neighboring areas -- esp. south of Wilsonville Rd.
40. What is the cost: 1) to construct, 2) to acquire land for parks, 3) to existing businesses during the process. Existing businesses do not fit the model; how do you integrate them? Those with parking lots face inward, not out toward new streets.
41. Sounds great. Can't wait for the improvements to begin.
42. I think the plan is good.
43. I would like to see more enclosure of 4-5 story buildings throughout the center. I think a cozy enclosure would provide a European street feel and hub for Wilsonville. Both side of the freeway need a hub and quality non-chain restaurants/bars.
44. I think Wilsonville needs to be mindful of the ongoing traffic issue and any development needs to take that into account. If traffic gets worse because of this project, that is what people will notice and remember.
45. Again, I would like to see a Green Space area traveling along I-5 to act look a buffer which would help with the air pollution .
46. No...no additional comments at this time.
47. More local businesses (ie QUIT PUTTING IN MORE STARBUCKS!!!!) A local coffee shop, bakery, bistro, botique, etc. I live in Jory Trail, for 5 years now, and would surely leave (probably Wilsonville as well) if all that noise/crowing was added.
48. I like the plan I would like to see a bottle drop place in Wilsonville
49. My family and I (nurse, Primary School teacher, two young children, staying in Wilsonville forever) fully support this plan and would love to be a part of making it come to life!
50. "Generally I like it. Need to figure out where the bridge will connect on the west side of I-5. Will there be a trail to Wilsonville WES/Smart Station? Car-free zone is a good idea, just make sure there is adequate parking somewhere."

**Combined together, these three building blocks create the Draft Community Design Concept for Town Center. Do you have any additional comments about this concept-**

51. This all looks great. Unfortunately, it will all just turn into a parking lot around 4:30 everyday unless the I5-Wilsonville Rd nightmare gets resolved.
52. Healthy way to approach moving the city forward. Lots of great ideas. Important to convey publicly timeline for development throughout the process, to celebrate each step. Housing for students of OIT & CCC helpful.
53. Nope
54. I put notes in all spaces provided however they were very small. I really think that the traffic issue needs to be resolved prior to anymore homes or apartment building complexes be placed in Wilsonville. We chose Wilsonville because it was beautiful
55. I am personally very concerned with the residential development near town center. The area already has A LOT of traffic due to the townhomes just east of town center in addition to all of the apartment buildings to the north and northeast of loop
56. Great work! Excited to see it all come to fruition!!
57. Liking the overall direction! Great work! I didn't like the parking on main street, let people walk or take transit in. Ensure everything is ADA accessible!
58. No.
59. This looks great. If main street is slow and narrow, and has wide sidewalks and bike trails for people on foot or bike, this will be an amazing town center when finished. Can't wait to ride our bikes over from the west side!
60. Concept provides too many bike/ped routes with traffic conflicts. Increase greenway corridors and focus on selected routes that provide infrastructure to \*avoid\* surface conflicts with motor vehicles.
61. How can we think of building and taking away more land when we can't handle the traffic now?
62. Personally change doesn't seem to be required. A facelift is costly. I can't afford my own facelift but some people can. If you think Wilsonville can afford without raising rent too high with taxes. If land owners are going to be taxed. How much!
63. Overall looks very promising.
64. The main street area should allow for blocking off a portion as a pedestrian only zone for events. Would it be possible to limit delivery trucks to certain times? This approach has worked well in Europe, especially in pedestrian zones.
65. This is an exciting concept and depending on how it eventually gets developed could be extremely popular. I think a lot of people from outside Wilsonville will come and enjoy this development but that will bring more stre(NOT ENOUGH SPACE TO TYPE!!)
66. No
67. Limit high rises; limit use of cold materials like steel and try to use natural wood and colors! For housing and mixed use, buildings should compliment one another but not be cookie cutter. Lots of variation with multi-story buildings and rustic look

**Combined together, these three building blocks create the Draft Community Design Concept for Town Center. Do you have any additional comments about this concept-**

68. I am concerned about the number of residential building plans. For an area that's already highly congested, adding more residents & thus vehicles is not likely to improve this & will have me avoiding it at all costs. If the hope is to redesign to bri
69. I would like to see this as support for local business and community, not for drop-in shop box stores (a lot of Tualatin on Nyberg st. is mostly box stores and it is not good).
70. get rid of the loop completely, start over with the streets! Extra access to and from Wilsonville Rd sounds like a traffic gridlock nightmare.
71. Anything would be an improvement over the current sprawl; there is no town center now. Bike/ped. bridge not needed' Wilsonville Rd upgrade makes it bike/ped friendly now and Boeckman is easy for bikes, too.
72. Looks good overall, but seems like development is too dense with too little open and green spaces. Also assume this will make already bad traffic on Wilsonville Road to get worse and to spread to this new town center.
73. well done

**Is there anything else you would like to add about the Town Center Plan and the design concepts you reviewed in this survey**

1. I know here is a lot of push for family friendly environment but it would also be nice to have some adult spaces (ie. outside seating areas etc thst don't necessarily draw kids)
2. what is being done to redevelop/market vacant properties within town. might make sense to look at that before adding more buildings which will sit vacant.
3. I live in wilsonville, have a small consulting business with my offices in Lake Grove. I want to move the business to Wilsonville - but there is no space available for small businesses (economic backbone) in the few business buildings in the city.
4. Congrats on community involvement in process...concerns developer funding driven like L.O. resulting in more traffic n over vertical
5. Thank you for reaching out to the public for feedback.
6. Add a couple of outside warmers around park or other places to sit. Put in plenty of benches along the green corridor.
7. no
8. We have lived in here 25 years. Lifestyle quality is diminished by too much traffic, too many people & businesses.

## Is there anything else you would like to add about the Town Center Plan and the design concepts you reviewed in this survey

9. Again, check out The Village at Meridian, Idaho, for additional inspiration. Wonderful design with lots of outdoor gathering areas. Large, loft-like, condos above retail would be a nice option! This is all coming together nicely. Good work!
10. Again, mass transit to the airport. The airport is so far away and it's a sixty mile round trip sojourn. It would be so great to have a shuttle going to the airport.
11. Design is great. The plan needs to ensure that space is created for additional restaurants, food carts, etc. it would be nice to not travel to Portland to enjoy great food.
12. I think it will be important to communicate that the new town center will not be developed all at once but rather over many years. When development in Villebois started in 2004/2005 it wasn't clear that the central plaza would not be finished in 2018
13. We moved our family here because of the small town, Main Street USA feeling. We stayed away from cities like Portland and Beaverton because of their constant need to fit in. People escape the rat race and come here to enjoy life and community.
14. I would really enjoy and support a community pool.
15. My family's favorite thing about Wilsonville is the interactive water features. More art/play like those, even without water, would be ideal at the parks and plazas throughout this map.
16. We need a parking structure if we are going to cram this much residential and mixed use buildings into the proposed space. Or require residential buildings to have adequate garage, parking space for their residents.
17. Use eminent domain if you have to- do this soon!
18. Love the main street concept!! Can you let the public know a timeline for this?
19. I would like to see Town Center be improved and not change too much. I like the small town feel of Wilsonville, don't want to see any big buildings. I like the idea of more green additions. Please keep in mind the planet and the environment.
20. Follow property owners lead.
21. "ditch the metro 2040 growth concept crap
22. build roads"
23. Increased density and gridlock in our once beautiful town is disturbing especially knowing that it is being purposefully planned with no discussion of improved infrastructure.
24. I love the added pedestrian/bike paths, that would really open the area up to us over in Villebois. My family has biked to the area several times since moving here almost a year ago, and it has not been the safest feeling experience, esp crossing I5
25. Be honest and forthright about timing and costs, if you care about the economy at all.
26. What is the plan for parking with all the tall buildings being proposed?
27. Thank you

## Is there anything else you would like to add about the Town Center Plan and the design concepts you reviewed in this survey

28. We moved here because we loved the feeling of a relaxed community. Would not enjoy it if you try and turn it into a fast city feel.
29. This plan does not seem fully formed and the demand for it does not seem justified; It could languish, half-built, for years, if not properly planned with local business support.
30. Great opportunity to improve the quality of life in Wilsonville, and improve the sense of community and community cohesiveness!!
31. We need a shops/boutiques/restaurants on both sides of the freeway. There is too much industry on the west side of the freeway & no quality restaurants. We travel to Portland because of this which is not our desire. I want to support Wilsonville.
32. I think the more you can promote other forms of transportation to alleviate congestion, the better. I love the idea of more parks and connecting them from the new landing all the way to Memorial Park!
33. Commercial areas are great, but we also need to focus in offices/manufacturing. If we only have shops/restaurants it will only be low paying jobs. It has to be a mixed economy to be as self sufficient as possible.
34. Just would like to see a bottle drop in our area
35. The concept of a "Main Street" was what has been missing from Wilsonville. We can't wait to see how this transforms our community and builds a stronger culture in our town. Thank you for envisioning something so inspiring.
36. What will happen to the existing homes and businesses? Will they be accommodated in the new plan?
37. Maybe some low income place for people that want to move here because of the great school district but also need teachers that are taught to help children or young adults with learning disabilities .
38. Please make your Emerald space larger. Please remember to add signage for both pedestrians and vehicles for all of the new and improved areas. I also think using traffic circles helps quite often
39. No.
40. I'm a little worried that Main street will end up like Commercial street in downtown Salem, with too many lanes, too much/fast traffic and noise, and not a place where families can take their kids on bike or foot for relaxed shopping and fun.
41. Need to consider a parking garage close to center of the Town Center. Parking lots are wasted land use and not aesthetically pleasant.
42. Having parks and groceries within walking and biking from apts is helpful.
43. Think about what didn't work from Villebois. Light rail increased our traffic by bringing people from other cities south of us to use it and increased crime.
44. Anything that increases the rental prices around here might not be A+ for our fixed income persons. If you're going to build Apartments you should build low-income units for people with unlimited income. Wilsonville is a rich suburb. Don't squeeze us out.
45. Not even going to try...



## Is there anything else you would like to add about the Town Center Plan and the design concepts you reviewed in this survey

46. No
47. ...redesign the area to reduce congestion, adding back in more vehicles just brings us right back to where we are now. I also want Towncenter to feel like it belongs to all of Wilsonville; I don't think it should feel like you're entering a neighborh
48. I see division from East and West side(eg. hard to reach farmers market), and hope that Wilsonville CC supports both low income and wealthy. Providing a space for people to meet and know each other as community is they way for us to work together.
49. Like it a lot. Excellent plan. Thank you!
50. HOW MUCH IS TOO MUCH THAT WILL AFFECT THE COST OF LIVING HERE. WE STILL WANT TO AFFORD IT. 5 STORES BUILDING NOT TOO EXCITING. THE TOWN FEELS LIKE A FAMILY TOWN, BIG BUILDINGS WILL FEEL LIKE IM IN PORTLAND. IT COULD BE LIMITED - MAYBE MORE PARK AREA INSTEAD.
51. get new business tenants on board early, I spend most of my money in Sherwood and Tualatin (use those area as examples to copy). Please recruit Trader Joe's to compete with horrible Fred Meyer and expensive Safeway.
52. Could go further and include woonerfs to reduce motor vehicle traffic and encourage bike/ped activities. Winding streets would be more attractive and reduce vehicle speeds. Underground parking structures would free more surface space.
53. I like the greenspaces connectivity idea and the different types of activity areas (high, moderate, light). I don't clearly understand the changes to the roads and am unsure whether those changes will improve traffic flow.
54. A small town feel without the chaos existing would be wonderful. This is what Wilsonville has been and could continue to be with expansion development and design configured thus.
55. Please make sure the community-based skate park is included in the plans moving forward

## Demographics

### Most people think of themselves as belonging to a particular ethnic or racial group. How do you identify yourself

1. N/A
2. Norwegian-American
3. American
4. doesn't matter
5. ...
6. Human race
7. Human
8. none

City of Wilsonville Town Center Plan  
Town Center Community Design Concept Survey

**APPENDIX B: QUESTIONNAIRE**

# Wilsonville Town Center Design Questionnaire

The City of Wilsonville is asking community members to help shape the future look and feel of Town Center.

This survey includes a variety of images that represent a range of possibilities for future development in Town Center. Please consider whether the building in each image would be a good fit for Town Center as you imagine it 10-20 years in the future.

*Please, don't think about it too hard— go with your gut reaction!* This survey is not asking about specific aspects of the buildings, but rather overall, could the type of building work well in Town Center. There are no right or wrong answers.

Your responses to this survey will help to inform the design alternatives and, ultimately, the design standards included in the Town Center Plan.

**Thank you for your time!**

There are 28 questions in this survey

## Design Preferences - Commercial Development

1 [Q1]

**Do you like this idea for Town Center?**

Single-story commercial development set back from the street



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Commercial Development

2 [Q2]

**Do you like this idea for Town Center?**

A two-story, mixed-use commercial development with offices on the second story and retail on the ground floor



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Commercial Development

(3)

3 [Q3]

Do you like this idea for Town Center?

Two-story retail in mixed-use building with store frontages facing a shared parking lot



Please choose **only one** of the following:

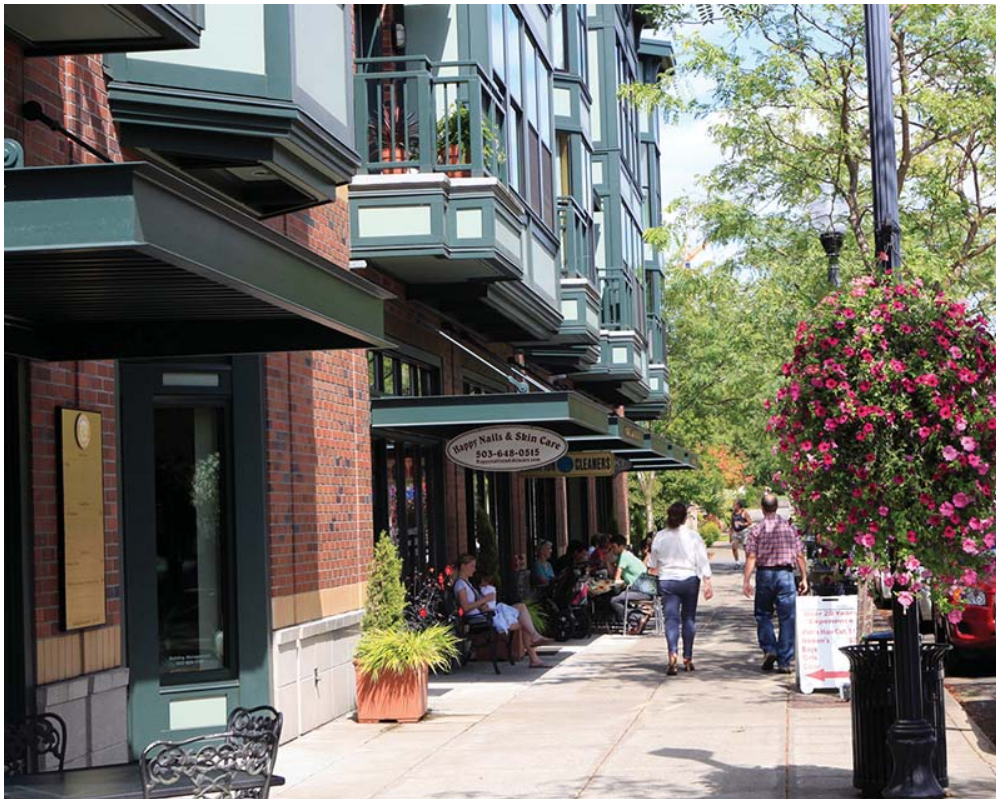
- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Commercial Development

4 [Q4]

Do you like this idea for Town Center?

Two-to-three-story retail in mixed-use buildings with frontages facing a pedestrian-friendly streetscape



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Dining

5 [Q5]

Do you like this idea for Town Center?

Stand-alone restaurant with outdoor seating



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Dining

6 [Q6]

Do you like this idea for Town Center?

Indoor market with multiple vendors, common space, and outdoor shared seating



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure



## Design Preferences - Dining

(2)

7 [Q7]

Do you like this idea for Town Center?

One-to-two story indoor market with multiple vendors, common space, and outdoor shared seating



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Dining

(4)

8 [Q8]

Do you like this idea for Town Center?

Carts parked in underutilized parking areas with shared seating area



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Office

9 [Q9]

**Do you like this idea for Town Center?**

Two-to-three-story office building, similar to some of the existing buildings in Town Center



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Office

(5)

10 [Q10]

Do you like this idea for Town Center?

Two-to-three-story office building



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Office

(4)

11 [Q11]

**Do you like this idea for Town Center?**

Campus-style office development with multiple two-to-four-story buildings and internal pathways



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Office

(3)

12 [Q12]

Do you like this idea for Town Center?

A three-story mixed-use office building with retail on the ground floor



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Office

(2)

13 [Q13]

Do you like this idea for Town Center?

Four-to-five story mixed-use office with commercial on the ground floor



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Hotel

14 [Q14]

Do you like this idea for Town Center?

Three-to-four-story stand-alone modern hotel



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure



## Design Preferences - Hotel

(3)

15 [Q15]

Do you like this idea for Town Center?

A five-to-six-story stand-alone modern hotel



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Hotel

(2)

16 [Q16]

Do you like this idea for Town Center?

A three-to-five story boutique hotel on a mixed-use commercial street with dining/retail on the ground floor



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Residential

17 [Q17]

Do you like this idea for Town Center?

Modern-style attached town homes



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Residential

(2)

18 [Q18]

Do you like this idea for Town Center?

Craftsman-style attached townhomes



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Residential

(3)

19 [Q19]

Do you like this idea for Town Center?

Attached townhomes integrated into an urban streetscape



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Residential

(4)

20 [Q20]

Do you like this idea for Town Center?

Mixed-use residential and commercial units, where people live on the top floors and work / sell their products on the ground floor, integrated into an urban streetscape



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Residential

(5)

21 [Q21]

Do you like this idea for Town Center?

Modern three-to-five story condos or apartments with an internal courtyard



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure

## Design Preferences - Residential

(6)

22 [Q22]

**Do you like this idea for Town Center?**

Four-to-six story condos or apartments in a mixed-use building integrated into an urban streetscape



Please choose **only one** of the following:

- I really like it
- Worth considering
- I don't like it
- I'm not sure



## Design Preferences- Comments

23 [Q23]

**Do you have comments about any of the images in this survey or the future of Town Center?**

Please write your answer here:

## Demographics

This section is optional.

### 24 [Q24]What is your age?

Please choose **only one** of the following:

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+
- Prefer not to answer

### 25 [Q25]Most people think of themselves as belonging to a particular ethnic or racial group. How do you identify yourself? (choose all that apply)

Please choose **all** that apply:

- African American/Black
- Asian or Asian American
- Caucasian/White
- Hispanic/Latino
- Multi-racial
- Native American
- If you prefer to self-identify, please do so here:

### 26 [Q26]Please indicate your gender.

Please choose **all** that apply:

- Female
- Male
- Transgender
- Prefer not to answer
- If you prefer to self-identify, please do so here:

## Demographics

(2)

### 27 [Q27]

#### What is your household income?

Please choose **only one** of the following:

- Less than \$25,000
- \$25,000 - \$49,999
- \$50,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 or more
- Other

### 28 [Q28] Do you own or rent your home?

Please choose **only one** of the following:

- Own
- Rent

**Thank you very much for participating in this survey!**

Please encourage your friends, neighbors and other community members to take this [survey](#) by sharing the survey link with them or by telling people to visit the [Wilsonville Town Center project webpage](#).

Survey link: <http://bit.ly/designtowncenter>

31.12.1969 – 16:00

Submit your survey.

Thank you for completing this survey.



Community Design Concept for  
Town Center Survey  
Promotional Materials

TAKE THE SURVEY:  
<http://bit.ly/towncenterconcept>

[www.wilsonvilletowncenter.com](http://www.wilsonvilletowncenter.com)



Have you seen the  
Community's Draft  
Town Center Concept?  
TELL US WHAT YOU THINK!



¿Has visto el borrador del concepto  
de diseño del centro de la ciudad  
"Community Town Center"?

¡COMPARTE TUS IDEAS!



[www.wilsonvilletowncenter.com](http://www.wilsonvilletowncenter.com)

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## WILSONVILLE TOWN CENTER PLAN

# Have you seen the draft Community Design Concept for Town Center?

Over the last year the Town Center project team has conducted a variety of community engagement activities to understand the community's vision of the future Town Center. After compiling the input, we have a **draft** of what you, the community members, want to see in Town Center. Now we want to answer your questions and get your input on potential changes to connectivity, development, and greenspace.

## Tell us your thoughts about the concept in person or online

### **OPEN HOUSE**

Thursday, February 8, 2018  
5:30 - 8:00 PM  
Wilsonville City Hall  
29799 SW Town Center Loop E

### **NEW SURVEY**

Open through March 5th at:  
<http://bit.ly/towncenterconcept>



## WILSONVILLE TOWN CENTER PLAN

# ¿Has visto el borrador del concepto de diseño del centro de la ciudad "Community Town Center"?

Durante el último año, el equipo del proyecto "Town Center" ha llevado a cabo una variedad de actividades de participación comunitaria para entender la visión de la comunidad del futuro del centro de la ciudad. Después de recopilar la información, tenemos un **borrador** de lo que usted, los miembros de la comunidad, desean en el centro de la ciudad. Ahora queremos responder a sus preguntas y obtener su opinión sobre los posibles cambios en la conectividad, el desarrollo y el espacio verde.

## Cuéntanos tus pensamientos sobre el concepto en persona o en línea

### **NOCHE FAMILIAR LATINA: CENTRO DE LA CIUDAD**

Jueves, 1 de marzo de 2018

6:30 PM - 7:30 PM

**Wood Middle School - cafetería**

11055 SW Wilsonville Road

### **NUEVA ENCUESTA**

Abierto hasta el 25 de febrero en:

<http://bit.ly/towncenterconcept>

### **CASA ABIERTA**

Jueves, 8 de febrero de 2018

5:30 PM - 8:00 PM

Palacio Municipal de Wilsonville





**Have you seen the Community's Draft Town Center Design Concept?**

**Have you seen the Community's Draft Town Center Design Concept?**

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**Have you seen the Community's Draft Town Center Design Concept?**

The Town Center project team compiled the community's feedback and has turned your ideas into a draft concept plan. Check it out online at:

[www.wilsonvilletowncenter.com](http://www.wilsonvilletowncenter.com)

and

**TAKE OUR NEW SURVEY**

**Draft Community Design Concept Survey**

Open through March 5th

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**Draft Community Design Concept Survey**

Open through March 5th

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Thursday, February 8, 2018

5:30 - 8:00 PM

Wilsonville City Hall  
29799 SW Town Center Loop E

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Thursday, February 8, 2018

5:30 - 8:00 PM

Wilsonville City Hall  
29799 SW Town Center Loop E



¿Has visto el borrador del concepto de diseño del centro de la ciudad "Community Town Center"?

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El equipo del proyecto "Town Center" compiló los comentarios de la comunidad y convirtió sus ideas en un borrador de plan conceptual.

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Compruébalo en línea:

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**RESPONDER NUESTRA ENCUESTA**

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**RESPONDER NUESTRA ENCUESTA**

borrador de concepto de diseño de la comunidad abierto hasta el 5 de marzo

borrador de concepto de diseño de la comunidad abierto hasta el 5 de marzo

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<http://bit.ly/towncenterconcept>

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<http://bit.ly/towncenterconcept>

**ÚNETE CON NOSOTROS PARA UNA CASA ABIERTA**

jueves, 8 de febrero de 2018  
5:30 - 8:00 PM  
palacio municipal de wilsonville  
29799 SW Town Center Loop E

**ÚNETE CON NOSOTROS PARA UNA CASA ABIERTA**

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jueves, 8 de febrero de 2018  
5:30 - 8:00 PM  
palacio municipal de wilsonville  
29799 SW Town Center Loop E



# Question of the Month

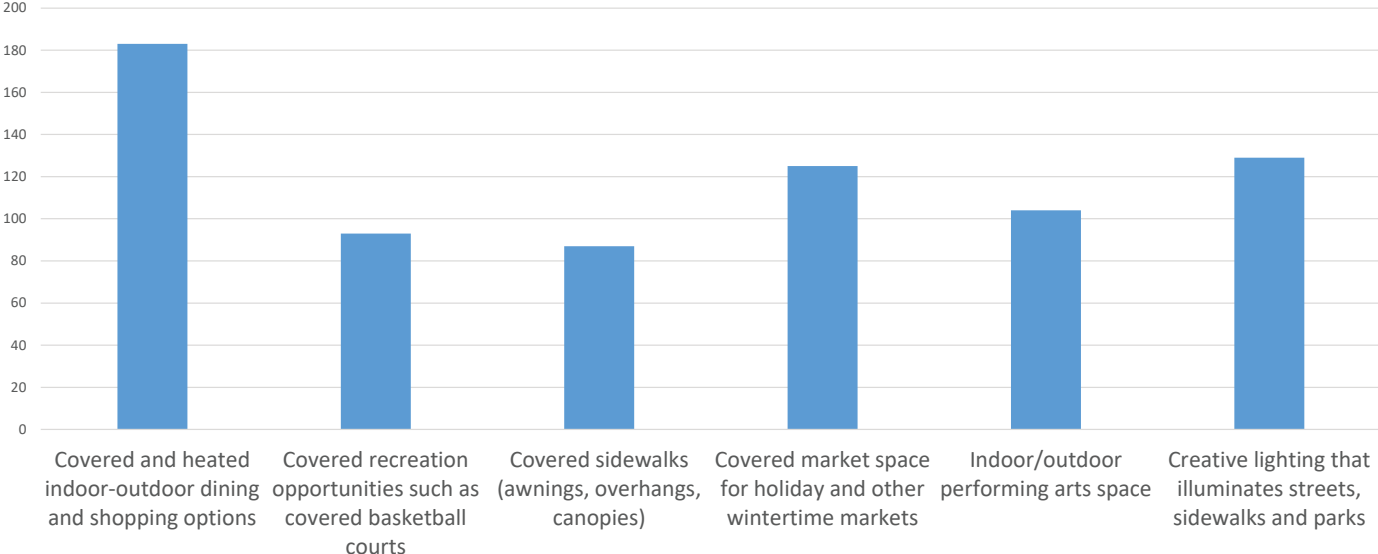
# Public Responses to Question of the Month

Phase II (July 2017 – March 2018)

# July/August 2017

What would make Town Center more fun year-round (not just in summer time)?

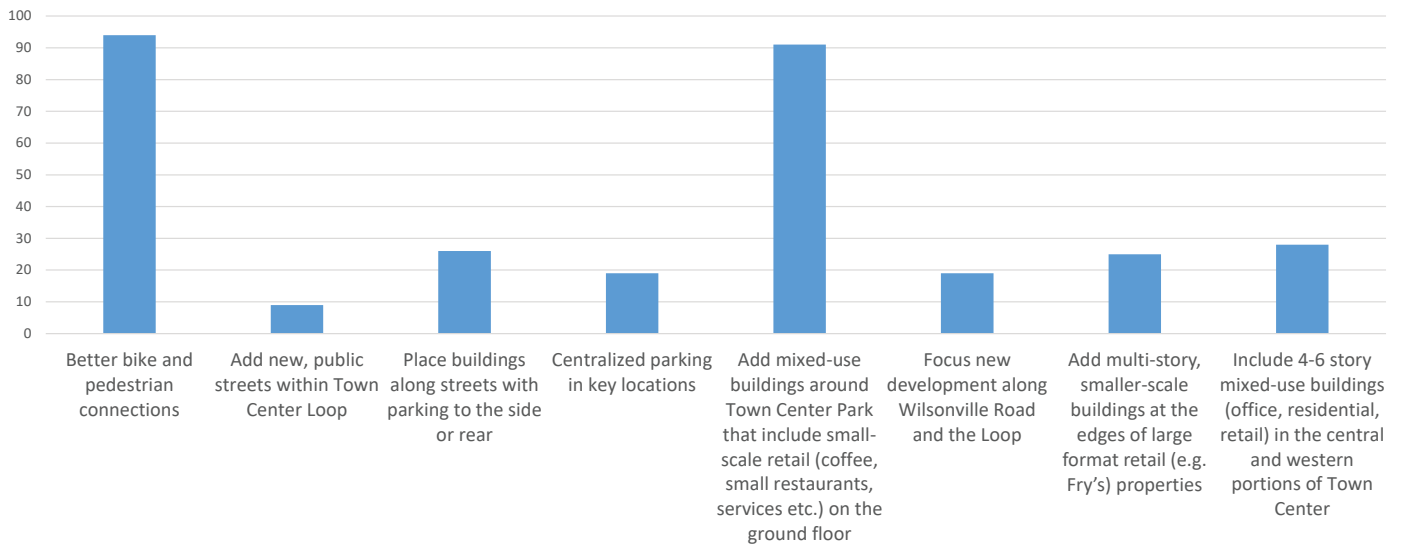
Select all that apply



## September 2017

### Which land use ideas do you like best?

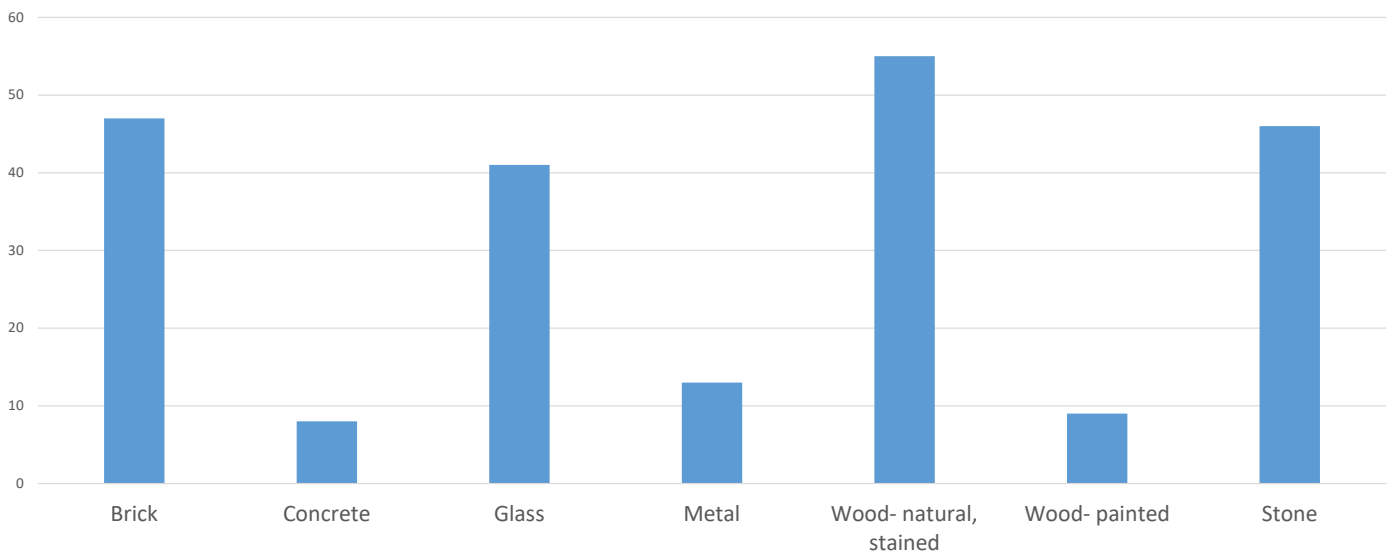
Participants at our June 2017 design event came up with several options for land use in Town Center.  
Select all that apply



October 2017

Which materials should be used as the primary exterior building materials for Town Center?

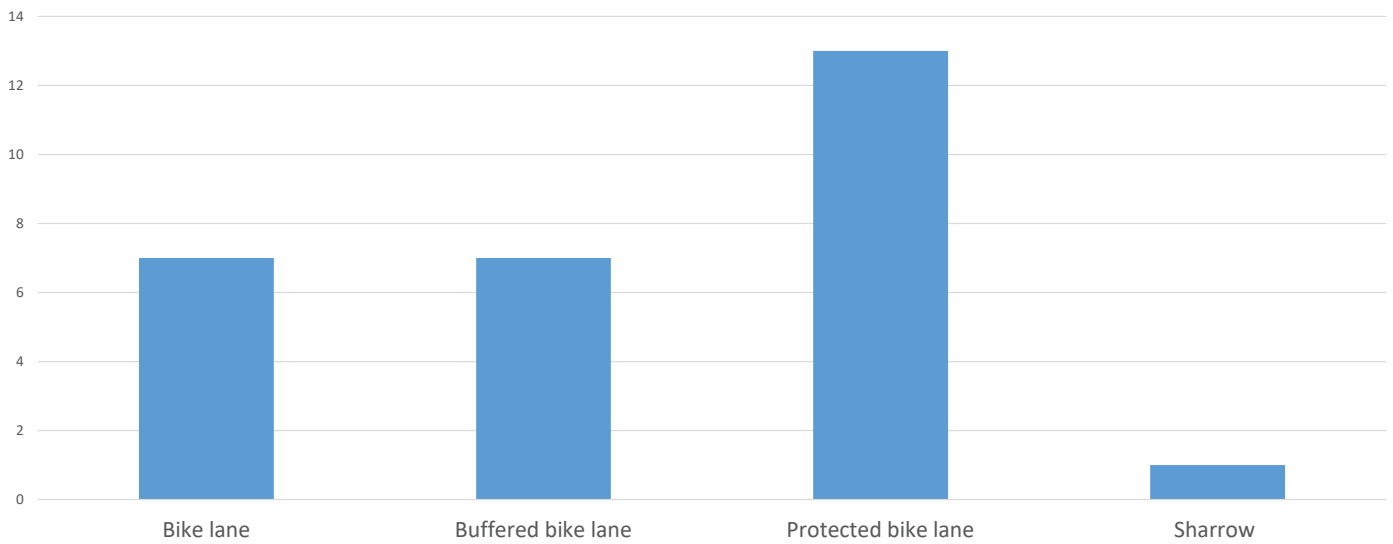
Please select two



December 2017

Of the bicycle facilities listed below, which would you be most likely to use in  
Town Center?

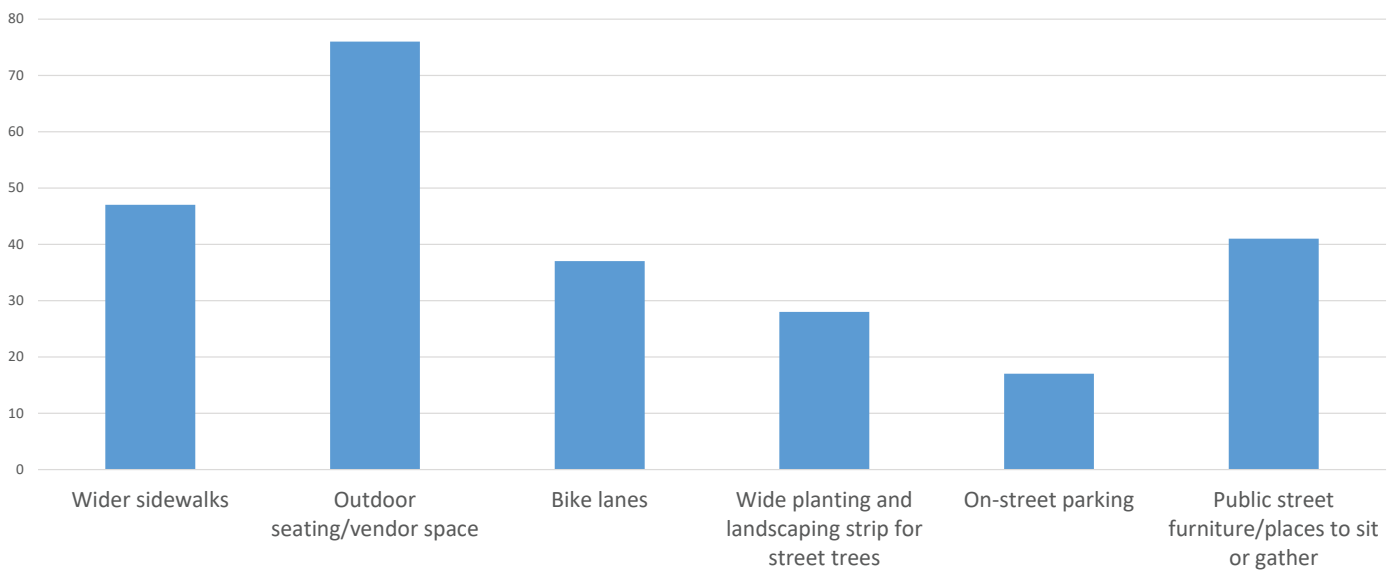
Select all that apply





## January 2018

What two amenities would you prioritize for a future main street in Town Center?



# March 2018

## Where do you go for updates on the Town Center Plan?

Select all that apply

