



**PLANNING COMMISSION
WEDNESDAY, APRIL 11, 2018
6:00 PM**

AGENDA

I. 6:30 PM CALL TO ORDER - ROLL CALL

Jerry Greenfield Eric Postma Ron Heberlein Peter Hurley
Kamran Mesbah Phyllis Millan
Simon Springall

PLEDGE OF ALLEGIANCE

CITIZEN'S INPUT

This is the time that citizens have the opportunity to address the Planning Commission regarding any item that is not already scheduled for a formal Public Hearing tonight. Therefore, if any member of the audience would like to speak about any Work Session item or any other matter of concern, please raise your hand so that we may hear from you now.

ADMINISTRATIVE MATTERS

A. Consideration Of The March 14, 2018 Planning Commission Meeting Minutes

Documents:

[I.A. Consideration Of The March 14, 2018 PC Meeting Minutes.pdf](#)

B. Introduction -- Bill Evans, Communications & Marketing Manager

Documents:

[I.B. Introduction - Bill Evans.pdf](#)

II. 6:15 PM LEGISLATIVE HEARING

A. Southbound I-5 Boone Bridge Congestion Study (Aka Southbound I-5 Boone Bridge Auxiliary Lane Study) (Kraushaar) (60 Minutes)

Documents:

[II.A. Southbound I-5 Boone Bridge Congestion Study.pdf](#)

III. 7:15 PM WORKSESSION

A. Park & Recreation Master Plan (McCarty) (60 Minutes)

Documents:

[III.A. Park And Recreation Master Plan.pdf](#)

Draft Parks & Recreation Master Plan

Documents:

[Park And Rec Master Plan Draft Report 4 4 18.Pdf](#)

III.A. Park And Recreation Master Plan Presentation

Documents:

IV. 8:15 PM INFORMATIONAL

A. Annual Housing Report (Tso) (20 Minutes)

Documents:

[IV.A. Annual Housing Report.pdf](#)

B. Town Center Plan (Bateschell) (10 Minutes)

Documents:

[IV.B. Town Center Plan.pdf](#)

C. Basalt Creek Concept Plan (Bateschell) (10 Minutes)

Documents:

[IV.C. Basalt Creek Concept Plan.pdf](#)

D. City Council Action Minutes (March 5 And March 9, 2018)

Documents:

[IV.D. City Council Action Minutes.pdf](#)

E. 2018 Planning Commission Work Program

Documents:

[IV.E. 2018 Planning Commission Work Program.pdf](#)

V. 9:00 PM ADJOURNMENT

Time frames for agenda items are not time certain.

Public Testimony

The Commission places great value on testimony from the public. People who want to testify are encouraged to:

- *Provide written summaries of their testimony*
- *Recognize that substance, not length, determines the value of testimony*
- *Endorse rather than repeat testimony of others*

Thank you for taking the time to present your views.

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting.

The City will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:

- **Qualified sign language interpreters for persons with speech or hearing impairments*
- **Qualified bilingual interpreters.*

For further information on Agenda items or to request ALD assistance, call Tami Bergeron, Planning Administrative Assistant, at (503) 570-1571 or e-mail her at bergeron@ci.wilsonville.or.us.



PLANNING COMMISSION

WEDNESDAY, APRIL 11, 2018

I. ADMINISTRATIVE MATTERS

- A. Consideration of the March 14, 2018 Planning Commission Meeting minutes

PLANNING COMMISSION
WEDNESDAY, MARCH 14, 2018
6:30 P.M.
(NOTE TIME CHANGE)

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

*Meeting minutes will be
reviewed and approved
at the April 11, 2018 PC
Meeting*

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Greenfield called the meeting to order at 6:34 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Peter Hurley, Simon Springall, Kamran Mesbah and Ron Heberlein. Phyllis Millan was absent.

City Staff: Chris Neamtzu, Amanda Guile-Hinman, Nancy Kraushaar, Zach Weigel

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITIZEN'S INPUT

There was none.

CONSIDERATION OF THE MINUTES

A. Consideration of the February 14, 2018 Planning Commission minutes
The February 14, 2018 Planning Commission minutes were accepted as presented.

II. WORK SESSIONS

A. Southbound I-5 Boone Bridge Auxiliary Lane Study (Kraushaar)

Chris Neamtzu, Planning Director, noted the open house on the southbound I-5 Boone Bridge Congestion Study was held just prior to the work session and attended by the a quorum of Planning Commissioners. A public hearing on this item would be held in April, and tonight's work session would allow the Commission to provide the project team with direction based on community feedback received during the open house.

Nancy Kraushaar, Community Development Director, stated this would be a good time to ask questions specific to ODOT since Talia Jacobson, ODOT Project Manager, was present. She reported on the evening's open house, which included a PowerPoint presentation and casual conversations with the approximately 30 people who attended, all of whom were very engaged.

Talia Jacobson, added that the team also presented the study and received feedback from the Chamber of Commerce, Charbonneau Neighborhood Association, Rotary Club, and City Council. The presentation would also be given to the French Prairie Forum, Oregon Freight Advisory Committee, a regionally focused advisory committee, and at least one of the County's transportation committees. Feedback from the events held to date validated that people were experiencing the problem described in the PowerPoint presentation. There was general support for the recommendation to move forward. The most interesting question received recently had been whether there were any interim solutions that could be implemented while waiting on the larger fix. People wanted to know if it was possible to create an additional lane by restriping or to place signage further north on I-5 to encourage local traffic to use the left lanes. People also wanted to know if specific dates had

been set or funding had been committed. The project team was also asked if this project would complement or conflict with the French Prairie Bridge.

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

- The ramp meter was already running at capacity, which led to congestion in the city. Commissioners wanted to know if the ramp meter could be improved now.
 - Talia Jacobson replied traffic engineers would not approve improvements on the highway as it is now. ODOT's decisions about how to run a particular ramp meter were not based on how the highway functioned near the ramp meter, but by looking at the entire interstate system and the effects upstream/downstream. The section of I-5 between I-205 to the Willamette River was a major freight delay corridor. Each mile of delay cost about \$750,000 per year in lost economic productivity and time. She assumed that as long as this bottleneck was part of the longer congestion area, adding more traffic to the highway at a ramp meter would be tough to sell to regional traffic engineers. Consultants for this project were researching how much flexibility there would be to change the ramp meter rate without losing benefits of adding ramp-to-ramp lanes. The project team would share that analysis at the next meeting. Ramp-to-ramp lanes would significantly reduce congestion on I-5, even if the ramp meter was not changed. The ramp meter's hours of operation were activated in response to the duration of congestion on I-5, so reducing congestion on I-5 would increase the hours that the ramp meter did not need to be on.
 - Ms. Kraushaar added that another short-term solution would be the third lane for southbound on-ramp traffic at Wilsonville Rd, which was currently under construction. That would not help people get on I-5 faster, in fact it would take longer; but getting those vehicles off Wilsonville Rd would delay or relieve congestion on Wilsonville Rd during the PM peak hour. Also, signage indicating no right turns from 4:00 PM to 6:00 PM at the Boones Ferry and Wilsonville exit would be installed.
- Talia Jacobson did not have information about the impact of an extra ramp-to-ramp lane northbound but would confirm it was included in the before and after study.
- The bike and pedestrian emergency bridge was not expected to have any impact to the urgency or speed at which this I-5 project would move forward. I-5 seismic needs would not be affected by the French Prairie Bridge, so traffic flow on I-5 could still be improved while work was being done on the bike and pedestrian bridge. The two bridges would have very different functions. Both projects were necessary for disaster resiliency.
 - Adding a bike and pedestrian connection along I-5 would be considered during the project development phase.
- If an emergency lane on French Prairie Bridge was available before construction began on the Boones Ferry Bridge, would that make it more feasible to restripe an additional lane across the bridge?
 - The issue was that restriping to make space for an additional lane would remove shoulder width and leave a 4-ft shoulder on inside and outside of southbound highway, which would increase crash risks and delay emergency access to those crash sites, resulting in a longer time to clear crash site. Traffic would move faster, but the trip would be more variable with greater degrees of disruption, which would outweigh the benefits of reducing or eliminating congestion.
 - The commission asked whether the efficiency and safety benefits of adding the ramp-to-ramp lane would offset the safety risk of narrowed shoulders due to restriping. Talia said she would consult with ODOT engineering staff and share what she learned.
 - The last five years of crash data on a couple of segments of I-5 within the project area showed slightly elevated crash rates compared to comparable sections of the interstate system around the state. However, crashes were not severe. They were associated with speed differentials between outside and inside lanes, and weaving and merging behaviors that were necessary. These resulted in property damage. The area was not added to the safety list because there were not many injuries and fatalities. As traffic volumes rise in the area, the frequency and severity of crashes would increase. Ms. Kraushaar added that in this section of I-5, the balance was so sensitive that even smaller, safer crashes caused just as much traffic disruption.

- Talia Jacobson confirmed that a ramp-to-ramp lane would reduce merging and weaving, so restriping could reduce crash rates. It would be difficult to determine how narrower shoulders would impact severe or hard to clear crash rates. It was not likely engineers would approve two 4-ft shoulders on the interstate.
 - The Federal Highway Administration, State, City of Portland, and Metro Region were considering adopting Vision Zero for crashes and accidents on the transportation system. Restriping resulting in such narrow shoulders or break down lanes might be found inconsistent with Vision Zero planning and construction projects.

Chair Greenfield recalled a question raised at the open house about the feasibility of lane extensions before the bridge work was done, with or without restriping.

- Talia Jacobson responded that she understood the area was not a merging bottleneck, nor was it one of the highest priority bottlenecks in the region. Five to seven years of data showed the bottleneck was occurring and that was fast by highway department and state bureaucracy standards. The thing that was moving this project forward was the seismic needs of the bridge. There were no exact cost estimates yet, but early numbers suggested widening or otherwise changing the bridge to accommodate a fourth lane would be more costly than the seismic work, suggesting that without the seismic work, it would be tough to get widening approved. State resources had been limited for the last few years, so an ethos developed to find opportunities to leverage one project and bundle projects together to be efficient with public dollars.

Commissioner Hurley:

- Referred to Slide 5 and confirmed the percentages during evening PM peak hours from 4:00 PM to 5:00 PM were based on street light data, not modeling. The center graphic showed the destination of people getting on I-5 at Wilsonville Rd on ramp. The outer graphic showed the destination of people already on I-5 when they got to Wilsonville Rd. A much bigger share of the traffic from Wilsonville Rd was local traffic just making a trip across the bridge. Over 30 percent of traffic already on I-5 exits just south of the river. This data showed another regional non-interstate bridge across I-5 was necessary, which might require rethinking the French Prairie Bridge.
 - Ms. Kraushaar said there was a discussion at the Clackamas County meeting about the need to look for other places where bridges were needed to take people from north to south side of the river. In Wilsonville, it would be a collector arterial. Finding a place for a bridge would be difficult because most of the Willamette River frontage was neighborhoods. There was no great spot for a vehicle bridge. ODOT's intersection spacing standards from interchanges might not allow another arterial with an intersection close to the Wilsonville Rd interchange, which could also cause congestion issues on Wilsonville Rd.
- Clarified he did not mean a bridge would be built within the city limits, but perhaps where the Canby Ferry is or where Boone Ferry had been located. Sixty percent of traffic was just trying to cross the river, but not all of that traffic originated in Wilsonville, so new bridges would likely be part of the Regional Transportation Plan (RTP).
 - Talia Jacobson said the origin and destination data for drivers entering I-5 from Wilsonville Rd indicated a good portion was coming from Tualatin, Tigard, and other areas of southwest metro area. That was why modeling estimated people coming from the north would enter the highway at one of the farther north interchanges. Having multiple ways to get across major natural barriers created a robust local network that was more resilient. The Mayor stated at the open house that he heard a regional bridge would cost about \$400 million, which was three times the planning level costs than the seismic work and ramp-to-ramp lane would cost.
 - The data did not analyze how much traffic approached the Wilsonville Rd interchange from Boones Ferry Rd, but some of that traffic came from Tualatin and Sherwood.

Commissioner Springall believed drivers coming from the north would use Boones Ferry Rd to the north of Wilsonville because it led straight to the Elligsen exit. The City needed to determine the effect of the Coffee Creek and Basalt Creek developments on the Elligsen interchange.

- Ms. Kraushaar noted that was covered in the Transportation Refinement Plan for the Basalt Creek area, so the project team did have an understanding of the long term needs at the Elligsen interchange. One was a road crossing to the north near Day Rd, which would be a project one day.

Commissioner Postma asked what past models from 20 or 25 years ago predicted what the bridge's capacity would be now. Talia Jacobson said a person at the open house spoke of attending a meeting 25 years ago, where he heard ODOT tell the City of Wilsonville that by 2020, the level of service on I-5 would be an F and that there were no plans to fix it, which was inconceivable to those at that meeting at that time.

Commissioner Postma believed the public needed to understand that growth and development was not possible without I-5 work. He understood doing the restriping in conjunction with seismic upgrades was economically beneficial, but no seismic upgrades were on the near-term calendar.

Commissioner Mesbah stated the Planning Commission was supposed to have foresight, not respond to emergency situations. Twenty-five years ago, the City did not have the foresight to think about what it should be doing now and this would not be fixed any time soon without spending \$500 billion. The best the Commission could do now was to bring this previous lack of forethought to the citizens' attention and plan for 20 years into the future.

Commissioner Postma added the Commission was also dealing with the political willpower to fix a problem that needed a quicker solution. The bridge was important to Seattle, Eugene, Salem, the Bay area, Sacramento, Los Angeles, and San Diego, not just Wilsonville and Portland. At some point, ODOT must find a way to deal with a severe problem that affects a broad area. He wanted to address this as soon as possible, not wait 25 years for a solution.

- Talia Jacobson recommended the Commission convey to City Council that three groups of decision makers needed to hear this sense of urgency so they could affect the timeframe for this project to move forward. ODOT was proposing a ramp-to-ramp lane as part of the RTP's financially constrained list. This was an essential step. The timeframe for funding was 2028 to 2040. The three groups of decision makers were JPACT, the Oregon Transportation Commission, and the State Legislature. ODOT would be responsive to Wilsonville's level of concern heard from those three groups.

Commissioner Heberlein asked if the City's, as well as Tualatin's and Sherwood's, websites could encourage the public to submit comments to those three groups.

- Joe Dills, Angelo Planning Group, added that the Oregon Transportation Commission, JPACT, and Metro Council would affect project funding and advancement more than any other bodies except the Legislature. Links for citizens to comment to those bodies already existed and could be added to this project's information. Another comment opportunity was through the online survey on the study's findings. The official State comment period, a 45-day public comment period on the proposed facility plan, would begin in April and would be linked from City's webpage.
 - Comments were important because there was a lot of competition throughout the region and state for transportation dollars.
 - Projects move up the ladder if communities work together at advocacy. He recommended a partnership between Tualatin, Wilsonville, Canby, and Marion County. The French Prairie Forum would be a good time to propose a partnership.

Chair Greenfield noted, in defense of the Commission's predecessors, that it was more difficult 25 years ago than now for the City to move regional and state planning efforts because this situation was unimaginable. This was failure of the planning for the entire I-5 corridor. He reminded there would more opportunity for public input at the public hearing in April.

Talia Jacobson concluded that the new information presented to the Commission at the hearing in April would be an analysis of the I-5 southbound Wilsonville Rd intersection, flexibility in ramp meter settings, and any

public input submitted between now and then. This was a rare opportunity to harness the traffic-related anger that was affecting everyone and direct it in a positive way.

III. INFORMATIONAL

A. French Prairie Bridge (Weigel) (15 minutes)

Chris Neamtzu, Planning Director, said he knew this project was of great interest to the Commission. The presentation would provide details about the work that had been done, where the project was at, and it was headed.

Zach Weigel, City Civil Engineer, said the French Prairie Bridge was a bike, pedestrian, and emergency access bridge over the Willamette River. Because many of the Commissioners were already familiar with the purpose, details, and planning that had gone into the project, his presentation would focus on the project work, public outreach, and upcoming work. He presented the French Prairie Bridge Project via PowerPoint, which was also distributed to the Planning Commission.

- He agreed changing the language on Slide 5 to read '*minimize* adverse impacts' was a good point since avoiding adverse impacts would not be possible in some areas noted on the slide. He explained the intent of 'avoid' was to clarify the City would not be tearing any structure down, whether a home or business, when first determining the potential corridors for the bridge.

Chair Greenfield asked if Staff was able to use the environmental assessment research done prior to the construction of the Boone Bridge and if had been done adequately.

- Mr. Weigel understood many of the NEPA requirements had changed over the years and a lot of this information was not available when the bridge was built. However, Staff did use information obtained when the railroad bridge was reconstructed. Additionally, the Grand Ronde Tribe had met with and shared many historic documents with the design team. The FHWA had expressed concerns regarding the lack of data on cultural resources and archeological data in the area. That field work would be done as part of the environmental assessment once the preferred alignment had been selected.

Commissioner Mesbah noted NEPA did not exist when the Boone Bridge was built.

B. City Council Action Minutes: (Feb. 5 and Feb. 22, 2018)

There were no comments.

C. 2018 Planning Commission Work Program

Chris Neamtzu, Planning Director, noted the busy April agenda and that some items, like the Annual Housing Report, might be postponed. Staff wanted to get the Annual Housing Report published, but was struggling with the new geographical information system (GIS) software called Story Map, which Hillsboro used for its comprehensive plan updates.

- Because City Council would only be awarding the Signing and Wayfinding project contract on Monday, the project would not likely be far enough along for a meaningful update in April.
- He reported that both Wilsonville and Tualatin City staff had filed briefs to Metro regarding the Basalt Creek Concept Plan project. Thereafter, both cities reviewed each other's briefs and submitted rebuttals. The records that had been created were extensive and had been provided to Metro's Chief Operations Officer (COO). That Metro COO and staff would forward their recommendations to the Metro Council who would consider the recommendations, as well as the briefs and rebuttals by both cities in a hearing that would result in a final decision. Staff would provide a copy of Metro's recommendation to the Commission.

Amanda Guile-Hinman, Assistant City Attorney, added that once Metro made a decision, the City would be given a tight timeline to complete the Basalt Creek Concept Plan, which was why the Planning Commission would review the plan soon after Metro's decision had been rendered.

Mr. Neamtzu noted the Concept Plan would need to be adopted by City Council within 120 days of Metro's decision, and then, the City would have one year to complete the legislative Comprehensive Plan updates. Staff might try to get all of the work done at once because they did not anticipate much extra work.

- Staff was working on the final draft of the Parks and Recreation Master Plan, which the Parks Department wanted on the next meeting's agenda; however, he was not sure the plan would be ready in time. The April meeting would definitely include a public hearing on the Southbound I-5 Boone Bridge Auxiliary Lane Study. He did not want the meeting to be overwhelming, but understood no one wanted to schedule extra meetings, so he would spread the items out as best as he could.

Commissioner Springall asked for an update on the urban growth boundary expansion request.

- Mr. Neamtzu said during the last two boundary expansion request cycles, the City had asked for the Frog Pond east and south neighborhoods, which were being requested again. The process was different this time because the State had established administrative guidance and required that a concept plan be submitted with the request. King City, Sherwood, Beaverton, Hillsboro, and Wilsonville had expressed interest in expanding their urban growth boundaries, three of which were significant. Wilsonville's deadline to submit all materials and meet all requirements was May 31st. He was working with Joe Dills to prepare the package, which would be presented to the Commission for informational purposes and feedback before being submitted to the State. Metro would not be present for that presentation, but he was optimistic that the request would be approved.

IV. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 7:46 p.m.

Respectfully submitted,

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



PLANNING COMMISSION

WEDNESDAY, APRIL 11, 2018

I. ADMINISTRATIVE MATTERS

B. Introduction – Bill Evans, Communications & Marketing Manager

(placeholder only)



PLANNING COMMISSION

WEDNESDAY, APRIL 11, 2018

II. LEGISLATIVE HEARING

- A. Southbound I—5 Boone Bridge Congestion Study
(aka Southbound I-5 Boone Bridge Auxiliary Lane Study)
(Kraushaar)(60 minutes)

**PLANNING COMMISSION
RESOLUTION NO. LP18-0004**

**A RESOLUTION OF THE CITY OF WILSONVILLE PLANNING
COMMISSION RECOMMENDING APPROVAL OF THE I-5 WILSONVILLE
FACILITY PLAN TO THE CITY COUNCIL**

WHEREAS, the Planning Commission of the City of Wilsonville (“City”) has the authority to review and make recommendations to the City Council regarding plans that impact the City’s infrastructure systems and may be later considered to amend the City’s infrastructure system master plans; and

WHEREAS, the Oregon Department of Transportation (“ODOT”) has prepared the I-5 Wilsonville Facility Plan (“Plan”) which includes analysis, findings, and recommendations for transportation improvements that impact the users of southbound Interstate 5 (“I-5”) between Exits 282A, 282B, and 283 (Canby/Hubbard, Charbonneau, and Wilsonville Road exits), many of whom live or work in the Wilsonville community; and

WHEREAS, the Plan was completed to evaluate operational problems on I-5 southbound from the Wilsonville on-ramp (Exit 283) to the Canby-Hubbard off-ramp (Exit 282A); and

WHEREAS, the Plan was initiated to address a bottleneck that has emerged on southbound I-5 in Wilsonville, slowing speeds and reducing travel reliability for people traveling southbound by car, by transit, or moving goods by truck; and

WHEREAS, failure to address this bottleneck will lead to slower travel, more costly goods movement, reduced livability, and higher safety risks for those who use I-5 and the surrounding local transportation network; and

WHEREAS, this segment of I-5 is the gateway between the Portland region and the rest of the state and is a key segment on the primary west coast route for regional, interstate, and international goods movement by truck; and

WHEREAS, I-5 is the state’s critical seismic lifeline route, and the Boone Bridge (which is part of the study area) will require upgrades to withstand a major Cascadia Subduction Zone earthquake; and

WHEREAS, the Plan establishes a long-term plan for managing this bottleneck with a mode-specific facility plan for motor vehicle, freight truck, and transit users of the interstate; and

WHEREAS, the Plan recommends constructing a “ramp-to-ramp” lane that provides a direct connection between the Wilsonville Road on-ramp to the Charbonneau and Canby-Hubbard exit ramps; and-

WHEREAS, the Oregon Transportation Commission will considered adopting the Plan as an amendment to the Oregon Highway Plan, which allows ODOT to submit the “ramp-to-ramp” lane project for the 2018 Regional Transportation Plan Financially Constrained Project List, for funding in the 2028-2040 time frame; and

WHEREAS, ODOT seeks the Wilsonville City Council approval of the Plan for which Planning Commission direction is sought; and

NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby:

1. Adopt Resolution No. LP18-0004, the Staff Report and its attachments (attached hereto as **Attachment 1** and incorporated herein), as presented at its April 11, 2018 meeting, and further recommends the Wilsonville City Council approve the I-5 Wilsonville Facility Plan; and
2. Note that this Resolution shall be effective upon adoption.

ADOPTED by the Wilsonville Planning Commission at a regular meeting thereof this 11th day of April 2018, and filed with the Wilsonville City Recorder this date.

Wilsonville Planning Commission

ATTEST:

Tami Bergeron, Planning Administrative Assistant

SUMMARY OF VOTES:

Commissioner Greenfield _____
Commissioner Postma _____
Commissioner Hurley _____
Commissioner Mesbah _____
Commissioner Millan _____
Commissioner Springall _____
Commissioner Heberlein _____

Attachments:

Attachment 1 – Staff Report



**PLANNING COMMISSION
WORK SESSION STAFF REPORT**

Meeting Date: April 11, 2018		Subject: Resolution LP18-0004 - Recommending Approval of the ODOT I-5 Wilsonville Facility Plan to the City Council Staff Members: Nancy Kraushaar, PE, Community Development Director Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: April 11, 2018 <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Staff recommends the Planning Commission conduct a public hearing on the proposed ODOT I-5 Wilsonville Facility Plan and adopt Resolution LP18-0004 recommending approval of the ODOT I-5 Wilsonville Facility Plan to the City Council.			
Recommended Language for Motion: I move to adopt Resolution LP18-0004, recommending the approval of the ODOT I-5 Wilsonville Facility Plan to the City Council.			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

The Planning Commission will consider recommending approval of the ODOT I-5 Wilsonville Facility Plan to the City Council. The hearing provides the Planning Commission an opportunity to hear draft recommendations, review feedback from an online open-house survey held in March, and listen to public comment on the proposed I-5 Wilsonville Facility Plan.

EXECUTIVE SUMMARY:

The Oregon Department of Transportation (“ODOT”) has prepared the I-5 Wilsonville Facility Plan (“Plan”) Public Review Draft – see **Exhibit A**. The I-5 Wilsonville Facility Plan is based upon results of the Southbound I-5 Boone Bridge Congestion Study, completed jointly by the City of Wilsonville and ODOT. ODOT has conducted the technical analysis and the City of Wilsonville is conducting the public involvement for the project.

ATTACHMENT 1

The study was initiated to address a bottleneck that has emerged on I-5 in Wilsonville, slowing speeds and reducing travel reliability for people traveling southbound by car, by transit, or moving goods by truck. The study results are important because this I-5 segment serves as:

- The gateway between the Portland region and the rest of the state;
- A key segment on the primary west coast route for regional, interstate, and international goods movement by truck
- A key component of the state's critical seismic lifeline route, and the Boone Bridge (which is part of the study area) will require upgrades to withstand a major Cascadia Subduction Zone earthquake.

The study evaluated operational problems on I-5 southbound from the Wilsonville on-ramp (Exit 283) to the Canby-Hubbard off-ramp (Exit 282A) and determines the benefits of adding a ramp-to-ramp lane to address the bottleneck that has emerged in this area. Technical analyses show that ignoring this bottleneck will lead to slower travel, more costly goods movement, reduced livability, and higher safety risks for those who use I-5 and the surrounding local transportation network.

Data analyses found that 60 percent of all traffic getting on I-5 at Wilsonville Road exits at either the Charbonneau or Canby/Hubbard exits. This condition lends itself well to a ramp-to-ramp solution that is intended to primarily serve short freeway trips. Ramp-to-ramp lanes improve safety and operation at closely-spaced interchanges, like those in the study area. According to ODOT, similar projects in the Portland region have reduced crashes by 30 to 50 percent.

The study analyzed three solutions (Options A, B, and C) for ramp-to-ramp configurations to address the bottleneck. The Plan recommends Option C, a congestion-mitigation solution that adds a ramp-to-ramp lane extending southbound on I-5 from the Wilsonville Road on-ramp across the Willamette River Boone Bridge past Charbonneau/Miley Road exit to the Canby/Hubbard Highway 551 off-ramp.

The Technical Advisory Committee (TAC) for the study included ODOT, the City, Clackamas County, Washington County, DKS Associates, and Angelo Planning Group. (Marion County chose not to participate in the TAC but received updates at project milestones. After reviewing the technical analysis results, the TAC unanimously recommended Option C as the preferred solution.

COMMUNITY INVOLVEMENT PROCESS:

A primary goal established by ODOT Region 1 and the City of Wilsonville for the project was to promote public involvement and participation by local governments. The project team focused outreach efforts on gathering feedback about traveler experiences with the operational problems on I-5, presenting the ramp-to-ramp options, and asking for input on the recommendation that Option C should be constructed as part of a seismic retrofit project in the future.

Public and stakeholder involvement activities began in December of 2017, with Wilsonville area outreach efforts led by city staff and consultants and regional outreach efforts coordinated by ODOT. The City created a website for the congestion study, shared regular monthly articles in The Boones Ferry Messenger, sent media releases to The Spokesman Newspaper, and provided information via email.

ATTACHMENT 1

An Open House was held on March 14, 2018 at Wilsonville City Hall. It drew 30 to 40 attendees, who discussed the results of the technical analysis with project team staff, received a presentation of major findings, and participated in a question and answer session. The same materials were shared in an Online Open House and survey hosted by the City during the second half of March. See below for additional information on results from the on-line survey.

The project team met with or is scheduled to meet with the following stakeholder groups in March and April to share congestion study findings, answer questions, and gather input:

- Wilsonville Chamber of Commerce
- Wilsonville Rotary Club
- Charbonneau Homeowners' Association
- Washington County Coordinating Committee – Transportation Advisory Committee (scheduled)
- Oregon Freight Advisory Committee (scheduled)
- ODOT Region 1 Mobility Advisory Committee (scheduled)
- French Prairie Forum (scheduled)
- Metro's Transportation Policy Alternatives Committee (scheduled)
- Clackamas County Coordinating Committee – C4 Metro Subcommittee (scheduled)

Based on meetings with the Chamber, Rotary Club, Charbonneau Homeowner's Association, and Planning Commission the team put together a Questions and Answers document that describes common questions and answers. Please see **Exhibit B**.

As noted above, the March 14th Open House was complemented by an "On-line Open House" survey. The survey ran from March 14 to March 31. It included key information that was available at the physical Open House, with questions posed regarding traveler experiences, the working recommendations, and participant demographics. The following is a brief summary of feedback received as of noon on March 29th. Please see **Exhibit C** for a more extensive summary, including verbatim comments received.

- There were about 280 respondents (not all participants answered all questions).
- Most survey respondents used I-5 to cross the Boone Bridge going south at least several times per week (41% at least once per day; 22% several times per week). Nearly 80% said they were likely to use the Wilsonville Road on-ramp on a typical trip, and over half said they were likely to use the Charbonneau District off-ramp. 43% said they were likely to use the Canby-Hubbard off-ramp. (All of which is to say – this survey appears to have reached those that use/would be affected by the proposal).
- Respondents generally experienced unpredictable travel times, frequent congestion, and spillback. A lower percentage (though still the majority) experienced dangerous weaving behavior.
- Given the information presented, 75% of respondents chose Option C as their preferred build. Option B was the second most preferred, with about 10% of respondents choosing it.
- About 7% of respondents checked "Other" regarding their preferred option – see the Comments for explanation of those ideas.

ATTACHMENT 1

- Almost all respondents said that ODOT should invest in operational improvements in this part of I-5.
- The average level of support for the recommended alternative is 92/100.
- Asked to list primary reasons, people provided many separate comments. Congestion, safety and commuting times were among the most common issues.

The Wilsonville Planning Commission received five presentations from the project team between November 2017 and April 2018, including hosting the Open House followed by a work session in March and the public hearing on the draft facility plan in April (scheduled to coincide

The final local action will be taken by the City Council in June when they will determine whether to approve the facility plan by resolution in preparation for an adoption decision by the Oregon Transportation Commission in July.

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

A southbound ramp-to-ramp lane on I-5 at this location has the potential to reduce merging conflicts and relieve the traffic bottleneck between the Wilsonville Road and Canby/Hubbard interchanges. Expected outcomes include improved safety and reliability for motorists on the I-5 mainline and those using these interchanges to enter or leave Wilsonville. Improved traffic conditions would benefit residents, businesses, and visitors to Wilsonville, as well as travelers or freight making regional or interstate trips.

TIMELINE:

- ODOT will share the draft facility plan for a 45-day public comment period beginning in April with links to public review materials available on the City's website.
- The Plan will be presented to the Oregon Transportation Commission in July when they will consider its adoption as an amendment to the Oregon Highway Plan.
- If adopted, ODOT intends to propose the ramp-to-ramp configuration in the adopted plan as a project for the 2018 update of the Metro Regional Transportation Plan (to be completed in December 2018).
- Due to a large backlog of transportation projects and limited funds, ODOT anticipates available funding for this project in the 2028-2040 timeframe. The state would seek to combine the ramp-to-ramp lane project with a seismic upgrade of the Boone Bridge.

ATTACHMENTS:

Attachment 1 – Resolution LP18-0004

EXHIBITS:

Exhibit A – I-5 Wilsonville Facility Plan Public Review Draft

Exhibit B – Southbound I-5 Boone Bridge Congestion Study, Questions and Answers as of March 29, 2018

Exhibit C – On-Line Open House Survey Results from March 14 to March 29



I-5 WILSONVILLE FACILITY PLAN

PUBLIC REVIEW DRAFT APRIL 2018



I-5 WILSONVILLE FACILITY PLAN

Prepared by

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- Technical memos
- Public involvement: summary of themes and project team responses

LIST OF ACRONYMS

CIP	Capital Improvement Plan	ODOT	Oregon Department of Transportation
FHWA	Federal Highway Administration	OHP	Oregon Highway Plan
HCM	Highway Capacity Manual	RTP	Regional Transportation Plan
IAMP	Interchange Area Management Plan	SB	Southbound
LOS	Level of Service	V/C	Volume-to-capacity ratio
NB	Northbound		



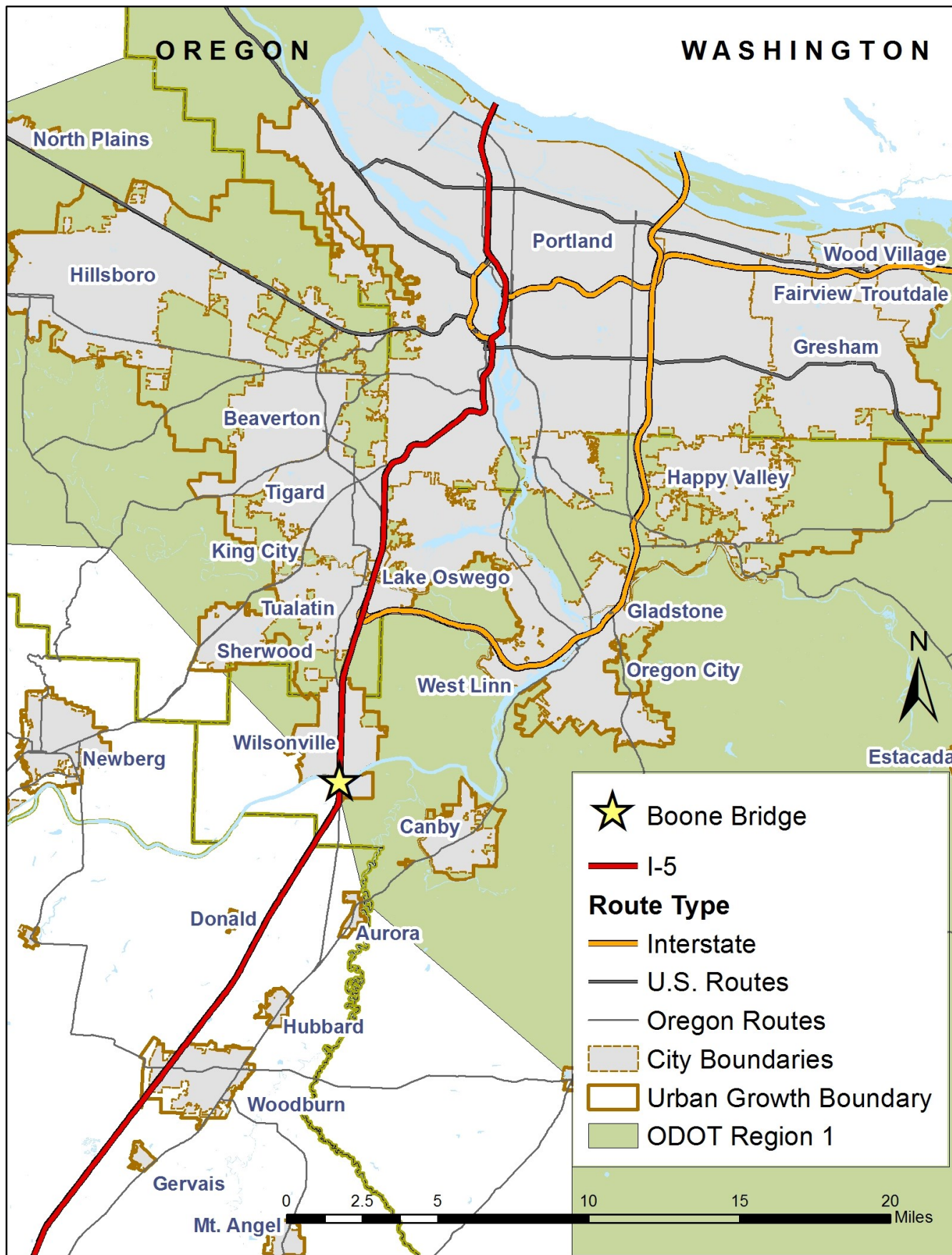


FIGURE 1. Vicinity map.



EXHIBIT A

INTRODUCTION

The I-5 Wilsonville Facility Plan evaluates and addresses operational problems on I-5 southbound (SB) from the Wilsonville Road on-ramp (Exit 283) to the Canby-Hubbard off-ramp (Exit 282A) (FIGURE 1). A new bottleneck has emerged on I-5 in Wilsonville, slowing speeds and reducing travel reliability for people travelling southbound by car, by transit, or moving goods by truck. Failure to address this bottleneck will lead to slower travel, more costly goods movement, reduced livability, and higher safety risks for those who use I-5 and the surrounding local transportation network.

This segment of I-5 is the gateway between the Portland metro region and the rest of the state and is a key segment on the primary west coast route for regional, interstate, and international goods movement by truck. I-5 is the state's critical seismic lifeline route, and the Boone Bridge (which is part of the study area) will require upgrades to withstand a major Cascadia Subduction Zone quake.

This plan represents ODOT's latest effort to manage safety and mobility on I-5 in the Wilsonville area, building on several recent successful projects. In 2009, ODOT and the City collaborated to plan the reconstruction of the I-5: Wilsonville Road interchange, identifying infrastructure improvements and management strategies to better serve planned growth in the area. Nine years have passed since the adoption of the interchange area management plan (IAMP). In that time ODOT completed interchange reconstruction, and ODOT and the City implemented the bulk of the IAMP's other recommendations. More recent projects include the addition of a lane to the Wilsonville Road SB onramp to safely manage vehicle queues at the ramp meter; and improvements at the Elligsen Road northbound (NB) on-ramp enhanced safety and reliability for I-5 travel north through the plan area. These projects have improved conditions on Wilsonville Road and I-5 northbound (NB), but most were conceived before growing traffic volumes led to the emergence of the SB bottleneck. If congestion at this bottleneck continues to increase, I-5 will imminently fail to meet the mobility targets the state has set to define whether the highway is performing acceptably.

The I-5 Wilsonville Facility Plan establishes a long-term plan for managing this bottleneck. It is a mode-specific facility plan for motor vehicle, freight truck, and transit users of the interstate, and implements the Oregon Highway Plan without amending the highway's classifications or changing the alignment of I-5.

POLICY CONTEXT

The function of I-5 in the study area. The Federal Highway Administration (FHWA) classifies I-5 in the study area as an urban interstate on the National Highway System, and as part of the national freight network. The Oregon Highway Plan (OHP), which establishes the function each highway serves in the state-owned transportation network, affirms these classifications. It also adds I-5's function as a Tier I seismic lifeline, a high clearance route that serves large freight vehicles, and a reduction review route that requires a formal process before ODOT may construct projects that reduce overhead clearance or roadway width.



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Together, these classifications define I-5 as a facility of national significance that provides connections to major cities, interregional, and interstate destinations. Its primary function is to provide safe, reliable, higher-speed operations for longer distance travel and goods movement, as well as emergency services. To fill this function, I-5 needs limited, well-spaced connections to the local system, sufficient clearance for over-dimensional freight, higher travel speeds, reliable travel times, and the structural stability to remain functional after a major quake or other disaster.

Guiding statewide goals and policies. The OHP supplies the major goals and policies that will guide decisions ODOT makes in this plan. The goals that most closely relate to the purpose of this facility plan are:

Goal 1. System Definition: To maintain and improve the safe and efficient movement of people and goods, and contribute to the health of Oregon's local, regional, and statewide economies and livability of its communities.

To meet this goal, this plan will need to:

- Remain consistent with I-5's functional classifications (Policy 1A).
- Support goods movement by improving I-5's performance and balancing needs of freight users with other travelers (1C).
- Maintain or improve the ability of I-5 to serve as a secure lifeline route for emergency services and recovery efforts after a disaster (1E).
- Maintain or improve I-5's performance relative to OHP mobility targets (1F).
- Maintain highway performance and improve safety by protecting the existing system and making minor improvements before considering expanding road capacity I-1G).

Goal 2. System Management: To work with local jurisdictions and federal agencies to create an increasingly seamless transportation system with respect to the development, operation, and maintenance of the highway and road system that:

*Safeguards the state highway system by maintaining functionality and integrity;
Ensures that local mobility and accessibility needs are met; and
Enhances system efficiency and safety.*

To meet this goal, this plan will need to:

- Balance state, regional, and local needs, drawing on partnerships with the City of Wilsonville, Clackamas County, and Washington County (2A).
- Ensure that citizens, businesses, regional and local governments, state agencies, and tribal governments have opportunities to participate in the planning process (2D).
- Manage and operate I-5 efficiently through the use of strategies like transportation system management and operations, intelligent transportation systems, and transportation demand management (2E).
- Maintain or improve safe travel in the study area, with a focus on preventing fatal and severe crashes (2F).



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In the past two federal surface transportation authorizations, Congress emphasized the importance of bottleneck identification and addressing bottlenecks on the multimodal transportation system. To respond to this topic of national concern, ODOT completed a 2017 Freight Delay Area Plan. The final report identified this segment of I-5 SB as part of a Tier 2 Freight Delay Corridor (I-5 from the Columbia River to I-205 is the state's only Tier 1 Corridor). The plan area's inclusion in Tier 2 indicates it is a critical location for investment if the state wishes to reduce the high costs of freight delay and unreliability to Oregon's economy.

Regional plans, policies, and regulations. The most recent Regional Transportation Plan (RTP) was adopted in 2014. It provides guidance for managing transportation in the Portland metropolitan region to best serve the 2040 growth concept. Its goals and objectives are consistent with the OHP and other statewide policy plans. The RTP classifies I-5 as a throughway, which are mobility routes with little or no property access and an emphasis with connecting major destinations across the region. Throughways are planned as six lane facilities, not including auxiliary lanes, with grade-separated interchanges or intersections. The RTP recognizes that the Tigard to Wilsonville mobility corridor (including I-5 in the study area) is a critical gateway for regional travel and commerce, where transportation decisions carry statewide significance.

This facility plan seeks to move our region closer to attaining 2014 RTP performance targets including reducing severe and fatal crashes, and reducing vehicle hours of delay per person and per truck trip. It is consistent with interim regional mobility policy (see RTP Table 2.4), which echoes OHP mobility standards, and with the recommended cross-section for throughways (see RTP Table 2.6). This plan will respond to the RTP's concern with how peak period congestion in this corridor impacts regional freight reliability, mobility, and travel patterns; as well its recommendation to consider providing auxiliary lanes between Wilsonville on – and off-ramps.

Local plans, policies, and regulations.

The City of Wilsonville's Comprehensive Plan (2013) and Transportation System Plan (2016) set the local policy context for this plan. Relevant goals and policies seek to:

- Support the state and regional policies described above;
- Increase safe and reliable multimodal access and circulation;
- Reduce reliance on single occupancy vehicles;
- Work with ODOT and regional partners to maintain I-5's capacity using techniques including auxiliary lanes and targeted interchange improvements; and
- Ensure that development proceeds in balance with the transportation capacity and services needed to accommodate additional trips.

Taken together, these policies work to serve local transportation needs on the local system, reduce the burden of single occupancy vehicle travel on I-5, ensure the transportation system can adequately bear the burdens of new development, and support ODOT's efforts to maintain I-5's capacity within the cross-section defined by regional policy.

These two local plans create strong links between transportation planning and development. They direct the



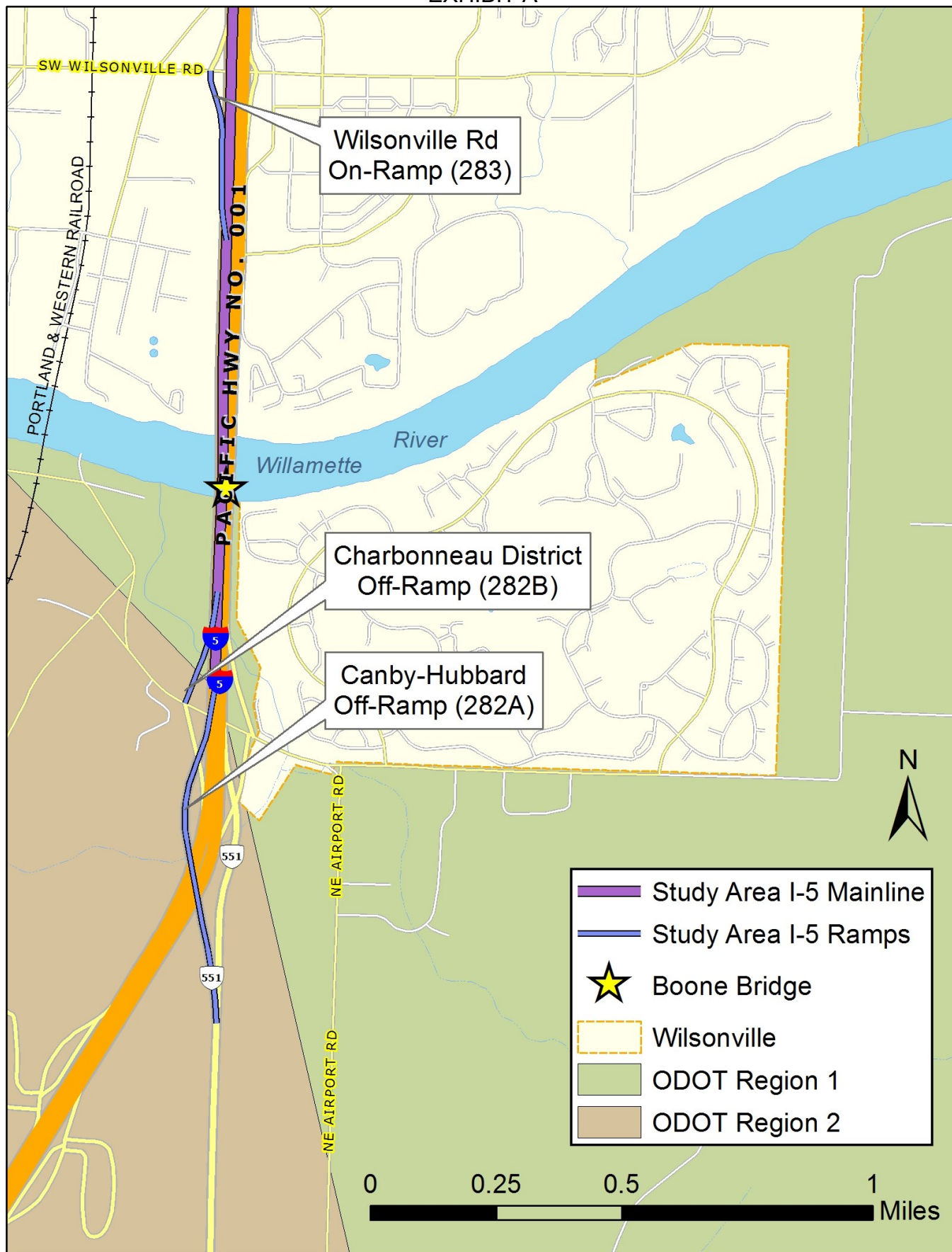


FIGURE 2. Study area map.



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City to reduce the level of development or delay it if the transportation system will be inadequate to support it (Policy 3.2.3). They define the RTP's Financially Constrained List and the city's Capital Improvement Plan (CIP) as the only sources of improvements that can be considered in determining the transportation system's planned capacity, function, and level of service.

This facility plan also considers the influence that operational improvements would have on the intersection of I-5 southbound and Wilsonville Road, a key link in the local transportation network. The City has designated this segment of Wilsonville Road as a major arterial, freight route, and transit route.

EXISTING CONDITIONS, NEEDS, AND DEFICIENCIES

Description of the study area. The facility plan encompasses 0.9 miles of the I-5 southbound mainline (MP 283.54-282.64), a three-lane section of the highway from the Wilsonville Road on-ramp to the Canby-Hubbard off-ramp (FIGURE 2). The two-lane Wilsonville Road on-ramp originates at a four-way signalized intersection on Wilsonville Road, merges into one lane at a ramp meter, and is 0.3 miles long. There is a project underway to add a third lane to the on-ramp to provide additional vehicle storage when the ramp meter is operating. After the ramp reaches the mainline, a 100-foot long merge lane extends to the south of the ramp's gore point.

The Boone Bridge is a 0.2 mile steel structure crossing the Willamette River, constructed in 1953 and widened in 1967. The bridge serves as the primary link between the Portland metropolitan area and Marion County, as well as between Wilsonville and the communities of Aurora, Canby, Donald, Hubbard, Mollala, and Woodburn. The nearest alternate motor vehicle crossings over the river are OR-219 south of Newberg and OR-43 between West Linn and Oregon City, with a minimum detour length of nearly 13 miles. The bridge is one continuous deck supported by two side-by-side structures. It has a sufficiency rating of 80.1, indicating it meets desirable criteria. However, its construction took place before modern seismic standards and the bridge has been found to be seismically vulnerable.

The Charbonneau District off-ramp exits the highway 0.7 miles south of the Wilsonville Road on-ramp. Its single lane extends a quarter mile before coming to a stop-controlled intersection with NE Miley Road.

The Canby-Hubbard off-ramp begins 0.2 miles south of the Charbonneau off-ramp. Also a single lane facility, it extends three-quarters of a mile south before merging with SR-551 Wilsonville-Hubbard Highway.

I-5 traffic patterns and operations. For analysis purposes 4:00-5:00 pm represents the peak hour when the greatest volumes move through the study area, but I-5 SB and the three ramps experiences congested peak conditions from 2:30-5:00 on the I-5 mainline across the bridge. Volumes at some locations within the study area remain at peak levels until after 5:30.

Annual average daily traffic of 63,590 SB on Boone Bridge. Freight trucks represent approximately 14% of daily volumes, higher than is typical for Portland metro area freeway segments. Multiple transit agencies route buses along this segment of I-5, including Amtrak (6 SB buses per weekday), Greyhound (4 SB buses per weekday), POINT Intercity Transit, (7 SB buses per weekday), and Wilsonville SMART (14 SB buses per



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weekday, some jointly operated with Salem Cherrits). A variety of organizations and operators also route airport and commuter shuttles through the study area.

During the PM peak hour, approximately 6,150 vehicles cross the Boone Bridge (FIGURE 3). 20% of those vehicles enter at the Wilsonville Road on-ramp, with the majority continuing a southbound journey on the I-5 mainline. 12% of the SB vehicles crossing the bridge exit at the Charbonneau District off-ramp, 26% exit at Canby-Hubbard, and the remaining 2,400 (52%) continue south on I-5.

Average travel speeds slow considerably over the course of the extended peak period and do not increase until after 6 pm. Traffic data show the slowest speeds and greatest unreliability are observed at I-5 SB over Wilsonville Road, just north of the merge with the Wilsonville Road onramp. Average speeds at this bottleneck location drop to a low of 30 mph for close to an hour during the peak, and have been gradually decreasing for at least three years (FIGURE 4).

This bottleneck is part of a freight delay area on I-5 southbound that extends from I-205 to the Boone Bridge. ODOT's 2017 *Freight Delay Area Plan* determined that delays to freight movements in this segment result in an annual economic cost of \$746,000 per mile of I-5.

As FIGURE 5 shows, travel through the bottleneck area (the I-5 mainline north of the Wilsonville Road on-ramp merge) is highly unreliable as well as highly congested during the PM peak. . On the most congested days each month, travel through the bottleneck area will take three times as long as it does on the least congested days. Travelers and freight movers making regular trips in a corridor with unreliable travel times must plan extra time for their trip to ensure they will not be

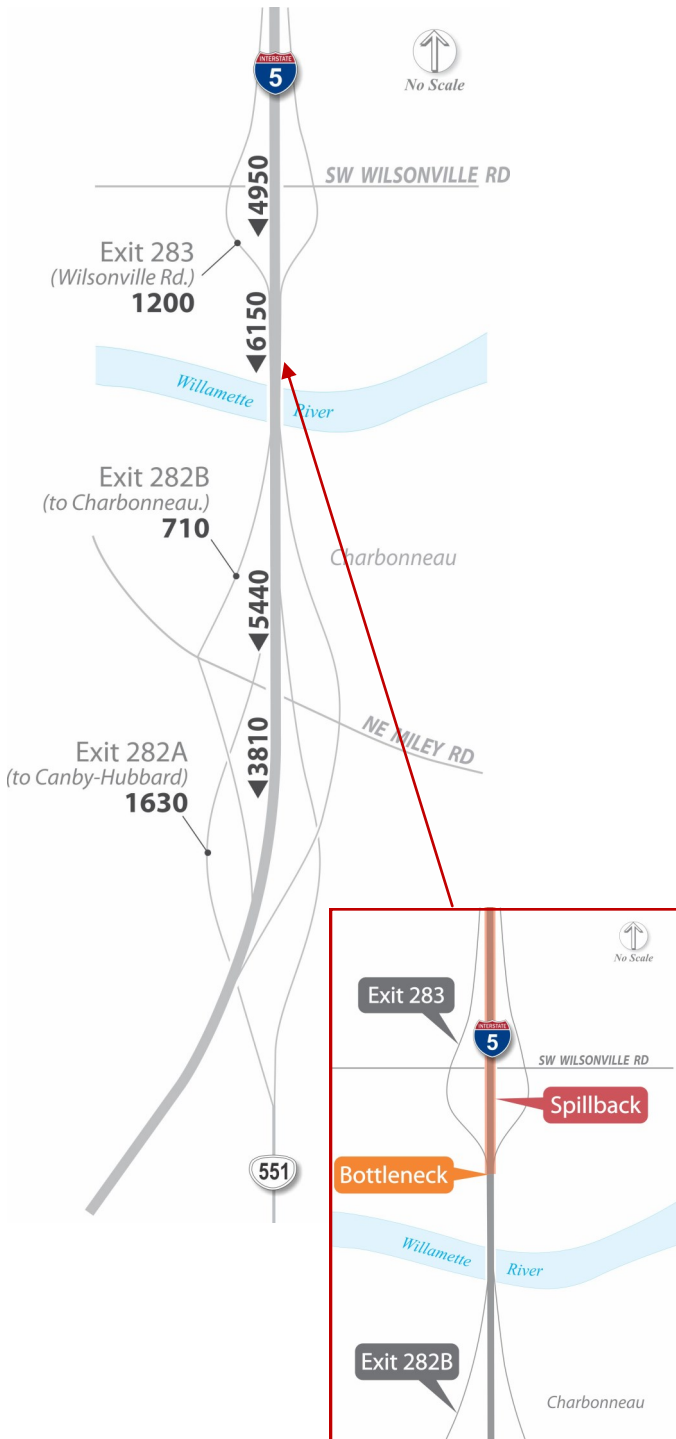


FIGURE 3. Traffic volumes measured during the PM peak hour, with inset showing the bottleneck location and spillback area.

EXHIBIT A Average Speed (mph)

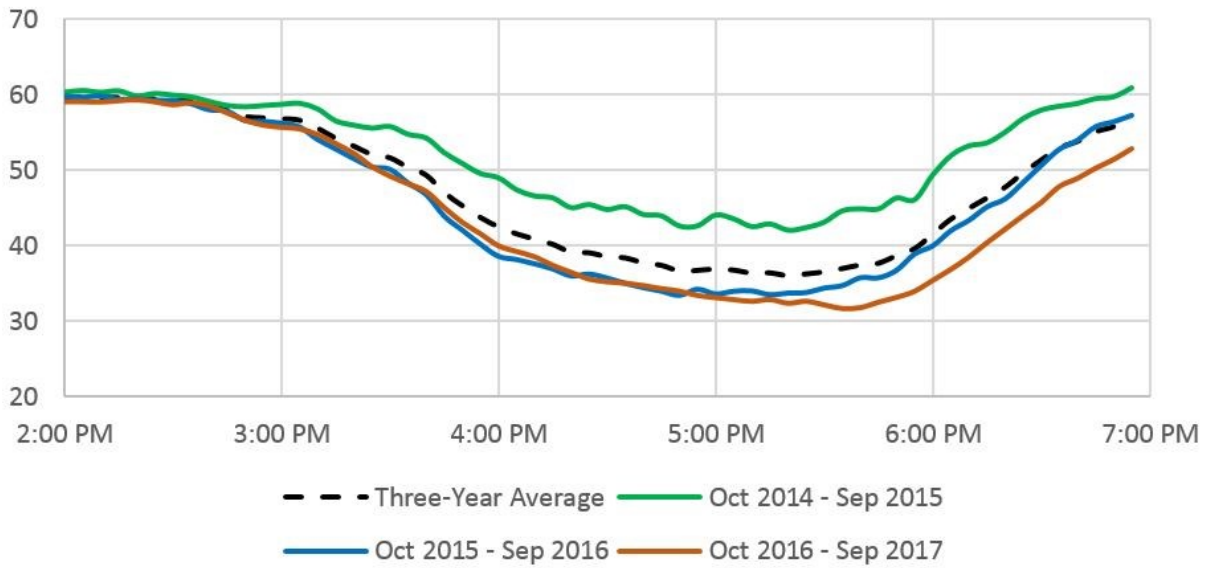


FIGURE 4. Change in average travel speeds from 2014 to 2017.

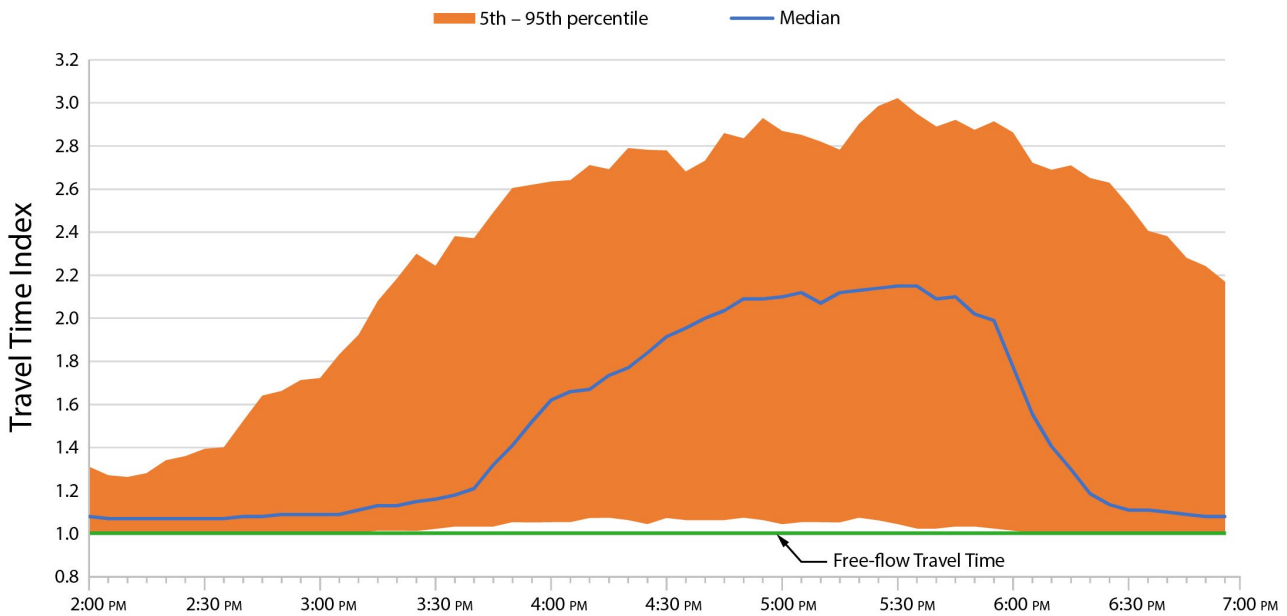


FIGURE 5. Travel time reliability on the I-5 mainline in the bottleneck area during the weekday PM peak. The free-flow travel time is how long it takes to drive this segment when there is no congestion. The median travel time is how long it takes to drive this segment at a particular time on a day with average congestion. For this section of I-5, the median travel time is twice the free-flow travel time during the peak hour (4-5 PM). The orange area represents the variation in travel times that are observed in the bottleneck area (equivalent to the difference between the second-best travel day each month and the second worst).



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late. This unpredictability can be more frustrating and costly for users than consistent and predictable congestion.

The Wilsonville Road on-ramp merge onto the I-5 mainline is the point of origin for the bottleneck. With no local access bridge or no nearby alternative means of crossing the Willamette River, local travelers use the Wilsonville Road on-ramp to cross the river via the Boone Bridge. Six out of ten vehicles entering at the Wilsonville Road on-ramp, along with three out of ten vehicles already on the I-5 mainline, take the first two exits south of the river (FIGURE 6). Meanwhile, the other vehicles entering at Wilsonville Road attempt to merge left to reach a less congested lane, and the through travelers also merge left to avoid the slowest conditions. These movements lead to much higher vehicle volumes in the right-hand lane than in the inner lanes as traffic moves across the Boone Bridge. This imbalance in vehicle volumes across lanes contributes to slow and unreliable travel conditions on the I-5 mainline extending north toward the Elligsen exit.



FIGURE 6. Destinations for southbound vehicles entering I-5 at the Wilsonville Road on-ramp (*left*), traveling into the study area on the I-5 mainline (*middle*), and all SB vehicles crossing the Boone Bridge (*right*).



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ODOT measures highway mobility using the volume-to-capacity (v/c) ratio, which assesses theoretical demand to use the facility compared to the actual vehicle capacity (based on number of lanes, road geometry, traffic control, and travel speeds). Higher v/c ratios indicate greater levels of congestion. The bottleneck area has a v/c ratio of 0.98, which shows congestion threatens to exceed statewide mobility target the 0.99 (the point where there is no remaining capacity on a roadway).

The City of Wilsonville uses level of service (LOS), another mobility measure that assesses operational efficiency and delay, then assigns an A-F score. This measure shows LOS E through most of the study area and confirms that the congested conditions in the study area do not fully clear until after the Canby-Hubbard off-ramp (FIGURE 7).

Crash history. Analysis of the most recent available crash data (2011-2015) found above-average crash rates on the I-5 SB mainline between the Wilsonville Road off-ramp and on-ramp, with rear-end and sideswipe crashes indicating that the collisions are due to speed differences by lane and merging attempts taking place in congested conditions. Sections of the study area south of the bottleneck location had crash rates at or below average rates. No fatal crashes have occurred in the study area in the time period analyzed, and it does not contain any locations that ODOT’s Safety Priority Index System ranks in the top 10% (which would indicate combination of high crash frequency and severity compared to other similar highways around the state).

Land use context and local traffic conditions. Wilsonville is a regional employment destination with more than 20,000 workers, and I-5 provides critical access to area employers. The majority of the city’s large employers are industrial businesses, with commercial development as a secondary sector. The area along Wilsonville Road to the west of I-5 is zoned commercial with surrounding industrial development, and to the east of I-5 is zoned commercial with surrounding residential development and public park lands (FIGURE 8). The Wilsonville Town Center sits in the northeast quadrant of the I-5 Wilsonville Road interchange and is planned for commercial development. This zoning was established to allow businesses to take advantage of direct freight access to and from the freeway interchanges, avoiding undesirable truck traffic in residential neighborhoods.

The City of Wilsonville has data showing that upwards of 90% of Wilsonville employees come from outside the city limits, with significant draw from the satellite communities to the south (such as Canby, Woodburn, Southbound Aux. Lane Study /Southbound I-5 Boone Bridge Aux

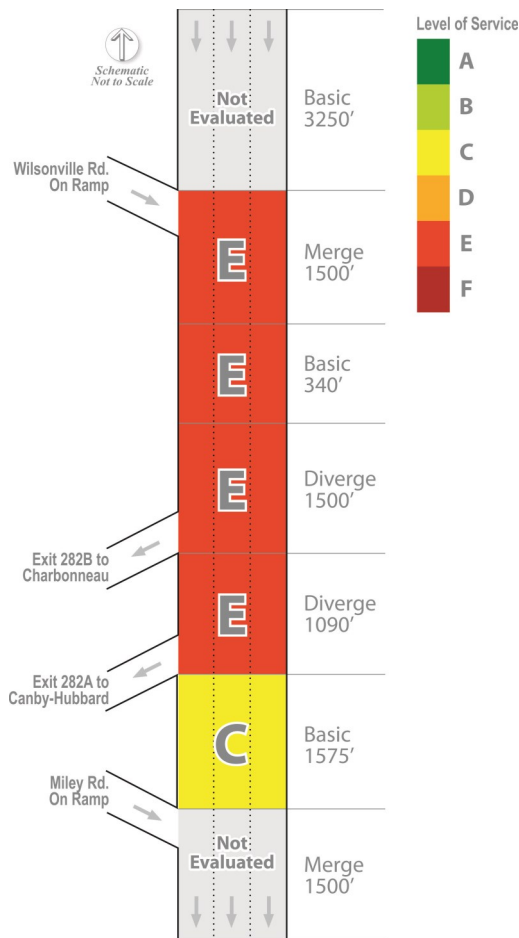


FIGURE 7. Current levels of service on I-5 in the study area.

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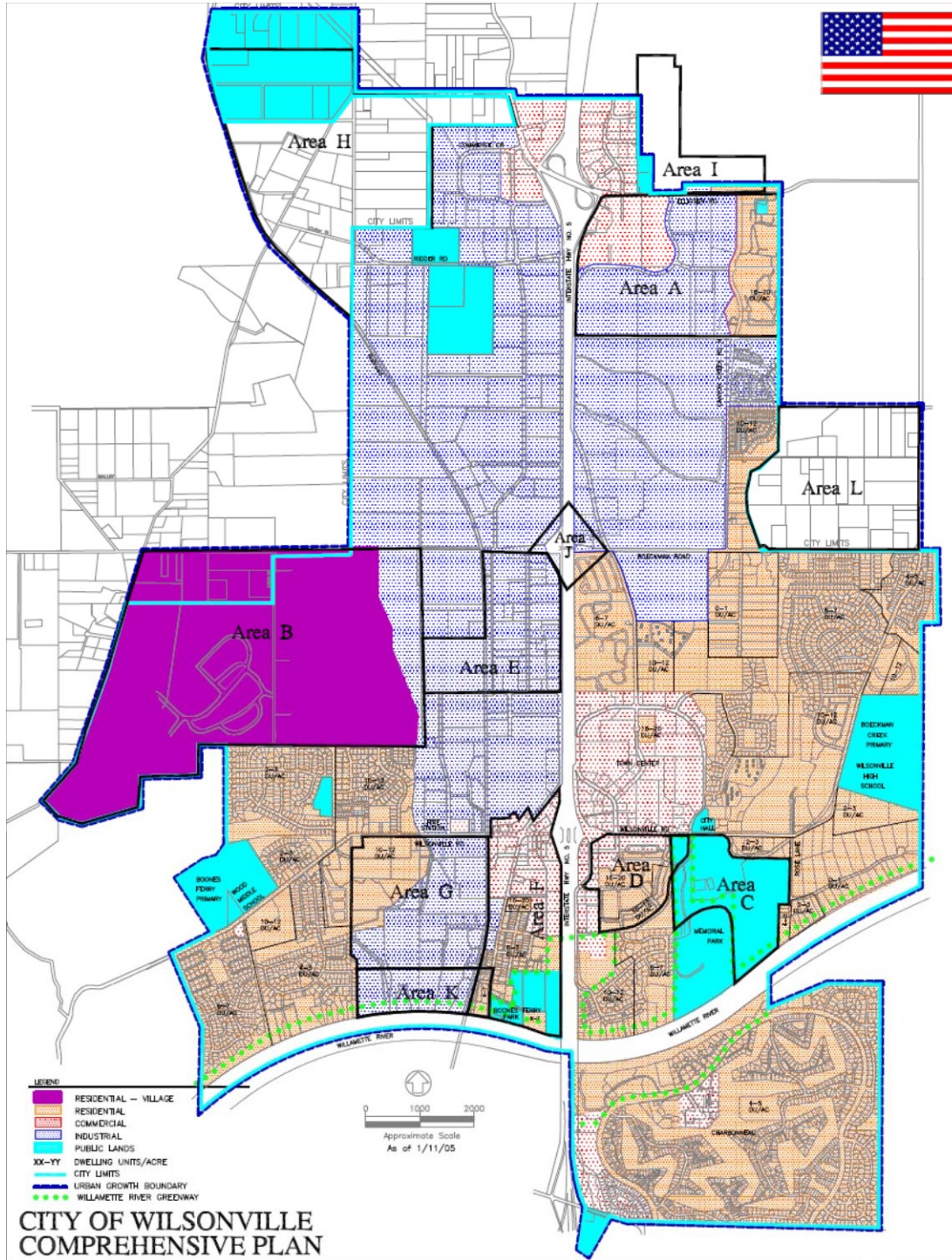


FIGURE 8. City of Wilsonville comprehensive plan map (from the 2013 update, page D-2).



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and Salem). For these commuters, the Boone Bridge provides the only direct crossing of the Willamette River. Since the early 2000s, the region has added several hundred future employment acres to the UGB on the north end of the city (Coffee Creek Industrial Area and Basalt Creek Employment Area). Wilsonville has adopted the Concept Plan and Master Plan for Coffee Creek and is developing the Concept Plan for Basalt Creek.

I-5 bisects Wilsonville, with only three east-west crossings of the highway within city limits. Wilsonville Road, the southernmost of these crossings, supports multimodal accessibility between the city's eastern and western sides with elevated bike/pedestrian pathways on both sides of the street, and an eight lane cross-section underneath I-5. Despite recent improvements to the interchange area and on-ramps, Wilsonville Road experiences peak period congestion, delay, and unreliability due to high demand at the Wilsonville Road SB onramp. City staff and stakeholders report that during the extended PM peak when the ramp meter is in operation, queues from cars waiting to turn onto the onramp can disrupt the flow of through-traffic in both directions on Wilsonville Road. Local travelers may take a variety of detours to avoid this intersection, creating congestion on other local roads and increasing demand at the city's other two I-5 crossings and at upstream I-5 interchanges. These delayed and unreliable conditions have led to Planning Commission and City Council concerns regarding whether the planned transportation system can adequately support additional trips from proposed development that is otherwise desirable and in line with the city's Comprehensive Plan.

Seismic concerns. I-5 is in the seismic hazard area of the Cascadia Subduction Zone, which has historically experienced earthquakes of magnitude 9.0 or greater every 400-600 years. Many of I-5's 348 bridges were built before modern seismic design specifications. In the event of a Cascadia Subduction Zone earthquake, which based on the historical record is expected in the next 50 years, five I-5 bridges would be expected to collapse and 19 more expected to suffer heavy damage.

I-5 is a Tier 1 Seismic Lifeline route, and is the most critical route in the state for Oregon's emergency response and recovery efforts. In 1998, ODOT performed a Phase I retrofit to prevent the bridge's superstructure from falling off the piers in an earthquake. The Boone Bridge will require a Phase II seismic retrofit to meet modern seismic standards and remain serviceable in the event of a severe earthquake.

Environmental resources. The Willamette River introduces a range of environmental resources to the study area. Impacts to these resources would need to be avoided, minimized, or mitigated should a capital project move forward as a result of this plan. Chinook salmon and steelhead fish species rely on the Willamette River for habit, and are subject to Endangered Species Act regulations. Locations along rivers and streams are typically areas where there may be a high probability for encountering archaeological resources, and streamside and upland areas may contain wetlands. The north side of the river in this area is part of the Willamette River Greenway and may be subject to Section 4(f) restrictions on the use of public parks and recreational lands for transportation projects. The areas south and west of the Willamette River are adjacent to land designated as rural reserve lands in Clackamas County; these reserves may contain farmland, forests, natural preserves, or streamside lands beyond the Urban Growth Boundary where development is prohibited.



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FUTURE CONDITIONS

Methodology for future forecasting. The Metro Travel Demand Model produces predictions of future travel volumes and patterns based on anticipated growth in population and jobs; planned land use changes; and planned transportation projects in the Portland metropolitan area. This model is the most-commonly used tool for analysis of planning alternatives in this region of Oregon. Its forecasts provide a useful perspective on the direction future trends are likely to take, and how different project alternatives could affect transportation performance. Its results are best interpreted as showing order-of-magnitude differences between options or scenarios, rather than exact predictions of the future.

The outputs the Travel Demand Model produces serve as the basis for more detailed analysis using technical procedures from the Highway Capacity Manual (HCM), which sets out widely used and industry-standard approaches to modeling traffic operations at specific roadway segments or intersections.

The project team used existing conditions data to calibrate model outputs, in order to better reflect what current travel patterns suggest may occur the future.

Anticipated traffic volumes and operations in 2040. The model predicts a 15% increase in PM peak hour traffic volumes on I-5 southbound over the Boone Bridge, from 6150 in 2017 to 7055 in 2040 (FIGURE 9). Modeled origin and destination patterns for the future are similar to those gathered via GPS data from 2017, with some minor variations. When considered together, the two sources suggest that in the future roughly 60-70% of vehicles entering on the Wilsonville on-ramp and 35% of vehicles coming from farther north on the I-5 mainline will take one of the first two off-ramps south of the Willamette River. For every ten vehicles heading south over the Boone Bridge, one will be expected to take the Charbonneau exit and two to three will be expected to take the Canby-Hubbard exit.

If no improvements or operational changes are made to this study area, traffic congestion will worsen significantly on I-5 in

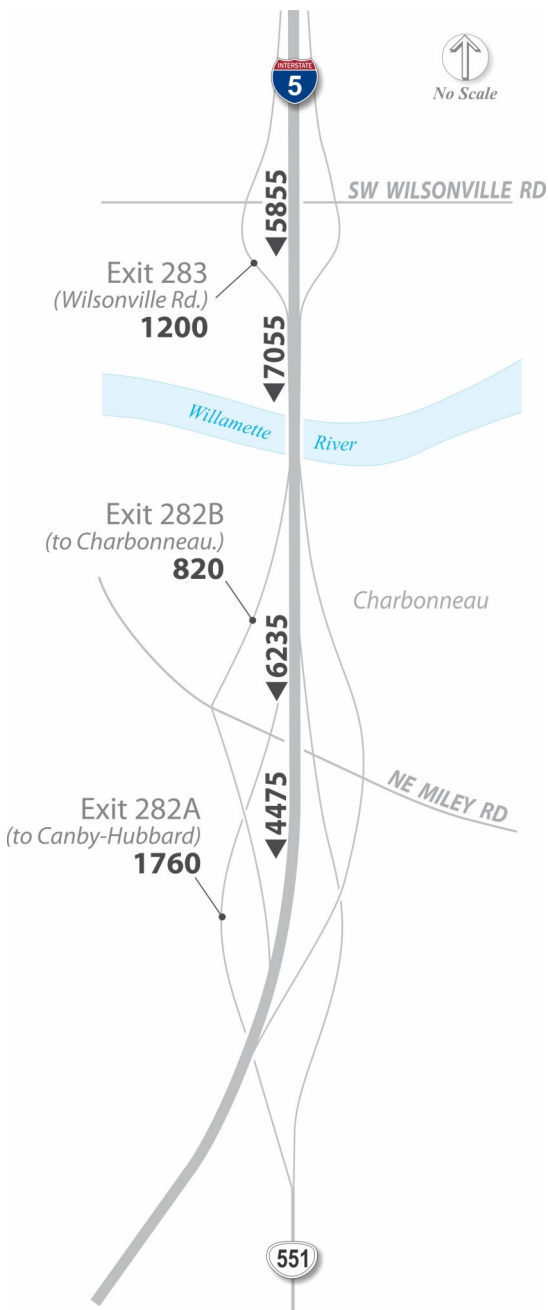


FIGURE 9. Traffic volumes measured during the PM peak hour, with inset showing the bottleneck location and spillback area.

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this segment (FIGURE 10). From the Wilsonville on-ramp to the Charbonneau off-ramp, the highway will fail to meet state mobility standards (with v/c ratios above 0.99). Speeds in these segments drop as low as 22 mph during the average evening commute. These conditions will make travel through this section on I-5 significantly less reliable and increase the hours per day that travelers would experience congested conditions. Such degradation in performance would be expected to lead to more frequent rear-end and sideswipe collisions.

Forecasts suggest a 40% increase in the number of vehicles seeking to enter I-5 southbound from Wilsonville Road, some coming from nearby locations, others from areas further east, west, or north. With increased congestion on the I-5 mainline, ODOT might need to decrease the ramp meter rate and/or increase the hours of operations to protect the freeway’s operations. During the peak hour, queues to enter the on-ramp at the Wilsonville Road intersection would grow longer, with vehicles waiting more than 80 seconds to move through the intersection. Of the 1,700 drivers who would prefer to use this on-ramp during the peak hour, 30% would not be able to enter if ramp meter rates remain the same. . These travelers would have to choose other routes, shift trips to other times, or choose other modes. Travel along Wilsonville Road would become more challenging during the afternoon and evening. Overall, the local system will experience more hours of congestion on more routes as these vehicles seek alternate ways to make their trips.

	Segment	Volume/ Capacity	LOS
1	North of Wilsonville Road On-Ramp (Basic)	0.88	F
2	Wilsonville Road On-Ramp (Merge)	1.09 (Fwy) 0.61 (Ramp)	F
3	Boone Bridge (Basic)	1.06	F
4	Charbonneau Off-Ramp (Diverge)	1.08 (Fwy) 0.42 (Ramp)	F
5	Canby/Hubbard Off-Ramp (Diverge)	0.95 (Fwy) 0.89 (Ramp)	D
6	South of Canby/Hubbard Off-Ramp (Basic)	0.67	B

FIGURE 10. Anticipated 2040 levels of service on I-5 in the study area.

PLAN ALTERNATIVES AND COMPARISON OF LONG-TERM OPERATIONS

Conceptual design of plan alternatives. ODOT and the City of Wilsonville have identified three alternatives for study, each of which adds a ramp-to-ramp lane from the Wilsonville Road on-ramp across the Boone Bridge. As ODOT’s 2012 Highway Design Manual explains, ramp-to-ramp (or auxiliary) lanes “are introduced adjacent to through lanes for limited distances for specific operational or capacity reasons. They are used to provide lane balance, facilitate weaving maneuvers, and help smooth out flow in through lanes. A typical application is to provide an added lane on the mainline between closely spaced interchanges” (p. 9-18). **FIGURE 11**



EXHIBIT A

provides an example of a ramp-to-ramp lane on I-5 NB in North Portland. In the study area, there are three interchanges in a one mile segment of I-5. ODOT has established spacing standards of 3 miles between interchanges for interstates in urban areas.

The operational problems in the study area stem from the lack of capacity in right-hand lane to accommodate the volume of vehicles using the closely-spaced interchanges. Therefore, a ramp-to-ramp lane is a targeted, lower-cost improvement that may improve traffic flow and add safe merging and weaving space. Use of ramp-to-ramp lanes alongside through lanes is consistent with RTP policy regarding throughway (interstate) cross-sections of three travel lanes per direction plus ramp-to-ramp lanes.

In all three build alternatives, the ramp-to-ramp lane would be constructed with the Boone Bridge seismic retrofit as one project.



FIGURE 10. A ramp-to-ramp lane on I-5 NB between the N Rosa Parks Way on-ramp (304) and the N Lombard St East off-ramp (305A). This ramp to ramp lane is 0.2 miles long, comparable to the distance between the Charbonneau and Canby-Hubbard off-ramps.

Option A (FIGURE 11) adds a ramp-to-ramp lane at the Wilsonville Road on-ramp merge that drops at an exit-only lane to the Charbonneau off-ramp.

Option B extends the ramp-to-ramp lane to terminate as an exit-only lane at the Canby-Hubbard off-ramp.

Option C (is similar to Option B but expands the Canby-Hubbard off-ramp to become a two-lane exit. Travelers may access the on-ramp either from the ramp-to-ramp lane, which becomes an exit-only to the outer off-ramp lane, or from the right-hand through lane, which offers an optional exit to the inner off-ramp lane.

In all of the build alternatives, the three-lane Wilsonville Road on-ramp merges into one lane as it passes the ramp meter, before vehicles enter the ramp-to-ramp lane. This is due to safety concerns with multi-lane merges onto the highway, which have led ODOT to stop using those designs for new projects.

The project team used HCM methodologies to compare how the three build alternatives would operate in 2040, and contrasted their performance with the no-build (existing) configuration of I-5.

EXHIBIT A

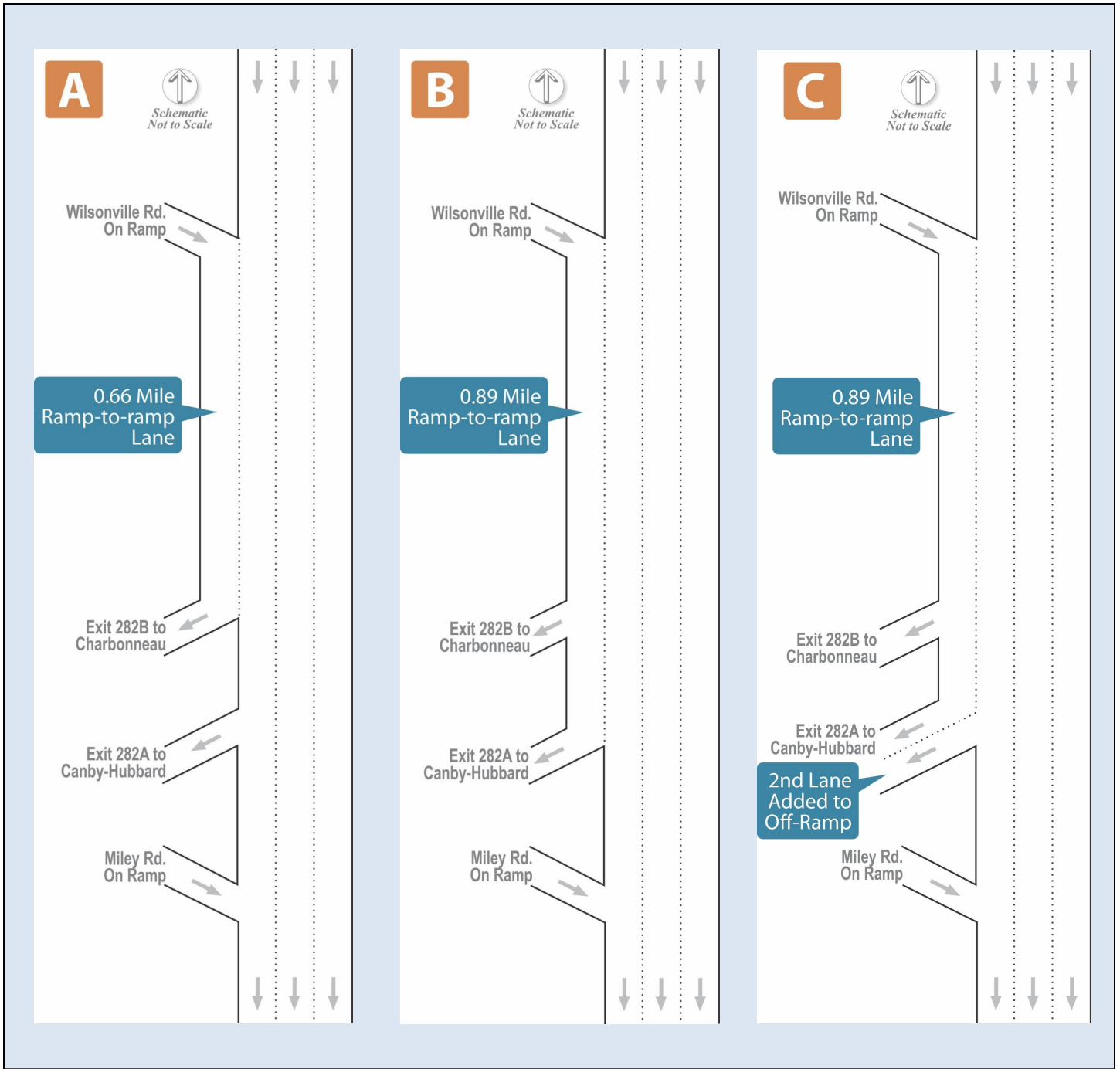


FIGURE 11. The three ramp-to-ramp lane concepts studied.



EXHIBIT A

Performance, benefits, impacts, and planning-level costs of build alternatives.

To assess how each option compared to the no-build during the PM Peak hour, the project team analyzed them using four performance measures:

- Volume-to-capacity ratios, compared to the state mobility target of v/c at or below 0.99
- Level of Service, compared to City of Wilsonville targets of E or above
- Worst observed speed for the typical day
- Vehicle density, which evaluates how many vehicles are in each lane per mile

There are limitations to technical approaches for directly predicting future safety without more engineering detail that had been performed at this stage. However, the measures above can provide indirect information about potential changes in crash risk, which is discussed below.

All three options improve I-5’s performance compared to the no-build (TABLE 1). Each reduced congestion on I-5 to below state mobility targets and achieved LOS E or better on all segments of I-5 within the project area. All three options provided more space between vehicles. This allows drivers more time to react to changing conditions and reduces the risk of crashes. In each of the build alternatives, I-5 speeds during the PM peak hour are predicted to remain at or above 44 mph on the typical weekday, compared to no-build speeds of below 25 mph. In all cases, reducing congestion and separating weaving and merging movements from through traffic would be expected to reduce crash rates compared to the no-build. Preventing crashes offers the secondary benefit of improving reliability (by reducing the frequency of incidents that create unexpected delays).

Of the three build alternatives, Option C (FIGURE 12) provides the greatest improvements to I-5’s performance. It would reduce congestion well below the levels experienced today and increase peak hour

TABLE 1. 2040 performance of the I-5 mainline — three ramp-to-ramp lane options compared to a no-build scenario.

Performance measures (2040 PM peak hour)	Baseline (No Build)	Option A	Option B	Option C
Worst volume-to-capacity ratio	1.09	0.95	0.89	0.88
Worst level of service	F	E	E	D
Lowest speed	22	45	44	52
Highest vehicle density	79	40	37	35



EXHIBIT A

speeds to above 50 mph throughout the project area. The addition of a second off-ramp lane at Canby-Hubbard (the busier of the study area's two exits) creates greater separation of the traffic entering I-5 at Wilsonville Road from the traffic already on the mainline. Vehicles on I-5 could merge directly into the second exit lane from the outer I-5 travel lane, without merging into the ramp-to-ramp lane first. Because of the improved traffic flow and increased separation of merging/weaving from through traffic, Option C would be expected to offer the greatest reduction in crash rates for the longest period of time.

All three options are likely to have similar potential for environmental impacts. The greatest potential impacts come from the modification to the Boone Bridge itself, because the Willamette River contains the most significant cultural and natural resources in the project area. Because the ramp-to-ramp lane is the same over the Boone Bridge structure in all three options, the three options would have substantially similar potential impacts to the river and its banks. The nature of these impacts will depend on how the ramp-to-ramp lane and seismic retrofit are designed, and will be assessed during project delivery. The potential for private property impacts appears to be low, with no structures currently identified in the area where a ramp-to-ramp lane would be built.

Because the greatest costs of the project stem from modifying the Boone Bridge to accommodate an additional lane, planning-level cost estimates suggest there will be less than a 10% cost difference between the three ramp-to-ramp lane options. Costs of extending the lane beyond the structure or adding a second lane to the Canby-Hubbard off-ramp appear relatively low, and early analysis suggests that ODOT likely owns sufficient right-of-way to accommodate added roadway width in all options. Current planning-level cost estimates for the ramp-to-ramp lane project (not including the seismic work) are in the \$80M range.

Impacts of a ramp-to-ramp lane on Wilsonville Road and local system operations. Any ramp-to-ramp lane option would offer indirect benefits to local system performance. The Wilsonville Road on-ramp meter activates in response to congestion on the I-5 mainline. With all ramp-to-ramp options reducing congestion on I-5, the ramp meter might be activated for fewer hours a day.

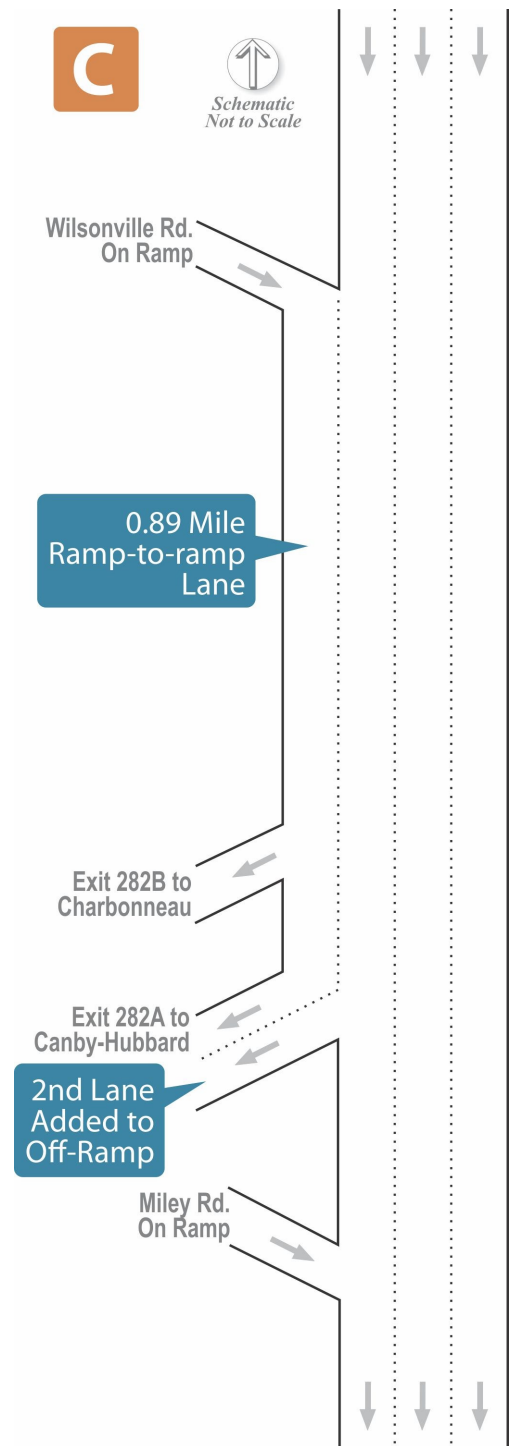


FIGURE 12. Option C, which offers the greatest performance benefits.

EXHIBIT A

This would increase the total period of time when vehicles would be able to flow freely onto I-5 from the Wilsonville Road on-ramp, and reduce the impacts of queues at the ramp meter on the local system **MORE INFO TO BE ADDED WHEN RAMP METER ANALYSIS RESULTS AVAILABLE.**

PUBLIC INVOLVEMENT AND LOCAL GOVERNMENT PARTICIPATION

ODOT Region 1 and the City of Wilsonville partnered on the Southbound I-5 Boone Bridge Congestion Study (September 2017 to May 2018). This facility plan is the final product of that study. The Technical Advisory Committee (TAC) for the study included ODOT, the City, Clackamas County, Washington County, DKS Associates, and Angelo Planning Group. (Marion County chose not to participate in the TAC but received updates at project milestones.) After reviewing the technical analysis results, the TAC unanimously recommended Option C as the preferred solution.

Public and stakeholder involvement activities began in January of 2018, with Wilsonville area outreach efforts led by city staff and consultants and regional outreach efforts coordinated by ODOT. The City created a website on the congestion study and shared regular monthly articles in the *Boones Ferry Messenger* and via



FIGURE 13. City of Wilsonville Mayor Tim Knapp introduces the project team to community members attending the March 14th Open House.

Community Meeting -- April 11, 2018
Southbound Aux. Lane Study / Southbound I-5 Boone Bridge Aux

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EXHIBIT A

email. The city's Planning Commission received five presentations from the project team between November 2017 and April 2018, including at a work session in March and a public hearing on the draft facility plan in April (*scheduled as of the release of public review draft*). The final local action will be taken by the City Council in May (*scheduled*), when they will determine whether to approve the facility plan by resolution in preparation for an adoption decision by the Oregon Transportation Commission in July (*scheduled*).

The project team focused outreach efforts on gathering feedback about traveler experiences with the operational problems on I-5, confirming that the project team studied the right solutions, and asking for input on the recommendation that Option C should be constructed as part of a seismic retrofit project in the future. A March open house held at Wilsonville City Hall drew 30-40 attendees ([FIGURE 13](#)), who discussed the results of technical analysis with project team staff, received a presentation of major findings, and participated in a question and answer session. The same materials were shared in an online open house and survey hosted by the City during the second half of March. ODOT shared the draft facility plan for a 45 day public comment period beginning in April, with links to public review materials available on the city's website.

In addition, the project team met with the following stakeholder groups in March and April to share congestion study findings, answer questions, and gather input:

- Wilsonville Chamber of Commerce
- Wilsonville Rotary Club
- Charbonneau Homeowners' Association
- Washington County Coordinating Committee — Transportation Advisory Committee (*scheduled*)
- Oregon Freight Advisory Committee (*scheduled*)
- ODOT Region 1 Mobility Advisory Committee (*scheduled*)
- French Prairie Forum (*scheduled*)
- Metro's Transportation Policy Alternatives Committee (*scheduled*)
- Clackamas County Coordinating Committee — C4 Metro Subcommittee (*scheduled*)

As of the release of this public review draft, public and stakeholder outreach efforts are still ongoing. The final plan will include a list of all outreach events and a summary of the input received, including comments on the public review draft.



EXHIBIT A

PLANNED IMPROVEMENTS

This facility plan recommends Option C as the best operational concept for this location for the 20-year planning horizon. This recommendation reflects the TAC 's consensus that this option is the most cost-effective long-term solution for the bottleneck that forms on I-5 at the Wilsonville Road on-ramp. It presents only minor differences in costs and environmental impacts compared to Options A and B.

Option C is consistent with the state, regional, and local policies outlined earlier in this plan. A ramp-to-ramp lane is a targeted, lower-cost improvement that will protect I-5's operations for decades to come, while maintaining the regionally-approved cross-section of six through lanes. It improves safety and reliability for longer-distance travel, goods movement, and emergency services. Option C responds to RTP direction to address the impacts of peak period congestion on freight reliability, mobility, and travel patterns in this part of the I-5 corridor. It also supports desired development in the City of Wilsonville by managing the impacts of I-5 congestion on Wilsonville Road and the local transportation system.

FINANCIAL FEASIBILITY ASSESSMENT

Based on revenue forecasts prepared for the 2018 RTP, resources exist within ODOT's financially-constrained budget for the 2028-2040 period to design and construct a southbound auxiliary lane serving I-5 southbound from exits 283 to 282A. These resources are expected to be combined with additional funding from the ODOT bridge program to complete the seismic rehabilitation components of the Boone Bridge improvements. Completing the operation and seismic components as one project will allow ODOT to achieve economies of scale, reducing total costs.

IMPLEMENTATION RECOMMENDATIONS

Adoption of this plan is the first of several steps needed to improve the operations of I-5 SB in the Boone Bridge area. Once this plan is adopted, ODOT will submit Option C as a project for the 2018 RTP Financially Constrained Project List, for funding in the 2028-2040 time frame. The next step will be to secure funding for project development, which will include analysis of engineering alternatives and their potential environmental impacts.

In the same time frame, ODOT's Bridge Section will analyze the Boone Bridge seismic needs to determine what improvements the structure needs to remain standing in the event of a seismic retrofit. Once those engineering recommendations are available, the operational and seismic work will be combined into one project.

ODOT will continue to collaborate with project partners to fund construction of this project, and to identify other ways to increase safety, efficiency, and reliability in the I-5 corridor.



APPENDICES WILL BE INCLUDED IN FINAL DRAFT.



**Southbound I-5 Boone Bridge Congestion Study
Questions and Answers
March 29, 2018**

What is the timeline for construction?

- Based on revenue forecasts prepared for the 2018 Regional Transportation Plan, resources exist within ODOT's financially-constrained budget for the 2028-2040 period to design and construct a southbound ramp-to-ramp lane serving I-5 southbound from exits 283 to 282A. These resources are expected to be combined with additional funding from the ODOT bridge program to complete the seismic rehabilitation components of the Boone Bridge improvements. Completing the operation and seismic components as one project will allow ODOT to achieve economies of scale, reducing total costs.

What are the next steps?

- We are finishing up technical analysis and will be collecting public input and comment this spring, with the plan (the "I-5 Wilsonville Facility Plan") going to the Oregon Transportation Commission for adoption in July. ODOT intends to propose the ramp-to-ramp lane project for the Financially Constrained project list in the 2018 Regional Transportation Plan. The next phase of work, project development, does not yet have assigned funding or a set timeframe.

Could I-5 Southbound be restriped now to include a ramp-to-ramp lane?

- No, the Boone Bridge is too narrow to be restriped for an additional lane. This would result in 2-foot shoulders on both sides of the bridge. Very narrow shoulders on freeway increase the likelihood of fatal and severe crashes and make it more difficult for emergency responders to reach locations where incidents occur.

Will the project include bike/ped facilities?

- This study focuses on motor vehicle operations (including private vehicles, transit, and freight), as those are the modes directly affected by the bottleneck on I-5.

Would a ramp-to-ramp lane affect local roads like Boeckman?

- No, Boeckman is north of the area where a ramp-to-ramp lane is recommended. In general, we do not expect a ramp-to-ramp lane to directly affect local roads. Indirectly, a reduction of I-5 congestion might reduce delays or detours on the local system related to queuing at the Wilsonville Road southbound on-ramp.

EXHIBIT B

Would we need to widen the bridge?

- The study didn't explore bridge design or reconstruction options; it focused on identifying the right operational solution for I-5 southbound. In project development (a future process), more detailed engineering will identify what changes to the bridge structure might be needed to accommodate an added ramp-to-ramp lane.

What are the seismic improvements? When?

- The Boone Bridge has already received one seismic retrofit in 1998 to keep the bridge from falling off the piers in the event of a quake. We know the bridge will need more improvements to survive a major quake, but more analysis is needed to determine exactly what that project will be. ODOT does not have a set timeline for when that analysis will be finished or a seismic project will enter construction.

How is this coordinating with French Prairie?

The French Prairie Bridge project is in project development and design, farther along than this study and plan. ODOT and Wilsonville staffs working on the two projects are coordinating, and the French Prairie Forum receive a presentation on the Southbound I-5 Boone Bridge Congestion Study this spring. We do not expect the two projects to conflict or directly impact each other.

How fast are people exiting at Canby?

- We don't have that data. Since this interchange provides a connection between higher-speed highways, it was designed for 50 mph where the Canby-Hubbard off-ramp departs the freeway, and higher speeds as the ramp crosses under I-5 to join OR-551.

Can we eliminate the Charbonneau exit and make travelers use the Canby-Hubbard exit instead?

- We don't expect this would fix the bottleneck on I-5 north of the Boone Bridge. The Wilsonville Road on-ramp and Canby-Hubbard off-ramp are within a mile of each other, offering only a short opportunity for drivers to merge into or out of the right-hand lane. (For comparison, ODOT standards are for freeway interchanges to be three miles apart in urban areas.) Removing the Charbonneau District off-ramp would not increase this distance. Providing connections back to Miley Road from Canby-Hubbard would require a costly federal review process, and the long ramps needed would have a significant footprint on the area around I-5. This design would not offer the opportunity to combine operational improvements with the Boone Bridge seismic project, and would therefore be more difficult to fund.

Can we raise highway speeds everywhere to 65 mph?

- This kind of major change would take a decision by the Oregon Transportation Commission and possibly the Oregon Legislature, and is beyond the scope of this plan. In addition, raising speed

EXHIBIT B

limits in the study area would not fix the bottleneck, which results from too many vehicles trying to use the outermost lane over the Boone Bridge.

How would a ramp-to-ramp lane affect emergency response times?

- By reducing congestion, improving travel time reliability, and reducing the risk of crashes, this project would make it easier for emergency response vehicles to move swiftly through the study area in the evening peak.

Would signing the outermost lane as “exit only” resolve the bottleneck?

This would effectively reduce I-5 from three travel lanes to two in the study area. This could increase interruptions to through travel, instead of improving it as a ramp-to-ramp lane would.

Could ODOT place signs on I-5 southbound north of the study area advising through traffic to merge left?

ODOT is considering whether these signs would improve traffic flow as an interim measure and will share information after studying the suggestion.

Would a flyover ramp be a potential solution here?

- It would be a significantly higher cost project with higher environmental impacts, and it would not relate to the seismic retrofit needed on the Boone Bridge.



MEMORANDUM

Online Open House Summary

Southbound I-5 Boone Bridge Congestion Study

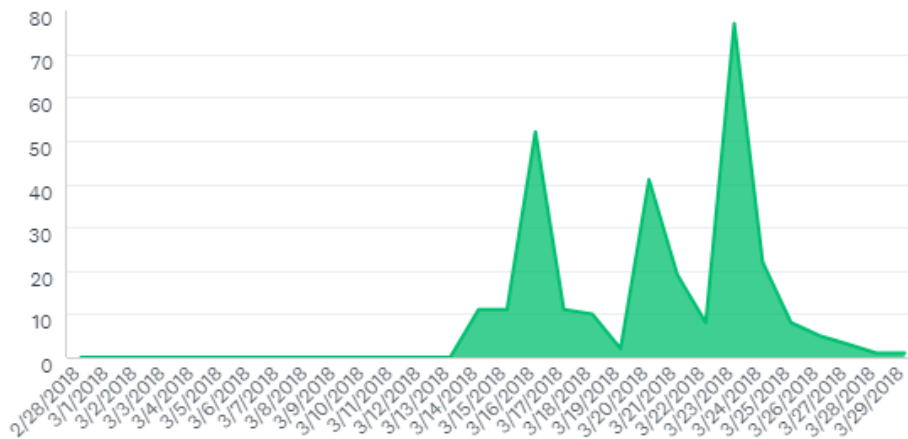
DATE 4/2/2018
TO Southbound I-5 Boone Bridge Congestion Study Project Team
FROM Andrew Parish, AICP, Angelo Planning Group
CC

INTRODUCTION & SUMMARY

This memorandum briefly describes the results of the Online Open House for the Southbound I-5 Boone Bridge Congestion Study. The purpose of the open house was to gather input from the public to determine community preferences regarding solutions to southbound congestion on Interstate 5 near Boone Bridge.

Total Responses

There were a total of 282 respondents to who provided at least some information in the survey. Responses came in three distinct spikes, associated with specific outreach efforts.



Key Takeaways

The following were the key takeaways from the online open house responses. Detailed information is provided on the following pages.

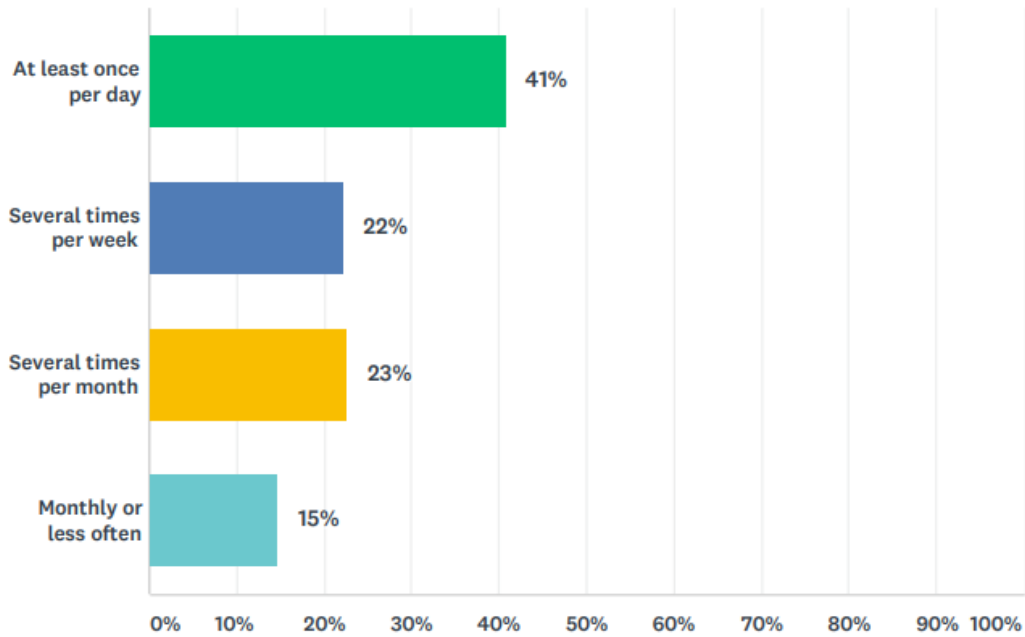
- Most survey respondents used I-5 to cross the Boone Bridge going south at least several times per week (41% at least once per day; 22% several times per week). Nearly 80% said they were likely to use the Wilsonville Road on-ramp on a typical trip, and over half said they were likely to use the Charbonneau District off-ramp. 43% said they were likely to use the Canby-Hubbard off-ramp. (All of which is to say – this survey appears to have reached those that use/would be affected by the proposal)
- Respondents generally experienced unpredictable travel times, frequent congestion, and spillback. A lower percentage (though still the majority) experienced dangerous weaving behavior.
- Given the information presented, **75% of respondents chose Option C** as their preferred build. Option B was the second most preferred.
- **Almost all respondents** said that ODOT should invest in operational improvements in this part of I-5.
- The average level of support for the recommended alternative is **very high: 92/100**.
- Asked to list primary reasons for their level of support, people provided many separate comments. Congestion, safety, and commuting times were among the most common issues identified.

DETAILED SURVEY RESPONSES

The following pages include detailed information for each question asked in the survey.

Q1: How often do you personally use I-5 to cross the Boone Bridge going South?

Answered: 280 Skipped: 2



ANSWER CHOICES	RESPONSES	
At least once per day	41%	114
Several times per week	22%	62
Several times per month	23%	63
Monthly or less often	15%	41
TOTAL		280

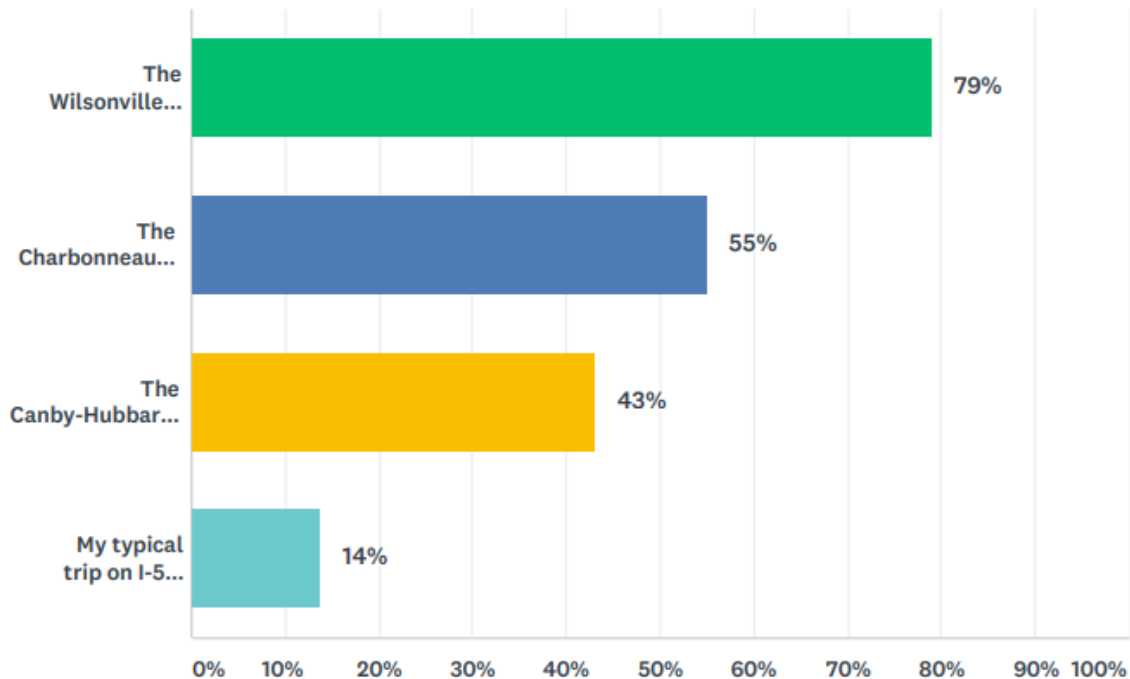
#	ADDITIONAL COMMENTS	DATE
1	Daily Monday through Friday	3/28/2018 7:53 PM
2	Avoid it at all costs due to traffic. I gladly use the north Wilsonville exit.	3/25/2018 2:18 PM
3	Two to 3 times per day common	3/24/2018 10:35 AM
4	This is a real bottleneck, esp. when there is a traffic incident nearby. And as it is the only link across the river to the south, kind of scary.	3/23/2018 5:26 PM
5	Would use it more but try to avoid the traffic.	3/23/2018 4:31 PM
6	I commute from Canby to Wilsonville for work	3/23/2018 4:12 PM
7	Usually take the 1st Wilsonville exit when coming from Portland	3/23/2018 12:17 PM
8	never!	3/21/2018 7:42 AM
9	I'm retired and plan my trips to avoid driving during the peak time. I live in Canby and have family in Wilsonville. If we are visiting we either leave before 4:30 or wait until after 6:30 to drive home.	3/21/2018 7:38 AM
10	i live in salem so i use it 2 times a day to get to work	3/20/2018 3:17 PM
11	At 415pm	3/20/2018 2:43 PM

EXHIBIT C

12	Wilsonville to the Canby-Aurora Exit 5 days/week	3/20/2018 2:39 PM
13	It is a dangerous area and would definitely help to relieve congestion and increase safety.	3/18/2018 7:28 PM
14	4x a day	3/18/2018 9:27 AM
15	I get off I5 at Thebes Wilsonville Road exit, this congestion effects me every day even though I don't cross the bridge	3/16/2018 7:18 PM
16	However, I'm still affected by traffic anytime I go to Fred Meyer	3/16/2018 6:49 PM
17	The impacts to the Boone Bridge don't start in Wilsonville, they start further North highlighting the need for a true regional option	3/16/2018 12:23 PM
18	RETIRED, LIVING IN CHARBONNEAU	3/16/2018 11:51 AM
19	While I do not cross the bridge daily, I am caught in the congestion every weekday. Depending on the traffic, the congestion can begin at the 217 interchange, but usually at the I-205 interchange.	3/16/2018 10:54 AM
20	Depending on time of day the merge can be challenging	3/16/2018 10:42 AM
21	I travel from Charbonneau to Wilsonville and back everyday. Even going to pick up groceries is a huge, time consuming ordeal.	3/16/2018 9:50 AM
22	My commute does not include the Boone bridge, but this bottleneck causes backups throughout Wilsonville roads that impact my commute. Occasionally these are severe, causing 30-60 min delays in my commute from Tualatin to Wilsonville.	3/16/2018 9:38 AM
23	I travel from Charbonneau to Wilsonville and back daily. If I want to just go shopping it takes extra time to merge on the freeway southbound just to go a short distance to Charbonneau exit.	3/16/2018 9:28 AM
24	Commute ... use it 2 times per day	3/15/2018 12:00 AM

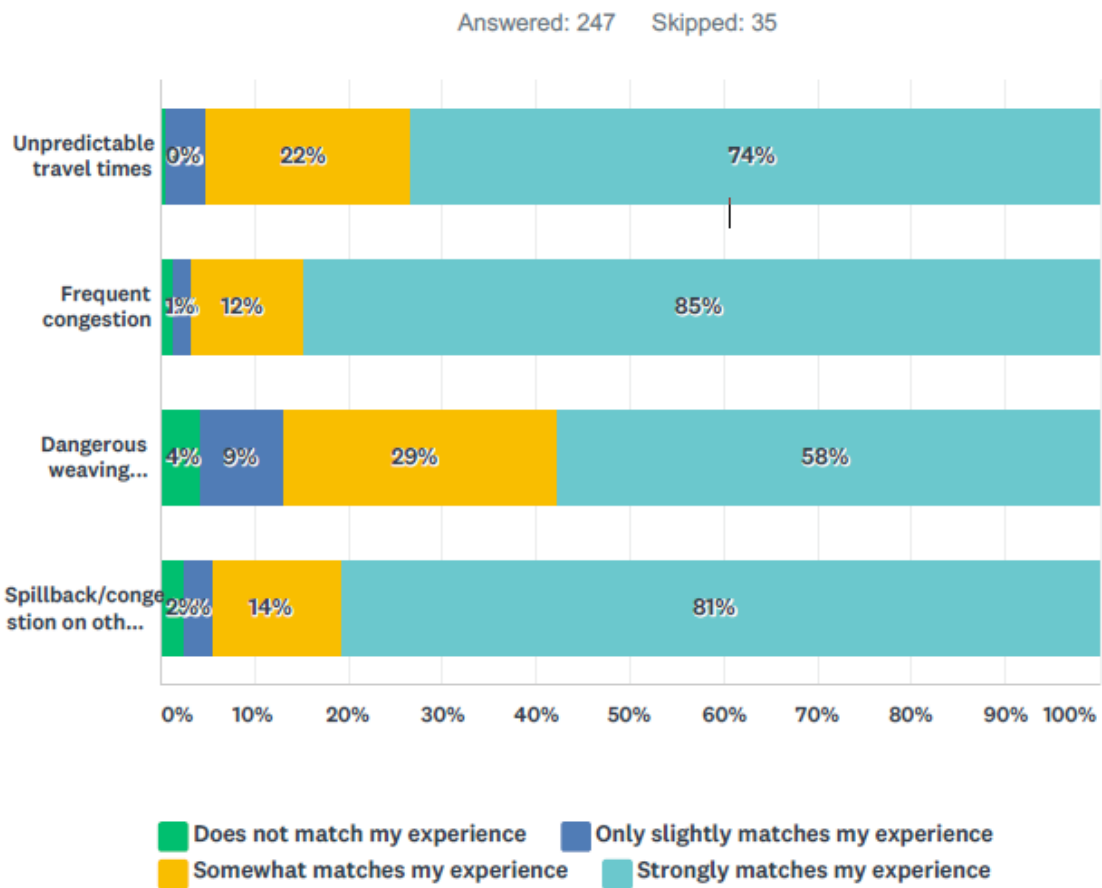
Q2 On the typical trip that takes you across the Boone Bridge going south, please mark all of the entrances/exits you are likely to use:

Answered: 262 Skipped: 20



ANSWER CHOICES	RESPONSES	
The Wilsonville Road on-ramp (Exit 283)	79%	207
The Charbonneau District off-ramp (Exit 282B)	55%	144
The Canby-Hubbard off-ramp (Exit 282A)	43%	113
My typical trip on I-5 starts farther north and ends farther south than these entrances/exits	14%	36
Total Respondents: 262		

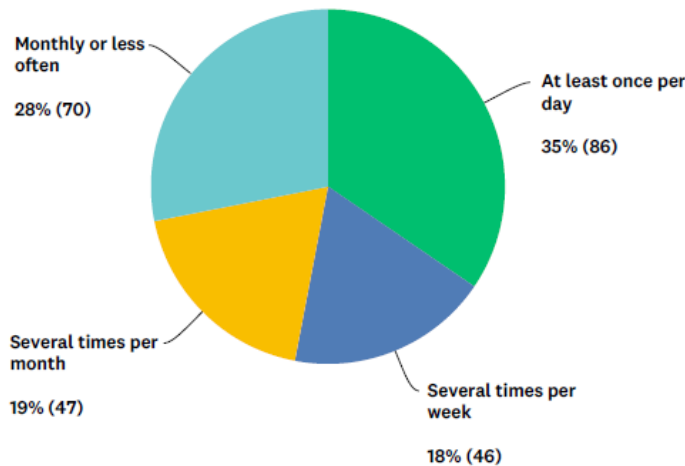
Q3 To what extent does your personal experience on this part of I-5 match our analysis?



	DOES NOT MATCH MY EXPERIENCE	ONLY SLIGHTLY MATCHES MY EXPERIENCE	SOMEWHAT MATCHES MY EXPERIENCE	STRONGLY MATCHES MY EXPERIENCE	TOTAL	WEIGHTED AVERAGE
Unpredictable travel times	0% 1	4% 11	22% 53	74% 181	246	2.73
Frequent congestion	1% 3	2% 5	12% 29	85% 207	244	2.84
Dangerous weaving behavior	4% 10	9% 21	29% 69	58% 137	237	2.54
Spillback/congestion on other roads in Wilsonville	2% 6	3% 7	14% 34	81% 197	244	2.78

Q4 How often do you personally use I-5 to the Charbonneau District (Exit 282B) or the Canby-Hubbard (Exit 282A) off ramp?

Answered: 249 Skipped: 33



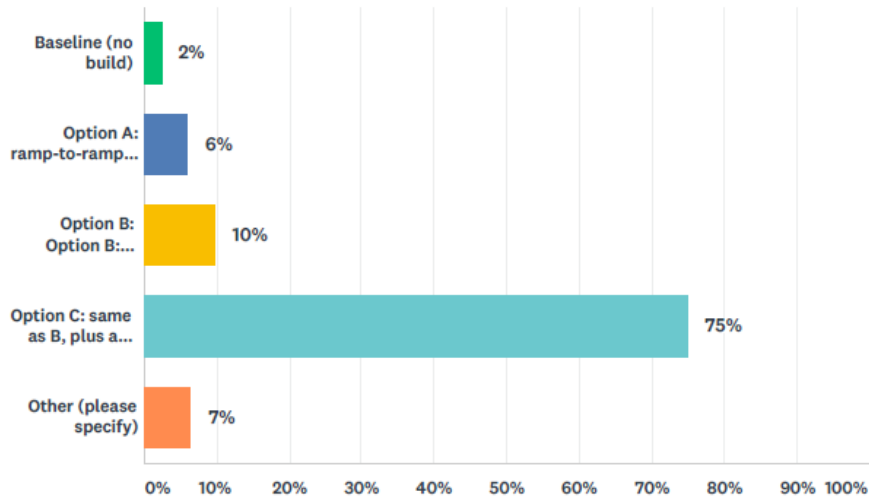
ANSWER CHOICES	RESPONSES	
At least once per day	35%	86
Several times per week	18%	46
Several times per month	19%	47
Monthly or less often	28%	70
TOTAL		249

EXHIBIT C

#	ADDITIONAL COMMENTS	DATE
1	4-6 times per week	3/23/2018 3:04 PM
2	Monday through Friday on my way home from work	3/23/2018 2:32 PM
3	I continue traveling to Salem	3/23/2018 2:18 PM
4	No use of Exit 282B or Exit 282A.	3/23/2018 1:59 PM
5	We live in charbonneau and most trips we travel north on I5, thus when we return we are impacted by the backup. Even taking alternate routes, the backup is unacceptable. When traveling from the 217 south to charbonneau the 11 mile trip which usually takes us 13minutes takes over an hour during peak traffic. Average speed about 10 mph !!!	3/23/2018 12:56 PM
6	I work in town at the Library 9-5	3/20/2018 2:51 PM
7	only as a bypass route to avoid I-5 backup onto 99E	3/20/2018 2:45 PM
8	Ramp light is a joke	3/18/2018 9:28 AM
9	I get off at 283, I rarely go over the bridge during rush hour	3/16/2018 7:21 PM
10	Congestion & delays stretch North beyond Ellingson Rd Exit.	3/16/2018 12:44 PM
11	Boone Bridge travel issues impact me in 2 ways: 1) live in Wilsonville and visit parents in Woodburn and (2) work downtown Portland and live in Wilsonville. Without mid-day mass transit options direct to Wilsonville (train or express bus) the issue is compounded.	3/16/2018 12:25 PM
12	Having the "only" lane on the NB section of the bridge has helped tremendously!	3/16/2018 11:25 AM
13	I live in Wilsonville.	3/16/2018 10:56 AM
14	I'm so happy you're proposing this. It's so needed	3/16/2018 10:46 AM
15	Congestion & slower typical speed of travel poignant much further	3/16/2018 10:35 AM
16	The spillback/congestion on other wilsonville roads is severe at times, as there's no good alternative to the Boone Bridge for south-bound traffic across the Willamette. Any traffic avoiding I-5 due to congestion is forced on at Wilsonville, or must go far out to Oregon City or Newberg to cross the river.	3/16/2018 9:43 AM
17	About half the time I am on I-5 north of 283 and try to remain in the left lane to ease congestion from all of the traffic entering on 283. It is challenging and dangerous trying to merge right to exit at 282B.	3/16/2018 9:36 AM
18	These 2 exits are crucial for commuters not only going into Canby and Aurora but all cities South and east of Canby. The other options are unacceptable in order to cross the Willamette.	3/16/2018 9:36 AM
19	I don't use these exits, I'm traveling further down.	3/14/2018 4:31 PM

Q5 Given the information above, what is your preferred option?

Answered: 246 Skipped: 36



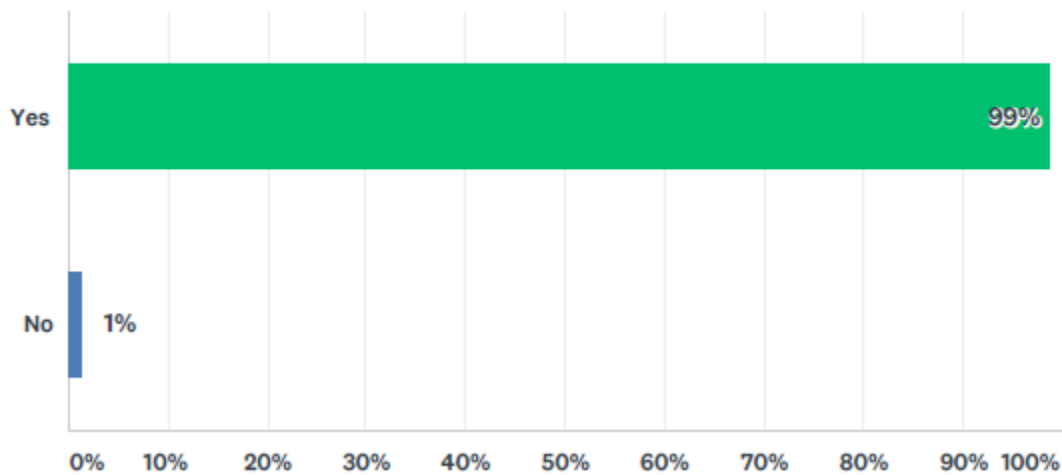
ANSWER CHOICES	RESPONSES
Baseline (no build)	2% 6
Option A: ramp-to-ramp lane from Wilsonville Rd to Charbonneau exit	6% 15
Option B: Option B: ramp-to-ramp lane extends south to Canby-Hubbard exit	10% 24
Option C: same as B, plus a second turn lane added to the Canby-Hubbard off-ramp	75% 185
Other (please specify)	7% 16
TOTAL	246

#	OTHER (PLEASE SPECIFY)	DATE
1	Option C, but the extra lane extends north to connect to the SW Elligsen Rd. (Exit 286) exit-only lane.	3/25/2018 6:01 PM
2	If development was allowed south of the river it would take pressure off the Boone Bridge during peak times as the flow caused by development south of the river would run against the normal traffic flow. It will even be a more disastrous condition when industrial coffee creek is built out and trucks need to go south.	3/25/2018 5:44 PM
3	You need another bridge or bypass to get from WV to Canby	3/23/2018 2:20 PM
4	It is quite apparent that this is the solution that would reduce the congestion most significantly.	3/18/2018 6:05 PM
5	Option A is most relevant to me, but I support B as well if traffic supports that option.	3/18/2018 9:48 AM
6	add 3 or 4 lanes and be done with the problem	3/18/2018 9:29 AM
7	This needs to start at Elligsen Road ramp or will still be a bottleneck from the I 205 influx. Thanks for looking at this. We were thinking of moving from the area because of this nightmare. Tired of dealing with it.	3/17/2018 10:03 AM
8	I also think that adding signs indicating that the on-ramp merged would fix current problems.	3/17/2018 7:26 AM

9	I am in full agreement that something should be done and am happy to put money towards a project to relieve this issue. I like what option C proposes, but am disappointed that it essentially only brings us to a "D" grade. If we're investing in this, I want to see more of an improvement than that. There must be more options available.	3/16/2018 1:32 PM
10	The cross over traffic alone will cause congestion (those starting North of Wilsonville and exiting via Charbonneau or Canby-Hubbard or those leaving Wilsonville traveling beyond Canby-Hubbard on I5)	3/16/2018 12:28 PM
11	Scrap the bike/ped bridge and use those funds to do C with a special crossing attachment for bikes/peds under the bridge.	3/16/2018 10:59 AM
12	When will southbound traffic congestion from Tualatin to Charbonneau exit be addressed? It's just as bad.	3/16/2018 9:51 AM
13	Not an expert. Will this just move the bottleneck further south?	3/16/2018 9:40 AM
14	If we are going to do the project, do it correctly according to the engineering.	3/16/2018 9:38 AM
15	Although Option C performs the best, it is also the most costly. Some of the money should be put towards providing safe pedestrian and bicycle access across the bridge. Why isn't this part of your analysis? Doesn't ODOT realize that many people choose to ride their bike or walk across this bridge on the shoulders? If not room will be provided to peds and bikes, a separate bridge near the P&W railroad bridge should be built (as planned by the City) instead.	3/15/2018 10:41 AM
16	Build it ASAP ... in 10 years you will need a second bridge !! This is the main highway route from CA to WA	3/15/2018 12:12 AM

Q6 Do you believe that ODOT should invest in operational improvements in this part of I-5?

Answered: 236 Skipped: 46



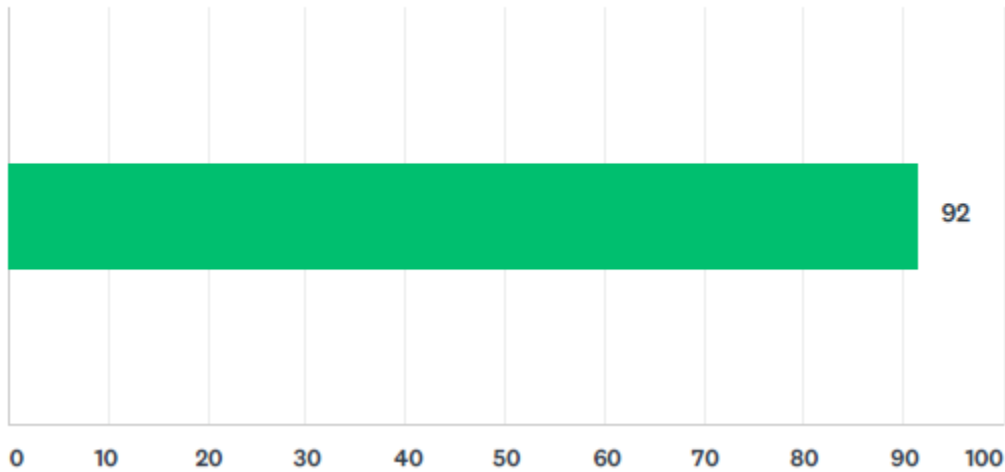
ANSWER CHOICES	RESPONSES	
Yes	99%	233
No	1%	3
TOTAL		236

EXHIBIT C

#	ADDITIONAL COMMENTS	DATE
1	Must look at long term master plan for region. Region is out of employment lands. Development south not river is inevitable (even though political environment says "NO") The proper long term planning should ask "What are best options assuming development south of river."	3/25/2018 6:02 PM
2	a fourth lane should extend past the Miley road entrance for one mile	3/25/2018 12:06 PM
3	Please Incorporate any feasible noise barriers to new additions to freeway	3/24/2018 2:04 PM
4	Hurry!!!	3/23/2018 4:53 PM
5	ODOT Should be pouring resources into carpool lanes and effective light rail systems.	3/23/2018 2:58 PM
6	Also use signag southbound I-5 for through traffic stay right	3/23/2018 1:13 PM
7	When odot changed the n/b lane configuration for the Miley Road on ramp to the Wilsonville off ramp by adding a "through traffic lane" the results were dramatic. HOWEVER, traffic stopping for the off ramp signal at Wilsonville Road caused backups. If you develop the proposed plan, you need to consider what backup wil occur for traffic getting off for charbonneau. Currently there is a boulevard stop sign which even now causes some ramp backup.	3/23/2018 1:10 PM
8	Seems like a short term solution...will we just keep building out as our pop. grows?	3/22/2018 8:32 AM
9	This should have started roughly 10 years ago.	3/21/2018 11:12 PM
10	This evaluation should have happened at least 10 years ago.	3/21/2018 11:04 PM
11	As the only crossing on the Willamette River for miles in either direction this is problem spot with few alternatives available.	3/21/2018 8:57 AM
12	save lives, time, money	3/20/2018 2:49 PM
13	Already running late.	3/20/2018 2:24 PM
14	This problem has wide ranging impacts throughout the I-5 corridor and the solution should be implemented as soon as possible.	3/18/2018 6:08 PM
15	Increased DMV rental fees will assist greatly with this project.	3/16/2018 1:00 PM
16	And they need to see what then can do further North or invest in a Max train to go from south of Wilsonville, possible Salem w/a stop at a park & ride in the vicinity of Canby-Hubbard, direct to downtown PDX	3/16/2018 12:32 PM
17	Consider system management measures first, including pricing and transit improvements. Consider including HOV lanes, and potentially a dedicated transit ramp in the Barber St. vicinity.	3/16/2018 12:06 PM
18	Work must be done at night or weekends. There shouldn't be any construction during peak rush hour or commutes will be unbearable.	3/16/2018 9:57 AM
19	It is also worrisome that when so many cars are sitting on the bridge at once how much stress is on the bridge itself. This is a major artery bridge.	3/16/2018 9:47 AM
20	What about the bike lanes?	3/16/2018 9:41 AM
21	As a planner at Cherriots, we partner with SMART to provide bus service between Wilsonville and Salem, taking many cars off the road that would otherwise be contributing to the congestion. Improvements would help our buses keep their schedules and also help with reliability of the schedules, which people rely on to get to work or other appointments in Salem.	3/15/2018 10:50 AM
22	Immediately ... not in 10 years ! You'll need to add another bridge with 6 lanes in 10 years !!	3/15/2018 12:18 AM

Q7 What is your level of support for the recommended alternative?

Answered: 230 Skipped: 52



Q8 What are your primary reasons for this level of support?

203 responses, listed below.

Responses to Q8: Primary reasons for this level of support.
I have to deal with this situation on a daily basis. I have lived in other areas of the country with horrendous traffic, and there significant investment was made to expand the roadways to ease congestion.
My first choice is none of A-C, but instead "D", to build a bridge across the Willamette to serve local Wilsonville traffic between the north and south parts of the city and its immediate hinterlands. Include walking and cycling routes. Look to the Sellwood Bridge as a model. Why widen I-5, a regional and interstate expressway, to solve a local bottleneck? The problem isn't I-5, it's that there are too few crossings of the Willamette in the south metro area.
A site to consider would include a route connecting SW Boones Ferry Road and Boones Ferry Crossing NE at NE Butteville Road, or vicinity. A second is farther west connecting SW Kinsman Road and NE Butteville Road. Get legislative approval of an urban growth boundary (UGB) exception if necessary to site the bridge and connecting roads outside the metro UGB. Looking east of I-5, a third site is connecting SW Metolius Loop with SW French Prairie Road near the Charbonneau Golf Club. A fourth site is connecting SW Rose Lane with either SW French Prairie (near SW Lakeside Loop) or east to NE Eilers Road.
The advantage is that land on the east bank and west of I-5 is rural and so has less market value and is less expensive to buy or seize by eminent domain.
Also, because the bottleneck is a local problem, a special assessment can be levied on Wilsonville landowners for some proportionate share of the costs of the bridge over some time, say 20-30 years, based on the 60% or so that Wilsonville traffic constitutes of the I-5 congestion along the Boones Bridge.

Responses to Q8: Primary reasons for this level of support.

A similar example of the local bridge line of thinking is seen for the Columbia River Crossing in the video, "A Common Sense Alternative to the CRC"

(6 min., 14 sec.) View it to further understand what I'm getting at.

My second choice would be baseline (no build).

As a first reason, my first choice is actually none of A-C, but instead "D", to build a bridge across the Willamette to serve local Wilsonville traffic between the north and south parts of the city and its immediate hinterlands. Include walking and cycling routes. Look to the Sellwood Bridge as a model. Why widen I-5, a regional and interstate expressway, to solve a local bottleneck that is caused locally? The problem isn't I-5; it's that there are too few crossings of the Willamette River in the south metro area.

A site to consider would include a route connecting SW Boones Ferry Road and Boones Ferry Crossing NE at NE Butteville Road, or vicinity. A second is farther west connecting SW Kinsman Road and NE Butteville Road. Get legislative approval of an urban growth boundary (UGB) exception if necessary to site the bridge and connecting roads outside the metro UGB. Looking east of I-5, a third site is connecting SW Metolius Loop with SW French Prairie Road near the Charbonneau Golf Club. A fourth site is connecting SW Rose Lane with either SW French Prairie (near SW Lakeside Loop) or east to NE Eilers Road.

The advantage is that land on the east bank and west of I-5 or east of Charbonneau is rural and so has less market value and is less expensive to buy or seize by eminent domain.

Also, because the bottleneck is a local problem, a special assessment can be levied on Wilsonville landowners for some proportionate share of the costs of the bridge over some time, say 20-30 years, based on the 60% or so that Wilsonville traffic constitutes of the I-5 congestion along the Boones Bridge. Why should taxpayers across the metro area shoulder the full burden?

A similar example of the local bridge line of thinking is seen for the Columbia River Crossing in the video, "A Common Sense Alternative to the CRC"

(6 min., 14 sec.) View it to further understand what I'm getting at.

My second choice would be baseline (no build).

As a second reason, it seems automated vehicles (AVs) would increase capacity and reduce or eliminate the problem anyway in the 20-30 years it'll take for them to mainstream.

Third, Oregon has a climate action plan, and a de facto highway widening is clearly is not in support of that.

Fourth, has attempting to build our way out of automotive congestion for the last eighty-plus years taught DOTs nothing? The increased capacity would disappear because driving will become easier and faster, so there'll be more vehicle trips and more often.

Fifth, the legislature continues to kvetch about lacking money while not tackling tax reform,

Responses to Q8: Primary reasons for this level of support.

and I'd be loath if a project that ostensibly is limited to transportation funding through Metro might not become involved in a legislative session. I believe when the Portland city council considered cutting a much smaller capital project - Capitol Highway in Portland - the legislature in 2017 session found state money to fund it. I don't object against that project; my point is that regional projects have a way of having their proponents discover one pot of money isn't enough, and more is needed from a larger pool of taxpayers.

Sixth, as a Portland resident, I have no desire to improve the commutes of Wilsonville residents when the streets in my neighborhood in Southwest are crumbling -- literally -- with potholes and gravel growing by the week. And don't tell me it's institutional protocol that state projects get state and Metro money. It's political will. Aren't we supposed to pave unpaved streets, get crumbled streets resurface, and get sidewalks and bike paths to get us all to drive less? Why isn't the region blanketed with rail and frequent bus lines so I can travel to and from Portland and the 'burbs and beyond with little worry about service hours, frequency, travel times, and transfers? Spend the money on these things. And don't tell me it's institutional protocol that TriMet and ODOT (and SMART) are separate collections of pots of money.

Seventh, if there were fewer than 13 miles between the Boones Bridge and the next nearest road crossing, I-5 wouldn't be quite so bad, same as if there was a bridge near Lake Oswego between the Sellwood and I-205 bridges, that would do wonders for out-of-direction travel on the Ross Island and I-205 bridges. Now there are two projects that merit Metro funding!

Eighth, the bad publicity over the past several months (particularly in the Portland Tribune) of lack of ODOT oversight of its contractors with millions of dollars lost and a major bridge needing to be rebuilt doesn't instill confidence in the proposed project.

Ninth, in the scheme of things, I'd rather spend tax money on more important things, socialist goods such as universal health care, a universal basic income, housing as a right, and environmental remediation. Traffic congestion is a mere nuisance by comparison. I add that with the threat of excessive automation in the near future in the on-going class war if trends continue, I don't foresee thousands of jobless Metro residents (freight drivers, retail workers, even swaths of white collar workers) commuting across the Boones Bridge to jobs they no longer have because robots have replaced them. BTW, with more public housing, community land trusts, co-housing, and rent control, more people could afford live in closer proximity to work and wouldn't commute as much and as far; now there's a congestion mitigation measure!

Tenth, because capital has all but fully co-opted the federal government, leading to abandonment of the American people by Congress and the President, with some embattled progressive agency heads remaining, I expect no money from Washington. This means greater burden on and discretion with our state and Metro funds. The Boones Bridge doesn't make my list of priorities.

Reduce traffic on I-5 Southbound coming from further up towards Portland.

It makes the most sense, and seems to be the best option for handling future traffic increases.

There is no reason for this congestion. The biggest bother is the fact that it congests Wilsonville Rd. back to the high school.

Responses to Q8: Primary reasons for this level of support.
Time of travel. Safety of vehicles. Quicker response times of emergency vehicles. Lower pollutant effect of cars taking an extra 30 or more minutes to get from the Hwy 217 interchange to past the Boone Bridge.
Traveling it every day it gets so frustrating and alot of wasted time waiting in traffic.
Most cost effective alternative -let's solve for the future.
Safety during the movement of personnel and products.
I travel I5 southbound to Wilsonville Rd at least twice every weekday and experience extreme traffic delays more than twice per week which affects traffic flow as far north on I5 as hwy 217 (I rarely enter I5 southbound farther north than hwy 217). My arrival times to destinations on Wilsonville Rd often vary between 10-45 minutes! I imagine anyone traveling farther south on I5 experience even greater delays often.
The government is spending tax payer money but depriving the taxpayers from obtaining additional tax revenue from south of the river. Government is spending money for improvements for south of the river but receiving no revenue from south of the river. All groups knowledgeable of the regions shortfall of employment lands know that, but for the political position of anti-development groups, south of the river development is the ideal place for future employment land development.
Reduction in spillback congestion in southbound lanes north of Wilsonville road, and both east & west bound spillback traffic on Wilsonville queuing on to SB I-5 on ramp. Current 3-lane queuing will help, but only moderately. An additional question lane can't accommodate backups that on occasion extend as much as a mile to the west for eastbound Wilsonville road traffic in the afternoons.
I-5 southbound traffic flow would improve and reduce congestion seen south of Hwy 217. Traffic on Wilsonville Rd is greatly impacted during rush hour which affects travelers that have no intention of utilizing I-5.
Traffic will only get more congested over the years. There also needs to be more rail alternatives between Portland and Salem. Many people commute from Salem and a rail line that runs more frequently, and with earlier and later trains would help. adding a commuter lane, (2 or more occupants) for peak congestion times might help.
Only bridge over Willamette in the area, so it is often an absolute necessity to travel across it.
I would strongly support any of the suggested improvements!
Safety, Illuminate congestion
These traffic issues impact our family daily as well as thousands of other people as is obvious. If at all possible please bump this ahead of other (possibly) less important or impactful projects. Is it possible to do a temporary ramp to ramp lane by rearranging the current traffic lanes - or even extending the first Wilsonville exit only lane as a drive through lane for as long as possible to ease the congestion at an earlier point on I5? Please find some temporary solution until you can put a permanent solution in place. To do nothing for several more years is not a viable option as far as I'm concerned.
safety and reliable transit times
Traffic congestion on I-5 and surface streets in Wilsonville
I drive this section every day. The people taking the Canby/Hubbard exit often wait until the last moment to cut in front of cars in the right lane to take their exit. Two lanes for the exit will hopefully alleviate that.
Congestion - making this portion nearly unusable during certain time periods. I worry about the ability of emergency vehicles to utilize the corridor during heavy traffic or blockage due to accidents.

Responses to Q8: Primary reasons for this level of support.
It does impact the quality of life/access to Wilsonville
Best for all I-5 users, freight, tourists, transit
Needed for those who take this to commute
Only way to prevent disaster on local Wilsonville Road use
Poor traffic flow, bottle-necking and issues effecting Wilsonville Rd.
I live off of Brown Rd and Wilsonville Rd as well as other side/back streets are getting increasingly congested during peak traffic hours. We feel trapped at home if we need to run what should be a 10-15 minute errand (such as to Fred Meyer) because it will/can take significantly longer than it should. I also drive home every evening (from the north) and often take a variety of other routes because of the heavy congestion on I-5 through Wilsonville.
Area growth will only continue and increase the problems that are currently observed.
Major congestion through i5 as well as the main roads of Wilsonville that lead to the on ramp for 283
something has to get done
Driving it every day for work
It's already not working. 10 yrs from now when a solution is finally implemented the area will be more crowded then it is now. We need to get this going now.
Safety for all traveling this stretch and beyond
Most likely of the three to improve traffic. Need bike infrastructure
Something must be done. Traffic in this area is horrible!
Safety
Sick of traffic, this has taken too long to correct
Not certain it will work
It is the most logical to improve the traffic flow with the greatest impact.
To improve traffic congestion and decrease risk of accidents.
Improving I-5 congestion will reduce the impact on wilsonville surface streets.
Option C provides LOS D, which is greatly needed, and should allow the Wilsonvile Rd S ramp meter to offer increased flow, reducing local congestion in and around Wilsonville Road.
traffic is not getting better--it will only get worse
Live in Charbonneau. Anything that moves traffic along is safer for all.
This is an obvious improvement for all traffic traveling on I-5 south from Wilsonville. It will only get worse if not changed.
The problem is real, and getting worse. Something must be done!
I am affected by the Boone Bridge bottleneck every day during peak commute times in that it affects track slowdown far before one even reaches Wilsonville. It is my hope that this improvement will also help with the traffic that starts accumulating when driving south out of Tualatin during the commute work-week.
I live in Wilsonville and we need relief traveling from east side to west side and visa versa. Also, we need relief in effort to get home to Wilsonville while traveling south on I-5!! All summer long the commute is horrible on Fridays, and nearly horrible at any other time or day!

Responses to Q8: Primary reasons for this level of support.
We have considered moving from Wilsonville for our upcoming retirement, and we have lived here since 1990.
Will solve my waiting time to get home
daily useage
The ramp is needed to help alleviate the city congestion at peak hours. The poor planning in lights and roads in the city near I-5 is the major cause. Rude drivers weaving into on-ramp lanes and not waiting adds to the problem, yet law enforcement does not have a presence to deter the behavior.
This area has deteriorated at a surprisingly fast pace over the last several years. If we don't start on a solution quickly, it will be a significant constraint on travel before a solution is in place.
The candy ferry will soon by faster the I 5 southbound if we don't do something...
Safety in getting on and off the freeway
The lack of adequate traffic design throughout the city as well as poor redesign when the worked on the I-5 a few years ago has led to this massive problem. It has greatly decreased the quality of life in Wilsonville
Traffic
This is a problem that has been ignored until now, for inexplicable reasons.
Living in Charbonneau my husband and I use this section at least once a day, if not more.
Safety getting on and off I-5 plus timely travel.
I feel trapped in my home south of the river - there is less and less reliable "windows" (mid-day) that I can make round trips into W'ville or the city. Getting caught in congestion is awful, and drivers get impatient, behaving recklessly.
1. Facilitate access to/from Wilsonville and points South.
2. Relieve congestion on Wilsonville Road.
3. Improve through traffic safety and travel times on I-5.
safety
I feel the second lane for the Hubbard exit isn't necessary because by then the congestion is mostly gone. I use that exit all the time.
A major project of this nature should over designed for current volume and great magin for growth and growth will come as the metropolitan area moves south to find less expensive housing
Traffic is not just dangerous. It leads to wasted fuel. It worsens air quality. Save lives, save fuel, and air quality. Do it.
Tired of having to avoid driving through Wilsonville at certain times or having to leave considerably earlier to places because all side roads are backed up as a result of the terrible freeway congestion. The congestion is so bad on side roads in Wilsonville that people end up blocking intersections in a frustrated attempt to make any progress in their commute.
There is no reason to pursue this based on the current situation and the forcasted data
I work in Wilsonville and live in Canby - in current state commute home is terrible. Commute to work with ramp to ramp lane is fine majority of the time.
Having lived in Wilsonville for well over 40 years I have seen I-5 access constantly deteriorating. Considering how long it takes for any of the alternatives we will see not relief for at least 10 years. I shudder to think how bad it will be by then.

Responses to Q8: Primary reasons for this level of support.
Traffic around Wilsonville is terrible. It's frustrating and very limiting. No one from Portland wants to come and visit during peak hours.
I already have a 45 minute commute on a good day. I work in WV. Sometimes it can take me 45 min just to get on to the freeway because the in town traffic is backed up so bad due to the freeway.
Better function for I-5 and for Wilsonville streets.
less congestion now and in the future
Prevention of increased congestion on Wilsonville Rd. Right now Wilsonville Rd typically is congested to the extent of 20-30 minutes during peak hours to just enter the on-ramp to I-5.
I see the delays and know that the volume of traffic entering the freeway from Wilsonville is to blame. I also think that people going north and south through Wilsonville for some inexplicable reason slow down without traffic issues.
Driving this route daily increases the potential of an accident and wastes a great deal of time.
Ease in getting to area across the bridge
I5 needs lots of improvements and this is 1 of them. 4-5 Lanes in each direction would be ideal
I'm currently caught up in the discussed congestion!
Lack of frequent use. We are retired, and to some extent, can stay away from the congestion. We do recognize the problem, and agree that this solution has merit.
I live in Charbonneau, and my closest services are across the Boone bridge. Sometimes it may take 30 minutes to run an errand that should take no more than 10.
Safety and efficiency
Congestion
Inability to travel across I-5/Willamette River during rush hour times.
Traffic congestion backing up far past the 217 is terrible. If there were an emergency, emergency vehicles and personnel would be substantially delayed. THIS MUST BE RESOLVED
Traffic backed up on Wilsonville Rd and there being no other way to easily access south I-5
Safe and traffic flow
ANYTHING THAT HELPS RELIEVE CONGESTION OVER THE BRIDGE
Traffic is really bad. Need to widen all of I 5
safety and relief congestion on Wilsonville Road first, then I-5
Congestion is ridiculous and horribly unsafe!
We drive it everyday and it is a safety hazard now
Traffic is terrible, I5 needs to be improved.
The congestion on I-5 South at Boone Bridge is becoming more and more constant - not just at PM peak. Moreover, the PM peak congestion heavily impacts the Wilsonville road network, making it difficult for those not getting on I-5 South to easily move throughout the City.
This may temporarily relieve some congestion, but I would rather the state focus that funding on getting folks out of vehicles and into buses, vanpools, etc. by improving those services and making those the preferred choice.
When coming from the north to Wilsonville, I can't plan on getting home until around 7 pm. All bets are off for getting home earlier.

Responses to Q8: Primary reasons for this level of support.
When I have to leave Wilsonville during the week, I can never count on getting home in a timely manner. All the alternative routes to Wilsonville are also backed. It would be awesome to be able to get home before 7 pm.
Traffic seldom, if ever, gets better if ignored.
good solution to frequent problem
It would create less congestion
I think we need to look towards the future and predicted growth. I believe this option is the best to accommodate growth in the long-term.
Even though I only take this route a few times a month I always check my smart phone to see how bad traffic is before I leave work to see how much extra time I may need to take to cross the Boone Bridge.
Travel times. Emergency vehicals
Ease congestion, move around with more predictability in travel time.
The need to get this problem fixed for now and for future use.
Congestion is ridiculous. Only getting worse as Wilsonville expands. Soon I'll have to get off at 289 to get to my home in south Wilsonville.
Commuting times need to be improved for public safety and quality of life reasons.
Traffic is only going to get worse. This should have been addressed years ago when the traffic started getting so bad.
Traffic in this area will lead to fatality's
Southbound I5 traffic has become horrible, and the Boone Bridge seems to be a reason for it.
Time
Traffic is always backed up in Wilsonville. It could easily impact emergency vehicles. This area is growing so we should be solving current issues as well as plan for the future
Unless another bridge over the Willamette is built, the Boone bridge is the only North-South access for miles. Traffic gets worse every year and will not get better anytime soon. This seems to be the option that I have heard of.
Traffic safety and travel time reduction
anything to make traveling the state better and less frustrating is a plus. I am more likely to play "tourist" when the traffic isn't a major issue.
I use the bridge daily, coming and going to Wilsonville from the South. The dedicated lane from Charbonneau to Wilsonville was a great improvement with traffic and merging when put in and I believe this will have a huge beneficial impact as well. I believe we also need more turning lanes from Wilsonville Rd(from the West) entering the I5 South onramp.
less time on the road
There are no other options to get south of the river and it can frequently take 20-30 minutes to get on the Freeway and block traffic throughout Wilsonville. Wilsonville will be crippled with the predicted future traffic on this Bridge. This should help keep speeds higher over the bridge and reduce the back-up on I-5 S as well as on Wilsonville Road.
Dealing with this congestion everyday on my way home from work is frustrating. Option C would alleviate people needing to get over from regular traffic flow (causing further congestion) to exit at the Canby/Hubbard exit.
I'd like to see traffic flowing on I-5. I dislike hearing complaints about how bad traffic is in this location. There tend to be lots of accidents from congestion.
with this there may not be as many accidents from cars merging onto the freeway and totally stopping traffic when that is the only way over the river

Responses to Q8: Primary reasons for this level of support.
traffic jams, increased hostility road rage, potential for accidents. I want to get home in a timely manner.
Pro: better traffic flow for I5 AND throughout Wilsonville. Cons: More Cars on the road=environmental impact, and the high cost.
Safety
It would improve traffic conditions, safety, and increase productivity time by reducing travel time. Additionally, I think it would be wise to choose Option C, as this seems to be the most forward thinking and would serve as a better solution for a longer period of time, rather than having to make additional improvements sooner.
Less time spent on Wilsonville Rd or Town Center Loop W. waiting just to get to the on ramp and the congestion that becomes apparent as everyone is trying to make the light to make the South bound ramp. Also it should alleviate people from lane jumping at the base of the underpass where the first straight lane next to the turning lane will race up under the bridge and barge in and force less cars to be able to move through the turning lanes to the under bridge lanes as they block those up. The additional lane to Miley Rd will alleviate those having to jump over and drivers will have more time to get over to their exit ramp.
Safety and feelings of unhappiness with this area
Due to me and everyone else having to wait in traffic to get where we need to go.
I live in Woodburn and work in Wilsonville. It would help so much getting home every day, getting to work every day and even on weekends, when I need to make a trip to Tualatin.
This area is a death trap. There is always an accident or almost an accident daily. There is traffic congestion spillage into Wilsonville, preventing people from shopping/stopping here. They just want out.
Ease congestion, improve reliability
Traffic is terrible NOW !!!!!
Conditions are currently very unreliable so to hear that they could become worse as years go on, it is very unsettling. It would cause me to look elsewhere to live and work.
Safety
Safety
Heavy congestion increasing travel times, decreasing reliability and impacting freight movement and commuters who move via SOV or transit.
Daily commute from North Marion County to Portland and back is bad at the Terwilliger Curves and Wilsonville. Traffic on/off from 551 always slows the freeway and the solution of auxilliary lane is relatively inexpensive solution
The traffic is terrible. Obviously this needs to be fixed.
Improving traffic speeds and safety.
If we don't do something soon, the next 20 years will be unbearable.
Most positive impact on congestion. Congestion impact should be manageable. This would be a very beneficial project with very little downsides.
Travel safely
The idea seems obvious or at least has come of its time.
Most important bridge between CA and WA
Travel over the bridge daily.
Safety, environmental and economic.
I commuted south to Albany every day for work for two years and had to factor in nearly half an hour to get from my home in South Wilsonville to I5 beyond the mentioned exits because

Responses to Q8: Primary reasons for this level of support.
of the congestion related to Wilsonville road and these exits. A trip that would typically only take me 5-10 minutes. The unreliability meant I often sat in my car for 30 minutes, either at work because I was early or in my car in Wilsonville simply trying to leave the traffic.
Safety, livability
By 2040 this might not be sufficient. I have heard growth in the valley is supposed to be much higher.
As a resident of Wilsonville I feel trapped in town during large portions of the day due to the congestion.
This is a daily time waster for so many people. It is affecting the livability of the whole area.
I am often affected by the back ups on this stretch of the highway whether I am traveling on I5 or just trying to get around town. I have even been stranded at Fred Meyer several times due to highway traffic backing up into the parking lot. It is very frustrating and concerning that I can't even get around when I'm not even trying to use the highway. So much so that if it continues to get worse we will likely move out of Wilsonville. While I definitely support ODOT investing in improvements here, I am concerned and disappointed that the recommended improvement is only bringing us from an "E" rating to a "D" rating. If we're going to invest time and money into improvements, I believe it should bring us up to an A or B level. Otherwise we'll be right back in the same situation in a couple years and spending even more money and time to do yet another upgrade again. In the end likely spending twice as much than if we had just done something better the first time.
This congestion affects not only that specific area of I-5, but Wilsonville road and congestion often spreads much further north.
There are so many people moving to the greater Wilsonville area that road conditions will worsen quickly on I-5, and the traffic is already terrible.
Difficulty getting home from Wilsonville and areas North due to extreme traffic backup.
We have lived in Wilsonville for 10 years, and the recent increase in congestion is affecting our daily living and preventing people from coming to our area to invest in our economy. Wilsonville is losing its appeal.
Horrible congestion on Wilsonville Rd. Frequent accidents in bottleneck area.
The traffic is horrible. In the summer on Sundays it is horrible as well! From noon to 5 pm it is terrible.
offers the greatest improvement in traffic flow
The need is clear.
Newly moved to area; try to avoid heavy traffic times in driving schedule.
Fear of accident without the improvement
Traffic & commute time is getting exponentially worse with the massive influx of new population in Oregon. This (and similar) projects will help mitigate an already frustrating daily experience.
Traffic has increased dramatically causing long travel times on I-5 south, with backups even prior to the North Wilsonville exit off ramp.
As previously noted, the cross over traffic will create issues, much like the 205/Tualatin interchange. I can't believe that fixes like these will do much to ease the issue as I've already stated, it is a regional issue with Wilsonville bearing the brunt of it due to location at the "funnel end" of the problem.
I live in charbonneau
Need options to manage the existing capacity better before adding additional freeway capacity.

Responses to Q8: Primary reasons for this level of support.
AGREE WITH WHAT YOU'VE LISTED ABOVE
Id rather not be stuck in traffic almost daily, beginning in Tualatin and thru Wilsonville
I live on Butteville Road (Charbonneau exit) and 99% of my travel is between points north, Wilsonville and exit 282B.
Something has to be done to maintain the sanity and safety of those of us who use Boones Bridge.
Ease congestion.
Reduced traffic/bottleneck and increased safety.
Option a and b will only Bandaid the problem and option C is forward thinking.
Something must be done NOW. We cannot wait 10+ years unless the state wants to be responsible for creating the most insane congestion problems in the history of I-5.
I live off Wilsonville Rd to the west of I-5, and sometimes traffic can be backed up on Wilsonville Rd beyond the railroad tracks, and getting onto I-5 can take a long time. During times like this it is practically impossible to exit the Fred Meyer Parking lot. Even when traffic is not terrible on Wilsonville Rd, merging onto I-5 south can be scary. I drive an SUV, but still feel vulnerable when I first get onto I-5 going south and I'm trapped between semi-trailers, or in front of one. Traffic can slow down so quickly right before the bridge that it gets scary, and often there is no other lane to escape to. Things don't speed up until after the Canby exit.
Since 2004 I've lived in Charbonneau & watched traffic on the i-5 corridor between just south of Miley Road to just north of Elligten Rd. become a parking lot several times a day. It effects traffic both north and south of that corridor so much that I join many in doing off freeway driving at high traffic house. This looks like a good first step toward a solution.
We need a solution. If the research shows this is the best alternative, lets get it done.
liviability, safety.
It appears that Option C will not only provide a good solution to the congestion over the Boone bridge but also the best opportunity to reduce the backups further north on I-5 that occur as a result.
The additional auxiliary lane is badly needed - Right now there are 4 north-bound lanes, but only 3 south-bound lanes on the bridge, causing much worse south-bound traffic. Extending the auxiliary lane to Exit 282A and adding a 2nd exit lane for minor cost difference seems like the obvious best case.
Living in Wilsonville is challenging due to these traffic issues. Not only does it make it more difficult to get home from the North but any travel within the city on any roads leading to the I-5 is extremely difficult. We often have to change or cancel plans during those hours.
Ability to travel from Charbonneau to Wilsonville and back, potential for accidents, reliability for transits to keep a consistent schedule, and stress/strain on bridge.
Travel from Charbonneau and back, inability for transit to keep a timely schedule that people can rely on, potential for traffic accidents, and stress on bridge itself.
Safety
This project, particularly Alternative C, makes sense. It's too bad it will take so long for study and implementation.
Help clear congestion on Wilsonville road by improving I-5 flow.
I think adding an exit only when you get onin Wilsonville will add to congestion most people want to go further and will have to immediately merge plus people will use lane to try to get around traffic adding to the problem
Lets help solve the high traffic and dangerous caused by the conditions on this bridge
Relieve traffic congestion

Responses to Q8: Primary reasons for this level of support.
Congestion spilling back onto Wilsonville Road means slower travel times for Cherriots and SMART buses going to Salem. I can't support it "strongly" because there are no provisions for bicycles and pedestrians going across the river. Some of the funding needs to support a bike/ped bridge across the river, even if it is a mile away from the Boone Bridge.
Spending 1/2 hour trying to get on 1-5 from Wilsonville Road
Provides the most relief from traffic congestion
Commute
Even getting TO Wilsonville from Points North in the aft/eve is a waste of time and a hassle.
to reduce congetion
to improve overall traffic flow south
Congestion is getting worse and the traffic is spilling over into the city streets already. It will only get worse in the future
congestion has worsened to the point where it has significantly impacted quality of life, and without transit options that could get commuters to and from downtown in a reasonable amount of time, it is only going to get much worse as the population of Wilsonville expands.
Wilsonville Rd congestion every weekday
Very much needed for this traffic problem
Students coming to campus are greatly affected by the traffic backing up I-5 past Wilsonville. It often looks like a parking lot. This may help their commutes to campus.
Not only does this make my commute easier but it makes people more likely to consider our business viable in the late afternoon hours of the day. I think people avoid Wilsonville businesses after 3 pm during the week.
frequent personal use. reduce frequent accidents in this area
I take it daily and it's so frustrating how long it takes to get onto I-5 SB. When there's an accident it's even worst.

Q9 If a ramp-to-ramp lane moves forward for more detailed engineering and project development, what questions or concerns would you want ODOT and the City to address before constructing the improvements?

140 responses, listed below.

Responses to Q9: additional questions or concerns
Would this entail widening the Boone Bridge? What would be the time estimate for completion? How much would construction impact the current traffic pattern?
1. What alternatives besides Options A-C have the parties seriously developed and considered before selecting one of those options?
2. Who has political authority to stop the project?
3. How much would the project cost and who'd pay for it, by which I mean which bucket of tax money (any of federal, state, Metro, City of Wilsonville)?

Responses to Q9: additional questions or concerns
4. What's likely to go wrong (cost overruns, shoddy contractor work), who's responsible, and what's the contingency plan?
N/A
Signage so that drivers understand they don't have to immediately change lanes for further southbound travel.
Construction congestion
I feel a short term solution would be to move the I-5 South on-ramp metering lights further north to allow vehicles entering the freeway a greater distance to get up to speed before needing to merge. I understand the reason the metering lights are so far south is to allow for more cars to be staged in the on-ramp and keep them from creating congestion on surface streets.
But, I believe two things can be done to solve this problem between now and 2028 when the Boone Bridge improvements may start.
1. Widen the on-ramp staging area to allow for 3 lanes of cars behind the metering lights.
2. Convert the center island on Wilsonville road between Town Center Loop and Parkway Avenue on the east side of I-5 from a flower/tree bed into a Left Turn Only lane for entrance into the Southbound I-5 on-ramp.
While those trees and flowers contribute to the charm of Wilsonville, they are unfortunately wasted space that could be used to ease traffic flow.
Hopefully the work will be done during the night or from 9-2 during the day. Not during rush hour!!
Option "C" provides that those coming for north of exit 383 do not have to change to the far right lane to exit. Requires less "weaving".
The impact future truck traffic caused by the development of Coffee Creek Industrial lands will have on this short strip of I-5 in the future
Get it done! This should have been done a decade ago!!!
Reducing the impact on southbound I-5 traffic during any improvements is very important so that the situation that is currently bad is not made worse.
Can the bridge carry the extra load?
How construction would impact current traffic and how additional construction on the bridge would impact bridge safety. Also, if during construction, upgrades could be made to bridge to ensure safety.
Adding any kind of noise barriers to protect the surrounding neighborhoods from the freeway noise.
cost
please keep Fir trees along the on ramp. Plant more trees along I-5 throughout the area and in the median
Traffic during construction
Make sure seismic upgrade to bridge done at same time
Ensuring that construction is done on off peak hours, such as overnight between 8pm-5am, to prevent further back up and delays. Also ensuring that signage is clear near the exits as well as ahead of them so commuters can plan ahead on which lane they need to be in, avoiding the crazy last minute weaving and cutting in front of other cars to get into the correct lane

Responses to Q9: additional questions or concerns
boone bridge width
How will the construction effect my daily travel?
Canby exit - currently when taking the Canby exit it splits into two lanes. Those 2 lanes will need to be extended to the stop light or will have tons of folks backed up onto the, freeway.
What, if any downsides would it have?
Bike infrastructure. There's no easy way south - all the way to Newberg, or the Canby ferry
Find out why the entire Portland area has such bad traffic problems due to no new highways in 40 years. Our senators and representatives have done a very poor job getting Federal funding for our roads. When spending time on the East Coast, the highway systems are so much newer and better. Those states are getting much more money than Oregon for their roads.
Safety concerns on the Boone Bridge as it will likely not have a shoulder lane.
The back up starts at 2pm at 205 south onto it. I totally use back roads as the freeway is not reliable
How long before the project could begin.
Can't think of anything.
Commit to providing safety factors for all modes of vehicular traffic (i.e. including bicycles) in the design, including separation of the non-motorized vehicle lane from the motorized vehicle lanes.
How will they add lanes over the bridge? How much more narrow will lanes be? Concerned about oversized trucks.
Hurry!
Just get it done
cost covered by bonds?
How soon could it happen
None
How will you address the congestion during construction? How long will it take to build?
Do an adequate design and plan for the future.
Traffic lights off of Wilsonville Rd.
There are so many traveling across the river from Charbonneau... why not consider a new bridge that does not require everyone to travel on I-5?
Is there room on the Boone Bridge to create a SAFE extra lane SB?
The Feds need to take account of the importance of the bridge upgrade for West Coast commerce now and for national security, e.g. in the event of seismic disaster.
city should make internal improvements (frontage roads or other) to relieve I5
Congestion during construction. And I still think Wilsonville Road will have bad congestion by a Fred Meyer.
It is needed MOW!
How quickly could this be completed to alleviate a never ending current issue.
Analyze what the traffic will be after 10 years and plan accordingly. The current congestion was predictable over 10 years ago. What was done in the last 10 years? Nothing!
Address bad drivers. It doesn't matter which way you come at the on ramp to go South by Fred Meyer, the almost accidents (and a couple actual accidents) and reckless driving that occurs in this area due to everyone's frustration w/ the traffic situation is astounding.

Responses to Q9: additional questions or concerns
Main caution would be not adding more development pressure on lands south of the Willamette, which would negate any advantages of the ramp-to-ramp improvements.
Future status of the Wilsonville-Hubbard Highway, i.e. when will it be widened to accept 2 lanes southbound?
Major spillage back onto Wilsonville road.
What can be done to minimize the impacts of the work on the bridge to allow another lane
how fast can you do it?! Will it cost Wilsonville residents?
How to coordinate the signals on Wilsonville road to better handle the congestion
How to minimize traffic congestion during construction and how long would the disruption be
None
Timeline, when and can the project be expedited.
Seismic upgrades to the bridge
Analyze the potential for further backup due to increased traffic speeds would have in the charbonneau off ramp, this causing off ramp backup. Possibly use a traffic regulated signal for charbonneau allowing faster movement of traffic for the I5 off ramp onto Miley Road. Traffic going WB on Miley across the bridge is minimal but can cause problems
That you build a solution that will last...not the cheap one that fixes the problem short-term
Keep us informed
Seismic issues of the bridge.
How will this be a solution for the long term? If the project were built today, within 5-10 years, we will likely have the same problem because of pop growth.
How many years before construction can start on the additional lanes?
How many years in the future will it take for the construction to start?
Environmental impacts of the project.
cost
With a ramp to ramp, would the lights on the south bound ramp be needed anymore? They are the reason for congestion in Wilsonville.
Temporary 4-lane striping across Boone Bridge to Charbonneau I think would be very beneficial.
Will there also be bike lanes?
That the speed limit from I-205 past the Canby exit be reduced from 65 to 55. There are too many accidents in this area to support a speed limit of 65.
How fast they can implement
Look at the impact of moving more traffic from the arterials to the new lanes of the bridge. Traffic backs up quickly when the bridge backs up. I would be interested in a park and ride south of the river that ties into the future pedestrian bridge into Wilsonville.
planning construction timeline to balance the need to have the least amount of impact and the shortest amount of time. also do it right the first time, no short cuts on lowest bid.
More lanes from Wilsonville Rd (west) entering the freeway. I have been stuck trying to get on the freeway (as far back to almost Brown Rd) as long as 45 minutes with all the funneling from various streets to one onramp turning lane.
Honest opinion? Traffic flows better when the metered ramp (on-ramp) lights are OFF. Traffic has time to get up to speed before entering the freeway! I'm NOT in favor of the stacked on-ramp being discussed, but would rather the metered lights on the on-ramp stay OFF.

Responses to Q9: additional questions or concerns
Determine the impact on current traffic while construction is underway. Do research to make sure this is the best way to handle it. It seems like a separate bridge connecting Charbonneau/Canby to Wilsonville could remove congestion on I-5 & provide an alternate route if the current bridge was blocked or damaged.
proper studies and public feedback
What are the longer term expectations for transportation changes/improvements? What alternatives have been considered?
What is the expected timeline for this project? When would Oregonians (and visitors) see this become reality?
Try not to make it worse than it is. Do the work in the when the least traffic needs the area. Remember that the bridge is only way many people can get home
None. Ramp to ramp lane would be a great improvement
Is this the right long-term solution to the problem. Are there projects being proposed by the City that will reverse these benefits of lessened traffic.
Oversize the bridge because eventually it'll have to be widened again.
Be aggressive in planning I-5 is the heartbeat of the state. Extremely high growth in Wilsonville and surrounding area
What would be the traffic effects of the construction to make this happen and how long would those be.
What is the bike/ped solution for safely crossing the Willamette River?
cost efficiencies of completing project in conjunction with Boone Bridge earthquake retrofit
1. If a 4th lane is added across the Boone Bridge, how will this affect shoulder widths, and the ability for a vehicles to pull off in an emergency?
2. How will bike/ped access on the bridge be affected? Due to the lack of alternatives, people currently use the right shoulder.
3. This is a good temporary fix, but what steps are being taken to plan for the rehabilitation/replacement/widening of the Boone Bridge? It's current condition is poor, and at 65 years old, will soon reach the end of its original design life.
Impact on the environment? Project timeline? Impact on Wilsonville residents?
Can you work as much as possible at night, to help freeway movement during the day?
How long would the planning and construction process take? What would the impacts on surrounding properties during construction.
None.
Stop with the ramp light in Wilsonville. It is a joke. It delays inevitable build-up. The one day the power was out (no light) -NO PROBLEMS.
How will traffic over the bridge be affected during construction?
Add commuter rail to Woodburn and Salem.
As one of the 40% that is NOT traveling to the Charbonneau or Canby exits I'm still concerned that this will mean significant delays, despite the research. Attempting to cross lanes in order to get out of an exit only is often very frustrating during busy times. I fear that this won't solve many problems and will only create a scenario similar to that of the 217 to I5 south off ramp which immediately leads to two exit only lanes into Tualatin. This stretch is typically worse than the Wilsonville stretch in my experience. To spend all the time and money to create a similar scenario would be wasteful and frustrating.

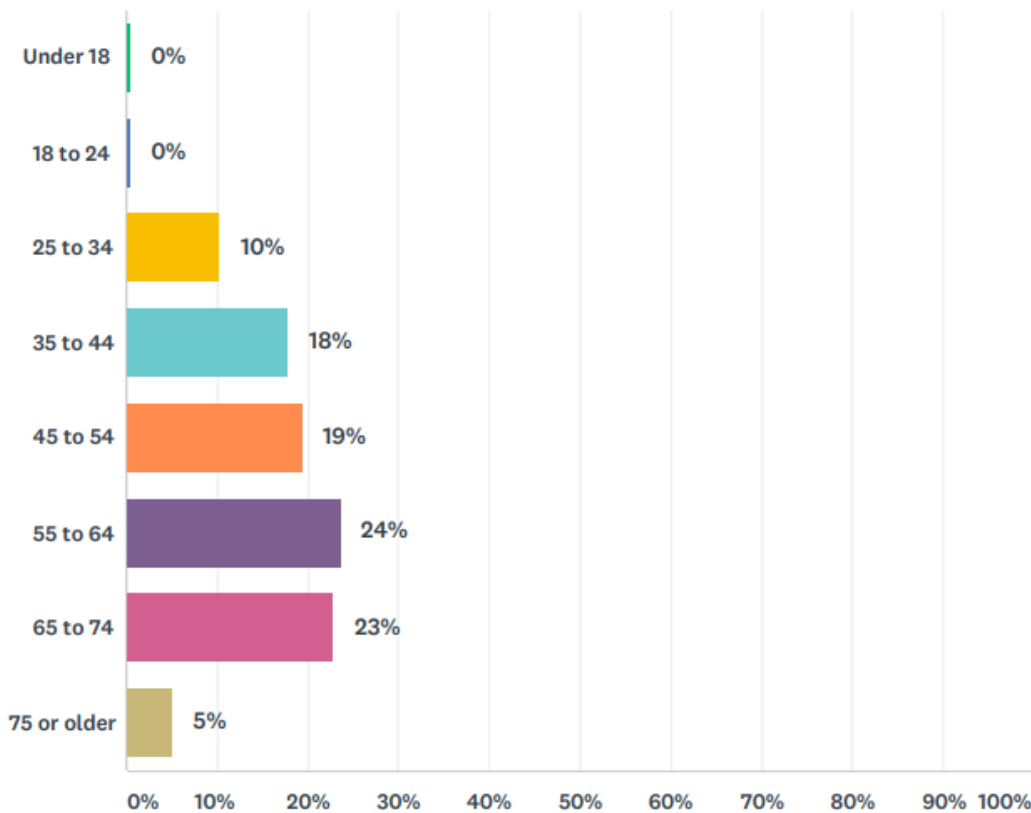
Responses to Q9: additional questions or concerns
Seriously consider starting this project at Elligsen Road
How long do they expect this project to keep us at a "D" rating until it starts declining again?
How will you manage possible additional congestion during construction?
Please allow for Tri-Met service (Max) or WES directly to downtown from Wilsonville. It's crazy that it only goes to Beaverton. So many people, including me, would use the service if it went directly downtown (Portland). I save 30-40 minutes a day by driving downtown instead of taking the WES to beaverton and then the Max to downtown. We could encourage more people to use public trans if we offered service to the downtown area directly from Wilsonville and Tualatin. Please provide all I-5 improvements at night and on the weekends.
Concerned about the traffic backup during construction of the ramp-to-ramp lane.
How would it impact us? Would you be smart enough to do work at night?
None.
Fiscal responsibility, feasible timelines for completion.
Don't create another 205/Tualatin interchange challenge, that is one dangerous place. Think regional!
Would construction delay existing commute
What system management measures will ODOT take prior to/in concert with the capacity increase?
Boone Bridge needs to be retrofitted to withstand a 9 earthquake
Would the ramp to ramp lane be built onto the existing bridge? If so, what measurements would take place to ensure it is safely built? What traffic impacts would happen during this project?
Information on how and when the traffic will be impacted with each stage of the project.
Will the bridge be wider or just adjusted by reducing emergency lane?
I want to make sure that a lane cannot be created with the existing set up (even if it means doing away with an emergency pull out on the bridge).
I would want them to extend the extra lane to the Canby exit and add another exit lane.
A designated extra lane both north and south between the Wilsonville exits might help significantly as well
Quality construction that keeps in mind our weather conditions(slippery when wet)
Will the proposed improvements on I-5 beneficially improve the traffic volumes and backups that occur on Wilsonville city streets between 3:30PM and 6PM as workers leave work (from business on either side of I-5) and head south?
Much of the spillback and congestion throughout Wilsonville roads is due to congestion from this bottleneck. Slow traffic on I-5 sends traffic onto back-roads to avoid, but all south-bound traffic from back-roads must get on at Wilsonville Road due to the river crossing. There are no good river crossing alternatives - nearest options are Oregon City and Newberg. The City of Wilsonville has performed several extensive road upgrades on Wilsonville road in the past decade to try and band-aid this problem, but as long as there's a bottleneck on Boone Bridge the local traffic congestion will persist. I would encourage ODOT to consider the most extensive upgrades possible to alleviate the bridge bottleneck, to avoid future congestion issues.
Must do construction at night or way before/after 3-7 rush hour times or commutes will be unbearable.
Just get it DONE!
Get rid of the stupid lights at the onramps.

Responses to Q9: additional questions or concerns
Work must be done at night, weekends or way after or before rush hour times or bottleneck will be unbearable.
Is the ramp to ramp lane going to be metered, increasing the backup onto Wilsonville Road?
If not, will it be separated to prevent scofflaws from jumping the meter queue?
None. Just do it!!
move on it asap
Although the numbers of bicycles and pedestrians crossing the Boone Bridge are small, it is the only link across the river for miles. This is a multi-modal crossing and needs to be treated as such. If adding a ramp to ramp lane would eliminate the shoulder on the bridge, this means bikes and pedestrians no longer have a safe way to cross the bridge unless they take the SMART bus, which only runs every half an hour. Some of the funds used to improve the crossing should be dedicated for the construction of a bike/ped bridge which is within a mile of I-5 along the river.
N/a
My major concern is this: Why did it take so long to recognize this problem and why will this project take so long to complete (anticipated start date: 2028!)? This project seems to be a "no-brainer" for reducing at least some of the congestion on I-5, and plans like this should have been in the works years ago.
I'm also concerned with the way ODOT appears to be handling the whole mobility and access issue for Portland and the surrounding area. How does this project fit into the overall scheme for moving people and goods in and out of Portland? I'm new to this area. It looks like the I-5 corridor is the major artery which, if an earthquake or a serious accident were to happen, would shut down people and commerce movement for days, weeks, months or perhaps years.
Do you folks understand how vulnerable the economy of the area is to a serious incident or event? Have you calculated the risk and cost? Where I came from (Colorado) CDOT had worked out and published the cost of congestion on I-70 to the state's economy. They have a different problem in that expanding I-70 many of the mountain areas is extremely costly. On the other hand, ODOT has more flexibility in terms of its options. What are they?
Why not build another bridge with 6 lanes ? That is what is needed . As soon as you get done with the puny 1 lane addition it will be totally too small and 10 years behind what is needed . You need a new bridgeperiod .
Is the roadbed wide enough to include safe breakdown lanes?
to take further growth inaccount
Any delays will take a bad situation to only worse
After north WILSONVILLE I-5 EXIT try to direct south bound traffic to merge left at a sign at the Boeckman Rd.overpass.
How would this work given the space limitations o the Boone Bridge?

Responses to Q9: additional questions or concerns
How quickly can this be done?
Do it now, not in 10 years.
Traffic that is weaving from the on ramp to continue past the canby exit.
Is there sufficient street capacity and infrastructure to support the on-ramp traffic into the cities? If not, then the backups will continue.
Signage and enforcement to avoid late-merge incidents a la the 217S merge onto I-5 south. This would pertain to the traffic continuing south on I-5 past the 282 exits.
extent southbound from hwy 551 to the wilsonville exit also. the existing extension did little to reduce the morning traffic impact
Hopefully the main work will take place during evening hours.

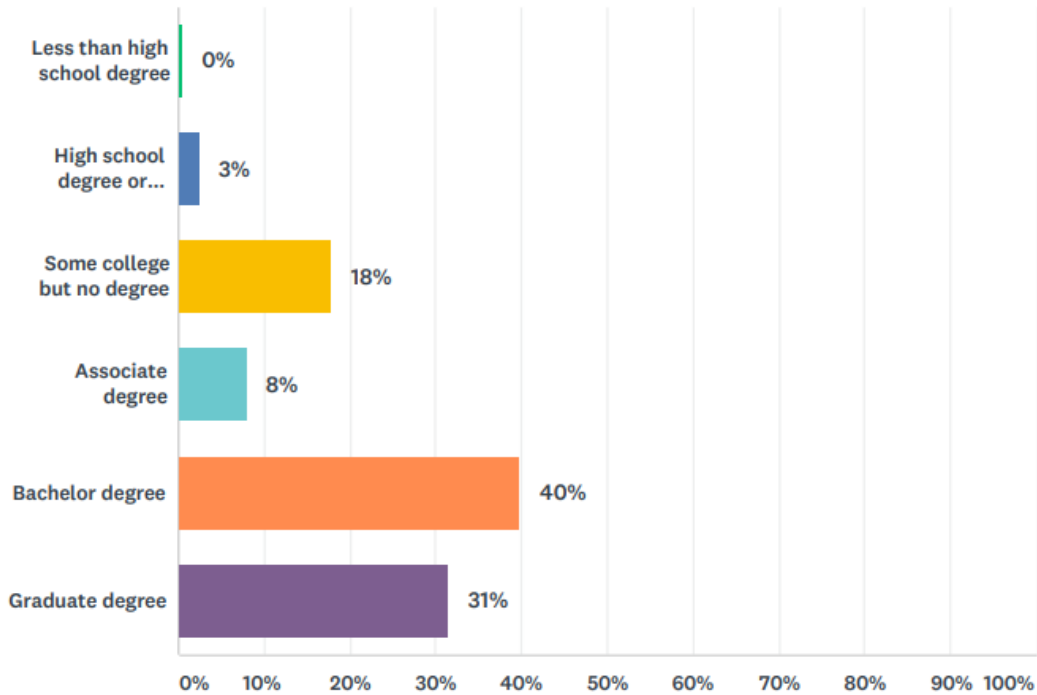
Q10: What is your age?

Answered: 236 Skipped: 46



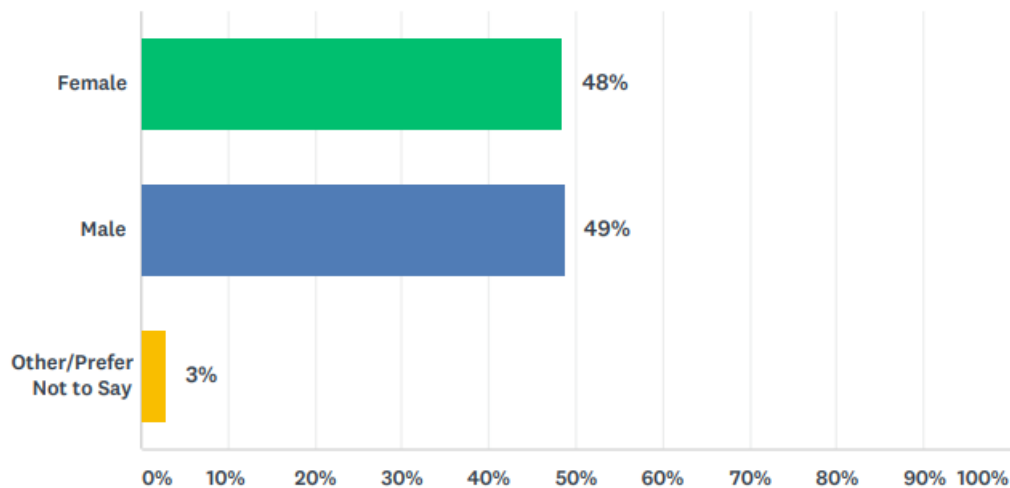
Q11 What is the highest level of school you have completed or the highest degree you have received?

Answered: 236 Skipped: 46

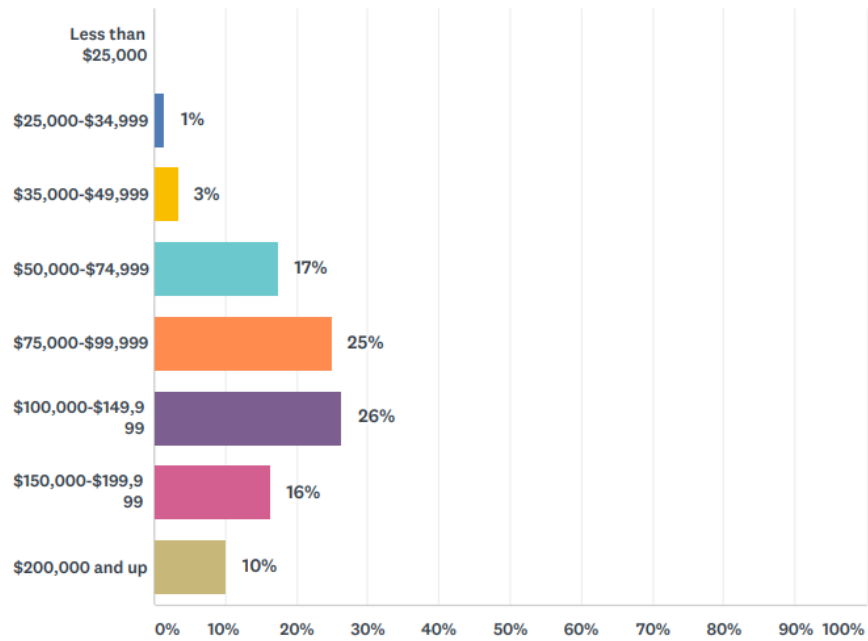


Q12 What is your gender?

Answered: 236 Skipped: 46

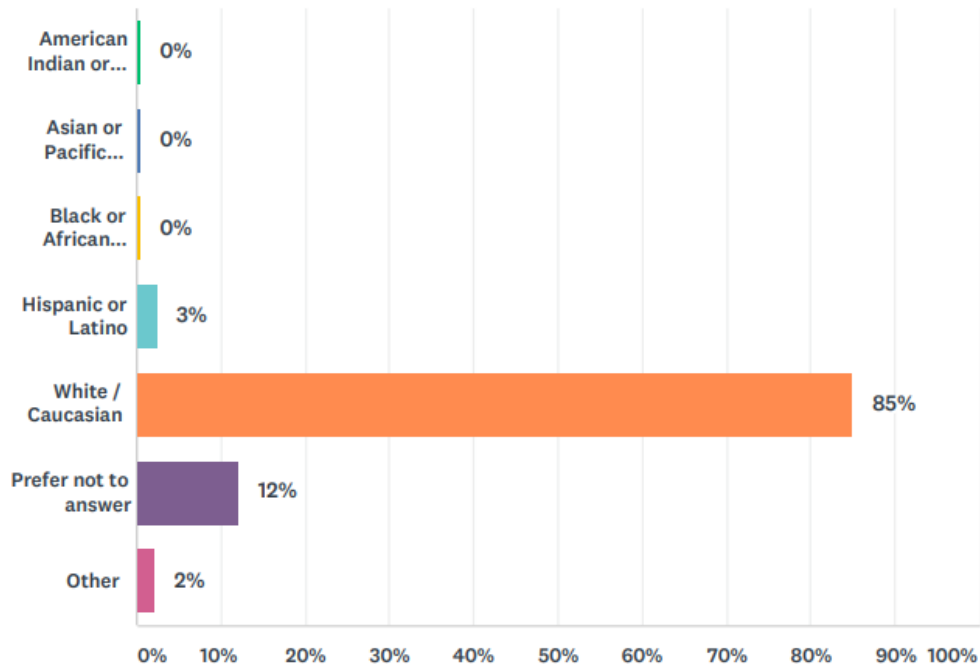


Q13 What is your approximate average household income?

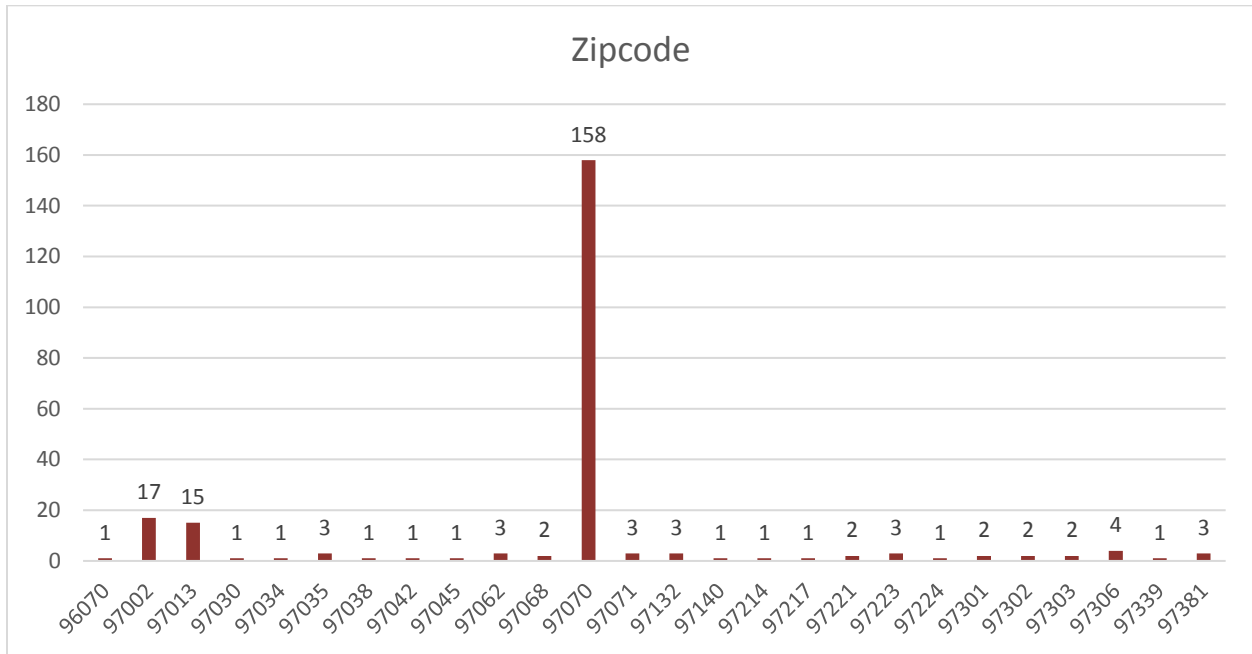


Q14 Please specify your race and ethnicity. (Check all that apply.)

Answered: 231 Skipped: 51



Q15: Please enter your zipcode





PLANNING COMMISSION

WEDNESDAY, APRIL 11, 2018

III. WORKSESSION

A. Park & Recreation Master Plan (McCarty) (60 minutes)

(Draft Master Plan available in its entirety online at www.WilsonvilleParksandRec.com/ParksPlan)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: April 11th, 2018		Subject: Review Draft of Parks and Recreation Comprehensive Master Plan developed by GreenPlay, LLC, City Staff and Residents of Wilsonville.	
		Staff Member: Mike McCarty	
		Department: Parks and Recreation	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input 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 Comments:	
Staff Recommendation: Staff recommends that the Commission review a draft of the Parks and Recreation Comprehensive Master Plan and provide staff and consultants with recommendations and suggestions for the final document, which will be presented for adoption at the Planning Commission hearing on May 9 th , 2018.			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION: Review Parks and Recreation Comprehensive Master Plan and provide recommendations and suggestions for the Final Draft of the plan.

EXECUTIVE SUMMARY: The City of Wilsonville entered into a contract with GreenPlay, LLC on April 7th, 2017 to complete a Parks and Recreation Comprehensive Master Plan with the understanding that the plan would be executed within the 2017-2018 fiscal year and would involve extensive information from the community. Tonight, GreenPlay, LLC is presenting a draft of this plan for Planning Commission input. GreenPlay, LLC is scheduled to present this draft to the City Council at the April 16th meeting, and present the final draft to the Planning Commission on May 9th, 2018 and the City Council on June 4th, 2018 for adoption.

EXPECTED RESULTS: Consultants receive recommendations and suggestions regarding the Master Plan that will provide guidance in completing this document.

TIMELINE: Final Draft to Planning Commission on May 9th, 2018 and City Council on June 4th, 2018.

CURRENT YEAR BUDGET IMPACTS: The total cost of the contract for the Parks and Recreation Comprehensive Master Plan is \$97,249

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS: The community has provided vital information via two city-wide public meetings held at City Hall, a paper/online survey, as well as numerous stakeholder and small group meetings.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups): Providing amenities and services that the community has requested from the Parks and Recreation Department.

ALTERNATIVES:

CITY MANAGER COMMENT:

EXHIBITS

A. Draft of Parks and Recreation Comprehensive Master Plan.

(Available on online in its entirety at www.WilsonvilleParksandRec.com/ParksPlan)



Parks and Recreation Master Plan Update April 2018



EXHIBIT A

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Executive Summary

Introduction

The City of Wilsonville's 2018 Parks and Recreation Master Plan provides a vision for the future of parks, recreation, open space, and trails in the city, as well as recommendations for providing a high level of service in a time of potential rapid growth. Park development, recreation services, current deficiencies, the need for future indoor facilities, trails, and open space preservation are all addressed. The City of Wilsonville's 2007 Parks and Recreation Master Plan is being updated to provide an assessment of its parks and recreation system, and to plan for future growth in the community for the next decade. The City's population is expected to grow by 10.3 percent between 2016 and 2021 and by 21.2 percent between 2016 and 2026. This plan is designed to provide an understanding of the community's needs, attitudes, interests, and priorities, and the results will aid Wilsonville in planning for policy making and management decision making. Areas of strengths and areas needing improvement have been identified to advance the delivery of parks and recreation programs, facilities, and services.

Wilsonville City Council Mission Statement

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

City of Wilsonville Parks and Recreation Mission

"Recognizing community history, enriching the quality of life and fostering a safe environment, the Wilsonville Parks and Recreation Department shall provide, preserve, maintain, improve, and enhance recreational opportunities, social services, natural resources, and parkland for current and future generations."

This plan will allow the City to maintain its high quality of life by developing recommendations for the parks and trails system to flourish and to be environmentally and fiscally sustainable for many years to come. The City's goals for this project include:

- Identify and serve current and future parks and recreational needs through an integrated park system that provides adequate open space, recreational services and facilities, trails, and the stewardship of natural and cultural resources.
- Provide an accessible and diverse offering of parks and recreation facilities and programs to all residents of Wilsonville.
- Develop an action plan and strategy for prioritizing, phasing, funding, and accomplishing the identified needs.

This information, along with significant feedback from stakeholders and the public, served as the basis for the development of goals and recommendations for guiding parks, facilities, and recreational services for the future of Wilsonville's residents.

Planning Process Summary

The Wilsonville project team which included the Parks and Recreation Director, the Parks Supervisor, the Program Manager, the Recreation Coordinator, and the Administrative Assistant II, helped guide this project. This team provided input to the consultant team throughout the planning process, resulting in a collaborative effort to create a plan that blends the consultant's expertise with community input and history. The plan includes a comprehensive public input process encompassing public meetings, focus groups, and a statistically-valid survey. Analysis of all collected data provides an understanding of how well the Parks and Recreation Department is currently meeting the community's expectations and recommendations to maintain, improve, and enhance the level of services, facilities, and programs provided.

It is important to utilize various methods for gathering input and assessing community needs while developing a master plan. Each piece is vital to the process and should be looked at collectively. Communities that gather input via open forums and stakeholder meeting, statistically-valid surveys, and national standards tend to get a more accurate depiction of needs.

The project consisted of the following tasks:

- Review and incorporation of other Wilsonville documents
- Public and Stakeholder Engagement
- Market Assessment
- Programs and Services Gaps Analysis
- Operational Analysis
- Inventory and Level of Service Analysis
- Funding Analysis
- Final Plan with Recommendations and Actions

The following highlight the key demographics and trends for the future of Wilsonville:

Between 2010 and 2021 the following changes are anticipated to the Wilsonville population:

- Population ages 45 to 54: decrease by 2 percent by 2021
- Median age is expected to decrease to 36.4 by 2021
- Population ages 65 to 74: 3.1 percent increase
- Wilsonville's population is predicted to increase 46.4 percent, from 22,919 to 33,556 by 2036.

Please note that projections for more than 5 years are subject to change

Key Issues and Recurring Themes Summary

Generally, findings from the public input process consistently identified an appreciation of existing parks, programs, and services being offered by the City of Wilsonville Parks and Recreation Department. A lack of indoor recreation and aquatic facilities and a desire for river access for activities such as kayaking, canoeing, stand-up paddle boarding, etc., were identified as key needs and desires by the Wilsonville community.

EXHIBIT A
Executive Summary

This plan is mainly comprised from citizen input; however, the following key issues were identified for focus by the department staff:

- Need additional facilities and amenities
- Enhance and expand programming
- Review organizational structure
- Develop financial sustainability practices

The findings of the survey indicated that top facility priorities for the community were:

- Trail and Pathway Connectivity
- Open Space and Land Acquisition Preservation
- River access – Willamette River
- Sports Fields and Indoor Recreation

The findings of the survey indicated the following top three amenities and services for which the community reported a desire to add or expand:

- Farmers Market
- Music and Arts in the Parks
- Water Equipment Rentals

* Please see Section III Community Survey Summary

Recommendations

After analyzing the findings that resulted from this process, including the Key Issues Matrix, a summary of all research, qualitative and quantitative data, inventory, LOS analysis, public input sessions, and input collected for this study, a variety of recommendations have emerged to provide guidance in consideration of how to improve parks and recreation facilities, programs, and services in the City of Wilsonville. Recommendations describe ways to enhance the level of service and the quality of life through improved facilities and amenities, dedication to affordability of services and programs, improved programming and service delivery, organizational efficiencies, and increased financial opportunities.

RECOMMENDATIONS SUMMARY

Facilities and Amenities

- Explore opportunities to expand and increase connectivity – pathways
- Development of synthetic fields to meet demand
- Address low scoring amenities from parks inventory and existing conditions evaluation
- Work with the Tourism Promotion Committee to explore the feasibility of an indoor sports complex
- Explore opportunities to increase facilities based on demand – Community Recreation Center including aquatic component (revisited after 2013)
- Explore opportunities to repurpose or enhance existing park/open space for more efficient use or meet new programming demand
- Update joint use agreements with school district, seek increased access to school facilities, specifically gymnasiums
- Look for opportunities to increase accessible playgrounds as development occurs
- Create access to the Willamette River– Memorial Park (non-motorized water equipment), Boones Ferry Park (water equipment rentals)
- Explore opportunities to improve distribution of off-leash dog parks
- Implement Memorial Park and Boones Ferry Park Master Plans

Programs

- Implement recreation opportunities for Millennials – social sports (kickball, dodgeball, etc.)
- Increase opportunities for events (Farmers Market, Music, and Arts in the Parks)
- Explore opportunities to expand recreation programming based on trends and demand
- Implement new or expanded outdoor events

Organizational

- Adequately staff to meet current and future park needs based on demand and trends
- Create partnerships to assist with funding, volunteering, and marketing
- Increase awareness of program offerings to residents of Wilsonville
- Work with other departments to increase safety and security
- Work with SMART to increase access to facilities and usage of parks and facilities

Finance

- Review traditional and alternative funding opportunities
- Review and make recommendations for Park System Development Charge funding
- Explore opportunities to increase capital funding
- Explore dedicated funding source(s) for maintenance
- Pursue national, regional, and state grants
- Review current cost recovery policy and sports field allocations

I. Introduction and Background

A. Purpose of this Plan

The purpose of this plan is to provide the City of Wilsonville with a Parks and Recreation Master Plan which builds on and updates the master plan that was created in 2007. The Parks and Recreation Policies and Implementation Measures below are carried over from the 2007 Master Plan and the City of Wilsonville Comprehensive Plan (updated 2013). This plan will also build on the accomplishments from the 2007 Parks and Recreation Master Plan, while providing a vision for the future of parks, recreation, open space, and trails in the city, as well as recommendations for providing a high level of service in a time of potential rapid growth. Park development, recreation services, trails and open space preservation, current deficiencies, and the need for future indoor facilities will all be addressed.

This plan will allow the City to maintain its high quality of life by developing recommendations for the parks and trails system to flourish and to be environmentally and fiscally sustainable for many years to come. The City's goals for this project include:

- Identify and serve current and future parks and recreational needs through an integrated park system that provides adequate open space, recreational services and facilities, trails, and stewardship of natural and cultural resources.
- Provide an accessible and diverse offering of parks and recreation facilities and programs to all residents of Wilsonville.
- Develop an action plan and strategy for prioritizing, phasing, funding, and accomplishing the identified needs.

B. Parks and Recreation Policies

The City of Wilsonville shall:

- Continue to provide and maintain a comprehensive system of parks, open space, natural areas, and trails to support the passive and active recreational needs of the community.
- Ensure that the developing areas of the City continue to provide accessible, nearby opportunities for residents or employees to engage in recreational activities.
- Promote the provision of indoor and outdoor spaces for recreational, natural, and cultural activities as an essential element in the development of a high-quality community.
- Continue to engage in managing creative partnerships, funding sources, and cooperative ventures in order to get the most value for the public dollar.

C. Implementation Measures

- Identify and encourage conservation of natural, scenic, and historic areas within the City.
- Provide an adequate diversity and quantity of passive and active recreational opportunities that are conveniently located for the people of Wilsonville.
- Protect the Willamette River greenway from incompatible uses or developments.
- Continue the acquisition, improvement, and maintenance of open space.
- Require small neighborhood parks (public or private) in residential areas and encourage maintenance of these parks by homeowner associations.
- Maintain and develop the current park system for centralized community-wide park facilities but emphasize the future acquisition of small parks in localized areas.

Section I: Introduction and Background

- Require developments to contribute to open space, where appropriate.
- Protect residents from bearing the cost for an elaborate park system, excessive landscape maintenance, and unnecessary public facility costs.
- Develop limited access natural areas connected where possible by natural corridors for wildlife habitat and watershed and soil/terrain protection. Give priority to preservation of contiguous parts of that network which will serve as natural corridors throughout the city for the protection of watersheds and wildlife.
- Identify areas of natural and scenic importance and where appropriate, extend public access to (and knowledge of) such areas to encourage public involvement in their preservation.
- Protect the river-connected wildlife habitat.
- Encourage the interconnection and integration of open spaces within the city and carefully manage development of the Willamette River Greenway.
- Provide for legal public access to the river only through and within the city parks, right-of-ways, easements, or other public property.
- Develop park classifications and standards to guide a program for acquisition and development of a park and open space system to ensure an adequate supply of usable open space and recreational facilities directly related to the specific needs of the local residents.
- Develop individual park and recreational sites, as defined by the parks and open space standards and classification system according to priorities established in the 2000 Comprehensive Plan and applied in the development of the neighborhood demographics.
- Require new developments to be responsible for providing specified amounts of usable on-site open space depending on the density characteristics and location of the development. Where possible, recreational areas should be coordinated with and complement Willamette River Greenway and other open space areas identified as environmentally sensitive or hazardous areas for development.
- Require all development within the Willamette River Greenway to be controlled through the conditional use permit process and shall be subject to Design Review approval.
- Continue to work on cooperative arrangements with the school districts to encourage provision of adequate year-round recreational programs and facilities, and to eliminate unnecessary overlap of facilities. Joint ventures in providing facilities and programs should be carefully considered in order to maximize the use of public funds in meeting local needs.
- Require facilities constructed to implement the Bicycle and Pedestrian Master Plan to be designed to ensure safe and convenient pedestrian, bike, and equestrian access (where appropriate) from residential areas to park, recreational, and school facilities throughout the city and to complement the methods and design of the Parks and Recreation Master Plan.

D. Parks and Recreation Department Overview

The City of Wilsonville is located in the South Portland Metropolitan area. The City has experienced rapid growth, and in 2017, its population was approximately 22,919 residents. As March 2018, the population has expanded to 24,315. The increased population along with a desire for healthier lifestyles has resulted in an increased demand for recreation services and facilities. The City recently consolidated services that were previously provided by the Public Works Department and the Community Services Department into its current Parks and Recreation Department. The City's diverse economy and beautiful setting make it a desirable place to live and work, and the parks and recreation system also contributes to this quality.

EXHIBIT A
Section I: Introduction and Background

Current parks and recreation acreage that serves Wilsonville residents consists of:

INVENTORY	2016 ACREAGE
Wilsonville	256
Wilsonville (Future Parks)	26
Schools	61
Schools (Future)	27
Golf Courses (Privately Owned)	294
Other Providers (Metro, HOAs, etc.)	367
Other Open Space/Landscape Area (meadows, wetlands, etc.)	487
Total	1,518

Wilsonville offers the following facilities and amenities:

- Community Center
- Murase Plaza with an amphitheater and interactive water features
- Tauchman House
- Stein-Boozier Barn
- 4 reserveable shelters
- 15 parks (approximately 256 total acres) including:
 - Neighborhood Parks
 - ◆ Courtside Park
 - ◆ Engelman Park
 - ◆ Hathaway Park
 - ◆ Park at Merryfield
 - ◆ Palermo Park,
 - ◆ Piccadilly Park
 - ◆ River Fox Park
 - ◆ Sofia Park
 - ◆ Trocadero Park
 - ◆ Willow Creek and Landover Park
 - Community Parks
 - ◆ Boones Ferry Park
 - ◆ Canyon Creek Park
 - Regional Parks
 - ◆ Memorial Park
 - ◆ Villebois Regional Park System-
 - Urban Parks
 - ◆ Murase Plaza
 - ◆ Town Center Park
- Special Use Areas
 - Willamette River Water Treatment Plant Park



Section I: Introduction and Background

- Natural Areas
 - Graham Oaks Nature Park is owned/maintained by Metro. The property lies just west of the city but provides many recreation opportunities for residents and visitors. It is 250 acres.
- Greenway/Greenbelt
 - Tranquil Park
- Trail Corridors

Throughout Wilsonville, trails occur either within existing parks or as standalone corridors. Three trail corridors are identified as parcels:

 - Boeckman Creek Crossing Trail
 - Memorial to Boones Ferry Trail
 - Ice Age Tonquin Trail

Wilsonville parks contain various amenities such as:

- Sports fields
- Tennis courts
- Basketball courts
- Playgrounds
- Picnic areas
- Shelters
- Restrooms
- Walking trails
- Open spaces
- Disc Golf course
- Pickleball courts
- Dog park
- Interactive water features

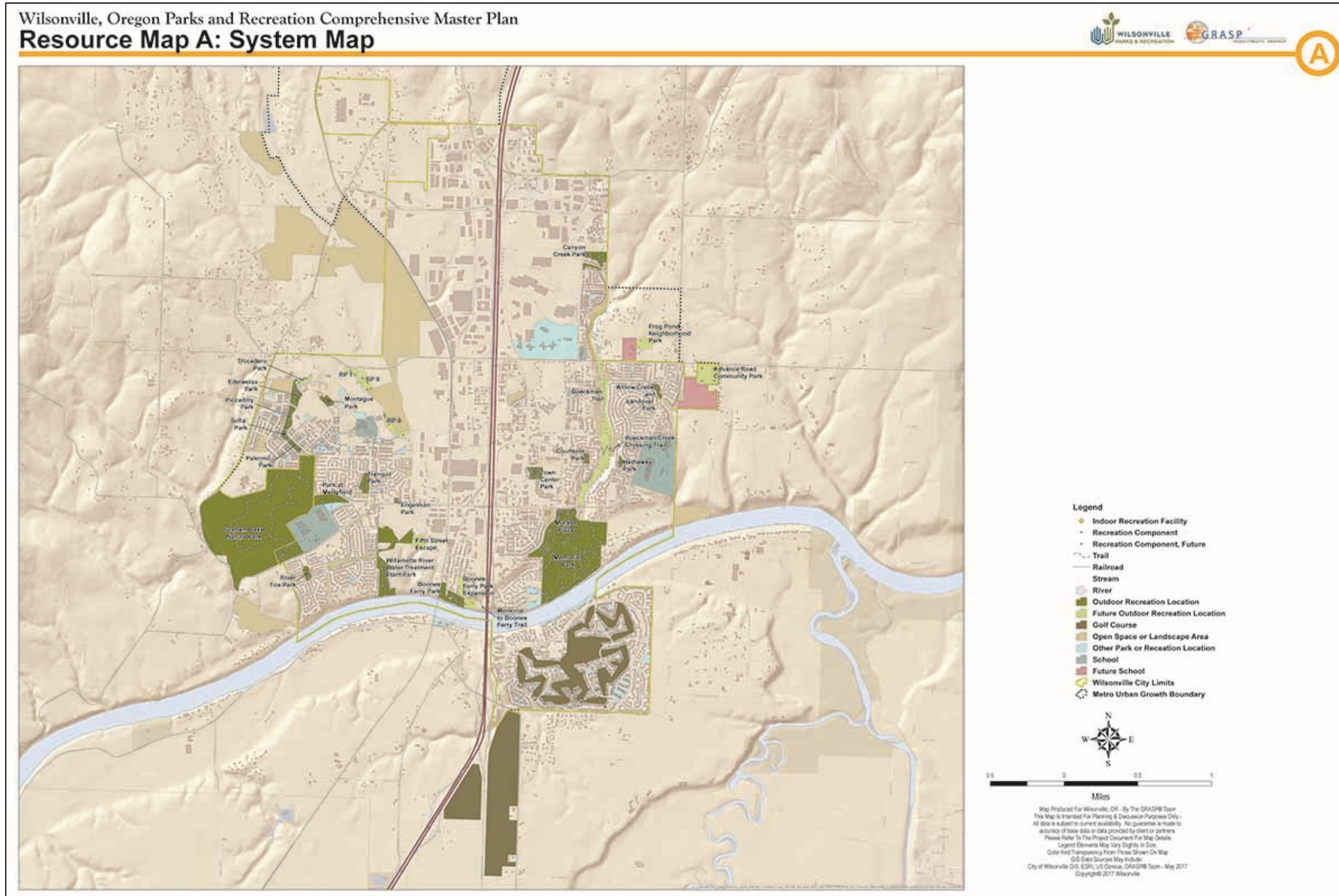


Specific programs and services are offered for youth and families, adults, and active adults 55+:

- Arts and crafting
- Health and fitness programs
- Wellness programs
- Outdoor adventure programs
- Sports activities
- Family activities
- A wide range of life skills classes
- Facility and field rentals
- Year-round special events
- Partnership with the library to offer youth, teens, and adult programs
- Social Services including:
 - Assistance to seniors and adults with disabilities
 - Assistance with affordable housing and assisted living facilities
- Senior Nutrition Program

Map 1: City of Wilsonville Parks and Recreation System Map

Map (Note: some alternative provider parks, golf courses, open spaces and other parcels displayed on this map may fall outside the Wilsonville city boundary, but adjacency may still be important to residents and users)



E. Methodology of this Planning Process

The plan included a comprehensive public input process encompassing public meetings, focus groups, and a statistically-valid survey. Analysis of all collected data provides an understanding of how well the Parks and Recreation Department is currently meeting the community's expectations and recommendations to maintain, improve, and enhance the level of services, facilities, and programs provided. It is important to utilize various methods for gathering input and assessing community needs while developing a master plan. Each piece is vital to the process and should be looked at collectively. Communities that gather input via open forums and stakeholder meetings, statistically-valid surveys, and national standards tend to get a more accurate depiction of needs.

The project consisted of the following tasks:

- Review and incorporation of other Wilsonville documents to facilitate the comprehensive coordination of direction and recommendations:
 - 2007 Parks and Recreation Master Plan
 - 2014 Community Survey
 - 2006 Bicycle and Pedestrian Master Plan
 - 2013 Comprehensive Plan
 - Individual park master plans
 - Inventory maps
 - Budgets
 - Work plans
 - Funding plans
 - Maintenance and facility documents
 - Activity Guides
 - Other planning documents utilized by the City and the Department
- Public and Stakeholder Engagement – A variety of methods for community participation resulted in extensive data collection for analysis. The following methods were used:
 - Staff interviews
 - Focus Groups
 - Stakeholder meetings
 - Community-wide public meetings
 - Statistically-valid community needs assessment survey
 - Open link community needs assessment survey
- Market Assessment
 - Demographic projections
 - Trends analysis
- Programs and Services Gaps Analysis
 - Park and facility tours
 - Review recreation programs
 - Review customer service programs
 - Review sports programs
 - Review policies, and practices
- Operational Analysis
 - SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis
 - Staff interviews
 - Review organizational structure
- Inventory and Level of Service Analysis
 - Inventory of parks, facilities, and amenities
 - ◆ Component-Based Methodology (CBM)
 - ◆ GRASP® Methodology (Geo-Referenced Amenities Standards Process)

Section I: Introduction and Background

- Analysis of walkability and bikeability
- Analysis of access to recreational opportunities
- Analysis of other service providers
- Funding Analysis
 - Examples of funding mechanisms for a new community recreation center gathered by the GreenPlay consulting team provided as staff document
 - Examples of funding mechanisms to build parks gathered by the GreenPlay consulting team provided as staff document
 - Parks and Recreation Department revenue analysis
- Final Plan with Recommendations and Actions
 - Goals, objectives, and an action plan for implementation
 - Action plan for facilities improvements
 - ◆ Operational impacts
 - ◆ Timeframe for implementation

Major tasks are summarized in detail in the sections of the master plan below.

F. City of Wilsonville Demographic Profile

To engage the community, the consultant team facilitated six (6) focus groups and thirteen (13) stakeholder meetings and one (1) public forum open to residents, many of whom frequently use the recreation and park facilities and/or programs provided by the City of Wilsonville Parks and Recreation Department. The information gathered is very important to determine public feedback on city parks and recreation facilities, services, and programs. These public input sessions and subsequent analyses were designed to assist the City and the project team in gathering information to update the 2007 Parks and Recreation Master Plan. The full results of the public input have been provided as a staff resource document. The resulting information will enable the City to effectively plan for the future of Wilsonville's parks and recreation facilities.

Population and Demographic Trends

Gaining a clear understanding of the existing and projected demographic character of the City is an important component of the planning process. By analyzing population data, trends emerge that can inform decision making and resource allocation strategies for the provision of public parks, recreation amenities, and open spaces. For example, if the population of young children was steadily on the rise and existing public recreation facilities for young children, such as playgrounds, were barely meeting existing user demand, then the City may want to consider targeting investments to meet the increasing needs of this growing segment of the population.

Key areas were analyzed to identify current demographic statistics and trends that can impact the planning and provision of public parks and recreation services in the City of Wilsonville. Community characteristics analyzed and discussed consist of:

- Existing and projected total population
- Age distribution
- Ethnic/Racial diversity
- Household information
- Educational attainment
- Employment
- State and County Health Ranking

EXHIBIT A
Section I: Introduction and Background

This demographic profile was completed using the most updated information available (as of May 2017) from the U.S. Census Bureau’s 2015 American Community Survey and the U.S. Census Data. In several categories studied, the most current data available is from 2016. A summary of demographic highlights is noted in **Table 2** below, followed by a more detailed demographic analysis.

Table 1: 2016 City of Wilsonville General Demographic Profile

Population	22,919
Median Age	37
Average Household Size	2.32
Households	9,305
Median Household Income	\$56,181

Source: U.S. Census Bureau

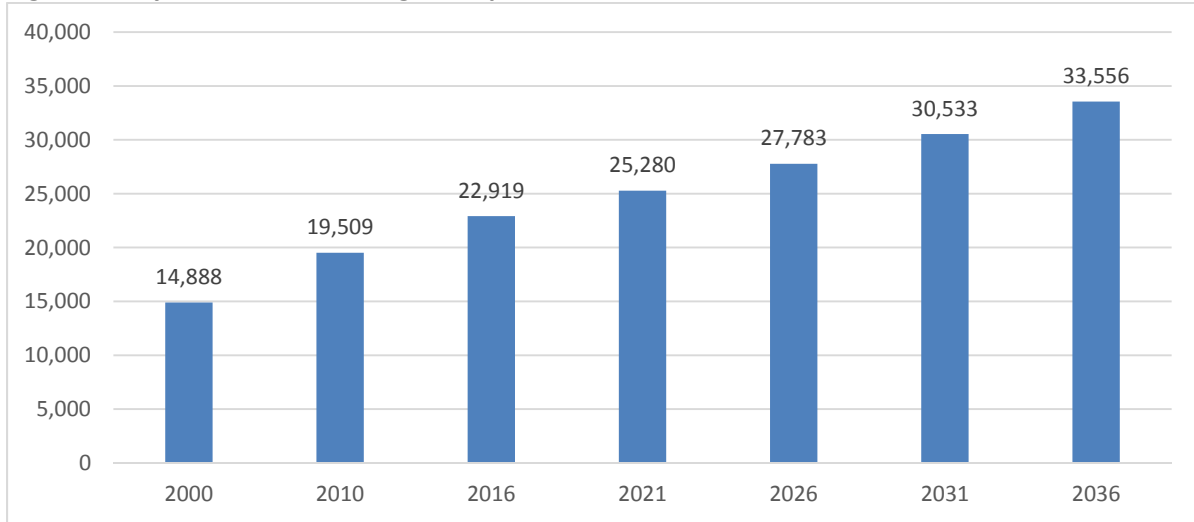
Key general demographic comparisons – Local, State, and National:

- The median age of City of Wilsonville residents was 37 years, lower than the median age for Oregon (39.4) and the United States (38).
- The median household income for City of Wilsonville residents in 2016 was estimated to be \$56,181. This was higher than the statewide (\$52,196) and the national (\$54,149) median household incomes.
- The City of Wilsonville’s population was almost evenly split between male (47.2%) and female (52.8%) residents. The populations of Oregon and the United States are also roughly evenly divided between the genders.

Population Projections

Although future population growth cannot be predicted with certainty, it is helpful to make growth projections for planning purposes. The State of Oregon was predicted to grow by a rate of 0.9 percent from 2016 to 2021; the United States was projected to grow at a slightly lower rate (0.8%). **Figure 1** contains actual population figures based on the 2000 and 2010 U.S. Census for City of Wilsonville. Data from the U.S. Census concludes that the population of the city was expected to increase at a rate of 10.3 percent between 2016 and 2021 and by 21.2 percent between 2016 and 2026. **Figure 1** projects population growth until 2036, although this growth rate could differ. Chronologically, the following population growth rates have been projected for the city, except for the period between 2000 and 2010, for which the growth rate has been recorded.

Figure 1: City of Wilsonville, Oregon, Population Growth Trend



Source: U.S. Census Bureau, future populations projected using 2016 – 2021 annual growth rate (1.89%)

Population Age Distribution

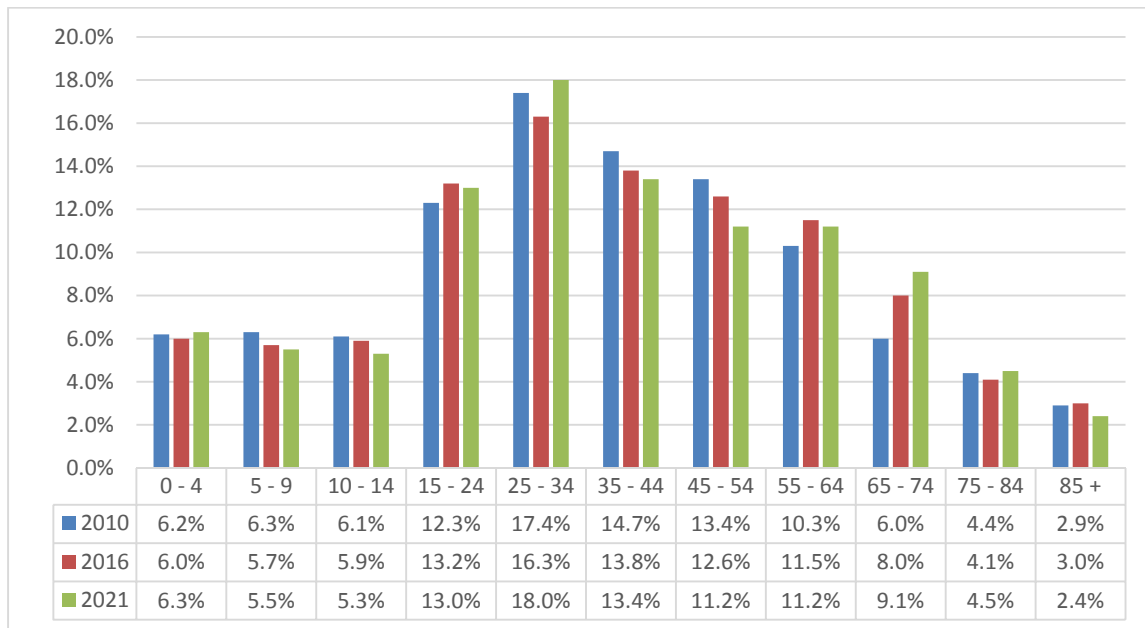
The existing and projected population of different age groups within the City of Wilsonville is illustrated in the following series of figures. **Figure 2** illustrates the 2010 Census recorded population, the 2016 estimated population, and the 2021 projected populations.

Several key age characteristics of the existing and projected City of Wilsonville population include:

- The median age of city residents appears to be slowly increasing.
- According to data from the U.S. Census Bureau, the median age rose slightly from 36.2 in 2010 to 37 in 2016. However, the median age is expected to decrease to 36.4 in 2021.
- Projections suggest that the age group expected to see the most growth is the 65 to 74-year-olds in the City of Wilsonville, which is likely to rise 3.1 percent between 2010 and 2021.
- The age group of 45 to 54 is anticipated to decrease between 2010 and 2021 by 2.2 percent.
- The 25 to 34 age group decreased by about 1 percent from 2010 to 2016, but is expected to increase by almost 2 percent in 2021.

EXHIBIT A
Section I: Introduction and Background

Figure 2: Population Age Distribution in City of Wilsonville, 2010 to 2021



Source: U.S. Census Bureau

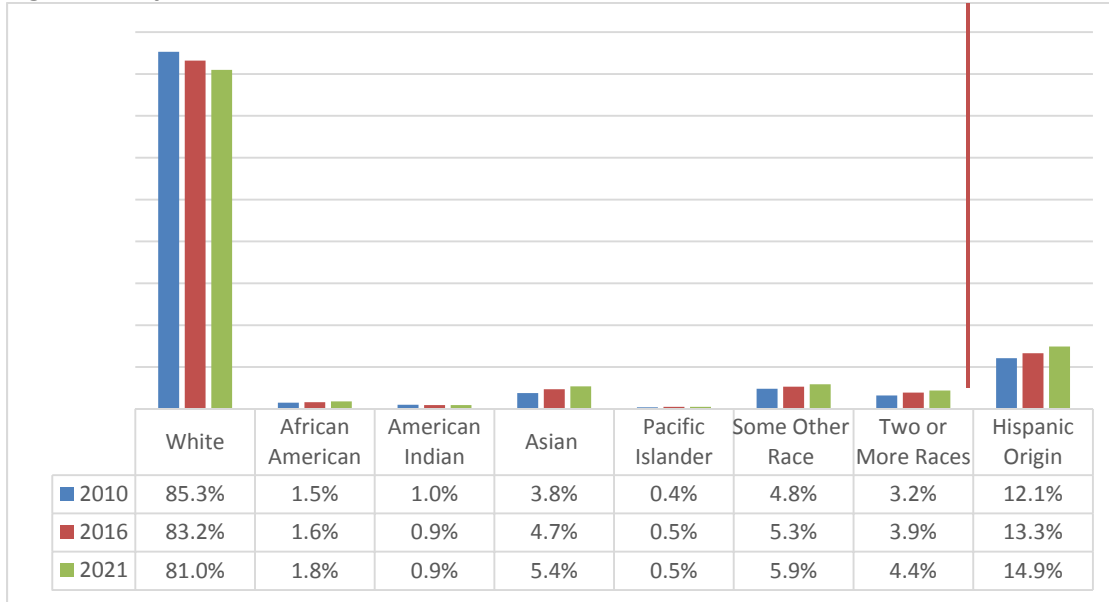
As shown in **Figure 2**, in 2016, the most populous age groups were 25 to 34 years old (16%), 35 to 44 years old (14%), and those between 45 to 54 years old and 15 to 24 years old (both 13%).

Race/Ethnicity

Prior to reviewing demographic data pertaining to a population’s racial and ethnic character, it is important to note how the U.S. Census classifies and counts individuals who identify as Hispanic. The Census notes that Hispanic origin can be viewed as the heritage, nationality, lineage, or country of birth of the person or the person’s parents or ancestors before arrival in the United States. In the U.S. Census, people who identify as Hispanic, Latino, or Spanish may be any race and are included in all of the race categories. All race categories add up to 100 percent of the population, the indication of Hispanic origin is a different view of the population and is not considered a race.

Figure 3 reflects the approximate racial/ethnic population distribution for the City of Wilsonville based on the 2010 U.S. Census and 2015 American Community Survey

Figure 3: City of Wilsonville Racial and Ethnic Character 2010, 2016, and 2021



Source: U.S. Census Bureau

Household Information

As reflected in **Table 3**, the total number of housing units in the City increased by 1,497 units between 2010 and 2016. The overall number of owner-occupied households are expected to decrease about 1.4 percent from 2010 to 2016, while the percentage of vacant housing units is expected to decrease by 0.6 percent. The number of renter-occupied households is anticipated to increase 2 percent from 2010 to 2016.

Table 2: City of Wilsonville Housing Inventory

	2010	2016
Total housing units	8,487	9,984
Owner Occupied units	42.8%	41.4%
Renter Occupied Units	49.8%	51.8%
Vacant housing units	7.4%	6.8%

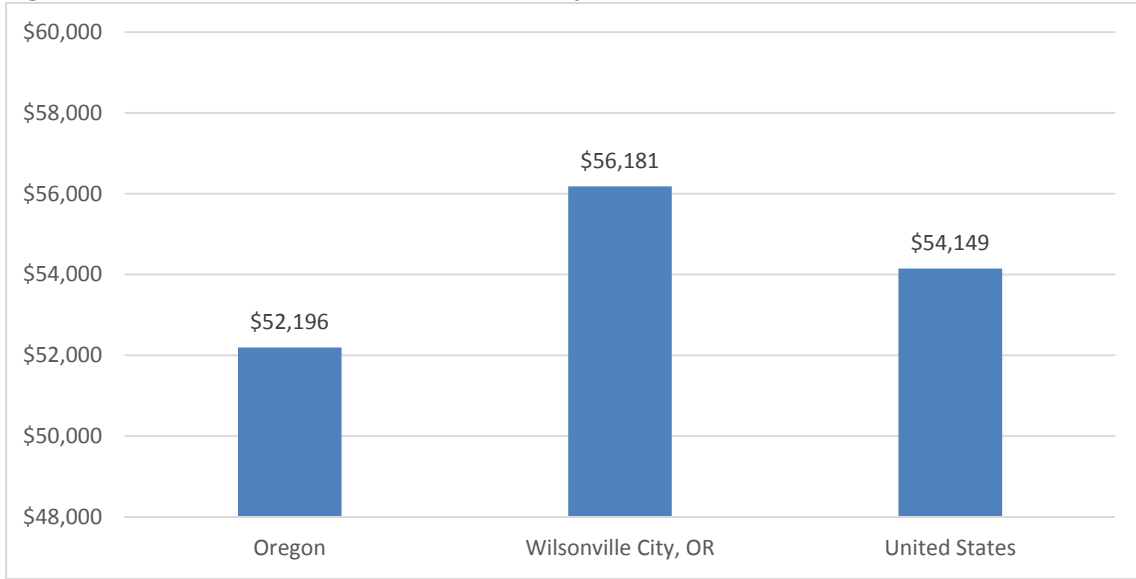
Source: U.S. Census Bureau

Household Income

The most current data (2016) from the U.S. Census Bureau and the American Community Survey, illustrated in **Figure 4**, indicates that the median household income in the City of Wilsonville was higher than that of the average household in Oregon and the United States. The median household income in Wilsonville averaged \$56,181, while Oregon averaged \$52,196, and the United States averaged \$54,149.

EXHIBIT A
Section I: Introduction and Background

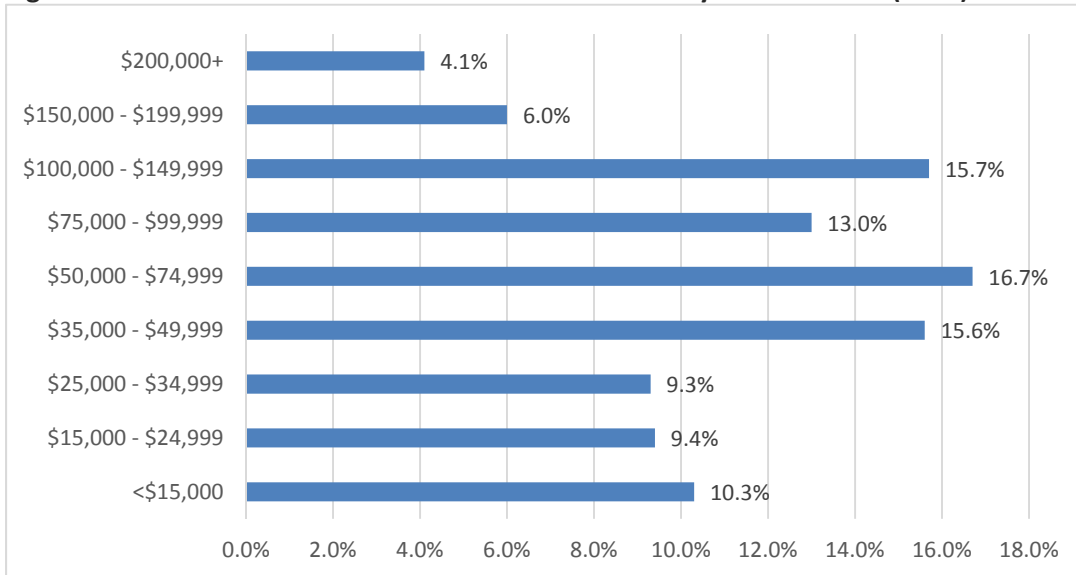
Figure 4: 2016 Median Household Income Comparison



Source: U.S. Census Bureau

Figure 5 illustrates the distribution of household median earnings in the City of Wilsonville in 2016. Nearly 17 percent of residents earn between \$50,000 and \$74,999. Almost 29 percent of households earn less than \$34,999. About 26 percent of households earn \$100,000 or more.

Figure 5: Distribution of Median Household Income in City of Wilsonville (2016)



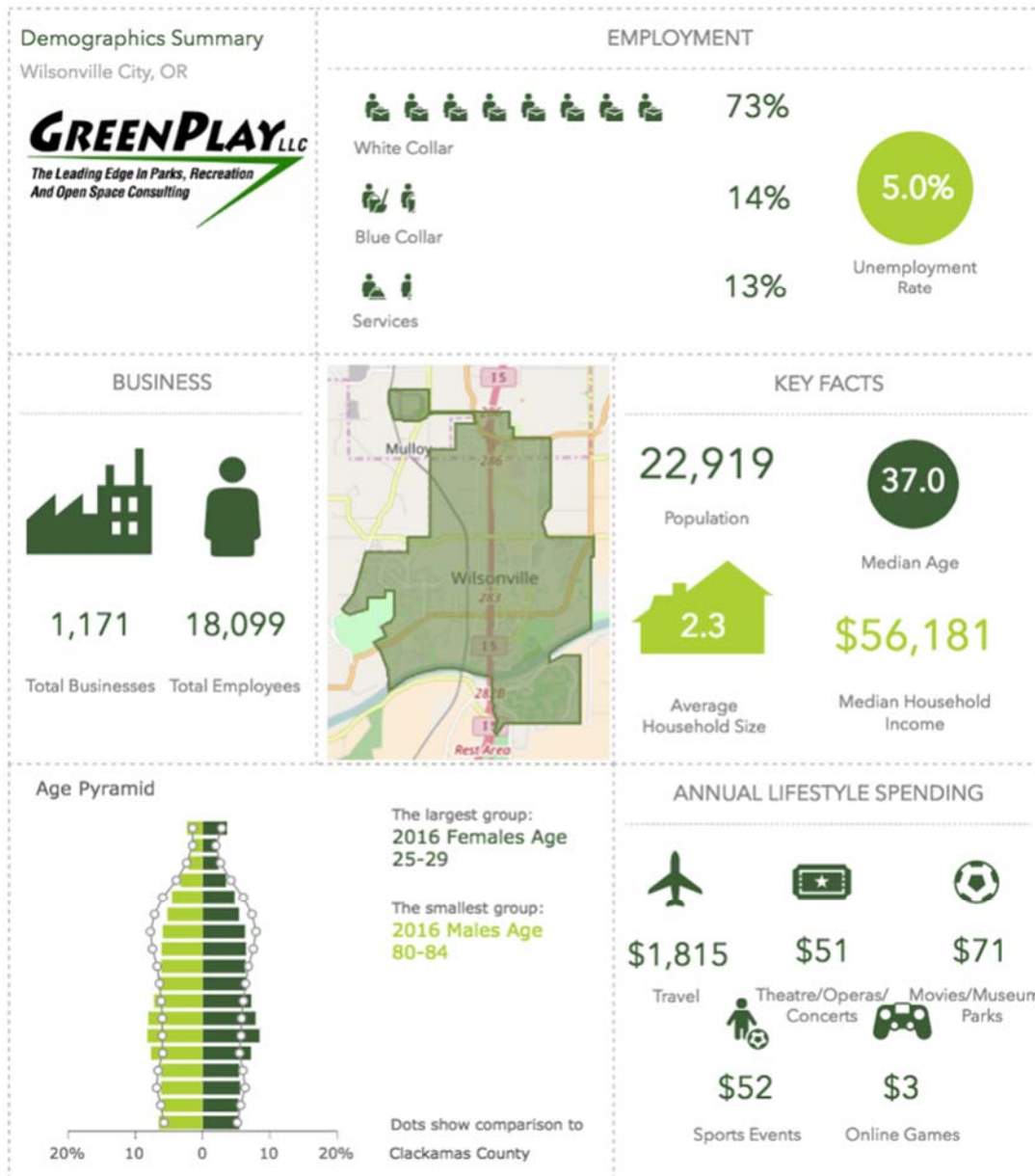
Source: U.S. Census Bureau

EXHIBIT A
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Health Ranking

Specific health ranking data for the City of Wilsonville is not readily available. However, the 2017 County Health Rankings for Clackamas County and Washington County do provide a comparison of each county to others in Oregon. Washington County ranked 1 out of the 36 counties; Clackamas County ranked 2 out of the 36 counties in Oregon in terms of health outcomes, a measure that weighs the length and quality of life of residents. Washington County ranked 2nd for health factors, while Clackamas County ranked 4th for health factors. Health factors is a measure that considers the population’s health behaviors, clinical care, social and economic factors and physical environment.

The following graphic summarizes the key demographic information for the City of Wilsonville



U.S. Census Bureau, ESRI Business Analyst, May 2017

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II. Community and Stakeholder Input

Six focus groups and 13 stakeholder meetings were conducted comprising a total of 42 participants, along with one public forum open to residents, many of whom frequently use the recreation and park facilities and/or programs located in the City of Wilsonville. While these activities were just one of the tools used to determine community input, the information gathered is very important to identify the parks and recreation needs of the community. The following is a summary of the focus groups, stakeholder meetings, and public forum input.

Focus group participants were asked a series of questions. Select questions and their top responses are indicated below, listed in order of highest response rate.

Strengths of the current City of Wilsonville Parks and Recreation Department:

- Parks and Recreation staff is professional
- Wilsonville parks are enjoyable
- Water features are extremely popular
- Parks and Recreation look at the whole community
- Maintenance very responsive
- Flexible, small group, work directly with constituents
- City knows importance of community involvement
- Summer Concerts
- Korean War Memorial

Weaknesses and areas of improvement that need to be addressed:

- Communication
- Connectivity
- Field maintenance, drainage on the fields, more fields needed
- No launch points for river
- Roads are not walkable or safe for running
- No bike lanes/people cycle out of town because unsafe
- Relationship with volunteers, field maintenance, risk management
- Need a paved parking lot by the river shelter, forest shelter may not need to be paved
- No police presence in the parks, security in parks, conflicts with park users
- Enforcement of leash laws

Additional programs or activities desired:

- More outdoor concerts
- Food truck events
- More cultural events with the Korean population
- Equestrian outreach
- Outdoor recreation/nature programs
- Aquatics
- Indoor Pickleball
- Embrace the river for paddle sports – Boones Ferry

*Section II: Community and Stakeholder Input***New amenities desired:**

- River access/overlooks/walking trails
- Motorized and non-motorized boat launches
- Athletic fields at the new middle school/ Synthetic turf fields
- Bike/walking connections with existing trails/north
- Lighting/concessions/storage at ballfields
- Recreation Center
- Outdoor amphitheater at Memorial Park
- Outdoor venues with seating overlooking the park/parklets in the Town Center
- Swimming pool year-round
- Paved parking at River Shelter

New services desired:

- Better collaboration
- Apps for parks
- In-house programming/summer camps
- Boat rentals at Boones Ferry
- Cultural activities and events to bring the community together

Key issues and values:

- Low-maintenance parks – develop without need for watering
- Need an identity – Branding
- Develop better collaboration
- WERK Day – come help your community make your parks better
- Get the community to help where they can – “You can help by”
- Balance of development – need a downtown
- Balance cost of maintenance with cost of developments
- Balance with environment
- Conflicts between development and livability

Top parks and recreation priorities:

- Access to the river
- Connectivity
- Parking lot at River Shelter
- Synthetic turf fields
- Boones Ferry Park development
- Collaborations with stakeholders, City Departments, School District, and others
- Address pedestrian and bike safety

A. Community Survey Summary

Introduction & Methodology

The purpose of this needs assessment survey was to gather public feedback on City of Wilsonville parks and recreation facilities, services, and programs. This survey research effort and subsequent analysis were designed to assist the City of Wilsonville’s Parks and Recreation Department in updating the City’s 2007 Parks and Recreation Master Plan for future enhancements to existing and new facilities, and services.

Section II: Community and Stakeholder Input

The survey was conducted using three primary methods: 1) a mail-back survey, 2) an online, invitation-only web survey to further encourage response from those residents already within the defined invitation sample, and 3) an open-link online survey for members of the public who were not part of the invitation sample.

A total of 3,500 surveys were mailed to a random sample of City of Wilsonville residents. The final sample size for this statistically-valid survey was 663, resulting in a margin of error of approximately +/- 3.8 percentage points calculated for questions at 50 percent response. The open link survey received an additional 318 responses.

Summary of Selected Findings

- **Parks Highly Used and Valued by Residents**
 - Ninety-three percent (93%) of invitation sample respondents used a Wilsonville park in the past year.
 - Ninety-six percent (96%) of invitation respondents are satisfied with parks their households have used in the past two years.
 - Open-ended comments reinforce that residents are proud of the adequacy of Wilsonville parks.
- **Safety and Maintenance are Important Factors in Choosing a Park and Increasing Usage**
 - About 9 in 10 invitation respondents rated “safety and security” and “well-maintained” as important qualities in choosing the park they use most often.
 - Visitors of Murase Plaza and Sofia Parks were particularly likely to rate these items as important in selecting those parks.
 - A notable share of invitation respondents indicated that condition/maintenance of parks or facilities (42%) and safety and security (38%) are important areas for the City of Wilsonville to address in order to increase their utilization of parks and recreation facilities.
 - Almost half of all invitation respondents (47%) reported that making improvements and/or renovating existing amenities at parks are important to address over the next 5 to 10 years.
- **Trail and Pathway Connectivity is a High Priority**
 - Most respondents drive or walk to their most-used parks; biking is much less common.
 - When asked to indicate their top three priorities for Wilsonville to address over the next 5 to 10 years, 54 percent of invitation respondents selected “increase number and connectivity of trails and pathways,” making it the most-prioritized item.
 - When asked the factors that, if addressed by the City of Wilsonville, would increase their utilization of Wilsonville facilities, 45 percent of invitation respondents selected “safe and easy access to parks (sidewalks, trails, street crossings),” making it the most-selected item.
 - Ninety percent (90%) of invitation respondents said trails and pathways are important to their household.
- **Preservation of Open Space/Land Acquisition is a Top Priority**
 - Seventy-three percent (73%) of invitation respondents rated preserving open space/land acquisition as important.
 - Fifty percent (50%) of invitation respondents chose preservation/land acquisition as one of their top three priorities over the next 5 to 10 years, making it the second most-selected priority item.

Section II: Community and Stakeholder Input

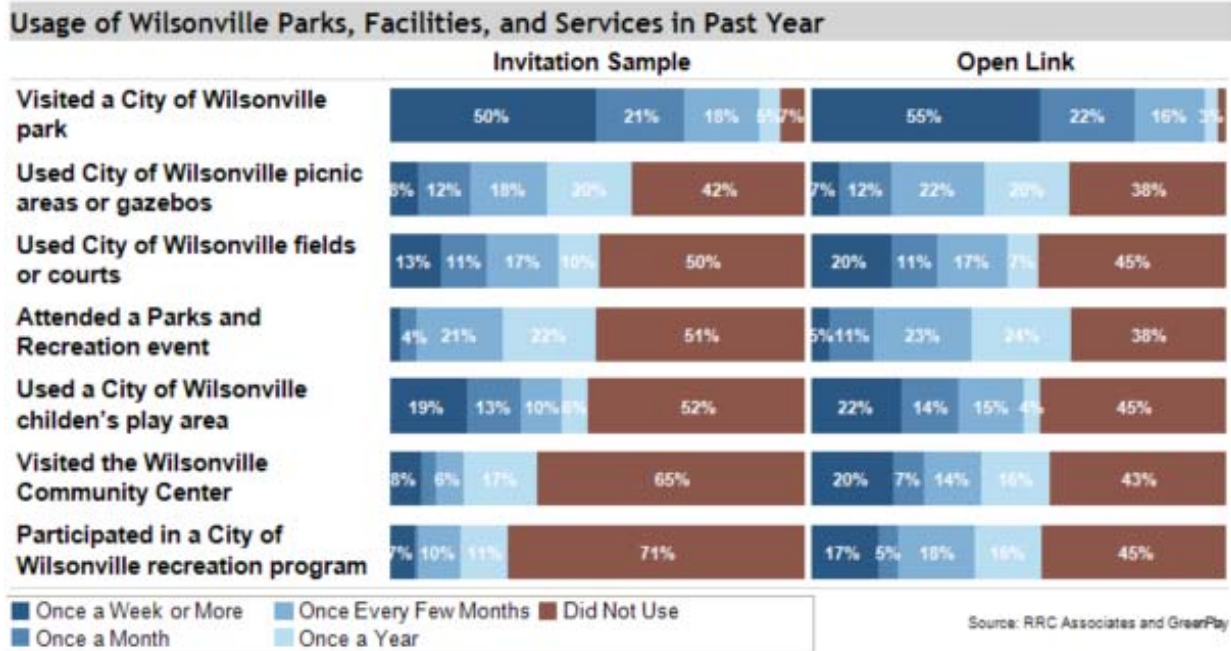
- **Expansion of the Farmers Market Desired**
 - Seventy percent (70%) of invitation respondents expressed interest in the addition or expansion of the farmers market, and 46 percent selected it as one of their top three priorities, making it the most-selected item.
 - Open-ended comments suggest there are parking/accessibility issues with the current farmers market in Sofia Park.
- **Priorities Vary By Presence of Children in the Home**
 - Households with children present are more likely to rate quality equipment/amenities and water features as important when choosing a park.
 - Adding indoor and outdoor athletic courts are higher priorities for households with kids at home than those without kids at home.
 - Households with kids are much more likely to prioritize water equipment rentals, water features/splash pads, and preschool programs as specific items for addition/expansion.
- **Open Link Sample Respondents are More Engaged in Parks and Recreation Programs and More Likely to Desire Program Improvements**
 - Fifty-five percent (55%) of open link respondents participated in a Wilsonville recreation program/class in the previous year (vs. 29% of invitation sample respondents).
 - Open link respondents were notably more likely to rate recreation programs/classes as more important than invitation respondents, who were more likely to prioritize the expansion of programs and activities as a need over the next 5 to 10 years, and would be more likely to utilize facilities if there were more recreation programs and community events available.

In addition to the findings above, other relevant information and findings were gathered during the survey. The following sections summarize additional significant findings.

Usage of Parks/Facilities in Past Year

A notable 93 percent of invitation respondents visited a City of Wilsonville park in the past year, while all other items were used less frequently. Open link respondents more frequently used all of the parks/facilities last year than invitation respondents did. In particular, they were more likely to participate in a recreation program or visit the Wilsonville Community Center.

Section II: Community and Stakeholder Input



Comments on Influential Factors

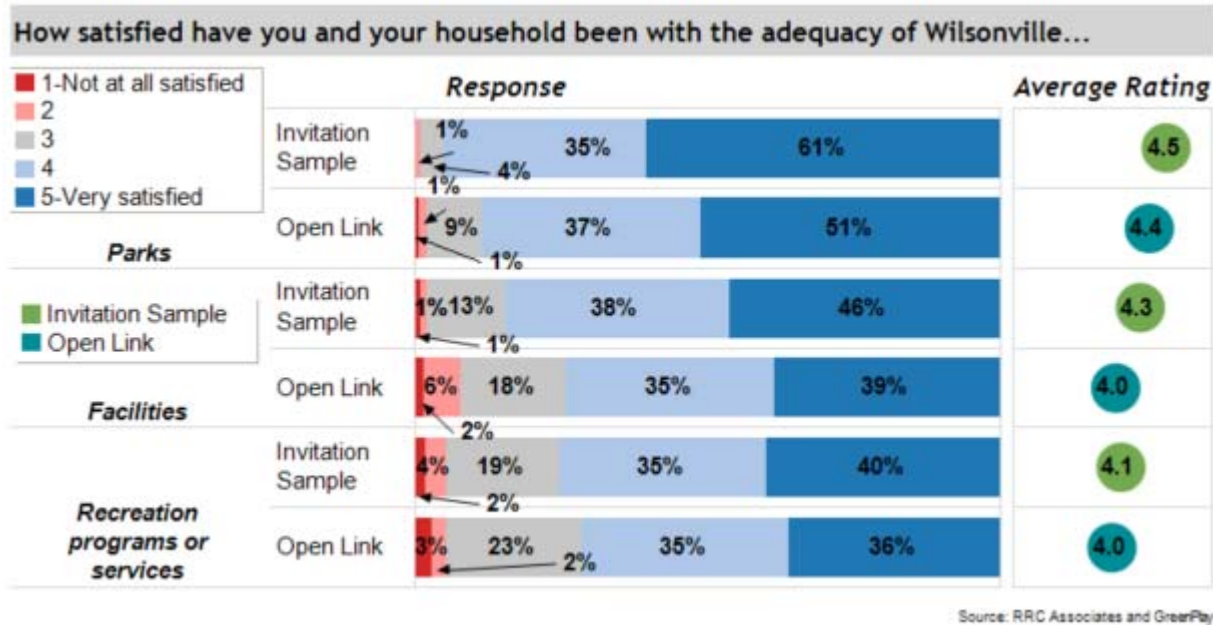
Respondents were offered an opportunity to expand upon the factors that influence the park where they go most often. Residents take into account a variety of factors, including dog parks, kid-friendly features, trails, proximity to retail, and events, among other items. A selection of verbatim invitation responses is shown below. The full listing of responses is provided in the appendix.



Section II: Community and Stakeholder Input

Satisfaction with Parks & Recreation

Most respondents were very or mostly satisfied with regards to the adequacy of Wilsonville parks and facilities. Nearly all invitation respondents are satisfied with parks (with 96% of respondents providing a rating of 4 or 5). Overall, invitation respondents are more satisfied than open link respondents.



Importance vs. Needs Met Matrix – Current Facilities

The level of importance for current facilities and the degree to which community needs are being met as reported in the needs assessment are illustrated in the following figure. The upper right quadrant depicts facilities that have high importance to households in Wilsonville and are also adequately meeting community needs. As these facilities are important to most respondents, they should be monitored and maintained in coming years, but are less of a priority for immediate improvements, as needs are currently being met:

- Trails and pathways
- Community and neighborhood parks
- Picnic tables and shelters
- Children play areas
- Athletic courts (basketball, pickleball, etc.)
- Water features/splash pad

Facilities located in the upper left quadrant have a high level of importance but a relatively lower level of needs being met, indicating that these are potential areas for enhancements. Improving these facilities would likely positively affect the degree to which community needs are met overall:

- Willamette River Access

Shown in the lower right quadrant are facilities that are less important to most households, yet are meeting the needs of the community well. Future discussions evaluating whether the resources supporting these facilities outweigh the benefits may be constructive:

- Athletic fields (soccer, softball, etc.)
- Rental facilities (Tauchman House, etc.) (on the cusp of low needs met)

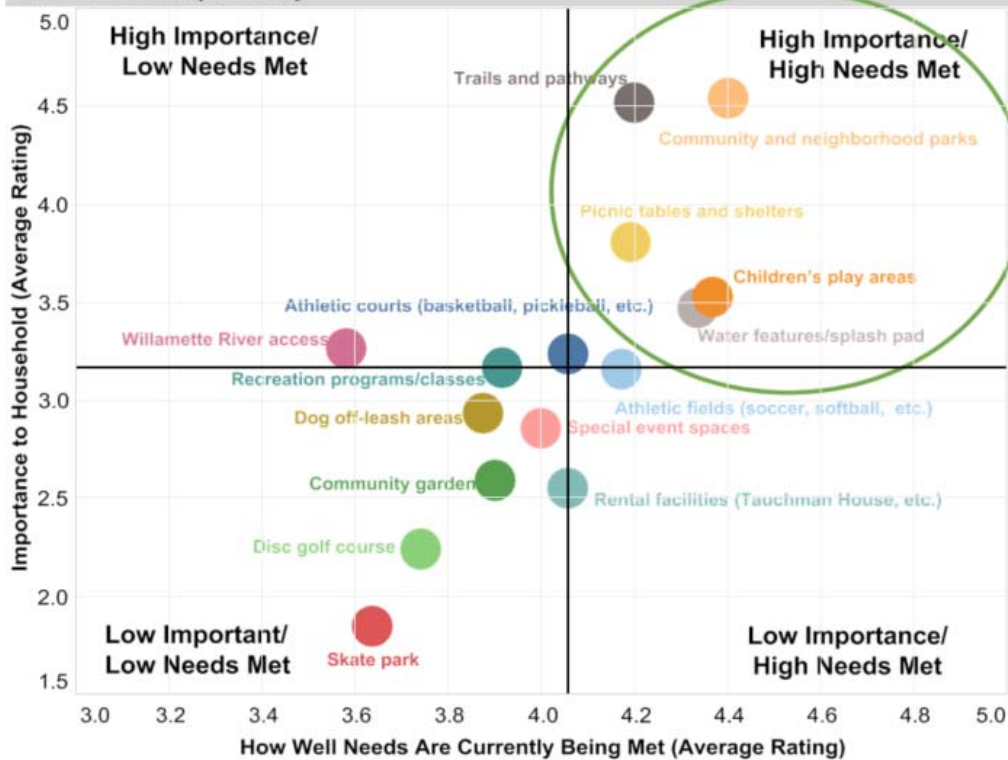
Section II: Community and Stakeholder Input

Finally, facilities found in the lower left quadrant do not meet community needs well and are also important to a smaller portion of the community. Deemed “niche” facilities, these amenities typically have a smaller but passionate following, so measurements of participation in discussions around future continuation or improvements may prove to be valuable:

- Recreation program classrooms (on the cusp of high importance)
- Dog off-leash areas
- Community garden
- Disc golf course
- Skate park

IMPORTANCE-PERFORMANCE MATRIX

Level of Importance vs. Needs Met for Current Wilsonville Facilities - Invitation Sample Only

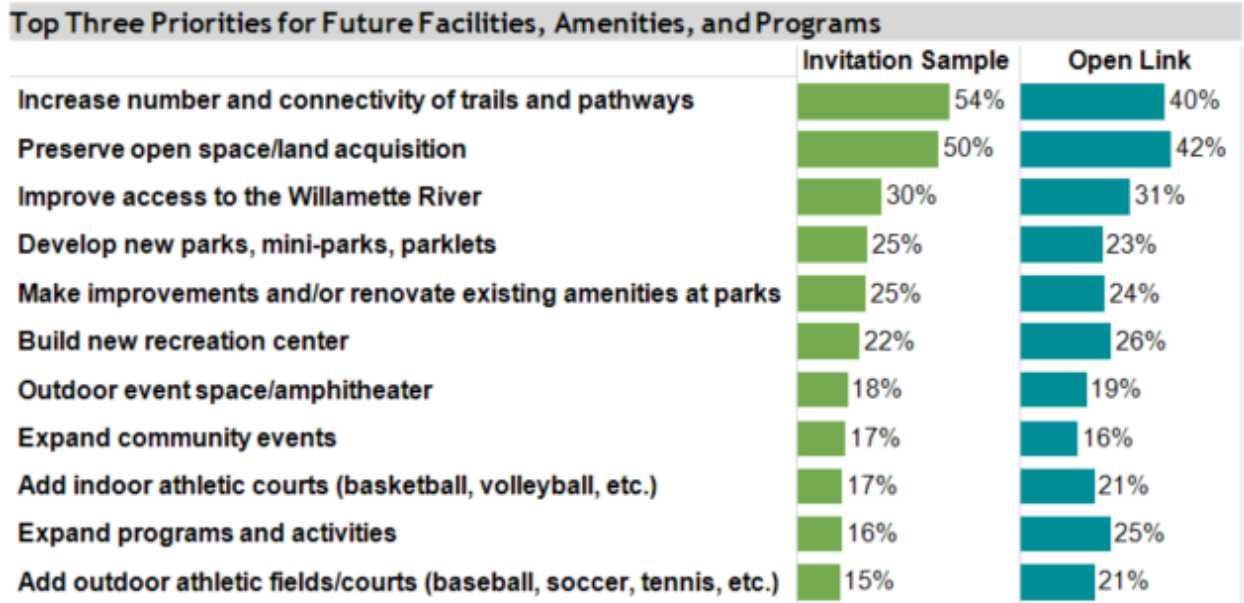


These facilities are more adequately meeting residents' needs

Top Three Future Facility Priorities

Fifty-four percent (54%) of invitation respondents and forty percent (40%) of open link respondents indicated that increasing the number of trails and pathways, and improving their connectivity is one of their top three priorities for the future (20% also selected it as their number one priority). A near equal share of respondents prioritized the preservation of open space/land acquisition (50% as one of their top three and 19% as their number one priority).

Section II: Community and Stakeholder Input

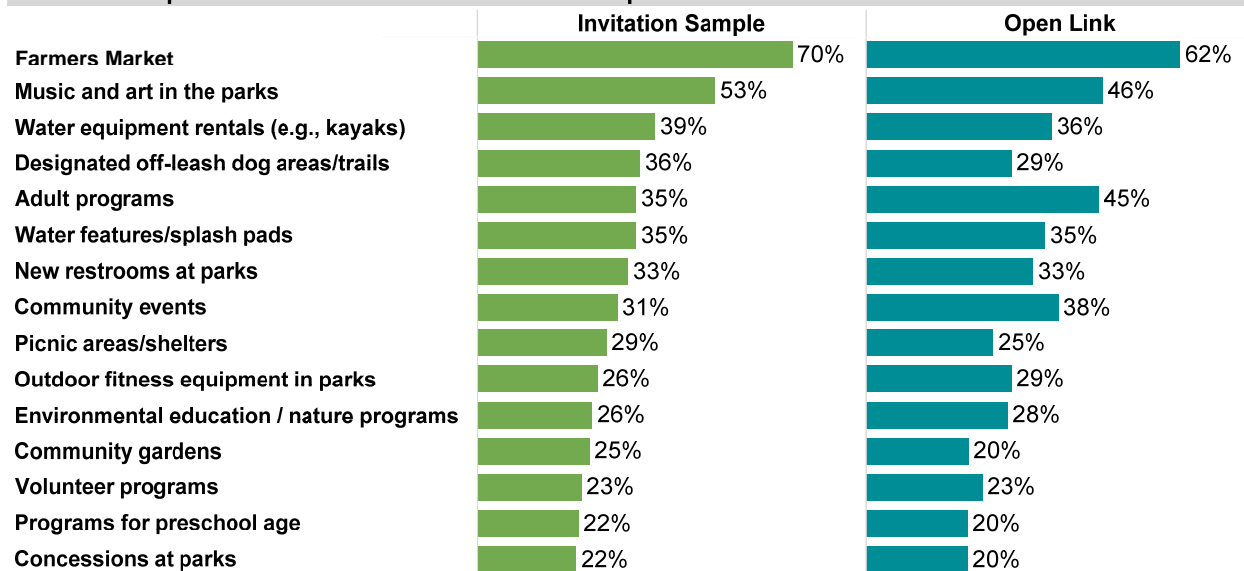


Source: RRC Associates and GreenPlay

Specific Amenities and Services

Respondents reported a desire for the addition or expansion of a number of facilities/amenities and programs/services, with invitation respondents reporting an average of 7.2 items from the list. Most selected amenities include the farmers market (70%) and music and art in the parks (53%). Open link respondents had a greater interest in adult programs and community events than invitation respondents.

Interest in Specific Amenities and Services - Top 15 Selections



Source: RRC Associates and GreenPlay

Section II: Community and Stakeholder Input

Best Way to Receive Information

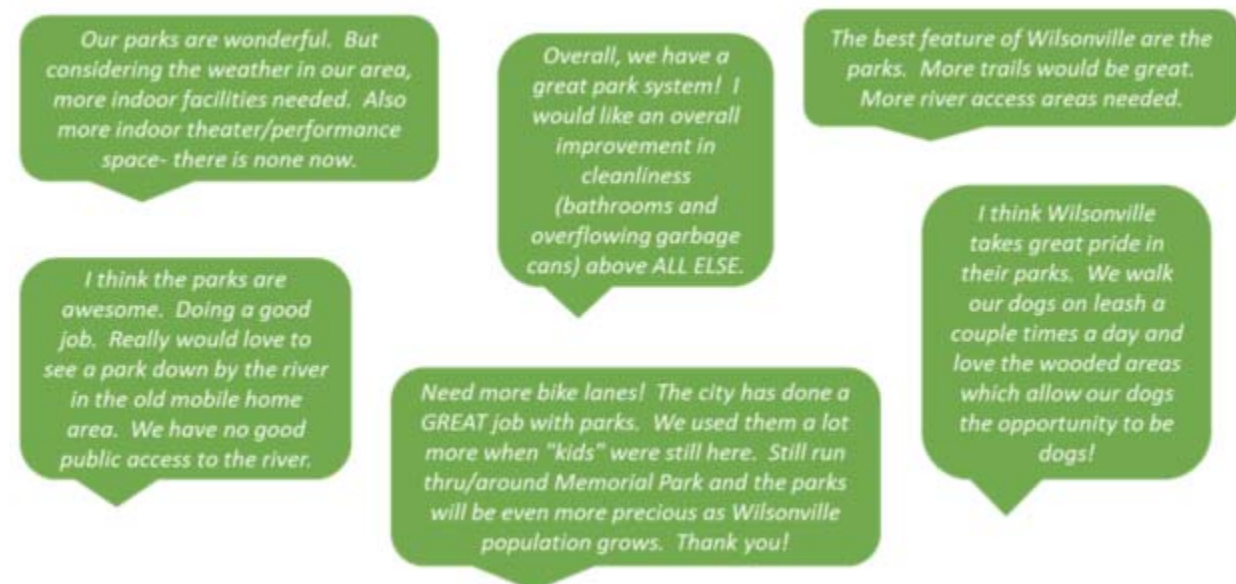
The best way to reach invitation respondents is in the City newsletter/Boones Ferry Messenger (54%), the Parks and Recreation Activity Guide/Brochure (53%), through the internet/website (44%), or an email from the city (43%). Open link respondents were somewhat more likely to select the activity guide (61%), email from the city (54%), internet/website (51%), social media (35%), and word of mouth (25%).

Best Way to Receive Information on Parks and Recreation Facilities, Services, and Programs		
	Invitation Sample	Open Link
City newsletter/Boones Ferry Messenger	54%	55%
Parks and Recreation Activity Guide/Brochure	53%	61%
Internet/website	44%	51%
E-mail from the City	43%	54%
Local newspaper	31%	32%
Social media (e.g., Twitter, Facebook)	29%	35%
Street banners	21%	18%
Flyers/posters at businesses	18%	17%
At recreation facility/recreation program location	16%	22%
Word of mouth	15%	25%
School email/newsletter	11%	19%

Source: RRC Associates and GreenPlay

Additional Comments/Suggestions

At the end of the survey, respondents were given the opportunity to provide any additional comments or suggestions for City of Wilsonville Parks and Recreation. Themes that came up frequently through the survey were again prominent in this comment field, including a desire for additional programs and events, upgrades to existing facilities, increased trail and pathway connectivity, and enhanced river access. Many invitation respondents also took the opportunity to praise the efforts of the department. A selection of verbatim invitation responses is shown below. The full listing of responses is provided in the appendix.



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III. Parks and Recreation Influencing Trends

The provision of public parks and recreation services can be influenced by a wide variety of trends, including the desires of different age groups within the population, community values, and popularity of a variety of recreational activities and amenities. Within this section of the plan, a number of local and national trends are reviewed that should be considered by the City when determining where to allocate resources toward the provision of parks, recreational facilities, and recreational programming to its residents and visitors.

This section of the report is generally organized into two sections:

1. Review of estimated Wilsonville household participation in, and spending on, a variety of recreational, sports, fitness, and leisure activities. Opportunities for participation in many of the activities analyzed are provided through city facilities and programs.
2. Overview of key national recreation trends pertinent to the provision of parks, recreation facilities, and open spaces relevant to the population of the City of Wilsonville.

The following are the major highlights, the full report is in the appendix.

Local trends reviewed are based on analysis of Esri Business Analyst models compiled in May 2017 for the City of Wilsonville. These models combined demographic, lifestyle, and spending estimates that provide insight into the general participation habits of city residents in recreation, fitness, and leisure activities. The models also estimate the city-wide economic impact of spending by city households on various recreation, fitness, and leisure activities.

National trends reviewed draw upon information from a variety of relevant and recent industry reports, studies, and publications. Topics discussed provide insight on current trends influencing the provision of public parks and recreation services nationwide, but are applicable in the provision of these public services locally.

A. Estimated Household Participation Rates and Spending

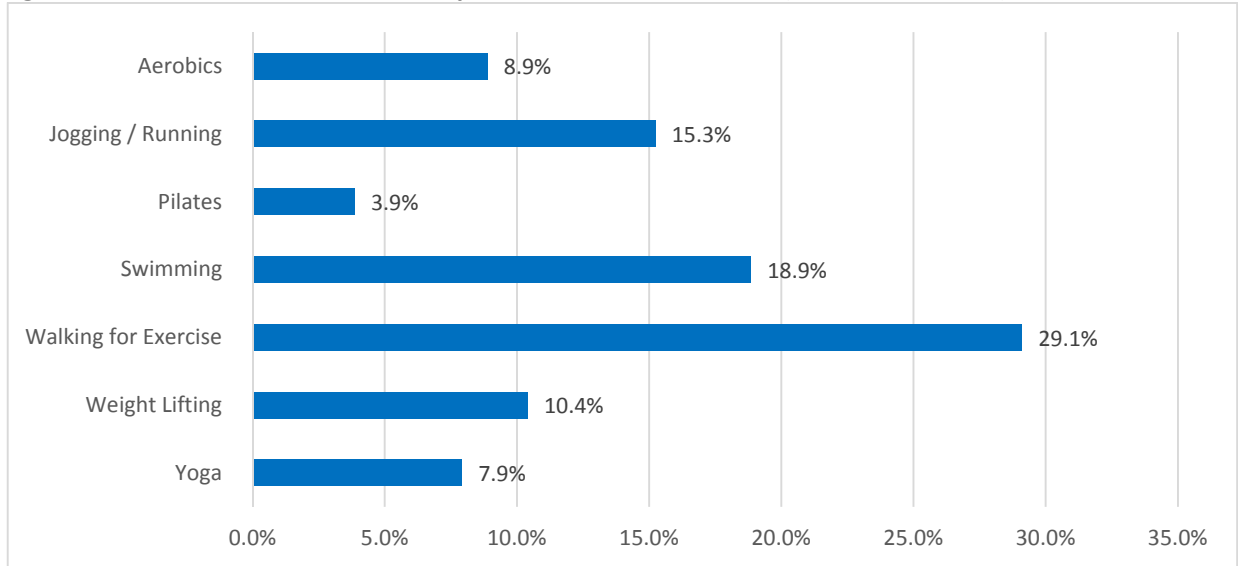
Through Esri Business Analyst, a combination of information (from the U.S. Census Bureau, Bureau of Labor Statistics, and other data sources that gauge national tendencies to participate and spend on various recreation, fitness, and leisure activities) is weighed against current Esri local demographic characteristics (including population, age, and household income) to yield an estimate (May 2017) of household participation in recreation, fitness, and leisure activities in Wilsonville and the household spending on fees, equipment, and other typical costs associated with participation.

B. Estimated Participation

Esri models and resulting data indicate that Wilsonville households included members that participated in a number of recreation, sports, fitness, and leisure activities in the past year. The activities reviewed are representative of those that are often offered through parks and recreation facilities and programs throughout the country. **Figure 6** is a review of estimated participation rates of the City's households in outdoor recreation activities, team and individual sports and fitness activities, and leisure activities.

EXHIBIT A
Section III: Parks and Recreation Influencing Trends

Figure 6: Estimated Household Participation in Fitness Activities (Wilsonville, 2016)

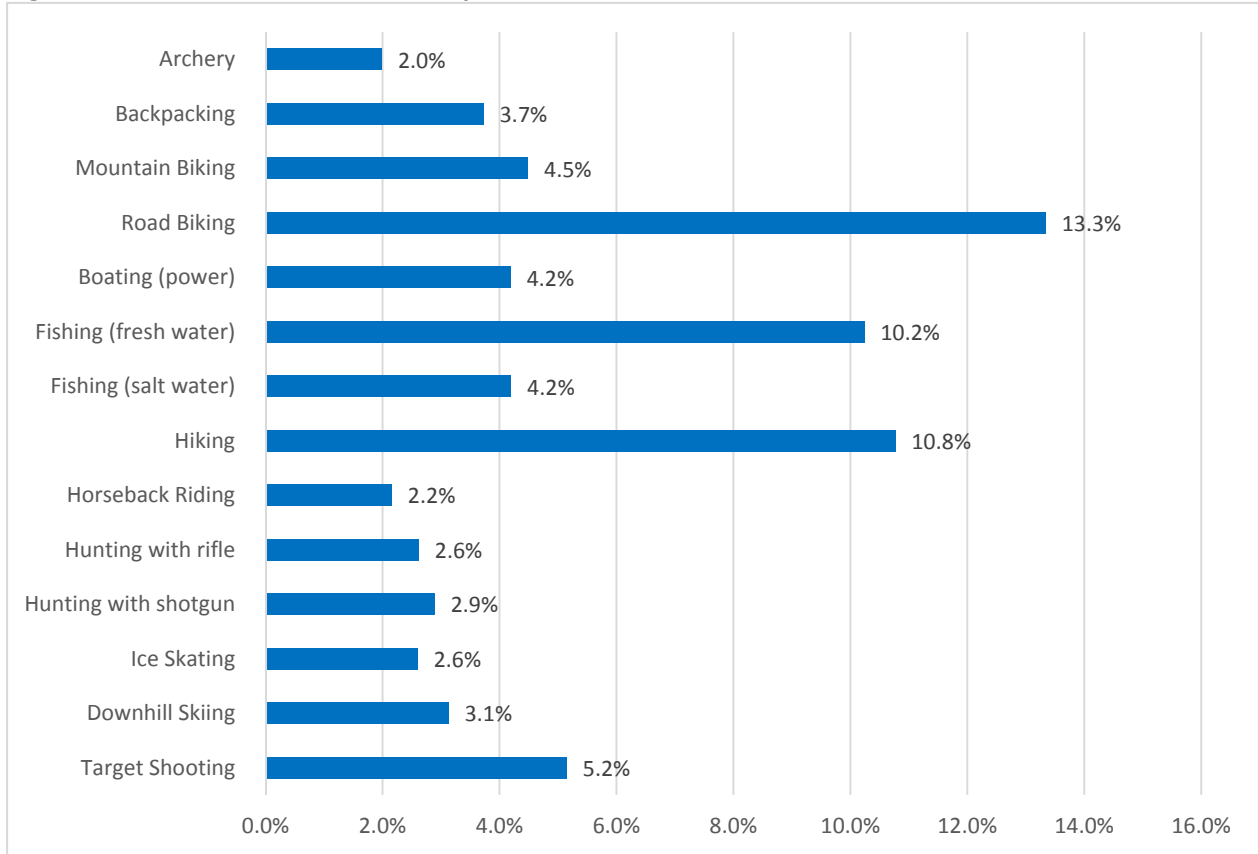


Source: Esri Business Analyst, Sports, and Leisure Market Potential

Participation in fitness activities is generally known to positively impact individual well-being and public health. Walking, the top fitness activity among City of Wilsonville households, is also one of the most popular recreation, leisure, and fitness activities nationally, because it has few barriers to participation and has positive individual health benefits. Over 29 percent of city households were estimated to have walked for fitness in the past year. Swimming was also a popular activity, with almost 19 percent participating in this fitness activity. The provision of amenities and opportunities for people to walk, swim, run, or participate in activities that promote personal and public health should remain important in City of Wilsonville.

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Figure 7: Estimated Household Participation in Outdoor Recreation Activities (Wilsonville, 2016)

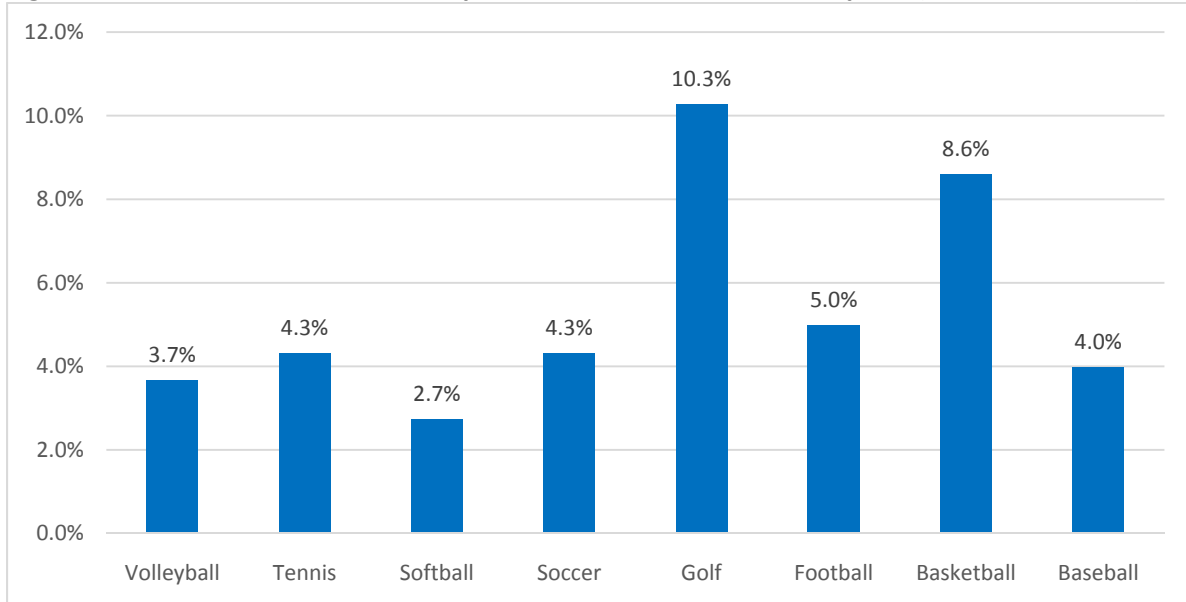


Source: Esri Business Analyst, Sports, and Leisure Market Potential

Participation in outdoor activities in a natural environment help people develop a stronger appreciation of nature, can help educate future stewards of the environment, and is known to have positive effects on individual well-being. Esri estimated that in the past year, just over 13 percent of Wilsonville residents went road biking, about 11 percent went hiking, and 10 percent fished (fresh water).

Of note in **Figure 6** are the relatively high levels of estimated participation in walking, jogging/running, hiking, and cycling. Participation in these activities, which are all known to have positive health and wellness benefits, can often be increased through the provision of safe, accessible public trails and pathways. Increasing opportunities for these and other, trail-based activities should be a priority of the City.

Figure 8: Estimated Household Participation in Team and Individual Sports (Wilsonville, 2016)



Source: Esri Business Analyst, Sports, and Leisure Market Potential

Of the sports reviewed by Esri, Wilsonville residents were most likely to have participated in golf and basketball in the last year. About 10 percent of households included members participated in golfing, and 8.6 percent of households participated in basketball. The city and local sport leagues have reported relatively high levels of participation among residents participating in football, baseball, soccer, and/or tennis.

C. National Demographic Trends in Recreation

Three major age groups, the Baby Boomers, Millennials, and Generation Z, are having significant impacts in the planning and provision of parks and recreation services nationwide. Baby Boomers are defined as individuals born between 1946 and 1964, as stated in “Leisure Programming for Baby Boomers.”¹ They are a generation that consists of nearly 76 million Americans, and comprised 20 percent of Wilsonville’s population in 2016. The Millennial Generation is generally considered those born between about 1980 and 1999 and in April 2016, the Pew Research Center reported that this generation had surpassed the Baby Boomers as the nation’s most populous age group.² In regards to Generation Y, this age group under age 18 forms about a quarter of the U.S. population, according to the U.S. Census.

In 2016, approximately 74 percent of Wilsonville residents fell into one of these age groupings. Roughly 23 percent of the population were members of Generation Z, 31 percent were Millennials, and 20 percent were Baby Boomers.

According to Esri, projections suggest that age group expected to see the most growth is the 65 to 74-year-olds in the City of Wilsonville, which is likely to rise 3.1 percent between 2010 and 2021. The age of 45 to 54 is anticipated to decrease between 2010 and 2021 by 2.2 percent.

¹ Linda Cochran, Anne Roshchadl, and Jodi Rudick, “Leisure Programming For Baby Boomers,” *Human Kinetics*, 2009.

² Richard Fry, “Millennials overtake Baby Boomers as America’s Largest Generation,” *Pew Research Center Fact Tank*, April 25, 2016, <http://www.pewresearch.org/fact-tank/2016/04/25/millennials-overtake-baby-boomers/>, accessed May 2015

Section III: Parks and Recreation Influencing Trends

Adults – Baby Boomers

Baby Boomers are defined as individuals born between 1946 and 1964, as stated in “Leisure Programming for Baby Boomers.”³ They are a generation that consists of nearly 76 million Americans, and comprised 20 percent of Wilsonville’s population in 2016. Boomers were not the largest age group in Wilsonville, trailing two percent behind Generation Z and 11 percent behind Millennials.

- *Boomers will look to parks and recreation professionals to provide opportunities to enjoy many life-long hobbies and sports.* When programming for this age group, a customized experience to cater to the need for self-fulfillment, healthy pleasure, nostalgic youthfulness, and individual escapes will be important. Recreation trends will shift from games and activities that Boomers associate with senior citizens. Ziegler suggests that activities such as bingo, bridge, and shuffleboard will likely be avoided, because Boomers relate these activities with old age.

Adult – The Millennial Generation

The Millennial Generation is generally considered those born between about 1980 and 1999 and in April 2016, the Pew Research Center reported that this generation had surpassed the Baby Boomers as the nation’s most populous age group.⁴ Millennials comprised approximately 31 percent of Wilsonville’s 2016 total population, the largest of any of Wilsonville generations.

As Millennials tend to be a more tech-savvy, socially conscious, achievement-driven age group with more flexible ideas about balancing wealth, work, and play, they generally prefer different park amenities and recreational programs, than their counterparts in the Baby Boomer generation. In an April 2015 posting to the National Parks and Recreation Association’s official blog, *Open Space*, Scott Hornick, CEO of Adventure Solutions suggests the following seven considerations to make your parks Millennial friendly:⁵

1. Group activities are appealing.
2. Wireless internet/Wi-Fi access is a must – being connected digitally is a Millennial status-quo, and sharing experiences in real time is something Millennials enjoying doing.
3. Having many different experiences is important – Millennials tend to participate in a broad range of activities.
4. Convenience and comfort are sought out.
5. Competition is important, and Millennials enjoy winning, recognition, and earning rewards.
6. Facilities that promote physical activity, such as trails and sports fields, and activities like adventure races are appealing.
7. Many Millennials own dogs, and want places in which they can recreate with them.

Youth – Generation Z

In the July 2012 issue of *Parks and Recreation Magazine*, Emilyn Sheffield contributed an article titled “Five Trends Shaping Tomorrow Today.” In it, she identified that the proportion of youth is smaller than in the past, but still essential to our future. As of the 2010 Census, the age group under age 18 forms about a quarter of the U.S. population. Nationwide, nearly half of the youth population is ethnically diverse, and 25 percent is Hispanic. In Wilsonville, roughly 24 percent of the population was under the age of 19 in 2016.

³ Linda Cochran, Anne Roshchadl, and Jodi Rudick, “Leisure Programming For Baby Boomers,” *Human Kinetics*, 2009.

⁴ Richard Fry, “Millennials overtake Baby Boomers as America’s Largest Generation,” *Pew Research Center Fact Tank*, April 25, 2016, <http://www.pewresearch.org/fact-tank/2016/04/25/millennials-overtake-baby-boomers/>, accessed May 2015

⁵ Scott Hornick, “7 Ways to Make Your Park More Millennial Friendly,” *Parks and Recreation Open Space Blog*, August 19, 2015, <http://www.nrpa.org/blog/7-ways-to-make-your-parks-millennial-friendly>, accessed May 2016

Section III: Parks and Recreation Influencing Trends

Characteristics cited for Generation Z, the youth of today, include:⁶

- The most obvious characteristic for Generation Z is the pervasive use of technology.
- Generation Z members live their lives online, and they love sharing both the intimate and mundane details of life.
- They tend to be acutely aware that they live in a pluralistic society and tend to embrace diversity.
- Generation Z tend to be independent. They do not wait for their parents to teach them things or tell them how to make decisions.

Facilities

According to *Recreation Management's* magazine's "2015 State of the Industry Report,"⁷ national trends show an increased user-base of recreation facilities (private and public). To meet the growing demand for recreational facilities, a majority of the parks and recreation providers who responded to the *Recreation Management* survey (72.6%) reported that they plan to build new facilities or renovate and/or expand existing facilities over the next three years. The report further indicated that the top 10 park features planned for construction in the near future were likely to include:

1. Splash play areas
2. Playgrounds
3. Dog parks
4. Fitness trails and outdoor fitness equipment
5. Hiking and walking trails
6. Bike trails
7. Park restroom structures
8. Park structures such as shelters and gazebos
9. Synthetic turf sports fields
10. Wi-Fi services

An additional national trend of note is toward the construction of "one-stop" indoor recreation facilities to serve all age groups. These facilities are typically large, multipurpose regional centers that have been observed to help increase operational cost recovery, promote user retention, and encourage cross-use. These large recreation centers tend to attract young families, teens, and adults by providing a variety of amenities, programs, and self-directed activities, services, and flexible use spaces that appeal to all ages.

National Trends in Participation, Facilities and Programs

Dog Parks

Dog parks continue to see high popularity and have remained among the top planned addition to parks and recreational facilities. Dog parks can be as simple as a gated area, or more elaborate with "designed-for-dogs" amenities like water fountains, agility equipment and pet wash stations, to name a few. Dog parks are also places for people to meet new friends and enjoy the outdoors.

⁶ Alexandra Levit, "Make Way for Generation Z," *New York Times*, March 28, 2015, <http://www.nytimes.com/2015/03/29/jobs/make-way-for-generation-z.html>, accessed May 2016

⁷ Emily Tipping, "2015 State of the Industry Report, State of the Managed Recreation Industry," *Recreation Management*, June 2015.

D. Programming

Current National Trends in Public Parks and Recreational Programming

Fitness Programming

Fitness programming and popularity of various activities has significantly evolved over the past 15 years. The American College of Sports Medicine (ACSM) *Health and Fitness Journal* has conducted annual surveys since 2007 to gauge trends that would help inform the creation of standards for health and fitness programming. The survey focuses on trends in the commercial, corporate, clinical, and community health and fitness industry. **Table 5** compares the results of ACSM's original 2007 survey, and findings from its survey conducted for 2017, preferences in fitness programming change over time. Some trends first identified in 2007 have remained popular, while other activities and associated programs were widely popular for short durations.

Table 3: Top 10 National Fitness Trends – 2007 and 2017

2007 Trends	2017 Trends
1. Children and obesity	1. Wearable technology
2. Fitness programs for older adults	2. Body weight training
3. Educated and experienced fitness professionals	3. High-intensity interval training
4. Functional fitness	4. Educated and experienced fitness professionals
5. Core training	5. Strength training
6. Strength training	6. Group training
7. Personal training	7. Exercise is Medicine
8. Mind/body exercise	8. Yoga
9. Exercise and weight loss	9. Personal training
10. Outcome measurements	10. Exercise and weight loss

Source: American College of Sports Medicine Health and Fitness Journal

Older Adults and Senior Programming

Many older adults and seniors are choosing to maintain active lifestyles and recognize the health benefits of regular physical activities. With the large number of adults in these age groups, many communities have found a need to offer more programming, activities, and facilities that support the active lifestyle this generation desires.

Festivals and Special Events

Festivals and other special events are often popular activities in communities that not only entertain, generate economic activity, and serve to celebrate community identity, they are also fantastic means of introducing people the community's public parks and recreation system. Public parks and recreation agencies play a major role in planning, managing, and hosting festivals and other community programs that often serve to draw new users into their facilities. Attendants to events hosted in parks or recreation centers who enjoy their experience may want to return for another event or program, or simply to enjoy the park or recreation facility. Participants in these special programs can become interested in visiting other parks and recreation facilities or participating in programs.

E. Healthy Lifestyle Trends and Active Living

Active Transportation – Bicycling and Walking

In many surveys and studies on participation in recreational activities, walking, running, jogging, and cycling are nearly universally rated as the most popular activities among youth and adults. Walking, jogging, and running are often the most highly participated in recreational activity, and cycling often ranks as the second or third most popular activity. These activities are attractive, as they require little equipment or financial investment to get started, and they are open to participation to nearly all segments of the population. For these reasons, participation in these activities are often promoted as a means of spurring physical activity and increasing public health.

Trails and Health

Trails can provide a wide variety of opportunities for being physically active, such as walking/running/hiking, wheelchair recreation, bicycling, and horseback riding. Trails and community pathways are a significant recreational and alternative transportation infrastructure, but are most effective in increasing public health when they are part of a system.

The health benefits are equally as high for trails in urban neighborhoods as for those in state or national parks. A trail in the neighborhood, creating a “linear park,” makes it easier for people to incorporate exercise into their daily routines, whether for recreation or non-motorized transportation. Urban trails need to connect people to places they want to go, such as schools, transit centers, businesses, and neighborhoods.⁸

Shade Structures – Solar Relief

Communities around the country are considering adding shade structures as well as shade trees to their parks, playgrounds, and pools, as “a weapon against cancer and against childhood obesity,”⁹ both to reduce future cancer risk and promote exercise among children. A 2005 study found that melanoma rates in people under 20 rose three percent a year between 1973 and 2001, possibly due to a thinning of the ozone layer in the atmosphere. It is recommended that children seek shade between 10 a.m. and 4 p.m., but with so little shade available, kids have nowhere to go. Additionally, without adequate shade, many play areas are simply too hot to be inviting to children. On sunny days, the playground equipment is hot enough to scald the hands of would-be users.

Trees would help provide protection, as tree leaves absorb about 95 percent of ultraviolet radiation, but they take a decade or more to grow large enough to make a difference. As such, many communities are building shade structures instead. The non-profit Shade Foundation of American is a good resource for information about shade and shade structures, www.shadefoundation.org.

⁸ National Trails Training Partnership, “Health Community: What you should know about trail building,” <http://www.americantrails.org/resources/health/healthcombuilt.html>, accessed May 2016

⁹ Liz Szabo, “Shade: A weapon against skin cancer, childhood obesity,” *USA Today*, June 30, 2011, www.usatoday.com/news/health/wellness/story/2011/06/Shade-serves-as-a-weapon-against-skin-cancer-childhood-obesity/48965070/1, accessed May 2015

Natural Environments and Open Space

Conservation

Parks and public lands are critical to the quality of life for all Americans and that quality, for everyone, in any community, is improved by clean, green, and accessible parks and open space. Parks and open spaces serve an essential role in preserving natural resources and wildlife habitat, protecting clean water and clean air and providing open space for current and future generations. Parks also provide an essential connection for Americans of all ages and abilities to the life-enhancing benefits of nature and the outdoors.¹⁰

F. Economic and Health Benefits of Parks

“The Benefits of Parks: Why America Needs More City Parks and Open Space,” a report from the Trust for Public Land, makes the following observations about the health, economic, environmental, and social benefits of parks and open space:¹¹

- Physical activity makes people healthier.
- Physical activity increases with access to parks.
- Contact with the natural world improves physical and psychological health.
- Residential and commercial property values increase.
- Value is added to community and economic development sustainability.
- Benefits of tourism are enhanced.
- Trees are effective in improving air quality and act as natural air conditioners.
- Trees assist with storm water control and erosion.
- Crime and juvenile delinquency are reduced.
- Recreational opportunities for all ages are provided.
- Stable neighborhoods and strong communities are created.

Researchers have long touted the benefits of outdoor exercise. Many parks and recreation departments have begun installing “outdoor gyms.” Equipment that can be found in these outdoor gyms is comparable to what would be found in an indoor workout facility, such as leg and chest presses, elliptical trainers, pull down trainers, etc. Outdoor fitness equipment provides a new opportunity for parks and recreation departments to increase the health of their communities, while offering them the opportunity to exercise outdoors. Such equipment can increase the usage of parks, trails, and other outdoor amenities while helping to fight the obesity epidemic and increase the community’s interaction with nature.

¹⁰ National Parks and Recreation Association, “Role of Parks and Recreation in Conservation,” <http://www.nrpa.org/About-NRPA/Position-Statements/Role-of-Parks-and-Recreation-in-Conservation>, accessed May 2016

¹¹ Paul M. Sherer, “The Benefits of Parks: Why America Needs More City Parks and Open Space,” The Trust for Public Land, San Francisco, CA, 2006

G. Trends in Adult and Youth Recreation

Adult Recreation: Pickleball

No adult recreational sport is taking off faster than pickleball.¹² Pickleball is a racquet sport played on a badminton court with a lowered net, perforated plastic ball, and wood paddles. While it originated in the Pacific Northwest in the 1960s, it has grown exponentially since 2000. The USA Pickleball Association (USAPA) estimates that there were about 500 pickleball players in 2000, with that number growing to 125,000 in 2013. It is especially popular with the 50+ crowd, because it is low impact but gets the heart rate pumping.¹³ Pickle ball is an attractive programming option for recreation managers because it is adaptable to a variety of existing facilities – four pickleball courts fit in one tennis court.

H. Outdoor Recreation

The Outdoor Foundation releases a “Participation in Outdoor Recreation Topline Report” annually. According to the 2016 “Topline Report,”¹⁴ nearly half (48.4%) of Americans participated in outdoor recreation activities in 2015. Increased participation in outdoor recreation activities was strong in paddle sports, with stand up paddle boarding remaining the top outdoor activity for growth growing by 26 percent in participation from 2014 to 2015.

Additional key findings from the 2016 “Topline Report” include:

Participation in Outdoor Recreation

- In 2015, 48.4 percent of Americans ages 6 and older participated in at least one outdoor activity. This equated to 142.4 million Americans who went on a collective 11.7 billion outdoor recreation outings.
- The top five outdoor activities with increased participation in the past three years were stand up paddle boarding, triathlon (traditional/road), kayak fishing, triathlon (non-traditional/off-road), and trail running.
- Participation among youth ages 6 to 12 was at 63 percent, ages 13 to 17 was at 59 percent, and ages 18 to 24 was at 57 percent.
- Participation among adults ages 25 to 44 was at 56 percent, and 37 percent among adults ages 45 and older.

Trail Recreation and Cycling Trends

For trail-related recreation activities such as hiking (which included walking), bicycling, and running, the 2016 “Topline Report” indicates a positive three-year trend for trail running, running/jogging, hiking, mountain biking and BMX biking, as shown in **Table 6**. Additionally, participation in trail running and BMX biking is up significantly over the recent three-year period.

¹² Chris Gelbach, “Never Stop Playing: Trends in Adult Recreational Sports” *Recreation Management*, September 2013, http://recmanagement.com/feature_print.php?fid=201309fe02, accessed January 2015

¹³ David Crumpler, “Pickleball a fast-growing sport, especially for the 50 and older crowd,” *Florida Times Union*, January 26, 2015, <http://jacksonville.com/prime-time/2015-01-26/story/pickleball-fast-growing-sport-especially-50-and-older-crowd>, accessed January 2015

¹⁴ *Outdoor Recreation Participation Topline Report 2016*

Table 4: Cycling and Trail Recreation Participation by Activity (Ages 6+)

	2013	2014	2015	3 Year Average Change
BMX Bicycling	2,168	2,350	2,690	7.5%
Bicycling (Mountain/Non Paved Surface)	8,542	8,044	8,316	2.8%
Bicycling (Road/Paved Surface)	40,888	39,725	38,280	-0.8%
Hiking (Day)	34,378	36,222	37,232	2.6%
Running/Jogging	51,127	49,408	48,496	-2.3%
Trail Running	6,792	7,531	8,139	10.7%

Source: 2016 Outdoor Recreation Participation Topline Report

I. Management and Operational Trends

Americans with Disabilities Act (ADA) Compliance

On September 14, 2010 the U.S. Department of Justice (DOJ) issued an amended regulation implementing the Americans with Disabilities Act (ADA 2010 Standards),¹⁵ and for the first time, the regulations were expanded to include recreation environment design requirements. Covered entities were to be compliant with design and construction requirements and the development of three-year transition plan by March 15, 2012. The deadline for implementation of the three-year transition plan was March 15, 2015.

Funding

According to *Recreation Management* magazine’s 2015 “State of the Industry Report,” survey respondents from parks and recreation departments/districts reporting about their revenues from 2012 through 2014 indicated a continued recovery from the impact of the recession of 2008. From 2013 to 2014, 44.1 percent of respondents reported that their revenues had increased, and another 44.1 percent reported revenues staying steady. About 48.7 percent of respondents said they expected revenues to continue to increase in 2015, while 44 percent expected no change.

Trends in Marketing by Parks and Recreation Providers

Active Network offers expertise in activity and participation management. The organization’s mission is to make the world a more active place. In its blog, the following marketing mix ideas were offered, which came out of a meeting with parks and recreational professionals in the Chicago area.¹⁶

- Updated booths and community event presence—Utilization of a tablet or laptop to show programs you offer and provide event participants the opportunity to register on the spot.
- Facebook redirect app—This application redirects people automatically to the link you provide. Add it to your Facebook page.
- Instagram challenge—Think about how you can use mobile and social tools at your next event. It could be an Instagram contest during an event set up as a scavenger hunt with participants taking pictures of clues and posting them on Instagram.

¹⁵ U.S. Department of Justice, Americans with Disabilities Act, ADA Home Page, <http://www.ada.gov/>, accessed November 15, 2012.

¹⁶ Active Network, <http://www.activenetwork.com>, accessed May 2014

Section III: Parks and Recreation Influencing Trends

- Social media coupons—Research indicates that the top reason people follow an organization on a social network is to receive discounts or coupons. Consider posting an event discount on your social networks redeemable by accessing on phone or printing out.

Mobile marketing is a growing trend. Social websites and apps are among the most used features on mobile phones. Popular social media marketing tools include Facebook, Twitter, YouTube, Snapchat, Instagram, and LinkedIn. Private messaging apps such as Snapchat and WhatsApp are being used more and more for live media coverage.¹⁷

Ninety-one percent (91%) of Americans own a cell phone and most use the devices for much more than phone calls. Young adults engage in mobile data applications at much higher rates than adults ages 30 and older. Usage rates trends indicate that Millennials tend to get information most frequently using mobile devices such as smartphones. For example, 97% of cell phone owners ages 18–29 send and receive text messages, compared to 94% of ages 30–49, 75% of ages 50–64, and 35% of those 65 and older. In 2016, the vast majority of the population in the United States has access to a smartphone, computer, or other device, and is nearly always “connected.”

¹⁷ Jacqueline Woerner, “The 7 Social Media Trends Dominating 2015,” Emarsys Blog, <http://www.emarsys.com/en/resources/blog/the-7-social-media-trends-dominating-2015/>, accessed February 26, 2015.

IV. Parks and Facilities Inventory and Assessment

An inventory of parks and facilities owned and/or maintained by the City of Wilsonville was conducted in April 2017 and approved by staff on May 30, 2017. Each site was evaluated using a proprietary methodology called Geo-Referenced Amenities Standards Process (GRASP®) to assess existing park and recreation systems. Findings from the analysis process identify gaps and make recommendations for future parks, recreation and open space needs. The team utilized the GRASP®-IT audit tool, an instrument developed for assessing the quality and other characteristics of parks, trails, and other public lands and facilities. The GRASP®-IT tool has been used to conduct inventories of more than 100 park systems nationwide over the past 16 years and has been tested for reliability and validity.

To conduct the inventory, a trained observer from the planning team visited each site or location and assessed the features within it. Features were classified into one of two categories: **components** and **modifiers**. A **component** is a feature that people go to a park or facility to use, such as a tennis court, playground, or open lawn area. Each component was evaluated on its functionality—its suitability for its intended purpose. **Modifiers** are amenities such as shade, drinking fountains, restrooms, etc. that enhance the comfort and convenience of visiting the site and thereby modify the experience of using its components.

A formula was applied that combines the assessments of a site's components and modifiers to generate a score or value for each component and for the entire site. The resulting values can be used to compare sites to each other and to analyze the overall performance of the park system.

A. Assessment Summary

Based on visits to each park and/or facility, the following general assessments were concluded:

- Parks are generally well maintained and free of trash, graffiti, or other negative elements.
- Current parks vary greatly in number of amenities and overall size.
- Most of the parks have good street visibility and frontage. They offer adequate public access.
- While improvements have been made, ensuring ADA accessibility to parks and park amenities, continued implementation of the ADA Transition Plan including additional improvements or accommodations are needed throughout the system (City of Wilsonville, Oregon, Public Right-of-Way & City Parks Facilities, ADA Title II Transition Plan, Final Plan, May 12, 2015).
- Several playgrounds and playground structures need upgrade or renovation.
- While centrally located, all sports fields (diamonds and rectangles) are located at Memorial Park.
- There are no standalone rectangle fields. All rectangle fields currently overlay diamond fields, and therefore, there is limited use or availability of both field types.
- Several national trends have been incorporated into the park system including pickleball courts, aquatic spray grounds, disc golf, and nature-based playgrounds.
- Water access (particularly Willamette River access) is limited.

Summary of Inventory Locations

Wilsonville has a variety of recreation locations that serve the community at-large in many ways. The 2007 Parks and Recreation Master Plan classified parks into the following categories (NRPA does not define park classification. The following classifications were reviewed with Wilsonville staff and deemed appropriate):

- **Neighborhood Parks:** Generally small in size, neighborhood parks are a combination of playground and park designed primarily for spontaneous, non-organized recreation activities.
- **Community Parks:** Generally, community parks are larger parks that support organized activities and often have sport fields or other special facilities as their central focus. These parks can accommodate larger numbers of people and provide restrooms and parking.
- **Regional Parks:** At more than 50 acres, regional parks provide a wide variety of specialized facilities, such as sports fields, indoor recreation facilities, or large picnic areas, to serve the entire community and beyond. Natural areas or unique recreation opportunities are usually a component of regional parks.
- **Urban Parks:** Urban parks are located in busy, higher density, commercial areas, or mixed-use centers. Examples of urban parks include public squares, promenades, and urban plazas.
- **Special Use Areas:** Special use areas are single purpose sites or areas occupied by specialized facilities, such as stand-alone recreation centers, performing arts facilities, skate areas, swimming pools, or community gardens.
- **Natural Areas:** Natural areas are lands managed in a natural state. Recreation in natural areas usually involves passive, low-impact activities, such as walking, biking, and watching wildlife.
- **Greenways/Greenbelts:** Greenways or greenbelts are linear parks that link together points-of-interest within a community or provide green buffers between neighborhoods. These parks are nature oriented, and recreation is typically related to trail use.

Additional classifications which are important to Wilsonville's system:

- **Private Parks:** These privately owned and maintained sites include parks owned by subdivision homeowners associations (HOAs), park amenities provided on corporate campuses, private golf courses, and privately-owned sports field complexes.
- **Beautification Areas:** These maintained, landscaped areas primarily provide a visual amenity typically with no recreational use. Sites may include landscaped rights of way, gateways, seating areas, or street medians and islands.
- **Waysides:** A stopping place, carved out of land adjacent to a trail or pathway that provides minor amenities for rest or exercise that is out of the way of foot or bicycle traffic. These small spaces provide a bench, small table, or an exercise station. These spaces are often found along walking trails, water trails, exercise circuit trails, or boardwalks.
- **Pocket Parks:** A small park, large enough for a tot lot, looped walking trail or sheltered picnic table, or a public sculpture or fountain. A pocket park provides a minimal amenity for an apartment complex or area of opportunity in a development.
- **Trail Corridor** – A stand-alone corridor or parcel that contains a trail.

Section IV: Parks and Facilities Inventory and Assessment

Park locations range in size from Engleman Park with just under an acre to Memorial Park and Murase Plaza at a combined 126 acres. Parks offer both active and passive recreation opportunities from playgrounds and ballfields to walking paths and natural areas. Smaller parks may only have a few amenities while larger parks offer up to 35 components. Several of the parks (indicated in the following list by an *) are part of the Villebois Greenway Regional Park or are neighborhood parks within the Villebois planned community. These parks are in various states of transfer to City ownership and maintenance.

Existing properties that fall into the “Park” category include the following and account for approximately 256 total acres:

- Neighborhood Parks
 - Courtside Park
 - Engelman Park
 - Hathaway Park
 - Park at Merryfield
 - River Fox Park
 - Willow Creek and Landover Park
- Community Parks
 - Boones Ferry Park
 - Canyon Creek Park
- Regional Parks
 - Memorial Park
 - Villebois Regional Park System – Sofia Park*, Palermo Park*, Edelweiss Park*, Piccadilly Park*, Trocadero, Regional Park 7/8 (2018 estimated completion)
- Urban Parks
 - Murase Plaza
 - Town Center Park
- Special Use Areas
 - Willamette River Water Treatment Plant Park
- Natural Areas
 - Graham Oaks Nature Park is operated by METRO. The property lies just west of the city but provides many recreation opportunities for residents and visitors. The property is 250 acres.
- Greenway/Greenbelt
 - Tranquil Park
- Trail Corridors
 - Throughout Wilsonville, trails occur either within existing parks or as standalone corridors. Three trail corridors are identified as parcels:
 - ◆ Boeckman Creek Crossing Trail
 - ◆ Memorial to Boones Ferry Trail
 - ◆ Ice Age Tonquin Trail

The remaining trails were identified through GIS data provided by the City of Wilsonville and evaluated using aerial photography. On-street paths and lanes were not included in this inventory. While often important to a multi-modal transportation system, they were not considered recreation components for the purposes of this study.

EXHIBIT A

Section IV: Parks and Facilities Inventory and Assessment

Example of GIS inventory map and data sheet. A complete Inventory Atlas is provided as a supplemental document to the Parks and Recreation Comprehensive Master Plan.

Courtside Park

Legend

- Component
- Future Park Component
- Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector

GRASP® Atlas

Initial Inventory Date: April 2017

Courtside Park

24	Total Neighborhood GRASP® Score	24	Total Community GRASP® Score	Approximate Park Acreage: 2	Owner: City of Wilsonville
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Drinking Fountains	0	Shade	2	Design and Ambiance	2
Sitting	2	Trail Connection	2		
BBQ Grills	0	Park Access	2		
Dog Pick-Up Station	2	Parking	0		
Security Lighting	0	Seasonal Plantings	0		
Bike Parking	0	Ornamental Planting	2		
Restrooms	0	Picnic Tables	2		

General Comments

Small neighborhood park. ADA access issues. Does have good street frontage on one side.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L042	PARCEL	1		2	2	
C115	Playground, Local	1		2	2	
C114	Picnic Ground	1		2	2	Need to add an ADA table and a shelter would be nice
C113	Open Turf	1		2	2	
C112	Loop Walk	1		2	2	

B. Inventory Overview

The following table summarizes the component-based inventory in a common park matrix style format:

Table 5: Park Component Inventory Matrix

LOCATION	Aquatics, Spray Pad	Basketball Court	Basketball, Practice	Diamond Field	Diamond Field, Complex	Disc Golf	Dog Park	Educational Experience	Event Space	Game Court	Garden, Community	Garden, Display	Horseshoe Court	Loop Walk	Natural Area	Open Turf	Pickleball Court	Playground	Public Art	Rectangular Field, Large	Shelter, Large	Shelter, Small	Skate Park	Tennis Court	Volleyball Court	Water Access, Developed	Water Access, General	Water Feature	Water, Open	Total Number of Components in Park
Memorial Park		1		5	1	1	1	1	3		1		1		2	2	2	2		3	3	2	1	2	1	1	1	1	1	38
Town Center Park	1		1					1	1			1		1		1		1	4		1						1		14	
Murase Plaza	1							1	1			1			1	1		1			4						1		12	
Willamette River Water Treatment Plant Park								1					1	1	2						2					1	1	1	10	
Villebois Regional Park 7/8			1					1	1						1		2	1		1									8	
Edelweiss Park		1										1				2	1	1		1									7	
Boones Ferry Park			1				1								1		1					1				1	1		7	
Trocadero Park															1		1	1		1		1					1		6	
Willow Creek and Landover Park		1													1	1	2				1								6	
Hathaway Park			1										1		1		2												5	
Sofia Park	1														1		1			1							1		5	
Graham Oaks Nature Park (not City of Wilsonville owned)								1							1			1		1									4	
Canyon Creek Park													1	2	1														4	
Engelman Park													1		1		2												4	
Piccadilly Park												1			1		1							1					4	
Courtside Park													1		1		1								1				3	
Palermo Park			1							1					1														3	
Boeckman Creek Crossing Trail								1							1													1	3	
Park at Merryfield								1							1		1												3	
River Fox Park													1		1		1												3	
Tranquil Park															1														1	
Memorial to Boones Ferry Trail																													0	
Total number of components in system:	3	3	5	5	1	1	1	9	6	1	1	3	2	7	11	20	3	20	7	3	15	4	2	2	2	1	3	5	4	

*Note: List has been sorted by total number of components within each park. Parks with greater number of components listed first. Cell number indicates quantity of each component. Quantity based on approved inventory May 30, 2017. Components for Villebois Regional Park 7/8 and Trocadero Park are subject to final park development.

Table 6: Park Comfort and Convenience Matrix

LOCATION	Drinking Fountains	Seating	Dog Waste Station	Pathway Lighting	Bike Parking	Restrooms	Shade Trees or Structures	Parking Lot	Picnic Tables
Boeckman Creek Crossing Trail	N	Y	Y	N	Y	N	Y	N	N
Boones Ferry Park	Y	Y	Y	N	N	Y	Y	Y	Y
Canyon Creek Park	Y	Y	Y	N	N	Y	Y	Y	Y
Courtside Park	N	Y	Y	N	N	N	Y	N	Y
Edelweiss Park	N	Y	Y	Y	Y	N	N	N	Y
Engelman Park	Y	Y	Y	N	Y	N	Y	N	Y
Graham Oaks Nature Park (Metro-owned)	Y	Y	Y	Y	Y	Y	Y	Y	Y
Hathaway Park	Y	Y	Y	N	Y	N	Y	N	Y
Memorial Park	Y	Y	Y	N	Y	Y	Y	Y	Y
Memorial to Boones Ferry Trail	N	Y	Y	N	N	N	Y	N	N
Murase Plaza	Y	Y	Y	Y	Y	Y	Y	Y	Y
Palermo Park	Y	Y	Y	Y	Y	N	Y	N	Y
Park at Merryfield	N	Y	Y	N	N	N	Y	N	Y
Piccadilly Park	N	Y	Y	Y	Y	N	Y	N	Y
River Fox Park	Y	Y	Y	N	Y	N	Y	Y	Y
Sofia Park	Y	Y	Y	Y	Y	Y	Y	N	Y
Town Center Park	Y	Y	Y	Y	Y	Y	Y	Y	Y
Tranquil Park	N	Y	Y	N	N	N	Y	N	N
Trocadero Park	Y	Y	Y	Y	Y	Y	Y	N	Y
Villebois Regional Park 7/8	Y	Y	Y	Y	Y	Y	Y	Y	Y
Willamette River Water Treatment Plant Park	Y	Y	Y	Y	Y	Y	Y	Y	Y
Willow Creek and Landover Park	N	Y	Y	N	Y	N	Y	N	Y

Note: Modifiers for RP 7/8 and Trocadero Park are subject to final park development.

Section IV: Parks and Facilities Inventory and Assessment

In addition to locating components, the functional quality of each element was assessed during the site visits. The following table displays the ranking of each park in the current system based on an overall score for its components and modifiers. In general, parks at the top of the list offer more and better recreation opportunities than those ranked lower in **Table 9** below. The length of the bar for each park reflects its overall score in proportion to that of the highest-ranking park (Memorial Park).

Table 7: Park Ranking Table

LOCATION	Park Rank	GRASP® Scale
Memorial Park	1	
Town Center Park	2	
Murase Plaza	3	
Willamette River Water Treatment Plant Park	4	
Edelweiss Park	5	
Graham Oaks Nature Park (Metro owned park)	6	
Sofia Park	7	
Piccadilly Park	8	
Palermo Park	9	
Boones Ferry Park	10	
Willow Creek and Landover Park	11	
Boeckman Creek Crossing Trail	11	
Courtside Park	13	
Hathaway Park	14	
Engelman Park	15	
Canyon Creek Park	16	
River Fox Park	17	
Park at Merryfield	18	
Tranquil Park	18	
Memorial to Boones Ferry Trail	20	

GRASP® Scale for Villebois Regional Park 7/8 and Trocadero Park have not been calculated.

Future Parks

There are several properties that are in the process of being developed and added to the Wilsonville park system. Villebois Regional Park 6 (indicated in the following list by an *) is part of the Villebois Regional Park. Existing properties that fall into the “future park” category include the following and account for approximately 70 total acres:

- Advance Road Community Park
- Boeckman Trail
- Boones Ferry Park expansion
- Fifth Street Escape Trail Corridor
- Frog Pond Neighborhood Park
- Villebois Regional Park 6*

The following components, in **Table 10**, have been identified by current master planning efforts outside of this master planning project or provided by city staff to be included in the future parks.

Section IV: Parks and Facilities Inventory and Assessment

Table 8: Future Park Component Inventory Matrix

LOCATION	Diamond Field	Dog Park	Playground	Rectangular Field, Large	Tennis Court	Water Feature	Total Number of Components in Park
Advance Road Community Park	2		1	2			5
Boeckman Trail							TBD
Boones Ferry Park Expansion							TBD
Fifth Street Escape							TBD
Frog Pond Neighborhood Park							TBD
Villebois Regional Park 6		1	1		1	1	4
Total number of components in system:	2	1	2	2	1	1	

Note: Final park components may vary pending final park development.

Indoor Facilities

Indoor facilities can also be cataloged by their unique components. Existing properties that fall into this type include the following:

- Wilsonville Community Center
- Tauchman House
- Wilsonville Parks and Recreation Administrative Building

*Section IV: Parks and Facilities Inventory and Assessment***Table 9: Indoor Facility Component Inventory Matrix**

LOCATION	Gallery/Exhibits	Kitchen - Commercial	Kitchen - Kitchenette	Lobby/Entryway	Multi-Purpose Room	Patio/Outdoor Seating	Weight/Cardio Equipment	Total Number of Components in Park
Community Center	1	1		1	6	1	1	11
Parks and Recreation Admin. Building				1	2			3
Tauchman House			1		2	1		4
Total number of components in system:	1	1	1	2	10	2	1	

Other Providers**Other Park or Recreation Location**

Using GIS data and aerial photography, over 45 additional parks or outdoor recreation facilities belonging to providers other than the City of Wilsonville were identified. These properties offer a variety of components ranging from open turf to playgrounds to aquatic facilities. Individual site visits to parks provided by Home Owner Associations (HOAs) were not part of the scope for this project, but because they are considered a key alternative provider, these parks were included in the mapping, level of service analysis and recommendations described later in this document. These properties account for approximately 367 additional park acres.

Open Space or Landscape Areas

An additional 147 properties were identified in the GIS data. Based on an aerial photography survey, these properties offer minimal to no recreation opportunities. Many of these are landscape areas within subdivisions, while others offer potential trail corridors or nature-based opportunities. These parcels also include large METRO owned areas such as Coffee Lake Natural Area and Corral Creek Natural Area. At 487 acres, these properties offer “green” infrastructure and relief from development to residents of Wilsonville.

Schools and Future Schools

Four existing school properties and two future schools are identified in the available GIS data. Schools often provide important neighborhood recreation opportunities but often have limited public access. Perimeter fencing, school day restrictions, and scholastic sports team use are several of the most significant limiting factors in public use of school facilities. With the proper inter-governmental agreements (IGAs), schools can provide valuable supplemental recreation facilities, especially in terms of diamond and rectangle fields as well as playground facilities. But because Wilsonville’s school system is comprised of larger campus type settings that limit the number of school properties distributed throughout the city, walkable access to its facilities may be for residents may be lower than what is typically seen in other communities.

Section IV: Parks and Facilities Inventory and Assessment

Golf Courses

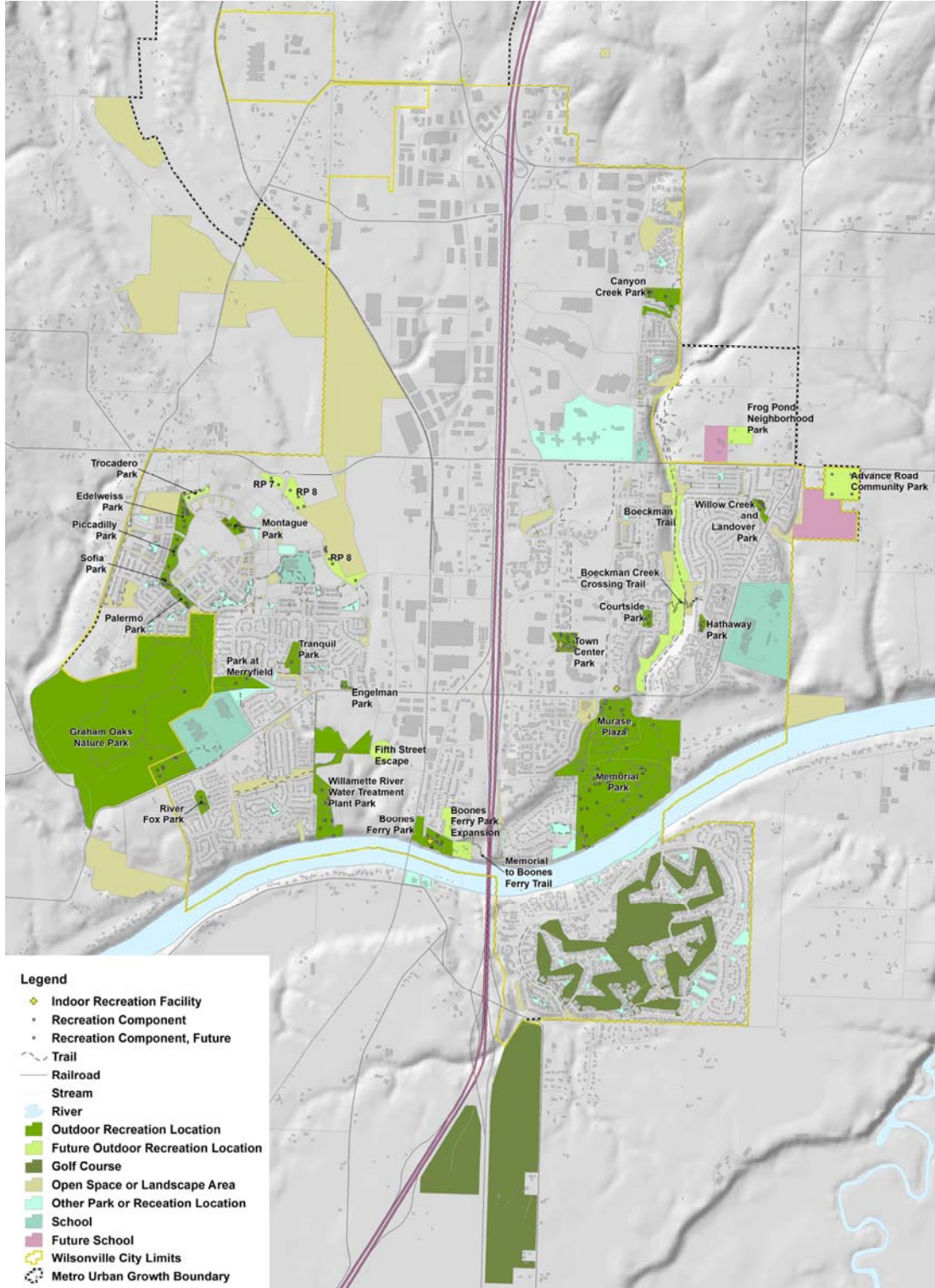
In southern Wilsonville, golf course property dominates the green infrastructure. While golf courses provide significant green space, they typically are a fee based, singular recreation opportunity with limited appeal to the general community. However, golf course communities also typically offer Home Owner Association amenities such as neighborhood parks, trails, and aquatic facilities.

Map 2 shows the City of Wilsonville’s Parks and Recreation System. It covers all the City of Wilsonville providing parks, facilities, programs, and services to the residents of Wilsonville.

Section IV: Parks and Facilities Inventory and Assessment

Map 2: City of Wilsonville Parks and Recreation System Map

(Note: some alternative provider parks, golf courses, open spaces and other parcels displayed on this map may fall outside the Wilsonville city boundary, but adjacency may still be important to residents and users. All mapping based on approved inventory, May 30, 2017. Additions or changes to the system after that date may not be reflected in all mapping.)

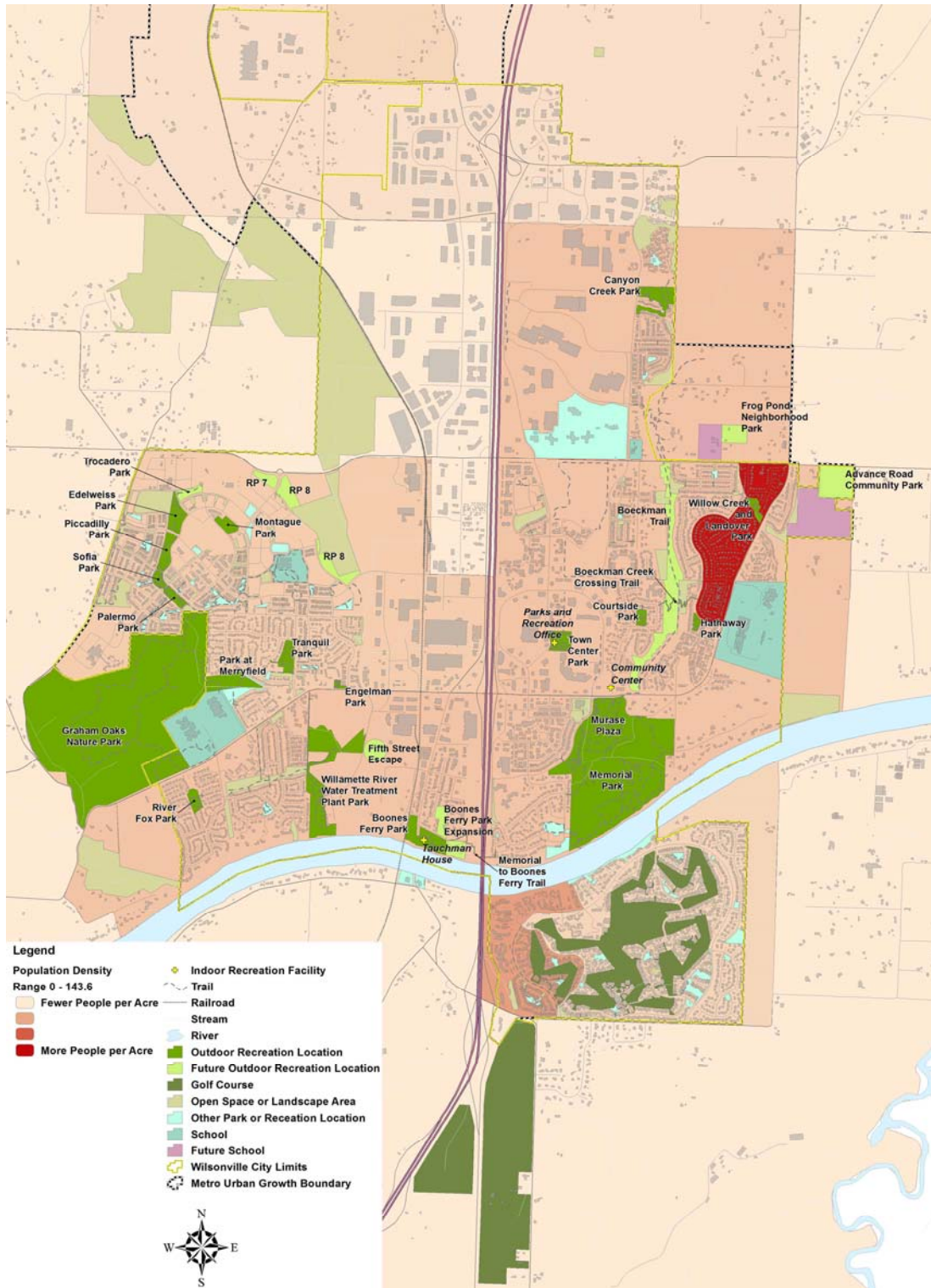


Section IV: Parks and Facilities Inventory and Assessment

Population Distribution and Density

When discussing access to recreation, it is helpful to understand the population distribution and density in Wilsonville. In **Map 3**, areas of higher population density are shown in darker red while areas that are less densely populated are lighter in color.

Map 3: Wilsonville 2016 Population Density based on US Census Block Groups



Level of Service (LOS) measurements evaluate how parks, open spaces, trails, and facilities in Wilsonville serve the community. They may be used to benchmark current conditions and to direct future planning efforts.

C. Level of Service Analysis

Why Level of Service?

Level of Service may be defined as the extent to which a recreation system provides access to recreational assets and amenities to residents. It indicates the ability of people to connect with nature and pursue active lifestyles. It can have implications for health and wellness, the local economy, and quality of life. Further, LOS for a park and recreation system tends to reflect community values. It is often emblematic of the manner and extent to which people are connected to their communities and lifestyles focused on outdoor recreation and healthy living.

An analytical technique known as **GRASP® (Geo-Referenced Amenities Standard Process)** was used to analyze Level of Service provided by assets in Wilsonville. This proprietary process, used exclusively by Design Concepts and GreenPlay, yields analytical maps and data that may be used to examine access to recreation across a study area.

GRASP® Analysis

GRASP® (Geo-referenced Amenities Standards Process) is the proprietary name for an approach that has been utilized in more than 100 communities across the country to evaluate LOS for park and recreation systems. With GRASP®, information from the inventory and assessment was used to produce analytic maps and data that show the status of park and recreation services across the community.

Perspectives

Maps and data quantifications produced using the GRASP® methodology are known as **perspectives**. Each perspective is a model of how service is being provided across the study area. The model can be further analyzed to derive statistical information about service in a variety of ways. Maps are utilized along with tables and charts to provide benchmarks or insights a community may use to determine its success in providing services. Perspective maps and charts were produced by applying the GRASP® process to the Wilsonville inventory. Further discussion on Perspectives and other GRASP® terminology can be found in the following sections.

Types of Perspectives

The LOS offered by a park or other feature is a function of two main variables: what is available there and how easy it is for a user to get to it. The inventory performed with the GRASP®-IT tool provided a detailed accounting of what is available at any given location, and GIS was used to measure its accessibility to residents across the community. People use a variety of transit modes to reach a recreation destination: on foot, on a bike, in a car, via public transportation, or some combination of these or other alternatives. Different travel modes have varying travel distances and times associated with them. In GRASP® Perspectives this variability is accounted for by analyzing multiple travel distances (referred to as *catchment areas*) from which a given feature might be reached. Two different travel distances were used to produce two distinct types of Perspectives for examining the park system:

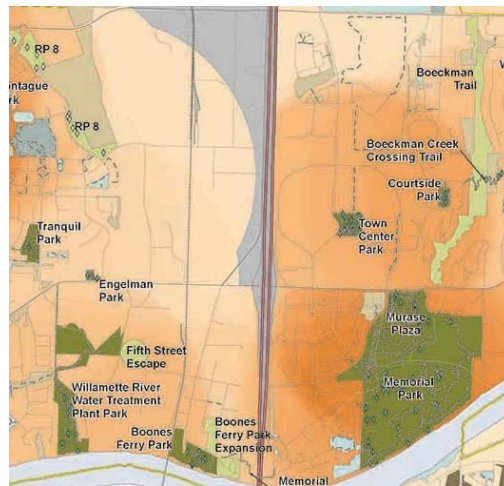
1. Neighborhood Access
2. Walkable Access

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A **Neighborhood Access** perspective uses a travel distance of one mile to the inventory. This is assumed to be a suitable distance for a bike ride or short drive in a car, or perhaps a longer walk. This catchment is intended to capture users travelling from home or elsewhere to a park or facility by way of bike, bus, or automobile.

A **Walkable Access** perspective uses a shorter catchment distance intended to capture users within a fifteen-minute walk. This distance can range from as short as a quarter-mile to as far as a half-mile depending on the study area. For Wilsonville a half-mile walkability catchment area was used. Further discussion on walkability standards is detailed in the following sections.

For each perspective, the defined catchment area is plotted with GIS around each feature and assigned a value using information from the inventory. When catchment areas for a set of features is combined into one overlay map, a shaded map results, with the shade at any given location representing the cumulative value of all features considered accessible from that location.



GRASP® Level of Service perspectives use overlapping catchment areas to yield a “heat map” that provides a measurement of LOS for any location within a study area. Orange shades represent the variation in LOS values across the map.

Assumptions

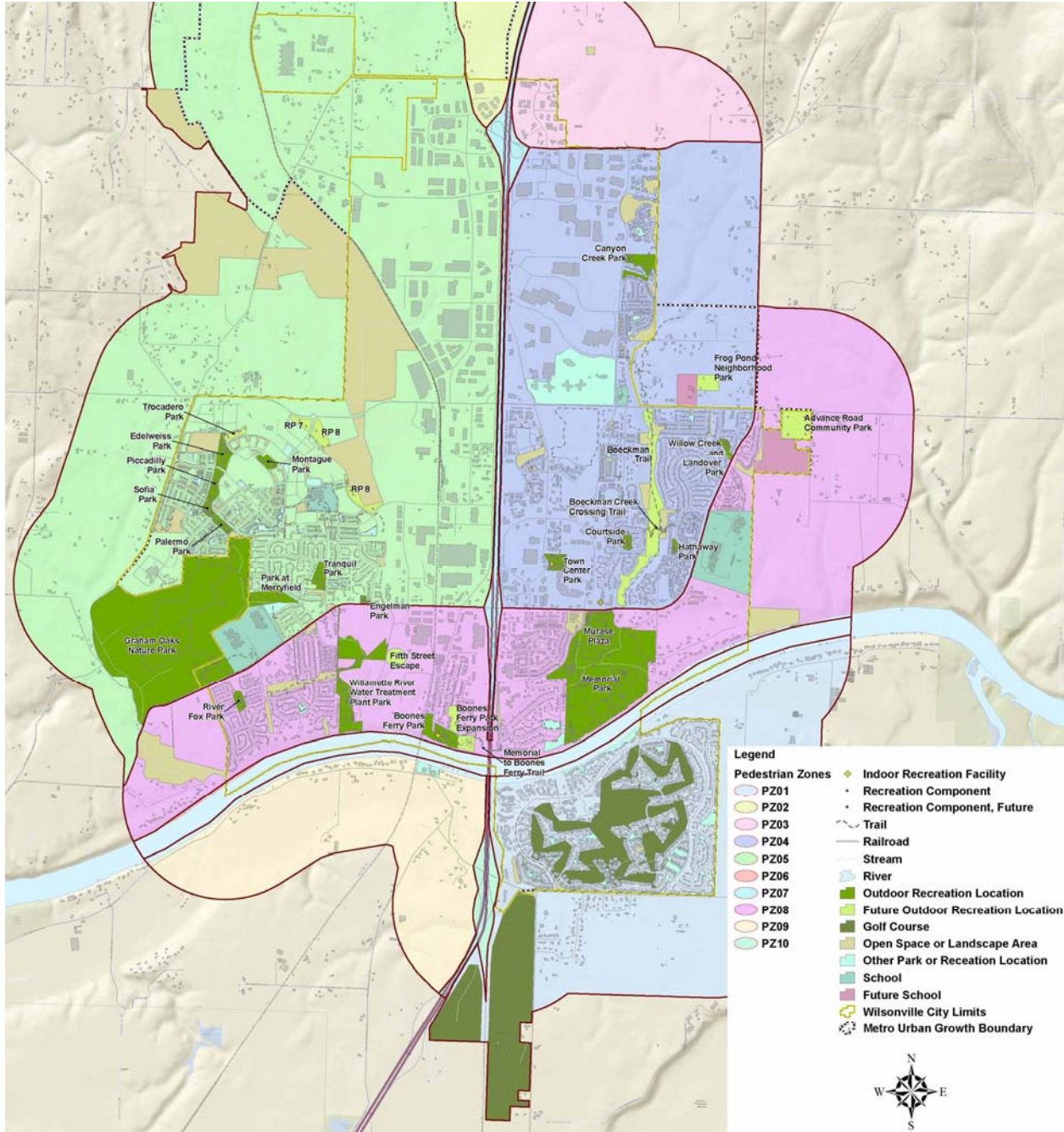
1. Proximity relates to access. A feature within a specified distance of a given location is considered to be “accessible” from that location.” “Access” in this analysis does not refer to access as defined in the Americans with Disabilities Act (ADA).
2. Neighborhood Access relates to proximity of one-mile, a reasonable distance for a drive in a car or by bicycle.
3. Walkable Access relates to proximity of half-mile, a reasonable distance attainable by walking 15 minutes.
4. Walkable access to recreation is affected by barriers, obstacles to free and easy travel on foot.
5. The LOS at any given point on the map has a value that is the cumulative value of all features that are considered accessible from that location.
6. “Future Parks” and components identified during the inventory discussion earlier and in the Future Park Component Inventory Matrix have been included in the analysis as these are projected to be built during the lifespan of this master plan.

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Pedestrian Barriers

Walkability can be limited by environmental barriers. Several such disruptions to walkable access are created by freeways, highways, major roads, and the river within Wilsonville. To account for this, walkability service areas in the Level of Service analysis have been “cut-off” by identified barriers where applicable. Zones created by identified barriers, displayed as distinct colors in the image below, serve as discrete areas of Wilsonville within which any facilities are accessible without crossing a major street or other barrier. Various shades of green parcels represent existing parks, and open space while pink parcels are school locations.

Map 4: Pedestrian Barriers



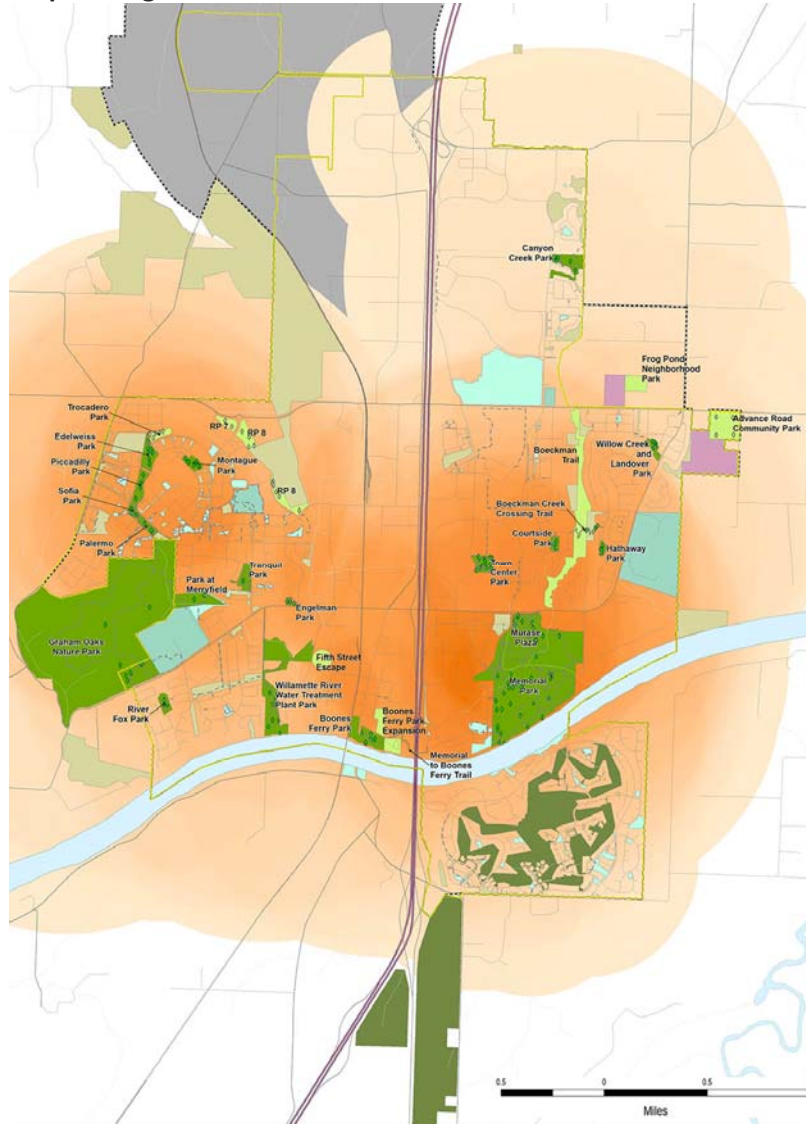
Walkability barriers were used to “cut-off” service areas where applicable.

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Neighborhood Access to Outdoor Recreation

A “heat map” was created to examine Neighborhood Access to Recreation. This map shows where there are more or fewer recreation assets available based on a one-mile service area. In general, this map also shows that Wilsonville has good distribution of parks and outdoor facilities. Access to recreation is more limited at the edges of Wilsonville.

Map 5: Neighborhood Access to Outdoor Recreation



Legend

- Less Access to Quality Recreation Opportunities
- More Access to Quality Recreation Opportunities
- No Service
- Outdoor Recreation Component
- Future Component
- Trail
- Stream
- Railroad
- Street
- River
- Outdoor Recreation Location
- Future Outdoor Recreation Location
- Golf Course
- Open Space or Landscape Area
- Other Park or Recreation Location
- School
- Future School
- Trail Corridor or Connector
- Wilsonville City Limits
- Metro Urban Growth Boundary

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Areas of higher concentration are notable in the northwest part of Wilsonville and near Memorial Park. For example, the highest GRASP® value area (940.7) is located just west of Memorial Park and Murase Plaza. From this location, a resident has access to 96 outdoor recreation components in 10 different parks, 15 other park or recreation locations (alternative providers), one golf course, one school, 48 other open space or landscape areas, and many of the available trails.

Further analysis of this perspective indicates that essentially all (95%) of Wilsonville is within one mile of a recreation opportunity. Additional statistics can be found in the following table:

Table 10: Map Statistics

	A	B	C	D	E
	Percent of Total City with LOS	GRASP® Value Range	Average LOS per Acre Served	Avg. LOS Per Acre/ Population per acre	GRASP® Index
Wilsonville	95%	0 to 940	388	82	48

Column A: Shows the percentage of the city that has at least some service (LOS >0). Coverage of 100% is rarely seen in GRASP® analysis.

Column B: For any location on the map there is a numerical value that corresponds to the shade of orange shown. This is called the GRASP® value and results from the overlay or summation of the scores of all components accessible from that particular location. Values for different locations on the map can be compared to one another, so a person in a location with a high value (darker orange) has greater access to quality recreation opportunities than a person in a lower value (lighter orange) area. Wilsonville GRASP® values range from a low of zero to a high of 940.1.

Column C: Shows a value of 388 as the average GRASP® value for the total area. This is above the average of 260.3 for similar cities that have completed GRASP® analysis.

Column D: Shows the results of dividing the number from Column C by the population density of the area. Compared to communities of similar total population for which GRASP® data is available, Wilsonville's population density is relatively high. Wilsonville's score of 82 ranks in the bottom half in the list of similar communities. This would indicate that while in general the LOS is high, there are potentially greater numbers of people using the parks and facilities and therefore a need for this higher LOS.

Column E: The GRASP® Index, essentially the GRASP® value per capita, involves dividing the total value of all the components in the system by the population of Wilsonville. These last two numbers (column C & D) differ in two ways. First, the GRASP® Index does not factor in population density. Second, the GRASP® Index is derived only using components within the city limits and does not account for parks residents may access outside those limits.

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Section IV: Parks and Facilities Inventory and Assessment

GRASP® Comparative Data

The table below provides comparative data from other communities of similar population to Wilsonville across the country. Because every community is unique, there are no standards or “correct” numbers for these; however, there are several interesting similarities and differences when making these comparisons. It is useful to note that several of the study areas were significantly larger than the Wilsonville study area while the others were similar in size although at 4,858 acres, Wilsonville is the smallest in the list. Wilsonville ranks below the average in total number of components and in the total number of parks or facilities in the system. One interesting comparison may be in the average number of components per site and average score per site. Wilsonville fits very similar to Post Falls, Idaho; Windsor, Colorado; and Golden, Colorado. These upper range numbers would indicate a system that tends to have a good mix of “Community Parks” and “Neighborhood Parks” but perhaps tends toward larger park development as opposed to concentrating on small neighborhood parks. The 95 percent area coverage would indicate that parks are well distributed throughout the Wilsonville.

Table 11: GRASP® Comparative Data

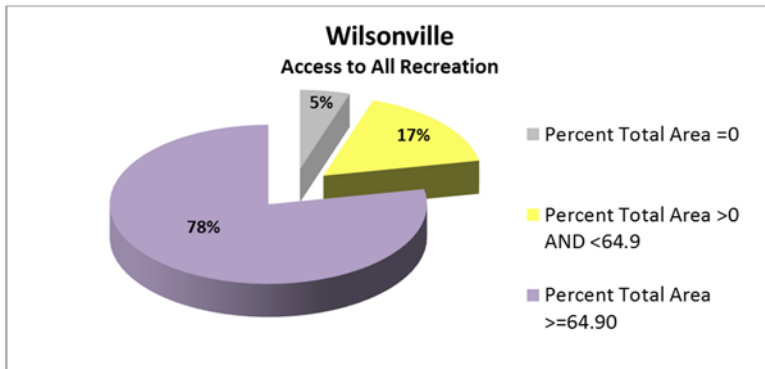
State	City	Year	Population	Study Area Size (Acres)	# of Sites (Parks, Facilities, etc.)	Total # of Components	Avg. # Components per Site	Total GRASP® Value (Entire System)	GRASP® Index	Avg. Score/Site	% of Total Area w/LOS >0	Avg. LOS per Acre Served	Number of Components per Population (in 1,000's)	Average LOS/POP Den per Acre	Population Density (per acre)	% of Population with Threshold Access	% of Population with Walkable Threshold Access	People per Park	Park per 1k People
CO	Louisville	2011	19,656	5,089	145	453	3.1	3229	164	22.3	100%	903.0	23	234	3.9	NA	NA	136	7.4
CO	Golden	2016	20,201	6,221	25	183	7.3	778.4	39	31.1	NA	NA	9	NA	3.2	99%	70%	808	1.2
CO	Erie	2016	21,353	12,237	118	396	3.4	2177	102.0	18.5	97%	362	19	207	1.7	99%	94%	181	5.5
CO	Windsor	2015	22,038	16,373	30	213	7.1	1234	56	41.1	82%	184	10	137	1.3	92%	53%	735	1.4
CO	Evergreen PRD	2011	22,736	48,154	28	170	6.1	902	40	32.2	100%	539.7	7	1143	0.5	NA	NA	812	1.2
OR	Wilsonville	2017	22,919	4,858	21	155	7.4	1092	48	52.0	95%	388	7	82	4.7	NA	67%	1,091	0.9
NH	Keene	2011	23,409	23,868	42	193	4.6	1000	43	23.8	89%	125	8	127	1.0	NA	NA	557	1.8
OR	Woodburn	2007	23,952	5,066	24	110	4.6	257	11	10.7	100%	127	5	27	4.7	NA	NA	998	1.0
CO	Lafayette	2012	24,453	5,979	74	201	2.7	1300	53	17.6	83%	175	8	43	4.1	NA	NA	330	3.0
MO	Grandview	2007	25,285	12,709	13	196	15.1	NA	NA	NA	99%	95	8	48	2.0	NA	NA	1,945	0.5
VT	Essex	2011	28,858	25,230	47	153	3.3	895	31	19.0	72%	11	5	10	1.1	NA	NA	614	1.6
ID	Post Falls	2011	29,062	24,928	35	271	7.7	1005	35	28.7	100%	169.0	9	145	1.2	NA	NA	830	1.2
OR	Oregon City	2006	29,540	5944	51	215	4.2	NA	NA	NA	100%	45.0	7	9	5.0	NA	NA	579	1.7

EXHIBIT A

Section IV: Parks and Facilities Inventory and Assessment

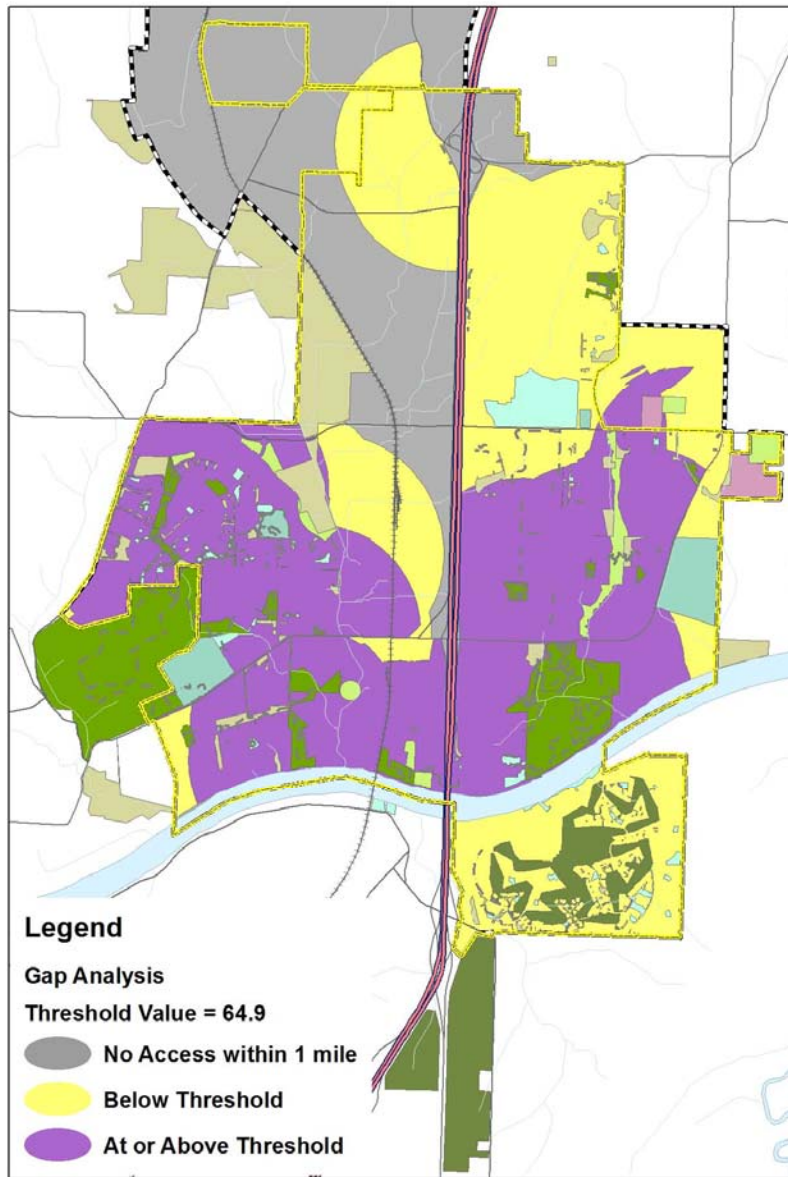
The orange shading on **Map 5** allows for a quick understanding of how LOS is distributed across the city. It is not intended to show where LOS is adequate or inadequate, but that information can be derived from the map using GIS. First, we must determine what constitutes an adequate level of service for Wilsonville residents. This was done by computing the combined value for an average neighborhood park and a trail, which totaled a value of 64.9. This is known as the **threshold** score for Wilsonville. GIS was used to show where LOS is above or below the threshold value. On **Figure 9**, areas shown in purple have LOS that exceeds the threshold value of 64.9. Seventy-eight percent (78%) of Wilsonville’s land area falls above the threshold and only 17 percent of the City fall below it. Only five percent of Wilsonville has no service within one mile.

A minimum standard for service, also called a **threshold**, relates to a “typical” neighborhood park. A score of 64.9 was used to determine this threshold value. This relates to an average value of a neighborhood park in Wilsonville and access to an off-street trail. The parks used to calculate this average included Willow Creek and Landover Park, Courtside Park, Hathaway Park, Engelman Park, Canyon Creek Park, River Fox Park, and Park at Merryfield.



Neighborhood access to assets based on the percentage of land within the city boundary that scores above threshold (purple) or below threshold (yellow) respectively.

Map 6: Projected Access Gap Identification



The gap analysis indicates that residents have good one-mile access to recreation opportunities, as most developed residential areas of Wilsonville meet or exceed the threshold value. The analysis in this map also includes future park assets as identified in the inventory and assessment section. For example, neighborhood park and trail development in the Frog Pond Neighborhood is expected to provide threshold level of service for new residents in that neighborhood. There are some developed areas towards north edge of Wilsonville that fall below the threshold. Service in this area is limited to trail access and residents must travel beyond the one-mile distance for additional recreation opportunities.

Section IV: Parks and Facilities Inventory and Assessment

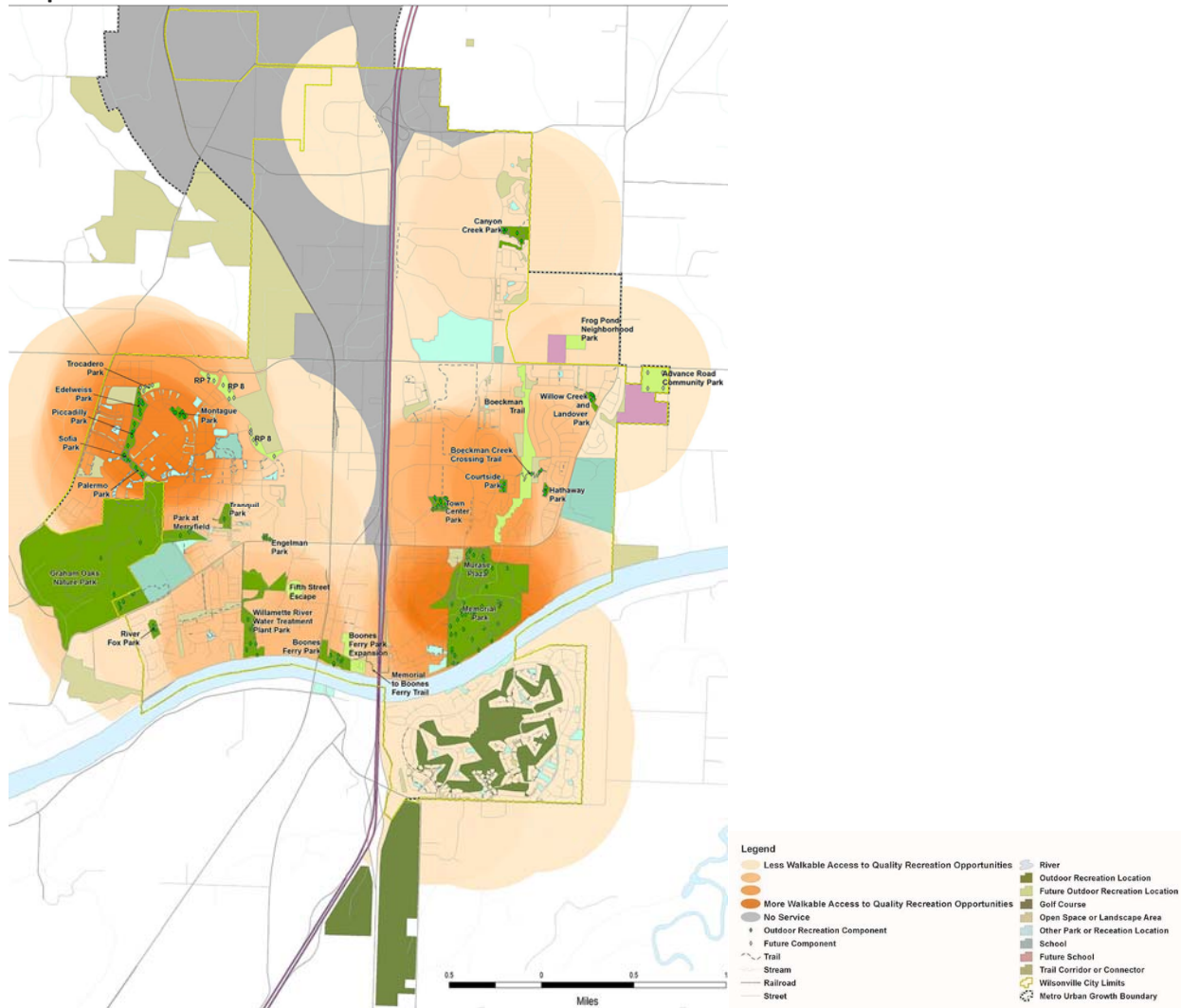
Walkable Access To Recreation

For the walkable level of service analysis, **pedestrian barriers** such as major streets, highways and the Willamette River were factored into the analysis.

The following maps measure access to recreation components by walking. One-half mile catchment radii have been placed around each component and shaded according to the component's GRASP® score. Scores are doubled within this catchment to reflect the added value of walkable proximity, allowing direct comparisons to be made between neighborhood access and walkable access.

Walkability is a measure of how user-friendly an area is to people travelling on foot. A walkable environment benefits a community in many ways related to public health, social equity, and the local economy. Many factors influence walkability and include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, and public safety considerations among others. Walkability is an important aspect of **recreational connectivity**, the extent to which recreation opportunities in a community are physically linked to allow for easy and enjoyable travel between them.

Map 7: Walkable Access to Outdoor Recreation



Section IV: Parks and Facilities Inventory and Assessment

The analysis is intended to show the LOS available across Wilsonville if walking is used to reach assets. This map indicates that the greatest concentration of access to recreation assets are in the northwest part of the city and near Memorial Park. As this walkability analysis accounts for pedestrian barriers, levels of service are notably truncated in many areas such as along I-5 or the Willamette River.

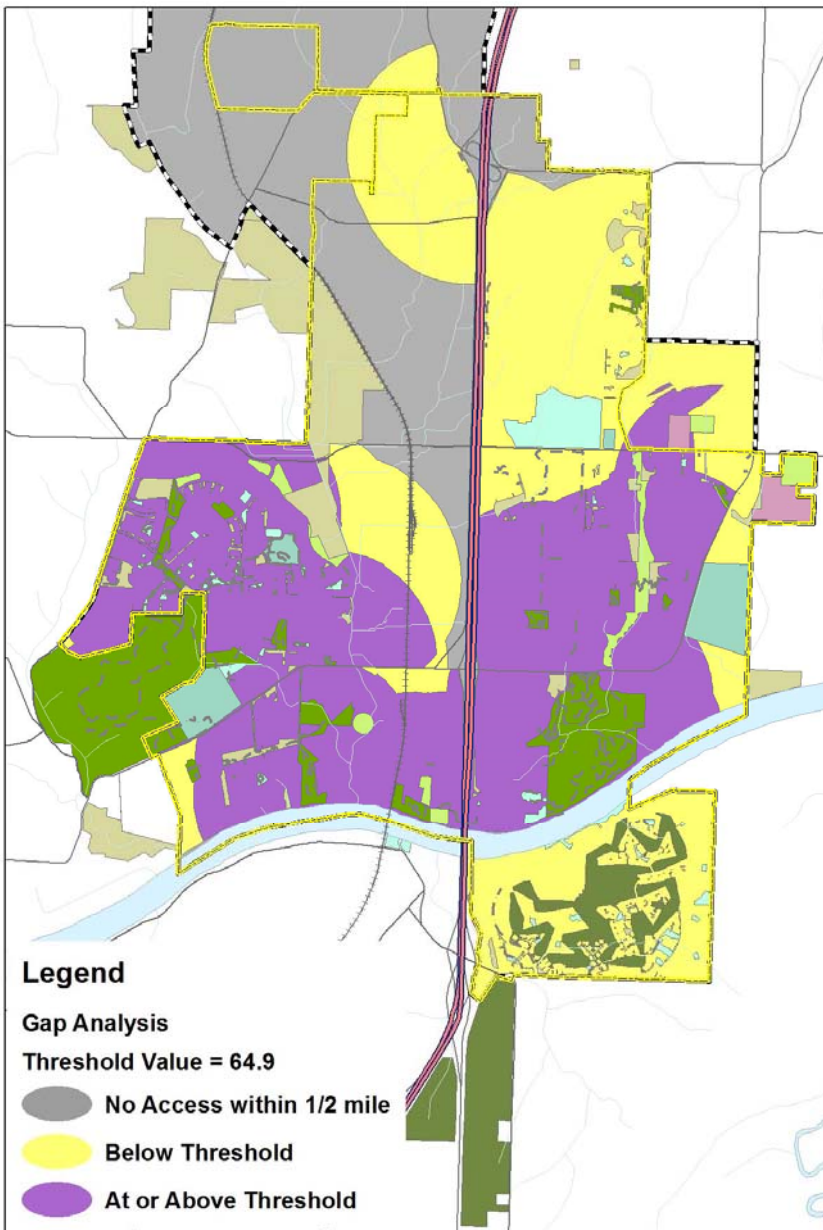
The following table shows the statistical information derived from perspective **Walkable Access to Recreation** analysis.

Table 12: Statistics for Map 5

	A	B	C	D
	Percent of Total with LOS	GRASP® Value Range	Average LOS per Acre Served	Avg. LOS Per Acre / Population per acre
Wilsonville	81%	0 to 646	183	39

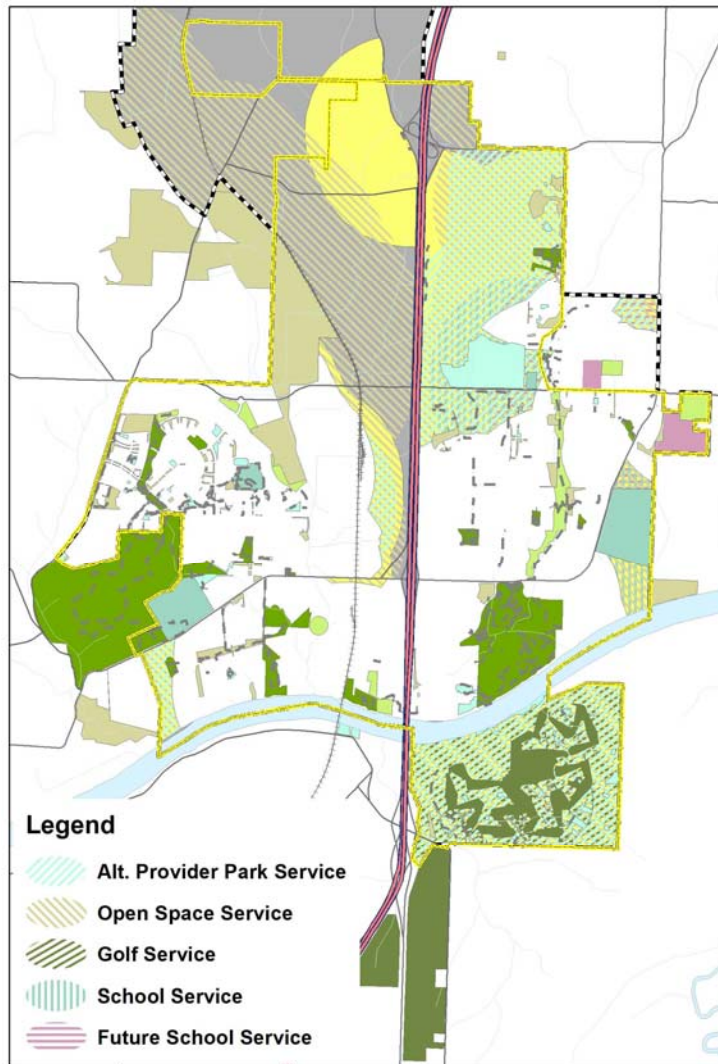
The numbers in each column are derived as described in the explanation for the neighborhood access. The GRASP® Index is not applicable to walkability analysis. LOS value for a person who must walk to assets is about half of that for someone who can drive. The GRASP® value range of 0 to 646 indicates that there are portions of Wilsonville with a very high level of service compared to other portions. The highest value is found just west of Memorial Park. A resident in this area can walk to 52 different components in four parks, as well as three alternative provider parks and three open space or landscape areas. Users can also access Memorial Park and Boones Ferry Park trails from this location.

Map 8: Projected Walkable Access to Recreation Gap Identification



The threshold analysis for walkability uses the same threshold value that was used for the Neighborhood analysis. Purple areas indicate where walkable LOS meets or exceeds the threshold. Areas shown in yellow on the map can be considered areas of opportunity. These are areas where land and assets are currently available but do not provide the threshold value. It may be possible to improve the LOS value in such areas by improving the quantity and quality of features in existing parks without the need to acquire new lands or develop new parks. Another option might be to address pedestrian barriers in the immediate area. Alternative providers may also serve some of these identified gap areas, as shown in the following map. In this map, areas that currently have met threshold have been removed, and only areas below threshold or with no service are shown with their applicable alternative providers' services.

Map 9: Walkable Access to Recreation Gap Analysis and Alternative Provider Coverage



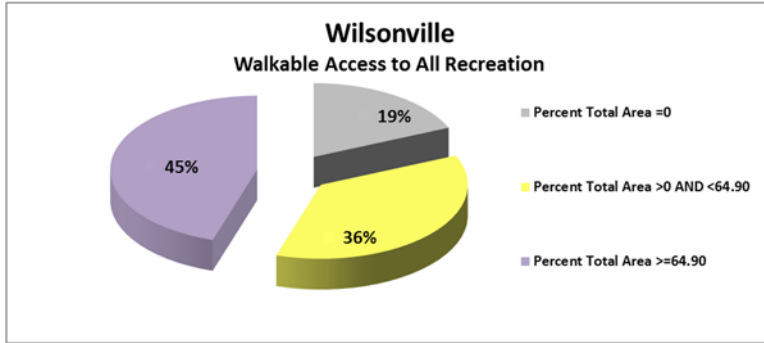
Other Providers in Walkable Gap Areas

The following charts compare walkable level of service coverage based on:

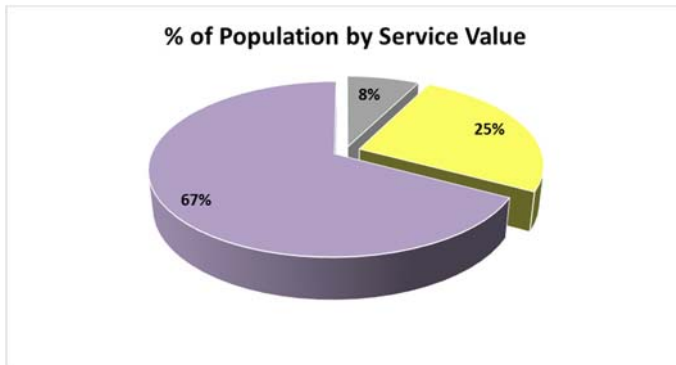
- a) Percentage of the land within the City boundary
- b) The percentage of the City's total population

A comparison of the two pie charts shows that while 46 percent of all land within the City boundary meets or exceeds the threshold, 63 percent of the City's population has walkable service at or above the threshold. This may be due to areas with high walkable LOS in the city tend to be those with higher populations. In the ideal situation assets would be located where the most people can benefit from them.

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Walkable access to assets based on the percentage of land within the city boundary that scores above threshold (purple) or below threshold (yellow) respectively.



Walkable access to assets based on population. This chart displays level of service based on where people actually live. It was produced using the walkable level of service data shown in Projected Walkable Access to Recreation Gap Identification, overlaid on census data.

More on Utilizing GRASP® Perspectives

GRASP® perspectives are used to evaluate Level of Service throughout a community from various points of view. Their purpose is to reveal Level of Service gaps and provide a metric to use in understanding a recreation system. However, it is not necessarily beneficial for all parts of the community to score equally in the analyses. Desired level of service for a particular location should depend on the type of service being analyzed, the characteristics of the particular location, and other factors such as community need, population growth forecasts, and land use issues.

Commercial, institutional, and industrial areas might reasonably be expected to have lower levels of service for parks and recreation opportunities than residential areas. Levels of service in high density or low density areas may also vary appropriately.

Used in conjunction with other assessment tools such as community needs surveys and a public input process, perspectives can be used to determine if current levels of service are appropriate in a given location. Plans can then be developed that provide similar levels of service to new, developing neighborhoods. Or it may be determined that different Levels of Service are adequate or suitable and therefore a new set of criteria may be utilized that differs from existing community patterns to reflect these distinctions.

GRASP® Level of Service analysis perspectives are intended to focus attention on gap areas for further scrutiny but must be considered with other such factors in mind.

D. Other Types of Analysis

Traditional analyses used to evaluate recreational Level of Service are also valuable. A few of these are discussed.

Capacities Analysis

One of the traditional tools for evaluating service for parks and recreation is the capacity analysis, which compares the quantity of assets to population. **Table 13** shows the current capacities for selected components in Wilsonville. This table can be used in conjunction with other information, such as input from focus groups, staff, and the public, to determine if the current capacities are adequate or not for specific components. For example, there was some indication from the focus groups and survey that there was a need for additional active recreation components. This could indicate that the current per capita ratio of court and athletic fields is not adequate.

Table 13: Wilsonville Capacity Table

		Aquatics, Spray Pad	Basketball Court	Basketball, Practice	Diamond Field	Diamond Field, Practice	Loop Walk	Natural Area	Open Turf	Pickleball Court	Playgrounds	Public Art	Rectangular Field, Large	Shelter	Skate Park	Tennis Court	Volleyball Court
INVENTORY																	
Wilsonville Parks		3	1	5	5	1	7	11	20	3	20	7	3	19	2	2	2
CURRENT RATIO PER POPULATION																	
CURRENT POPULATION 2016	22,919																
Current Ratio per 1000 Population		0.13	0.04	0.22	0.22	0.04	0.31	0.48	0.87	0.13	0.87	0.31	0.13	0.83	0.09	0.09	0.09
Population per acre or component		7,640	22,919	4,584	4,584	22,919	3,274	2,084	1,146	7,640	1,146	3,274	7,640	1,206	11,460	11,460	11,460
PROJECTED POPULATION - 2021	25,280																
Total # needed to maintain current ratio of all existing facilities at projected population		3	1	6	6	1	8	12	22	3	22	8	3	21	2	2	2
<i>Number that should be added by all providers to achieve current ratio at projected population</i>		0	0	1	1	0	1	1	2	0	2	1	0	2	0	0	0

The capacity table can also be used to project future facility needs based on population growth, if:

- a) the future population's interests and behaviors are the same as today's, and
- b) that today's capacities are in line with today's needs.

The capacities table is based on the quantity of assets without regard to distribution, quality, or functionality. Higher LOS is achieved only by adding assets, regardless of the location, condition, or quality of those assets. In theory, the LOS provided by assets should be based on their location and quality as well as their quantity, which is why this table should be used with discretion, and only in combination with the other analyses presented here.

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Table 14: Outdoor Park and Recreation Facilities – Median Population Served per Facility

Outdoor Park and Recreation Facilities		
Outdoor Facility	Agencies Offering this Facility	Median Number of Residents per Facility
Playgrounds	90.0%	3,633
Basketball courts	82.4%	7,080
Tennis courts (outdoor only)	71.5%	4,375
Diamond fields: baseball - youth	68.4%	6,453
Diamond fields: softball fields - adult	64.9%	12,468
Rectangular fields: multi-purpose	64.9%	12,468
Diamond fields: softball fields - youth	60.1%	8,500
Swimming pools (outdoor only)	52.7%	33,040
Dog park	52.1%	42,500
Diamond fields: baseball - adult	49.2%	19,226
Totlots	46.4%	12,195
Community gardens	44.8%	31,000
Rectangular fields: soccer field - youth	44.8%	6,199
Rectangular fields: soccer field - adult	41.0%	12,226
Rectangular fields: football field	37.0%	26,250
Diamond fields: tee-ball	34.5%	15,439
Multiuse courts -basketball, volleyball	32.5%	15,250
Ice rink (outdoor only)	17.1%	16,572
Multipurpose synthetic field	10.9%	34,242
Rectangular fields: lacrosse field	10.3%	27,332
Rectangular fields: cricket field	8.5%	147,500
Overlay field	5.1%	10,820
Rectangular fields: field hockey field	3.7%	20,340

Wilsonville’s service can also be compared to recent national statistics published by the National Recreation and Park Association in its “2017 NRPA Agency Performance Review: Park and Recreation Agency Performance Benchmarks.”

A comparison of like components from the capacity table and the National Recreation and Park Association (NRPA) report shows the following.

- Wilsonville exceeds the median population to component ratio for playgrounds and diamond fields.
- Wilsonville falls short of the median ratio in basketball courts, and tennis courts.
- All rectangular fields in Wilsonville are considered overlay fields. The current ratio exceeds the NRPA median, but there are no standalone rectangles to compare to the other rectangular fields median ratios.

Section IV: Parks and Facilities Inventory and Assessment

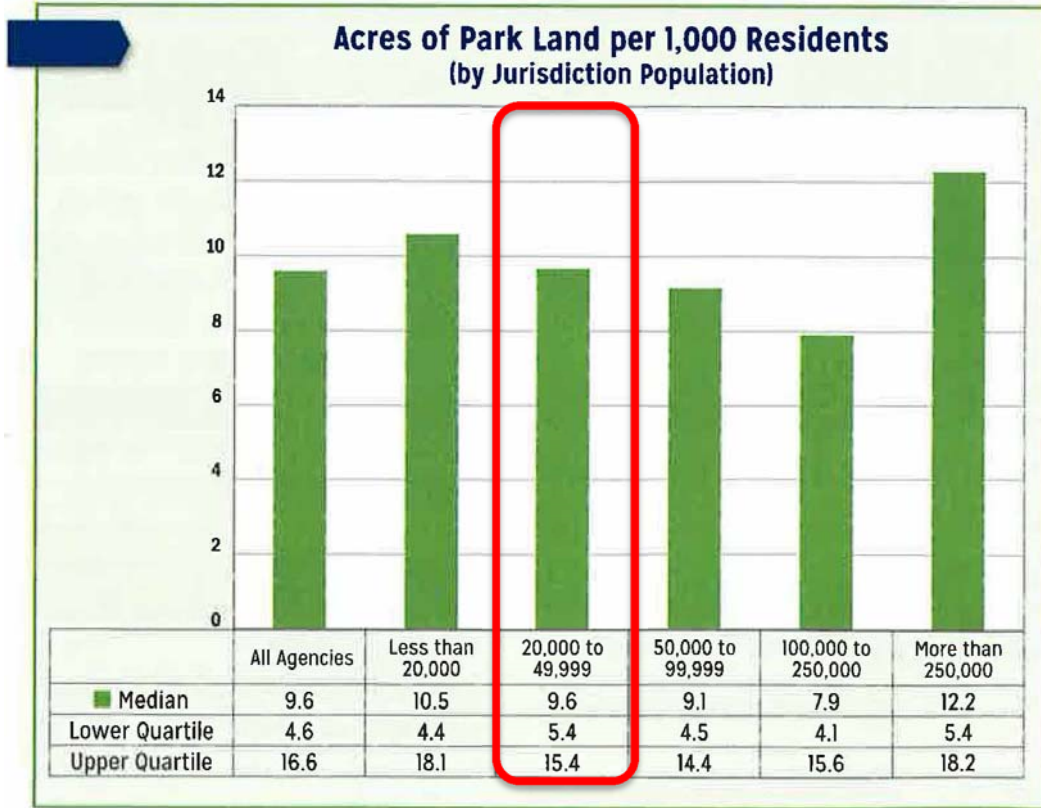
Similar calculations can also be made based on acres of land. The following table includes all the properties included in the GIS mapping. Only current Wilsonville park acreage is included in the projected need calculation. Based on this calculation Wilsonville will need 26 new park acres to provide similar LOS based on population projects. Wilsonville currently has approximately 26 acres of future parkland planned that would qualify as meeting this future park land need.

Table 15: Properties Included in GIS Mapping

		2016 GIS Acres #
INVENTORY		
Wilsonville		256
Wilsonville (Future Parks)		26
Schools		61
Schools (Future)		27
Golf Courses		294
Other Providers (Parks)		367
Other Open Space/Landscape Area		487
Total		1518
CURRENT RATIO PER POPULATION		
<i>CURRENT POPULATION 2016</i>	22,919	
Current Ratio per 1000 Population		11.17
Population per acre or component		15
<i>PROJECTED POPULATION - 2021</i>	25,280	
Total # needed to maintain current ratio of all existing facilities at projected population		282
<i>Number that should be added by all providers to achieve current ratio at projected population</i>		26
# current acres LOS and projected acres LOS based only on current Wilsonville park lands. Does not factor in other providers.		

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Table 16: Acres of Park Land per 1,000 Residents



The capacity table also indicates that Wilsonville provides approximately 11.2 acres per 1,000 people or 15 people per acre of “park.” This does not include other provider parks, golf courses, school lands, or future park properties. If compared to a recent publication by NRPA in the “2017 NRPA Agency Performance Review: Park and Recreation Agency Performance Benchmarks,” Wilsonville is near the median in acres of park land per 1,000 residents, when comparing to other similar sized cities.

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GRASP® Index

Table 17 shows the GRASP® Indices for various components based on the 2016 population.

While the capacities table is based purely on the quantity of assets without regard to quality or functionality, the GRASP® Index bases community access on component quality as well as quantity.

Playgrounds, for example, currently have a cumulative score of 90.4 GRASP® points and have a GRASP® Index or per capita value of 13.9. Using this ratio and population projections, by the year 2021, Wilsonville would need to provide an additional 9.3 worth of GRASP scoring through playgrounds to maintain the current level of service per capita. This might simply be replacing or upgrading one low scoring playground identified during the inventory and assessment from “1’s” to “2’s” such as the playground at Boones Ferry Park. It should be noted that an increase in GRASP® score can occur through upgrades to current components, addition of new components, or a combination of upgrades and additions.

This is especially useful in communities where the sustainability of the parks and recreation system over time is important. In the past, the focus was on maintaining adequate capacity as population growth occurred. Today, many communities are reaching build-out while others have seen population growth slow. The focus in such communities has shifted to maintaining current levels of service as components age or become obsolete, or as needs change. The GRASP® Index can be used to track LOS under such conditions over time. Again, this type of analysis only addresses current and future needs based on the assumption that the current provision is adequate. Focus groups, stakeholders, survey and staff input as well as comparative data may be useful in making this determination.

The following table shows the GRASP® Indices for the various components based on the 2016 population.

The authors of this report have developed a tool that incorporates both quantity and quality for any given set of assets into a single indicator called the GRASP® Index. This index is a per capita ratio of the functional score per population in thousands.

The GRASP® Index can move up or down over time as either quantity or quality changes. For example, if all of the playgrounds in a community are allowed to deteriorate over time, but none are added or taken away, the LOS provided by the playgrounds is decreasing.

Similarly, if all the playgrounds are replaced with new and better ones, but no additional playgrounds are added, the LOS increases even though the per-capita quantity of playgrounds did not change.

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Table 17: GRASP® Community Component Index

Projected Community Components GRASP® Index 2021				
	Current Population 2016	22,919	Projected Population 2021	25,280
	Total GRASP® Community Score per component type	GRASP® score per 1000 population (GRASP® Index)	Total GRASP® score needed at projected population	Additional GRASP® score needed
Aquatics, Spray Pad	27.3	1.2	30.1	2.8
Basketball Court	14.4	0.6	37.7	3.5
Basketball, Practice	34.2	1.5	37.7	3.5
Diamond Field	31.2	1.4	34.4	3.2
Educational Experience	53.5	2.3	59.0	5.5
Event Space	22.8	1.0	25.1	2.3
Horseshoe Court	13.2	0.6	14.6	1.4
Loop Walks	41.4	1.8	45.7	4.3
Open Turf	108.6	4.7	119.8	11.2
Pickleball Court	36.0	1.6	39.7	3.7
Playground	90.4	3.9	99.7	9.3
Public Art	36.0	1.6	39.7	3.7
Rectangle Field	9.6	0.4	10.6	1.0
Shelter	135.6	5.9	149.6	14.0
Tennis Court	14.4	0.6	15.9	1.5
Volleyball Court	13.2	0.6	14.6	1.4
Water Access	16.8	0.7	18.5	1.7

More on Utilizing the GRASP® Perspectives

As needs and conditions evolve over the lifespan of this master plan, perspectives can be updated, and new, specialized perspectives can be generated to determine levels of service throughout the community from a variety of views. This allows this plan to be a living, flexible document. These perspectives can show a specific set of components, depict estimated travel time to services, highlight a geographic area, or display facilities that accommodate specific programming. Used in conjunction with other needs assessment tools (such as needs surveys and a public process), perspectives can be used to determine if current levels of service are appropriate in each location. If so, plans can then be developed that provide similar levels of service to new neighborhoods. Conversely, if it is determined that different levels of service are desired, new planning can differ from the existing community patterns to provide the desired standard.

Key Conclusions

Proximity, availability of transportation, and pedestrian barriers are relevant factors affecting Wilsonville's levels of service. The provision of assets is reasonably equitable across Wilsonville, especially given resident access to motorized transportation. Analysis would indicate that Wilsonville is currently providing its recreation opportunities in the form of a good variety of different types of parks. Pedestrian barriers do hinder walkable access based on current parks and recreation assets.

The most obvious way to increase overall LOS is to add assets in any area with lower service or acquire land or develop partnerships in areas lacking current service. However, as fewer people tend to live in many of these low-service and no-service areas, a more effective approach is to increase service in areas where localized population is greater, but service is low.

Additional analysis and a review of the information received from surveys, focus groups, and other sources including staff knowledge will be needed in context to further identify the best locations for future improvements.

E. Level of Service Recommendations

Findings of the GRASP® LOS analyses provide guidance for improving parks and recreation in Wilsonville. This section describes ways to enhance level of service through improvement of existing sites, future development of new facilities, and potential partnerships.

Note: Any reference to level of service scoring throughout this recommendation discussion refers to the walkable level of service analysis. Level of service scoring from a driving standpoint was high, so no recommendation for improving it are being made. While walkable coverage is generally good, areas were identified where improvements are recommended.

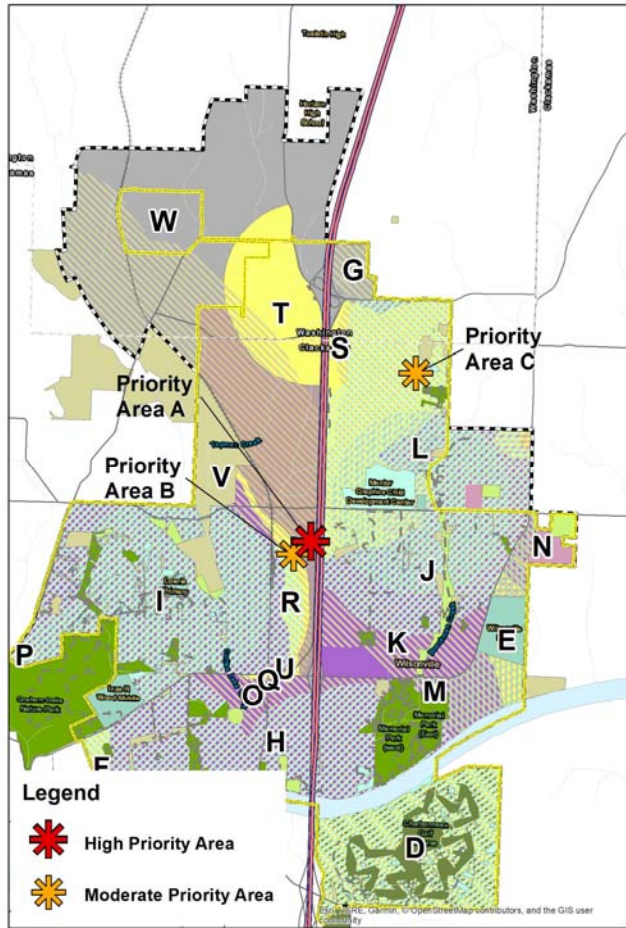
Level of Service Improvements

Addressing Lower and No Service Areas

One way of using the GRASP® Perspectives is to consider prioritization of identified gap areas. For example, the Walkability Analysis illustrates several areas with low or no service. In the following image, gap areas have been identified and labeled. Prioritization of improvements to these areas should consider multiple factors. Prioritization could be based on providing maximum impact to the greatest number of residents. Social equity considerations would base priorities on average household income of gap area. **Table 18** shows prioritization based on current level of service, potential access to additional parks provided by alternative providers, total population, and average household income of the identified areas. Areas are labeled on the map based on corresponding letters from the table. Three areas that rise to the top using these criteria have been identified on the map with red and orange asterisks. Many of the gap areas identified on the map have no residents and thus are a low priority in providing current parks and recreation access.

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Map 10: Walkable Access Prioritization



*Section IV: Parks and Facilities Inventory and Assessment***Table 18: Demographics of possible gap areas**

Priority Area Label	Initial Priority Level	2016 Population	2021 Population	Service Level	Alternative Provider Park Service
Priority Area A	H	142	157	No Service	No
Priority Area B	M	40	44	Low Service	No
Priority Area C	M	1,763	1,841	Low Service	Yes
D	L	2,559	2,634	Low Service	Yes
E	L	1,167	1,332	Low Service	No
F	L	278	303	Low Service	Yes
G	L	8	8	No Service	No
H	L	4,734	5,255	Threshold Service	Yes
I	L	4,519	5,392	Threshold Service	Yes
J	L	4,306	4,756	Threshold Service	Yes
K	L	1,341	1,454	Threshold Service	No
L	L	256	272	Threshold Service	Yes
M	L	124	141	Threshold Service	No
N	L	118	135	Threshold Service	No
O	L	6	7	Threshold Service	No
P	L	0	0	Low Service	Yes
Q	L	0	0	Low Service	No
R	L	0	0	Low Service	Yes
S	L	0	0	Low Service	No
T	L	0	0	Low Service	No
U	L	0	0	Threshold Service	No
V	L	0	0	Threshold Service	No
W	L	1,572	1,565	No Service	No

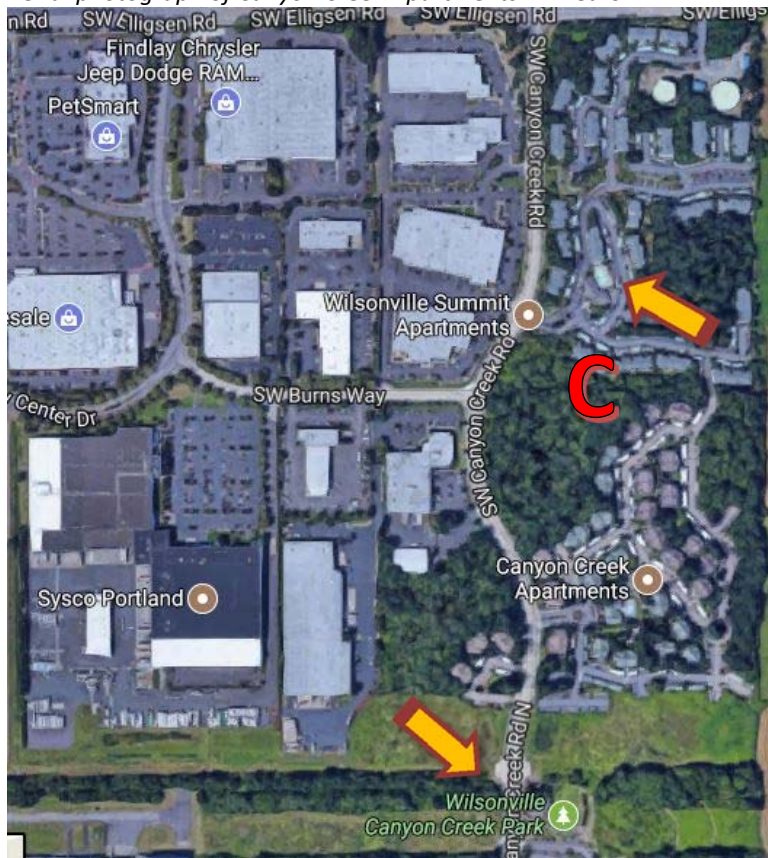
As discussed previously, a closer look should be taken at each of the identified areas.

Aerial photography of Priority Areas A and B reveals that a significant portion of these areas are commercial/industrial development and therefore a lower priority for park and recreation access. The letters "A" and "B" on the following image indicates the location of the Walnut Mobile Park, which is where approximately 182 (142 from gap area A and 40 from gap area B) people reside. Undeveloped green spaces appear on the aerial as indicated by the arrows, but no park or recreation type facilities are found nearby or within Walnut Mobile Park.

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Aerial photograph of Walnut Mobile Park in Area A and B:



*Section IV: Parks and Facilities Inventory and Assessment**Aerial photograph of Canyon Creek Apartments in Area C*

The aerial photograph above shows that Canyon Creek Apartments are just north of Canyon Creek Park. It is evident from the aerial photography that Canyon Creek Apartments provide some recreation opportunities to residents, such as a swimming pool. Wilsonville should consider adding other recreational components that are identified by residents through a public process to Canyon Creek Park to provide a higher level of service in this gap area.

These are just a few examples of ways to use the GRASP® analyses as a basis for making further decisions in the need for improvement of access to recreation opportunities.

Component Inventory and Assessment

Maintaining and improving existing facilities ranked very high in the public input. Existing features that fall short of expectations should be improved to address this concern. Features have been assessed based on condition and functionality in the inventory phase of this plan. Those with low scores can be identified and addressed as explained below. The assessment should be updated on a regular basis to assure that components are upgraded and improved as they are affected by wear and tear over time.

*Section IV: Parks and Facilities Inventory and Assessment***Addressing Low-Scoring Components**

Components whose functionality ranks below expectations were identified and scored with a “one.” A list of low scoring components was extracted from the inventory dataset. When the score of a component is raised through improvement or replacement, the Level of Service is raised as well. A strategy for addressing the repair/refurbishment/replacement or re-purposing of low-functioning components is outlined below. This should be done for each individual component that is not functioning up to expectations.

1. Determine why the component is functioning below expectations.
 - Was it poorly conceived in the first place? For example, the concrete pad at Town Center Park is meant to serve as an event space but fails to provide adequate infrastructure for its current needs as an event space.
 - Is it something that was not needed to begin with?
 - Is it the wrong size, type, or configuration? For example, the skate park at Memorial Park lacks the size and amenities for a park of its size and nature.
 - Is it poorly placed, or located in a way that conflicts with other uses or detracts from its use?
 - Have the needs changed in a way that the component is now outdated, obsolete, or no longer needed?
 - Has it been damaged?
 - Has the maintenance of the component simply been deferred or neglected to the point where it no longer functions as intended? For example, the gazebo at Boones Ferry Park needs maintenance, upgrades, or replacement.

Another possibility is that the component was scored low because it is not available to the public in a way that meets expectations. For example, a facility might be rated low because it is leased to a private group and access by the public is limited. This may be a perfectly acceptable situation and appropriately scored – the service is at a lower value because of the limited access.

Another example would be when a component is old, outdated, or otherwise dysfunctional, but has historic or sentimental value. An example would be an old structure in a park such as a stone barbecue grill, or other artifact that cannot be restored to its original purpose, but which has historic value.

2. Depending on the answers from the first step, a strategy can be selected for addressing the low-functioning component:
 - If the need for that type of component in its current location still exists, then the component should be repaired or replaced to match its original condition as much as possible.
 - Examples of this would be playgrounds with old, damaged, or outdated equipment, or courts with poor surfacing or missing nets. The horseshoe courts at Memorial Park may fall into this category.
 - If the need for that type of component has changed to the point where the original one is no longer suitable, then it should be replaced with a new one that fits the current needs.
 - For example, if a picnic shelter is too small for its current demand, it may be replaced with a new, larger one.

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- If a component is poorly located, or was poorly designed to start with, consideration should be given to relocating, redesigning, or otherwise modifying it.
 - An example of this may be the display garden at Murase Plaza. While a nicely defined area, a new planting design could freshen the area and make it more attractive.
- If a component is no longer needed because of changing demands, it should be removed unless it can be maintained in good condition without excessive expense or has historic or sentimental value.

In scoring inventory locations, basic site amenities, called **modifiers**, were evaluated. Modifiers are things that support users during their visit such as design and ambience, drinking fountains, seating, security lighting, bike racks, restrooms, shade, access, and parking among others. These elements help inform overall GRASP® scoring. Modifiers that do not meet expectations are given lower scores. Because adding or improving park access ranked high in the survey results, parks with low modifier scores, such as Engelman Park, Park at Merryfield, and Willamette River Water Treatment Plant Park, should be targeted for general improvements.

Booster Components

Another way to enhance level of service is through the addition of **booster components** at specific park sites or recreation facilities. These are most effective in low-service areas where parks exist that have space for additional components. Based on the earlier discussion, this adding booster components at Canyon Creek Park may be a reasonable solution to increasing level of service in the surrounding neighborhood.

High Demand Components

The statistically-valid survey asked respondents to rank facilities by importance based on those they felt the city needed to add or improve. These **high demand components** should be considered when new components are added to the system.

As an example, survey respondents identified the following components or amenities to be improved, expanded, or added:

- Continue to address trail connectivity and trail access
- Explore opportunities to increase access to the Willamette River at existing parks
- Explore opportunities to add or improve skate parks
- Consider event spaces (amphitheater) for additional community event programming
- Consider demand for athletic fields and develop synthetic turf fields at Advance Road and Memorial Park
- Consider existing and future demand for dog parks and dog off leash areas
- Working with the Tourism Promotion Committee to explore the feasibility of an indoor sports complex
- Implementation of the phase 2 and 3 of the Memorial Park Master Plan

Many of these needs may be addressed by upgrading facilities, retrofitting lesser used assets, and by establishing or strengthening partnerships:

- Connectivity between trails and pathways was indicated as an important consideration. Although the City currently has an extensive trail and bike route network, there are ways to enhance existing assets and implement best practices for future development. Further discussion and solutions are found in the following section on Recreational Connectivity.

Trends in Parks and Recreation

Trends to consider when deciding what to do with low-functioning facilities, or improving existing parks to serve the needs of residents, include:

- Dog parks continue to grow in popularity. This may have something to do with an aging demographic in America, with more “empty-nesters” transferring the attention they once gave to their children, who are now grown, to their pets. It is also an important form of socializing for people who may have once socialized with other parents in their child’s soccer league, and now that the kids are grown, they are enjoying the company of other dog owners at the dog park. For singles, a dog park is a good place to meet people. Wilsonville is a very dog friendly community and meet-ups appear popular in neighborhood parks among dog owners.
 - Currently, Wilsonville has one developed dog park at Memorial Park and another is planned for RP 6 in Villebois. The City should continue seeking opportunities to provide dog off leash areas throughout the city.
- Skateboarding and other wheel sports continue to grow in popularity. Making neighborhood parks skateable and distributing skating features throughout the community provides greater access to this activity for younger people who cannot drive to a larger centralized skate park.
 - Memorial Park has a limited amenity and dated skate park facility but is scheduled to be updated in phase 2 of the Memorial Park Master Plan. A new skate park recently opened in Trocadero Park. A community-scale skate park has been sited on Courtside Drive.
- A desire for locally-grown food and concerns about health, sustainability, and other issues is leading to the development of community food gardens in parks and other public spaces.
 - The City may look to expand the opportunity for farmers markets, community gardens, and community orchards in new locations across Wilsonville.
- Events in parks, from a neighborhood “movie in the park” to large festivals in regional parks, are growing in popularity to build a sense of community and generate revenues. Providing spaces for these could become a trend.
 - Community events ranked very high in survey and public input.
- Spraygrounds are growing rapidly in popularity, even in cooler climates. A wide and growing selection of products for these is raising the bar on expectations and offering new possibilities for creative facilities. Aquatics opportunities also ranked high in public input.
 - Spraygrounds may be a lower cost alternative that provides aquatic access to residents.
- New types of playgrounds are emerging, including discovery play, nature play, adventure play, and even inter-generational play. Some of these rely upon movable parts, supervised play areas, and other variations that are different from the standard fixed “post and platform” playgrounds found in the typical park across America. These types of nature-based opportunities help connect children and families to the outdoors.
- Integrating nature into parks by creating natural areas is a trend for many reasons. These include a desire to make parks more sustainable and introduce people of all ages to the natural environment.
 - An educational aspect is an important part of these areas. The recent survey indicated a need for nature/environmental programming. Interpretative signage and educational experiences development within existing parks can provide the infrastructure needed to establish and expand programming.
 - Villebois Regional Parks 7 and 8 have been designed to incorporate nature/environmental programming.

Recreational Connectivity

The definition of recreation has evolved in recent years to include aspects of the built environment that are more important today than they were in the past. People are more inclined these days to integrate recreational opportunities within their daily lives. The infrastructure available to get people to and from destinations is of greater importance than ever before as people have increasingly started to prefer a leisurely walk or bike ride to a trip in the car. People expect that parks, recreation centers, and other community resources be easy destinations to access for a variety of users employing different modes of travel to include walking and bicycling. This concept of may be referred to as **recreational connectivity**.

Recreational connectivity may be defined as the extent to which community recreational resources are transitionally linked to allow for easy and enjoyable travel between them. In addition to recreational trails, this may also include city sidewalks, bicycle paths, bicycle routes, and public transit infrastructure. Of course, the scope of creating and maintaining such a network is a substantial undertaking that involves many players. Along with a community expectation for this type of user-friendly network infrastructure comes the expectation that stakeholders work together in the interest of the public good. At the municipal level this might include public works, law enforcement, private land-owners, public transit operators and user groups as well as the local parks and recreation department.

This concept of recreational connectivity is important within the scope of parks and recreation planning but also has deeper implications for public health, the local economy, and public safety among other considerations. As more and more people look for non-automotive alternatives to get to and from local destinations, a complete network of various transportation options is in greater demand than ever to include walking trails, bicycle paths, bicycle routes, and public transit. Other elements of this infrastructure might include street/railroad crossings, sidewalk landscaping, lighting, drainage, and even bike-share and car-share availability.

The Trail System

Recreational connectivity in most American cities usually starts with trails. A trail may be defined as any off-street or on-street connection dedicated to pedestrian or bicycle users. Recreational trails, as distinguished from transportation trails, typically pass through park lands or natural areas and can be soft or hard surface. Recreational trails are the only elements of an alternative transit network that traditionally fall to parks and recreation professionals. They are intended mostly for leisure and enjoyment of resources. Transportation trails, the sidewalks or paved trails found in street rights-of-way in most municipalities, are often more utility based as in getting from one place to another. Yet these two types of city infrastructure must work together to create a well-connected community. The resulting trail system includes all trails that serve pedestrian and bicycle users in a community for purposes of both recreation and transportation.

As a trail system matures, the need emerges to address barriers such as roadways, rivers, and railroad crossings that separate distinct trail networks in order to create a truly connected trail system. A trail network is a part of a trail system within which major barrier crossings have been addressed and all trails are connected. Trail networks within a trail system are typically separated from each other by barriers or by missing connections. Crosswalks, pedestrian underpasses, and bridges can be used to help users navigate barriers. New trails may be added to merge networks and improve overall connectivity. Most cities have several trail networks that connect users to common destinations such as schools, shops, restaurants, and civic and religious institutions in addition to parks and recreation facilities. The more integrated these networks, the more connected a city or town.

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Building a trail system involves many considerations beyond the control of park and recreation managers. Vacant lands, utility easements, street rights-of-way, and existing social trails may be worth investigating for trail feasibility and to determine how trail development in these areas might impact overall connectivity. However, other departments and agencies will need to be consulted and collaborated to address issues such as land acquisition, street crossings, and utility maintenance. To complicate matters, the distinction between a recreational trail and a transportation trail can be hazy. Further, on-street connections via usable, comfortable bicycle lanes and routes are also critical to establishing good recreational connectivity. Though these connections can be invaluable to a city's infrastructure, as they supplement a trail system they introduce another set of stakeholders and complications. The types of collaboration necessary to build a trail system are not without their challenges yet can yield lasting partnerships that benefit the community. The sooner the discussion is started, the better.

Potential partners can include school districts, public works departments, county offices, state entities, federal agencies, and/or private land owners among others. Cooperation with stakeholders is critical to the public good and it can be helpful to remind them of the economic boost that often results from investment in recreational infrastructure like a trail system. Of course, not all players stand to gain from trail development. It is essential that land managers and planners be aware of all possible implications inherent in their efforts.

The Department should implement the strategies outlined in the 2016 Update to the Transportation System Plan (TSP).

Wilsonville has an outstanding trail system. Here are a few general strategies to use in planning efforts as this system is established:

- Work with a variety of departments, offices, and agencies to obtain assistance and access in creating trail links.
- Look for ways to relieve cost burdens for property maintenance presently borne by other utilities by adapting these properties to create recreation opportunities.
- Create connections that blend recreation opportunities with restaurants and retail opportunities for greater economic impact.
- Create connections that allow safe, comfortable routes between homes, schools, and civic and religious institutions for user convenience.
- Look at existing utility areas such as power line easements, drainages, and detention ponds for options to improve connectivity.
- Use wide, under-utilized or non-used street corridors for best pedestrian and bike routes within developed parts of the city.

Where to Start

Even the most well-planned, extensive trail system must start somewhere. Unless a city is already highly urbanized, good opportunities usually exist with which to begin building a trail system. Existing parks and open space area are the first place to plan new trails, with this idea of recreational connectivity in mind. Such interior trail assets, once established, provide a good point of departure to look outside park boundaries.

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It is helpful to recognize that trails may be developed at a variety of scales. Many trails serve park users only, while others are of citywide or regional extent. Also, people with a destination in mind tend to take the most direct route, while recreationists tend to enjoy loop or circuit trails more than linear trails. An exemplary trail system will provide multiple opportunities for users to utilize trail segments to access different parts of the city directly or enjoy recreational circuits of various size. By employing park trails, city trails, and regional trails users should ideally be able to select from several options to reach a destination or spend time recreating.

Regional Trails

In the City of Wilsonville, the process of building a trail system is established. Two primary North-South trail corridors have been identified and are in various stages of planning and implementation. The Boeckman Trail Corridor will eventually connect the many trails at Memorial Park, running adjacent to the Boeckman Creek up to the new Frog Pond Neighborhood and continuing north to Canyon Creek Park. West of I-5, there is significant planning for the Ice Age Tonquin Trail. Within Wilsonville, this trail would essentially connect the large open space lands at Coffee Lake Wetlands to Graham Oaks Nature Park and then east to Boones Ferry Park. In addition, 2 main East-West trail corridors (Waterfront Trail and Wiedeman Road Trail) have also been identified. Please refer to the 2016 TSP update for specific projects, mapping and priorities.

Park Trails

Many users regularly enjoy existing trails and loop walks within parks. Memorial Park, Willamette River Water Treatment Plant Park, and Graham Oaks Nature Park are excellent examples of parks with extensive trails within their boundaries. A few enhancements could make these heavily used pathways even better:

- As many users seem focused on exercise the addition of mileage markers along loop walks and internal park trails would be useful. Users could track their distances which might also encourage them to try out other trail opportunities of similar length. As users tend to be intent on getting a workout rather than a leisurely stroll, it might also be worthwhile to consider adding cardio fitness stations at points along the loop or trail as well.
- New measured loop walks could also be developed at several of parks to better serve a variety of nearby residents. Location enhancements such as mileage markers and cardio fitness stations could be included to provide additional functionality and fitness needs. The natural area trails at some of the more passive areas such as Tranquil Park could benefit from interpretive signage or passive seating areas.

City Trails

With internal park trails established, the next step is to focus on connecting these park assets to each other and to various places within the city. An update to the 2006 “Bicycle and Pedestrian Master Plan” should involve capitalizing on existing opportunities to create strategic off-street and on-street pedestrian and bicycle links between popular recreation locations. Strategies to retrofit developed areas to meet the need for safe routes through town may be based on recommendations in this plan as well as other “complete streets” resources. Priority should be given to developing connections between existing parks, schools, and other community resources.

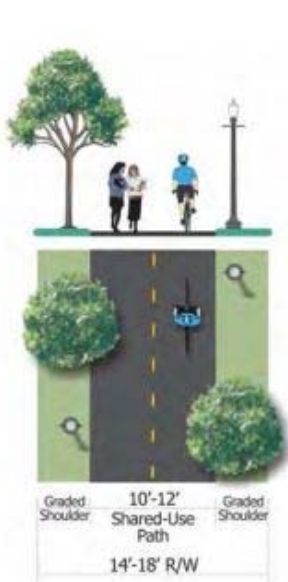
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Trail Typology

In addition to the park, city, regional trail hierarchy already discussed it is useful to employ a trails typology. A new “trail” may consist of several infrastructural improvements. The Wilsonville Transportation System Plan (amended 2016) and the Bicycle and Pedestrian Master Plan (2006) highlights three different shared-use path and trail cross sections that are most applicable to parks and recreation use. These are recommended for use in the City of Wilsonville:

1. Shared-use Path
2. Shared-use Path Adjacent to Roadway
3. Nature Trail

SHARED-USE PATH



SHARED-USE PATH ADJACENT TO ROADWAY



NATURE TRAIL



Each trail type refers to a strategy for connecting one place to another. The primary consideration is how to accommodate pedestrian and bicycle users travelling along the same route. In more developed areas, this might involve a buffer between users and roadways. The traditional shared use path provides users with an off-street connection, typically through open space areas or parks. Nature trails are less likely to handle the intensity and use of multiple types of users and may have limited use.

Connecting People to Trails

As the Wilsonville trail system continues to develop additional resources will be desirable to support users. It may be worthwhile to consider signage and wayfinding strategies, trailheads and access points, public trail maps, and smartphone applications as strategies to connect people to trails and affect a positive user experience.

Section IV: Parks and Facilities Inventory and Assessment***Signage and Wayfinding***

A Sign Design and Wayfinding Signage Plan is currently underway as of February 2018. Signage and wayfinding strategies should be employed to enhance the Wilsonville trail system by promoting ease of use and improved access to recreational resources. An important aspect of effective signage and wayfinding markers is branding. An easily identifiable hierarchy of signage for different types of users assists residents and visitors as they navigate between recreation destinations. Further, a strong brand can imply investment and commitment to alternative transit and which can positively impact city identity and open economic opportunities.

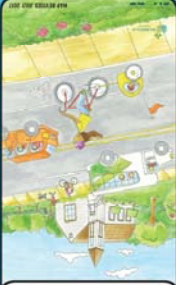
Trailheads & Access Points

It is also important to provide users access to trails. There are two ways to approach this. First, formal trailheads may be developed to include parking, bike racks, signage, restrooms, drinking water, a trail map, and other amenities. A trailhead is most appropriate to provide access to trails that serve a higher volume of users at destinations reached by automobile. The second approach involves simply providing a trail access point, usually without the extensive amenities found at a trailhead. Trail access points such as this are more appropriate in residential or commercial areas where users are more likely to walk or ride a bicycle to reach the trail. Trailhead and access point should be primary points of interest on any trails mapping.

Map & App Resources

By making trail maps available, users may enjoy Wilsonville trails with greater confidence and with a better understanding of distances, access points, amenities, and the system, as a whole. The following map is available for download from <http://www.ridesmart.com/152/Wilsonville-Bike-Walk-Map>. Maps are also available for free at Wilsonville City Hall, Wilsonville Community Center, Wilsonville Public Library, and Parks & Recreation Administration Building.

Section IV: Parks and Facilities Inventory and Assessment



YOUR GUIDE TO BIKING & WALKING IN WILSONVILLE, OREGON


Wilsonville Community Map

SMART
The City of Wilsonville and SMART are proud to present the Wilsonville Bike and Walk Map.

SMART Transit
28879 SW Bobberg Road
Wilsonville, Oregon 97170
(503) 682-7790

Se habla Español.
RideSMART.com

WALK SMART
Walk SMART is a free program that encourages participants to walk more by providing tools and motivation. Each participant receives a Walk SMART kit that includes a safety light, a log sheet to record their daily step counts, Walk Wilsonville booklet, information on the benefits of walking and tips on safe walking.

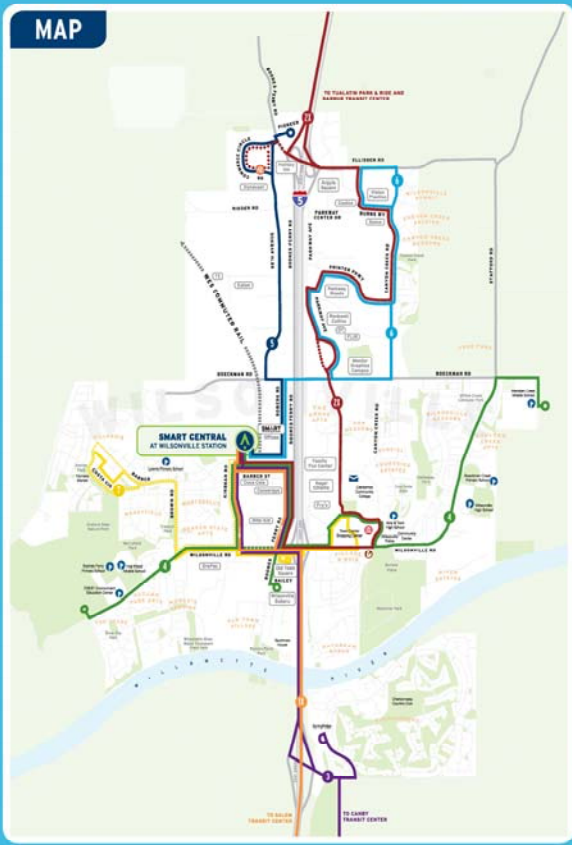


For more information:
RideSMART.com/walksmart

RIDE SMART
South Metro Area Regional Transit (SMART) covers all points in Wilsonville and connects to Portland, Salem, and Corvallis. SMART's system is designed to get you where you're going with maximum efficiency.

For all trips beginning and ending within Wilsonville city limits, bikes are free. To learn more about SMART and find detailed route information, contact SMART online at rideSMART.com or 503-682-7790.


MAP



WILSONVILLE LOOP










8 miles or 12 miles

This ride highlights the dedicated bike infrastructure and trails in Wilsonville. It's a great way for beginning triers to get comfortable riding on the road. The ride starts and ends at Memorial Park, and also explores Gresham Creek Nature Park along the way.




START & END
Memorial Park
4000 NE Wilsonville Rd
Wilsonville, OR 97170

BIKE SAFETY TIPS

-  **USE HAND SIGNALS WHEN TURNING**
Hand signals tell motorists what you intend to do. Point in the direction of your turn for protection.
-  **YIELD TO PEDESTRIANS**
Yield to pedestrians, give a warning before passing, and ride at low speed when crossing driveways, alleys, or intersections.
-  **BE VISIBLE**
Ride where drivers would expect you to be. Lights are required by law when riding after dark.
-  **OBEY ALL TRAFFIC SIGNS AND SIGNALS**
On your bicycle, you must drive like those in other vehicles. Pretend like you're driving a car.
-  **STAY TO THE RIGHT**
Ride with the flow of traffic on the right, but far enough from the curb to avoid hazards.
-  **OCCUPY A LANE**
If you ride on a busy street, be prepared to occupy a full lane in a major intersection. Do not cut off cars.
-  **FOLLOW LANE MARKINGS**
Use appropriate lanes for turning right, left, or going through an intersection. Do not use a turn lane when going straight.
-  **RIDE DEFENSIVELY**
Be alert and expect the unexpected. Follow traffic laws and make eye contact with other road users.
-  **AVOID ROAD HAZARDS**
Watch for sewer grates, slippery manhole covers, oily pavement, gravel, ice and oil road tracks.

BRING YOUR BIKE ON THE BUS

- 1 SIGNAL TO THE DRIVER**
When the bus comes to a complete stop, signal to the driver that you are using the bike rack. Make eye contact with the conductor before loading or unloading your bike.
- 2 LOWER THE BIKE RACK**
Tilt the handle on the rack to release it and lower the rack. Pick up your bike and place it in the rack, matching the front wheel to the side with the adjustable arm.
- 3 SECURE YOUR BIKE**
Secure the front wheel of your bike with the adjustable arm, as close to the frame as possible. Remove any loose items from your bike and gather your belongings.
- 4 HOP ON THE BUS**
Board the bus. When exiting, remember to notify the driver. Remove your bike and fold up the rack if it is empty. Move towards the outside of the road to begin your ride.

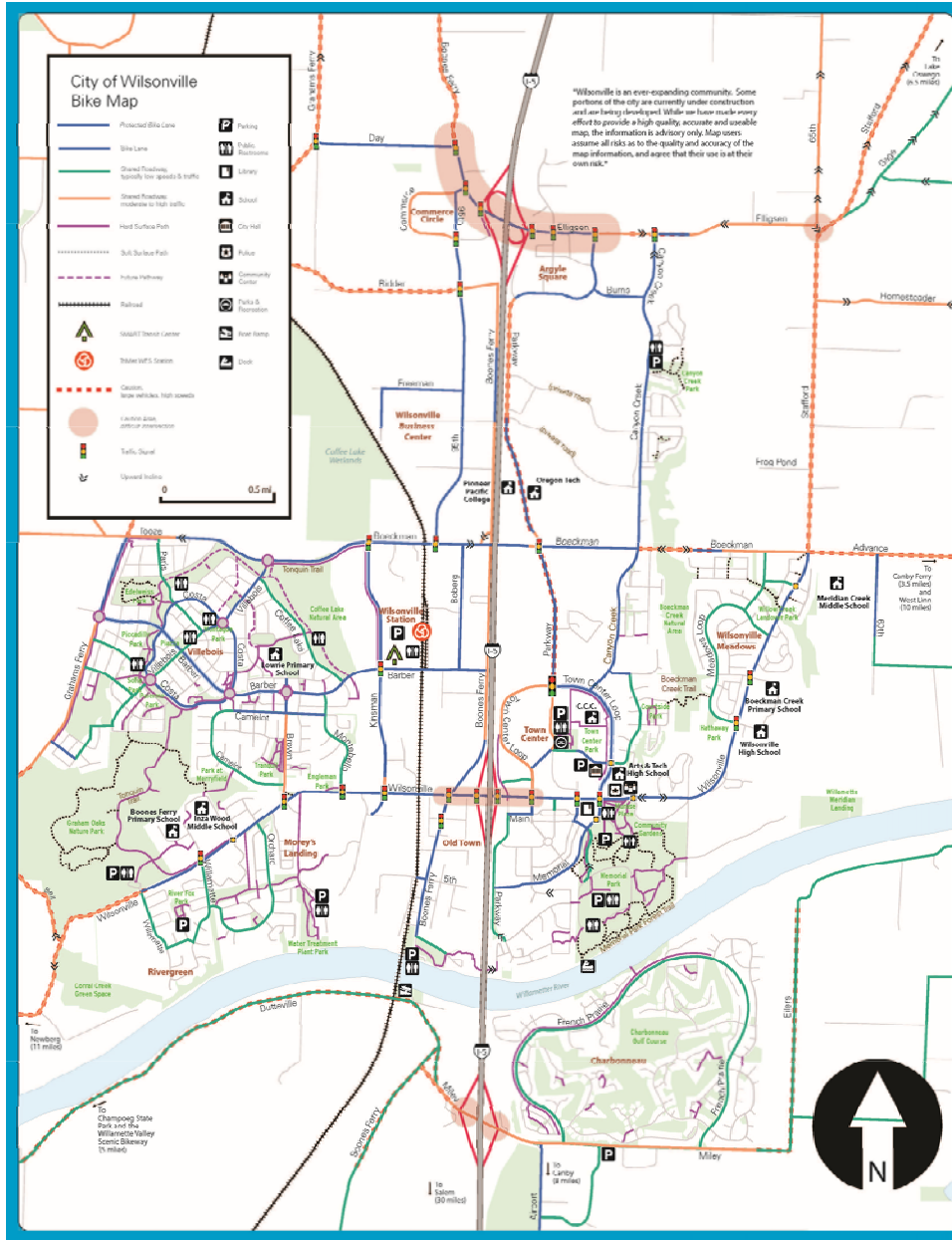


Interested in keeping your bike safe and secure? Check out a free bike locker at SMART Central! These lockers are spacious, with room for a bike, helmet, pump and saddle bags. To register, call (503) 682-7790 to begin the application process.

SPOT A HAZARD?
Let us know! Wilsonville Public Works is responsible for maintenance of all city-owned streets, parks and buildings. Call 503-682-4072 to report a hazard.

WHAT DO YOU THINK?
Have a suggestion, comment or feedback? We want to hear! Give us a call (503) 682-7790 or email us at info@rideSMART.com.

Section IV: Parks and Facilities Inventory and Assessment



Another way to provide a trail map to users is through web-based smartphone technologies. Maps made available on this type of platform are more dynamic for users, always on hand, and can be easily updated. Upfront investment needed for this type of resource may be cost prohibitive now. However, it is likely that as technologies advance, these costs will become more manageable in the future. It may be worth considering development of web-based maps in long term planning decisions.

Public Transportation

A final consideration regarding recreational connectivity is public transportation. Based on information presented on the SMART website, “SMART is dedicated to providing mobility for those who do not drive and to creating a viable, attractive transportation option for those who do.” “Operated by the City of Wilsonville, SMART maintains a fleet of over 35 vehicles ranging from 40 foot buses to minivans and a trolley-bus. SMART also operates Dial-a-Ride, which provides door-to-door service within Wilsonville and medical transport services to Portland and other nearby cities for the elderly and disabled. SMART services are free within Wilsonville, but intercity services charge a fee. Funding for SMART is provided primarily by local businesses and grants.”

Though this falls outside the realm of parks and recreation, the vision is for “Wilsonville residents to be able to easily and safely access a variety of parks and natural areas from neighborhoods. Residents should be able to walk or bicycle to parks, schools, commercial areas, employment centers, and transit stops where they can take transit to other Wilsonville destinations and neighboring communities.” SMART, South Metro Area Regional Transit, serves the City of Wilsonville with many bus routes and schedules. <http://www.ridesmart.com/35/Routes>

Parks and Recreation should work with SMART to increase usage of parks and recreation facilities. Staff should work to increase marketing and awareness of the SMART Routes through use of social media and other outlets.

Section IV: Parks and Facilities Inventory and Assessment



School Partnerships

City staff should review the current Joint Use Agreement with the school system and determine how it is benefitting the Parks and Recreation Department. Maximizing potential should be a key goal of any agreement. As discussed earlier, the campus approach to schools in Wilsonville has some impact on recreation and access. One way to address this issue is to increase partnerships with schools to promote use of school facilities through on-site community programming and environmental cues to make them easier to use and more inviting. School partnerships can be valuable throughout the Wilsonville community. Existing partnerships should be strengthened, because as school assets improve, the level of service provided to city residents is also improved. Schools could prove to be important in the development of a city wide aquatic facility, sports fields, and court access.

ADA Transition Plan and Compliance

According to the ADA.gov website, “Access to civic life by people with disabilities is a fundamental goal of the Americans with Disabilities Act (ADA). To ensure that this goal is met, Title II of the ADA requires State and local governments to make their programs and services accessible to persons with disabilities... One important way to ensure that Title II's requirements are being met in cities of all sizes is through self-evaluation, which is required by the ADA regulations. Self-evaluation enables local governments to pinpoint the facilities, programs, and services that must be modified or relocated to ensure that local governments are complying with the ADA.” Transition plans are also required to implement needed changes identified during the self-evaluation process. In 2015, the City of Wilsonville completed the “Public Right-of-Way & City Parks Facilities ADA Title II Transition Plan.”

- Ongoing self-evaluation and implementation of a comprehensive transition plan must be a high priority of the Parks and Recreation Department especially in terms of access to park amenities and paths or routes to get to those amenities and components.

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V. Status of Current 20 Year Capital Project List from 2007 Master Plan

The following information related to 20 Year Capital Projects provided by Wilsonville staff:

20 Year Capital Projects List				
Site	Project Name	Project Description	Project Cost	Project Status
Graham Oaks Natural Area (not owned/maintained by City (it is owned/maintained by Metro)	Master Plan Implementation	Wilsonville's contribution of approximately 30% of the costs of GONA master plan implementation	\$1,100,000	Complete
Montebello Community Park	Acquisition, design and construction	Site acquired of .68 acres in September 2006 (\$415,000). Design and construct a community park in the .68 acre area.	\$845,000	Complete
Villebois Park System	Master Plan Implementation	50% contribution for completion of planned Villebois park and trail system (SDC total of \$5,950,000)	\$2,975,000	In Progress ¹
Villebois School Community Park	Acquisition, design and construction - school fields.	Purchase of school property in north Villebois neighborhood. Design and construction of primary age sport fields on 3 acres of site. (Purchased in August 2006 - \$4,500,000))	\$6,160,000	Complete
Industrial Area Waysides	Waysides Design and Construction	Allowance for design and implementation of 3 wayside areas along two planned regional trails and community trail in this area. Allowance based on average cost of \$200,000 per wayside, not including trail construction. Allowance for future design and development of 3 wayside areas along community connector trails.	\$600,000	Not Started
Frog Pond Community Park	Design and Construct	Design and construction of community park to serve Frog Pond and surrounding area	\$10,600,000	In Progress

EXHIBIT A

Section V: Status of Current 20 Year Capital Project List from 2007 Master Plan

Frog Pond Neighborhood Park	Design and Construct	Design and construction of neighborhood park to serve Frog Pond development, including connection to community trail.	\$2,650,000	In Progress
Frog Pond Neighborhood Park	Design and Construct	Design and construction of neighborhood park to serve Frog Pond development, including connection to community trail.	\$2,650,000	In Progress ²
Advance Road School Community Park	Design and Construct	Design and development of a site plan for a shared use facility including sport fields.	\$3,410,000	Complete
Multi-purpose Rec/Aquatic Center	Recreation and Aquatic Center Feasibility Study and construction	Updated feasibility study for a multi-purpose recreation and aquatic center. Feasibility study will identify a program for the center that meets the City's operating budget goals. Design and construct accordingly.	\$20,080,000	Complete ⁴
Multiple Sites, Skate Facilities	Skate Spot Implementation	Construction of skate spot to 2-4 selected areas in the City.	\$35,000	Not Started ⁵
Community-scale Skate Park/Plaza	Community-scale Skate Park	Improvement of the Memorial Park skate park and/or design/build of a new skate park.	\$575,000	In Progress ⁶
School Fields	Field Improvements at school sites	Allowance for miscellaneous field improvements at existing school sites	\$3,000,000	NA
Multiple Sites, Natural Resource Restoration and Management	Natural Resource Restoration and Management	\$10,000 per year to fund native plant restoration at sites throughout Wilsonville to compliment volunteer efforts	\$200,000	In Progress
New Park Sites	Park and Trail Acquisitions and Easements	Budget allowance for "opportunity fund" for acquisition of park sites or trails or purchase of easements for trails	\$1,000,000	Not Started
Riverfront Sites	Riverfront Easements and Acquisitions	Budget allowance for "opportunity fund" for purchase of easements or outright acquisition of riverfront property if opportunities arise. Includes potential purchase of Willamette Meridian Park	\$1,000,000	In Progress ⁷
		New Parks and Facilities Subtotal	\$56,880,000	

EXHIBIT A

Section V: Status of Current 20 Year Capital Project List from 2007 Master Plan

Boones Ferry Park	Boones Ferry Park Master Plan	Development of a master plan for the entire site, including the parcel west of Boones Ferry Road and the planned regional trail and the proposed water trail and a pedestrian bridge over the Willamette River. Includes a feasibility study on future uses for Tauchman House.	\$5,400,000	In Progress
Canyon Creek Park	Canyon Creek Park Trailhead Improvements	Allowance for design and installation of trail system signage to support the planned regional and community trails	\$25,000	Not Started
Courtside Park	Courtside Park Improvements	Design and implementation of minor improvements	\$100,000	Not Started
Memorial Park	Memorial Park Master Plan Updating	Update of the Memorial Park Master Plan, including a parking master plan and signage program. Project list for Memorial Park should be updated as part of the project	\$1,035,000	Completed ⁸
Park at Merryfield	Park at Merryfield Improvements	Widen and improve path throughout park, implementation of entrance improvements	\$100,000	In Progress
River Fox Park	River Fox Park Improvements	Allowance for design and implementation of minor improvements	\$200,000	Not Started
Town Center Park	Town Center Park Operations Improvements	Allowance for additional amenities and implementation or recommendations from Maintenance Plan	\$195,000	In Progress
Tranquil Park	Tranquil Park	Provision of trail system signage	\$15,000	In Progress
Willamette River Water Treatment Plant Park	Water Treatment Plant amenities	Design and implement additional trailside and overlook amenities and connection to regional trail network.	\$25,000	In Progress
Willow Creek/Landover Park	Willow Creek/Landover Park Improvements	Allowance for design and implementation of minor improvements	\$100,000	In Progress
Wilsonville Community Center	Community Center Improvements	Design and implementation of improvement to the Community Center to upgrade restrooms and enhance activity and storage space	\$250,000	Complete
		Existing Parks and Facilities Subtotal	\$7,445,000	

EXHIBIT A

Section V: Status of Current 20 Year Capital Project List from 2007 Master Plan

Systemwide	Natural Area Management Plan	Develop a resource management plan for natural areas in Wilsonville's park system, including a pest management plan.	\$100,000	In Progress
Systemwide	ADA Transition Plan	Develop an ADA Transition Plan for Wilsonville's parks and recreation facilities	\$50,000	Complete ⁹
Systemwide	Signage Program	Develop and implement a system-wide signage program (trail signs, park identification signs, etc.)	\$100,000	In Progress
Systemwide	On-line Registration Software	Implement on-line registration option for recreation programs (December, 2006)	\$12,000	Complete
		Other Projects Subtotal	\$262,000	
			\$64,587,000	

¹The majority is complete, Regional Parks 7/8 construction will begin in 2018 and Regional Park 6 will be completed within 3-5 years.

²Conceptual plan to be completed in 2018

³Meridian Creek School was completed in 2017

⁴Failed Bond Measure in November :

⁵Skate amenities and efforts to be focused on Community-scale Skate Park

⁶Site approved on Courtside Drive and design completed.

⁷Acquired 3.5 acres in May 2015, east of Boones Ferry Park

⁸Master Plan Completed in May 2015 Phase 1 (of 3) implementation ongoing

VI. Organizational and Marketing Analysis

A. Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis

A SWOT Analysis was conducted with the Wilsonville staff. The following charts show the information learned during this analysis.

STRENGTHS ANALYSIS – City of Wilsonville Parks and Recreation Department

Strengths	PERFORMANCE			IMPORTANCE		
	Major Strength	Minor Strength	Neutral	High	Med	Low
Community appreciates Parks and Recreation	X			X		
Parks has always scored 90+% on Community Survey	X			X		
Parks are an asset	X			X		
Maintenance of Parks	X			X		
Parks maintenance equipment and replacement schedule	X			X		
Stein Boozier Barn	X			X		
Outsourcing of programming 70/30 split of revenue		X			X	

Staff identified the community's love for parks and recreation, their parks, the maintenance of the parks including the available equipment and maintenance schedules as major strengths with high importance for the department. Outsourcing of programs resulting in a 70/30 revenue split was identified as a minor strength with medium importance.

EXHIBIT A
Section VI: Organizational and Marketing Analysis

WEAKNESSES/AREAS TO IMPROVE ANALYSIS – City of Wilsonville Parks and Recreation Department

Weaknesses	PERFORMANCE			IMPORTANCE		
	Major Weakness	Minor Weakness	Neutral	High	Med	Low
Lack of maintenance facility	X			X		
Majority of Recreation Facilities – old, dated		X		X		
Stein Boozier Barn – lacking amenities		X				X
Lack parks maintenance staff (full time and seasonal)	X			X		
Lack of large multi-purpose programming space	X			X		
Lack of field complex that can house tournaments (synthetic turf)	X			X		
Lack of Recreation and Aquatic Center	X			X		
Lack of city owned access to the river	X			X		
Lack of delineation of ownerships of parks		X			X	

The staff identified the lack of maintenance facilities, outdated facilities, facilities that lack amenities, lack of multipurpose indoor and outdoor facilities (lack of synthetic fields), lack of parks maintenance staff, lack of a recreation and aquatic center, and lack of City-owned access to the river as major weaknesses with high importance for the department.

Section VI: Organizational and Marketing Analysis

OPPORTUNITY RATING SCALE – City of Wilsonville Parks and Recreation Department

OPPORTUNITIES	ATTRACTIVENESS		SUCCESS PROBABILITY	
	High	Low	High	Low
Adult sport leagues and programming	X		X	
Indoor multi-purpose space	X		X	
Multi-sport complex	X		X	
More special events	X		X	
River Access	X		X	
Community Partnerships	X		X	
Improve sponsorship relationships and marketing		X		X

The staff identified adding adult sports leagues and programming, indoor multi-purpose space, multi-sport complex, addition of special events, and access to the river as opportunities with high attractiveness and high probability of success if these areas were addressed.

THREATS ANALYSIS – City of Wilsonville Parks and Recreation Department

During the SWOT analysis process the staff did not identify any current threats.

B. Recreation Programming and Maintenance Analysis

Program Development

The basis of determining essential services should come from a vision and mission developed by the city and what brings the greatest community benefit in balance with the skills and abilities of the department, current trends, the market, and the responses from the 2017 Community Survey. A past vision referenced in a Wilsonville document was, “creating community through people, parks, and programs.” A Mission, Vision, and Values work session was conducted with the Wilsonville staff to develop a new Mission Statement and Vision for the Department.

City of Wilsonville Parks and Recreation Mission
“Recognizing community history, enriching the quality of life and fostering a safe environment, the Wilsonville Parks and Recreation Department shall provide, preserve, maintain, improve, and enhance recreational opportunities, social services, natural resources, and parkland for current and future generations.”

The Department should pursue program development around the priorities identified by community feedback. Survey respondents and focus group participants indicated the types of new and enhanced programming desired include:

- Access to the Willamette River
- Increased quantity of recreation programs/classes
- Explore recreation opportunities for Millennials: social sports

Section VI: Organizational and Marketing Analysis

- Explore opportunities to expand recreation programming based on trends and demand
 - Events
 - Series programming
 - Nature/Environmental programming
 - Wellness and Fitness
- Develop synthetic turf athletic fields

Concern was expressed by residents over the access to the river and lack of adequate indoor facilities. Parks and Recreation staff needs to work diligently to continue to explore options for access to the river and the addition of new indoor facilities to continue to meet the needs and desires of the City of Wilsonville community.

New recreation trends may indicate the need for changing the current program offerings. Changing program offerings requires careful consideration, planning, and proper communication with the community. Programs need to be continually assessed for viability. Decisions regarding changes, expansions, enhancements, and/or program eliminations need to be made carefully and with proper data. Starting new programs, based on community demand and/or trends, need to be well researched, planned, and advertised to provide the best possibility of their success. If new program interest seems sufficient based on a survey or community input, then the new programs should be developed, advertised, and implemented. Available facilities and funding need to be considered when adding new or expanded programs. Program enhancements and changes need to be properly communicated to the community.

Using past participation statistics and program evaluations/participant/staff feedback to determine program popularity can be helpful in deciding if programs should be continued, altered, or eliminated. In addition, utilizing community surveys and participant feedback, and researching trends in parks and recreational programming are useful tools in determining future programming needs and desires.

Sources for trends information include:

- State Parks and Recreation Associations and Conferences
- National Recreation and Parks Association
- International Health, Racquet, and Sports Association
- Parks and Recreation Trade Publications
- Outdoor Recreation Publications

Program Evaluation

Industry best standards indicate that all current programs should be evaluated at the completion of their session (at a minimum evaluation should be conducted annually) to determine if they should be continued, changed (market segment focus, time/day offered, etc.), or discontinued. A few simple questions should be asked of participants and staff about each program that includes:

- Is participation increasing or decreasing? If participation is increasing, then it could clearly mean that the program should be continued. If participation is decreasing, are there any steps to take to increase interest through marketing efforts, change the time/day of the program is offered and change the format or instructor? If not, it may be time to discontinue the program.
- Is there information contained in the participation/staff feedback that can be used to improve the program?
- Are cost recovery goals being met? If not, can costs be reduced or can fees be realistically increased?

Section VI: Organizational and Marketing Analysis

- Is there another provider of the program that is more suitable to offer it? If yes, the Department could provide referrals for its clients for the program it does not offer or is not willing or able to offer.
- Is this program taking up facility space that could be used for expansion of more popular programs or new programs in demand by the community?

Funding Resources & Cost Recovery

Parks and Recreation facilities, programs, and services are essential to maintaining Wilsonville's energetic and desirable community. However, not all facilities, programs, and services are equal. In general, the more a facility, program, or service provides a community benefit to its citizens as a whole, the more that element should be paid for by all citizens as part of the City's General Fund. The more a facility, program, or service provides individual benefits, the more that element should be paid for by user fees. This funding and cost recovery philosophy acknowledges the tremendous public benefits of parks and recreation to the community. Parks & Recreation Departments also promote and support a community's economic development, crime prevention, and community health. The City should seek to leverage partnerships wherever possible to help fund the needed facilities, programs, and services that it provides to the community.

Maintenance

A review of parks and facilities have shown that the small but dedicated staff have done an excellent job maintaining the parks and facilities with the limited resources available to them. The City of Wilsonville is committed to the Bee City USA designation, which sustains pollinators, responsible for the reproduction of 90 percent of the world's wild plant species, by providing them with healthy habitat rich in a variety of native plants and minimizing the use of pesticides.

The Department has an excellent Parks Maintenance Standard Operations Guide which addresses the following:

- | | | |
|-----------------------------------------|--------------------------------------------------------|-------------------------------------------|
| • "Integrated Plant Management" | • Restrooms | • Parks Tree Care |
| • Park Landscaping | • Portable Toilets | • Park Site Lines |
| • Pedestrian Turf Areas | • Drinking Fountains and Water Bottle Filling Stations | • Natural Areas Maintenance |
| • Native/Rough Areas | • Water Feature Operation and Maintenance | • Boardwalks |
| • Irrigation | • Park Entrance Points | • Stream Debris Removal |
| • Fertilization | • Hardscape Maintenance | • Trails, Pathways, and Sidewalks |
| • Athletic Fields | • Snow Removal | • The Oregon Korean War Veterans Memorial |
| • Sports Courts | • Inspection of Lighting | • Job Duties and Equipment Operation |
| • Playground | • Sign Maintenance | • Seasonal Maintenance |
| • Skate Parks | • Trash Receptacles | • Safety |
| • Reservation Preparation and Follow-up | • Graffiti/Vandalism | • Routine Tasks |

Financial Analysis

A review of the last three years budget showed:

- Revenues trended towards being closer to budget projections.
- Total expenses for Parks Maintenance and Senior Services were relatively consistent over the last three years.
- Expenses for Parks and Recreation General Services varied substantially over the last three years mainly because of unfilled positions.
- The Department appears to do a great job allocating the limited resources available.
- To expand and enhance programs, facilities, and services, additional funding will be required.

VII. Key Issues

A. Visioning Workshop Findings

A visioning workshop followed the Findings Presentation to discuss “How do we prioritize”? The following are the key issues discussed during the visioning workshop that were considered when developing the goals, objectives, and action plans for this master plan.

Facilities and Amenities

- Explore opportunities to expand and increase connectivity: pathways
- Development of synthetic fields to meet demand
 - Advance Road (2-3)
 - Memorial Park (2)
- Address low scoring amenities from parks inventory and existing conditions evaluation
- Work with the Tourism Promotion Committee to explore the feasibility of an indoor sports complex
- Explore opportunities to increase facilities based on demand
 - Skate Park
 - Outdoor event space – Amphitheater
 - Community Center
- Explore opportunities to repurpose or enhance existing park/open space for more efficient use or meet new programming demand
 - Town Center Park enhance event space
 - Dog Parks (off leash)
- Look for opportunities to increase accessible playgrounds, as development occurs
- Increase marketing and awareness of the SMART Routes (free bus system)
- Increase river access: Willamette River
- Implement Phase 2 and 3 of the Memorial Park Master Plan
- Explore opportunities to improve distribution off-leash dog parks
- Explore opportunities to increase passive use and connectivity at parks – Canyon Creek Park

Programs

- Explore recreation opportunities for Millennials: social sports
- Increase opportunities for events
- Explore opportunities to expand recreation programming based on trends and demand
 - Events (Food Truck Rodeo, Arts in the Park)
 - Series programming (Movies in the Park, Fall Farmers Markets)
 - Nature/Environmental programming (Bird Watching, Nature Hikes, Master Gardeners)
 - Wellness and Fitness (Yoga, Mind and Body, Tai Chi, Group Runs)

Organizational

- Increase staff to meet current and future park needs and future growth based on demand and trends
- Evaluate the current Park SDC funding (developer impact fees) and how they can be used to assure the maximum benefit is being achieved

- Review current park classification system (review from current master plan) also review requirements, i.e. access to parks
- Review park development procedures and defining maintenance agreements for current and future parks and properties
- Review current Joint Use Agreements with school system and how its benefitting the Parks And Recreation Department – maximize potential
- Review organizational structure for efficiencies – Recreation Division
- Increase partnerships to assist with funding, volunteering, and marketing
- Increase awareness of program and services offerings
- Increase safety and security by continuing to work with other departments
- Work with SMART to increases usage

Finance

- Review traditional and alternative opportunities
- Review and make recommendations for Park SDC funding
- Explore opportunity for capital funding: bond referendum (Advance Road Sports Complex), Land and Water Conservation Funding) LWCF, Transportation Funds
- Explore dedicated funding source(s) for maintenance
- Implement the Memorial Park Master Plan – how funded
- Address implications of the Boones Ferry Master Plan, how implemented
- Review current cost recovery policy and sports field allocations for potential revenue

Community Priorities

The findings of the survey indicated the following top three amenities and services that the community reported a desire for the addition or expansion of:

- Trail and Pathway Connectivity
- Preserve Open Space and Land Acquisition
- River access: Willamette River

The findings of the survey indicated the top three amenities and services priorities for the community were:

- Farmers Market
- Music and Arts in the Parks
- Water Equipment Rentals

The findings from the Level of Service Analysis were:

- Address lower and no service areas
- Maintain and improve existing facilities and amenities
- Improve recreational connectivity – trails and pathways
- Strengthen and improve Joint Operating Agreements with the schools
- Continue to address the ADA Transition Plan

Generally, findings from the public input process consistently identified an appreciation of existing facilities, programs, and services being offered by the City of Wilsonville’s Parks and Recreation Department.

EXHIBIT A
Section VII: Key Issues

Key issues were identified using a number of tools including review of existing plans and documents, site tours, staff interviews, focus groups, stakeholder meetings, a community survey, inventory, and level of service analysis. The information gathered from these sources was evaluated, and the recommendations were developed that address these key issues:

- Explore improving/adding trail and pathway connectivity, open space/natural area preservation
- Explore additional land acquisition for new parks
- Enhance Willamette River Access
- Ensure continuation of the high-quality maintenance of facilities, parks, trails, and open spaces
- Enhance special event programming
- Explore the addition of indoor facilities such as a community recreation center and aquatic center
- Monitor the participation and usage of the programs, facilities, and services and make appropriate adjustments based on collected data

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VIII. Recommendations and Action Plans

Based on the entirety of the study, the following recommendations and action plans have been developed. A detailed review of the process of this study follows this section.

Residents and community leaders are increasingly recognizing that parks and recreation facilities, programs, and services are essential to creating and maintaining communities where people want to live, work, play, socialize, recreate, learn, and visit. These amenities should be investments in the long-term vitality and economic sustainability of any active and desirable community. The City of Wilsonville Parks and Recreation Department is committed to providing comprehensive, high quality parks, programs, facilities, and services to the community.

A. Recommendations

The following recommendations are made based on the entirety of the master plan update which was inclusive of members of the community, and the public was given many opportunities to participate through focus groups, stakeholder meetings, public meetings, an invitation survey, and an open link survey. A Level of Service (LOS) analysis and funding analysis were also conducted.

This section describes ways to enhance the level of service and the quality of life with improvement through improved parks, services, facilities, programs, and amenities, a dedication to customer service, improved programming and service delivery, organizational efficiencies, and increased financial opportunities.

The following key Issues were identified for focus by Department staff:

- Facilities and Amenities
- Program Enhancement and Expansion
- Organizational Structure
- Financial Sustainability

B. Action Plan and Prioritization

The following Goals, Objectives, and Action Items for the recommendations are drawn from the public input, inventory, level of service analysis, findings feedback, and all of the information gathered during the master planning process. The primary focus is maintaining, sustaining, and improving the City of Wilsonville's parks, facilities, programs, and services. Funding availability, staff buy-in, and political and community support will play significant roles in future planning efforts. All cost estimates are in 2017 figures where applicable. Most costs are dependent on the extent of the enhancements and improvements determined.

Timeframe to complete is designated as:

- Short-term (up to 5 years)
- Mid-term (6 - 10 years)
- Long-term (10+ years)
- Ongoing (occurs on a continuous basis)

Section VIII: Recommendations and Action Plans

Goal 1: Improve Access Facilities and Amenities			
<p>Objective 1.1 <i>Maintain and improve existing facilities and amenities.</i></p> <p>The Department should continue to monitor the condition of existing community and neighborhood parks, trails and pathways, and park shelters, as these facilities have been identified by residents as being of high importance. Standardized evaluation methods and instruments to measure and track the level of quality of maintenance of these areas are already in place and should be continued to be used on a regular basis. Providing additional staff and resources to ensure continuous maintenance of these areas should be considered. Maintenance staffing should be monitored and adjusted as needed to meet current demand for services, and a staffing plan for future growth should be developed. Regular inspections of all facilities, parks, trails, and open spaces should continue. Maintenance projects and annual maintenance needs should be funded on a regular schedule to minimize backlog of maintenance. Priorities for future maintenance projects for these areas should continue to be developed and reviewed regularly. Capital improvement plans, costs, and phasing recommendations and implementation plans should continue to be developed to prioritize items/projects. Appropriate funding should be provided to address the capital improvement plans.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
1.1.a Implement the Master Plan for Memorial Park	Varies	TBD	Short-Term
1.1.b The Department should replace play structure equipment on a regular schedule. <ul style="list-style-type: none"> Develop a regular schedule to replace all play structures prior to the structures reaching the manufacturers recommended life expectancy. Conduct monthly inspections of play structures and address any identified repair issues. 	Will vary based on scope of project and future amenities added	Staff Time	Ongoing
1.1.c Courtside Park <ul style="list-style-type: none"> Address ADA access issues. No other immediate deficiencies were found at this location. Continue to monitor components and amenities. Repair and improve as needed. 	\$100,000	Staff Time	Ongoing
1.1.d Willow Creek/Landover Park <ul style="list-style-type: none"> Work with HOA to ensure regular maintenance and periodic replacement of playground equipment. Address ADA issues. 	\$100,000	Staff Time	Ongoing

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Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>1.1.e Hathaway Park (HOA Park)</p> <ul style="list-style-type: none"> As a City-owned parcel, recommend staff explore opportunities to assume maintenance responsibilities, including replacement of playground equipment. Address ADA access issues. Repair and improve as needed. 	\$100,000	Staff Time	Short-Term
<p>1.1.f Palermo Park, Piccadilly Park, Sofia Park, Tranquil Park, Trocadero Park, Engleman Park, and Edelweiss Park</p> <ul style="list-style-type: none"> No immediate deficiencies were found at these locations. Continue to monitor components and amenities. Repair and Improve as needed. 	TBD	Staff Time	Ongoing
<p>1.1.g River Fox Park</p> <ul style="list-style-type: none"> Address ADA access issues. Improve access and entrance gateway to park. Consider other improvement that enhance park ambiance such as design features, picnic tables, seating, shade, etc. Repair and improve as needed. 	\$100,000	TBD	Mid-Term
<p>1.1.h Park at Merryfield</p> <ul style="list-style-type: none"> Address ADA access issues. Improve access and entrance gateway to park. Consider other improvement that enhance park ambiance such as design features, picnic tables, seating, shade, etc. Repair and improve as needed. 	\$100,000	TBD	Mid-Term
<p>1.1.i Water Treatment Plant Park/Arrowhead Park</p> <ul style="list-style-type: none"> Consider improving views by removing or pruning trees at river overlook. No other immediate deficiencies were found at this location. Continue to monitor components and amenities. Repair and improve as needed. Explore possible river access. 	TBD	TBD	Mid-Term
<p>1.1.j Town Center Master Plan Implementation</p> <ul style="list-style-type: none"> Design and implement plan 	TBD	TBD	Short-Term

Section VIII: Recommendations and Action Plans

Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
1.1.k Town Center Park <ul style="list-style-type: none"> Design, fund, and develop new performance area. 	\$200,000	TBD	Short-Term
1.1.l Address low scoring components and amenities from the Master Plan inventory by upgrading, replacing, or repurposing components or amenities where appropriate.	Will vary based on projects	TBD	Short-Term
1.1.m Develop a staffing plan for future growth, providing additional staff and resources to ensure continuous maintenance of these areas.	\$0	Staff time, potential costs for additional FTEs, PTEs and/or seasonal staff	Ongoing
1.1.n Implement the Master Plan for Boones Ferry Park.	TBD	TBD	Short-Term
Objective 1.2: <i>Develop and maintain a priority list for improving and adding trails and pathways</i> The Department should develop and maintain a priority list for improving and adding trails and pathways.			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
1.2.a Complete French Prairie Bridge Design.	\$363,000	TBD	Short-Term
1.2.b Complete French Prairie Bridge Construction.	TBD	TBD	Long-Term
1.2.c Complete Memorial to Boones Ferry Trail <ul style="list-style-type: none"> Design and construct. 	\$250,000	Staff Time	Short-Term
1.2.e Complete Ice Age Tonguin Trail <ul style="list-style-type: none"> Design and construct. 	TBD	TBD	Ongoing
1.2.f Complete Boeckman Trail and Trailhead	\$2,000,000	Staff Time	Ongoing
1.2.g Complete Boeckman Creek Crossing Trail <ul style="list-style-type: none"> Replace failing sections of trail. Address ADA access issues. Repair and improve as needed. 	\$100,000	Staff Time	Ongoing

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Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
1.2.h I-5 Bike and Pedestrian Overpass <ul style="list-style-type: none"> Work with other City departments to design and develop new bicycle and pedestrian bridge over Interstate 5. 	TBD	TBD	Short-Term
1.2.i Continue working with other City Departments such as Public Works and Planning and Development to develop and expand trails and pathways to connect communities, neighborhoods, and parks.	Will vary based on material and construction	\$0	Ongoing
1.2.j Canyon Creek Park <ul style="list-style-type: none"> Continue to implement the Wilsonville Bike and Pedestrian Plan. Research possibility of purchasing additional acreage. Repair and improve as needed. 	\$100,000	Staff Time	Ongoing
Objective 1.3: <i>Explore adding open spaces and improving natural area preservations.</i> The Department should look for opportunities to add open spaces and work to preserve natural areas.			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
1.3.a Work with other departments to develop an Open Space Preservation Policy that identifies appropriate types of use and limits development of existing open spaces.		Additional staff time	Short-Term
1.3.b Identify and explore opportunities to acquire existing open space to provide level of service in low or no services areas identified in the master plan.	Will vary based on projects	Additional staff time	Short-Term
1.3.c Implement Natural Area Management Plan <ul style="list-style-type: none"> Native plant restoration at sites throughout Wilsonville to compliment volunteer efforts. 	\$100,000	TBD	Ongoing

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<p>Objective 1.4: <i>Explore additional land acquisition for new parks.</i> The Department should follow the recommendations detailed in the Level of Service Analysis which identified potential gaps in service within the community. The Department should continue to assess available land for future park development. Opportunities to increase open space and passive recreation through the development of new parks should be considered. Priorities for future development of new parks, conceptual plans, and financial projections for construction, O&M budget projections, and pro-forma for each park should also be completed.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>1.4.a Identify and explore opportunities to acquire additional land for new parks to address level of service.</p>	<p>Will vary based on location and future amenities added</p>	<p>Will vary based on location and future amenities added</p>	<p>Mid-Term/Long-Term</p>
<p>1.4.b Implement Wayside Design and Construction</p> <ul style="list-style-type: none"> Design and implementation of three wayside areas along two planned regional trails and community trail. 	<p>\$1,200,000</p>	<p>TBD</p>	<p>Mid-Term</p>
<p>1.4.c Riverfront Easements and Acquisitions</p> <ul style="list-style-type: none"> Purchase of easements or outright acquisition on riverfront property if opportunities arise. Includes potential purchase of Willamette Meridian Park. 	<p>TBD</p>	<p>TBD</p>	<p>Ongoing</p>
<p>Objective 1.5: <i>Continue to improve ADA accessibility at all facilities.</i> The Department should continue to work to make its programs and services accessible to people with disabilities. Ongoing self-evaluation and continued implementation of the 2015 Transition Plan must be a high priority for the Department, especially in terms of access.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>1.5.a Continue to implement the 2015 ADA Accessibility Transition Plan.</p>	<p>Will vary based on projects</p>	<p>TBD</p>	<p>On-going</p>
<p>Objective 1.6: <i>Upgrade convenience and customer service amenities to existing facilities.</i> As identified by focus groups and survey respondents, making upgrades to and improving existing parks and facilities should be a priority. The Department should explore opportunities to add security lighting and other amenities appropriately at existing parks and facilities as identified in the facilities assessment.</p>			

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Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
1.6.a Explore opportunities to add restrooms, drinking fountains/water filling stations, shade, storage, public art, seating, etc. appropriately at existing facilities.	Will vary based on location and future amenities added	TBD	Short-Term
1.6.b Implement Sign Design and Wayfinding Signage Plan: <ul style="list-style-type: none"> • Sign parks and trails with interpretive, directional, informative signs as needed. 	\$100,000	TBD	Short-Term
Objective 1.9: <i>Develop additional recreation facilities and amenities</i>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
1.9.a Construct Community Scale Skate Park.	\$800,000	Staff time	Short-Term
1.9.b Indoor Sports Facility Feasibility Study: <ul style="list-style-type: none"> • Conduct a Feasibility/Conceptual Study to determine the feasibility and best method to gain community support for an indoor sports facility. • Develop priorities for an indoor sports facility along with conceptual plans, financial projections for construction, O&M budget projections, and a pro-forma for operations. • Funding and obtaining community support should be a focus of this study. • Based on outcome Feasibility/Conceptual Study, move forward with design and construction of an indoor sports facility. 	\$100,000	TBD	Short-Term

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Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>1.9.c Recreation and Aquatic Center Feasibility Study:</p> <ul style="list-style-type: none"> • Although bond measure failed in 2016, recommend staff revisit after 2023 and conduct a Feasibility/Conceptual Study to determine the feasibility and best method to gain community support for a community recreation center with an aquatic component. • Develop priorities for a community recreation center along with conceptual plans, financial projections for construction, O&M budget projections, and a pro-forma for operations. • Funding and obtaining community support should be a focus of this study. • Based on outcome Feasibility/Conceptual Study, move forward with design and construction a community recreation center with an aquatic component. 	\$100,000	TBD	Mid-Term
<p>1.9.d Development Frog Pond Neighborhood Park:</p> <ul style="list-style-type: none"> • Design and construction of neighborhood park including connection to community trail. • 3 acres on school district property. 	\$2,650,000	Staff Time	Short-Term
<p>1.9.e Villebois Regional Parks 7 & 8:</p> <ul style="list-style-type: none"> • Design plans are complete and construction should begin in 2019. 	\$2,975,000	Staff Time	Short-Term
<p>1.9.f Villebois Regional Parks 6:</p> <ul style="list-style-type: none"> • Design and construction is scheduled to occur in the next 5 years. 	\$2,000,000	Staff Time	Short-Term

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Objective 1.10: <i>Develop of Synthetic Turf Fields</i>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
1.10.a Development of Synthetic Turf Fields: <ul style="list-style-type: none"> Develop priorities for synthetic turf fields (aside from Advance Road Sports Fields and Memorial Park Sports Fields) along with conceptual plans, financial projections for construction, O&M budget projections, and pro-forma for operations. 	TBD	Staff Time	Mid-Term
Goal 2: Continue to Improve Programs and Service Delivery and Affordability			
Objective 2.1 <i>Monitor the participation and usage of the programs, facilities, and services and make appropriate adjustments based on collected data.</i> The Department should continue to conduct regular facility and participation counts for programs, facilities, and services to determine usage and feasibility of continuing current programs or changing the program offerings to better utilize available resources. Program evaluations should also be conducted at the end of each program session to determine participants' level of satisfaction and direct appropriate programming changes or adjustments.			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
2.1.a Conduct regular facility and participation counts for programs, facilities, and services to determine usage. <ul style="list-style-type: none"> Develop a method to conduct and record daily facility and participation counts. 	N/A	Staff Time	Ongoing
2.1.b Based on trends and demand, look to partner with other providers to expand and enhance programming: <ul style="list-style-type: none"> YMCA, Boys and Girls Club, Local Sport Organizations, Master Gardeners. 	N/A	Staff Time	Ongoing

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<p>Objective 2.2 <i>Enhance special event programming.</i> As identified by focus groups and survey respondents, expanding opportunities and enhancing special event programming was identified as a priority. The Department should explore new special events, possibly themed by the community or season of the year. The Department should continue to look for opportunities to expand community events and activities based on community demand and trends. The community would like to see more opportunities for farmers markets and more arts and cultural events in the parks. As new events are developed, continue to monitor trends to stay current with programming and demand. Look to add new events that will attract all members of the Wilsonville community.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>2.2.a Based on trends and demand, look for opportunities to expand and enhance special event programming. Look for new special events, possibly community, or seasonally themed. Expand community events and activities:</p> <ul style="list-style-type: none"> • Expand farmers markets • Expand arts and cultural events in the parks <p>Look to add new events that will attract all members of the Wilsonville community.</p>	N/A	Staff Time Varies based on events and event management	Ongoing
<p>Objective 2.3 <i>Explore opportunities to increase recreational opportunities based on demand and trends.</i> Continue to evaluate the current relationship with contract providers, looking for increased access to additional facilities. Expand program opportunities for fitness/wellness, environmental education, and adult non-sport programs. As new programs and services are developed and implemented, continue to create a balance between passive and active recreation.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>2.3.a Expand program opportunities for fitness/wellness, environmental education, and adult non-sport programs.</p>	N/A	Varies based on programs and contracted services	Short-Term
<p>2.3.b As new programs and services are developed and implemented, continue to create a balance between passive and active recreation.</p>	N/A	Staff Time	Ongoing

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Objective 2.4: <i>Continue to work with other service providers to develop programs and services.</i>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
2.4.a As popularity of program offerings and activities increases, continue to look for opportunities to expand programs while working with other service providers within the community, and formalize these agreements in writing.	N/A	Varies based on events and event management	Ongoing
Objective 2.5 <i>Continue to monitor affordability of programs and services.</i> Monitoring of resource allocation, spending, and cost recovery associated with program and services will be essential to ensuring continued affordability for the community. Performing a detailed study of the costs associated with each program and service annually will also assist with maintaining the appropriate level of affordability.			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
2.5.a Monitor resource allocation, spending, and cost recovery associated with program and services. Annually perform a detailed study of the costs associated with each program and service.	N/A	Staff Time	Ongoing
Goal 3: Continue to Improve Organizational Efficiencies			
Objective 3.1 <i>Implement new Mission and Vision Statements.</i> The Mission and Vision statements developed through this master planning process should be used to guide the development and delivery of parks and recreation services in future years.			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
3.1.a Implement and publicize the new Mission and Vision statements developed as part of this Master Plan.	N/A	Staff Time	Short-Term

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<p>Objective 3.2 <i>Ensure the Organizational Structure of the Department remains efficient.</i> The Department should regularly review its organizational structure and performance to ensure the maximum level of staff efficiency and greatest usage of available resources are being used to provide the best facilities, programs, and services to the Wilsonville community.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>3.2.a Perform regular reviews of the organizational structure and performance to ensure the maximum level of staff efficiency and greatest usage of available resources.</p>	N/A	Staff Time	Short-Term
<p>Objective 3.3 <i>Enhance and improve external communication regarding Department activities, programs, and services.</i> The Department utilizes a number of effective marketing tools and strategies actively promoting parks and recreation services in the community. These tools include, but are not limited to, the City Newsletter/Boones Ferry Messenger, the Parks & Recreation Activity Guide, the website, and email.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>3.3.a Develop a Marketing Plan for the Department that includes, but is not limited to:</p> <ul style="list-style-type: none"> • Branding of the department • Use of social media • Use and development of the Department's website • Partnership opportunities 	N/A	Staff Time	Short-Term
<p>3.3.b Review Marketing Plan annually. Update every five years.</p>	N/A	Staff Time	Ongoing

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<p>Objective 3.4: <i>Staff appropriately to meet current demand and maintain established quality of service.</i> As parks and facility upgrades are implemented, it is important to ensure that staffing levels are adequate to maintain current performance standards. The intensity of maintenance practices required for upgraded facilities and amenities requires additional manpower be focused in this area. This would indicate the need for additional resources and most likely new maintenance positions within the Department. It is important to evaluate staffing levels to maintain current and desired performance standards.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>3.4.a As parks and facility upgrades are implemented Ensure that staffing levels are adequate to maintain current performance standards. This may require new positions in the Department. It is important to evaluate staffing levels to maintain current and desired performance standards.</p>	N/A	Additional FT or PT or seasonal staff	Ongoing
<p>3.4.b Assess the advantages and disadvantages of using contractual services for part time, instructional, and seasonal staff.</p>	N/A	TBD	Ongoing
<p>3.4.c Review current volunteer program and look for additional volunteer opportunities.</p>	N/A	Staff Time	Short-Term
<p>Objective 3.5 <i>Review current Joint Use Agreement (JUA) with the school system and how it is benefitting the Parks and Recreation Department – maximize potential.</i> The Department should look to maximize potential usage of school facilities as a key goal of any joint operating agreement. As discussed earlier, the campus approach to schools in Wilsonville has some impact on recreation and access. One way to address this issue is to increase partnerships with schools to promote use of school facilities through on-site community programming and environmental cues to make them easier to use and more inviting. School partnerships can be valuable throughout the Wilsonville community. Existing partnerships should be strengthened, because as school assets improve, the level of service provided to city residents also improves. Schools could prove to be important in the development of city wide aquatic facility, sports fields, and court access.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>3.5.a Review current Joint Use Agreement with schools to maximize potential.</p>	N/A	Staff Time	Short-Term
<p>3.5.b Ensure that all existing and future partnerships are accurately portrayed in a signed agreement.</p>	N/A	Staff Time	Short-Term

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<p>Objective 3.6 <i>Explore additional partnerships to assist with funding, volunteering, and marketing.</i> The Department should look to develop relationships with local business, service agencies, clubs, and organizations to seek funding, gifts-of-kind, volunteers, and marketing support to expand programming and enhance facilities.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
3.6.a Explore additional partnership opportunities to assist with funding programs, facilities, and events.	N/A	Staff Time	Ongoing
3.6.b Explore additional partnership opportunities to assist with volunteering for programs, facilities, and events.	N/A	Staff Time	Ongoing
<p>Objective 3.7 <i>Work with other departments to increase safety and security.</i> The Department should work with the Police, Public Works and Public Safety, and Community Development, which includes Planning, to develop strategies improve safety and security in the parks. Improved lighting and increased police and security presence should be explored.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
3.7.a Work with the Police, Public Works, Public Safety, Community Development, and Planning Departments to improve safety and security in the parks. <ul style="list-style-type: none"> • Improve lighting • Improve police presence 	TBD	TBD	Short-Term
<p>Objective 3.8 <i>Enhance collaboration with SMART.</i></p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
3.8.a Work to increase marketing and awareness of SMART Routes to parks and recreational facilities through use of multiple social media strategies.	N/A	TBD	Short-Term
<p>Objective 3.9 <i>Maintain the Tree City and BEE City USA Designations.</i> The City of Wilsonville is committed to the Tree City and Bee City USA designations. The Bee City designation sustains pollinators, responsible for the reproduction of 90 percent of the world's wild plant species, by providing them with healthy habitat rich in a variety of native plants and minimizing the use of pesticides.</p>			

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Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
3.9.a Provide pollinators a healthy habitat rich in a variety of native plants and minimize usage of pesticides.	TBD	TBD	Short-Term
3.9.b Provide appropriate care and maintenance of City trees	TBD	TBD	Short-Term
Goal 4: Increase Financial Opportunities			
Objective 4.1 <i>Explore additional funding options.</i> The Department should continue to explore additional funding sources and develop strategies to seek alternative funding sources that include donations, grants, and sponsorships. Communication with current sponsors and donors should be conducted on a regular basis to ensure their continued positive relationships with the Department.			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
4.1.a Continue to seek alternative funding sources that includes donations, grants, and others.	\$0	Staff Time	Short-Term
4.1.b Explore additional sponsorship opportunities and build on existing sponsorships. <ul style="list-style-type: none"> Create a sponsorship packet 	\$0	Staff Time TBD Potential increased revenue or decreased expenses	Ongoing
4.1.c Continue to pursue grant opportunities and philanthropic donations.	\$0	Staff Time	Short-Term Mid-Term
4.1.d Consider contracting with a dedicated grant writer to research, submit, and track federal, regional, state, and local grants.	Potential Matching Funds TBD	% of successful grants TBD	Short-Term

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<p>Objective 4.2: <i>Review current Park System Development Charges (SDC).</i> The Department should conduct a study to determine if the current SDC levels are appropriate or if they should be adjusted.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>4.2.a Conduct a study of current SDC levels to determine if they are appropriate or should be increased.</p>	\$35,000	Staff Time	Short-Term
<p>Objective 4.3: <i>Pursue alternative funding opportunities.</i> The Department should explore new and alternative funding sources. Conversations with other City Departments and the Economic Development Director, Community Development Department, and the Urban Development Department to explore partnerships and alternate funding sources.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>4.3.a The Department should explore new and alternative funding sources with the Economic Development Department, Community Development Department to explore partnerships and alternate funding sources.</p>	Will vary based on funding source and requirements	Staff Time	Short-Term
<p>Objective 4.4: <i>Explore capital funding opportunities.</i> The Department should explore the possibility of bond referendum to develop new facilities such as the Advance Road Sports Complex and a Community Recreation Center. Additional opportunities that should be explored are Land and Water Conservation Funds, and Transportation Funds available from Federal and/or State governments.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>4.4.a The Department should explore the possibility of bond referendum to develop new facilities such as the Advance Road Sports Fields, a Community Recreation Center, and implementation of the Memorial Park and Boones Ferry Park Master Plans.</p>	Will vary based on scope of project and future amenities added	TBD	Short-Term
<p>4.4.b Additional opportunities that should be explored are Land and Water Conservation Funds, and Transportation Funds available from Federal and/or State governments.</p>	Will vary based on scope of project and future amenities added	TBD	Short-Term

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<p>Objective 4.5: <i>Explore capital funding sources for parks maintenance.</i> The Department should explore the possibility of partnering with local businesses to sponsor the park maintenance for specific parks in exchange for specific event advertising opportunities.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>4.5.a The Department should explore the possibility of partnering with local businesses to sponsor the park maintenance for specific parks in exchange for specific event advertising opportunities.</p>		Staff time	Short-Term
<p>Objective 4.6: <i>Review Cost Recovery Policies.</i> The Department should explore conducting a Cost Recovery study to look at the Department’s expenses and revenues to determine if an appropriate cost recovery goal and strategies to accomplish said goal.</p>			
Actions	Capital Cost Estimate	Operational Budget Impact	Timeframe to Complete
<p>4.6.a Conduct a Cost Recovery study to look at the Department’s expenses and revenues to determine if an appropriate cost recovery goal and strategies to accomplish said goal.</p>	\$35,000 – \$45,000	Staff time	Short-Term

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Appendix A: City of Wilsonville Demographic Profile

Gaining a clear understanding of the existing and projected demographic character of the City is an important component of the planning process. By analyzing population data, trends emerge that can inform decision making and resource allocation strategies for the provision of public parks, recreation amenities and open spaces.

Key areas were analyzed to identify current demographic statistics and trends that can impact the planning and provision of public parks and recreation services in City of Wilsonville. Community characteristics analyzed and discussed consist of:

- Existing and projected total population
- Age distribution
- Ethnic/Racial diversity
- Household information
- Educational attainment
- Employment
- State and City Health Ranking

This demographic profile was completed using the most updated information available (as of May 2017) from the U.S. Census Bureau's 2015 American Community Survey and the U.S. Census Data. In several categories studied the most current data available is from 2016. A summary of demographic highlights is noted in **Table 19** below, followed by a more detailed demographic analysis.

Table 19: 2016 City of Wilsonville General Demographic Profile

Population	22,919
Median Age	37
Average Household Size	2.32
Households	9,305
Median Household Income	\$56,181

Source: U.S. Census Bureau

Key general demographic comparisons – Local, State, and National:

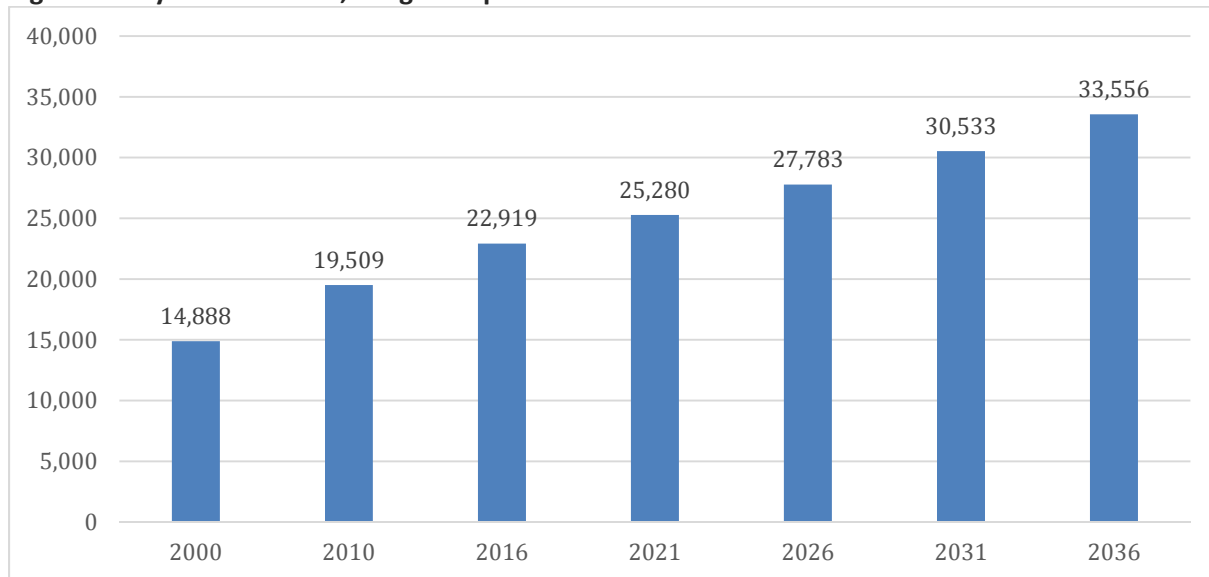
- The median age of City of Wilsonville residents was 37 years, lower than the median age for Oregon (39.4) and higher than the United States (38).
- The median household income for City of Wilsonville residents in 2016 was estimated to be \$56,181. This was higher than the statewide (\$52,196) and the national (\$54,149) median household incomes.
- City of Wilsonville's population was almost evenly split between male (47.2%) and female (52.8%) residents. The populations of Oregon, and the United States, are also roughly evenly divided between the sexes.

City of Wilsonville Population and Demographic Trends

Population Projections

Although future population growth cannot be predicted with certainty, it is helpful to make growth projections for planning purposes. The state of Oregon was predicted to grow by a rate of 0.92 percent from 2016 to 2021; the United States was projected to grow at a much higher rate (0.84%). **Figure 9** contains actual population figures based on the 2000 and 2010 U.S. Census for City of Wilsonville. Data from the U.S. Census conclude that the population of the city was expected to increase at a rate of 1.89 percent between 2016 and 2021. This rate of 1.89 percent was used in **Figure 9** to project population growth until 2036, although this growth rate could differ. Chronologically, the following population growth rates have been projected for the City, except for the period between 2000 and 2010, for which the growth rate has been recorded:

Figure 9: City of Wilsonville, Oregon Population Growth Trend



Source: U.S. Census Bureau, future populations projected using 2016 – 2021 annual growth rate (1.89%)

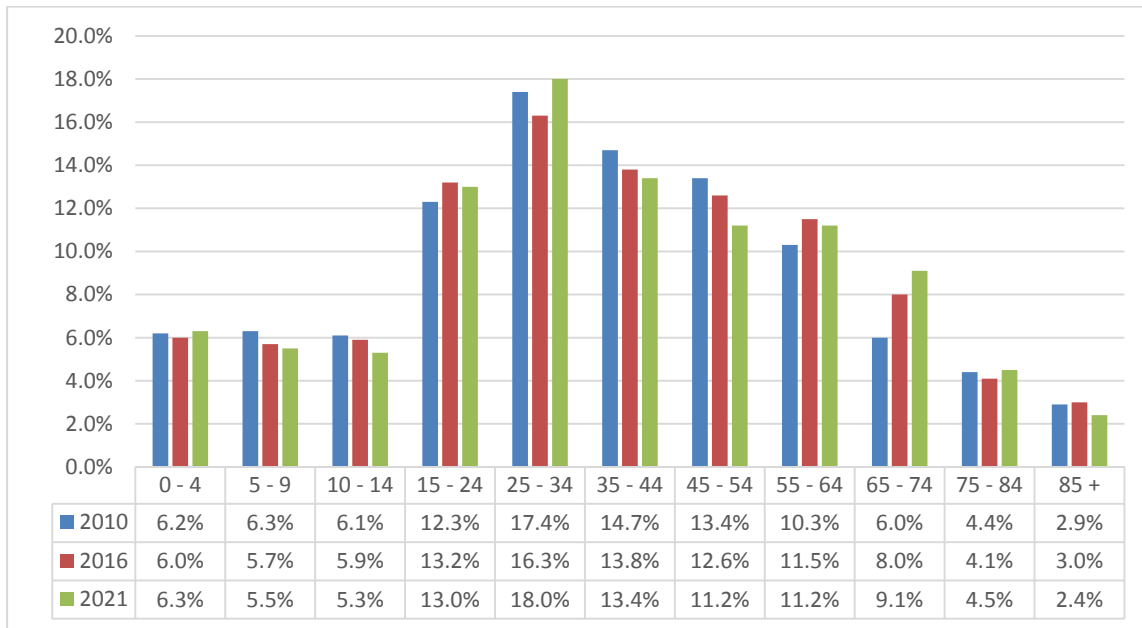
Population Age Distribution

The existing and projected population of different age groups, or cohorts, within the City of Wilsonville is illustrated in the following series of figures. **Figure 10** illustrates the 2010 Census recorded population, 2016 estimated population and 2021 projected populations. **Figure 11** provides an estimated breakdown of the 2016 population by age cohort.

Several key age characteristics of the existing and projected City of Wilsonville population include:

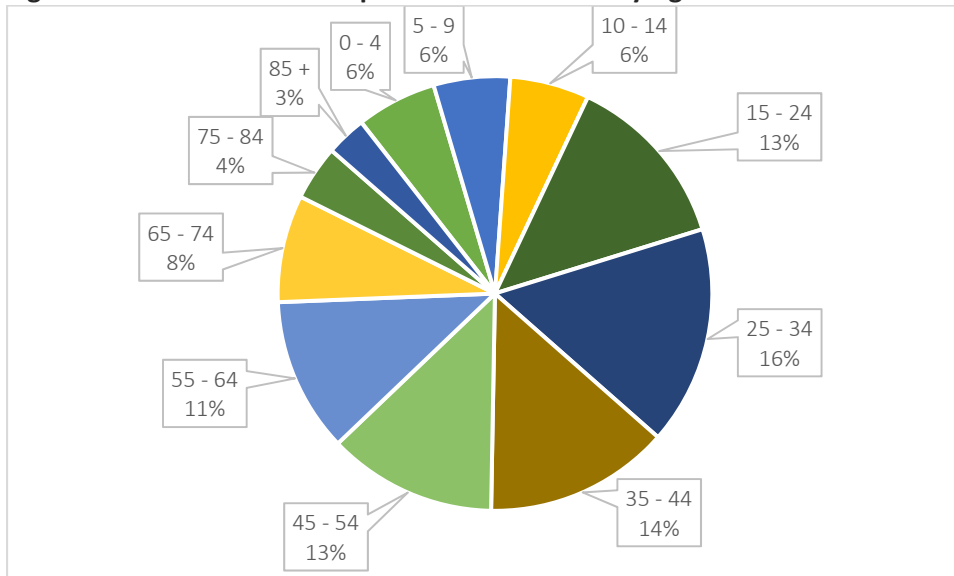
- The median age of city residents appears to be slowly increasing.
 - According to data from the U.S. Census Bureau, the median age rose slightly from 36.2 in 2010 to 37 in 2016. However, the median age is expected to decrease to 36.4 in 2021.
 - Projections suggest that the age cohort expected to see the most growth is the 65-to-74-year-olds in the City of Wilsonville, which is likely to rise 3.1 percent between 2010 and 2021. The age cohort of 45 to 54 is anticipated to decrease between 2010 and 2021 by 2.2 percent.
 - The 25-to-34 age cohort decreased by about 1 percent from 2010 to 2016, but is expected to increase by almost 2 percent in 2021.

Figure 10: Population Age Distribution in City of Wilsonville, 2010 to 2021



Source: U.S. Census Bureau

Figure 11: 2016 Estimated Population Breakdown by Age Cohort



Source: U.S. Census Bureau

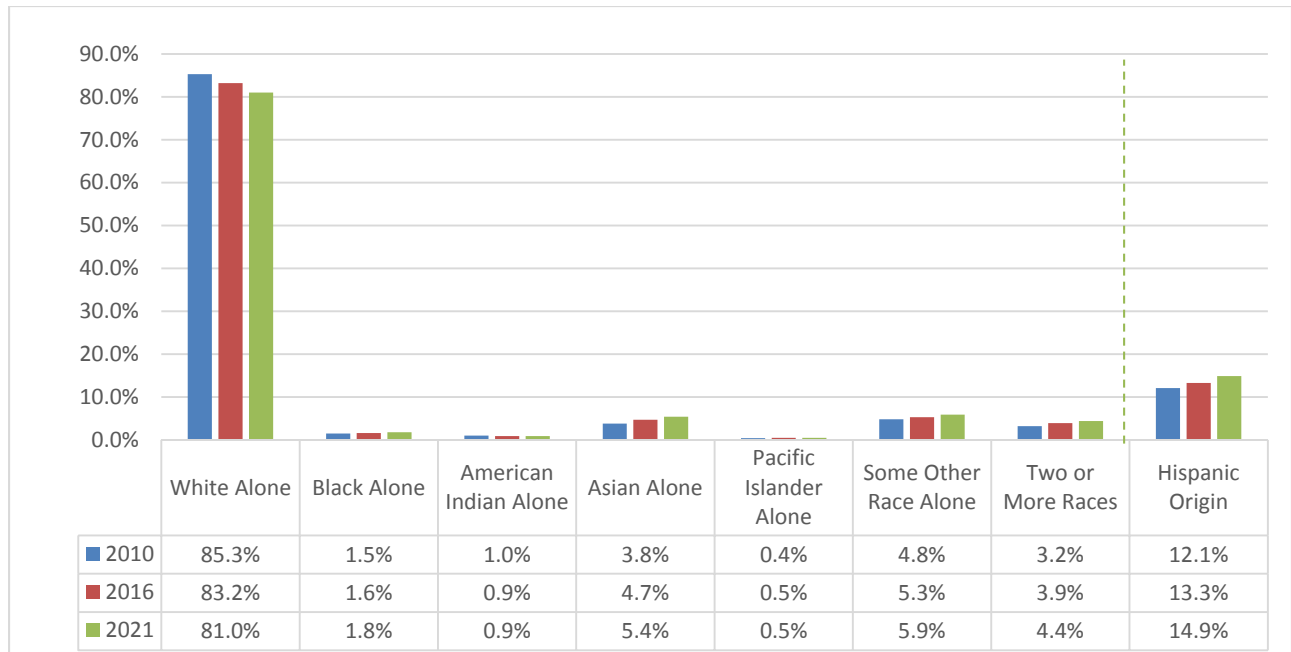
As seen in **Figure 11**, in 2016, the most populous age cohorts were 25 to 34 years old (16%), 35 to 44 years old (14%), and those between 45 to 54 years old and 15 to 24 years old (both 13%).

Race/Ethnicity

Prior to reviewing demographic data pertaining to a population’s racial and ethnic character, it is important to note how the U.S. Census classifies and counts individuals who identify as of Hispanic. The Census notes that Hispanic origin can be viewed as the heritage, nationality, lineage, or country of birth of the person or the person’s parents or ancestors before arrival in the United States. In the U.S. Census, people who identify as Hispanic, Latino, or Spanish may be any race and are included in all of the race categories. All race categories add up to 100 percent of the population, the indication of Hispanic origin is a different view of the population and is not considered a race.

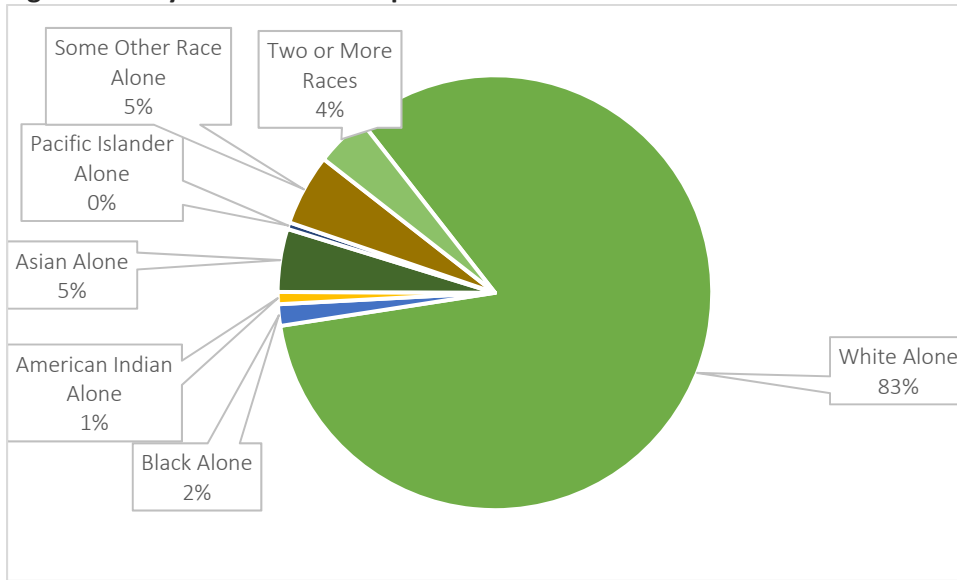
Figure 12 reflects the approximate racial/ethnic population distribution for the City of Wilsonville based on the 2010 U.S. Census and 2015 American Community Survey. **Figure 13** provides a breakdown of the by racial/ethnic group as a percentage of the 2016 population.

Figure 12: City of Wilsonville Racial and Ethnic Character 2010, 2016, and 2021



Source: U.S. Census Bureau

Figure 13: City of Wilsonville Population Racial and Ethnic Character 2016

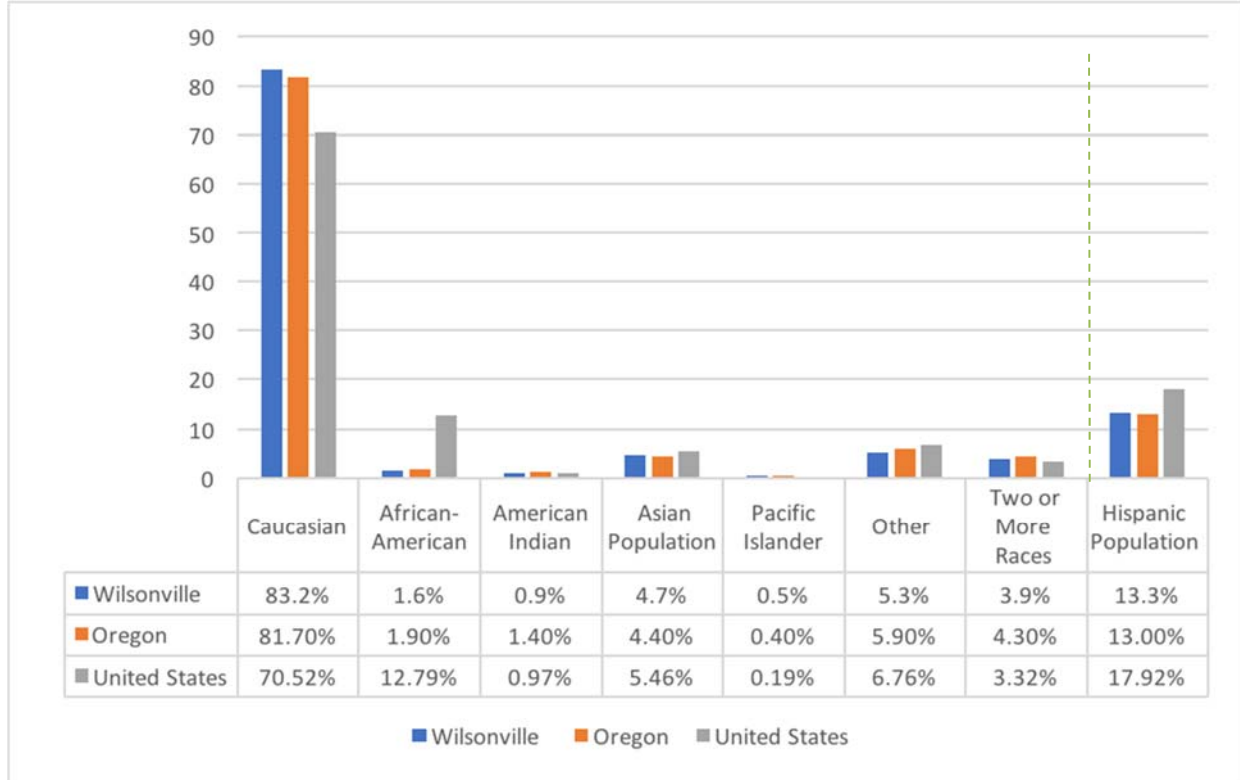


Source: U.S. Census Bureau

Although the ethnic and racial composition of the city did not drastically change between 2010 and 2016, several issues of note include:

- Caucasians were the majority group in the city by a wide margin. Nearly 83 percent of the population in 2016 identified as Caucasian, as projected by the U.S. Census Bureau.
- The city was projected to see a three percent increase in individuals who consider themselves of Hispanic origin within the 11-year time span (from 12.1% in 2010 to 14.9% in 2021).
- Overall, the city population was slightly less racially/ethnically diverse than the statewide population. In 2016, the statewide population of Oregon was approximately 81.7 percent Caucasian, 1.9 percent African American, 13 percent of Hispanic origin, and the remainder a mix of other racial and ethnic backgrounds as illustrated in **Figure 14**.

Figure 14: Racial/Ethnic Character Comparison 2016 – City (Wilsonville), State (Oregon) and United States

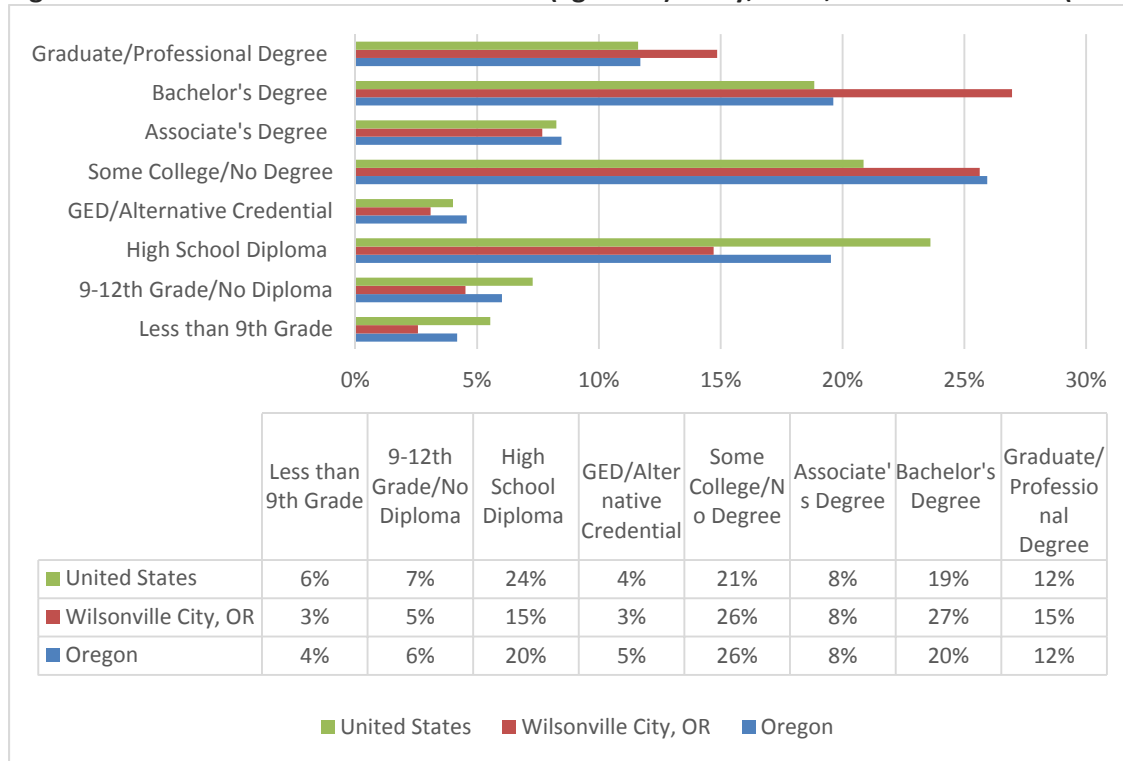


Source: U.S. Census Bureau

Educational Attainment

According to the U.S. Census Bureau’s latest American Community Survey (2015) on educational attainment, adult (ages 25+) residents of the city had higher attainment levels of Bachelor’s and Master’s degree programs than Oregon and the United States. Nearly 15 percent of adult residents obtained a Graduate/Professional degree, and 27 percent of adults had completed a Bachelor’s degree. Illustrated in **Figure 15**, when compared to their peers at the statewide level, residents of the city had higher levels of education.

Figure 15: Educational Attainment of Adults (ages 25+) – City, State, and United States (2016)



Source: U.S. Census Bureau

According to a Census study, education levels had more effect on earnings over a 40-year span in the workforce than any other demographic factor, such as gender, race, and ethnic origin.¹⁸ Nearly 50 percent of Wilsonville’s population is projected to receive a college degree in 2016. Almost 15 percent of adults had completed a graduate/professional level degree and 27 percent of adults graduated with a Bachelor’s degree in 2016.

Household Information

As reflected in **Table 20**, the total number of housing units in the City increased by 1,497 units between 2010 and 2016. The overall number occupied households are expected to decrease about 1.4 percent from 2010 to 2016, while the percentage of vacant housing units is expected to decrease by 0.6 percent. The number of renter occupied households is anticipated to increase 2 percent from 2010 to 2016.

Table 20: City of Wilsonville Housing Inventory

	2010	2016
Total housing units	8,487	9,984
Owner Occupied units	42.8%	41.4%
Renter Occupied Units	49.8%	51.8%
Vacant housing units	7.4%	6.8%

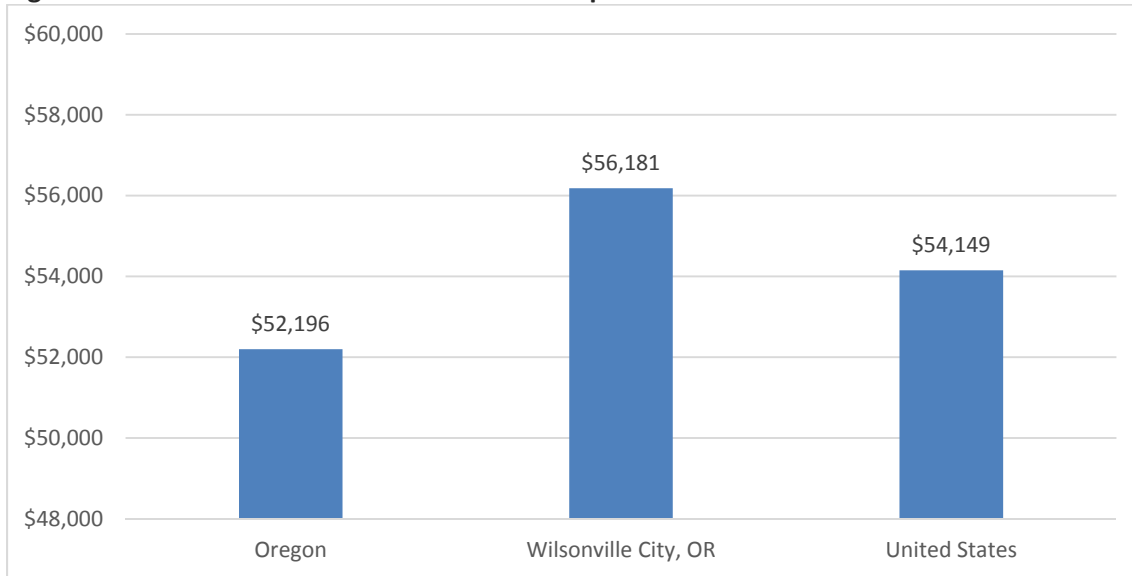
Source: U.S. Census Bureau

¹⁸ Tiffany Julian and Robert Kominski, “Education and Synthetic Work-Life Earnings Estimates” American Community Survey Reports, US Census Bureau, <http://www.Census.gov/prosd/2011pubs/acs-14.pdf>, September 2011.

Household Income

The most current data (2016) from the U.S. Census Bureau and the American Community Survey, illustrated in **Figure 16**, indicates that the median household income in the City of Wilsonville was higher than that of the average household in Oregon and the United States. The median household income in Wilsonville averaged \$56,181, while Oregon averaged \$52,196, and the United States averaged \$54,149.

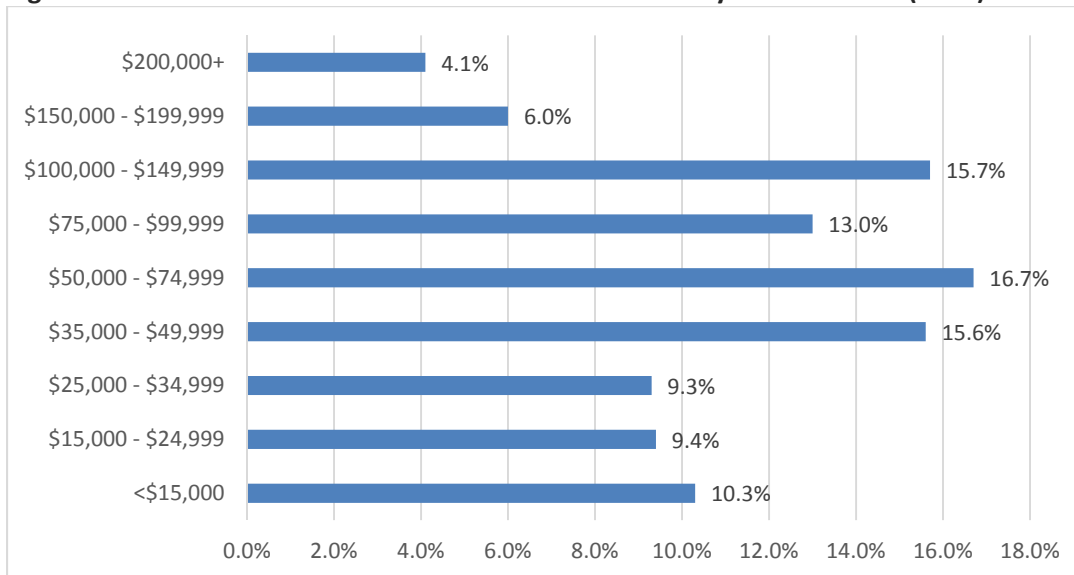
Figure 16: 2016 Median Household Income Comparison



Source: U.S. Census Bureau

Figure 17 illustrates the distribution of household median earnings in the City of Wilsonville in 2016. Nearly 17 percent of residents earn between \$50,000 and \$74,999. Almost 29 percent of households earn less than \$34,999. About 26 percent of households earn \$100,000 or more.

Figure 17: Distribution of Median Household Income in City of Wilsonville (2016)

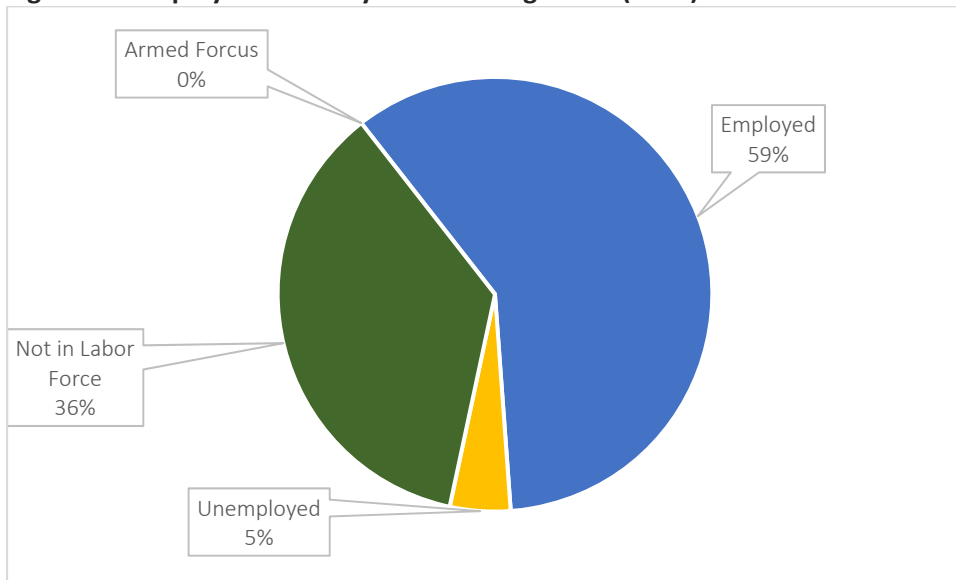


Source: U.S. Census Bureau

Employment

The U.S. Census Bureau's American Community Survey (2015) estimated that the eligible working population of City of Wilsonville residents (those ages 16+) to be 16,890. Of these potential workers, 10,794 (63.9%) were in the labor force, all within the civilian labor force, with zero percent estimated to be employed in military careers. Nearly 36 percent of residents over the age of 16 were not in the labor force and 4.5 percent of city residents were unemployed. **Figure 18** represents the distribution of employed individuals in the city.

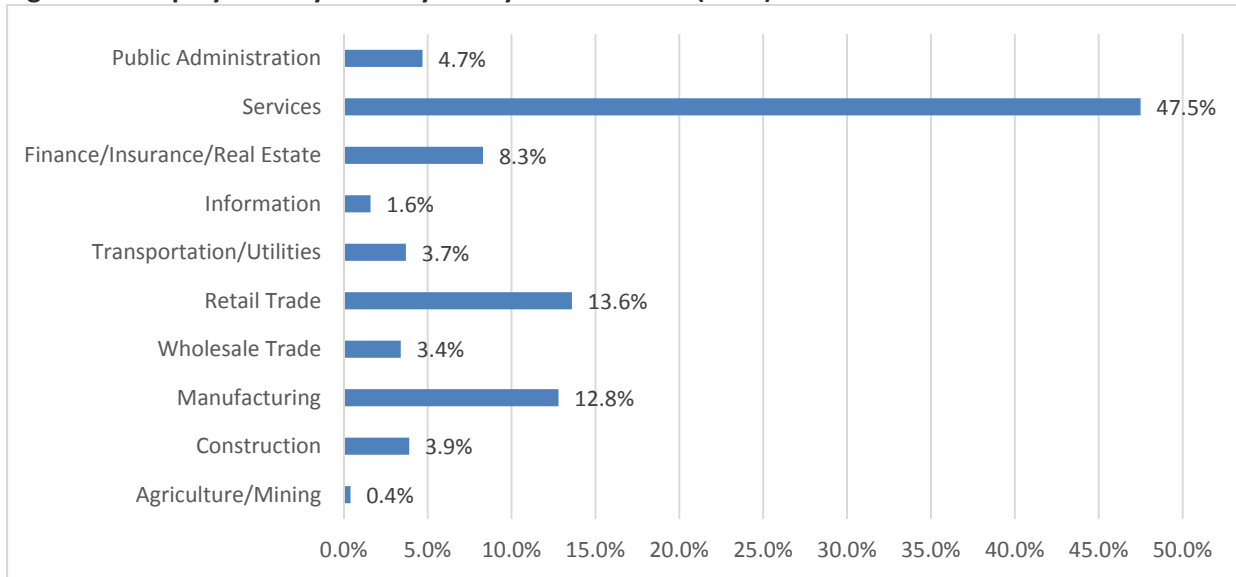
Figure 18: Employment of City Residents Ages 16+ (2015)



Source: 2015 American Community Survey

In 2016, the majority of working residents (age 16+) in City of Wilsonville were overwhelmingly employed in the services industries (47.5%). The retail trade industry employed roughly 14 percent of working residents, while the manufacturing industry employed about 13 percent. Less than 1 percent of adults were employed by the agriculture/mining industry.

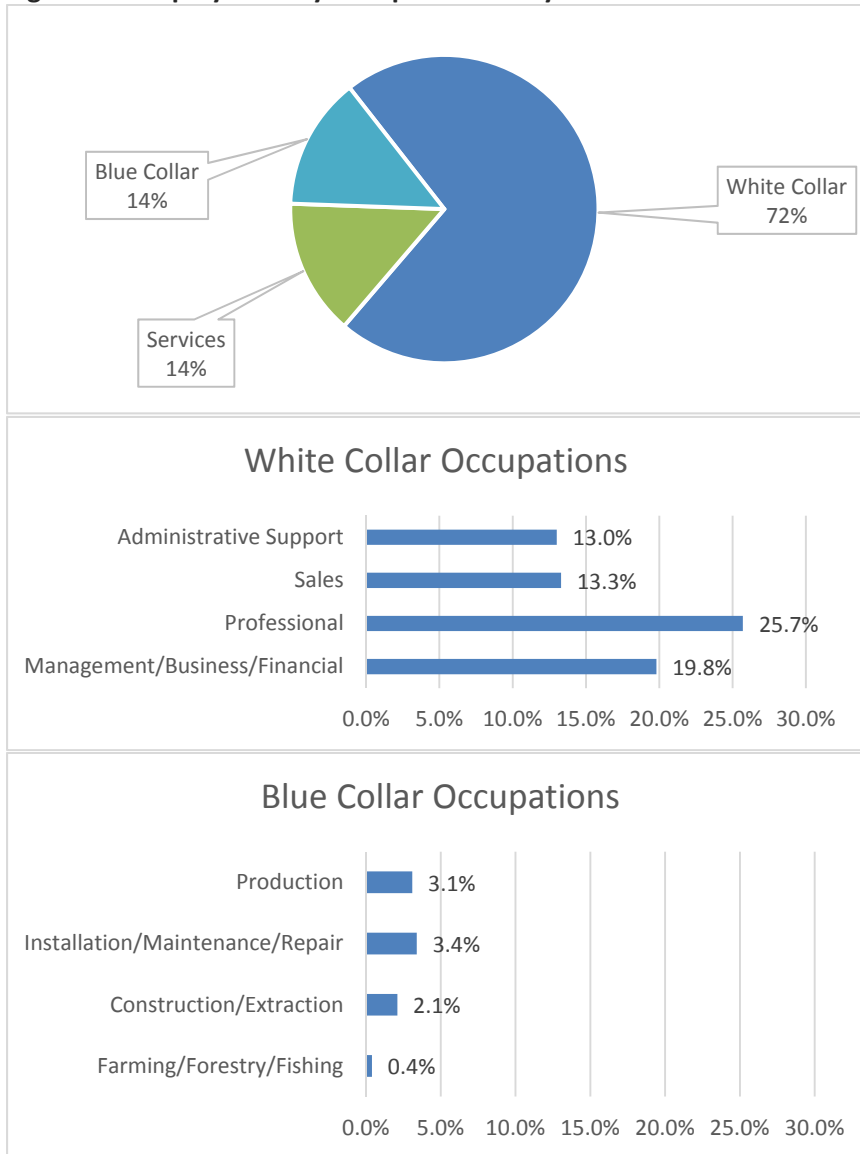
Figure 19: Employment by Industry in City of Wilsonville (2016)



Source: U.S. Census Bureau

Employment by occupation in 2016 of working residents of the city is illustrated in **Figure 20**. At the time, the majority (72%) of working residents were in white collar occupations, while 14 percent of the residents worked in blue collar occupations. An additional 14 percent were employed in the service industry. Based on these findings, it can be assumed that many of the city's working residents were employed in managerial, business, scientific, or artistic occupations in the education, health care and social services industries, public administration, scientific, managerial, administrative, and waste services industries.

Figure 20: Employment by Occupation of City of Wilsonville Residents (2016)

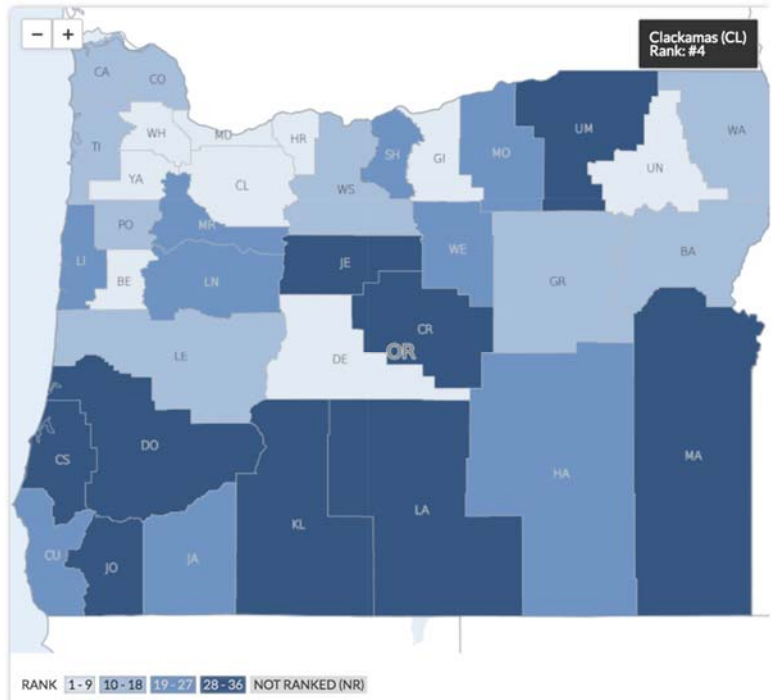


Source: U.S. Census Bureau

Health Ranking

Specific health ranking data for the City of Wilsonville is not readily available. However, the 2017 County Health Rankings for Clackamas County, Oregon, do provide a comparison of each county to others in Oregon. As seen in **Figure 21**, Clackamas County ranked 2 out of the 36 counties in Oregon in terms of health outcomes, a measure that weighs the length and quality of life of residents, and 4th for health factors, a measure that considers the population’s health behaviors, clinical care, social and economic factors, and physical environment.

Figure 21: County Health Rankings for Health Factors, Oregon (2017)



U.S. County Health Rankings

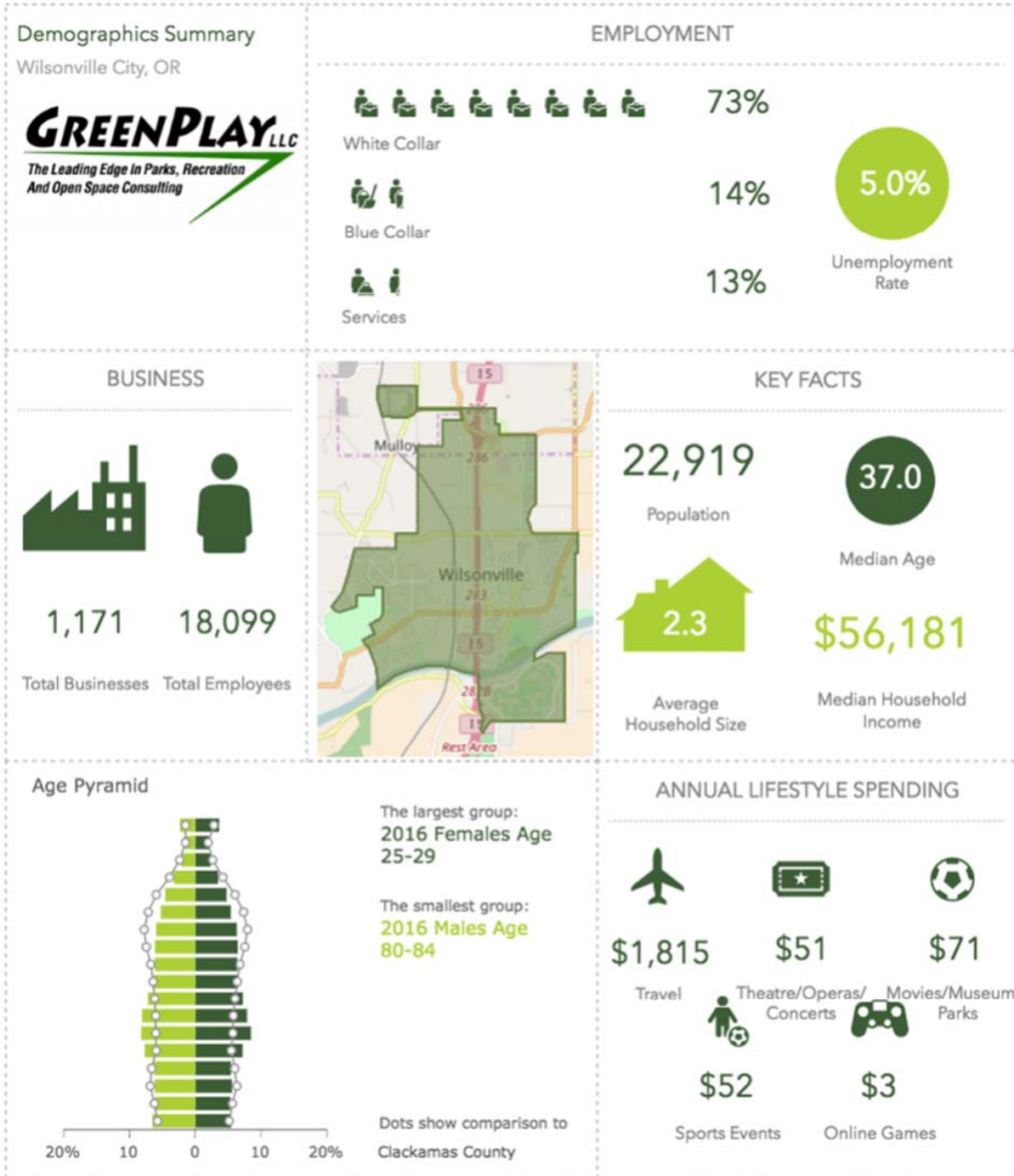
The United Health Foundation’s America’s Health Rankings and Robert Wood Johnson Foundation’s City Health Rankings provide annual data on the general health of national, state, and City populations. The health rankings generally represent how healthy the population of a defined area is perceived to be based on “how long people live and how healthy people feel while alive,” coupled with ranking factors including healthy behaviors, clinical care, social and economic, and physical environment factors.¹⁹

In 2016, the United Health Foundation’s America’s Health Rankings ranked Oregon as the 21st healthiest state nationally. According to the Foundation, Oregon’s health ranking strengths include low prevalence of physical inactivity, low prevalence of low birthweight, and low rate of cardiovascular deaths. Health challenges faced by the State include a high prevalence of low percentage of high school graduation, low immunization coverage among children, and high prevalence of frequent mental distress.

Other highlights from America’s Health Rankings for Oregon include:

- In the past year, obesity increased from 27.9 percent to 30.1 percent in adults, up 8 percent.
- In the past five years, the percentage of the population without health insurance decreased 50 percent from 16.8 percent to 8.4 percent.
- In the past year, diabetes increased 19 percent from 9.0 percent to 10.7 percent of adults.

¹⁹ University of Wisconsin Population Health Institute & Robert Wood Johnson Foundation, *City Health Rankings 2016*, <http://www.Cityhealthrankings.org>



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Appendix B: Recreation Trends and Participation Estimates

The provision of public parks and recreation services can be influenced by social and demographic preferences, and market trends in fitness, recreation, and leisure activities. This section of the plan reviews both local and national trends that may influence a city's provision of parks and recreation services.

Local trends reviewed are based on analysis of Esri Business Analyst models compiled in May 2017 for the City of Wilsonville. These models combined demographic, lifestyle, and spending estimates that provide insight into the general participation habits of city residents in recreation, fitness, and leisure activities. The models also estimate the city-wide economic impact of spending by city households on various recreation, fitness, and leisure activities. Data used in the analysis was the most currently available from Esri as of May 2017.

Esri's 2016 population estimate for the City of Wilsonville was used as a base measure in models presented in this report. Although current population estimates from the U.S. Census Bureau American Community Survey (2015) and Esri (2016) differ slightly, they appear in-line with one another. Although these differences exist, for the purposes of modeling current participation in various recreation, fitness, and leisure activities, as well as the associated local spending on such, they are minor and had no measurable impact on the estimates derived from the models.

Current Population Estimates:

- Esri (2016): 22,919
- U.S. Census Bureau American Community Survey (2015): 20,837

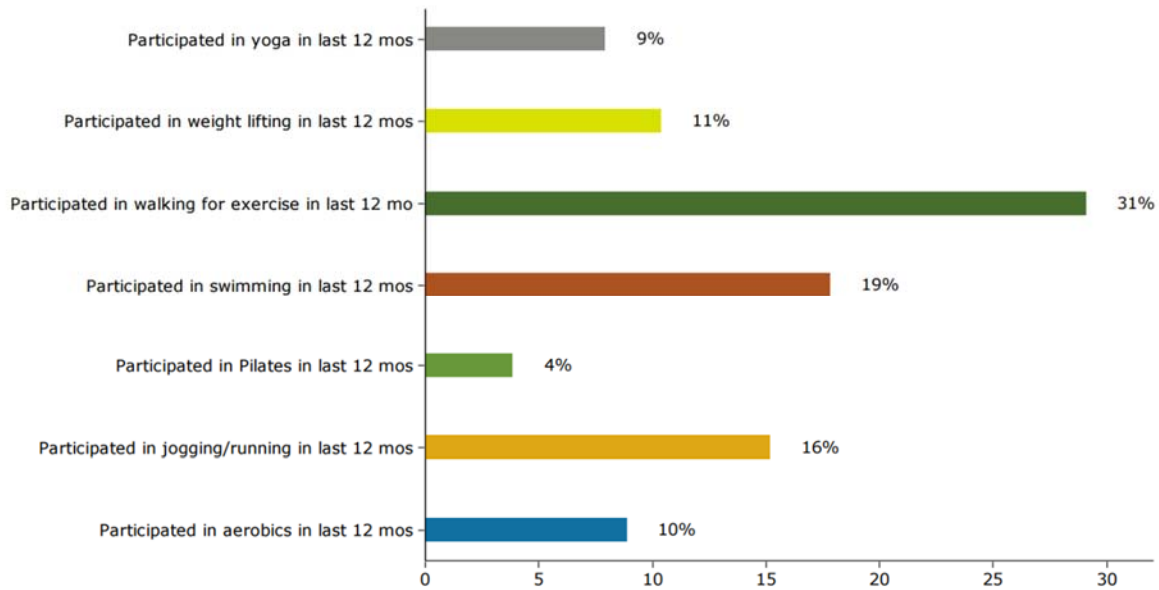
National trends reviewed draw upon information from a variety of relevant, and recent, industry reports, studies, and publications. Topics discussed provide insight on current trends influencing the provision of public parks and recreation services nationwide, but are applicable in the provision of these public services locally.

Local Participation in Recreation and Fitness Activities

According to Esri Business Analyst, the residents of the City of Wilsonville participated in a diversity of fitness activities, team and individual sports, outdoor recreation activities, and other leisure activities. Esri models measured national propensities to participate in, and spend on, recreation, fitness, and leisure activities, and applied data on those tendencies to City of Wilsonville's local demographic composition. The local estimated economic contribution of City household spending on parks, recreation, and leisure activities also utilized data from Consumer Expenditure Surveys prepared by the Bureau of Labor Statistics.

The following series of figures highlights the estimated participation rate of City residents in a variety of outdoor recreation activities, fitness activities, individual and team sports, as well as leisure activities generally provided by public parks and recreation agencies nationally.

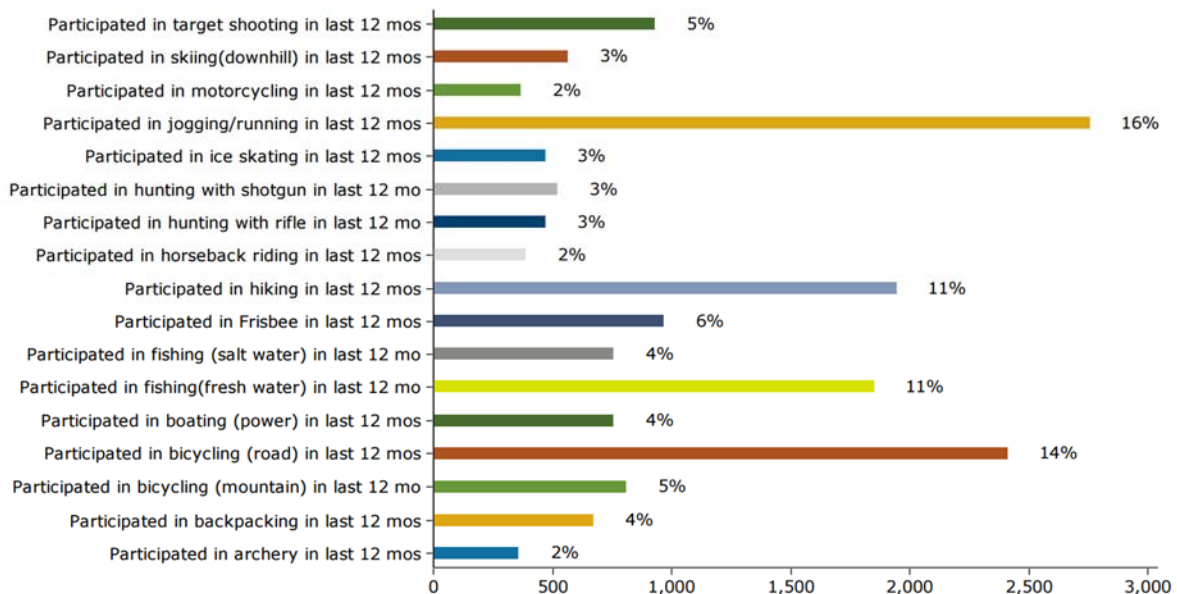
Figure 22: Estimated Household Participation in Fitness Activities (Wilsonville, 2016)



Source: Esri Business Analyst, Sports, and Leisure Market Potential

Participation in fitness activities is known to positively impact individual well-being, and public health generally. Walking, the top fitness activity among City of Wilsonville households, is also one of the most popular recreation, leisure, and fitness activities nationally because it has few barriers to participation, and has positive individual health benefits. Over 31 percent of City households were estimated to have walked for fitness in the past year. The provision of amenities and opportunities for people to walk, swim, run, or participate in activities that promote personal, and public health, should remain important in City of Wilsonville.

Figure 23: Estimated Household Participation in Outdoor Recreation Activities (Wilsonville, 2016)

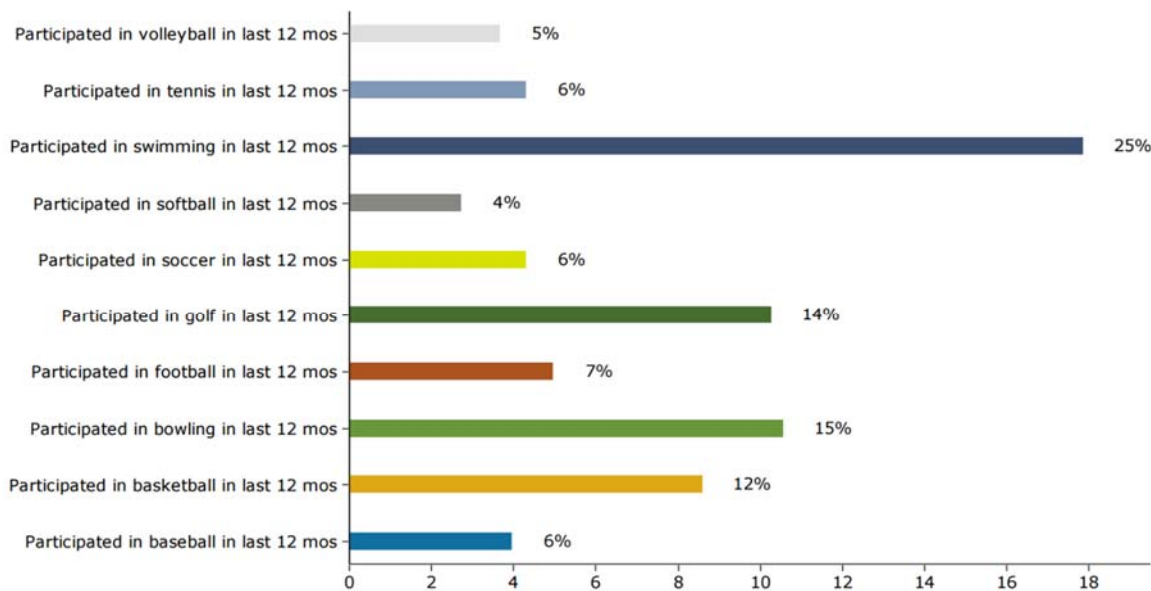


Source: Esri Business Analyst, Sports and Leisure Market Potential

Participation in outdoor activities in a natural environment helps people develop a stronger appreciation of nature, can help educate future stewards of the environment, and is known to have positive effects on individual well-being. Esri estimated that in the past year, just over 16 percent of Wilsonville residents went jogging/running, 11 percent went hiking, and 14 percent road biked. Another 11 percent went fresh water fishing.

Of note in **Figure 24** and **Figure 25** are the relatively high levels of estimated participation in walking, jogging/running, hiking, and cycling. Participation in these activities, which are all known to have positive health and wellness benefits, can often be increased through the provision of safe, accessible public trails and pathways. Increasing opportunities for these and other trail-based activities should be a priority of the City.

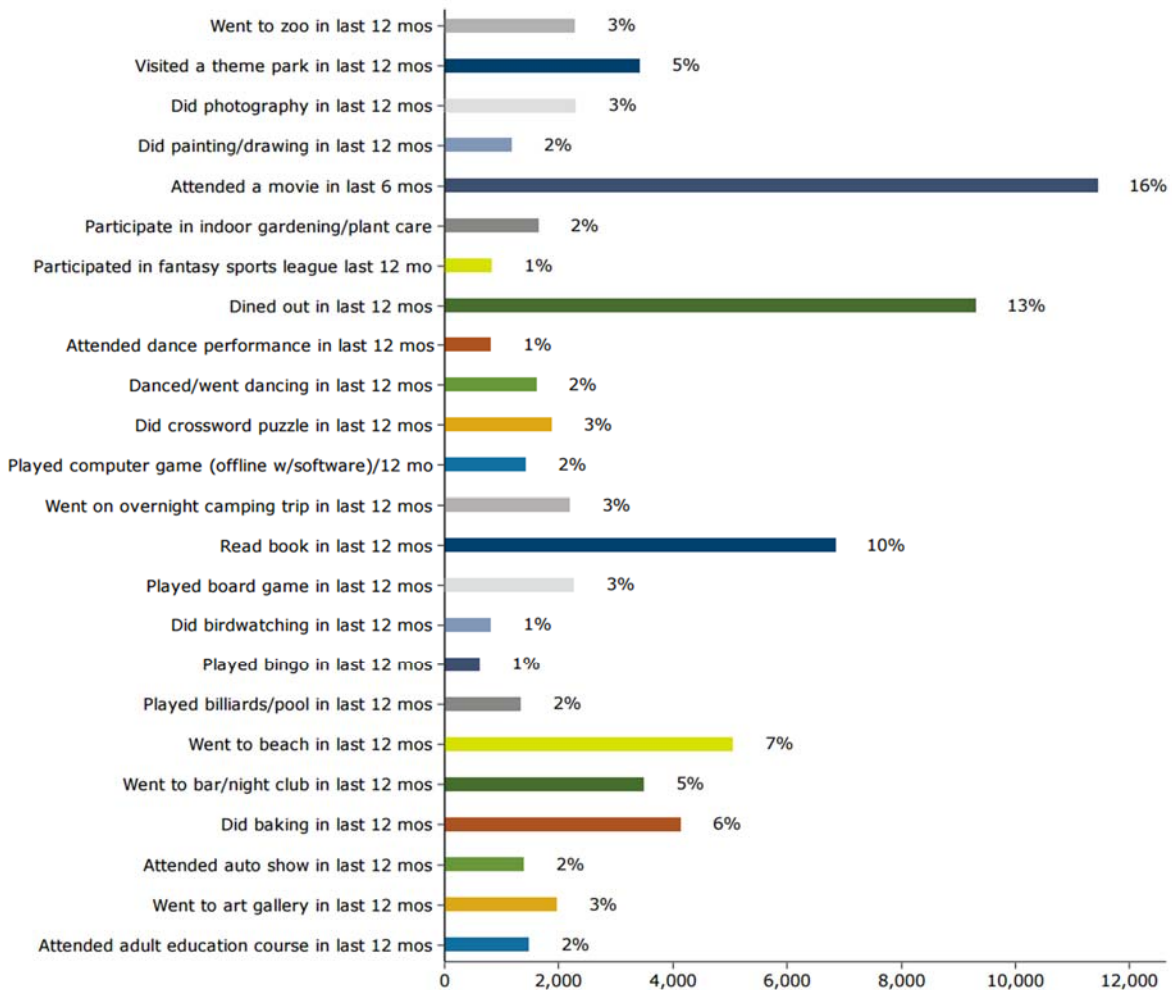
Figure 24: Estimated Household Participation in Team and Individual Sports (Wilsonville, 2016)



Source: Esri Business Analyst, Sports and Leisure Market Potential

Of the sports reviewed by Esri, Wilsonville residents were most likely to have participated in swimming (25%) or bowling (15%) in the last year. About 14 percent of households included members participated in golfing, and nearly 12 percent of households participated in basketball. The City and local sports leagues have reported relatively high levels participation among residents participating in football, baseball, soccer, and/or tennis.

Figure 25: Household Participation in Leisure Activities (Wilsonville, 2016)



Source: Esri Business Analyst, Sports, and Leisure Market Potential

Wilsonville residents were estimated to have participated in a wide range of leisure activities over the past year. Esri estimated that members from most City households were likely to have attended a movie (16 percent), dined out (13 percent), and/or read a book (10 percent) in the last 12 months. Visiting the beach, baking, going to a bar/night club, and visiting theme parks were estimated to have been popular and well attended by City residents in the past year.

National Demographic Trends in Recreation

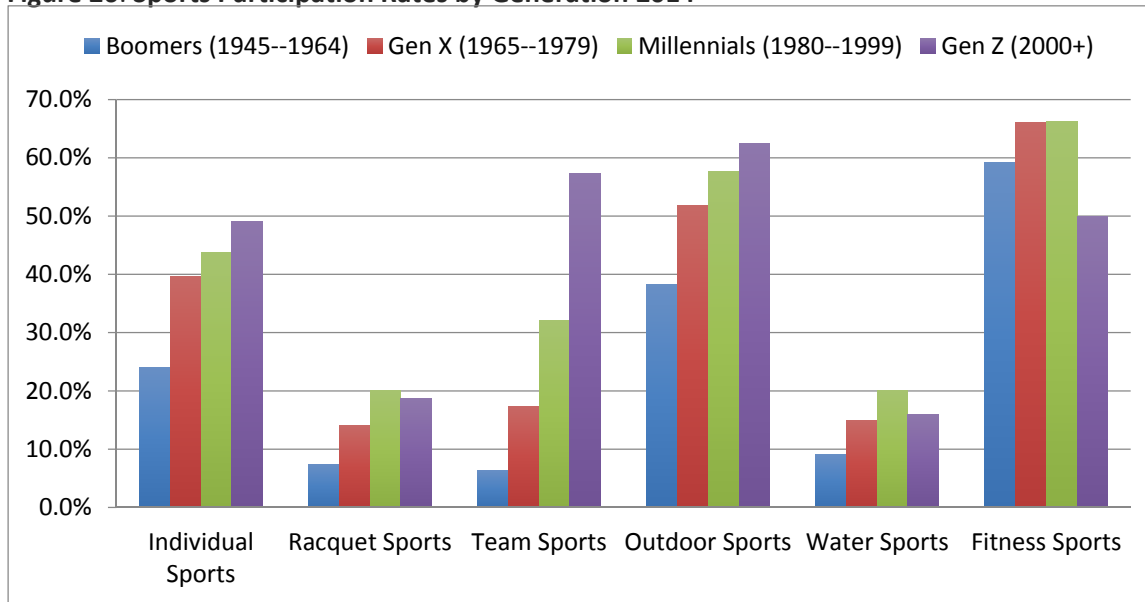
Generational Participation and Preferences

Three major age groups, the Baby Boomers, Millennial Generation, and Generation Z, are having significant impacts on the planning and provision of parks and recreation services nationwide. Although there are some similarities in the recreational preferences of these generational groups, they each tend to have their own unique tastes as illustrated in **Figure 26**.

According to the 2016 ESRI population estimate, the City of Wilsonville is composed of:

- 7% - Silent Generation (1925 – 1944)
- 20% - Baby Boomers (1945 – 1964)
- 19% - Generation X (1965 – 1979)
- 31% - Millennials (1980 – 1999)
- 23% - Generation Z (2000 +)

Figure 26: Sports Participation Rates by Generation 2014



Source: 2015 Participation Report, Physical Activity Council

Adults – Baby Boomers

Baby Boomers are defined as individuals born between 1946 and 1964, as stated in “Leisure Programming for Baby Boomers.”²⁰ They are a generation that consists of nearly 76 million Americans. Boomers comprised 24 percent of the City’s estimated population in 2015. In 2011, this influential population began its transition out of the workforce. In the July 2012 issue of *Parks and Recreation* magazine, Emilyn Sheffield contributed an article titled “Five Trends Shaping Tomorrow Today.” In it, she indicated that Baby Boomers are driving the aging of America, with Boomers and seniors over 65 composing about 39 percent of the nation’s population.²¹ As Baby Boomers are entering retirement, they are be looking for oppourtunities in fitness, sports, outdoors, arts and cultural events, and other activities that suit their lifestyles. With their varied life experiences, values, and expectations, Baby Boomers are predicted to redefine the meaning of recreation and leisure programming for mature adults.

²⁰ Linda Cochran, Anne Roshchadl, and Jodi Rudick, “Leisure Programming For Baby Boomers,” *Human Kinetics*, 2009.

²¹ Emilyn Sheffield, “Five Trends Shaping Tomorrow Today,” *Parks and Recreation*, July 2012, p. 16-17.

In the leisure profession, this generation's devotion to exercise and fitness is an example of its influence on society. When Boomers entered elementary school, President Kennedy initiated the President's Council on Physical Fitness, making physical education a key component of public education. As Boomers matured and moved into the workplace, they took their desire for exercise and fitness with them. Now as the oldest Boomers are nearing 70, parks and recreation professionals are faced with new approaches to provide both passive and active programming for older adults. Boomers are second only to Gen Y/Millennials (born between 1980 and 1999) in participation in fitness and outdoor sports.²²

Jeffrey Ziegler, a past president of the Arizona Parks and Recreation Association identified "Boomer Basics" in his article, "Recreating Retirement: How Will Baby Boomers Reshape Leisure in their 60s?"²³ Highlights are summarized below.

- *Boomers are known to work hard, play hard, and spend hard.* They have always been fixated with all things youthful. Boomers typically respond that they feel 10 years younger than their actual age. Their nostalgic mindset keeps Boomers returning to the sights and sounds of their 1960s youth culture. Swimming pools have become less of a social setting and much more of an extension of Boomers' health and wellness program. Because Boomers in general have a high education level, they will likely continue to pursue education as adults and into retirement.
- *Boomers will look to parks and recreation professionals to provide opportunities to enjoy many life-long hobbies and sports.* When programming for this age group, a customized experience to cater to the need for self-fulfillment, healthy pleasure, nostalgic youthfulness, and individual escapes will be important. Recreation trends will shift from games and activities that Boomers associate with senior citizens. Ziegler suggests that activities such as bingo, bridge, and shuffleboard will likely be avoided because Boomers relate these activities with old age.
- *Boomers will reinvent what being a 65-year-old means.* Parks and recreation agencies that do not plan for Boomers carrying on in retirement with the same hectic pace they have lived during their years in employment will be left behind. Things to consider when planning for the demographic shift:
 - Boomer characteristics
 - What drives Boomers?
 - Marketing to Boomers
 - Arts and entertainment
 - Passive and active fitness trends
 - Outdoor recreation/adventure programs
 - Travel programs

²²Physical Activity Council, 2012 Participation Report, 2012.

²³Jeffrey Ziegler, "Recreating Retirement: How Will Baby Boomers Reshape Leisure in Their 60s?" *Parks and Recreation*, October 2002.

Adult – The Millennial Generation

The Millennial Generation are generally considered those born between about 1980 and 1999, and in April 2016, the Pew Research Center reported that this generation had surpassed the Baby Boomers as the nation's most populous age group.²⁴ Approximately 26 percent of the population of City of Wilsonville were members of the Millennial generation. Understanding some of their general characteristics can help guide decision making in the provision of parks and recreation services to this significant segment of the local population.

In their book, *Millennials Rising, the Next Great Generation*, authors William Strauss and Neil Howe identify the following seven characteristics of the Millennials:²⁵

1. **Special:** Used to receiving rewards just for participating, Millennials are raised to feel special.
2. **Sheltered:** Millennials lead structured lives filled with rules and regulations. Less accustomed to unstructured play than previous generations and apprehensive of the outdoors, they spend most of their time indoors, leaving home primarily to socialize with friends and families.
3. **Team Oriented:** This group has a “powerful instinct for community” and “places a high value on teamwork and belonging.”
4. **Technologically savvy:** Upbeat and with a can-do attitude, this generation is “more optimistic and tech-savvy than their elders.”
5. **Pressured:** Millennials feel “pressured to achieve and pressured to behave.” They have been “pushed to study hard and avoid personal risk.”
6. **Achieving:** This generation is expected to do great things, and they may be the next “great” generation.
7. **Conventional (and diverse):** Millennials are respectful of authority and civic minded. Respectful of cultural differences because they are ethnically diverse, they also value good conduct and tend to have a “standardized appearance.”

In a 2011 study of the Millennial Generation,²⁶ Barkley Advertising Agency made the following observations about Millennials and health/fitness:

- Sixty percent (60%) of Millennials say they try to work out on a regular basis. Twenty-six percent (26%) consider themselves health fanatics.
- Much of this focus on health is really due to vanity and/or the desire to impress others — 73 percent exercise to enhance their physical appearance.
- Millennials are also fans of relaxation and rejuvenation, as 54 percent regularly treat themselves to spa services.
- Despite their commitment to health, Millennials stray from their healthy diets on weekends. There is a noticeable difference between their intent to work out regularly and the amount of exercise that they actually accomplish.

Figure 27 illustrates contrasts between Millennials and Non-Millennials regarding a number of health and fitness topics.²⁷

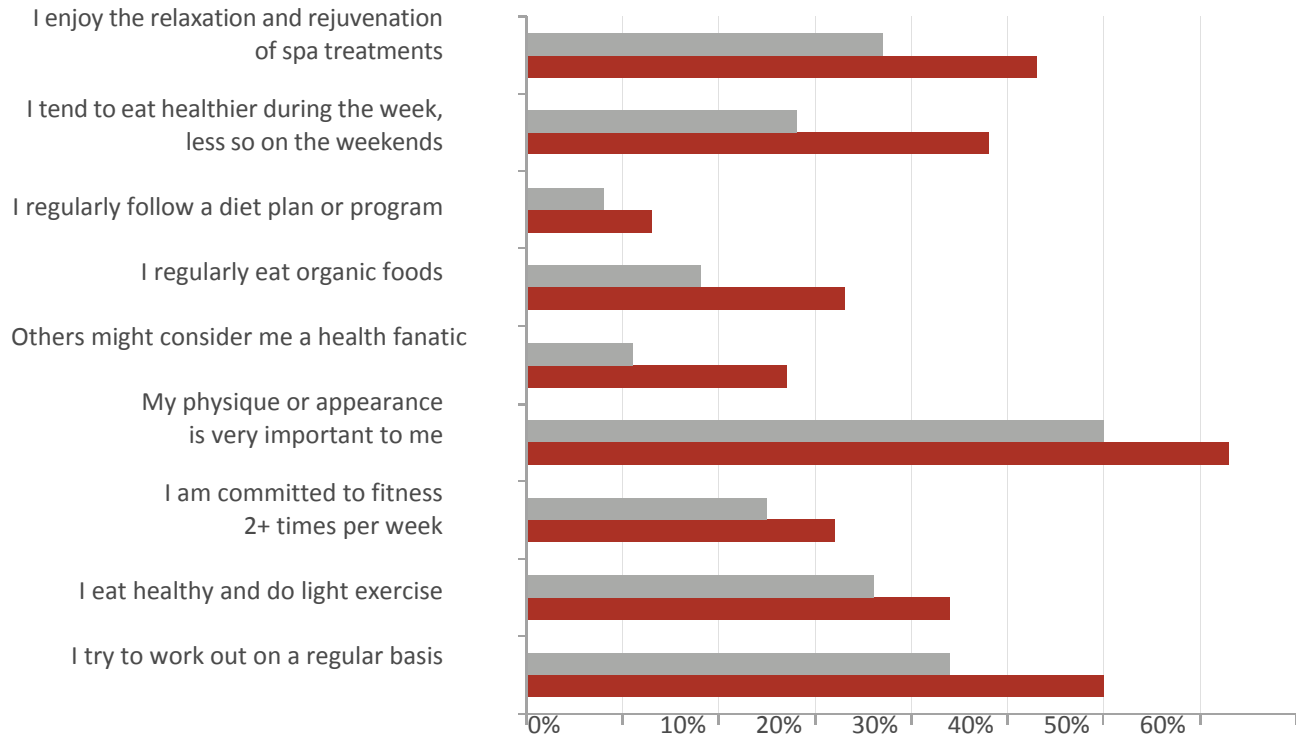
²⁴ Richard Fry, “Millennials overtake Baby Boomers as America’s Largest Generation,” *Pew Research Center Fact Tank*, April 25, 2016, <http://www.pewresearch.org/fact-tank/2016/04/25/millennials-overtake-baby-boomers/>, accessed May 2015

²⁵ William Strauss and Neil Howe, *Millennials Rising, the Next Great Generation*, Vintage: New York, New York, 2000.

²⁶ American Millennials: Deciphering the Enigma Generation, <https://www.barkleyus.com/AmericanMillennials.pdf>, accessed May 2015

²⁷ American Millennials: Deciphering the Enigma Generation, <https://www.barkleyus.com/AmericanMillennials.pdf>, accessed May 2015

Figure 27: Millennials (red) Vs. Non-Millennials (grey) on Health and Fitness



Source: *American Millennials: Deciphering the Enigma Generation*

As Millennials tend to be more tech-savvy, socially conscious, achievement-driven age group with more flexible ideas about balancing wealth, work, and play. They generally prefer different park amenities and recreational programs than their counterparts in the Baby Boomer generation. Engagement with this generation should be considered in parks and recreation planning. An April 2015 posting to the National Parks and Recreation Association’s official blog, *Open Space*, offered the following seven considerations to make your parks Millennial friendly:²⁸

1. Group activities are appealing, and should be offered.
2. Providing wireless internet/Wi-Fi access is a necessity – having a constant digital connection and smartphone is status-quo, and sharing experiences in real time is something Millennials enjoying doing. Service providers are generally expected to provide free wireless internet access at their facilities.
3. Offering a variety of experiences is important – Millennials tend to participate in a broad range of activities.
4. Convenience and comfort are sought out.
5. Competition is important, and Millennials enjoy winning, recognition, and earning rewards.
6. Facilities that promote physical activity, such as trails and sports fields, and activities like adventure races are appealing.
7. Many Millennials own dogs, and seek out places in which they can recreate with their canine companions.

²⁸ Scott Hornick, “7 Ways to Make Your Park More Millennial Friendly,” *Parks and Recreation Open Space Blog*, August 19, 2015, <http://www.nrpa.org/blog/7-ways-to-make-your-parks-millennial-friendly>, accessed May 2016

In addition to being health conscious, Millennials often look for local and relatively inexpensive ways to stay fit and experience the outdoors close to home on trails, bike paths, and in community parks.²⁹ They, along with the Baby Boomer generation, highly value walkability, and in a 2014 study by the American Planning Association, two-thirds of Boomers and Millennials noted that believed improving walkability in a community was directly related to strengthening the local economy. This study also noted that 46 percent of Millennials and Baby Boomers place a high priority on having sidewalks, hiking trails, bike paths, and fitness choices available to them in their community. In fact, these community features were viewed by study respondents to be of higher preference than a great school system, vibrant centers of entertainment and culture, and affordable and convenient transportation choices.³⁰

Youth – Generation Z

In her 2012 *Parks and Recreation* magazine article, Emilyn Sheffield also noted that the proportion of youth now is smaller than in the past, but still essential to our future. As of the 2010 Census, the age group under age 18 formed about a quarter of the U.S. population. Nationwide, nearly half of the youth population is ethnically diverse and 25 percent is Hispanic. 28 percent of City of Wilsonville population were members of Generation Z, making this age group the most populous in City of Wilsonville. Characteristics cited for Generation Z, the youth of today, include:³¹

- The most obvious characteristic for Generation Z is the pervasive use of technology.
- Generation Z members live their lives online and they love sharing both the intimate and mundane details of life.
- They tend to be acutely aware that they live in a pluralistic society and tend to embrace diversity.
- Generation Z'ers tend to be independent. They don't wait for their parents to teach them things or tell them how to make decisions.

With regard to physical activity, a 2013 article published by academics at Georgia Southern University noted that the prevalence of obesity in Generation Z (which they describe as individuals born since the year 2000) is triple that of Generation Xers (born between 1965 and 1979). It suggests that due to increased use of technology, Generation Z spends more time indoors, is less physically active, and more obese compared to previous generations. The researchers noted that Generation Z seeks social support from peers more so than any previous generation. This is the most competent generation from a technological standpoint, but Generation Z'ers tend to fear, and often struggle with, some basic physical activities.

²⁹ "Sneakernomics: How The 'Outdoor' Industry Became The 'Outside' Industry," *Forbes*, September 21, 2015, <http://www.forbes.com/sites/mattpowell/2015/09/21/sneakernomics-how-the-outdoor-industry-became-the-outside-industry/2/#50958385e34d>, accessed May 2016

³⁰ American Planning Association, "Investing in Place: Two generation's view on the future of communities: millennials, Boomers, and new directions for planning and economic development," <https://www.planning.org/policy/polls/investing>, accessed May 2015

³¹ Alexandra Levit, "Make Way for Generation Z," *New York Times*, March 28, 2015, <http://www.nytimes.com/2015/03/29/jobs/make-way-for-generation-z.html>, accessed May 2016

Multiculturalism

Our country is becoming increasingly racially and ethnically diverse. In May 2012, the U.S. Census Bureau announced that non-white babies now account for the majority of births in the United States. “This is an important tipping point,” said William H. Frey,³² the senior demographer at the Brookings Institution, describing the shift as a “transformation from a mostly white Baby Boomer culture to the more globalized, multi-ethnic country that we are becoming.” Cultural and ethnic diversity adds a unique flavor to communities expressed through distinct neighborhoods, multicultural learning environments, restaurants, places of worship, museums, and nightlife.³³

As the recreation field continues to function within a more diverse society, race and ethnicity will become increasingly important in every aspect of the profession. More than ever, recreation professionals will be expected to work with, and have significant knowledge and understanding of, individuals from many cultural, racial, and ethnic backgrounds.

- **Outdoor participation varies by ethnicity:** Participation in outdoor activities is higher among Caucasians than any other ethnicity and lowest among African Americans in nearly all age groups.
- **Lack of interest reason for not participating:** When asked why they did not participate in outdoor activities more often, the number one reason given by people of all ethnicities and races was because they were not interested.
- **Most popular outdoor activities:** Biking, running, fishing, and camping were the most popular outdoor activities for all Americans, with each ethnic/racial group participating in each in varying degrees.

Recreational Preferences among Ethnic/Racial Groups (Self-Identifying):

Nationwide participation in outdoor sports in 2013 was highest among Caucasians in all age groups and lowest among African Americans, according to the 2014 “Outdoor Recreation Participation Report”³⁴ The biggest difference in participation rates was between Caucasian and African American adolescents, with 65 percent of Caucasians ages 13 to 17 participating and only 42 percent of African Americans in this age range participating.

Asian Americans

Research about outdoor recreation among Asian Americans in the San Francisco Bay Area (Chinese, Japanese, Korean, and Filipino)³⁵ found significant differences among the four groups concerning the degree of linguistic acculturation (preferred language spoken in various communication media). The research suggests that communications related to recreation and natural resource management should appear in ethnic media, but the results also suggest that Asian Americans should not be viewed as homogeneous with regard to recreation-related issues.

³² Adam Serwer, “The End of White America,” *Mother Jones*, <http://www.motherjones.com/kevin-drum/2012/05/end-white-america>, May 17, 2012.

³³ Baldwin Ellis, “The Effects of Culture & Diversity on America,” http://www.ehow.com/facts_5512569_effects-culture-diversity-america.html, accessed on Sept. 20, 2012.

³⁴ *Outdoor Recreation Participation Report 2014*, Outdoor Foundation, 2014.

³⁵ P.L. Winter, W.C. Jeong, G.C. Godbey, “Outdoor Recreation among Asian Americans: A Case Study of San Francisco Bay Area Residents,” *Journal of Park and Recreation Administration*, 2004.

Another study³⁶ found that technology use for finding outdoor recreation opportunities is highest among Asian/Pacific Islander populations. Over 60 percent of these populations use stationary or mobile technology in making decisions regarding outdoor recreation.

According to the 2014 “Outdoor Recreation Participation Report,” the most popular outdoor activities among Asian/Pacific Islanders are running/jogging and trail running (24%); hiking (15%); road, mountain, and BMX biking (14%); camping (car, backyard, backpacking, and RV) (11%); and fishing (freshwater, saltwater, and fly) (10%).

Caucasians

According to the 2014 “Outdoor Recreation Participation Report,” the most popular outdoor activities among Caucasians are running/jogging and trail running (19%); fishing (freshwater, saltwater, and fly) (18%); road, mountain, and BMX biking (17%); camping (car, backyard, backpacking, and RV) (16%); and hiking (14%).

Hispanic Trends

The population of Hispanic origin can be viewed as the heritage, nationality, lineage, or country of birth of the person or the person’s parents or ancestors before arriving in the United States. In the U.S. census, people who identify as Hispanic, Latino, or Spanish may be any race and are included in all of the race categories. In the United States, the Hispanic population increased by 43 percent over the last decade, compared to five percent for the non-Hispanic population, and accounted for more than half of all the population growth. According to Emilyn Sheffield, the growing racial and ethnic diversity is particularly important to recreation and leisure service providers, as family and individual recreation patterns and preferences are strongly shaped by cultural influences.³⁷

Participation in outdoor sports among youth and young adults (ages 6-24) who identify as Hispanic was at 10 percent nationwide in 2014, according to the 2014 “Outdoor Recreation Participation Report.”³⁸ Those who do get outdoors, however, participate more frequently than other outdoor participants, with an average of 47 outings per year. Hispanic youth between ages 13 and 17 are the most likely age group to participate in outdoor recreation, in the Hispanic demographic, followed closely by those in the 25-44 age range. The most popular outdoor activities among Hispanics are running and jogging (24 percent); road, mountain, and BMX biking (15%); fishing (freshwater, saltwater, and fly) (14%); camping (car, backyard, and RV) (13%); and hiking (9%).

Multiculturalism and Marketing

Today the marketplace for consumers has dramatically evolved in the United States from a largely Anglo demographic, to the reality that the United States has shifted to a large minority consumer base known as “new majority.”

³⁶ Harry Zinne and Alan Graefe, “Emerging Adults and the Future of Wild Nature,” *International Journal of Wildness*, December 2007.

³⁷ Emilyn Sheffield, “Five Trends Shaping Tomorrow Today,” *Parks and Recreation*, July 2012, p. 16-17.

³⁸ Outdoor Recreation Participation Report 2014

The San Jose Group, a consortium of marketing communications companies specializing in reaching Hispanic and non-Hispanic markets of the United States, suggests that today’s multicultural population of the United States, or the “new majority,” is 107.6 million, which translates to about 35.1 percent of the country’s total population. The United States’ multicultural population alone could essentially be the twelfth largest country in the world.³⁹ Parks and recreation trends in marketing leisure services continue to emerge and should be taken into consideration in all planning efforts, as different cultures respond differently to marketing techniques.

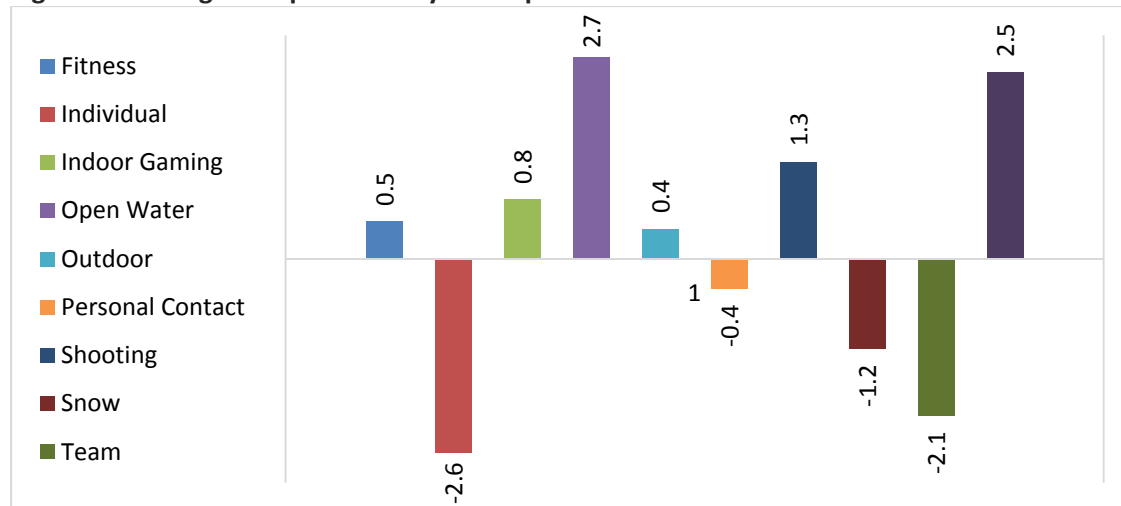
National Trends in Participation, Facilities and Programs

General Sports and Recreation Participation Trends

The National Sporting Goods Association (NSGA) statistical survey on sports participation in the United States 2015 edition tracked participation in 54 different sports and activities for 2014. A summary of the survey results are noted in **Figure 28**, with several highlights noted below:⁴⁰

- Participation increased in 33 sports and activities in 2014 over the previous year. In 2013 roughly half that number (17) of sports and activities saw increased participation.
- Open water sports saw the highest percentage increase (2.7%) in terms of number of participants. The increase was attributed to growth in popularity of boating (motor/power boat), canoeing, and kayaking.
- Individual sports and activities experienced the highest decrease in participation, falling 2.6 percent in 2014 compared to the previous year. The decrease was attributed to a decline in participation in bowling, golf, and tennis.

Figure 28: Changes in Sport Activity Participation 2013 to 2014



Source: National Sporting Goods Association, *Sports participation in the United States 2015*

³⁹ “SJG Multicultural Facts & Trends,” San Jose Group, <http://blog.thesanjosegroup.com/?p=275>, posted October 25, 2010.

⁴⁰ National Sporting Goods Association, “2015 Sport/Recreation Activity Participation Report,” <http://www.nsga.org>, accessed May 2016

Longer term data from National Sporting Goods Association show that despite minor downturns in participation in some activities over past year, over the past decade participation in individual sports increased, especially in aerobic exercising, exercise walking, exercising with equipment, hiking, kayaking, running/jogging, and yoga. **Table 21** illustrates the change in participation for selected activities between 2005 and 2014.⁴¹

Table 21: 2005-2014 History of Sports Participation (in millions)

Sport	2005	2007	2009	2011	2013	2014
Aerobic Exercising	33.7	34.8	33.2	42.0	44.1	44.2
Backpack/Wilderness Camping	13.3	13.0	12.3	11.6	12.2	12.0
Basketball	29.9	24.1	24.4	26.1	25.5	23.7
Bicycle Riding	43.1	37.4	38.1	39.1	35.6	35.6
Camping (Vacation/Overnight)	46.0	47.5	50.9	42.8	39.3	39.5
Canoeing	N/A	N/A	N/A	N/A	6.7	7.3
Exercise Walking	86.0	89.8	93.4	97.1	96.3	104.3
Exercising with Equipment	54.2	52.9	57.2	55.5	53.1	55.1
Hiking	29.8	28.6	34.0	39.1	39.4	41.1
Kayaking	N/A	5.9	4.9	7.1	8.1	9.0
Mountain Biking (off road)	9.2	9.3	8.4	6.0	5.2	5.4
Running/Jogging	29.2	30.4	32.2	38.7	42.0	43.0
Swimming	58.0	52.3	50.2	46.0	45.5	45.9
Yoga	N/A	10.7	15.7	21.6	25.9	29.2

Source: National Sporting Goods Association

The Sports & Fitness Industry Association (SFIA) reports annually on sports, fitness, and leisure activities in the United States. The following findings were highlighted in the 2016 report:⁴²

- An estimated 28 percent of American were inactive, but slightly more were active to a healthy level.
- Overall participation in sports, fitness, and related physical activities fluctuated in recent years with increased team, winter, water, and fitness sports participation. Racquet and outdoor sport participation remained flat in 2015, while individual sports declined slightly.
- Participation in team sports increased the most in 2015, including at least a four percent increase in baseball, cheerleading, ice hockey, lacrosse, rugby, indoor soccer, team swimming, and flag and tackle football. Correspondingly, 43 percent of parents reported an increase in spending on team sports at school in 2015.

Aquatics/Water Recreation Trends

According to the National Sporting Goods Association (NSGA), swimming ranked third nationwide in terms of participation in 2014.⁴³ Nationally, there is an increasing trend toward indoor leisure and therapeutic pools. Swimming for fitness is the top aspirational activity for “inactives” in all age groups, according to the Sports & Fitness Industry Association (SFIA) 2016 “Sports, Fitness and Leisure Activities Topline Participation Report,” representing a significant opportunity to engage inactive populations.

⁴¹ National Sporting Goods Association, “Historical Sports Participation 2015 Report,” <https://www.nsga.org/research/nsga-research-offerings/sports-participation-historical-file-2015>, accessed April 2016

⁴² Sports and Fitness Industry Association, *2016 Sports, Fitness and Leisure Activities Topline Participation Report*

⁴³ “2014 Participation – Ranked by Total,” National Sporting Goods Association, 2015.

Additional indoor and outdoor amenities like interactive water features are becoming increasingly popular as well. In some cities and counties spray pools are popular in the summer months and turn into ice rinks in the winter months. In this maturing market, communities are looking for atmosphere, an extension of surroundings either natural or built. Communities are also concerned about water quality and well as conservation. Interactive fountains are a popular alternative, as they are ADA-compliant and low maintenance. Trends in architectural design for splash parks can be found in *Recreation Management* magazine articles in 2014 and 2015.⁴⁴

The Outdoor Foundation's 2015 "Outdoor Recreation Participation Topline Report" provided nationwide trends for various outdoor activities, including the following water recreation activities: board sailing/windsurfing, canoeing, fishing, kayaking, rafting, sailing, stand-up paddle boarding, and wakeboarding (**Table 21**). Among water recreation activities, stand-up paddle boarding had the largest increase in participation from 2012 to 2014 (30.5% increase) followed by several varieties of the kayaking experience: kayak fishing (20.1% increase) and whitewater kayaking (15.1% increase). Fly fishing participation went up, while other fishing activities went down in the same time period. Sailing participation increased somewhat, while rafting and wakeboarding participation went down.⁴⁵

Dog Parks

Dog parks continue to see high popularity and have remained among the top planned addition to parks and recreational facilities over the past three years. There was a 34 percent increase in dog parks between 2005 and 2010 in the 10 largest U.S. Cities. They help build a sense of community and can draw potential new community members and tourists traveling with pets.⁴⁶

In 2014, a new association was formed dedicated to providing informational resources for starting and maintaining dog parks, the National Dog Park Association. *Recreation Management* magazine⁴⁷ suggests that dog parks can represent a relatively low-cost way to provide an oft-visited a popular community amenity. Dog parks can be as simple as a gated area, or more elaborate with "designed-for-dogs" amenities like water fountains, agility equipment, and pet wash stations, to name a few. Even interactive water features are being designed just for dogs. Dog parks are also places for people to meet new friends and enjoy the outdoors.

The best dog parks cater to people with design features for their comfort and pleasure, but also with creative programming.⁴⁸ Amenities in an ideal dog park might include the following:

- Benches, shade, and water – for dogs and people
- At least one acre of space with adequate drainage
- Double gated entry
- Ample waste stations well-stocked with bags
- Sandy beaches/sand bunker digging areas
- Custom designed splashpads for large and small dogs
- People-pleasing amenities such as walking trails, water fountains, restroom facilities, picnic tables, and dog wash stations.

⁴⁴ Dawn Klingensmith "Make a splash: Spraygrounds Get (Even More) Creative," *Recreation Management*, April 2014 (and April 2015 updates). (http://recmanagement.com/feature_print.php?fid=201404fe01).

⁴⁵ *Outdoor Recreation Participation Topline Report 2015*, Outdoor Foundation, 2015.

⁴⁶ Joe Bush, "Tour-Legged-Friendly Parks," *Recreation Management*, February 2, 2016.

⁴⁷ Emily Tipping, "2014 State of the Industry Report, Trends in Parks and Recreation," *Recreation Management*, June 2014.

⁴⁸ Dawn Klingensmith "Gone to the Dogs: Design and Manage an Effective Off-Leash Area," *Recreation Management*, March 2014. (http://recmanagement.com/feature_print.php?fid=201403fe02).

Fitness Programming

Fitness programming and popularity of various activities has significantly evolved over the past 15 years. The American College of Sports Medicine (ACSM) *Health and Fitness Journal* has conducted annual surveys since 2007 to gauge trends that would help inform the creation of standards for health and fitness programming. **Table 22** illustrates survey results that focus on trends in the commercial, corporate, clinical, and community health and fitness industry in 2015. Some trends first identified in 2007 have remained popular year after year while other activities and associated programs were widely popular for short durations. For example, Zumba was a top 10 fitness trend/activity in 2012 but quickly declined in popularity. Two years later, in 2014, it failed to register in the top 20 fitness trends/activities. Body weight training appeared and high-intensity interval training are currently highly popular. Fitness programs for older adults have remained highly desirable activities for nearly a decade.⁴⁹

Table 22: Top 10 National Fitness Trends for 2015 Compared to 2007

2007	Trends for 2015
1. Children and obesity	1. Body weight training
2. Fitness programs for older adults	2. High-intensity interval training
3. Educated and experienced fitness professionals	3. Educated and experienced fitness professionals
4. Functional fitness	4. Strength training
5. Core training	5. Personal training
6. Strength training	6. Exercise and weight loss
7. Personal training	7. Yoga
8. Mind/body exercise	8. Fitness programs for older adults
9. Exercise and weight loss	9. Functional fitness
10. Outcome measurements	10. Group personal training

Source: American College of Sports Medicine

Older Adults and Senior Programming

Many older adults and seniors are choosing to maintain active lifestyles and recognize the health benefits of regular physical activities. With the large number of adults in these age cohorts, many communities have found a need to offer more programming, activities, and facilities that support the active lifestyle this generation desire. Public parks and recreation agencies are increasingly expected to be significant providers of such services and facilities. The American Academy of Sports Medicine issues a yearly survey of the top 20 fitness trends.⁵⁰ It ranks senior fitness programs eighth among most popular fitness trends for 2015. Programs including Silver Sneakers, a freestyle low-impact cardio class, and water aerobics are becoming increasingly popular as more Americans are realizing the many benefits of staying active throughout life. According to the National Sporting Goods Association, popular senior programming trends include hiking, birding, and swimming.

⁴⁹ Walter R. Thompson, "Worldwide Survey of Fitness Trends for 2012," *Health & Fitness Journal*, American College of Sports Medicine, 2011.

⁵⁰ American College of Sports Medicine, "Survey Predicts Top 20 Fitness Trends for 2015," <http://www.acsm.org/about-acsm/media-room/news-releases/2014/10/24/survey-predicts-top-20-fitness-trends-for-2015>, accessed January 2015.

Festivals and Events

In the context of urban development, from the early 1980s, there has been a process that can be characterized as “festivalization,” which has been linked to the economic restructuring of towns and cities, and the drive to develop communities as large-scale platforms for the creation and consumption of “cultural experience.”

The success rate for festivals should not be evaluated simplistically solely on the basis of profit (sales), prestige (media profile), or size (numbers of events). Research by the European Festival Research Project (EFRP)⁵¹ indicates there is evidence of local and city government supporting and even instigating and managing particular festivals themselves to achieve local or regional economic objectives, often defined very narrowly (sales, jobs, tourists, etc.). There is also a growing number of smaller, more local, community-based festivals and events in communities, most often supported by local councils that have been spawned partly as a reaction to larger festivals that have become prime economic-drivers. These community-based festivals often will re-claim cultural ground based on their social, educational, and participative value. For more information on the values of festivals and events, see the CRC Sustainable Tourism research guide⁵² on this topic.

In 2014, festivals grew in popularity as economic drivers and urban brand builders. Chad Kaydo describes the phenomenon in the January 2014 issue of *Governing* magazine: “Municipal officials and entrepreneurs see the power of cultural festivals, innovation-focused business conferences and the like as a way to spur short-term tourism while shaping an image of the host city as a cool, dynamic location where companies and citizens in modern, creative industries can thrive.”⁵³ Examples of successful festivals include:

- South by Southwest (SXSW) – This annual music, film, and digital conference and festival in Austin, Texas, is a leading example. Launched in 1987, the festival’s economic impact has grown steadily over recent years. In 2007, it netted \$95 million for Austin’s economy. In 2013, the event topped \$218 million.
- Coachella Valley Music and Arts Festival in California – This two-week cultural event draws big-name bands, music fans, and marketers, attracting 80,000 people per day.
- First City Festival in Monterey, California – Private producer, Goldenvoice, launched this smaller music event in August 2013 with marketing support from the Monterey County Convention and Visitors Bureau, drawing on the city’s history as host of the Monterey Jazz Festival. Adding carnival rides and local art, furniture and clothing vendors to the live music performances, the event drew 11,000 attendees each of its two days.

⁵¹ EFRP is an international consortium seeking to understand the current explosion of festivals and its implications and perspective. <http://www.efa-aef.eu/en/activities/efrp/>, accessed October 2012.

⁵² Ben Janeczko, Trevor Mules, Brent Ritchie, “Estimating the Economic Impacts of Festivals and Events: A Research Guide,” Cooperative Research Centre for Sustainable Tourism, 2002, <http://www.sustainabletourisonline.com/1005/events/estimating-the-economic-impacts-of-festivals-and-events-a-research-guide>, accessed October 2012.

⁵³ Chad Kaydo, “Cities Create Music, Cultural Festivals to Make Money,” *Governing*, January 2014, <http://www.governing.com/topics/finance/gov-cities-create-mucis-festivals.html>.

There is much to be learned about trends and expectations each year in order to make the most of each event. FestivalsandFairs.Net,⁵⁴ an online festival resource, listed the following 2011 trends:

- How the Economy Affects You – No matter what, the economy is always a factor. In 2012, people hoped to find gifts for themselves or loved ones at prices they could easily afford, suggesting that finding ways to making crafts cost a bit less can help pass the savings on to customers.
- “’Tis the Season” – people prefer to put their money toward things that have a definite purpose, such as Christmas decorations or display items that can be used throughout the entire autumn season.
- Keep it Simple and Professional – keeping displays simple and well organized is appealing to customers.
- Arts – A variety of art offerings such as music, cultural arts, scrapbooking, jewelry, and digital art, are trends to watch.

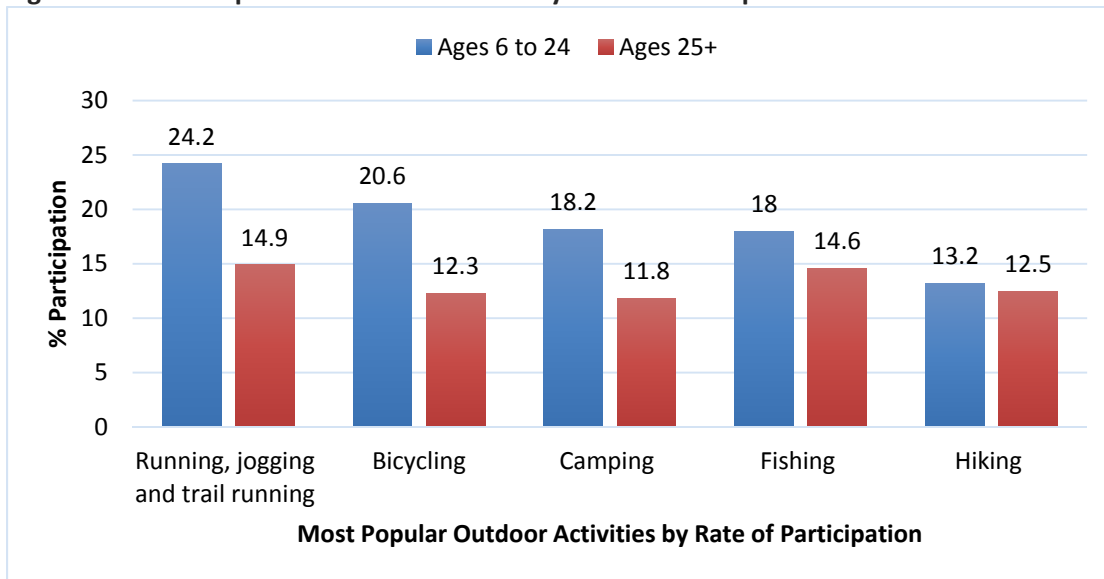
Outdoor Recreation Participation Trends

- In 2015, 48.4 percent of Americans ages 6 and older participated in at least one outdoor activity. This equated to 142.4 million Americans who went on a collective 11.7 billion outdoor recreation outings.
- Between 2012 and 2015, the outdoor activities that saw the greatest percentage increase in participants were stand up paddle boarding, triathlon (traditional/road), kayak fishing, triathlon (non-traditional/off-road), and trail running.
- Youth and young adult participation in outdoor recreation in 2015 was estimated to be:
 - 63 percent – ages 6 to 12
 - 59 percent – ages 13 to 17
 - 57 percent – ages 18 to 24
- Adult participation in outdoor recreation in 2015 was estimated to be:
 - 56 percent – ages 25 to 44
 - 37 percent – ages 45 and over

Figures 29, 30, and 31 summarize findings of the 2016 “Outdoor Recreation Participation Topline Report” for the most popular (by participation rate) and favorite (by frequency of participation) outdoor activities for youth and young adults ages 6-24, and adults over the age of 25 nationwide in 2015.

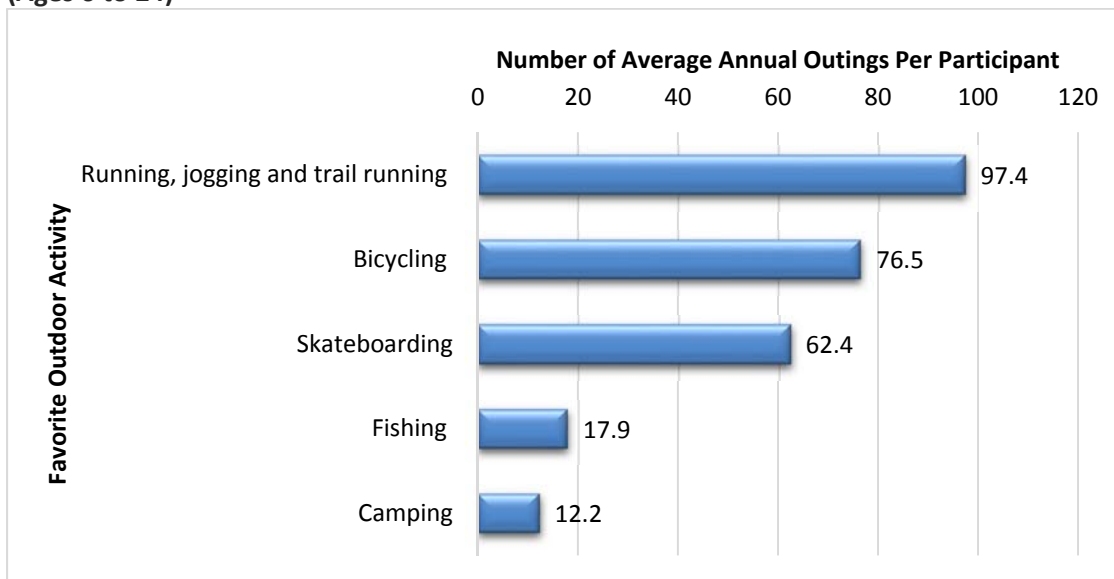
⁵⁴ “2011 Fairs and Festival Trends,” <<http://www.fairsandfestivals.net>, February 2011>, accessed August 28, 2012.

Figure 29: Most Popular Outdoor Activities by Rate of Participation



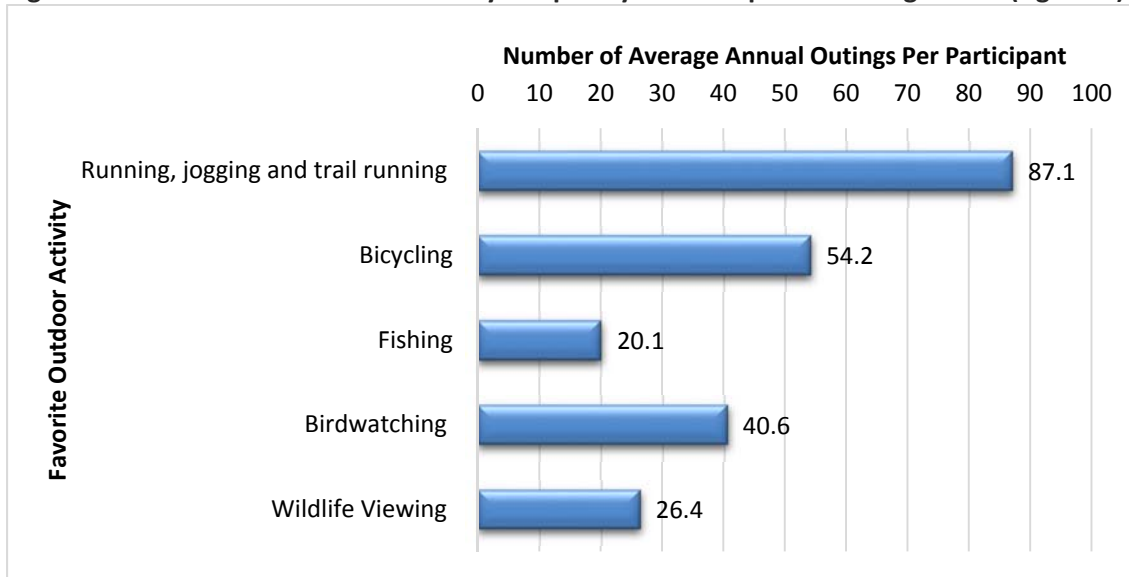
Source: 2016 Outdoor Recreation Participation Topline Report

Figure 30: Favorite Outdoor Activities by Frequency of Participation among Youths and Young Adults (Ages 6 to 24)



Source: 2016 Outdoor Recreation Participation Topline Report

Figure 31: Favorite Outdoor Activities by Frequency of Participation among Adults (Age 25+)



Source: 2016 Outdoor Recreation Participation Topline Report

Public Recreation Facilities Trends

According to *Recreation Management* magazine’s 2015 “State of the Industry Report,”⁵⁵ national trends show an increased user-base of recreation facilities (private and public). Additionally, parks and recreation providers indicated that the average age of their community recreation facilities is 26.4 years. To meet the growing demand for recreational facilities, a majority of the parks and recreation providers who responded to the survey (72.6%) reported that they plan to build new facilities or renovate and/or expand existing facilities over the next three years. Additionally, the 2015 “State of the Industry Report” notes that the average planned capital improvement budget for parks and recreation departments increased slightly from an average of \$3,795,000 in 2014 to an average of \$3,880,000 in 2015. The Report further indicated that the top 10 park features planned for construction in the near future were likely to include:

1. Splash play areas
2. Playgrounds
3. Dog parks
4. Fitness trails and outdoor fitness equipment
5. Hiking and walking trails
6. Bike trails
7. Park restroom structures
8. Park structures such as shelters and gazebos
9. Synthetic turf sports fields
10. Wi-Fi services

⁵⁵ Emily Tipping, “2015 State of the Industry Report, State of the Managed Recreation Industry,” *Recreation Management*, June 2015.

An additional national trend is toward the construction of “one-stop” indoor recreation facilities to serve all age groups. These facilities are typically large, multipurpose regional centers that have been observed to help increase operational cost recovery, promote user retention, and encourage cross-use. Parks and recreation agencies across the United States are generally working toward increasing revenue production and cost recovery. Providing multiuse space and flexibility in facilities versus single, specialized spaces is a trend, offering programming opportunities as well as free-play opportunities. “One-stop” facilities often attract young families, teens, and adults of all ages.

Parks and Recreational Programming Trends

According to *Recreation Management* magazine’s 2015 “State of the Industry Report,”⁵⁶ the most common programs offered by parks and recreation survey respondents included: holiday events and other special events (79.6%); youth sports teams (68.9%); day camps and summer camps (64.2%); educational programs (63.8%); adult sports teams (63.4%); arts and crafts (61.6%); programs for active older adults (56.2%); fitness programs (55%); sports tournaments and races (55%); and sports training such as golf or tennis instruction (53.8%).

About one-third (35.7 percent) of parks and recreation respondents indicated that they are planning to add programs at their facilities over the next three years. Per *Recreation Management* magazine’s 2015 “State of the Industry Report,” the 10 most common types of additional programming planned for 2015/2016 included:

1. Environmental education programs
2. Mind-body/balance programs such as yoga and tai chi
3. Fitness programs
4. Educational programs
5. Programs for active older adults
6. Teen programming
7. Holidays and special events
8. Day camps and summer camps
9. Adult sports teams
10. Water sports such as canoeing and kayaking

Healthy Lifestyle Trends

Active Transportation – Bicycling and Walking

In many surveys and studies on participation in recreational activities, walking, running, jogging and cycling are nearly universally rated as the most popular activities among youths and adults. Walking, jogging, and running are often the most highly participated in recreational activity, and cycling often ranks as the second or third most popular activity. These activities are attractive as they require little equipment, or financial investment, to get started and are open to participation to nearly all segments of the population. For these reasons, participation in these activities are often promoted as a means of spurring physical activity, and increasing public health.

⁵⁶ Emily Tipping, “2015 State of the Industry Report, Trends in Parks and Recreation,” *Recreation Management*, June 2015.

The design of a community's infrastructure is directly linked to physical activity – where environments are built with bicyclists and pedestrians in mind, more people bike and walk. Higher levels of bicycling and walking also coincide with increased bicycle and pedestrian safety, and higher levels of physical activity. Increasing bicycling and walking in a community can have a major impact on improving public health and life expectancy. The following trends as well as health and economic indicators are pulled from the Alliance for Biking and Walking's 2012 and 2014 Benchmarking Reports:

Public health trends related to bicycling and walking include:

- Quantified health benefits of active transportation can outweigh any risks associated with the activities by as much as 77 to 1, and add more years to our lives than are lost from inhaled air pollution and traffic injuries.
- Between 1966 and 2009, the number of children who bicycled or walked to school fell 75 percent, while the percentage of obese children rose 276 percent.
- Bicycling to work significantly reduces absenteeism due to illness. Regular bicyclists took 7.4 sick days per year, while non-bicyclists took 8.7 sick days per year.

Economic benefits of bicycling and walking include:

- Bicycling and walking projects create 8–12 jobs per \$1 million spent, compared to just 7 jobs created per \$1 million spent on highway projects.
- Cost benefit analyses show that up to \$11.80 in benefits can be gained for every \$1 invested in bicycling and walking.

National bicycling trends:

- There has been a gradual trend of increasing bicycling and walking to work since 2005.
- Infrastructure to support biking communities is becoming more commonly funded in communities.
- Bike share systems, making bicycles available to the public for low-cost, short-term use, have been sweeping the nation since 2010. Twenty of the most populous U.S. cities have a functional bike share system.

Bicycle-friendly communities have been emerging over the last 10 years. In addition to being a popular recreational activity, cycling has become a desirable, regular mode of transportation as people consider the costs and challenges of commuting by car or public transportation, their desire for better health, and concern for the environment.

The Alliance for Biking and Walking published its "Bicycling and Walking in the United States: 2014 Benchmarking Report,"⁵⁷ updating its 2012 Benchmarking Report. The Report shows that increasing bicycling and walking are goals that are clearly in the public interest. Where bicycling and walking levels are higher, obesity, high blood pressure, and diabetes levels are lower.

⁵⁷ Alliance for Biking and Walking, 2014 "Benchmarking Report," <http://www.bikewalkalliance.org/download-the-2014-benchmarking-report>, accessed January 2015

The Institute for Transportation & Development Policy published an updated “Standard for Transportation Oriented Design” in March 2014, with accessible performance objectives and metrics, to help municipalities, developers, and local residents design land use and built environment “to support, facilitate, and prioritize not only the use of public transport, but the most basic modes of transport, walking and cycling.” The TOD Standard, along with its performance objectives and scoring metrics, can be found at <https://www.itdp.org/tod-standard/>.⁵⁸

Health and Obesity

According to the Center for Disease Control and Prevention (CDC), obesity continues to be a serious issue in America, growing at an epidemic rate—almost tripling since 1990. Overall, more than one-third (35.7%) of adults and 17 percent of children in the United States are obese.⁵⁹ These statistics illustrate the importance of intervention and curbing of the epidemic in youth. As obesity in the United States continues to be a topic of interest for legislators and our government, there continues to be research suggesting that activity levels are stagnant among all age groups. For example, the CDC has reported that:

- Only 25 percent of adults and 27 percent of youth (grades 9-12) engage in recommended levels of physical activity.
- Fifty-nine percent (59%) of American adults are sedentary.
- Children nationally spend 4.5 – 8 hours daily (30-56 hours per week) in front of a screen (television, computer, or other electronic device).

Trails and Health

Trails can provide a wide variety of opportunities for being physically active, such as walking/running/hiking, rollerblading, wheelchair recreation, bicycling, cross-country skiing and snowshoeing, fishing, hunting, and horseback riding. Trails and community pathways are a significant recreational and alternative transportation infrastructure, but are most effective in increasing public health when they are part of a system. In fact, the Centers for Disease Control and Prevention’s Trails for Health Initiative⁶⁰ concluded that a connected system of trails increases the level of physical activity in a community. Several groups, including American Trails have created resources explaining the many benefits of trails: <http://www.americantrails.org/resources/benefits>.

The health benefits are equally as high for trails in urban neighborhoods as for those in state or national parks. A trail in the neighborhood, creating a “linear park,” makes it easier for people to incorporate exercise into their daily routines, whether for recreation or non-motorized transportation. Urban trails need to connect people to places they want to go, such as schools, transit centers, businesses, and neighborhoods.⁶¹

⁵⁸Institute for Transportation & Development Policy, “TOD Standard, Version 2.1,” March 2014, <https://www.itdp.org/tod-standard/>

⁵⁹ Center for Disease Control and Prevention, “Obesity and Overweight – Facts,” <http://www.cdc.gov/obesity/data/facts.html>, accessed on October 3, 2012.

⁶⁰ Centers for Disease Control and Prevention, “Guide to Community Preventive Services,” <http://www.thecommunityguide.org/index.html>

⁶¹ National Trails Training Partnership, “Health Community: What you should know about trail building,” <http://www.americantrails.org/resources/health/healthcombuild.html>, accessed May 2016

Walk with a Doc

Also popping up in parks around the country are “Walk with a Doc” programs. These programs encourage people to join others in a public park to learn about an important health topic, get a health assessment, e.g. blood pressure and to take a healthy walk along a scenic trail, led by a physician, cardiologist, or pediatrician. This is a great way to make the important connection between people, parks, and physical and mental health. Cardiologist Dr. David Sabgir created this doctor-patient interactive program in 2004. With physicians “walking the talk,” the programs are getting people out in the parks, engaging in healthy physical activity, and reversing the consequences of a sedentary lifestyle “in order to improve the health and well-being of the country.”⁶²

Shade Structures – Solar Relief

Communities around the country are considering adding shade structures as well as shade trees to their parks, playgrounds, and pools, as “a weapon against cancer and against childhood obesity,”⁶³ both to reduce future cancer risk and promote exercise among children. A 2005 study found that melanoma rates in people under 20 rose three percent a year between 1973 and 2001, possibly due to a thinning of the ozone layer in the atmosphere. It is recommended that children seek shade between 10 a.m. and 4 p.m., but with so little shade available, kids have nowhere to go. Additionally, without adequate shade, many play areas are simply too hot to be inviting to children. On sunny days, the playground equipment is hot enough to scald the hands of would-be users.

Trees would help provide protection, as tree leaves absorb about 95 percent of ultraviolet radiation, but they take a decade or more to grow large enough to make a difference. As such, many communities are building shade structures instead. The non-profit Shade Foundation of American is a good resource for information about shade and shade structures, www.shadefoundation.org.

Natural Environments and Open Space - Economic & Health Benefits of Parks

There are numerous economic and health benefits of parks, including the following:

- Trails, parks, and playgrounds are among the five most important community amenities considered when selecting a home.
- Research from the University of Illinois shows that trees, parks, and green spaces have a profound impact on people’s health and mental outlook.⁶⁴
- US Forest Service research indicates that when the economic benefits produced by trees are assessed, the total value can be two to six times the cost for tree planting and care.⁶⁵
- Fifty percent (50%) of Americans regard outdoor activities as their main source of exercise.⁶⁶

⁶² “Does your Doctor Walk the Walk,” <http://flowalking.com/2012/01/does-your-doctor-walk-the-walk/>; <http://www.walkwithadoc.org/who-we-are/walk-information/>, accessed September 13, 2012.

⁶³ Liz Szabo, “Shade: A weapon against skin cancer, childhood obesity,” *USA Today*, June 30, 2011, www.usatoday.com/news/health/wellness/story/2011/06/Shade-serves-as-a-weapon-against-skin-cancer-childhood-obesity/48965070/1, accessed May 2015

⁶⁴ F.E. Kuo, “Environment and Crime in the Inner City: Does Vegetation Reduce Crime?” *Environment and Behavior*, Volume 33, pp 343-367.

⁶⁵ Nowak, David J., “Benefits of Community Trees,” (Brooklyn Trees, USDA Forest Service General Technical Report, in review).

⁶⁶ “Outdoor Recreation Participation Report 2010,” Outdoor Foundation, 2010.

The Trust for Public Land has published a report titled: “The Benefits of Parks: Why America Needs More City Parks and Open Space.” The report makes the following observations about the health, economic, environmental, and social benefits of parks and open space:⁶⁷

- Physical activity makes people healthier.
- Physical activity increases with access to parks.
- Contact with the natural world improves physical and psychological health.
- Residential and commercial property values increase.
- Value is added to community and economic development sustainability.
- Benefits of tourism are enhanced.
- Trees are effective in improving air quality and act as natural air conditioners.
- Trees assist with storm water control and erosion.
- Crime and juvenile delinquency are reduced.
- Recreational opportunities for all ages are provided.
- Stable neighborhoods and strong communities are created.

Researchers have long touted the benefits of outdoor exercise. According to a study published in the *Journal of Environmental Science and Technology* by the University of Essex in the United Kingdom, “as little as five minutes of green exercise improves both mood and self-esteem.”⁶⁸ A new trend started in China as they prepared to host the 2008 Summer Olympics. Their aim was to promote a society that promotes physical fitness and reaps the benefits of outdoor exercise by working out on outdoor fitness equipment.

The United States is now catching up on this trend, as parks and recreation departments have begun installing “outdoor gyms.” Equipment that can be found in these outdoor gyms is comparable to what would be found in an indoor workout facility, such as leg and chest presses, elliptical trainers, pull down trainers, etc. With no additional equipment such as weights and resistance bands, the equipment is fairly easy to install. Outdoor fitness equipment provides a new opportunity for parks and recreation departments to increase the health of their communities, while offering them the opportunity to exercise outdoors. Such equipment can increase the usage of parks, trails, and other outdoor amenities while helping to fight the obesity epidemic and increase the community’s interaction with nature.

Selected Sports and Recreation Trends

Trail Recreation and Cycling Trends

The 2016 “Outdoor Recreation Participation Topline Report” indicates a positive three-year trend for trail activities and BMX biking, as shown on **Table 23**. Additionally, participation in trail running and BMX biking is up significantly over the recent three-year period. On-road bicycling and running/jogging experienced slight declines in participation from 2013 through 2015.

⁶⁷ Paul M. Sherer, “The Benefits of Parks: Why America Needs More City Parks and Open Space,” The Trust for Public Land, San Francisco, CA, 2006.

⁶⁸ Cited in: Sally Russell, “Nature Break: Five Minutes of Green Nurture,” Green Nurture Blog, <http://blog.greennurture.com/tag/journal-of-environmental-science-and-technology>, Accessed on November 14, 2012.

Table 23: Cycling and Trail Recreation Participation by Activity (Ages 6+)

	2010	2011	2012	2013	2014	2015	3 Year Average Change
BMX Bicycling	2,369	1,547	2,175	2,168	2,350	2,690	7.5%
Bicycling (Mountain/Non-Paved Surface)	7,161	6,816	7,714	8,542	8,044	8,316	2.8%
Bicycling (Road/Paved Surface)	39,320	40,349	39,232	40,888	39,725	38,280	-0.8%
Hiking (Day)	32,496	34,491	34,545	34,378	36,222	37,232	2.6%
Running/Jogging	50,713	52,187	54,188	51,127	49,408	48,496	-2.3%
Trail Running	5,136	5,610	6,003	6,792	7,531	8,139	10.7%

Source: 2016 Outdoor Recreation Participation Topline Report

Other Cycling Trends

- Bicycle touring is becoming a fast-growing trend around the world, including the United States and Canada. “Travelers are seeking out bike tours to stay active, minimize environmental impact, and experience diverse landscapes and City-scapes at a closer level.”⁶⁹
- Urban bike tours, popular in cycle-friendly cities in Europe, are taking hold in the United States as well. Bikes and Hikes LA, an eco-friendly bike and hike sightseeing company offers visitors the opportunity to “see LA City’s great outdoors while getting a good workout.” In New York, a hotel and a bike store are partnered to offer guests bicycles to explore the local area.⁷⁰
- One of the newest trends in adventure cycling is riding “fat bikes,” with tires up to 5 inches wide run that allow users to ride on surfaces not suitable for ordinary bicycles. Most fat bikes are used to ride on loose surface material such as snow, or sand, but they also work well on most rough terrain or just riding through the woods. This new style of bike offers unique opportunities to experience nature in ways that would not be possible otherwise.⁷¹

Water Recreation Facility Trends

According to the National Sporting Goods Association (NSGA), swimming ranked third nationwide among recreational activities in terms of participation in 2014.⁷² Nationally, there is an increasing trend toward indoor leisure and therapeutic pools. Swimming for fitness is the top aspirational activity for inactive individuals in all age groups, according to the Sports & Fitness Industry Association (SFIA) 2016 “Sports, Fitness and Leisure Activities Topline Participation Report,” it is an activity that could provide significant opportunity for engaging existing interested, but inactive, populations.

⁶⁹ Hope Nardini, “Bike Tourism a Rising Trend,” *Ethic Traveler*, <http://www.ethicaltraveler.org/2012/08/bike-tourism-a-rising-trend/>, accessed March 2014

⁷⁰ Michelle Baran, “New Trend: Urban Bike Tours in Los Angeles and New York,” *Budget Travel Blog*, <http://www.budgettravel.com/blog/new-trend-urban-bike-tours-in-los-angeles-and-new-york,11772/>, accessed March 2014

⁷¹ Steven Pease, “Fat Bikes, How to Get the Most Out of Winter Cycling,” *Minnesota Cycling Examiner*, <http://www.examiner.com/article/fat-bikes-the-latest-trend-adventure-cycling>, February 1, 2014.

⁷² National Sporting Goods Association, “2014 Participation – Ranked by Total,”

Aquatic amenities such as interactive water features, shallow spray pools, and interactive fountains are becoming increasingly popular attractions in the summer months, and if designed for such, can be converted into ice rinks for the winter months. These features can also be designed to be ADA-compliant and are often cheaper alternatives to build and maintain when compared with the capital and maintenance costs of community swimming pools. Designs for these water features vary widely. More information on recent trends in the architectural design for splash parks can be found in *Recreation Management* magazine articles in 2014 and 2015.⁷³

The Outdoor Industry Association’s 2016 “Outdoor Recreation Participation Topline Report” included trends in a number of water-based, outdoor recreation activities, which are noted below in **Table 24**. Among these recreation activities, stand-up paddle boarding had the largest increase in participation (25.7 percent) during the three year period between 2013 and 2015. During this time frame several varieties of the kayaking activities grew in popularity including kayak fishing (17.4 percent increase), and whitewater kayaking (10.3 percent increase). Fly fishing participation went up while other fishing activities went down in the same time period. Sailing participation increased somewhat, while rafting and wakeboarding participation went down.⁷⁴

Table 24: Water Recreation Participation by Activity (in thousands) (6 years of age or older)

	2011	2012	2013	2014	2015	3 Year Average Change
Boardsailing/windsurfing	1,151	1,593	1,324	1,562	1,766	4.7 %
Canoeing	9,787	9,839	10,153	10,044	10,236	1.3%
Fishing (fly)	5,683	6,012	5,878	5,842	6,089	0.5%
Fishing (freshwater/ other)	38,868	39,135	37,796	37,821	37,682	-1.2%
Kayak fishing	1,201	1,409	1,798	2,074	2,265	17.4%
Kayaking (recreational)	8,229	8,144	8,716	8,855	9,499	5.3%
Kayaking (white water)	1,546	1,878	2,146	2,351	2,518	10.3%
Rafting	3,821	3,690	3,836	3,781	3,883	1.7%
Sailing	3,725	3,958	3,915	3,924	4,099	1.2%
Stand up Paddle Boarding	1,242	1,542	1,993	2,751	3,020	25.7%
Surfing	2,195	2,895	2,658	2,721	2,701	-2.2%
Wakeboarding	3,389	3,348	3,316	3,125	3,226	-1.2%

Source: Outdoor Foundation 2016 Outdoor Recreation Participation Topline Report

Youth Sports

The Sports & Fitness Industry Association (SFIA) produces a yearly report on sports, fitness, and leisure activities in the United States. The following findings regarding youth and sports were highlighted in the 2016 report:⁷⁵ In 2015 youth aged 6-16 (Generation Z) participation was highest for outdoor (62%), team (59%), and fitness sports (51%). Camping was a top interest for youth across the age spectrum, age 6-24.

⁷³ Dawn Klingensmith “Make a splash: Spraygrounds Get (Even More) Creative,” *Recreation Management*, April 2014 (and April 2015 updates), http://recmanagement.com/feature_print.php?fid=201404fe01

⁷⁴ Outdoor Recreation Participation Topline Report 2016

⁷⁵ Sports and Fitness Industry Association, *2016 Sports, Fitness and Leisure Activities Topline Participation Report*, <http://www.sfia.org/reports/all/>.

In 2009, an article in *The Wall Street Journal* observed that at the end of the previous decade, lacrosse had become one of the country's fastest growing team sports. Participation in high-school lacrosse has almost doubled in the first decade of the century. An estimated 1.2 million Americans over age 7 played lacrosse in 2009.⁷⁶ A 2011 report, U.S. Trends in Team Sports, found that lacrosse and other niche team sports and volleyball are continuing to experience strong growth for youth and adults.⁷⁷

Adult Sport Teams In and After the Work Place

Adult sports teams of all sorts, from competitive volleyball to local flag football teams to casual kickball, are becoming increasingly popular around the country, especially among Millennials (young adults from around 18 to early 30s) who grew up with a full extra-curricular schedule of team sports. While adult team sport participation is not limited to the Millennial generation by any means, a recent survey conducted on behalf of the Sports Fitness Industry Association (SFIA) found that Millennials are twice as likely as Generation Xers (born between 1965 and 1979) to participate in team sports as adults.⁷⁸ Adult team sports are attractive as ways to be social, get exercise, or just for something to do after work. Instead of the bar scene, this provides a more comfortable form of interaction for many.⁷⁹

Sports teams in the work place are also a growing trend in the United States as companies look for new ways to keep their employees healthy and happy. The United States Tennis Association (USTA) promotes tennis in the work place, citing the following benefits:

- Developing team-building
- Creating leadership opportunities
- Increasing employee morale and overall health

A recent story on National Public Radio examined sports participation among adults in Finland.⁸⁰ Finland consistently makes the top-five list of "most physically active European countries" according to European Commission studies. There is a strong tradition of employers encouraging sports participation among their employees, which started about a century ago with the forest industry. These days, about 90 percent of employers provide some kind of support for their employee's physical activity. Finns say it is understood that healthy employees do better work.

⁷⁶ Evans and Trachtenberg, "Lacrosse Muscles Its Way West," *The Wall Street Journal*, May, 2009.

⁷⁷ SMGA, "2011 Preview: U.S. Trends in Team Sports," Fall 2011,"

⁷⁸ Sarah M. Wojcik, "Millennials Fuel Rise of For-profit Recreation Leagues," *The Morning Call*,

<http://www.mcall.com/news/local/mc-millennials-adult-sports-leagues-20190727-story.html>, July 27, 2015, accessed July, 2015

⁷⁹ Liz Butterfield, "Adult Sport Leagues: The New After Work Social Scene," *RVA News*, <http://rvanews.com/sports/adult-sport-leagues-the-new-after-work-social-scene/100639>, August 8, 2013, accessed July, 2015

⁸⁰ Rae Ellen Bichell, "How Finns Make Sports Part of Everyday Life," *National Public Radio Morning Addition*, July 28, 2015, <http://www.npr.org/sections/healthshots/2015/07/28/426748088>

Pickleball

No adult recreational sport is taking off faster than pickleball.⁸¹ In March 2016 the American Sports Builders Association reported that there are currently an estimated two million pickleball players in the United States, and anticipate that figure to increase to eight million by 2018. The Association also reports that since 2010 there has been an astounding 385 percent increase in the number of facilities that can accommodate pickleball play.⁸² As described by the USA Pickleball Association, pickleball is “a paddle sport that combines elements of tennis, badminton, and ping-pong, that is played on a badminton-sized court with a slightly modified tennis net.”⁸³ While it originated in the Pacific Northwest in the 1960s, it has grown exponentially since 2000. The USA Pickle ball Association (USAPA) estimates that there were about 500 pickleball players in 2000, with that number growing to 125,000 in 2013. It is especially popular with the 50+ crowd, because it is low impact but gets the heart rate pumping.⁸⁴ Pickleball is an attractive programming option for recreation managers because it is adaptable to a variety of existing indoor, and outdoor courts and facilities. As in other parts of the country, pickleball is growing in popularity in the City of Wilsonville.

Winter Recreation Trends

According to the Physical Activity Council’s 2016 “Participation Report,” approximately 7.4 percent of Americans over the age of six participated in winter recreation and sports activities in 2015. Participation rates in winter sports was highest among youth and young adults and decline as the age of participants rise.

The Outdoor Industry Association’s 2016 “Outdoor Recreation Participation Topline Report” measured nationwide rates of participation in several popular snow sports as illustrated in **Table 25**.

Table 25: 2015 Participation in Winter Sports

Activity	# of Participants	3 Year Change in Participation
Skiing (downhill)	9,378,000	-1.9%
Skiing (cross-county)	4,146,000	5.7%
Skiing (freestyle)	4,465,000	1.5%
Snowboarding	7,676,000	0.5%
Snowshoeing	3,885,000	-1.6%

Source: Outdoor Industry Association 2016 Outdoor Recreation Participation Topline Report

⁸¹ Chris Gelbach, “Never Stop Playing: Trends in Adult Recreational Sports” *Recreation Management*, September 2013, http://recmanagement.com/feature_print.php?fid=201309fe02, accessed January 2015

⁸²American Sports Builders Association, “Pickleball by the Numbers: Growing Across the US,” <https://sportsbuilders.wordpress.com/2016/03/28/pickleball-by-the-numbers-growing-across-the-u-s/>

⁸³ USAPA, “What is Pickleball?,” <http://www.usapa.org/what-is-pickleball/>, accessed September 2016

⁸⁴ David Crumpler, “Pickleball a fast-growing sport, especially for the 50 and older crowd,” *Florida Times Union*, January 26, 2015, <http://jacksonville.com/prime-time/2015-01-26/story/pickleball-fast-growing-sport-especially-50-and-older-crowd>, accessed January 2015

In a 2012 report, Snow Sports Industries America (SIA) uncovered the following snow sports participation habits:

- Alpine skiers (44%) and snowboarders (31%) make-up three-fourths of all participants.
- Fifty-six percent (56%) of the alpine skiers are concentrated in the following ten states: CA, TX, NY, CO, PA, MI, IL, NJ, WA, and MA.
- Sixty percent (60%) of snowboarders are concentrated in the following ten states: CA, NY, IL, PA, NJ, WA, MI, CO, WI, and VA.
- High-income earners account for large segments of participants with 50 percent of alpine skiers and 37 percent of snowboarders respectively having annual incomes of \$100,000 or more.
- Snow sports are becoming more diverse; minority ethnic groups make up over 25 percent of all participants.⁸⁵

Therapeutic Recreation

The Americans with Disabilities Act of 1990 (ADA) established that persons with disabilities have the right to the same access to parks and recreation facilities and programming as those without disabilities. In 2004, The National Council on Disability (NCD) issued a comprehensive report, “Livable Communities for Adults with Disabilities.”⁸⁶ This report identified six elements for improving the quality of life for all citizens, including children, youth, and adults with disabilities. The six elements are:

1. Provide affordable, appropriate, accessible housing
2. Ensure accessible, affordable, reliable, safe transportation
3. Adjust the physical environment for inclusiveness and accessibility
4. Provide work, volunteer, and education opportunities
5. Ensure access to key health and support services
6. Encourage participation in civic, cultural, social, and recreational activities

Therapeutic Services bring two forms of services for persons with disabilities into play, specific programming and inclusion services. Individuals with disabilities need not only functional skills but to have physical and social environments in the community that are receptive to them and accommodating individual needs. Inclusion allows individuals to determine their own interests and follow them.

Many parks and recreation departments around the country are offering specific programming for people with disabilities, but not as many offer inclusion services. In “Play for All—Therapeutic Recreation Embraces All Abilities,” an article in *Recreation Management* magazine,⁸⁷ Dana Carman described resources for communities looking to expand their therapeutic recreation services.

⁸⁵Sports Industries America, “SIA Releases 2012 Participation Report,” <http://www.snowsports.org/SuppliersServiceProviders/Resources/PressReleases/SIAPressReleases/PressReleaseDetail/contentid/2029/>, accessed on August 12, 2012.

⁸⁶ National Council on Disability, *Livable Communities for Adults with Disabilities*, December 2004, <http://www.ncd.gov/publications/2004/12022004>.

⁸⁷ Dana Carman, “Play for All,” *Recreation Management*, February 2007, <http://recmanagement.com/200710fe03.php>, accessed May 2016

Therapeutic recreation includes a renewed focus on serving people with the social/emotional challenges associated with “invisible disabilities” such as ADHD, bipolar disorders, spectrum disorders and sensory integration disorders. A growing number of parks and recreation departments are making services for those with invisible disabilities a successful part of their programming as well. When well done, these same strategies improve the recreation experience for everyone.⁸⁸

Role and Responsibility of Local Government

Collectively, these trends have created profound implications for the way local governments conduct business. Some local governments are now accepting the role of providing preventative health care through parks and recreation services. The following concepts are from the International City/City Management Association.⁸⁹

- Parks and recreation departments should take the lead in developing communities conducive to active living.
- There is growing support for recreation programs that encourage active living within their community.
- One of the highest priorities is a cohesive system of parks and trails and accessible neighborhood parks.

In summary, the United States, its states, and its communities share the enormous task of reducing the health and economic burden of obesity. While numerous programs, policies, and products have been designed to address the problem, there is no magic bullet to make it go away. The role of public parks and recreation as a health promotion and prevention agency has come of age. What matters is refocusing efforts to insure the health, well-being, and economic prosperity of communities and citizens.

Administrative Trends for Recreation and Parks

Municipal parks and recreation structures and delivery systems have changed, and more alternative methods of delivering services are emerging. Certain services are being contracted out, and cooperative agreements with non-profit groups and other public institutions are being developed. Newer partners include the health system, social services, the justice system, education, the corporate sector, and community service agencies. These partnerships reflect both a broader interpretation of the mandate of parks and recreation agencies and the increased willingness of other sectors to work together to address community issues. The relationship with health agencies is vital in promoting wellness.

The traditional relationship with education and the sharing of facilities through joint-use agreements is evolving into cooperative planning and programming aimed at addressing youth inactivity levels and community needs.

⁸⁸ Kelli Anderson, “A Welcome Inclusion,” *Recreation Management*, October 2010, <http://recmanagement.com/201010fe03.php>, accessed February 2015

⁸⁹ International City Management Association, www.icma.org, accessed June 2012.

Listed below are additional administrative national trends:

- Level of subsidy for programs is lessening, and more “enterprise” activities are being developed, thereby allowing subsidy to be used where deemed appropriate.
- Information technology allows for better tracking and reporting.
- Pricing is often determined by peak, off-peak, and off-season rates.
- More agencies are partnering with private, public, and non-profit groups.

Funding

According to *Recreation Management* magazine’s 2015 “State of the Industry Report,” survey respondents from parks and recreation departments/districts reporting about their revenues from 2012 through 2014 indicated a continued recovery from the impact of the recession of 2008. From 2013 to 2014, 44.1 percent of respondents reported that their revenues had either had increased and another 44.1 percent reported revenues staying steady. About 48.7 percent of respondents said they expected revenues to continue to increase in 2015, while 44 percent expected no change.

Trends in Marketing by Parks and Recreation Providers

Active Network offers expertise in activity and participation management. The organization’s mission is to make the world a more active place. In its blog, the following marketing mix ideas were offered, which came out of a meeting with parks and recreational professionals in the Chicago area.⁹⁰

- Updated booths and community event presence—Utilization of a tablet or laptop to show programs you offer and provide event participants the opportunity to register on the spot.
- Facebook redirect app—This application redirects people automatically to the link you provide. Add it to your Facebook page.
- Instagram challenge—Think about how you can use mobile and social tools at your next event. It could be an Instagram contest during an event set up as a scavenger hunt with participants taking pictures of clues and posting them on Instagram.
- Social media coupons—Research indicates that the top reason people follow an organization on a social network is to receive discounts or coupons. Consider posting an event discount on your social networks redeemable by accessing on phone or printing out.

Mobile marketing is a growing trend. Social websites and apps are among the most used features on mobile phones. Popular social media marketing tools include Facebook, Twitter, YouTube, Snapchat, Instagram, and LinkedIn. Private messaging apps such as Snapchat and WhatsApp are being used more and more for live media coverage.⁹¹

Ninety-one percent (91%) of Americans own a cell phone and most use the devices for much more than phone calls. Young adults engage in mobile data applications at much higher rates than adults ages 30 and older. Usage rates trends indicate that Millennials tend to get information most frequently using mobile devices such as smartphones. For example, 97 percent of cell phone owners ages 18–29 send and receive text messages, compared to 94 percent of ages 30–49, 75 percent of ages 50–64, and 35 percent of those 65 and older. In 2016, the vast majority of the population in the United States has access to a smartphone, computer, or other device, and is nearly always “connected.”

⁹⁰ Active Network, <http://www.activenetwork.com>, accessed May 2014

⁹¹ Jacqueline Woerner, “The 7 Social Media Trends Dominating 2015,” Emarsys Blog, <http://www.emarsys.com/en/resources/blog/the-7-social-media-trends-dominating-2015/>, accessed February 26, 2015.

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Appendix C: Inventory Reports

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Wilsonville, Oregon



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Inventory Process and Scoring Information

This inventory was completed in a series of steps. The planning team first prepared a preliminary list of existing components using information provided by the client as well as aerial photography and the client Geographic Information System (GIS) data. All components identified were given GIS points and names.

Next, field visits were conducted by the consulting team to confirm the preliminary data and collect additional information.

During the field visits and evaluations, missing components were added to the data set, and each component was evaluated as to how well it met expectations for its intended function. During the site visits the following information was collected:

- Component type
- Component location
- Evaluation of component condition - record of comfort and convenience features
- Evaluation of comfort and convenience features
- Evaluation of park design and ambience
- Site photos
- General comments

The inventory team used the following three-tier rating system to evaluate each component:

1 = Below Expectations

2 = Meets Expectations

3 = Exceeds Expectations

Scores were based on such things as the condition of the component, its size, or capacity relative to the need at that location, and its overall quality.

Components were evaluated from two perspectives: first, the value of the component in serving the immediate neighborhood, and second, its value to the entire community.

The setting for a component and the conditions around it affect how well it functions, so in addition to scoring the components, each park site was given a set of scores to rate its comfort, convenience, and ambient qualities. This includes such things as the availability of restrooms, drinking water, shade, scenery, etc.

Information collected during the site visit was then compiled and corrections and comparisons made to GIS.

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Wilsonville, Oregon

Inventory Atlas

March 2018

Parks Inventory



Boeckman Creek Crossing Trail

EXHIBIT A



Legend

- ◆ Component
- ◆ Future Park Component
- ⊕ Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Boeckman Creek Crossing Trail

26.4 Total Neighborhood GRASP® Score

26.4 Total Community GRASP® Score

Approximate Park Acreage: 1

Owner: City of Wilsonville

Design and Ambiance

Drinking Fountains	0	Shade	3	3
Seating	2	Trail Connection	3	
		Park Access	2	
Dog Pick-Up Station	0	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

General Comments

Trail corridor connecting two neighborhoods across a natural area.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L053	PARCEL	1		2	2	
C226	Water, Open	1		2	2	
C225	Natural Area	1		2	2	
C224	Educational Experience	1		2	2	

Boones Ferry Park

EXHIBIT A



Legend

- ◆ Component
- ◇ Future Park Component
- + Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Boones Ferry Park

31.2 Total Neighborhood GRASP® Score

31.2 Total Community GRASP® Score

Approximate Park Acreage: 8

Owner: City of Wilsonville

Drinking Fountains	2	Shade	2	Design and Ambiance
Seating	2	Trail Connection	2	
		Park Access	2	2
Dog Pick-Up Station	2	Parking	2	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	3	
Restrooms	2	Picnic Tables	1	

General Comments

Park seems a bit segmented and fails to take real advantage to river proximity. Many of the components are in need of update

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L047	PARCEL	1		2	2	
C235	Water Access, General	1		1	1	Could be enhanced
C234	Educational Experience	1		2	2	History of park and ferry crossing
C162	Water, Open	1		2	2	Access and Views could be improved
C161	Open Turf	1		2	2	
C156	Shelter, Small	1		1	1	Gazebo in need of repair
C155	Basketball, Practice	1		2	2	
C154	Playground, Local	1		1	1	Dated and poor drainage

Canyon Creek Park

EXHIBIT A



Legend

- ◆ Component
- ◆ Future Park Component
- ⊕ Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Canyon Creek Park

16.8 Total Neighborhood
GRASP® Score

16.8 Total Community
GRASP® Score

Approximate Park Acreage: 8

Owner: City of Wilsonville

Design and Ambiance

Drinking Fountains	2	Shade	2	1
Seating	2	Trail Connection	2	
		Park Access	2	
Dog Pick-Up Station	2	Parking	2	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	2	
Restrooms	2	Picnic Tables	2	

General Comments

Nice little park under high voltage lines. It has a nice passive Woodland area. Ambiance impacted by power line noise

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L041	PARCEL	1		2	2	
C195	Natural Area	1		3	3	Nice woodland area with small stream
C111	Loop Walk	1		2	2	
C110	Natural Area	1		1	1	Area is kind of overgrown and under the power lines
C109	Open Turf	1		2	2	
C108	Passive Node	1		2	2	Nice area but close to busy street
C107	Picnic Ground	1		2	2	

Courtside Park

EXHIBIT A



Legend

- ◆ Component
- ◆ Future Park Component
- ⊕ Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Courtside Park

24 Total Neighborhood
GRASP® Score

24 Total Community
GRASP® Score

Approximate Park Acreage: 2

Owner: City of Wilsonville

Drinking Fountains	0	Shade	2	Design and Ambiance
Seating	2	Trail Connection	2	
	0	Park Access	2	2
Dog Pick-Up Station	2	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	2	
Restrooms	0	Picnic Tables	2	

General Comments

Small neighborhood park. ADA access issues. Does have good street frontage on one side.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L042	PARCEL	1		2	2	
C115	Playground, Local	1		2	2	
C114	Picnic Ground	1		2	2	Need to add an ADA table and a shelter would be nice
C113	Open Turf	1		2	2	
C112	Loop Walk	1		2	2	

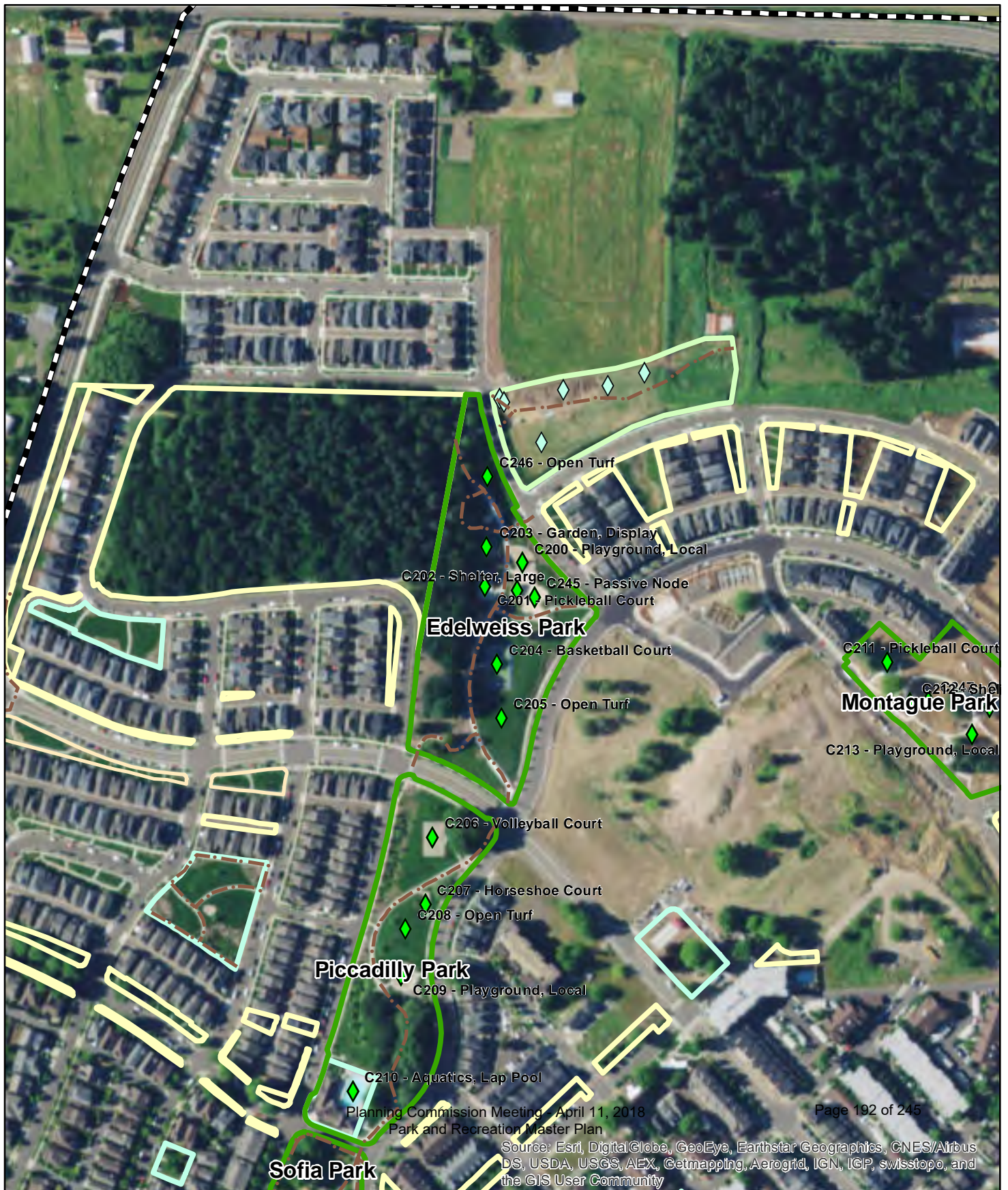
Edelweiss Park

EXHIBIT A



Legend

- ◆ Component
- ◆ Future Park Component
- ⊕ Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Edelweiss Park

64.8 Total Neighborhood
GRASP® Score

64.8 Total Community
GRASP® Score

Approximate Park Acreage: 5

Owner: Tonquin Woods At Villebois HOA

Design and Ambiance

Drinking Fountains	0	Shade	0	3
Seating	2	Trail Connection	3	
		Park Access	2	
Dog Pick-Up Station	0	Parking	0	
Security Lighting	2	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	3	
Restrooms	0	Picnic Tables	2	

General Comments

Components with Score












MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L055	PARCEL	1		2	2	
C246	Open Turf	1		2	2	
C245	Passive Node	1		2	2	Plaza
C205	Open Turf	1		1	1	Poor turf quality
C204	Basketball Court	1		2	2	Quality court missing net
C203	Garden, Display	1		2	2	
C202	Shelter, Large	1		2	2	
C201	Pickleball Court	1		3	3	
C200	Playground, Local	1		2	2	

Engelman Park

EXHIBIT A



Legend

-  Component
-  Trail
-  Park or Facility
-  Open Space or Landscape Area
-  Future Park Component
-  Water Trail
-  Future Park or Facility
-  Other Park or Rec Location
-  Indoor Facility
-  School
-  Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Engelman Park

19.2 Total Neighborhood
GRASP® Score

24 Total Community
GRASP® Score

Approximate Park Acreage: 1

Owner: City of Wilsonville

Design and Ambiance

Drinking Fountains	2	Shade	2	2
Seating	2	Trail Connection	0	
		Park Access	1	
Dog Pick-Up Station	2	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	2	
Restrooms	0	Picnic Tables	2	

General Comments

Interesting park with nature play elements. Access is limited to poor with fencing on three sides and no parking. Poor neighborhood access.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L039	PARCEL	1		2	2	
C252	Loop Walk	1		2	2	short loop
C182	Open Turf	1		2	2	
C173	Playground, Local	2		2	2	With natural play features

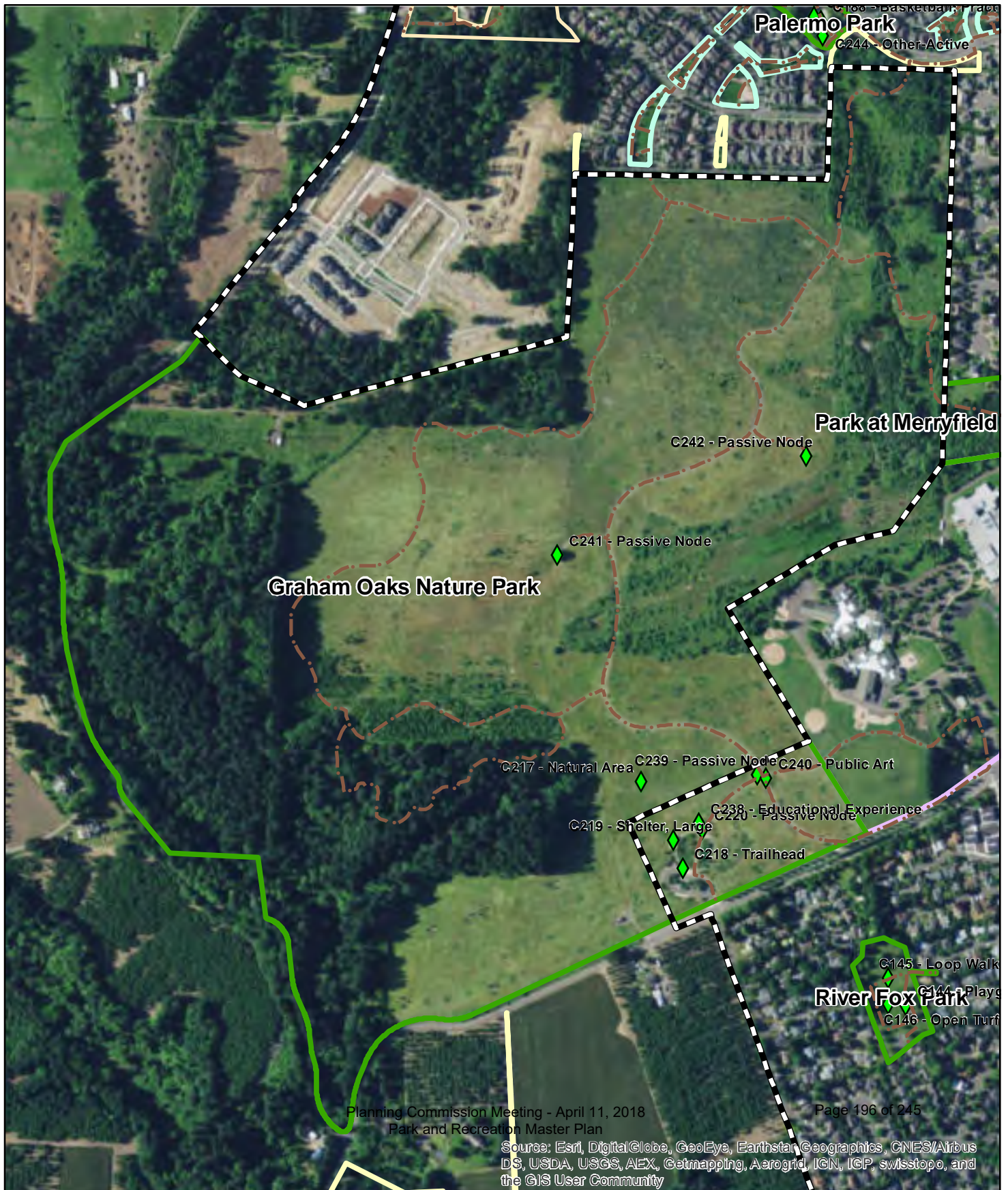
Graham Oaks Nature Park

EXHIBIT A



Legend

- ◆ Component
- ◇ Future Park Component
- + Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



Planning Commission Meeting - April 11, 2018
Park and Recreation Master Plan

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, ICP, swisstopo, and the GIS User Community

GRASP® Atlas

Initial Inventory Date: April 2017

Graham Oaks Nature Park

55.2 Total Neighborhood
GRASP® Score

55.2 Total Community
GRASP® Score

Approximate Park Acreage: 246

Owner: Metro

Drinking Fountains	2	Shade	1	Design and Ambiance
Seating	2	Trail Connection	3	
		Park Access	2	2
Dog Pick-Up Station	0	Parking	2	
Security Lighting	1	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	2	
Restrooms	2	Picnic Tables	2	

General Comments

Relatively new developed nature park

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L036	PARCEL	1		2	2	
C242	Passive Node	1		2	2	Wetland overlook
C241	Passive Node	1		2	2	Elder oak plaza
C240	Public Art	1		2	2	
C239	Passive Node	1		2	2	
C238	Educational Experience	1		2	2	
C220	Passive Node	1		2	2	
C219	Shelter, Large	1		3	3	Green roof shelter
C218	Trailhead	1		3	3	
C217	Natural Area	1		3	3	

Hathaway Park

EXHIBIT A



Legend

- ◆ Component
- ◆ Future Park Component
- ⊕ Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Hathaway Park

21.6 Total Neighborhood
GRASP® Score

24 Total Community
GRASP® Score

Approximate Park Acreage: 1

Owner: City of Wilsonville HOA maintained

Drinking Fountains	2	Shade	2	Design and Ambiance
Seating	2	Trail Connection	1	
		Park Access	2	2
Dog Pick-Up Station	0	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	2	
Restrooms	0	Picnic Tables	2	

General Comments

Small park in more densely populated neighborhood. Very little is ADA accessible in this park

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L046	PARCEL	1		2	2	
C223	Loop Walk	1		2	2	
C172	Basketball, Practice	1		2	2	
C171	Open Turf	1		2	2	
C170	Playground, Local	2		1	1	Neither playground is ADA accessible

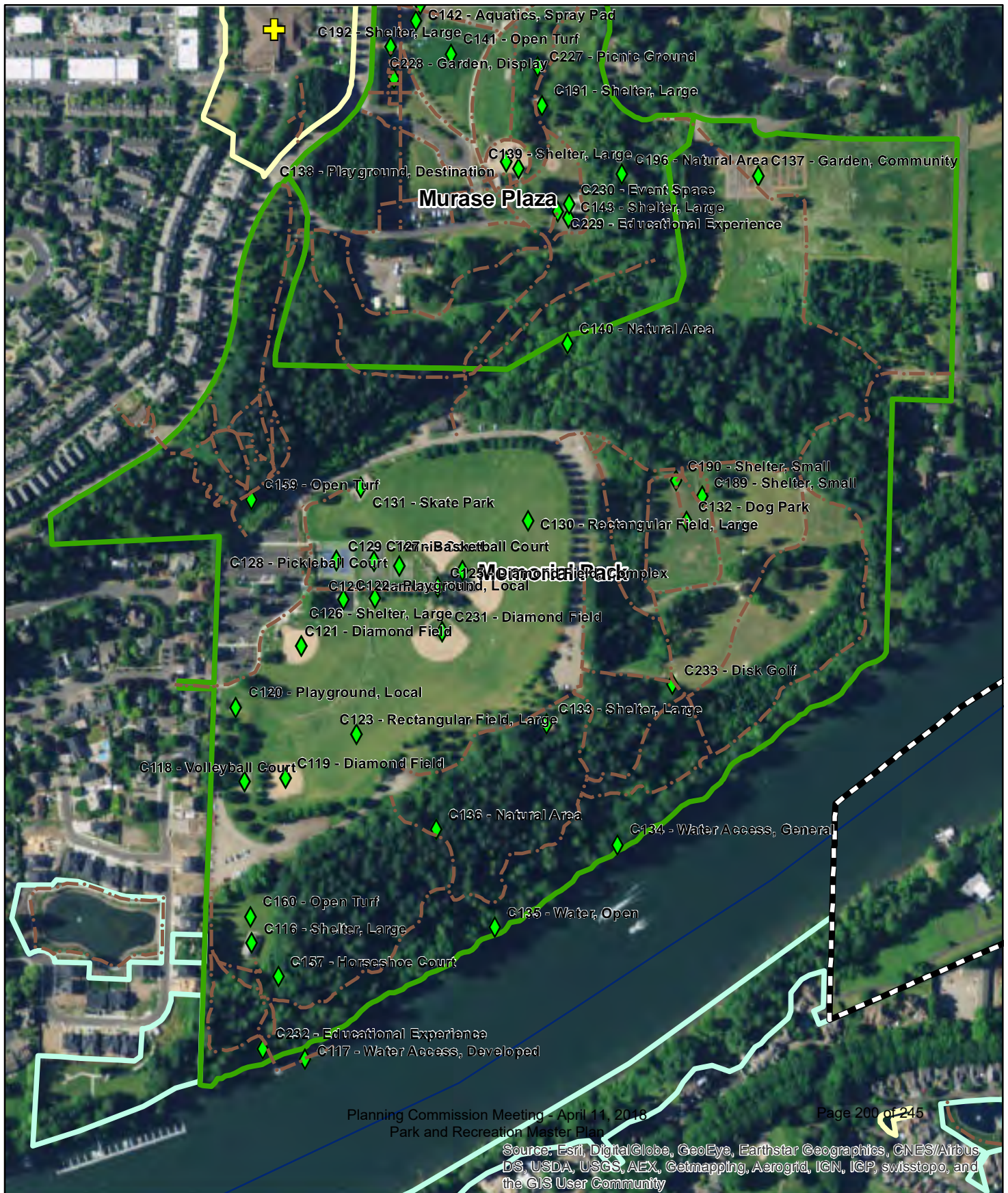
Memorial Park

EXHIBIT A



Legend

- ◆ Component
- ◇ Future Park Component
- + Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



Initial Inventory Date: April 2017

Memorial Park

170 Total Neighborhood
GRASP® Score

196 Total Community
GRASP® Score

Approximate Park Acreage: 100

Owner: City of Wilsonville

Design and Ambiance

Drinking Fountains	2	Shade	2	2
Seating	2	Trail Connection	3	
		Park Access	2	
Dog Pick-Up Station	2	Parking	2	
Security Lighting	1	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	2	
Restrooms	2	Picnic Tables	2	

General Comments

Overall a nice mix of active and passive. A great park but feeling aged compared to murase

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
C123	Rectangular Field, Large	1		1	1	Overlay
C116	Shelter, Large	1	Y	3	3	River shelter with fireplace
C129	Tennis Court	2	Y	2	2	New paint but some surface cracking. Also lined for pickle ball
C128	Pickleball Court	2	Y	2	2	
C127	Basketball Court	1	Y	2	2	
C126	Shelter, Large	1		2	2	
C131	Skate Park	1		1	1	Lacks size and amenities features for a park this size
C124	Diamond Field	2	Y	2	2	
C132	Dog Park	1		2	2	Moving to new location
C122	Playground, Local	1		2	2	Surfacing tiles
C121	Diamond Field	1	Y	2	2	
C120	Playground, Local	1		1	1	Swings only
C119	Diamond Field	1		2	2	ADA bleacher but no accessible route
C118	Volleyball Court	1		1	1	This could probably stand an upgrade
C117	Water Access, Developed	1		3	3	
C125	Diamond Field, Complex	1		2	2	
C157	Horseshoe Court	1		1	1	In need of repair
C233	Disc Golf	1		2	2	New
C232	Educational Experience	1		2	2	
C231	Diamond Field	1		2	2	

C190	Shelter, Small	1		2	2	At dog park
C189	Shelter, Small	1		2	2	At dog park
C130	Rectangular Field, Large	2	Y	1	1	Overlays
C159	Open Turf	1		2	2	
L037	PARCEL	1		2	2	
C140	Natural Area	1		3	3	
C137	Garden, Community	1		2	2	
C136	Natural Area	1		3	3	
C135	Water, Open	1		3	3	
C134	Water Access, General	1		3	3	
C133	Shelter, Large	1		2	2	Forest Shelter
C160	Open Turf	1		2	2	












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Memorial to Boones Ferry Trail

EXHIBIT A



Legend

-  Component
-  Future Park Component
-  Indoor Facility
-  Trail
-  Water Trail
-  Park or Facility
-  Future Park or Facility
-  Open Space or Landscape Area
-  Other Park or Rec Location
-  School
-  Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Memorial to Boones Ferry Trail

2.2 Total Neighborhood
GRASP® Score

2.2 Total Community
GRASP® Score

Approximate Park Acreage: 1

Owner: City of Wilsonville

Drinking Fountains	0	Shade	0	Design and Ambiance
Seating	0	Trail Connection	2	
		Park Access	2	1
Dog Pick-Up Station	0	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

General Comments

Trail is very loud. Connection at culdasc neighborhood feels a bit unsafe with resident clutter

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L051	PARCEL	1		2	2	

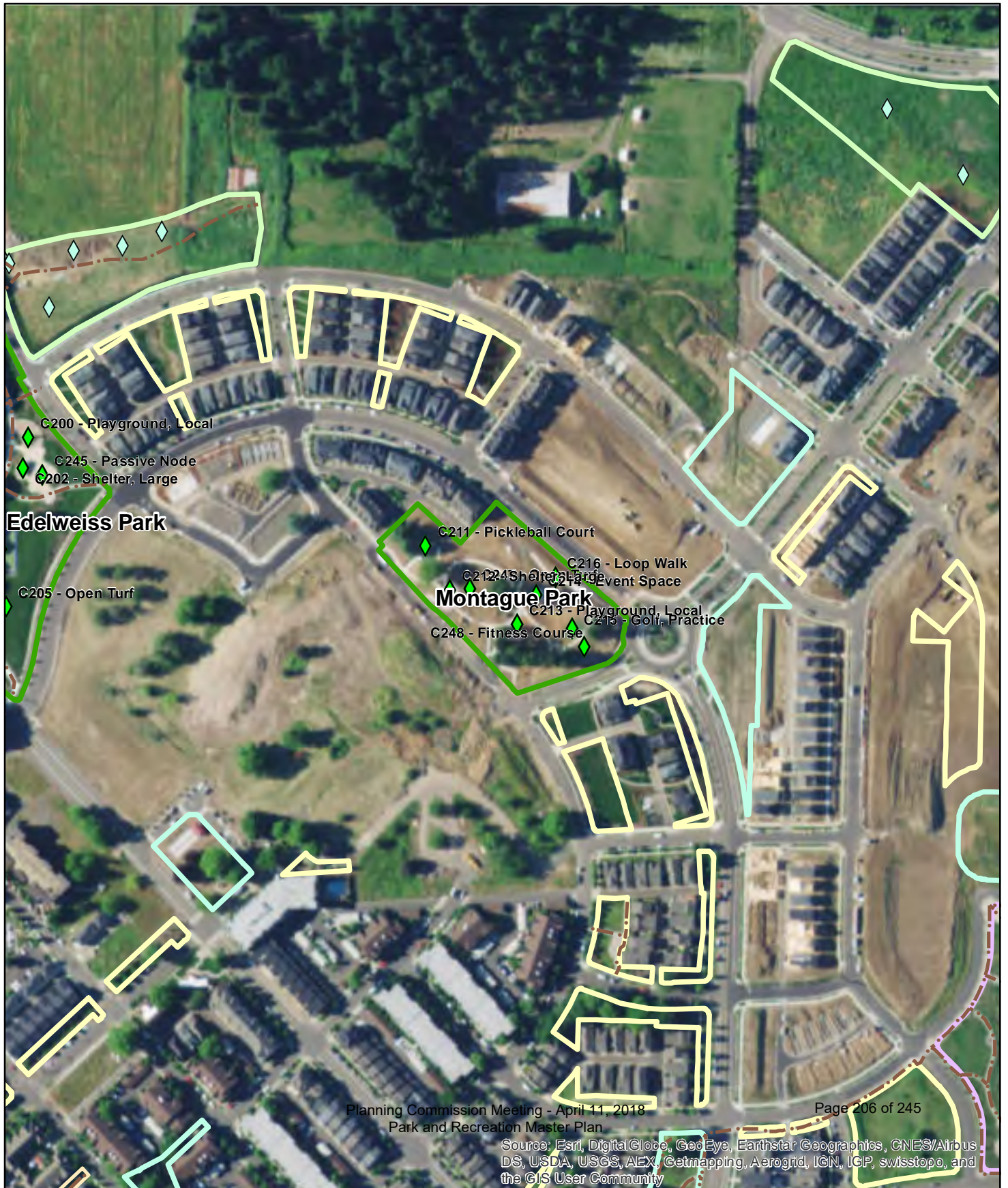
Montague Park

EXHIBIT A



Legend

- ◆ Component
- ◇ Future Park Component
- + Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Montague Park

68.4 Total Neighborhood
GRASP® Score

75.6 Total Community
GRASP® Score

Approximate Park Acreage: 3

Owner: Not Wilsonville Owned Montague Park

Design and Ambiance

Drinking Fountains	2	Shade	2	3
Seating	2	Trail Connection	1	
		Park Access	2	
Dog Pick-Up Station	2	Parking	0	
Security Lighting	2	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	3	
Restrooms	0	Picnic Tables	2	

General Comments

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L056	PARCEL	1		2	2	
C214	Event Space	1		2	2	Small amphitheater area
C247	Open Turf	1		2	2	
C212	Shelter, Large	1		2	2	
C215	Golf, Practice	1		2	2	Putting green
C248	Fitness Course	1		2	2	
C213	Playground, Local	2		2	2	Small play structure and natural play area
C216	Loop Walk	1		2	2	
C211	Pickleball Court	1		3	3	

Murase Plaza

EXHIBIT A



Legend

- ◆ Component
- ◆ Future Park Component
- + Indoor Facility
- - - Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Murase Plaza

117 Total Neighborhood
GRASP® Score

129 Total Community
GRASP® Score

Approximate Park Acreage: 27

Owner: City of Wilsonville

Design and Ambiance

Drinking Fountains	2	Shade	2	3
Seating	2	Trail Connection	3	
		Park Access	3	
Dog Pick-Up Station	2	Parking	2	
Security Lighting	2	Seasonal Plantings	1	
Bike Parking	2	Ornamental Planting	3	
Restrooms	3	Picnic Tables	2	

General Comments

Functions as gateway to Memorial Park

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L052	PARCEL	1		2	2	
C230	Event Space	1		3	3	Plaza seating area adjacent to barn
C229	Educational Experience	1		2	2	Barn history
C228	Garden, Display	1		1	1	Nice area but seems a bit under-maintained or under-planted
C227	Picnic Ground	1		2	2	
C198	Water Feature	1		3	3	And water play
C196	Natural Area	1		3	3	
C192	Shelter, Large	1		3	3	With restroom at water play
C191	Shelter, Large	1		2	2	
C143	Shelter, Large	1		0	3	Much more of a shelter than indoor space. Typically locked but available for rental
C142	Aquatics, Spray Pad	1		3	3	And water feature
C141	Open Turf	1		2	2	Large landform
C139	Shelter, Large	1		2	2	At playground
C138	Playground, Destination	1		2	2	Nice playground with some unusual VE design

Palermo Park

EXHIBIT A



Legend

- ◆ Component
- ◇ Future Park Component
- + Indoor Facility
- - - Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



Planning Commission Meeting - April 11, 2018
Park and Recreation Master Plan

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, ICP, swisstopo, and the GIS User Community

Graham Oaks Nature Park

GRASP® Atlas

Initial Inventory Date: April 2017

Palermo Park

32.4 Total Neighborhood GRASP® Score

32.4 Total Community GRASP® Score

Approximate Park Acreage: 2

Owner: City of Wilsonville

Design and Ambiance

Drinking Fountains	2	Shade	2	3
Seating	2	Trail Connection	3	
		Park Access	2	
Dog Pick-Up Station	0	Parking	0	
Security Lighting	2	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	3	
Restrooms	0	Picnic Tables	2	

General Comments

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L050	PARCEL	1		2	2	
C244	Other-Active	1		2	2	Tetherball
C243	Game Court	1		1	1	Overlay on basketball
C188	Basketball, Practice	1		2	2	
C183	Open Turf	1		2	2	

Park at Merryfield

EXHIBIT A



Legend

- ◆ Component
- ◆ Future Park Component
- ⊕ Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Park at Merryfield

8.8 Total Neighborhood
GRASP® Score

8.8 Total Community
GRASP® Score

Approximate Park Acreage: 8

Owner: City of Wilsonville

Design and Ambiance

Drinking Fountains	0	Shade	0	1
Seating	2	Trail Connection	2	
		Park Access	1	
Dog Pick-Up Station	0	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	1	

General Comments

Park is virtually hidden behind houses. Does connect to a school and nature park.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L038	PARCEL	1		2	2	
C237	Educational Experience	1		2	2	
C164	Natural Area	1		2	2	
C163	Playground, Local	1		2	2	Poor drainage

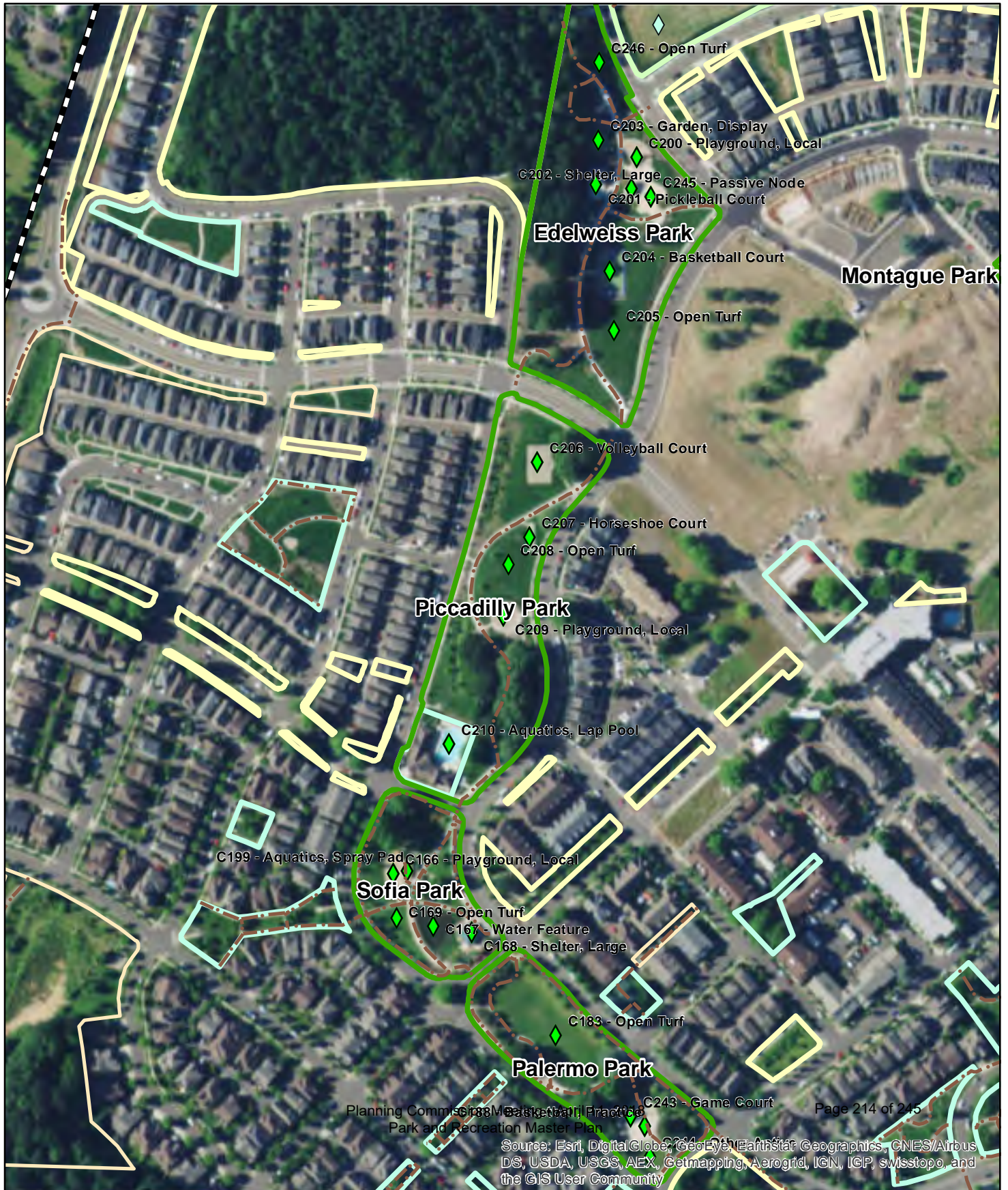
Piccadilly Park

EXHIBIT A



Legend

- ◆ Component
- ◇ Future Park Component
- + Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Piccadilly Park

43.2 Total Neighborhood
GRASP® Score

43.2 Total Community
GRASP® Score

Approximate Park Acreage: 4

Owner: Tonquin Woods At Villebois HOA

Design and Ambiance

Drinking Fountains	0	Shade	2	3
Seating	2	Trail Connection	3	
		Park Access	2	
Dog Pick-Up Station	2	Parking	0	
Security Lighting	2	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	3	
Restrooms	0	Picnic Tables	2	

General Comments

Components with Score












MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L054	PARCEL	1		2	2	
C209	Playground, Local	1		2	2	
C208	Open Turf	1		2	2	
C207	Horseshoe Court	1		3	3	
C206	Volleyball Court	1		3	3	

River Fox Park

EXHIBIT A



Legend

-  Component
-  Trail
-  Park or Facility
-  Open Space or Landscape Area
-  Future Park Component
-  Water Trail
-  Future Park or Facility
-  Other Park or Rec Location
-  Indoor Facility
-  School
-  Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

River Fox Park

9.6 Total Neighborhood
GRASP® Score

9.6 Total Community
GRASP® Score

Approximate Park Acreage: 3

Owner: City of Wilsonville

Design and Ambiance

Drinking Fountains	1	Shade	2	1
Seating	2	Trail Connection	2	
		Park Access	2	
Dog Pick-Up Station	2	Parking	2	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	2	
Restrooms	0	Picnic Tables	2	

General Comments

Limited access and many houses backing to park creates isolated vibe. Limited amenities Does have small parking area

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L040	PARCEL	1		2	2	
C146	Open Turf	1		2	2	
C145	Loop Walk	1		2	2	
C144	Playground, Local	1		2	2	

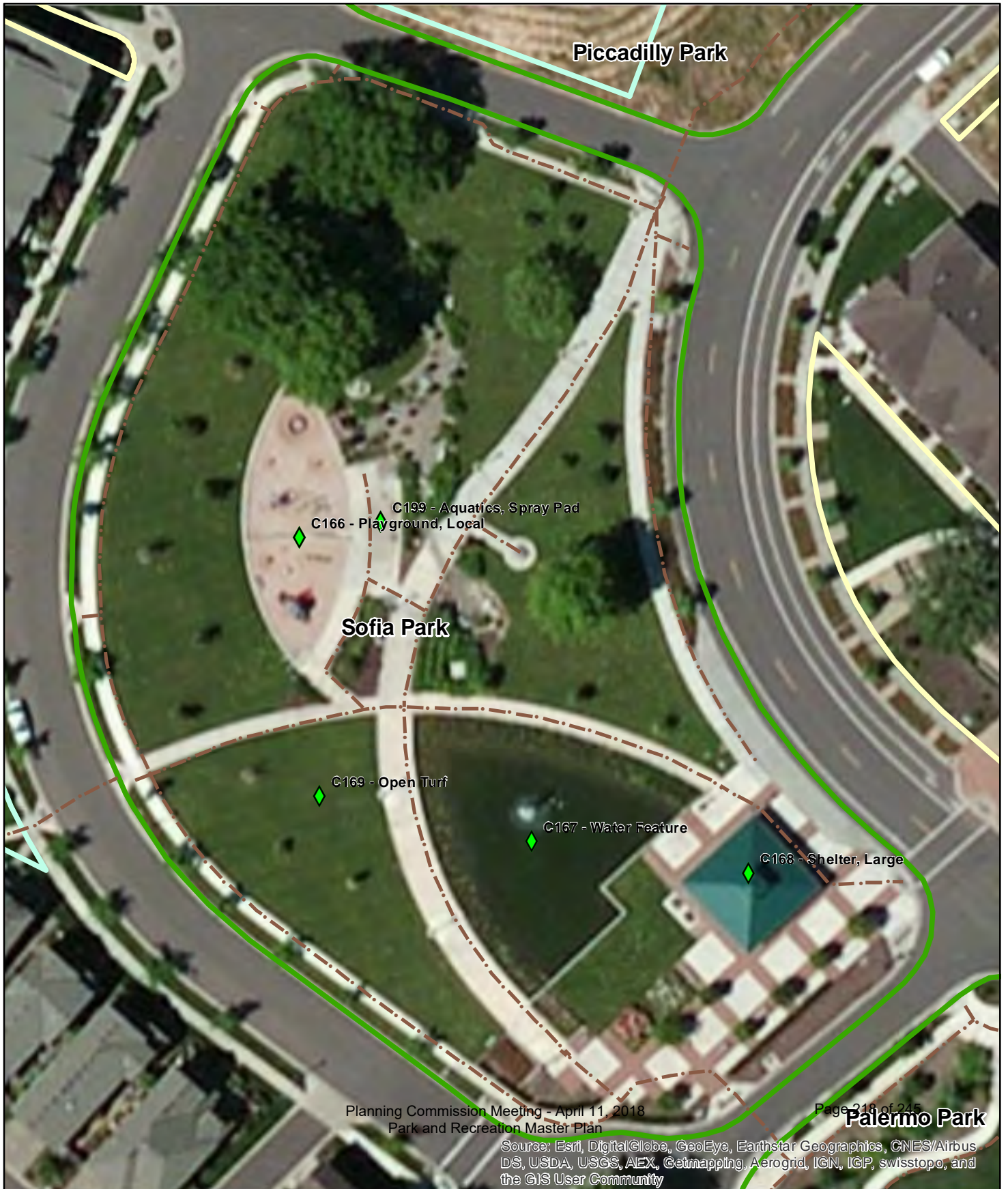
Sofia Park

EXHIBIT A



Legend

- ◆ Component
- ◆ Future Park Component
- ⊕ Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Sofia Park

46.8 Total Neighborhood
GRASP® Score

46.8 Total Community
GRASP® Score

Approximate Park Acreage: 2

Owner: City of Wilsonville

Design and Ambiance

Drinking Fountains	2	Shade	2	3
Seating	2	Trail Connection	3	
		Park Access	2	
Dog Pick-Up Station	2	Parking	0	
Security Lighting	2	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	3	
Restrooms	2	Picnic Tables	2	

General Comments

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L049	PARCEL	1		2	2	
C199	Aquatics, Spray Pad	1		1	1	Limited compared to other spray areas in town
C169	Open Turf	1		2	2	
C168	Shelter, Large	1		3	3	Home of farmers market. BBQ grills, sink and restrooms
C167	Water Feature	1		2	2	Water jet at pond
C166	Playground, Local	1		2	2	Very popular

Town Center Park

EXHIBIT A



Legend

- ◆ Component
- ◆ Future Park Component
- + Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Town Center Park

121 Total Neighborhood
GRASP® Score

144 Total Community
GRASP® Score

Approximate Park Acreage: 5

Owner: City of Wilsonville

Design and Ambiance

Drinking Fountains	2	Shade	2	3
Seating	3	Trail Connection	2	
		Park Access	2	
Dog Pick-Up Station	2	Parking	2	
Security Lighting	2	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	2	
Restrooms	3	Picnic Tables	2	

General Comments

Very nice signature park

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L043	PARCEL	1		2	2	
C253	Aquatics, Spray Pad	1		3	3	
C187	Passive Node	1		2	2	
C186	Educational Experience	1		3	3	Korean War Memorial
C185	Picnic Ground	1		2	2	
C184	Playground, Local	1		2	2	
C180	Garden, Display	1		2	2	
C179	Shelter, Large	1		3	3	Upgraded over other park shelters
C178	Open Turf	1		2	2	
C177	Water Feature	1		3	3	
C176	Basketball, Practice	1		2	2	
C175	Loop Walk	1		2	2	
C174	Event Space	1		1	1	Pretty much just a concrete pad
C158	Public Art	4		2	2	Various art pieces

Tranquil Park

EXHIBIT A



Legend

- ◆ Component
- ◆ Future Park Component
- ⊕ Indoor Facility
- Trail
- Water Trail
- ▭ Park or Facility
- ▭ Future Park or Facility
- ▭ Open Space or Landscape Area
- ▭ Other Park or Rec Location
- ▭ School
- ▭ Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Tranquil Park

8.8 Total Neighborhood
GRASP® Score

8.8 Total Community
GRASP® Score

Approximate Park Acreage: 5

Owner: City of Wilsonville

Design and Ambiance

Drinking Fountains	0	Shade	3	2
Seating	2	Trail Connection	2	
		Park Access	2	
Dog Pick-Up Station	2	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

General Comments

This passive park has good street frontage.

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L044	PARCEL	1		2	2	
C165	Natural Area	1		2	2	

Willamette River Water Treatment Plant Park



Legend

- ◆ Component
- ◇ Future Park Component
- + Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Willamette River Water Treatment Plant Park

79.2 Total Neighborhood
GRASP® Score

79.2 Total Community
GRASP® Score

Approximate Park Acreage: 18

Owner: City of Wilsonville

Drinking Fountains	2	Shade	2	Design and Ambiance
Seating	2	Trail Connection	2	
		Park Access	1	
Dog Pick-Up Station	2	Parking	2	3
Security Lighting	2	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	2	
Restrooms	2	Picnic Tables	2	

General Comments

Arrowhead Creek Park. A hidden gem.

Components with Score












MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L045	PARCEL	1		2	2	
C236	Educational Experience	1		3	3	Unexpected but great use of building and landscape to tell a story
C197	Water Feature	1		3	3	
C194	Shelter, Large	1		2	2	
C193	Shelter, Large	1		2	2	
C181	Open Turf	1		2	2	
C150	Loop Walk	1		2	2	
C149	Natural Area	1		2	2	
C148	Open Turf	1		2	2	
C147	Water, Open	1		2	2	Obstructed views

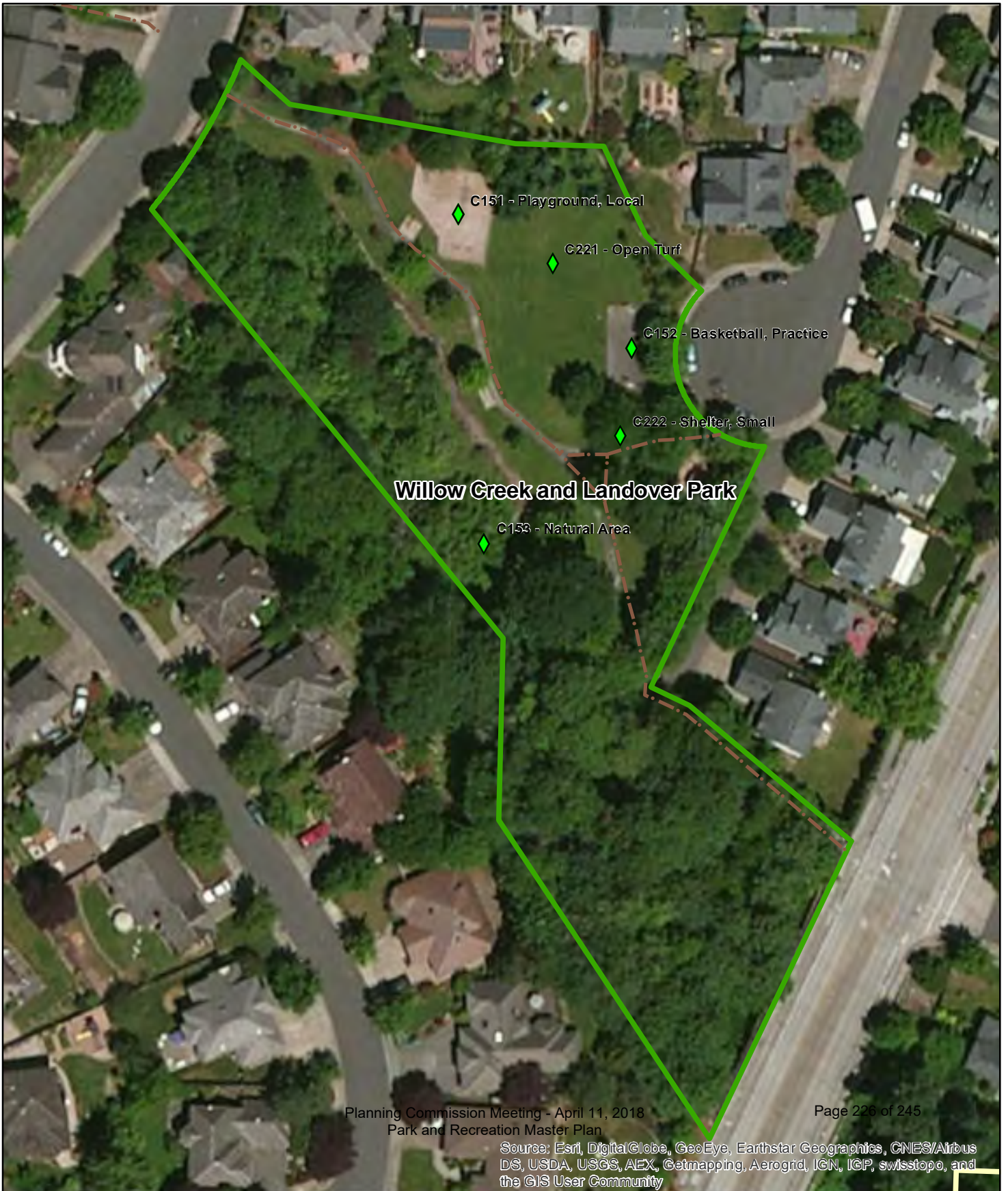
Willow Creek and Landover Park

EXHIBIT A



Legend

-  Component
-  Trail
-  Park or Facility
-  Open Space or Landscape Area
-  Future Park Component
-  Water Trail
-  Future Park or Facility
-  Other Park or Rec Location
-  Indoor Facility
-  School
-  Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: April 2017

Willow Creek and Landover Park

26.4 Total Neighborhood GRASP® Score

33.6 Total Community GRASP® Score

Approximate Park Acreage: 2

Owner: Not City of Wilsonville

Drinking Fountains	0	Shade	2	Design and Ambiance
Seating	2	Trail Connection	2	
		Park Access	2	2
Dog Pick-Up Station	0	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	2	
Restrooms	0	Picnic Tables	2	

General Comments

Street or neighborhood parking

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
L048	PARCEL	1		2	2	
C222	Shelter, Small	1		2	2	
C221	Open Turf	1		2	2	
C153	Natural Area	1		2	2	
C152	Basketball, Practice	2		2	2	This is more like two practice courts than one full-court
C151	Playground, Local	2		1	1	Limited play structures and not ADA accessible

(Intentionally Blank)

Wilsonville, Oregon

Inventory Atlas

March 2018

Future Parks














Advance Road Community Park

EXHIBIT A



Legend

-  Component
-  Future Park Component
-  Indoor Facility
-  Trail
-  Water Trail
-  Park or Facility
-  Future Park or Facility
-  Open Space or Landscape Area
-  Other Park or Rec Location
-  School
-  Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: Future

Advance Road Community Park

33.6 Total Neighborhood
GRASP® Score

33.6 Total Community
GRASP® Score

Approximate Park Acreage: 13

Owner:

Design and Ambiance

Drinking Fountains	2	Shade	0	Design and Ambiance
Seating	2	Trail Connection	2	
		Park Access	2	2
Dog Pick-Up Station	2	Parking	2	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	2	
Restrooms	2	Picnic Tables	2	

General Comments

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
FP02	PARCEL	1		2	2	
F22	Diamond Field	1		3	3	Future synthetic field
F21	Diamond Field	1		3	3	Future synthetic field
F20	Rectangular Field, Large	1		3	3	Future synthetic field
F19	Rectangular Field, Large	1		3	3	Future synthetic field

GRASP® Atlas

Initial Inventory Date: Future

Boeckman Trail

7.2 Total Neighborhood
GRASP® Score

7.2 Total Community
GRASP® Score

Approximate Park Acreage: 26

Owner:

Design and Ambiance

Drinking Fountains	0	Shade	3	3
Seating	2	Trail Connection	3	
		Park Access	2	
Dog Pick-Up Station	2	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

General Comments

Components with Score












MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
FP07	PARCEL	1		2	2	

Boones Ferry Park Expansion

EXHIBIT A



Legend

-  Component
-  Future Park Component
-  Indoor Facility
-  Trail
-  Water Trail
-  Park or Facility
-  Future Park or Facility
-  Open Space or Landscape Area
-  Other Park or Rec Location
-  School
-  Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: Future

Boones Ferry Park Expansion

4.8 Total Neighborhood
GRASP® Score

4.8 Total Community
GRASP® Score

Approximate Park Acreage: 7

Owner:

Design and Ambiance

Drinking Fountains	2	Shade	0	2
Seating	2	Trail Connection	2	
		Park Access	2	
Dog Pick-Up Station	2	Parking	2	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	2	
Restrooms	2	Picnic Tables	2	

General Comments

Components with Score












MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
FP01	PARCEL	1		2	2	

Fifth Street Escape

EXHIBIT A



Legend

-  Component
-  Trail
-  Park or Facility
-  Open Space or Landscape Area
-  Future Park Component
-  Water Trail
-  Future Park or Facility
-  Other Park or Rec Location
-  Indoor Facility
-  School
-  Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: Future

Fifth Street Escape

4.4 Total Neighborhood
GRASP® Score

4.4 Total Community
GRASP® Score

Approximate Park Acreage: 5

Owner:

Design and Ambiance

Drinking Fountains	0	Shade	0	2
Seating	0	Trail Connection	3	
		Park Access	2	
Dog Pick-Up Station	2	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	0	
Restrooms	0	Picnic Tables	0	

General Comments

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
FP08	PARCEL	1		2	2	

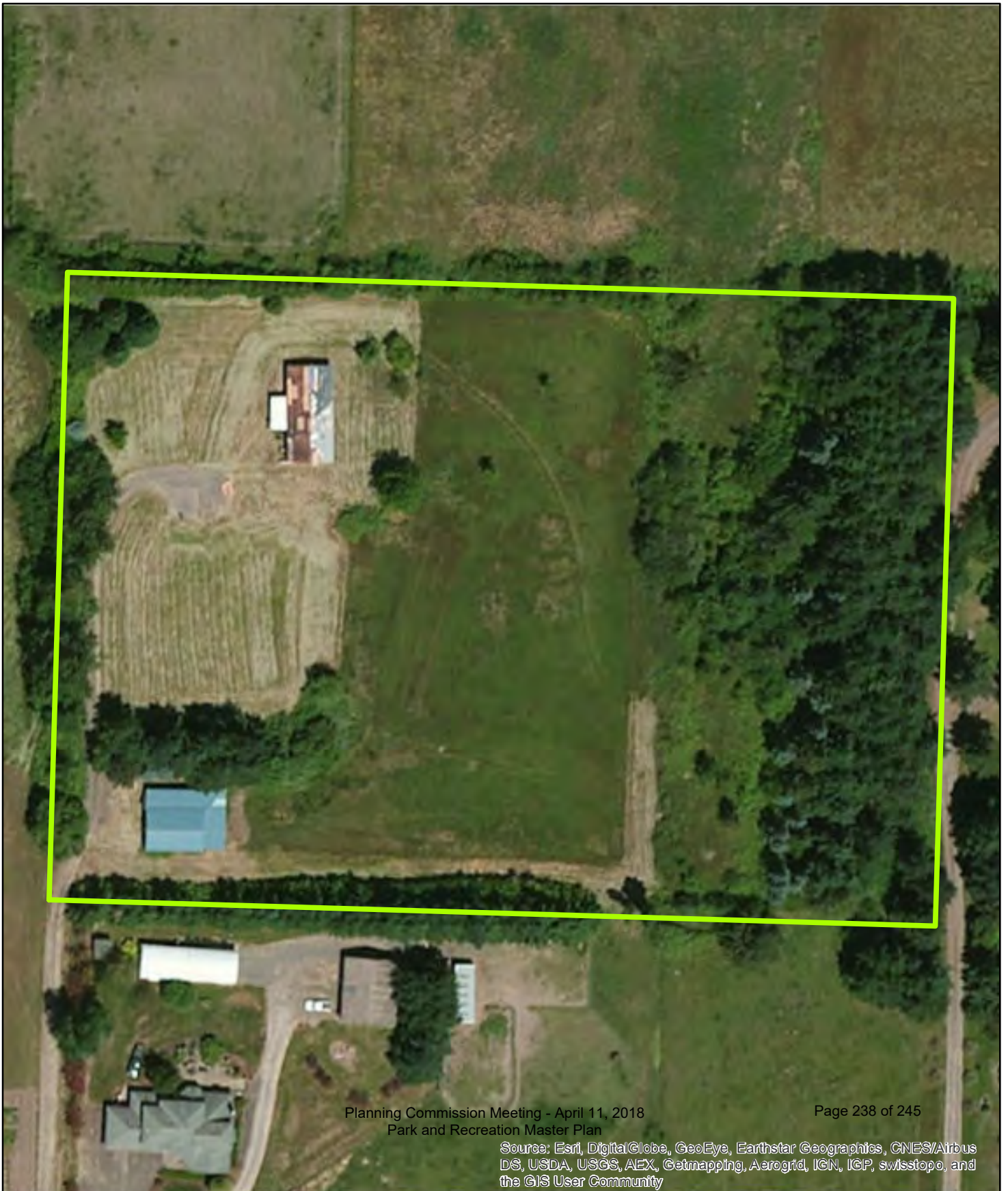
Frog Pond Neighborhood Park

EXHIBIT A



Legend

- ◆ Component
- ◆ Future Park Component
- ⊕ Indoor Facility
- Trail
- Water Trail
- Park or Facility
- Future Park or Facility
- Open Space or Landscape Area
- Other Park or Rec Location
- School
- Trail Corridor or Connector



GRASP® Atlas

Initial Inventory Date: Future

Frog Pond Neighborhood Park

4.8 Total Neighborhood
GRASP® Score

4.8 Total Community
GRASP® Score

Approximate Park Acreage: 5

Owner:

Design and Ambiance

Drinking Fountains	2	Shade	0	2
Seating	2	Trail Connection	2	
		Park Access	2	
Dog Pick-Up Station	2	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	0	Ornamental Planting	2	
Restrooms	2	Picnic Tables	2	












General Comments

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
FP03	PARCEL	1		2	2	



Legend

-  Component
-  Future Park Component
-  Indoor Facility
-  Trail
-  Water Trail
-  Park or Facility
-  Future Park or Facility
-  Open Space or Landscape Area
-  Other Park or Rec Location
-  School
-  Trail Corridor or Connector



Initial Inventory Date: Future

RP 7

21.6 Total Neighborhood
GRASP® Score

21.6 Total Community
GRASP® Score

Approximate Park Acreage:

3

Owner:

Design and Ambiance

Drinking Fountains	2	Shade	0	3
Seating	2	Trail Connection	3	
		Park Access	2	
Dog Pick-Up Station	2	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	2	
Restrooms	0	Picnic Tables	2	












General Comments

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
FP06	PARCEL	1		2	2	
F08	Open Turf	1		2	2	
F07	Shelter, Large	1		2	2	



Legend

-  Component
-  Future Park Component
-  Indoor Facility
-  Trail
-  Water Trail
-  Park or Facility
-  Future Park or Facility
-  Open Space or Landscape Area
-  Other Park or Rec Location
-  School
-  Trail Corridor or Connector



Initial Inventory Date: Future

RP 8

79.2 Total Neighborhood
GRASP® Score

79.2 Total Community
GRASP® Score

Approximate Park Acreage:

10

Owner:

Design and Ambiance

Drinking Fountains	2	Shade	0	3
Seating	2	Trail Connection	3	
		Park Access	2	
Dog Pick-Up Station	0	Parking	0	
Security Lighting	0	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	2	
Restrooms	2	Picnic Tables	2	

General Comments

Components with Score












MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
FP05	PARCEL	1		2	2	
F18	Basketball Court	1		2	2	
F17	Open Turf	1		2	2	
F16	Playground, Local	1		2	2	
F15	Passive Node	1		2	2	
F14	Passive Node	1		2	2	
F13	Shelter, Large	1		2	2	
F12	Passive Node	1		2	2	
F11	Playground, Local	1		2	2	
F10	Passive Node	1		2	2	
F09	Rectangular Field, Small	1		2	2	

Trocadero Park

EXHIBIT A



Legend

-  Component
-  Future Park Component
-  Indoor Facility
-  Trail
-  Water Trail
-  Park or Facility
-  Future Park or Facility
-  Other Park or Rec Location
-  School
-  Trail Corridor or Connector
-  Open Space or Landscape Area



GRASP® Atlas

Initial Inventory Date: Future

Villebois Trocadero Park

58.5 Total Neighborhood
GRASP® Score

58.5 Total Community
GRASP® Score

Approximate Park Acreage: 2

Owner:

Design and Ambiance

Drinking Fountains	2	Shade	2	3
Seating	2	Trail Connection	3	
		Park Access	2	
Dog Pick-Up Station	2	Parking	0	
Security Lighting	2	Seasonal Plantings	0	
Bike Parking	2	Ornamental Planting	2	
Restrooms	2	Picnic Tables	2	

General Comments

Components with Score

MAPID	Component	Quantity	Lights	Neighborhood Score	Community Score	Comments
FP04	PARCEL	1		2	2	
F06	Shelter, Large	1		2	2	
F05	Playground, Local	1		2	2	
F04	Skate Park	1		3	3	
F03	Open Turf	1		2	2	
F02	Water Feature	1		2	2	water feature
F01	Passive Node	1		2	2	entry plaza



**Comprehensive Parks and Recreation
Master Plan
Planning Commission Work Session**



April 11, 2018

Agenda

- ❑ **Master Planning Process**
- ❑ **Review Data**
- ❑ **Recurring Themes**
- ❑ **Recommendations**
- ❑ **Your Input**
- ❑ **Question and Answers**



Process

- ❑ **Start-up**
- ❑ **Community Input**
 - ❑ **Focus Groups**
 - ❑ **Stakeholder Meeting**
 - ❑ **Survey**
- ❑ **Demographics**
- ❑ **Trends**
- ❑ **Level of Service Analysis**
- ❑ **Findings Presentation**
- ❑ **Visioning Workshop**
- ❑ **Draft Plan & Presentation**
- ❑ **Final Plan & Presentation**



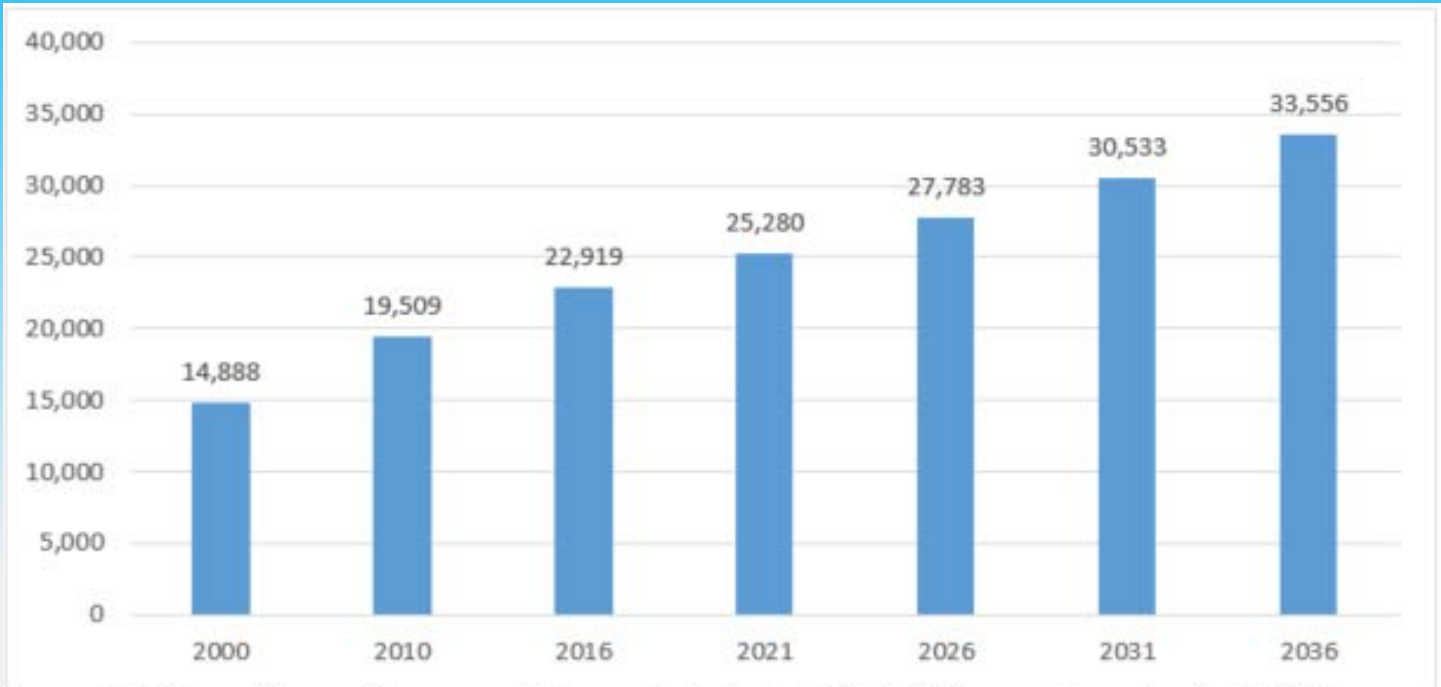
Planning Commission Meeting - April 11, 2018
Park and Recreation Master Plan

Mission

City of Wilsonville Parks and Recreation Mission

“Recognizing community history, enriching the quality of life and fostering a safe environment, the Wilsonville Parks and Recreation Department shall provide, preserve, maintain, improve, and enhance recreational opportunities, social services, natural resources, and parkland for current and future generations.”

Population Projection



Source: U.S. Census Bureau, future populations projected using 2016 – 2021 annual growth rate (1.89%)

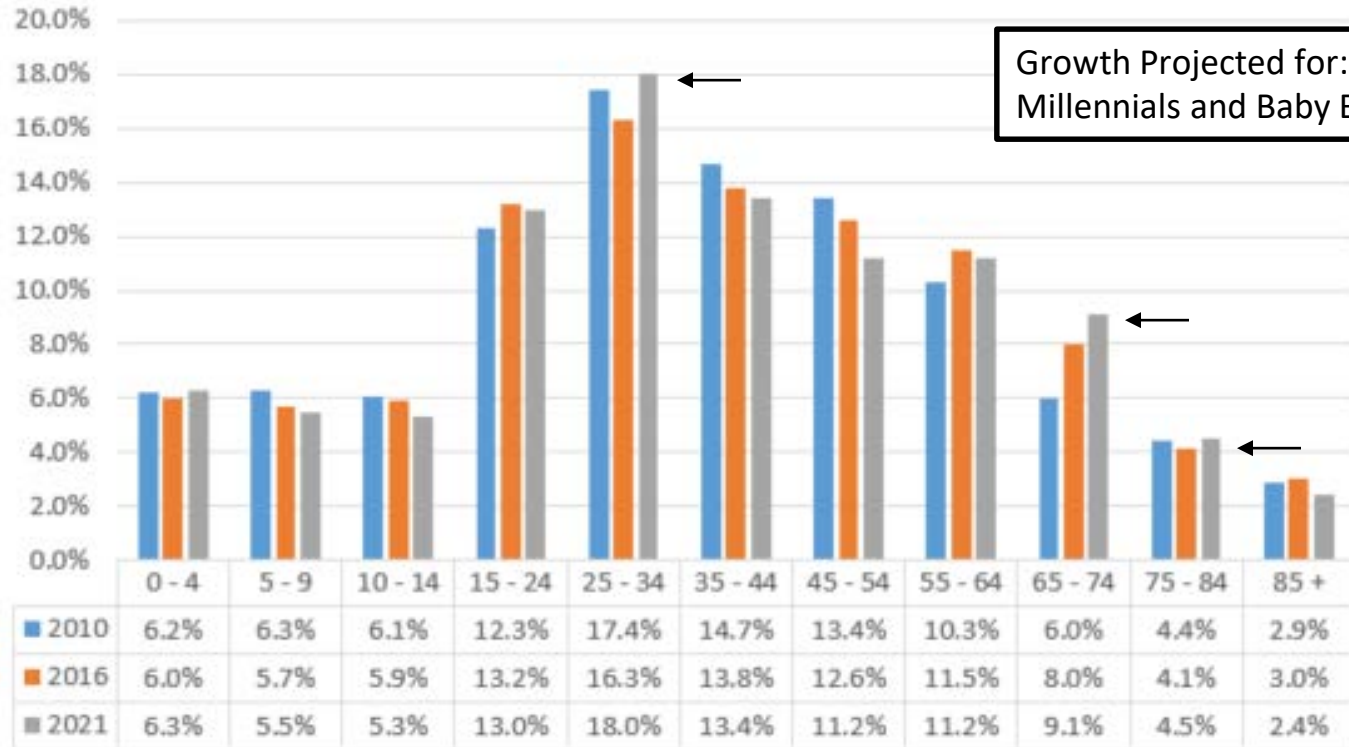
Population Projection

Between 2010 and 2021 the following changes are anticipated to the Wilsonville population:

- Population ages 45 to 54: decrease by 2 percent by 2021
- Median age is expected to decrease to 36.4 by 2021
- Population ages 65 to 74: 3.1 percent increase
- Wilsonville's population is predicted to increase 46.4 percent, from 22,919 to 33,556 by 2036.

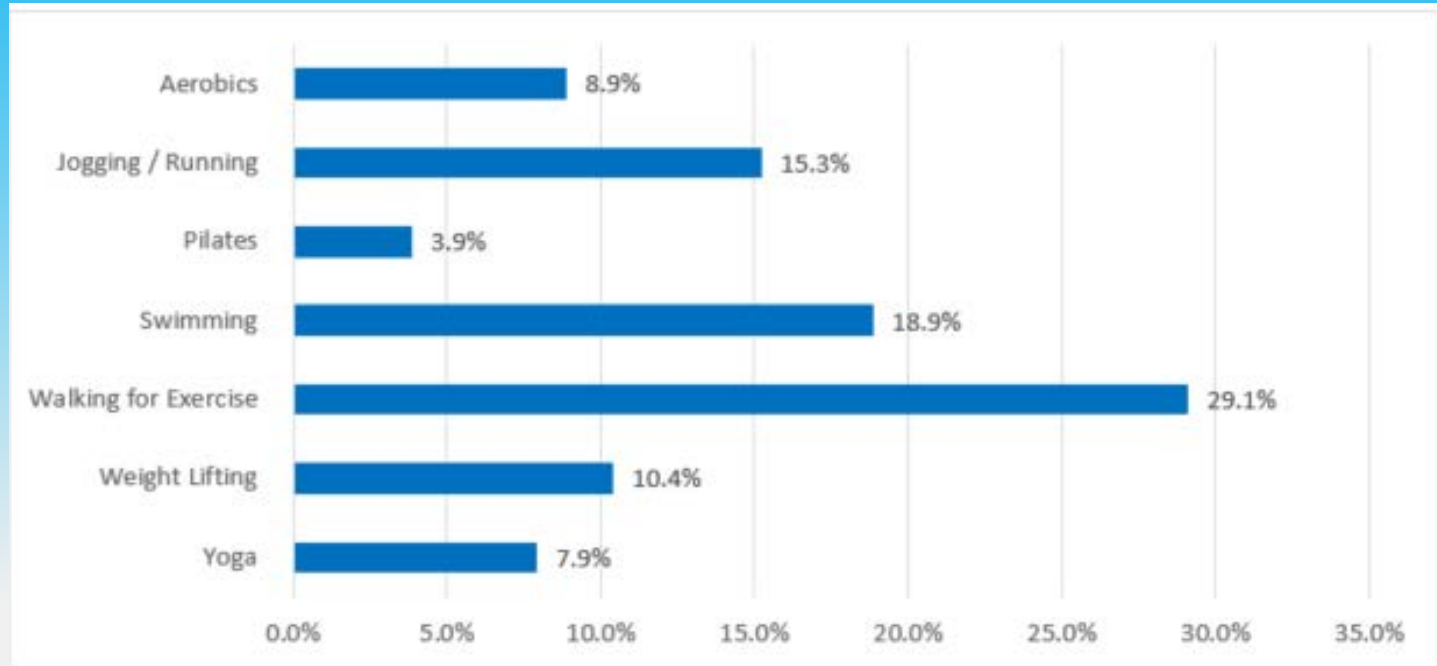
Please note that projections for more than 5 years are subject to change

Population Age Projection



Source: U.S. Census Bureau

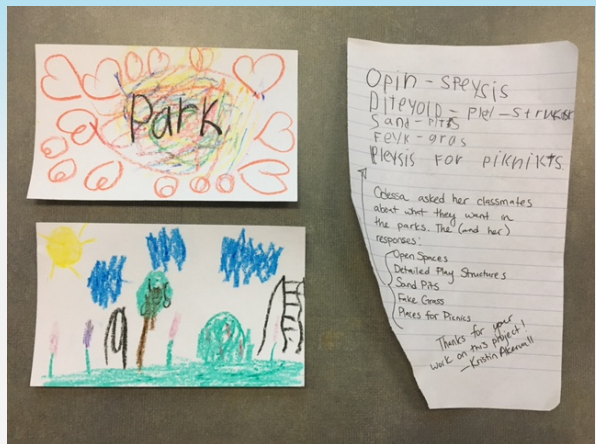
Fitness Participation Rates for Wilsonville



Source: Esri Business Analyst, Sports and Leisure Market Potential

Focus Group and Stakeholder Summary

- 42 participants
- 6 Focus Groups
- 13 Stakeholder Meetings

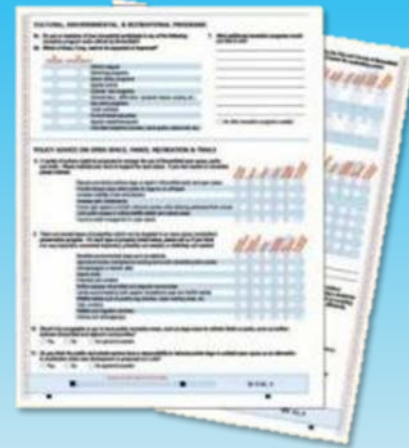


Top Priorities During Next 5 Years



Survey Results

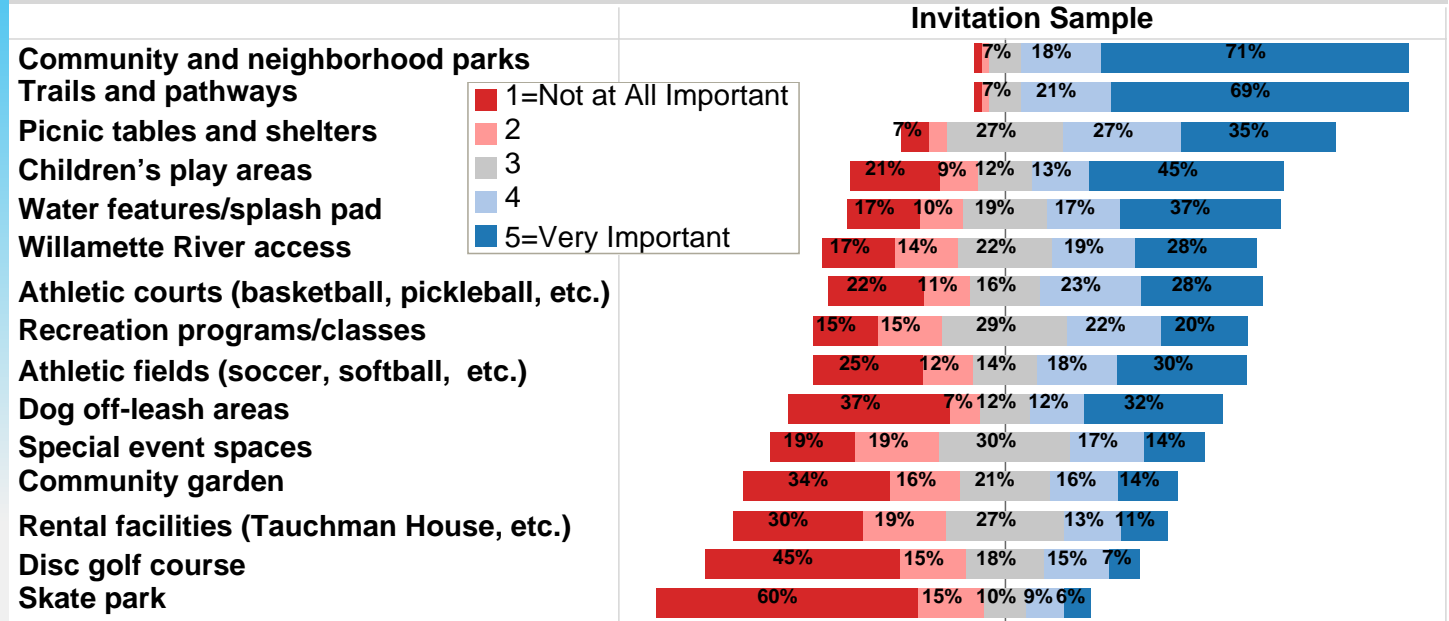
- 3,500 Random mailed Surveys June 2017
- Invitation survey responses 663
- 3.8% +/- Confidence rate
- Open Link survey responses 318
- **Total responses 981**





Importance of Existing Facilities

Importance of Current Wilsonville Facilities to Household *Sorted by Average Rating*

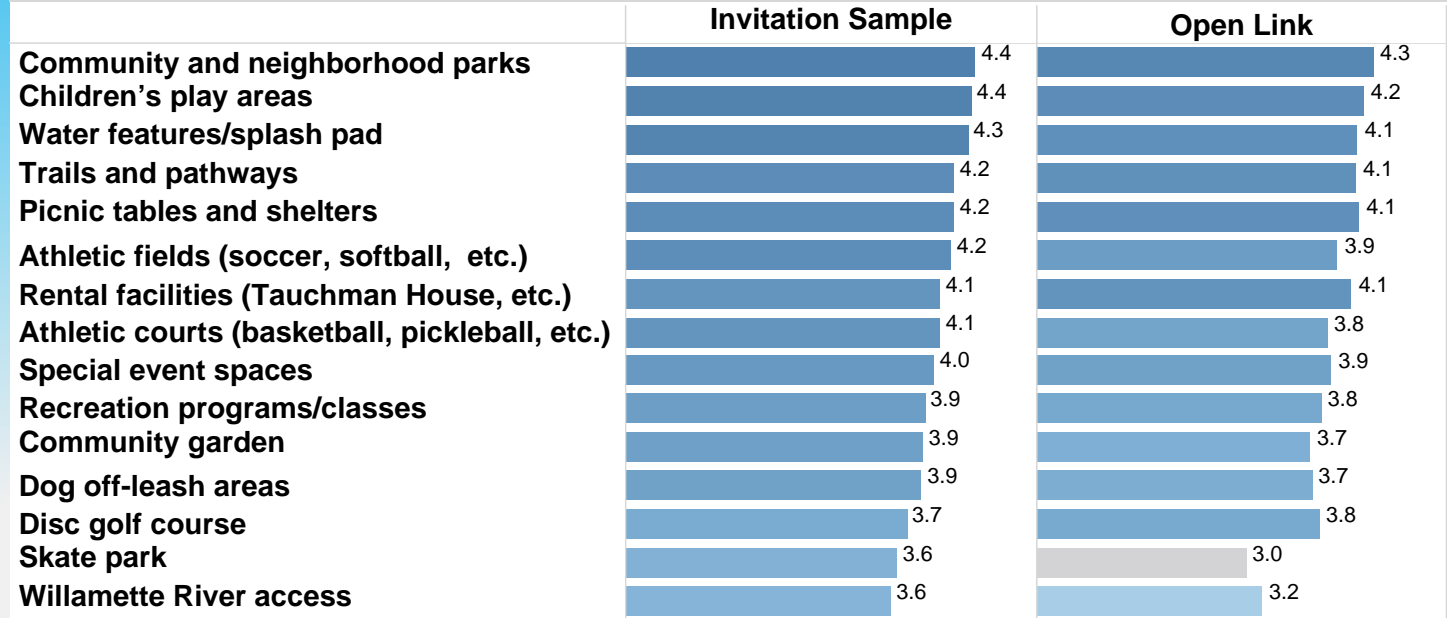


Source: RRC Associates and GreenPlay



Degree to Which Facilities Meet Needs

Degree to Which Current Facilities Meet the Needs of the City of Wilsonville
Average Rating (1=Not At All, 5=Completely)

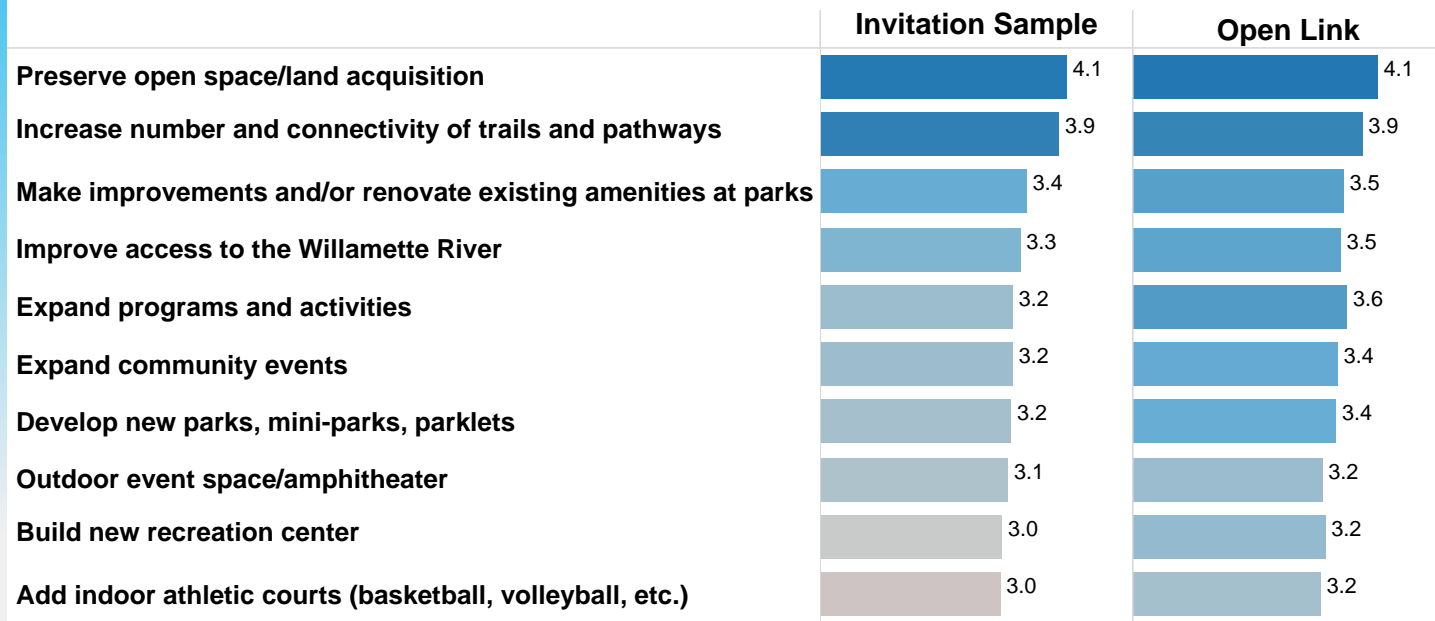


Source: RRC Associates and GreenPlay



Importance of Future Facilities

Most Important Needs for City of Wilsonville to Address Over Next 5 to 10 Years
Average Rating (1=Not At All Important, 5=Very Important)

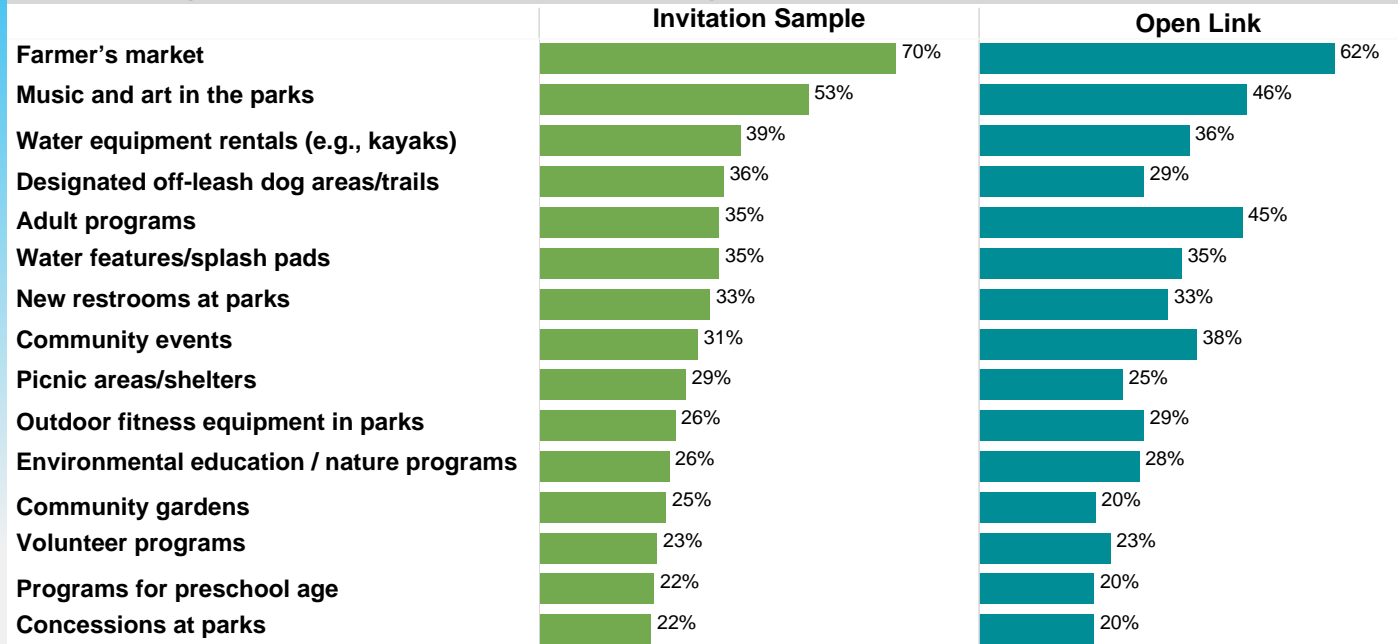


Source: RRC Associates and GreenPlay



Expansions or Additions

Interest in Specific Amenities and Services - Top 15 Selections

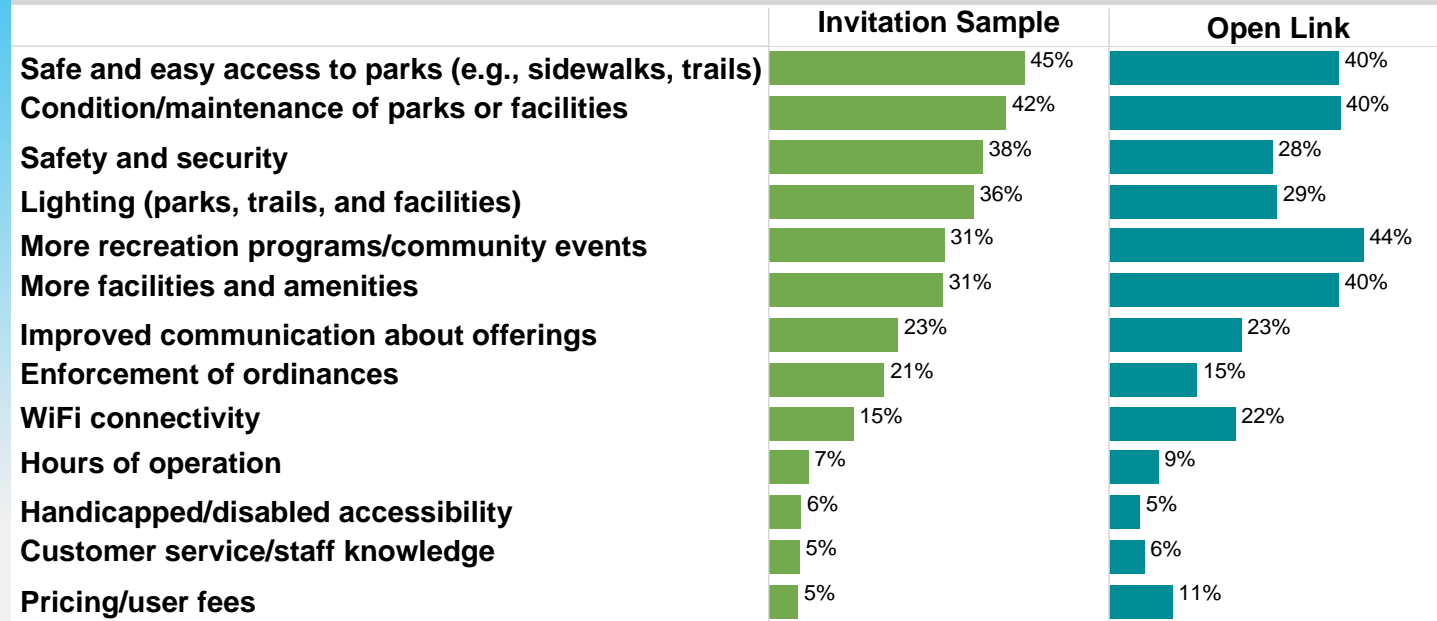


Source: RRC Associates and GreenPlay



Factors That Would Increase Usage

Most Important Areas That, If Addressed by the City of Wilsonville, Would Increase Utilization of Parks and Recreation Facilities



Source: RRC Associates and GreenPlay

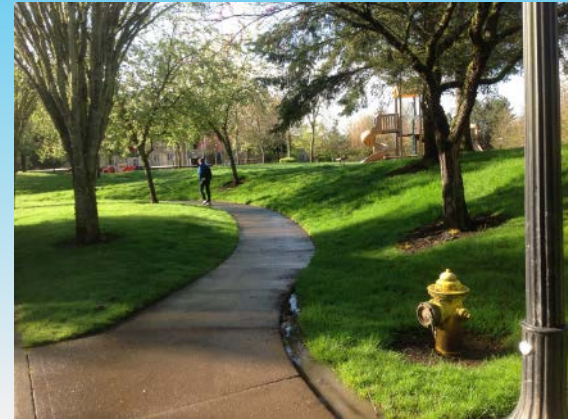
Summary of Selected Findings

- **Parks Highly Used and Valued**
- **Safety and Maintenance are Important**
- **Trail and Pathway Connectivity High Priority**
- **Willamette River Access High Priority**
- **Condition/Maintenance of Parks/Facilities would Increase Usage**
- **Preservation of Open Space/Land Acquisition a Top Priority**



Inventory & Assessment

- **What parks and features do you have now?**
 - What are they?
 - Where are they located?
 - How good are they?
- **How easily can residents get to them?**
 - By walking vs driving, etc.
- **Are they where they are needed?**
 - Are there gaps?

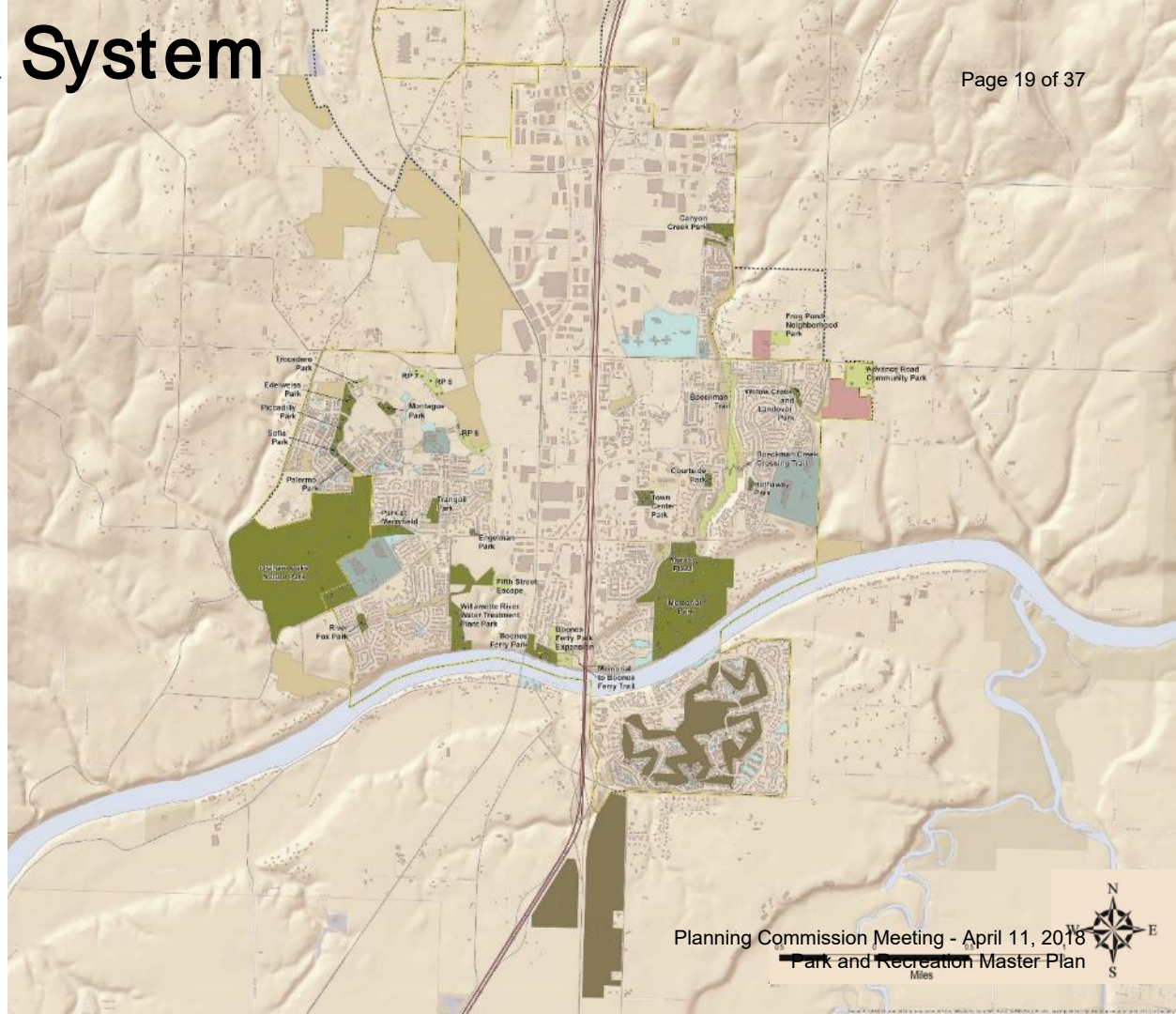


Wilsonville's Park System

- 21 Outdoor Sites
- 3 Indoor Facilities
- 27+ miles of Trails

Legend

- ⊕ Indoor Recreation Facility
- Recreation Component
- Recreation Component, Future
- Trail
- Railroad
- Stream
- River
- Outdoor Recreation Location
- Future Outdoor Recreation Location
- Golf Course
- Open Space or Landscape Area
- Other Park or Recreation Location
- School
- Future School
- ⊕ Wilsonville City Limits
- ⊙ Metro Urban Growth Boundary



General Assessment

Current Parks:

- Generally well maintained
- Vary greatly in number of amenities and overall size
- Most have good street visibility and frontage and offer adequate public access
- Include pickleball courts, aquatic spray grounds, disc golf and nature-based playgrounds (popular national trends)

Issues to consider:

- Insuring ADA accessibility to parks and park amenities--continued implementation of the ADA Transition Plan
- Playground upgrades and drainage
- All sports fields are located at Memorial Park
- No standalone rectangle fields.
- River access is limited

Level of Service: Access

True LOS is a blend of what you have available and how easy it is to get to. We measured it two different ways:

Neighborhood Access (Drive, Skate, Whatever)

- One mile service areas
- Premium within 15 minute walk

VS

Walkable Access (Walking Only)

- 15 minute walk service areas
- Barriers (highways, major roads, river) limit walkable access

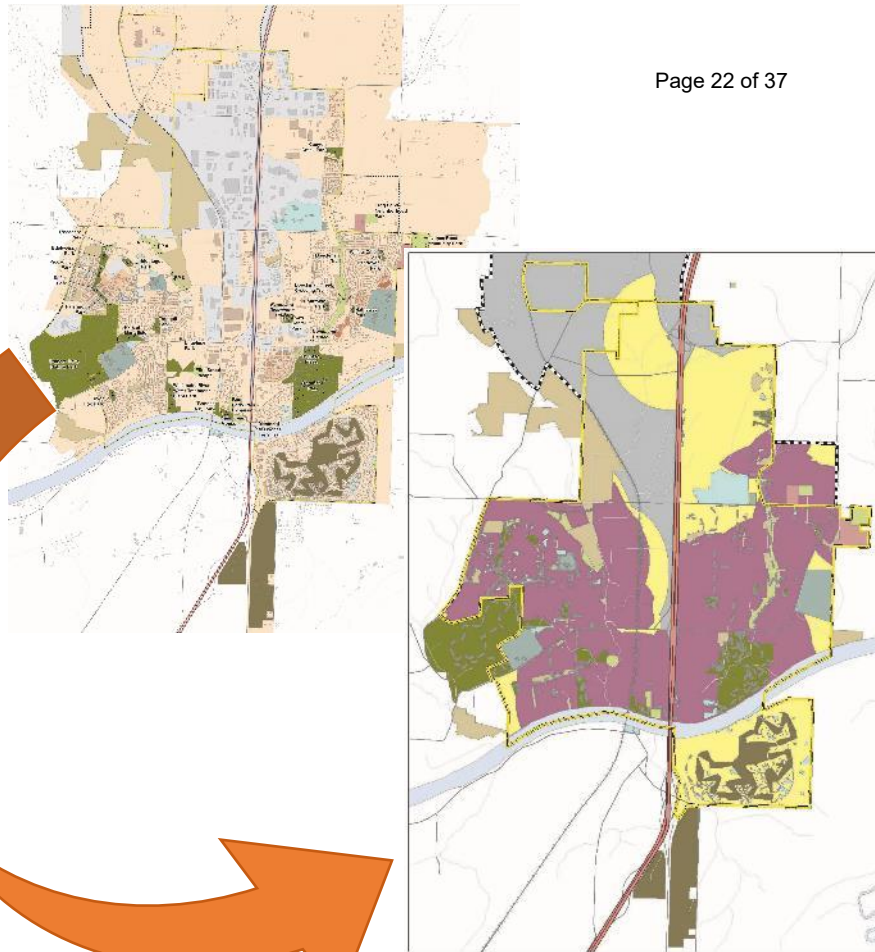
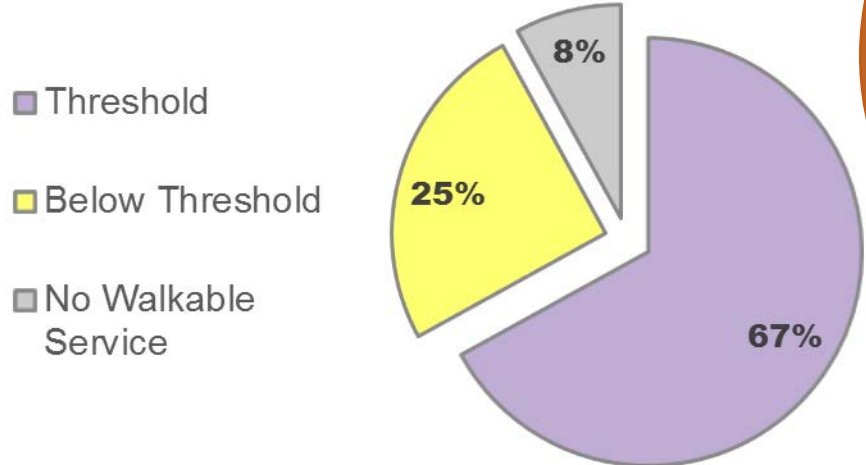
Both include outdoor sites, indoor facilities, and trails

% of Population with Walkable Access

(w/ Future Parks)

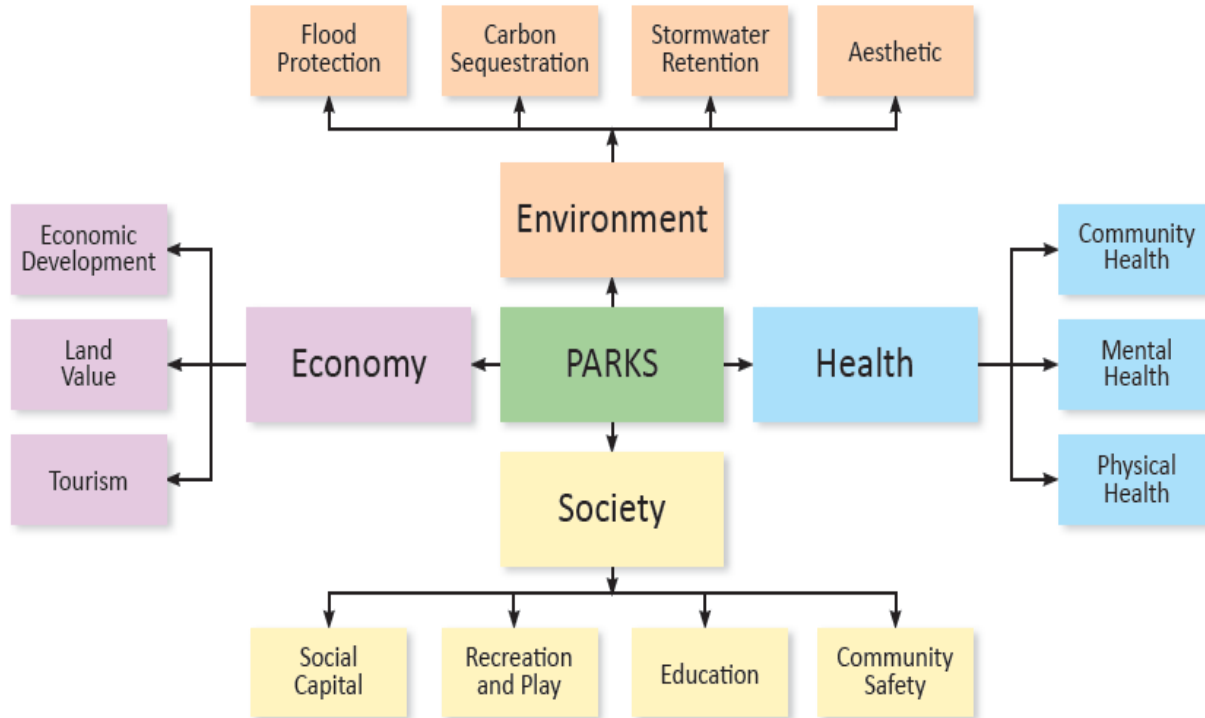
- **92%** of residents will have walkable access to some type of recreation

% of Population by Service Value



Park System Benefits

Park System Benefits provided to People



Recurring Themes

- **Parks highly valued by residents**
- **Trail connectivity priority for residents**
- **Quality and maintenance of facilities and amenities important to residents**
- **Enhance community and neighborhood parks top priority**
- **Protect/preserve natural areas and environment high priority**
- **Safety and security high priority**

Goals and Recommendations

- ❑ Primary Focus on:

- ❑ Maintaining
- ❑ Sustaining
- ❑ Improving

- ❑ Priority Timeframe

- ❑ Short-term (up to 5 years)
- ❑ Mid-term (6-10 years)
- ❑ Long-term (10+ years)
- ❑ Ongoing

- ❑ Drawn from data collected:

- ❑ Community Input
- ❑ Staff Input
- ❑ Inventory
- ❑ LOS Analysis
- ❑ Findings Feedback

Goals

1. Improve Access to Facilities and Amenities
2. Continue to Improve Programs and Service Delivery and Affordability
3. Continue to Improve Organizational Efficiencies
4. Increase Financial Opportunities

Goal 1 Improve Access to Facilities and Amenities

Page 27 of 37

- 1.1 Maintain and improve existing facilities and amenities
- 1.2 Develop and maintain a priority list for improving and adding trails and pathways
- 1.3 Explore adding open spaces and improving natural area preservations
- 1.4 Explore additional land acquisition for new parks

- 1.5 Continue to improve ADA accessibility at all facilities
- 1.6 Upgrade convenience and customer service amenities to existing facilities
- 1.7 Develop additional recreation facilities and amenities
- 1.8 Develop Synthetic Turf Fields

Goal 2 Continue to Improve Programs and Service Delivery and Affordability

Page 29 of 37

- 2.1 Monitor the participation and usage of the programs, facilities, and services and make appropriate adjustments based on collected data
- 2.2 Enhance special event programming
- 2.3 Explore opportunities to increase recreational services based on demand and trends

Goal 2 Continue to Improve Programs and Service Delivery and Affordability cont.

Page 30 of 37

- 2.4 Continue to work with other service providers to develop programs and services
- 2.5 Continue to monitor affordability of programs and services

Goal 3 Continue to Improve Organizational Efficiencies

Page 31 of 37

- 3.1 Implement new Mission and Vision Statements
- 3.2 Ensure the Organizational Structure of the Department remains efficient
- 3.3 Enhance and improve external communication regarding Department activities, programs, and services

Goal 3 Continue to Improve Organizational Efficiencies cont.

- 3.4 Staff appropriately to meet current demand and maintain established quality of service
- 3.5 Review current Joint Use Agreement (JUA) with the school system and how it is benefitting the Parks and Recreation Department – maximize potential
- 3.6 Explore additional partnerships to assist with funding, volunteers, and marketing

Goal 3 Continue to Improve Organizational Efficiencies cont.

Page 33 of 37

- 3.7 Work with other departments to increase safety and security
- 3.8 Enhance collaboration with SMART to address resident transportation needs
- 3.9 Maintain the Tree City and BEE City USA Designations

Goal 4 Increase Financial Opportunities

- 4.1 Explore additional funding options to include donations, grants, and sponsorships
- 4.2 Review current Park System Development Charges (SDC) for possible future adjustments
- 4.3 Pursue alternative funding opportunities with other City Departments

- 4.4 Explore capital funding sources for new facility and amenity development
- 4.5 Explore capital funding sources for parks maintenance
- 4.6 Review current Cost Recovery Policies



**Any
questions?**

**Public
comments...**



Thank You For Your Time & Interest



April 11, 2018

Planning Commission Meeting - April 11, 2018
Park and Recreation Master Plan



PLANNING COMMISSION
WEDNESDAY, APRIL 11, 2018

IV. INFORMATIONAL

- A. Annual Housing Report (Tso) (20 minutes)



PLANNING COMMISSION STAFF REPORT

Meeting Date: April 11, 2018		Subject: 2017 City of Wilsonville Annual Housing Report	
		Staff Member: Charles Tso Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: None. This is a briefing for information and discussion only.			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Thoughtful Land Use	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL: In 2013, Wilsonville completed a Housing Needs Analysis in order to document the City’s residential land supply and thus inform planning efforts for future residential growth. City staff has prepared the annual Housing Report intended to track the applicable data related to the planning and development of housing within Wilsonville, which is used in conjunction with the Housing Needs Analysis, in order to better understand what type of development is necessary and how those needs are getting met year-to-year.

This year, staff replaced the traditional printed-paper format with a more interactive, online version of the report using a web tool called Esri Story Map for publication. The purpose for publishing the Housing Report online is to make this report more accessible and understandable to community members. It will make annual updates more efficient and provide more analysis options. The online format also supports interactive map features and better graphics and photo quality.

EXECUTIVE SUMMARY: The Housing Needs Analysis completed in 2013 forecasted Wilsonville's housing needs over the next 20 years, and it highlighted consistent population and household growth over the past decade. The technical analysis indicated residential land supply in the city may not be sufficient for the 20-year planning horizon. Under Metro's forecast, Wilsonville will run out of residential land by about 2032, and if Wilsonville continues to grow at the rate it has over the past ten years, the city will consume the available residential land by about 2025.

As such, one of the key recommendations emerging from the report was a need for the city to develop a monitoring program to help the city understand the speed and efficiency at which land is developing and long-range residential planning needs. The following metrics were recommended for monitoring and are data points included in the annual housing report: population, building permits, subdivision and partition activity, land consumption, and right-of-way and open space dedications.

See www.ci.wilsonville.or.us/housingreport to view the 2017 Annual Housing Report, which highlights key residential development activity in the City over the past year as well as trends over the past few years regarding approved housing plans and issued permits. See Attachment A to view snapshots from the online 2017 Annual Housing Report. The report indicates that while significant residential construction occurred in 2017, the construction of new homes has slowed slightly in the past two years. Since the Development Review Board did not approve any planned residential development last year, the number of newly built homes is expected to level out or continue to decrease next year.

266 new housing permits were issued in 2017; all of them were single-family homes. However, there is a fair amount of diversity in housing options in the permitted homes. 77 permits (29%) were issued for attached row homes, 21 permits (8%) were issued for detached row homes, and 1 permit was issued for an Accessory Dwelling Unit (ADU). The remaining permitted homes provided a range of choices for detached single-family homes, from 800 to 5,000 square feet in size. The information presented in the report reinforces the importance of the city's long-range planning efforts, and indicates the ways in which housing supply in the City is, and will be, developing.

Throughout the past three years, the Annual Housing Report has documented an overall increase in population, household growth, average selling price of a home, and the dominance of single-family homes in new housing supply. Additionally, 19.3% (91.8 of 477 acres) of Wilsonville's 20-year land inventory has been dedicated to development by plans approved over the past four years (2014-2017).

EXPECTED RESULTS: Staff will summarize the housing activity in Wilsonville throughout 2017 for the Planning Commission. Staff desires input and discussion from the Commission on the report, specifically:

1. Those elements of the report that are especially interesting and
2. Suggestions for future publications of information that would be helpful

TIMELINE: Staff anticipates the housing report will be published in March of each year. Staff will continue to refine the online format to enable a streamlined system for managing data information and updating the report on an annual basis.

CURRENT YEAR BUDGET IMPACTS: Limited staff time is required to pull the report together from data being collected through existing business operations.

FINANCIAL REVIEW / COMMENTS: N/A

Reviewed by: Date:

LEGAL REVIEW / COMMENT: N/A

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS: N/A

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

ALTERNATIVES: N/A

CITY MANAGER COMMENT: N/A

ATTACHMENTS:

- A. 2017 City of Wilsonville Annual Housing Report Snapshots

2017 Wilsonville Annual Housing Report

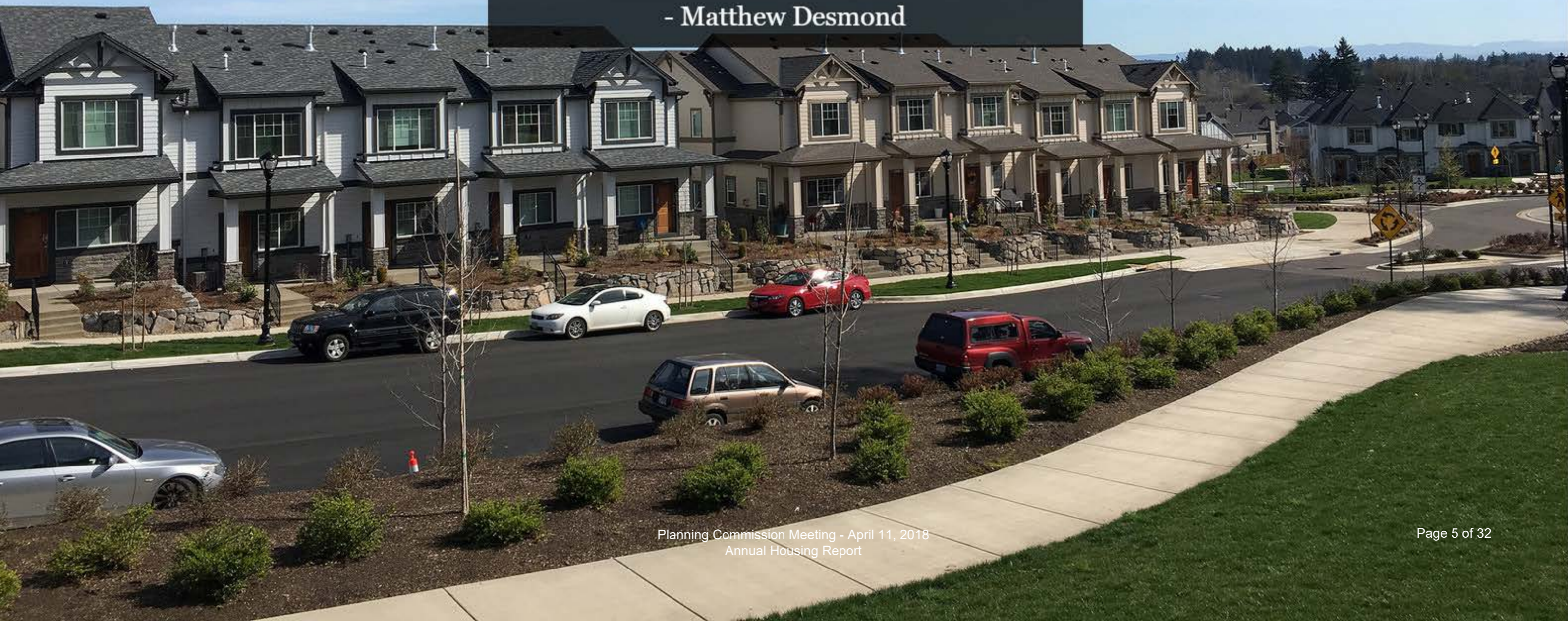
Published on April 4, 2018



The Importance of Home

“The home is the center of life. It is a refuge from the grind of work, the pressure of school, and the menace of the street... The home is the wellspring of personhood... When we try to understand ourselves, we often begin by considering the kind of home in which we were raised”.

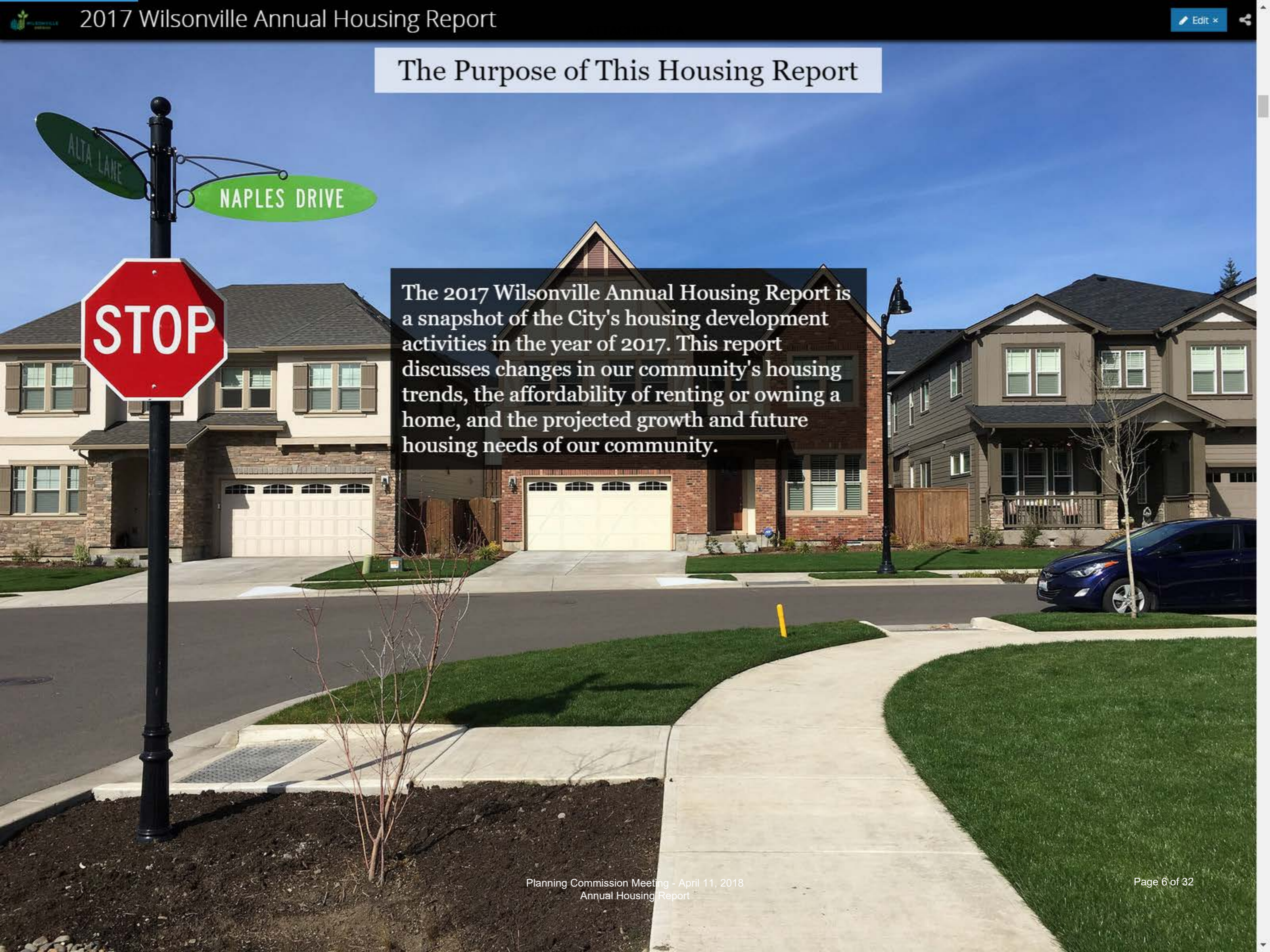
- Matthew Desmond



The Purpose of This Housing Report



The 2017 Wilsonville Annual Housing Report is a snapshot of the City's housing development activities in the year of 2017. This report discusses changes in our community's housing trends, the affordability of renting or owning a home, and the projected growth and future housing needs of our community.



The Purpose of This Housing Report

This report is an important tool to help planners, elected officials, and community members to understand the dynamics of the local housing market, track the production and the diversity of housing, and assess the affordability of homes in Wilsonville.

This kind of information is critical for implementing policies and programs aimed at meeting local housing needs, maintaining affordable housing options, and encouraging housing diversity and community inclusion in the City of Wilsonville.

What is in This Report?

The subsequent sections of this report will provide a summary of housing development in 2017, describe development activities by neighborhood, show past and present housing trends, and discuss anticipated changes to the city's future housing inventory.



What is in This Report?

Characteristics of housing units permitted for construction in 2017, such as [lot size](#), [home size](#), and density, are collected from permit data and county property records.

Information on [housing affordability](#) and future trends of regional growth is based on data from Metro, the U.S. Census, Portland State University, [zillow.com](#) and [realtor.com](#).

What is in This Report?

This report discusses the following:

- Housing Inventory in the City of Wilsonville
- Housing Permitted for Construction in 2017
- Cost of Renting and Owning a Home in Wilsonville in 2017
- Housing Development Characteristics by Neighborhood
- Housing Development Trends in Wilsonville
- Affordability and Growth Trends in the Regional Context
- What Does the Future of Housing in Wilsonville Look Like?





State of Housing in 2017

A SNAPSHOT OF 2017

 **266** HOMES PERMITTED

266 SINGLE-FAMILY **100%** 0 MULTI-FAMILY **0%**

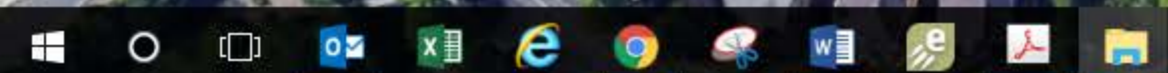
TOTAL VALUE IN CONSTRUCTION
\$62 MILLION

CITYWIDE HOUSING INVENTORY



LAND FOR PERMITTED HOMES
18 ACRES

AVERAGE NET DENSITY OF PERMITTED DEVELOPMENT
15 HOMES PER ACRE



State of Housing in 2017

New Homes Permitted for Construction

In 2017, the City permitted 265 single-family homes, 1 Accessory Dwelling Unit* (ADU), and no multi-family homes for construction.

If all the 266 permitted housing units in 2017 are constructed, there will be a total of 5,254 single-family homes and 5,612 multi-family homes in Wilsonville, representing 48% and 52% of the entire local housing stock, respectively.

Housing Stock in Wilsonville (2017)

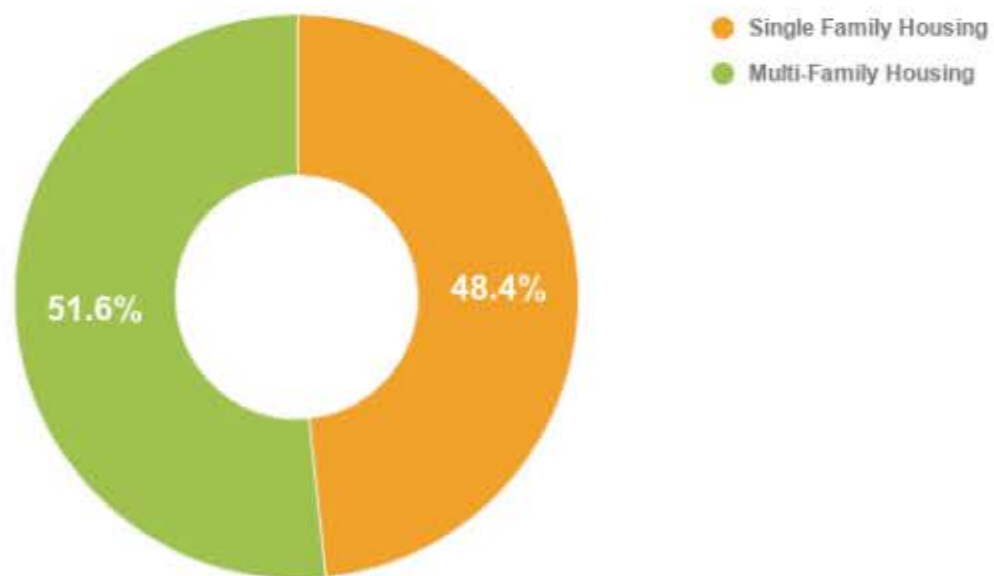


Figure 1. Wilsonville's housing stock is evenly split between single- and multi-family units

Even though only single family homes were permitted in 2017, there is a fair level of diversity in new housing. 77 permitted units were attached row homes and 21 permitted units were detached row homes, together accounting for 37% of the 266 permitted homes. Overall, the permitted housing units have a wide range of lot and home sizes.

*ADUs are considered single-family homes.



State of Housing in 2017

Approved Housing Development Plans

In 2017, the [Development Review Board \(DRB\)](#) did not approve any housing development plans. This is the first time no residential development plan was approved in a single year since the City began documenting housing activity in the 2014 Annual Housing Report. However, this is to be expected, as Wilsonville has seen strong housing construction activities since 2014. The influx of new homes may have cooled residential development activities temporarily, slowing the pace of private developers seeking approvals for housing plans. However, with the adoption of the [Frog Pond Master Plan](#) in 2017, residential development is anticipated to increase in the near future.

Permitted Homes vs Approved Development Plans (2014-2017)

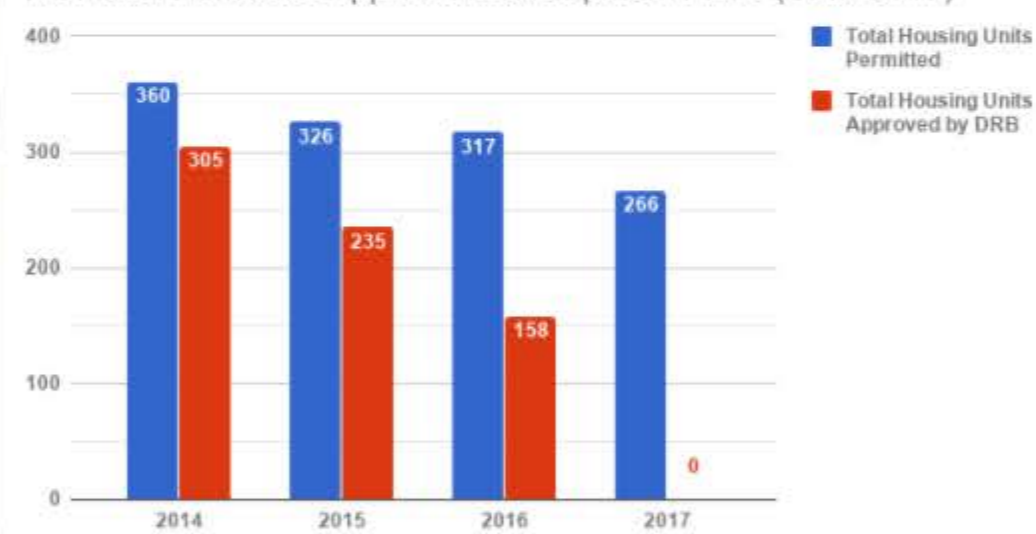


Figure 2. The decreasing number of homes in approved plans may be driven by the high number of permitted homes.

State of Housing in 2017

Housing and Population Growth in 2017

Single-family housing development has made up the majority of the new housing supply in the City of Wilsonville in the past four years. In the past two years combined, Wilsonville added almost 600 single-family homes and zero multi-family housing, signaling a strong market for single-family development.

Permitted Housing Units in Wilsonville (2014 - 2017)

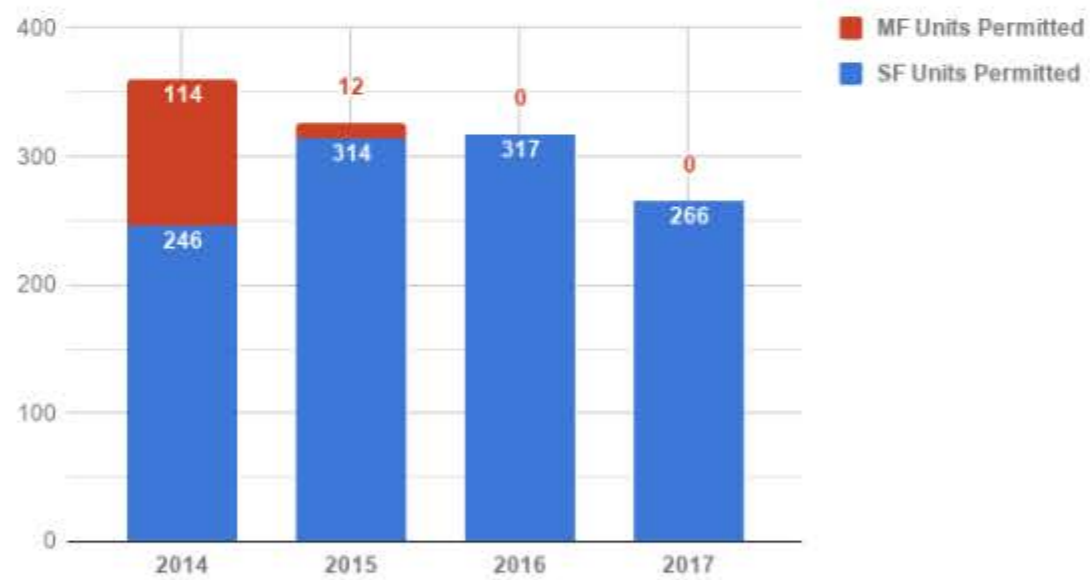


Figure 3. Since 2014, Wilsonville's new housing supply has been predominantly single-family housing.

State of Housing in 2017

Driven by single-family housing construction, the total housing supply in Wilsonville increased 2.5 % in 2017, as shown in Figure 4. At the same time, the City's population grew about 2.4 %. On average, Wilsonville has grown 2.8% in population annually for the past 10 years, faster than the regional growth projection.

The trend line of housing and population growth in Figure 5 shows that the growth rate in both population and housing has slowed down in the past three years. In addition, population generally has grown faster than housing, most notably in 2013 when population grew twice as fast as the local housing supply.

Percent Growth in Population and Housing Units in Wilsonville (2008-2017)

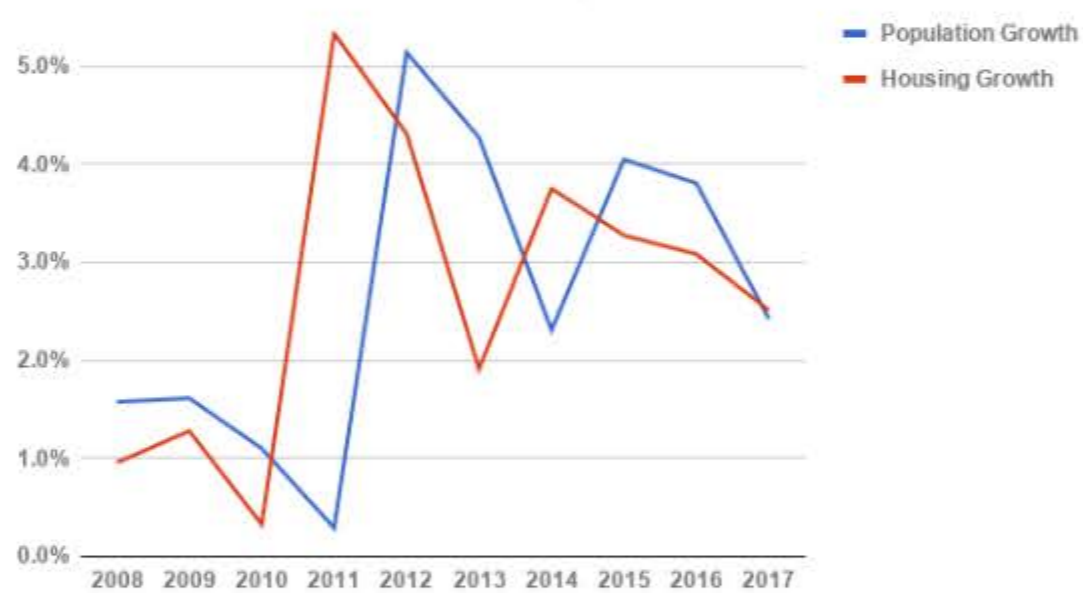


Figure 4. Population has mostly been growing faster than housing in the past 10 years.

Population and Housing Units in Wilsonville (2008-2017)

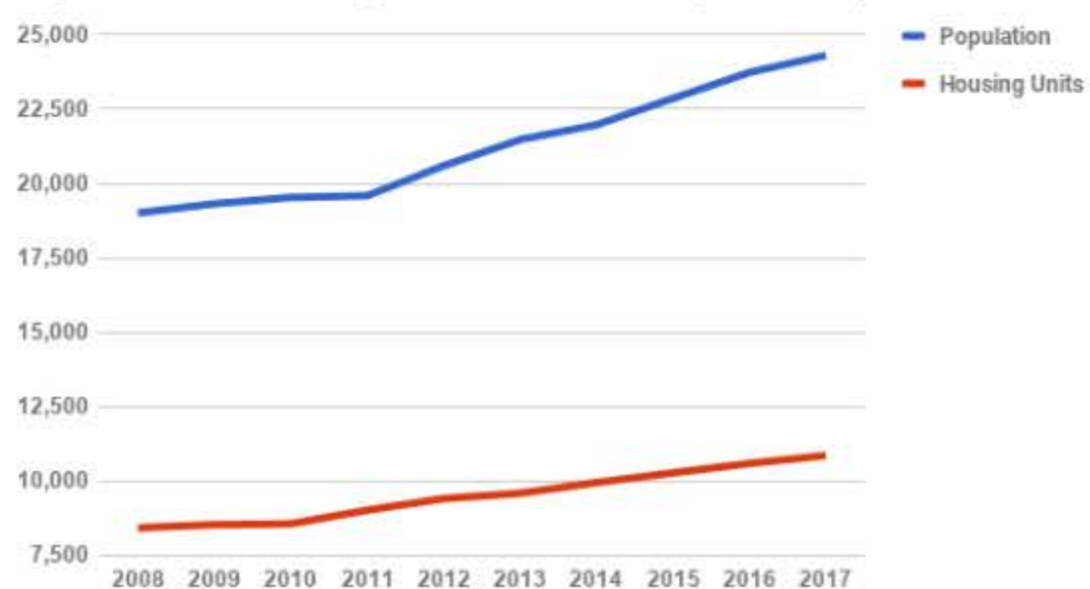
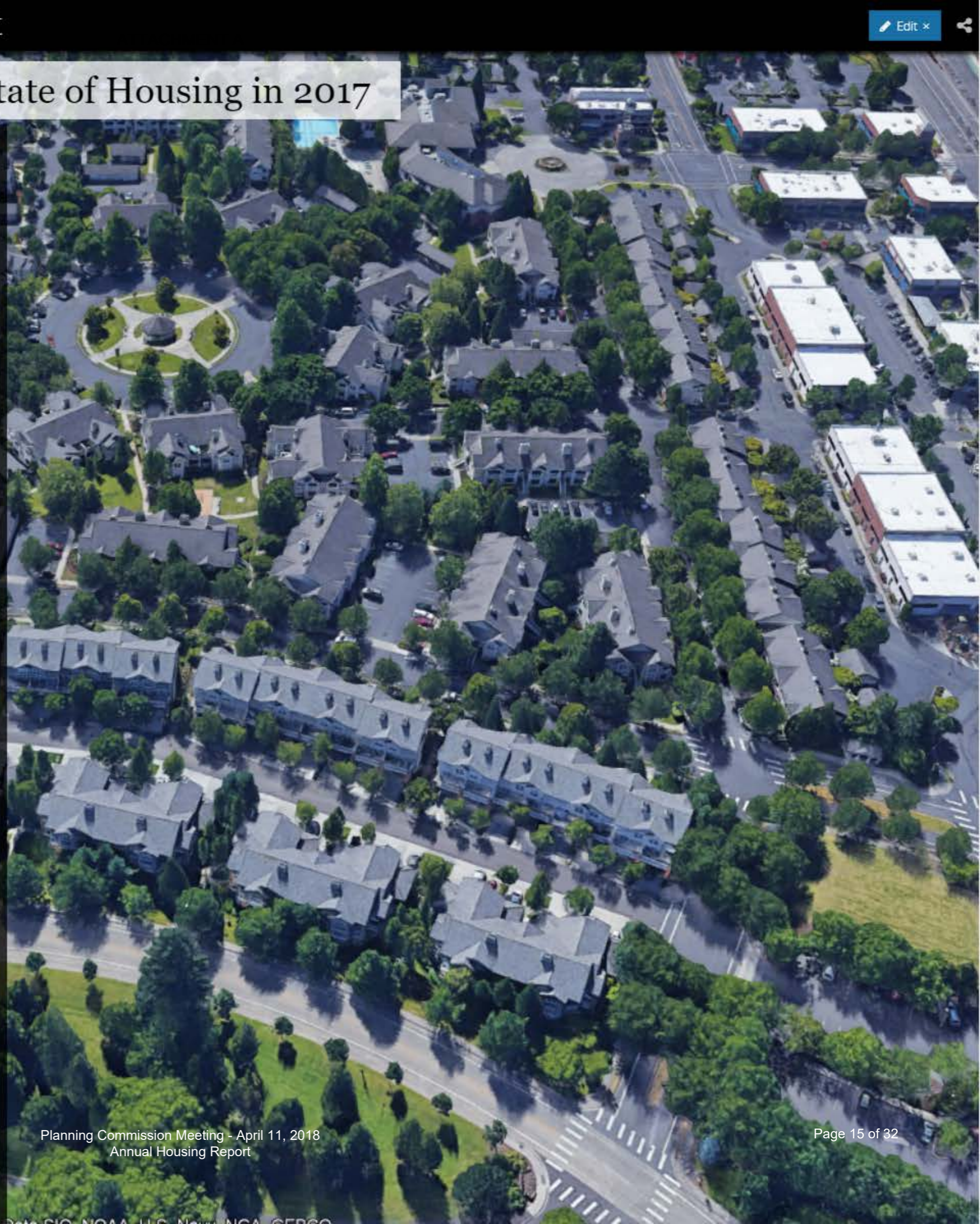
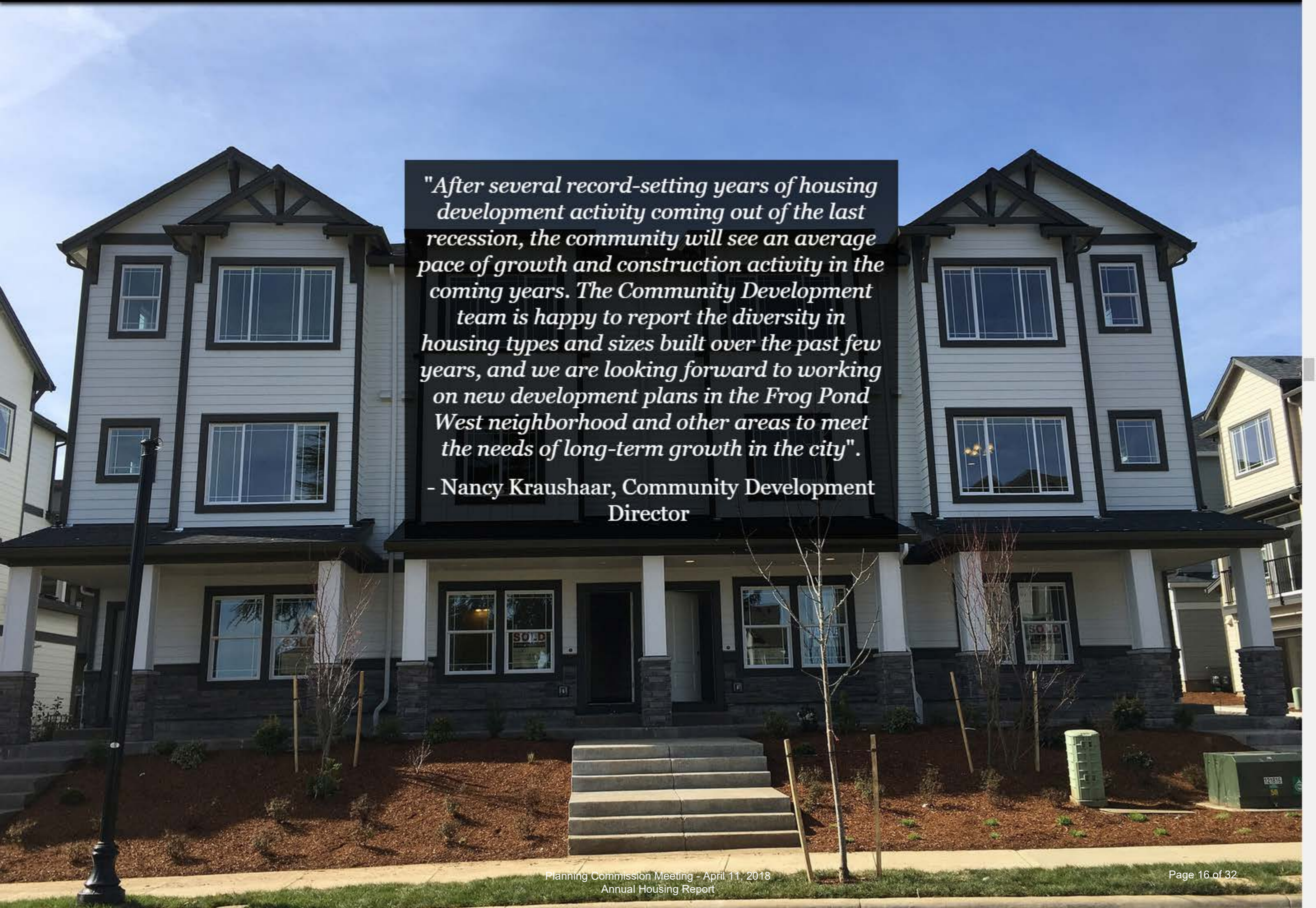


Figure 5. Population and housing in Wilsonville (2008-2017).





"After several record-setting years of housing development activity coming out of the last recession, the community will see an average pace of growth and construction activity in the coming years. The Community Development team is happy to report the diversity in housing types and sizes built over the past few years, and we are looking forward to working on new development plans in the Frog Pond West neighborhood and other areas to meet the needs of long-term growth in the city".

- Nancy Kraushaar, Community Development Director

Permits Issued in 2017

Summary:

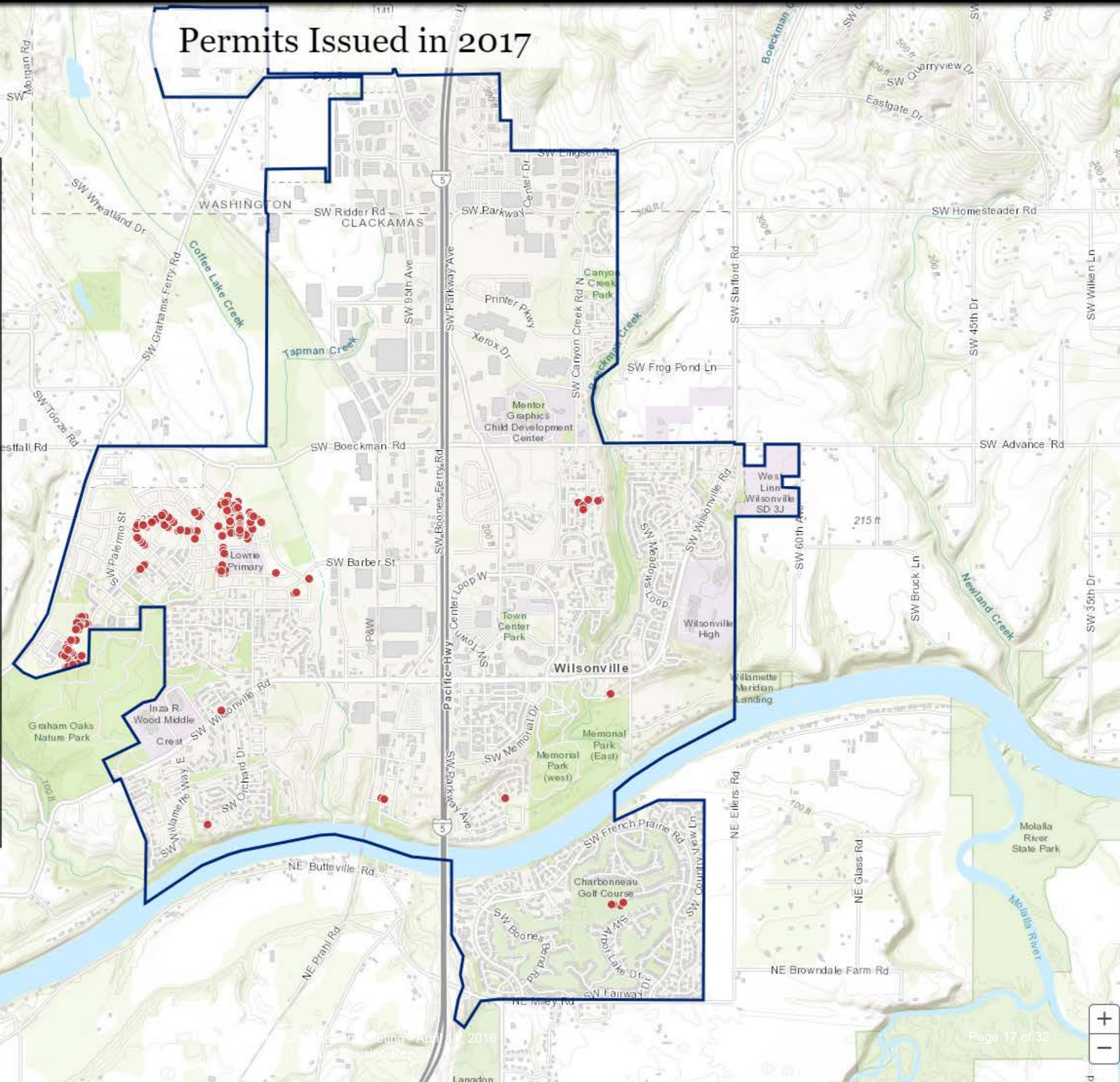
- Total Permitted Homes: 266
- Median Lot Size: 2,409
- Median Home Size: 1,653
- Average Net Density: 15 units/acre
- Net Acres of Land for Permitted Homes in 2017: 18 acres
- Range of Value of Construction: \$92,357 - \$980,000
- Neighborhood with the most permitted homes: Villebois

Legend

City Limits



Housing Permits (2017)



Permits Issued in 2017

Permitted Housing

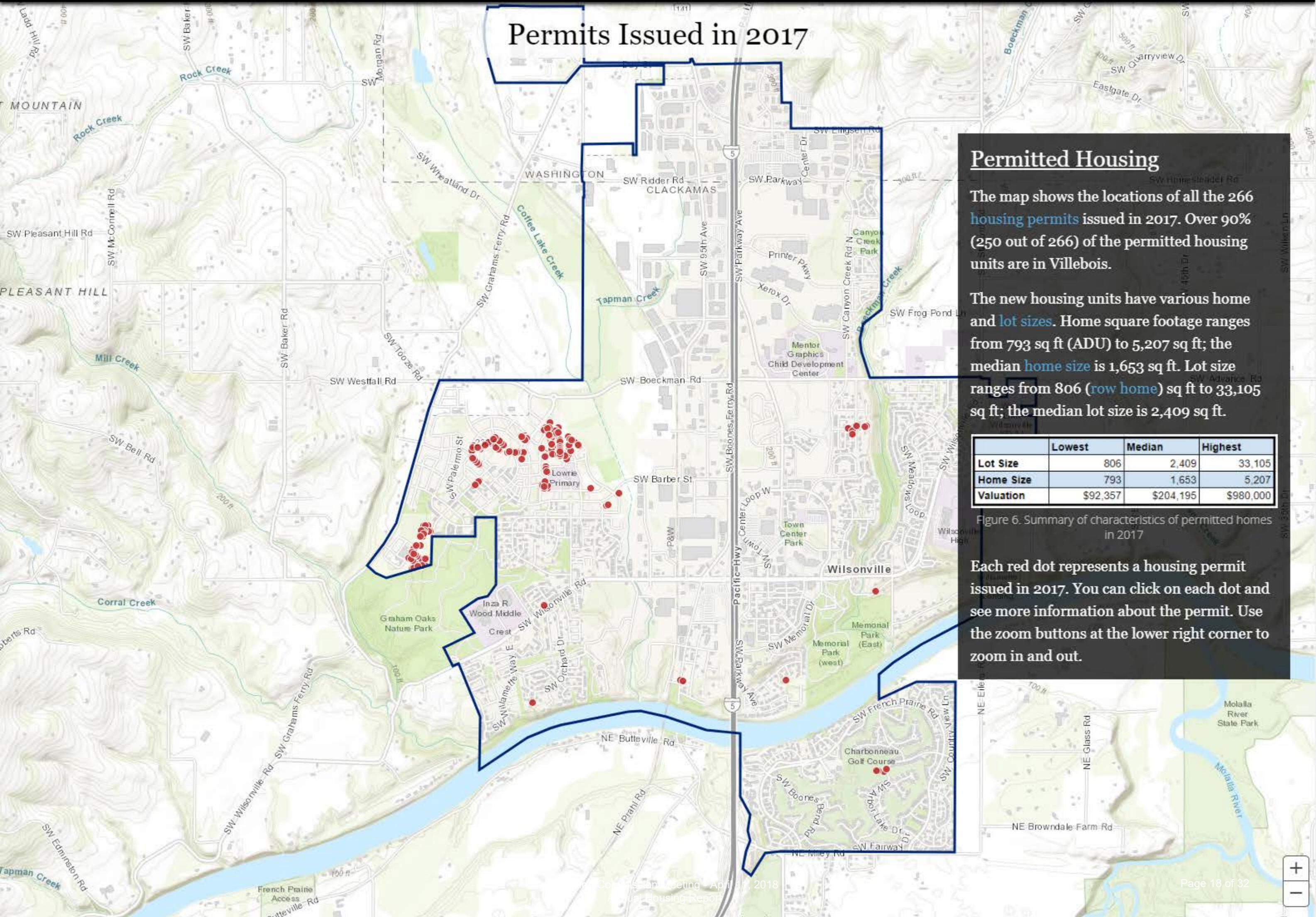
The map shows the locations of all the 266 housing permits issued in 2017. Over 90% (250 out of 266) of the permitted housing units are in Villebois.

The new housing units have various home and lot sizes. Home square footage ranges from 793 sq ft (ADU) to 5,207 sq ft; the median home size is 1,653 sq ft. Lot size ranges from 806 (row home) sq ft to 33,105 sq ft; the median lot size is 2,409 sq ft.

	Lowest	Median	Highest
Lot Size	806	2,409	33,105
Home Size	793	1,653	5,207
Valuation	\$92,357	\$204,195	\$980,000

Figure 6. Summary of characteristics of permitted homes in 2017

Each red dot represents a housing permit issued in 2017. You can click on each dot and see more information about the permit. Use the zoom buttons at the lower right corner to zoom in and out.



Neighborhood Development Profiles

Neighborhood Profiles

Click on each neighborhood to see a summary of the characteristics of residential development in 2017. Use the zoom buttons at the lower right corner to zoom in and out.

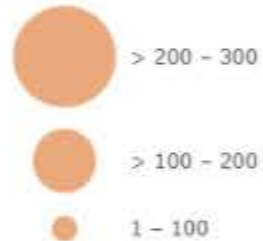
Legend

Neighborhood Boundaries

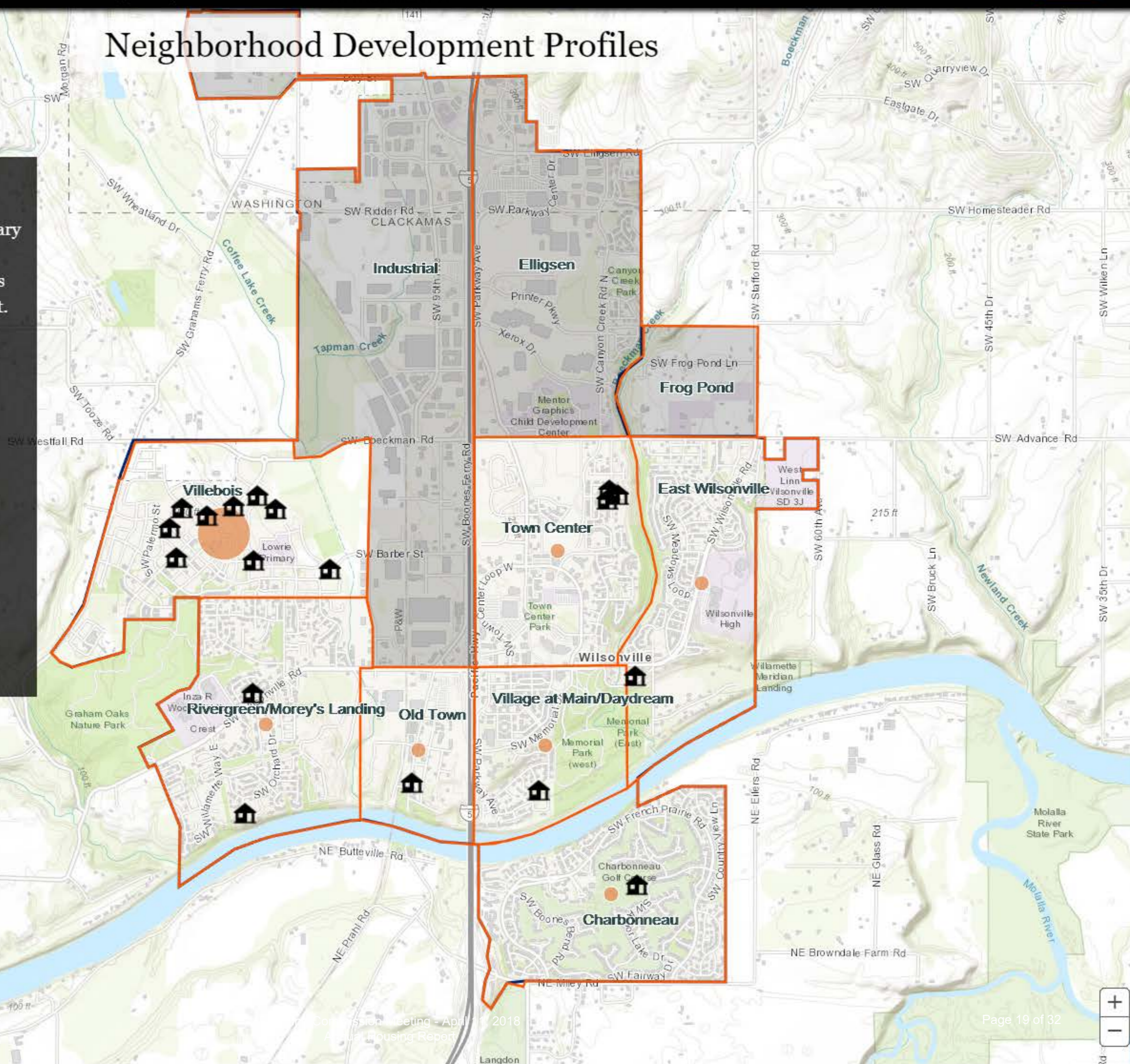


New Homes

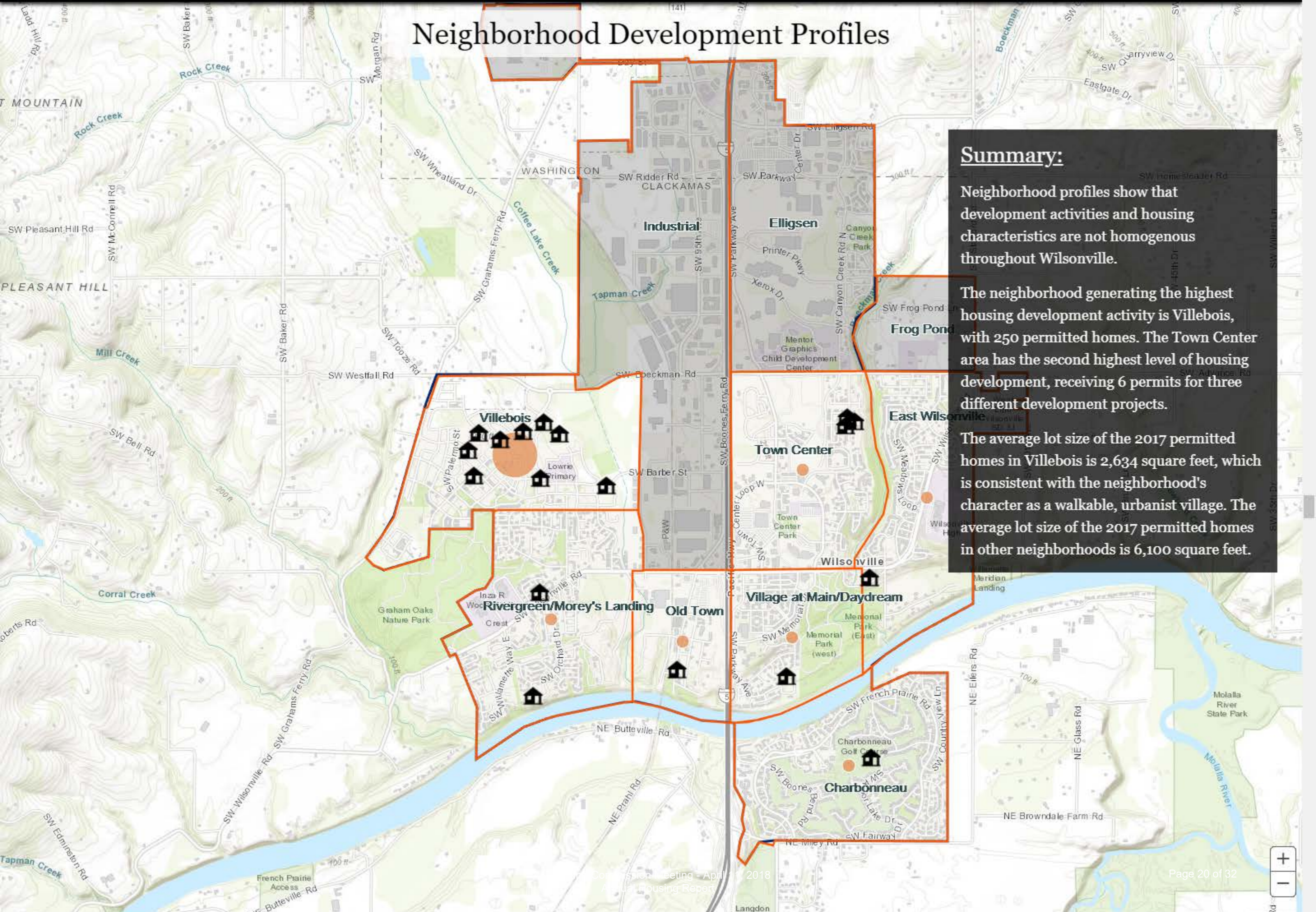
New Units



City Limits



Neighborhood Development Profiles



Summary:

Neighborhood profiles show that development activities and housing characteristics are not homogenous throughout Wilsonville.

The neighborhood generating the highest housing development activity is Villebois, with 250 permitted homes. The Town Center area has the second highest level of housing development, receiving 6 permits for three different development projects.

The average lot size of the 2017 permitted homes in Villebois is 2,634 square feet, which is consistent with the neighborhood's character as a walkable, urbanist village. The average lot size of the 2017 permitted homes in other neighborhoods is 6,100 square feet.

Housing Permitted for Construction 2014-2017

This map shows all permitted homes between 2014 - 2017. Click on the dots for more information about the permits.

Legend

Permitted Homes (2017)



Permitted Homes (2016)



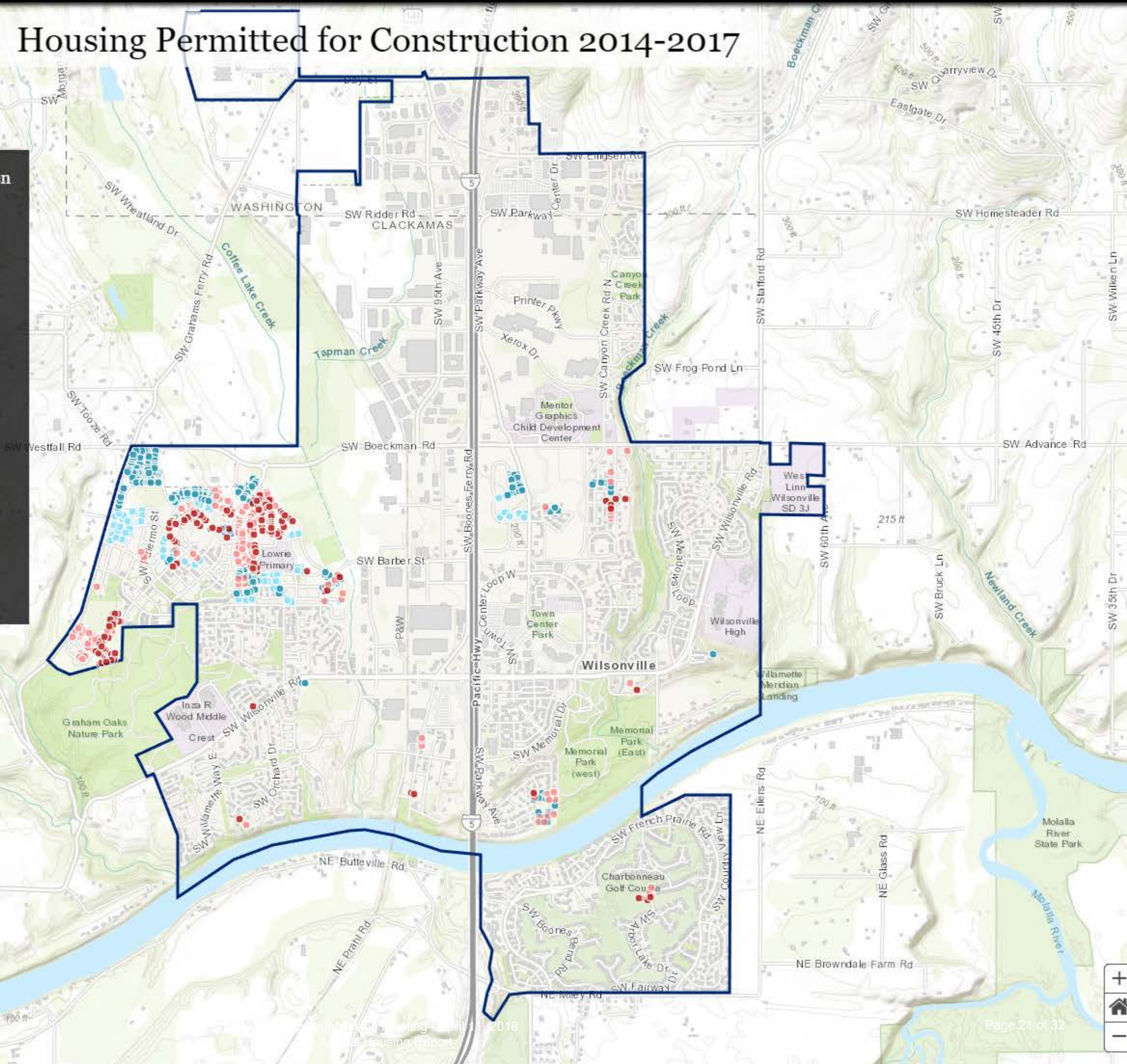
Permitted Homes (2015)



Permitted Homes (2014)



City Limits





Housing Permitted for Construction 2014-2017

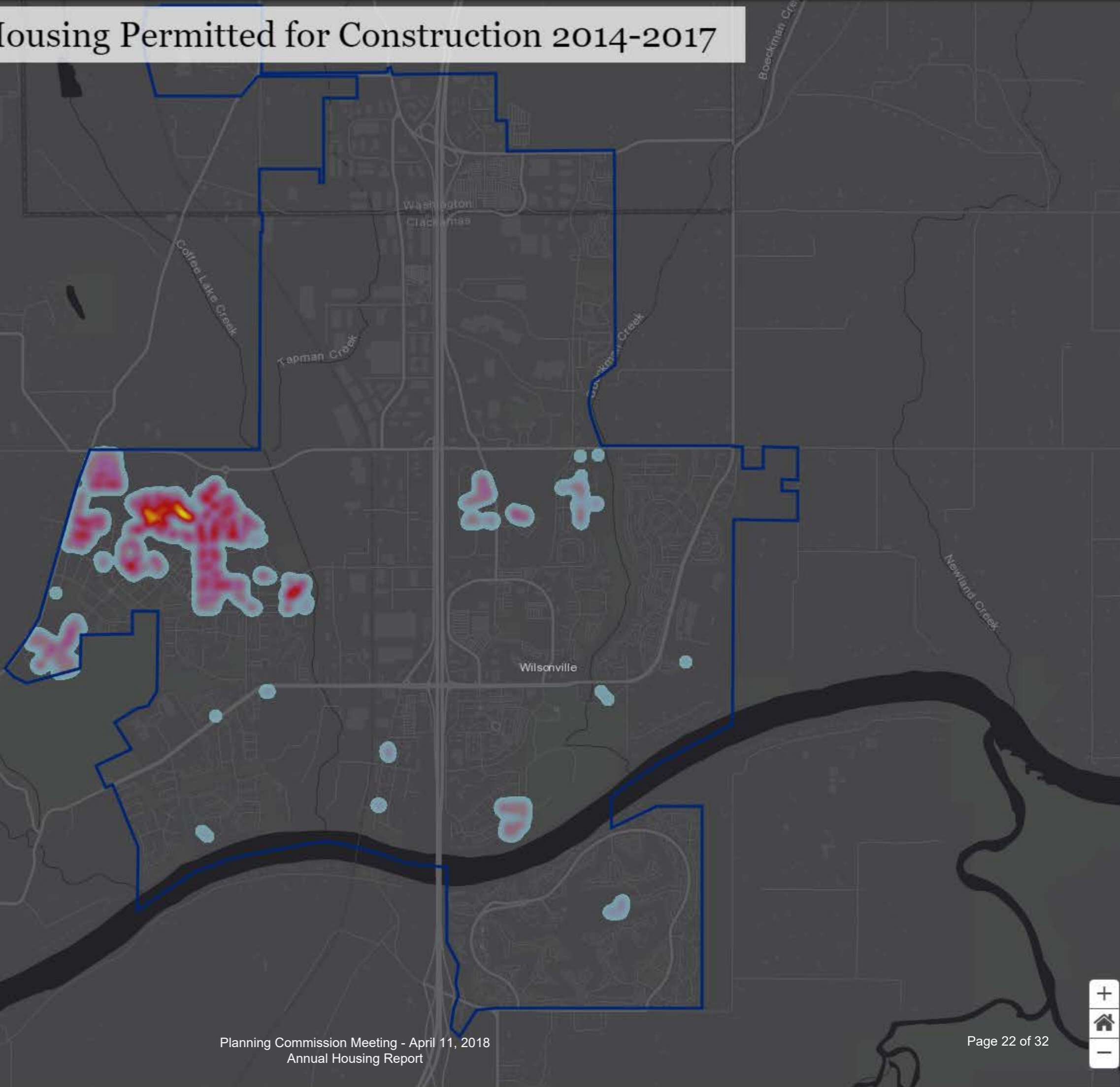
This heat map shows where new housing construction activity was the strongest in Wilsonville between 2014 and 2017. The Villebois neighborhood has been the main driver of the City's increase in housing supply during this time frame.

Legend

All Permitted Homes (2014-2017)



City Limits



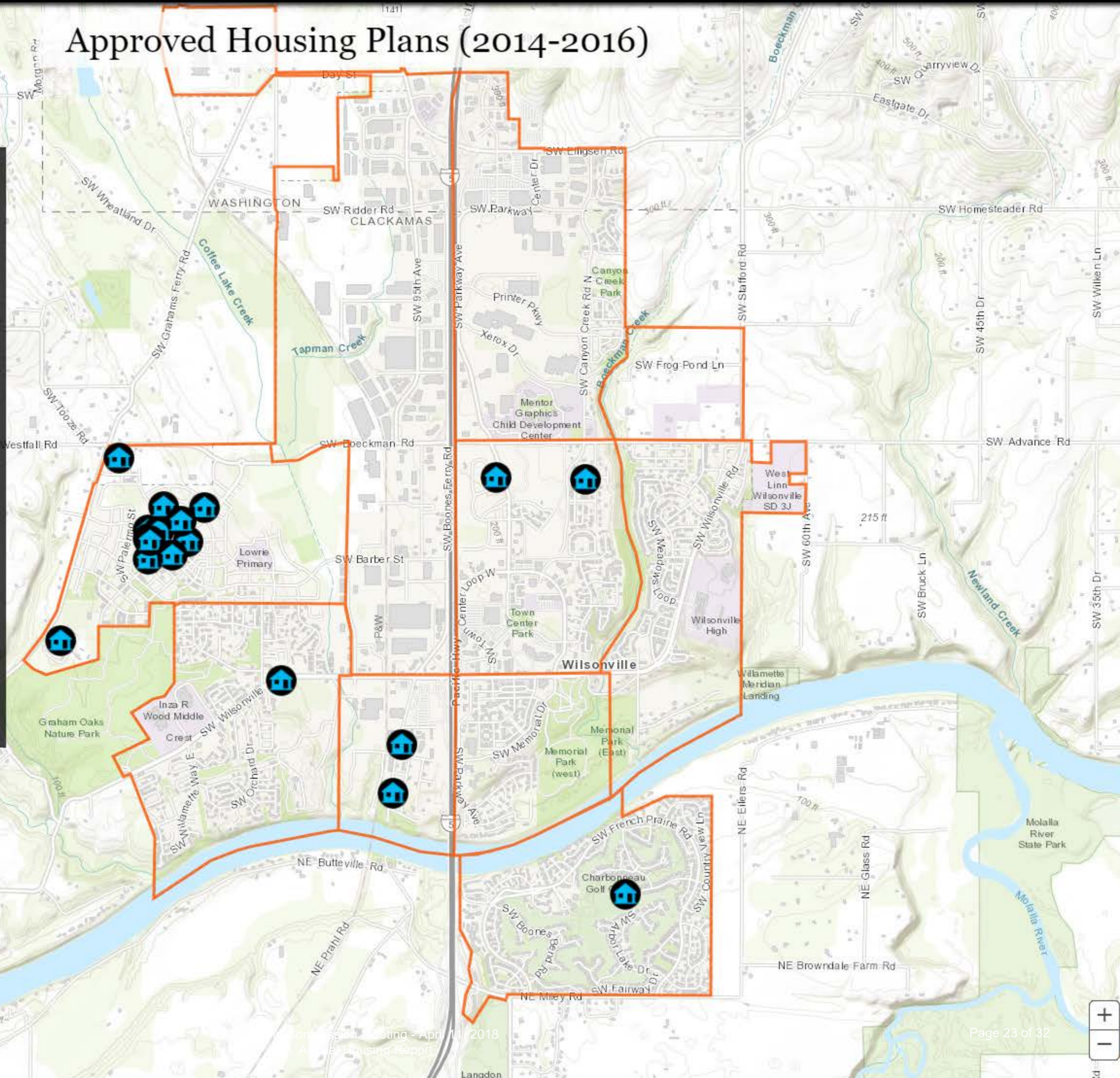
Approved Housing Plans (2014-2016)

Future Homes in the Pipeline:

The number of homes in the **approved development plans** provide an estimate of near-term future housing construction in the City. The high number of homes in the approved housing plans in the past few years has contributed directly to recent record-setting housing development in Wilsonville.



Figure 7. Brookside Terrace is one of the approved housing plans from 2015 that produced new homes for Wilsonville in 2017



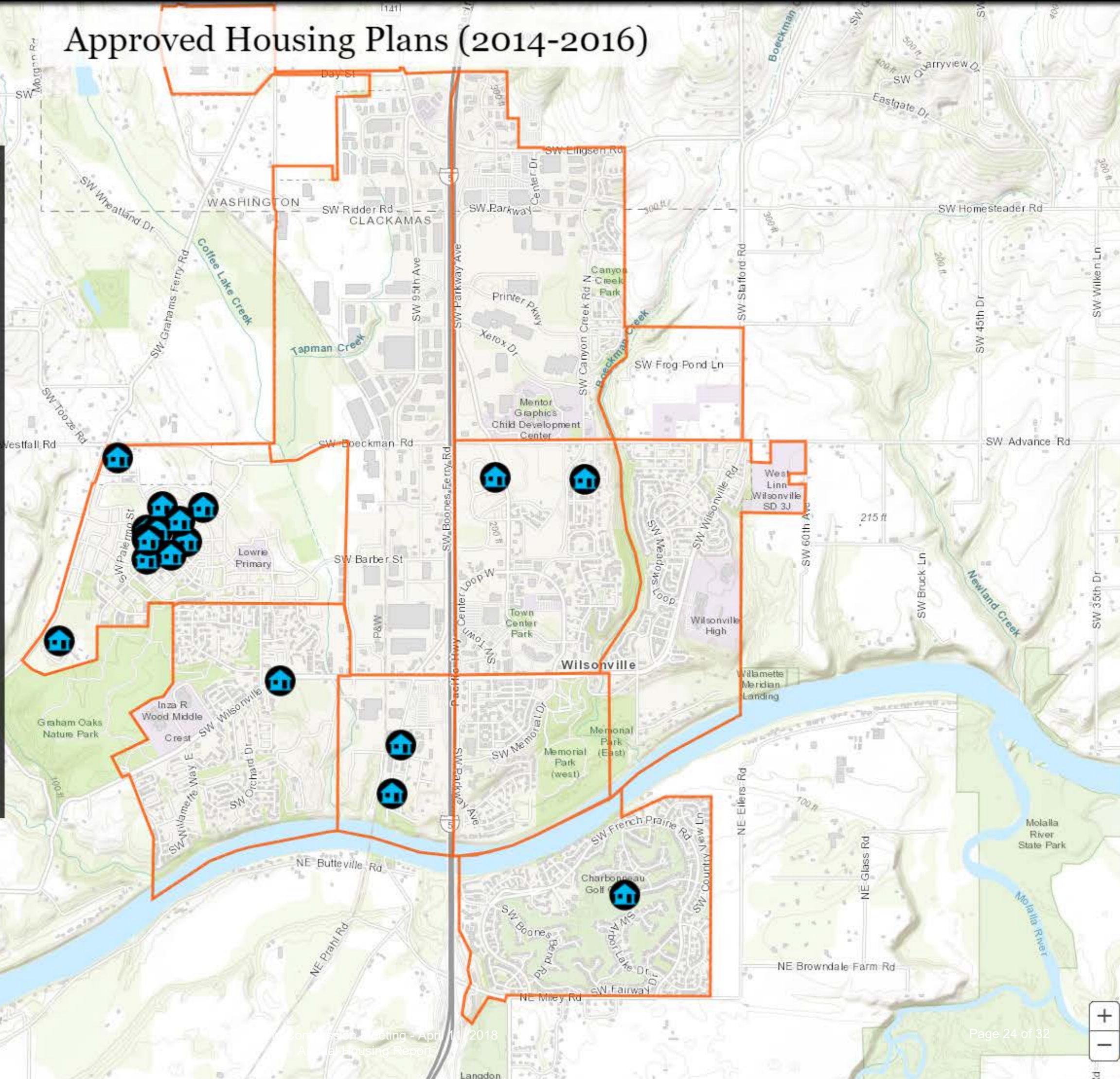
Approved Housing Plans (2014-2016)

The approved plans from previous years ensured a diversity of housing types - row homes, condominiums, and detached single family homes on varying lot sizes - which will help Wilsonville to provide a range of housing choices to current and future residents. While the City approved no housing plans in 2017, the City continues to plan for future single family housing demand, through a range of lot sizes and housing types, with the [Frog Pond Area Plan](#).



Conceptual view of Frog Pond West and Wilsonville, looking southwest.

Click on the house symbols on the map for more information (e.g. number of homes, average lot size, and density) about each of the approved housing plans.



Affordability and Growth Trends

The Cost of Owning a Home

As Figure 8 shows, the **median sale price** of a home in Wilsonville in 2017 was about \$434,000, which is an 11% increase from the previous year. However, for a **household** earning the area median income*, the **affordable home price** cannot be higher than \$359,000 if we assume a 20% down payment and paying no more than one-third of a household's monthly income on mortgages. As a result, the average home in Wilsonville costs 21% more than what an average household can reasonably afford.

Median Home Sale Price vs Affordable Home Price (2014-2017)



Figure 8. The gap between actual home sale prices and the affordable home prices continues to widen.





Affordability and Growth Trends

**The most recent data on median household income from the American Community Survey is from the 2012-2016 5-year estimate. Median household income in 2017 is not yet available. Thus, the 2016's median household income for 2017 is used.*



Affordability and Growth Trends



Mortgage Payments

Not only are the purchasing prices of many homes out of reach of middle class households, monthly mortgage payments for the typical home in Wilsonville would cause the average Wilsonville household to be cost-burdened. Figure 9 shows that for a household making median income, the monthly mortgage payment for buying a home at the median price would be 43% of the household's monthly income, assuming a 20% down payment and a 30-year loan.

	2014	2015	2016	2017
Median Household Income	\$58,757	\$60,672	\$63,097	\$63,097
Average Home Price	\$354,714	\$377,250	\$390,771	434,166
Mortgage Payment (20% down payment, 30-year)	\$1,744.00	\$1,863.00	\$1,929	\$2,262
Mortgage % of Income	36%	37%	37%	43%

Figure 9. The monthly mortgage payment for owning a home at the median price would cost the typical Wilsonville household 43% of their monthly income.

Affordability and Growth Trends

The affordability gap between the market price and the affordable price of a home are influenced by two factors: (1) growth in home value; and (2) growth in household income.

Figure 10 shows that home values in Wilsonville have appreciated at a far faster pace than median household income. While increasing home equity is beneficial for homeowners, the rising cost of homes and the relative slow growth in income make purchasing a home a challenge for first-time home buyers.

Growth in Median Home Sale Price and Median Household Income

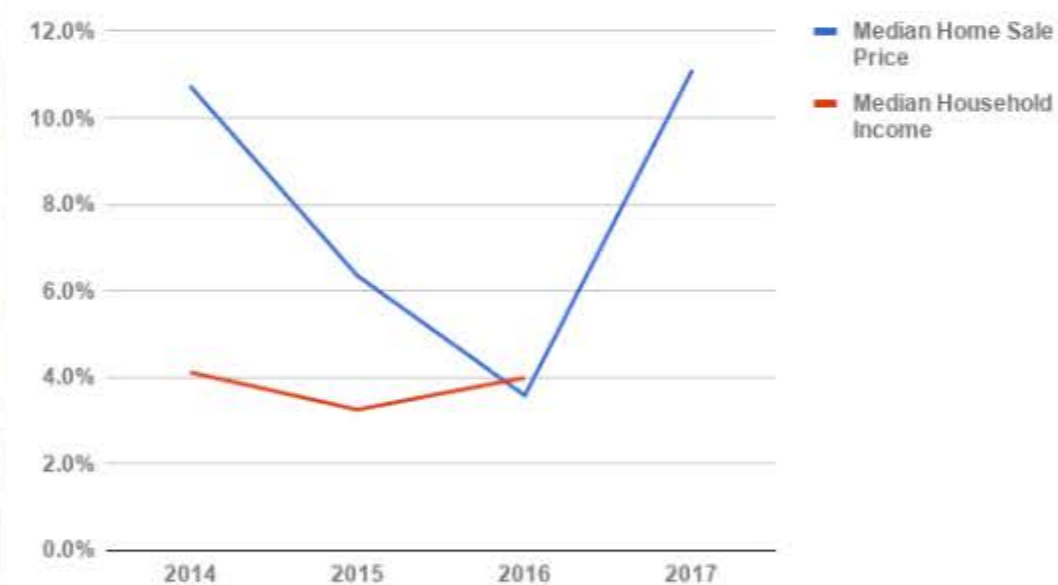


Figure 10. Home prices are appreciating at a significantly faster rate than household income.

Affordability and Growth Trends

The Cost of Renting a Home

Rent costs have relatively stabilized in 2017. The median rent price was \$2,285 for all housing types and \$1,609 for multi-family units. The affordable rent level for a household earning median income (\$63,097) would be \$1,735 a month.

However, the median income of renters is considerably lower than the median income of all households. The average renter households earn \$50,406 a year, which means any rental unit that costs more than \$1,386 a month is considered unaffordable to them. The current median rent price for multi-family housing is 16% higher than what is affordable to the typical renters in Wilsonville. Given this information, the typical renter households are cost-burdened by housing expenses.

Rental Affordability Trend (2014-2017)

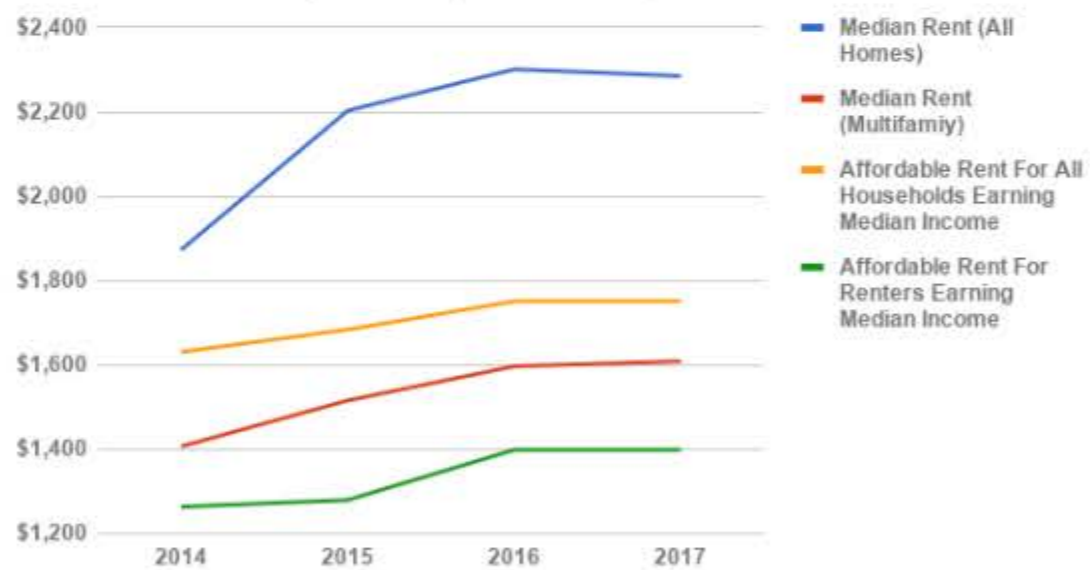


Figure 11. The median rent for both multi-family and all homes are well above the rent level a typical renter household in Wilsonville can afford.



Looking Forward

The City of Wilsonville continues to experience remarkable growth, keeping it among the fastest growing cities in the state of Oregon. Within the past four years alone Wilsonville has seen an increase of nearly 11% in population (2.4% in 2017), and an increase of 9% in housing units (2.5% in 2017), which surpasses the regional forecast in household growth (1.8% annually). With Villebois approaching build-out and the completion of significant infrastructure projects across the city, residential development has slowed, although remains strong, especially in the context of the region.

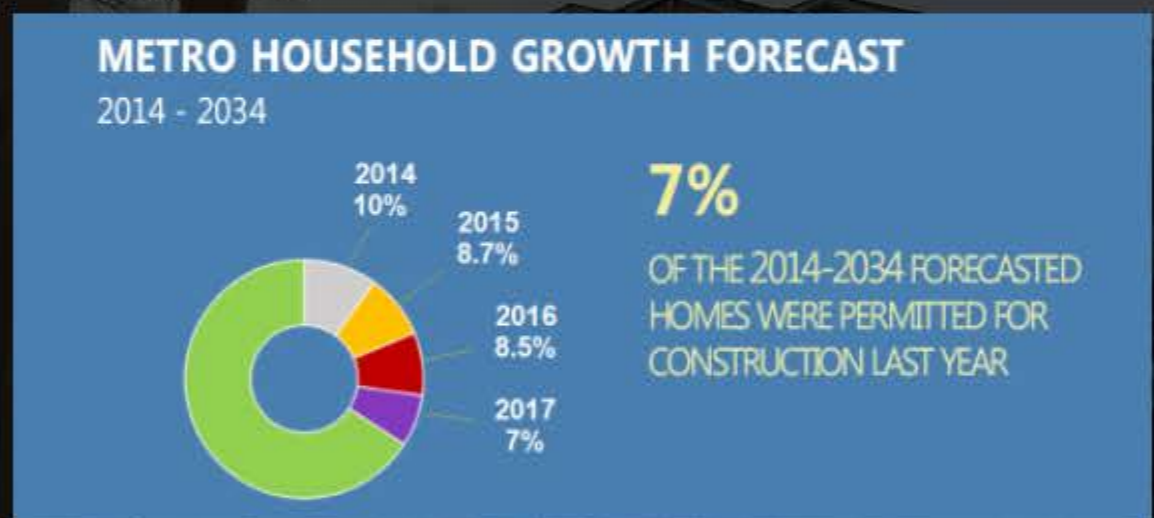
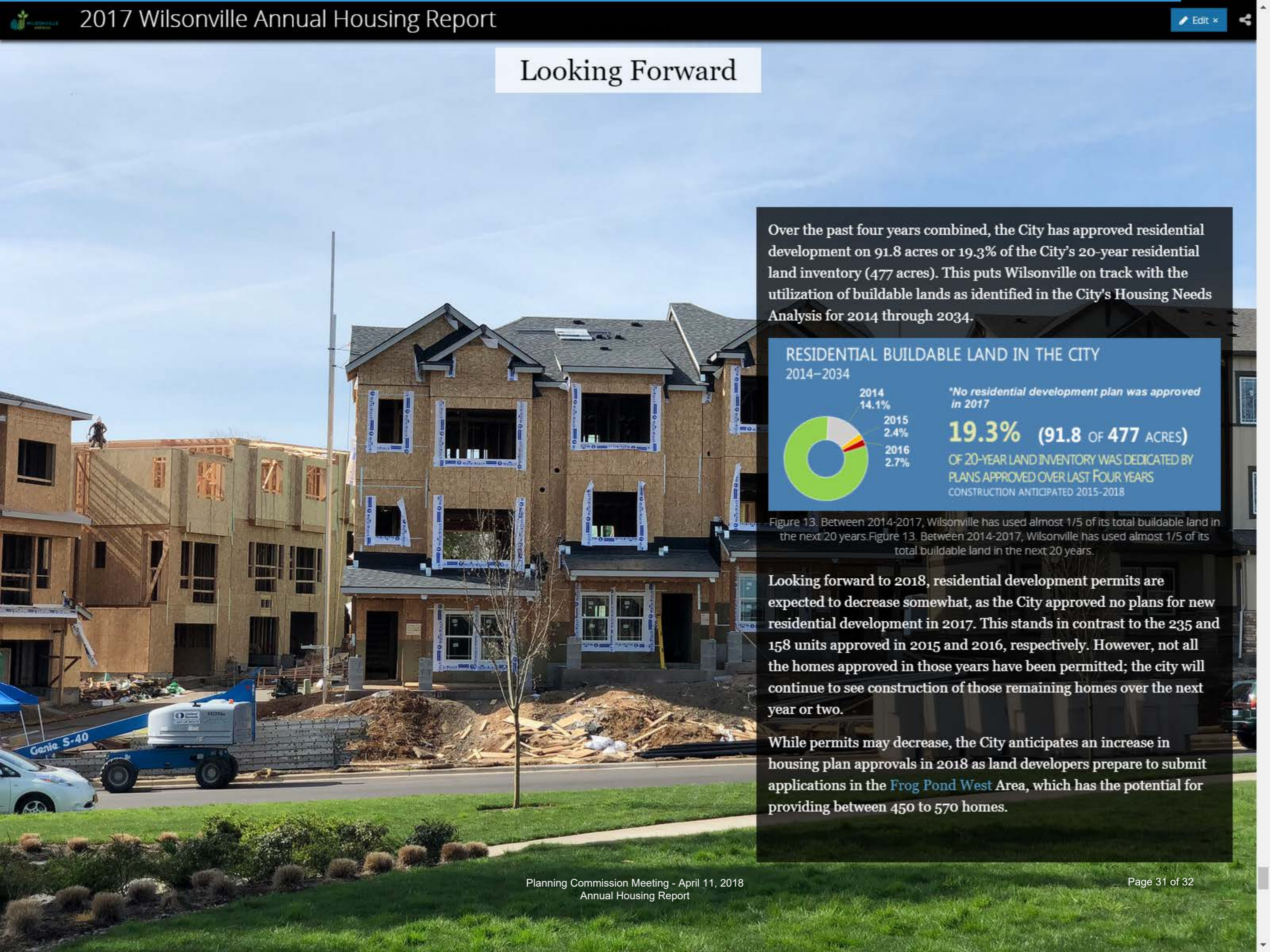


Figure 12. Between 2014-2017, Wilsonville has permitted about 1/3 of it's projected total homes for the next 20 years.

At the current household growth rate, Wilsonville will surpass Metro's regional growth projection. This means that the city will have more demand for housing as more families, students, workers, and jobs locate to Wilsonville. How do we ensure that our community has enough affordable housing options that are attainable for new neighbors and new families in the next 20 years? How do we keep both rental and owner-occupied [housing affordable](#) for existing residents to prevent displacement?



Looking Forward



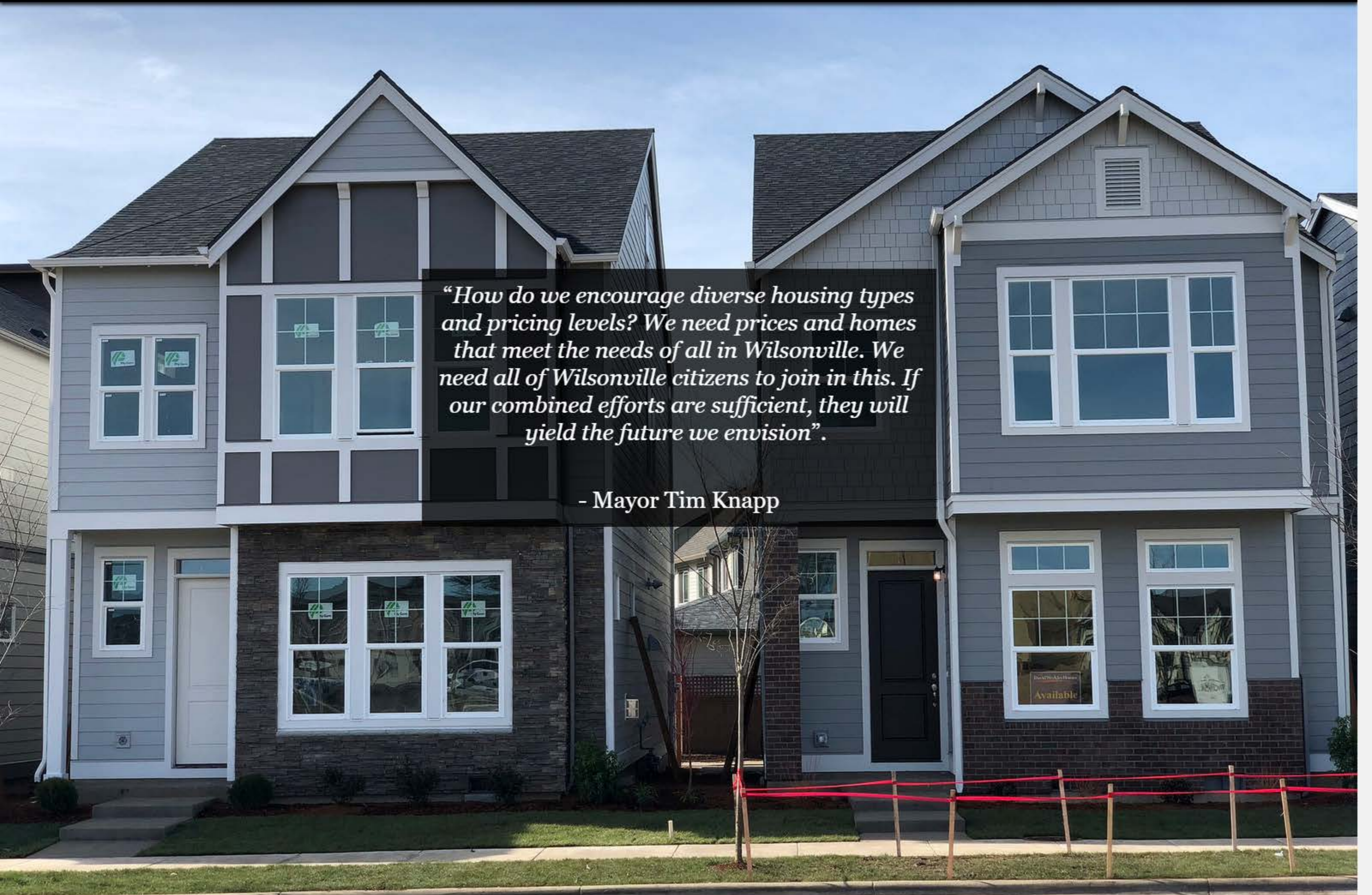
Over the past four years combined, the City has approved residential development on 91.8 acres or 19.3% of the City's 20-year residential land inventory (477 acres). This puts Wilsonville on track with the utilization of buildable lands as identified in the City's Housing Needs Analysis for 2014 through 2034.



Figure 13. Between 2014-2017, Wilsonville has used almost 1/5 of its total buildable land in the next 20 years.

Looking forward to 2018, residential development permits are expected to decrease somewhat, as the City approved no plans for new residential development in 2017. This stands in contrast to the 235 and 158 units approved in 2015 and 2016, respectively. However, not all the homes approved in those years have been permitted; the city will continue to see construction of those remaining homes over the next year or two.

While permits may decrease, the City anticipates an increase in housing plan approvals in 2018 as land developers prepare to submit applications in the [Frog Pond West Area](#), which has the potential for providing between 450 to 570 homes.



“How do we encourage diverse housing types and pricing levels? We need prices and homes that meet the needs of all in Wilsonville. We need all of Wilsonville citizens to join in this. If our combined efforts are sufficient, they will yield the future we envision”.

- Mayor Tim Knapp



PLANNING COMMISSION
WEDNESDAY, APRIL 11, 2018

IV. INFORMATIONAL

B. Town Center Plan (Bateschell) (10 minutes)

(Placeholder only)



PLANNING COMMISSION
WEDNESDAY, APRIL 11, 2018

IV. INFORMATIONAL

C. Basalt Creek Concept Plan (Bateschell) (10 minutes)

Chief Operating Officer Recommendation to the Metro Council Regarding the Basalt Creek Planning Area

This is my recommendation to the Metro Council concerning the appropriate land use designation of a 52-acre portion of the Basalt Creek Planning Area known as the “Central Subarea,” which is identified in Figure 1 below. A decision by Metro on this issue is contemplated by the Intergovernmental Agreement (IGA) among Metro, the City of Tualatin, the City of Wilsonville, and Washington County creating a process for Metro to resolve the dispute between the two cities regarding whether the Central Subarea should be planned for employment or residential use. My recommendation is that the Central Subarea should be designated as an employment area, as shown on the Figure 1 map.

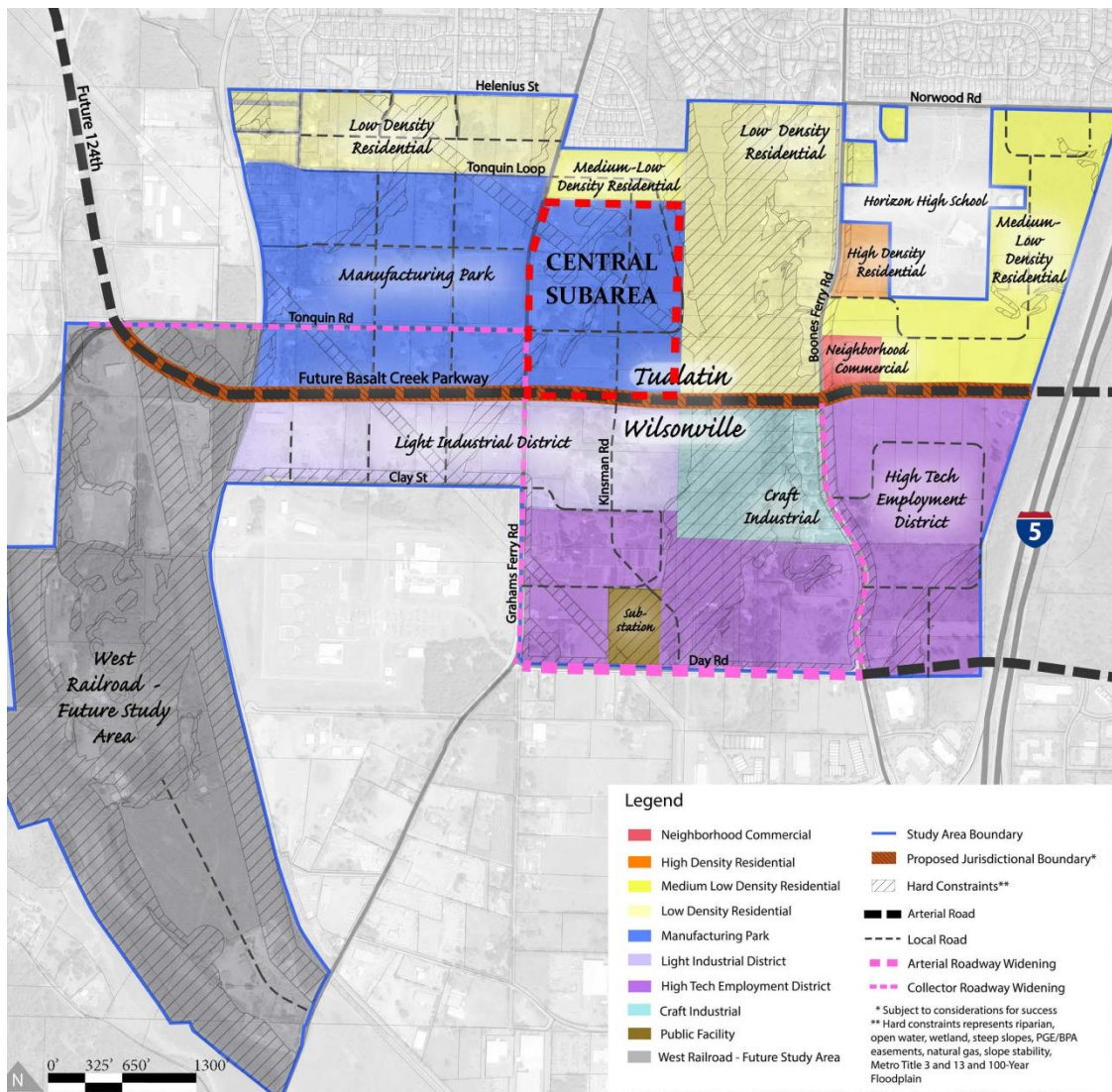


Figure 1: Basalt Creek Land Use Concept Map (Sept. 2016)

A. Process

In 2017 the cities of Wilsonville and Tualatin reached an impasse regarding concept planning for a 52-acre portion of the Basalt Creek Planning Area known as the “Central Subarea” and asked Metro to take on the role of arbitrating their dispute. To that end, the cities, Metro, and Washington County entered into an IGA in January of 2018 that assigns Metro the task of making a final and non-appealable decision regarding the appropriate land use designation for the Central Subarea. The IGA is attached as Exhibit A and provides:

“Metro will have sole discretion to determine what to call this decision making process, where and when to hold the process, who Metro will appoint to make the decision, a briefing schedule, whether or not to hear oral argument, and ground rules that must be adhered to by the cities and county throughout the process.”

The process created by Metro began with the issuance of a staff report to the COO on February 21, 2018, which recommended an employment designation. The cities and the county then had until March 7, 2018 to submit written argument and evidence in support of their positions. The cities and county were provided an additional seven days to submit arguments and evidence in rebuttal to the first round of materials.

In addition to the materials submitted by the cities, Metro received a letter from the Chair of the Washington County Board of Commissioners in support of retaining the employment designation and stating concerns regarding Tualatin’s proposal to add more residential land in an area that has long been planned for industrial and employment use. Metro also received submittals from Herb Koss and Peter Watts, who own property within the Central Subarea and are advocating for a residential designation. Those two submittals include materials that had been provided to the two cities during the concept planning process.

After reviewing all of the documents provided by the parties and relevant regional planning materials, it is my conclusion that an employment designation for the Central Subarea is: (1) more consistent with the planning goals and expectations of the local government stakeholders over the last 14 years; and (2) supported by the greater weight of evidence in the record.

The Metro process calls for the Metro Council to review this recommendation and deliberate to a decision regarding whether to accept, reject, or modify it. The Council’s

review will be based on the record of written materials submitted by the cities, county, and Metro staff. The Council will then adopt a resolution memorializing its decision and directing the cities to prepare concept plans consistent with Metro's final decision and with Title 11 of the Urban Growth Management Functional Plan. In the IGA, the cities agree that they will accept Metro's final decision and adopt corresponding concept plans.

B. Basalt Creek Planning History

1. 2004 UGB Expansion

The Basalt Creek Planning Area was added to the UGB as part of a 2004 expansion for industrial and employment purposes. Metro had previously expanded the UGB in 2002 to add 17,458 acres of land, with 15,047 acres added for residential purposes and 2,411 acres for employment. In the 2002 decision, Metro acknowledged that the amount of land being added for employment purposes was not sufficient to meet the identified 20-year need, and therefore requested that the Land Conservation and Development Commission (LCDC) assign a new work task that would allow Metro to complete its work and accommodate the region's need for industrial land. *See* Exhibit P to Metro Ordinance 02-969B. LCDC approved the majority of the decision, and returned the matter to Metro with instructions to satisfy the unmet 20-year need for industrial land.

Metro responded in 2004 by adopting Ordinance No. 04-1040B, the stated purpose of which was "to increase the capacity of the boundary to accommodate growth in industrial employment." That decision expanded the UGB to include 1,940 acres of land for industrial use, including the 646 acres now known as the Basalt Creek Planning Area between the cities of Tualatin and Wilsonville. The Metro Council adopted the following findings in support of adding the Basalt Creek area to the UGB:

"The Council chose this area because it is exception land (rural residential and rural industrial) with characteristics that make it suitable for industrial use. It lies within two miles of the I-5 corridor and within one mile of an existing industrial area, and portions of the area are relatively flat. These characteristics render it the most suitable exception area under consideration for warehousing and distribution, a significant industrial need facing the region." Metro Ordinance 04-1040B at Exhibit G, page 17.

During the Metro proceedings, the City of Tualatin and some of its residents expressed concerns about compatibility between future industrial uses in the Basalt Creek area and residential neighborhoods at the south end of the city, and about preserving the opportunity to choose an alignment between Tualatin and Wilsonville for the then-

planned connector between Interstate 5 and Highway 99W. In response, the Metro Council adopted the following condition of approval:

“2. Title 11 planning shall incorporate the general location of the projected right of way alignment for the I-5/99W connector and the Tonquin Trail as shown on the 2004 Regional Transportation Plan. If the selected right-of-way for the connector follows the approximate course of the ‘south alignment,’ as shown on the Region 2040 Growth Concept Map, ... the portion of the Tualatin Area that lies north of the right-of-way shall be designated ‘Outer Neighborhood’ on the Growth Concept Map; the portion that lies south shall be designated ‘Industrial.’” Metro Ordinance 04-1040B at Exhibit F, page 3.

A copy of the 2004 version of the 2040 Growth Concept Map showing the two proposed alignments for the I-5/99W connector is attached as Exhibit B. That exhibit also shows the locations of the Central Subarea and the Basalt Creek Parkway. The Metro Council adopted the following findings describing the purpose of the condition:

“Second, the Council states that, so long as the alignment for the Connector falls close to the South Alignment shown on the 2040 Growth Concept Map, it will serve as the buffer between residential development to the north (the portion least suitable for industrial uses) and industrial development to the south (the portion of the area most suitable for industrial use).” Metro Ordinance 04-1040B at Exhibit G, pages 17-18.

2. Local Concept Planning

In 2006, Metro awarded a \$365,000 CET Grant to the cities of Tualatin and Wilsonville to perform concept planning for the Basalt Creek Planning Area. In 2011 the cities, Metro, and Washington County entered into an IGA that outlines the requirements and responsibilities of the parties regarding their coordinated efforts on the Basalt Creek concept plan. The IGA defines a decision-making process that requires all four parties to agree to the final decisions about the jurisdictional boundary between the two cities and the appropriate land use designations for the entire area.

The concept plan was put on hiatus from 2011 to 2013 while transportation planning issues for the larger South County Industrial Area were being resolved via the Basalt Creek Transportation Refinement Plan. The stakeholders concluded that it was important to address transportation issues for the area prior to any industrial development occurring. As part of that transportation planning effort, the Basalt Creek Parkway was one of several options identified as critical to the success of the transportation system. The

Parkway was seen as one of the vital connectors for truck traffic from the Tonquin and Southwest Tualatin Industrial areas to the north down to Interstate 5, in order to mitigate the traffic impacts on Tualatin-Sherwood Road and the Tualatin Town Center.

Upon completion of the Basalt Creek Transportation Refinement Plan in 2013, the cities of Wilsonville and Tualatin resumed their concept planning efforts, utilizing Metro's CET grant funds. In December of 2015, the City Councils of Wilsonville and Tualatin reached an agreement regarding a jurisdictional boundary between the cities, delineated by the Basalt Creek Parkway. Further work between the cities resulted in a "Preferred Basalt Creek Land Use Map" in September of 2016, which designated the majority of the area north of the Basalt Creek Parkway in Tualatin, including the Central Subarea, with a Manufacturing Park zoning classification. Exhibit C.

3. Summary of Dispute

In October of 2016, a property owner in the Central Subarea presented the City of Tualatin with a proposal to change the designation of the subarea from employment to residential. The property owner asserted that the area is not well suited for employment uses due to topography and geologic conditions. In support of this proposal, the property owner submitted a request from OTAK to amend the Preferred Basalt Creek Land Use Map, stating a concern that the Central Subarea would be difficult to develop for employment purposes due in part to the existence of slopes in excess of ten percent. The property owner also submitted letters from other development professionals stating that the site topography is too challenging for industrial development and is better suited for smaller footprint buildings such as housing. Tualatin Brief, Exhibit 108.

At a Tualatin City Council work session on October 10, 2016, the City Council directed planning staff to consider the property owner's request as proposed by OTAK. The matter came back to the City Council on November 28, 2016. The Tualatin planning department staff report for that meeting noted that the OTAK proposal to amend the concept plan "includes substantially more residential land uses in the central subarea" than had been previously discussed, and recommended rejecting the property owner's proposal and retaining the proposed employment designation: "After consideration of OTAK's proposal and all of the above factors together, staff believes the central subarea can be developed for employment over the long-term. While there are some hilly areas, the Manufacturing Park designation can be made flexible enough to include some smaller scale employment uses." Wilsonville Rebuttal Brief, Exhibit G.

In response to the property owner's testimony to the City of Tualatin in October of 2016 regarding the unsuitability of the Central Subarea for employment uses, Washington County hired Mackenzie development group to undertake an independent study regarding the viability of employment uses in that area. The study was completed in January of 2017 and concluded that employment uses are viable in the Central Subarea, specifically for flex business park, office campus, manufacturing, and commercial support services. Wilsonville Brief, Exhibit G.

In February of 2017, the Tualatin City Council directed their staff to proceed with changing the designation of the Central Subarea from employment to residential. In March of 2017, the City of Wilsonville hired the engineering firm KPFF to evaluate the feasibility of development for employment uses in the Central Subarea. The resulting KPFF feasibility study provided three different scenarios for viable employment development, taking into consideration the slope and geologic composition of the site. Wilsonville Brief, Exhibit D.

Under the 2011 IGA regarding concept planning for the Basalt Creek Planning Area, all parties must agree regarding the jurisdictional boundary between the cities and the land use designations. Since the cities cannot agree, the area cannot be planned or annexed by either city. The cities asked Metro to act as an arbitrator and resolve the dispute.

ANALYSIS

A. Planning Goals and Expectations of Local Government Stakeholders

The planning history of the Central Subarea and the planning expectations of local government stakeholders lean heavily in the direction of an employment designation. The area was brought into the UGB by Metro in 2004 as part of an expansion for the purpose of meeting a regional need for industrial land, and the entire Basalt Creek Planning Area is designated on Metro's Title 4 map as a future employment area.

Although the 2004 UGB expansion decision did contemplate that some portions of the Basalt Creek Planning Area could become residential, the relevant condition of approval and findings (quoted above on page 3) drew a line at the location of the south alignment of the proposed I-5/99W connector and stated that areas north of that line, closer to the City of Tualatin boundary, are more appropriate for residential use, while areas south of that line (including the Central Subarea) are more appropriate for industrial use.

As noted by the City of Wilsonville in its brief, the City of Tualatin has already designated a substantial portion of its share of the 2004 UGB expansion area for

residential development. Without removing the employment designation from the Central Subarea, 91 the 194 developable acres in Tualatin's portion of the Basalt Creek Planning Area are designated as residential. Those 91 acres include flat land adjacent to Interstate 5 at the eastern edge of the planning area between Norwood Road and the future Basalt Creek Parkway that appear to be ideal for employment purposes. Wilsonville Brief, Exhibit A. If the Central Subarea designation is changed from employment to residential, Tualatin will have designated 65% of its developable land in the planning area for residential purposes.

Evidence in the record indicates that the City of Tualatin strongly advocated for an employment designation in the Central Subarea during the concept planning process until the end of 2016, when the property owner and OTAK proposed the change to residential. Wilsonville Brief, Exhibit A and Exhibit C at page 6; Wilsonville Rebuttal Brief, Exhibit I. Evidence in the record also shows that the City of Tualatin moved the proposed jurisdictional boundary between the cities farther south in order to provide more employment opportunities for Tualatin. Minutes from the Tualatin City Council work session on August 24, 2015 state:

“Mayor Ogden stated he did not believe the mix of residential and industrial in this option [boundary option 3] is a good value for the people who live in Tualatin. This mix creates more trips in turn creating more congestion. He understands the need for residential capacity but does not believe it should be done at the exclusivity of other options. His recommendation would be to move the boundary line further down to accommodate for job producing land options creating a more balanced growth option.

“Council Bubenik would like to see more land in this option converted to light industrial.

“Council President Beikman expressed dissatisfaction with boundary option three. She stated boundary option three removes all industrial land and converts it to residential leaving no room for job growth.” Wilsonville Rebuttal Brief, Exhibit A.

As a result of this direction from the Tualatin City Council regarding the city's desire for more employment land, Tualatin planning staff generated a new Boundary Option 4, which moved the boundary between the two cities south to Tonquin Road and changed the designation of the Tualatin portion of the Central Subarea from residential to

employment. Wilsonville Rebuttal Brief, Exhibit C. Planning staff then presented Boundary Option 4 at the joint meeting between the two city councils on December 16, 2015. Wilsonville Rebuttal Brief, Exhibit D.

At the December 16, 2015 meeting, the two city councils agreed that the boundary line between the two cities should be moved even farther south, to the future location of the Basalt Creek Parkway. Tualatin Reply Brief, Exhibit 128. The City of Wilsonville argues that there was an express agreement between the cities at the December 16, 2015 joint meeting regarding an employment designation for the Central Subarea. The City of Tualatin disagrees, noting that the stated purpose and outcome of the meeting was limited to the agreement regarding the location of the jurisdictional boundary, and that future land use designations were not included as part of the presentation to the two city councils. Tualatin Reply Brief, Exhibits 128, 129 and 130.

The City of Tualatin appears to be correct that there was no formal agreement or vote taken by the two cities at the December 16, 2015 joint meeting regarding land use designations. However, the evidence, and common sense, support the City of Wilsonville's contention that its agreement regarding the jurisdictional boundary was based in part on the Tualatin City Council's position regarding Tualatin's need for more employment land, and that Wilsonville would not have agreed to cede more land to Tualatin if it was proposed to be residential.

There is no dispute that the Tualatin City Council directed its staff to move the city boundary south to Tonquin Road because it believed Tualatin was not being provided enough employment land for future job growth in the city. That directive resulted in Boundary Option 4, which changed the Tualatin portion of the Central Subarea from residential to employment. At the same December 16, 2015 joint meeting where Tualatin's Boundary Option 4 was presented to the two city councils, the councils reached agreement on a boundary location even farther south, at the Basalt Creek Parkway. Given Tualatin's push to move the boundary south in order to provide itself with more employment land, there was no reason for Wilsonville to think that Tualatin was going to change its proposed employment designation for the Central Subarea to residential. Although there was no vote or other formal action taken at the December 16, 2015 joint meeting regarding land use designations, the evidence supports a finding that Wilsonville's agreement regarding the jurisdictional boundary was premised on its belief that areas north of that boundary would remain in an employment designation as proposed by Tualatin on December 16, 2015. As stated by Wilsonville Mayor Tim Knapp at a city council work session on March 20, 2017, "Our prior offer to set the boundary at the parkway is contingent on the rest of that agreement that has, apparently, disappeared.

So the proposal to put the boundary at the parkway is no longer operative.” Wilsonville Rebuttal Brief, Exhibit I, page 2.

Since 2016, Washington County has objected to changing the employment designation based on the county’s planning expectations and related transportation investments in the Basalt Creek Planning Area. The March 5, 2017 submittal from the Chair of the Washington County Commission states:

“Our position remains consistent with my letter to Mayor Ogden and members of the Tualatin City Council dated October 27, 2016, wherein I expressed the concerns of the Board of County Commissioners regarding potential increases in the amount of residential units proposed in the Tualatin side of the Basalt Creek Concept Plan. The County supports the planned employment uses in this area and has invested over \$65 million in the construction of the new 124th arterial to leverage future economic development in the area.”

A copy of the county’s October 27, 2016 letter is attached as Exhibit D. That letter provides, in relevant part:

“We believe this area to be prime future industrial land needed to support the regional economy. In 2013, Washington County, City of Tualatin, City of Wilsonville, and Metro acknowledged the Basalt Creek Transportation Refinement Plan. This plan identified transportation infrastructure needed to support this future industrial area. We have moved forward in support of this agreement with construction of the new 124th arterial to leverage future economic development. We believe that eliminating industrial land beyond what the latest concepts show would be a big mistake for the economic health of South County and counter to our agreement.”

The Basalt Creek Transportation Refinement Plan Recommendations from 2013, attached as Exhibit E, supports the assertion of Washington County that an important function of the planned Basalt Creek Parkway (also referred to as the SW 124th arterial) is “supporting industrial access from the Tonquin, Southwest Tualatin, and Basalt Creek Planning Areas.” Exhibit E, page 2. This planning objective is also reflected in Metro’s 2014 Regional Transportation Plan (RTP), which describes the recommended alternative to the I-5/99W connector proposal as follows:

“The recommended alternative ... is based upon the principle that it is preferable to spread the traffic across three smaller arterials rather than one

large expressway. The analysis concluded this approach could effectively serve the traffic demand, would provide better service to urban land uses in the Tualatin/Sherwood area, especially industrial lands, and could be built incrementally based upon need to serve growth and revenue availability.”

“* * * * *

“Since completion of the I-5/99W Connector Study, Washington County led the Basalt Creek Transportation Refinement Plan along with Metro, ODOT, and the Cities of Tualatin and Wilsonville. The purpose of this refinement plan was to determine the major transportation system to serve the Basalt Creek Planning Area. The plan sets the stage for land use concept planning and comprehensive plan development for the Basalt Creek area. The need to plan for the future transportation system was driven by future growth in the Basalt Creek area itself as well as almost 1000 acres of future industrial development targeted for surrounding areas.” 2014 RTP, pages 5-21 and 5-22.

The relevant transportation planning documents for the Basalt Creek Planning Area indicate that one reason for abandoning the I-5/99W connector proposal was to create a better plan for transportation connectivity for planned industrial development in the area. As noted by Washington County in its March 5, 2017 letter, a primary purpose of the \$65 million investment in the planning and development of the Basalt Creek Parkway is to support future economic development from planned employment areas in the Basalt Creek Planning Area. The City of Tualatin’s decision to add more residential land to the sizeable areas it has already planned for residential is not consistent with the county’s planning expectations and investment in the Basalt Creek Parkway arising out of the agreement reached by the local governments in the Basalt Creek Transportation Refinement Plan.

B. Consideration of the Cities’ Arguments

1. Consistency with Condition of Approval on 2004 UGB Expansion

The City of Tualatin contends that the Central Subarea must be designated for residential purposes under the condition of approval attached to the 2004 UGB expansion in Metro Ordinance 04-1040B. Tualatin asserts this is because the condition requires all areas north of the Basalt Creek Parkway to be designated “Outer Neighborhood.” However, the condition refers to the south alignment of the proposed I-5/99W connector and not to the Basalt Creek Parkway:

“2. Title 11 planning shall incorporate the general location of the projected right of way alignment for the I-5/99W connector and the Tonquin Trail as shown on the 2004 Regional Transportation Plan. If the selected right-of-way for the connector follows the approximate course of the ‘south alignment,’ as shown on the Region 2040 Growth Concept Map, as amended by the portion of the Tualatin Area that lies north of the right-of-way shall be designated ‘Outer Neighborhood’ on the Growth Concept Map; the portion that lies south shall be designated ‘Industrial.’” Metro Ordinance 04-1040B at Exhibit F, page 3.

The map below (also attached as Exhibit B) shows the location of the Central Subarea and the Basalt Creek Parkway overlaid on the 2040 Growth Concept Map from 2004 with the proposed north and south alignments for the I-5/99W connector. As shown on this map, the south alignment is located along the northern boundary of the Central Subarea.

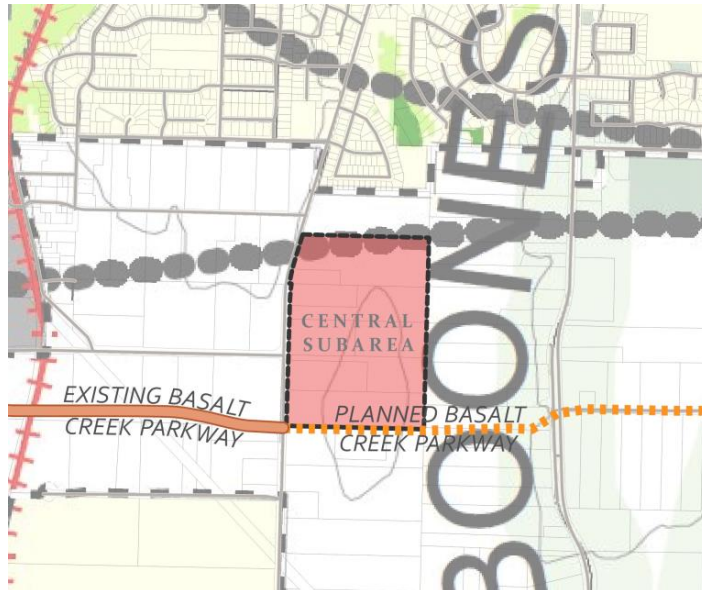


Figure 2: Central Subarea and Basalt Creek Parkway overlaid on Metro 2040 Growth Concept Map (2004 version)

In reviewing the cities’ arguments on this issue, it is important to note that the I-5/99W connector concept was abandoned by the stakeholders in favor of spreading traffic across three smaller arterials. Therefore the two alternative connector alignments have been removed from the current 2040 Growth Concept Map. As a result, the significance of this condition of approval is limited, since the proposed connector will never exist. Tualatin contends that the Basalt Creek Parkway should be treated as if it were the connector because it “follows the approximate course” of the south alignment, consistent with the condition of approval. Therefore, Tualatin argues, the Parkway must serve as the buffer

between industrial development to the south and residential to the north, as stated in the Metro Council findings explaining the condition of approval:

“Second, the Council states that, so long as the alignment for the Connector falls close to the South Alignment shown on the 2040 Growth Concept Map, it will serve as the buffer between residential development to the north (the portion least suitable for industrial uses) and industrial development to the south (the portion of the area most suitable for industrial use).” Metro Ordinance 04-1040B at Exhibit G, pages 17-18.

However, the Basalt Creek Parkway and the previously proposed I-5/99W connector are not interchangeable facilities. As stated in the above-quoted portion of the 2014 RTP, the recommended alternative to the I-5/99W connector “is based on the principle that it is preferable to spread the traffic across three smaller arterials rather than one large expressway.” 2014 RTP, page 5-21.

More importantly, the location of the Basalt Creek Parkway is sufficiently south of the proposed connector’s south alignment that it cannot reasonably be considered the “approximate course” of that alignment. Tualatin argues that the distance is only approximately 1800 feet, or one-third of a mile. However, shifting the entire length of a proposed roadway project by one-third of a mile is not an insignificant change. Also, as pointed out by Wilsonville in its brief, the amount of acreage that would be changed from industrial to residential as a result of shifting the alignment that far south is significant – the residential acreage would increase from 110 acres to 380 acres. Wilsonville Rebuttal Brief at Exhibit F, page 2.

This highlights a flaw in Tualatin’s argument – if the condition of approval still applies as the city contends, and is interpreted so that the Basalt Creek Parkway is the equivalent of the I-5/99W connector and therefore must separate industrial uses to the south and residential to the north, then 100% of the approximately 200 acres of employment land in Tualatin’s portion of the planning area would need to be converted to residential. Wilsonville Rebuttal Brief at Exhibit H. This is an outcome that has never been contemplated by any party to this decade-long planning process, and would create further obstacles and disputes among the cities, county, and Metro regarding planning for the Basalt Creek area.

The part of the Metro Council’s 2004 UGB expansion findings regarding the location of the proposed south alignment that is more relevant today is that the Council identified the area north of the proposed alignment as being the least suitable for industrial use, and the

area to the south as being the most suitable for industrial use. As shown on the map above (and attached as Exhibit B), the location of that proposed alignment follows the northern boundary of the Central Subarea.

In conclusion, the 2004 condition of approval does not support Tualatin's argument that the Central Subarea must be designated for housing. However, the 2004 Metro Council findings do indicate that Metro's UGB expansion decision identified the area south of the proposed I-5/99W connector, including the Central Subarea, as "the area most suitable for industrial use."

2. Suitability for Industrial/Employment Development

The primary reason stated by the City of Tualatin for changing the Central Subarea planning designation from employment to residential was that the area is too steep and too rocky to be developable for employment purposes. This issue was initially raised in testimony from a property owner in the Central Subarea, who hired OTAK to prepare and submit a request for an amendment to the concept plan that provides a bullet-point list of concerns, along with a slope analysis and a proposal for residential development in the subarea. The three concerns identified in the OTAK document are topography, access, and the fact that the subarea abuts the Basalt Creek Canyon. Tualatin Exhibit 108.

The property owner also submitted four one-page letters from development professionals at Brian Copton Excavating, Real Estate Investment Group, PacTrust, and Ken Leahy Construction stating that development of the Central Subarea for employment purposes would be "very difficult," "very inefficient," "uneconomic," and that the area is generally better suited for residential use due to its topography, rockiness, and access limitations. Wilsonville Brief, Exhibit H.

In response to this testimony, Washington County hired Mackenzie development group to undertake a study regarding the viability of employment uses in the Central Subarea. The study was completed in January of 2017 and provides a slopes map, an estimation of development area acreage for employment purposes, and a conceptual employment use concept plan. The Mackenzie report acknowledges that there are development constraints on the site, noting that nearly a third of the site consists of slopes greater than 10%, which are generally considered undevelopable for employment purposes. The report states that "of the 63 gross acres, approximately half of the site (about 37 acres) may be suitable for employment development, if slopes ranging above 5% to 10% can be mitigated." Wilsonville Brief Exhibit G, page 3. The report provides an employment use concept plan showing 40% developable area and approximately 315,000 square feet of building

area, and goes on to conclude that employment uses are viable in the Central Subarea, specifically for flex business park, office campus, manufacturing, and commercial support services.

The Mackenzie report includes two incorrect assumptions that undercut the evidentiary value of the report's concept plan and conclusions. First, Mackenzie mistakenly included the 11-acre property to the north of the Central Subarea as part of its study, and located two buildings and an access road in that location in its concept plan. That property has been agreed upon as a future residential area and is not part of the dispute between the cities. It also includes some of the flattest terrain in the area, so its inclusion in the Mackenzie study skews the conclusions regarding total developable area. Second, the Mackenzie concept plan shows a public road access point onto the Basalt Creek Parkway, which is not correct due to the limited access nature of that facility. However, the Mackenzie report does have evidentiary value in that it describes land suitability factors for employment development, identifies the locations of the best developable areas within the Central Subarea for employment purposes, and identifies types of employment uses that could be located in those areas.

After the Tualatin City Council directed staff to change the designation of the Central Subarea from employment to residential in February of 2017, the City of Wilsonville hired the engineering firm KPFF to undertake a study evaluating the feasibility of development for employment uses in the Central Subarea. The KPFF study provides a comprehensive evaluation of the site, including environmental constraints, slopes, rock location and excavation, grading, and site access. Based on that evaluation, the KPFF study identifies three different "schemes" for employment development of the Central Subarea. The three schemes offer differing intensities of development, based in part on the level of desired protection of open space areas in the northern portion of the site. Scheme A shows a total building area of 480,000 square feet, Scheme B shows a total building area of 594,800 square feet, and Scheme C shows a total building area of 781,350 square feet. The KPFF study concludes as follows:

"Various employment opportunities can be accommodated on the site from larger industrial facilities such as Building A to smaller craft industrial facilities such as Building E. The slope on the site is conducive to the stepped and smaller buildings such as Buildings E and C. These buildings could provide office space as well as smaller craft facilities that can include breweries, textiles, pottery and metal works. Not only will these facilities increase the employment opportunities in the area but they also fill a need for providing space to support local artists and craft industry. As indicated

in the three schemes there is flexibility on the site to use a variety of building types and footprints. This feasibility study has validated through the test fits that the area can be developed to increase employment opportunities in the region. As a result, other land uses were not analyzed for feasibility since the area is designated as a regional employment area.”

“The site does pose some grading challenges which will require the use of stepped foundations and retaining walls as indicated and discussed. This is not unexpected in the region and the use of retaining walls and stepped footings has been done in other projects locally as indicated by the included images. The cost for accommodating the grade changes is higher than if the project site were completely flat, but it is not out of line with development on similar types of sites. Infrastructure costs such as construction of new roadway and utilities are required for all greenfield sites and would be required to develop the feasibility study site regardless of the intended use.”
Wilsonville Brief, Exhibit D, page 28.

Metro is presented with a situation where there is conflicting evidence in the record regarding the viability of employment uses in the Central Subarea. Metro’s decision on this issue must be based on substantial evidence in the record, which is legally defined as evidence a reasonable person would rely on in making a decision. In reaching that decision, Metro may consider the weight and credibility of the relevant conflicting evidence and decide which evidence it finds to be more persuasive in reaching its decision.

After reviewing all of the relevant evidence in the record, and evaluating its comparative weight and credibility, the greater weight of more credible evidence supports a conclusion that it is feasible to develop the Central Subarea for employment purposes. The evidence indicates that, although the Central Subarea may not be a likely candidate for a large industrial facility, there is sufficient developable area on the site for multiple buildings housing smaller employment uses, as depicted in the Mackenzie and KPFF studies, such as office, flex business park, manufacturing, and craft industrial.

The best evidence in the record regarding the viability of employment uses in the Central Subarea is the KPFF study, which provides an independent and highly credible professional analysis of potential employment uses on the site, and concludes that although there will be some challenges and costs associated with grading and excavation that would not exist if the site were totally flat, those costs are “not out of line with development on similar types of sites.” Wilsonville Brief, Exhibit D, page 28. The KPFF

study also provides photo examples of other projects in the Metro region where grading and retaining walls have been used to allow employment development in similarly sloped areas.

The property owner advocating for a residential designation has not provided a similarly thorough and independent professional study of the site. The OTAK materials provide topographic and slope maps that appear identical to those provided by Mackenzie and KPFF, and state the uncontested fact that the site contains slopes in excess of 10% and 25% that are unlikely to be developable. However, as noted in the Mackenzie study, those portions of the Central Subarea that contain slopes of less than 5% may be readily developed, as well as those areas between 5% and 10% with more significant grading. OTAK expressly agreed with this aspect of the Mackenzie analysis. Wilsonville Brief, Exhibit H, item #9. The Mackenzie and KPFF studies each show those locations where employment-related buildings may be developed, including areas with slopes up to 10%. The OTAK memorandum goes on to make two inconclusive statements regarding access and the presence of the Basalt Creek Canyon, which have little evidentiary value. Tualatin Brief, Exhibit 108.

The record includes four one-page letters from individuals in the construction and real estate professions, written at the request of the property owner, generally stating their opinions that the Central Subarea is not well suited for employment uses due to topography, rockiness, and limited access. None of these letters include or reference the type of detailed and site-specific evidence provided in the analysis undertaken by KPFF. Two of the letters state that large industrial or flex buildings would not be viable due to the size of their footprints, but do not appear to consider the types of smaller employment uses identified by KPFF and Mackenzie. The common theme of the letters is that development of the site for employment purposes will be expensive due to grading and excavation costs, followed by conclusions that those higher costs will make future development “inefficient” or “uneconomic,” but providing little or no direct evidence supporting those opinions.

Taking a step back, the question properly before the cities, and now Metro, is a *planning* question regarding what would be the best type of use in this particular location in the future, given the long-range plan for the area. The question is not whether the Central Subarea will be developed tomorrow, or even in the next three years, for employment purposes. Accordingly, testimony that raises potential concerns about site-specific development issues, and particularly economic feasibility, is necessarily less relevant in reaching a determination as to whether an employment designation is appropriate. In reaching a decision regarding a land use planning designation for future development, a

local government is not required to demonstrate that there is a particular development plan for the property that could occur immediately.

The KPFF study demonstrates that it is feasible for the Central Subarea to be developed for employment uses. The study acknowledges that it will be more challenging (and expensive) than if the area were flat, but states that the resulting costs are not out of line with existing development on similar sites. As noted by the City of Wilsonville in its brief, employment properties in the region that are easy to develop have largely been developed already, requiring developers and local governments to become more innovative and flexible regarding the siting of employment uses. The importance of local government flexibility was recognized by City of Tualatin planning staff when it concluded that the Central Subarea could be developed for employment uses: “While there are some hilly areas, the Manufacturing Park designation can be made flexible enough to include some smaller scale employment uses.” Wilsonville Rebuttal Brief, Exhibit G,

The property owner also submitted three letters from engineering and planning firm CES/NW that are of higher evidentiary value than the other materials relied upon by the City of Tualatin, in that the CES materials include a more objective and evidence-based analysis than letters that primarily state opinion-based conclusions. The first letter, dated February 10, 2017, raises similar issues regarding slopes and access points; however, it is primarily aimed at critiquing the Mackenzie concept plan, which as acknowledged above includes incorrect assumptions regarding access and developable acreage. Those errors are correctly pointed out in the CES letter.

Since the flaws in the Mackenzie plan are now known, and it has been essentially superseded by the more detailed (and accurate) KPFF study, the subsequent CES letter dated May 18, 2017 is more relevant because it provides a direct review of the KPFF study and conceptual development plan. The letter from CES focuses on the preferred Scheme B and makes an estimate regarding the amount of grading that would be required and the associated costs of that grading plus necessary retaining walls. Significantly, one conclusion of the CES letter is that “we feel the proposed grading plan is possible.” Tualatin Brief, Exhibit 113. Thus, the consultants hired by the property owner admit that it is *possible* for the Central Subarea to be graded for employment use. The issue posed by CES is not physical feasibility; it is how much it would cost. The CES letter estimates \$10.5 million for grading and \$1.2 million for retaining walls. However, the letter does not provide any evidence or conclusions regarding whether or why those expenses would render development of the site economically infeasible. This letter has evidentiary value

for the amount of money that could be required to grade the site, but not for a conclusion that grading costs would render development economically infeasible.

The question of economic feasibility is more directly addressed in the next letter from CES, dated July 20, 2017, the primary point of which is to compare residential development to employment development in the Central Subarea given its site constraints. But again, that letter stops short of saying that employment development is not feasible: “Add rock excavation at six to ten times the normal cost of grading to the excessive amount of grading required, and this property *may not be* economically feasible to develop.” Tualatin Brief, Exhibit 114 (emphasis added). This letter provides evidentiary support for the proposition that it will be more expensive to develop the Central Subarea for employment than residential, and that excavation and grading costs *could* make it economically infeasible. But it does not directly support the conclusion asserted by the City of Tualatin that developing the site for employment use “is not economically feasible.” Tualatin Brief, page 6.

In its brief, the City of Tualatin also challenges certain assumptions and conclusions in the KPFF study. Tualatin notes that all three potential development schemes depicted in the KPFF study “have office space as the predominant use, not industrial.” Tualatin Brief, page 11. Office space is an employment use and the debate here is about whether the site is appropriate for employment purposes, which of course could include industrial but are not limited to industrial. Tualatin also argues that the KPFF study concludes that “the area is useful, at best, for ‘split elevation’ office use.” Tualatin Brief, page 5. The City of Wilsonville provided the following response from KPFF engineer Matt Dolan, which more accurately describes the study’s conclusions: “To the contrary, the study suggests that a different building type could be utilized in areas with steeper slopes and does not suggest this approach for the entire area. All of the scenarios and building typologies imagined in the study support employment opportunities within the study area. . . .” Wilsonville Rebuttal Brief, Exhibit K.

Tualatin also notes that the office buildings include “split elevations and access at varying levels to accommodate grade,” and then asserts “[a]s explained by an industrial/employment developer, stepped floors are not desired for industrial/employment development,” citing the PacTrust letter dated November 14, 2016. However, the PacTrust letter does not say anything about stepped floors being undesirable for employment development. The conclusion of the PacTrust letter is that “the topography of your site makes development of industrial or flex buildings uneconomic.” Tualatin Brief, Exhibit 115. Notably, the PacTrust letter does not say that the site topography

renders development infeasible for other smaller employment uses, such as the office or craft industrial buildings that are included in the KPFF development schemes.

Tualatin also contends that the KPFF proposed development schemes do not comply with Oregon Fire Code requirements regarding the allowable grade of an access road and a need for secondary access to the southern development area. These issues are adequately addressed in the response from the KPFF engineer, who notes that applicable TVFR requirements allow grades up to 15%, and that whether and where secondary access will be provided would be determined in consultation with TVFR at the time development is actually proposed. The KPFF memo also includes the following assessment:

“The discussion regarding economic feasibility does not seem pertinent or relevant to the determination of the long range planning goals for the area. If they are to be considered, a much more impartial and holistic approach would need to be applied to some sort of criteria that can equally evaluate long term economics for varying development scenarios. This is well beyond the scope of the feasibility study or any conclusions that could be extrapolated from the report and development scenarios envisioned.”
Wilsonville Rebuttal Brief, Exhibit K.

Tualatin also argues that the KPFF study is “biased” because KPFF purposely ignored the possibility of residential development on the site, and only studied the possibility of employment uses. Tualatin Reply Brief at 6. This argument ignores the statement on the first page of the KPFF report that the purpose of the study is to “ascertain whether the policy objective of employment uses is achievable in this subarea. Only if this investigation determines employment uses not to be feasible on this site will this analysis then consider feasibility of other land uses.” Wilsonville Brief, Exhibit D, page 1.

After reviewing all of the evidence in the record, and evaluating its comparative weight and credibility, the greater weight of more credible evidence supports a conclusion that it is feasible to develop the Central Subarea for employment purposes. Regarding credibility, this analysis cannot overlook the property owners’ monetary incentive to obtain a residential designation, which is more likely to provide a higher investment return than employment.

The evidence indicates that, although the Central Subarea may not be a likely candidate for a large footprint industrial facility, there is sufficient developable area on the site for multiple buildings housing smaller employment uses, as depicted in the Mackenzie and KPFF studies, such as office, flex business park, manufacturing, and craft industrial. This

conclusion is supported by the City of Tualatin staff report to the City Council dated November 28, 2016, which concludes: “After consideration of OTAK’s proposal and all of the above factors together, staff believes the central subarea can be developed for employment over the long-term. While there are some hilly areas, the Manufacturing Park designation can be made flexible enough to include some smaller scale employment uses.” Wilsonville Rebuttal Brief, Exhibit G.

3. Responding to the Housing Crisis

The City of Tualatin contends that changing the planning designation for the Central Subarea to housing is an effective response to the regional housing crisis. Tualatin cites Metro materials that identify an urgent need to provide more affordable housing in the region, including the proposed 2018 affordable housing bond.

The Metro materials relied upon by the city describe an urgent need to address the current shortage of affordable housing in the region. As correctly noted by the City of Wilsonville, there is no evidence to support a conclusion that new homes constructed in the Central Subarea would fit any traditional definition of “affordability.”

More importantly, zoning the Central Subarea for residential use also would not address an immediate need for any type of housing. New residential development in this type of greenfield area takes a very long time, due in part to the need to plan, finance and construct all of the necessary infrastructure. Areas in Washington County that were added to the UGB in 2002 have only recently begun to actually be developed with housing. The long timelines associated with greenfield development do not lend themselves to addressing short-term housing needs. That will require development in existing urban areas that are already served by infrastructure.

Tualatin asserts that it has a shortage of land available for housing, based on its number of estimated dwelling units in Metro’s 2015 Buildable Land Inventory (BLI). However, the BLI is an inventory, not a housing needs analysis. In the absence of any information regarding the city’s projected population growth and corresponding future housing needs, an inventory does not support a conclusion that there is a need for housing. Tualatin’s brief does not refer to a local housing needs analysis under Goal 10, and it is not clear if the city has a current acknowledged housing needs analysis.

Tualatin’s argument that adding housing in the Central Subarea is necessary in order to provide housing for workers in the Basalt Creek area is unsubstantiated. Data gathered by Metro regarding work commutes at the intra-county level suggest that decisions regarding where to live are influenced by many other factors besides proximity to work.

Exhibit F. Locating housing near an employment area does not guarantee that people will choose to live and work in the same area. Also, the high costs of infrastructure for new residential construction in this greenfield area will likely result in home costs exceeding the available income of most individuals working in nearby industrial jobs.

C. Conclusion

Metro identified the Central Subarea as viable industrial and employment land and included it in the UGB for that purpose. It has a regional Employment designation under Title 4 of Metro's functional plan. The area is close to Interstate 5, has good existing and planned transportation infrastructure, including the Basalt Creek Parkway, consists of relatively large parcels, and is in close proximity to other areas planned and developed for employment uses. As described above, the weight of more credible evidence in the record supports a conclusion that an employment designation remains appropriate for the Central Subarea, and that the area should be planned accordingly by the cities.

EXHIBIT A

INTERGOVERNMENTAL AGREEMENT BETWEEN METRO, WASHINGTON COUNTY, AND THE CITIES OF TUALATIN AND WILSONVILLE SEEKING A BINDING NON-APPEALABLE DECISION FROM METRO CONCERNING ONE AREA, THE CENTRAL SUBAREA, OF THE BASALT CREEK PLANNING AREA

This Intergovernmental Agreement (IGA) is entered into by the following parties: Metro, a metropolitan service district organized under the laws of the State of Oregon (hereinafter referred to as "Metro"), Washington County, a political subdivision in the State of Oregon (hereinafter referred to as "County"), and the City of Tualatin ("Tualatin") and City of Wilsonville ("Wilsonville"), incorporated municipalities of the State of Oregon (hereinafter referred to as "Cities").

Whereas, in 2004 the Metro Council added two areas, known as the Basalt Creek and West Railroad Planning Areas, located generally between the Cities, to the Urban Growth Boundary (UGB) via Metro Ordinance No. 04-1040B; and

Whereas, Metro conditioned that these UGB expansion areas undergo Title 11 concept planning, as defined in Metro Code Chapter 3.07, cited as the Urban Growth Management Functional Plan (UGMFP); and

Whereas, County and Cities agreed to consider the Basalt Creek and the West Railroad areas in a single concept planning effort and to refer to the two areas generally as the Basalt Creek Planning Area; and

Whereas, located within the Basalt Creek Planning Area is a distinct subarea consisting of the following parcels identified by Washington County tax lot identification 2S135CB00400, 2S135CB00500, 2S135CC00300, 2S135CC00100, 2S135CC00800, 2S135CC00900, 2S135CC00500, 2S135CC00600, 2S135CC00700, as reflected in Exhibit 1, attached hereto and incorporated by reference herein, which subarea is hereafter referred to as the "Central Subarea"; and

Whereas, in 2011, Metro, County, and Cities entered into an Intergovernmental Agreement (2011 IGA) for concept planning the Basalt Creek Planning Area; and

Whereas, in 2013, Metro, County, and Cities entered into the First Addendum to the 2011 IGA, acknowledging the Basalt Creek Transportation Refinement Plan; and

Whereas, in 2013, Cities began concept planning the Basalt Creek Planning Area; and

Whereas, a disagreement has arisen with respect to what the land use designation should be for the Central Subarea; and

Whereas, Tualatin wants the land use in the Central Subarea to be designated for housing; and

EXHIBIT A

Whereas, Wilsonville wants the land use in the Central Subarea to be designated for employment; and

Whereas, representatives from the Cities jointly met with County representatives in an attempt to identify a process to move forward and complete the Basalt Creek land use Concept Plan map, but were unable to do so; and

Whereas, the governing bodies for the Cities and County agreed to ask Metro to settle the dispute and to make a final, binding, non-appealable decision on the sole issue of designation of the land use for the Central Subarea; and

Whereas, Metro has agreed to accommodate this request, based on the Cities' joint assertion that they cannot agree, with the clear understanding that this is not a role Metro intended, wanted, or asked for itself, but is willing to take on at the request of the Cities and the County;

Now, therefore, incorporating the above Recitals as if fully set forth below, the Cities, County, and Metro agree as follows:

1. FINAL BINDING AND NON-APPEALABLE DECISION BY METRO

Metro will act as the decision-maker to resolve the issue of the land use designation for the area known as the Central Subarea. In that capacity, Metro will have sole discretion to determine what to call this decision making process, where and when to hold the process, who Metro will appoint to make the decision, a briefing schedule, whether or not to hear oral argument, and ground rules that must be adhered to by the Cities and County throughout the process. Metro may require the Cities and County to sign ground rules and decision protocol, as determined solely by Metro. Once designated by Metro, the Parties agree that the Central Subarea will be designated in the final Concept Plans and in the Urban Planning Area Agreement between the Parties, as determined by Metro.

2. CITIES AND COUNTY AGREEMENT

The Cities agree to follow whatever decision-making process and rules are created by Metro, including timelines for submitting evidence and argument. The County may participate and advocate for its preference or may elect to be neutral. Cities and County agree that Metro's decision will be binding and non-appealable by any of them and, once made, all of their respective governing bodies and staff will support the decision to move the Basalt Creek Planning effort to completion without delay and in accordance with the decision of Metro. Each City agrees that it will prepare concept plans for the Basalt Creek Planning Area consistent with Metro's final decision and with Title 11 of Metro's Urban Growth Management Functional Plan. Each City agrees to adopt a resolution accepting the concept plan, reflecting the Metro decision, within 120 days after the date Metro's decision becomes final and effective and finalize their respective comprehensive plans to include that concept plan within one year of the Metro decision. Cities and County further agree that if the designation is appealed by any third party, each will vigorously defend and support the decision and will not support or assist in the

EXHIBIT A

decision and will not support or assist in the appeal of the designation determined by Metro through this process. At the conclusion of Metro's decision, a binding agreement will be signed by all Parties to this effect, with any future disputes or violations with respect to the agreement to be resolved in accordance with the specified requirements of that binding decision. Hereafter the Parties will work in good faith to reach agreement on all other issues so that the final Concept Plans and Urban Planning Area Agreement can be finalized.

This Agreement is effective the 22nd day of January, 2018.

Exhibit 1 – Map

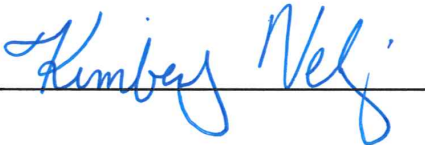
CITY OF WILSONVILLE, OREGON

By: 
Tim Knapp

As Its: Mayor

Date: 12/27/2017

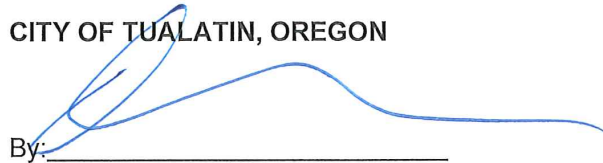
ATTEST:

By: 

[Signatures continue on following pages]

EXHIBIT A

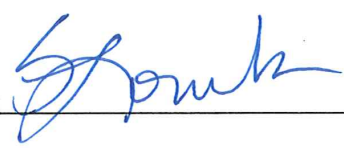
CITY OF TUALATIN, OREGON



By: _____
Lou Ogden
As Its: Mayor

Date: 12-11-2017

ATTEST:

By:  _____

[Signatures continue on following pages]

EXHIBIT A

WASHINGTON COUNTY, OREGON

By: Andy Duyck
Andy Duyck
As Its: Chair, Board of County Commissioners

Date: 1-4-2018

ATTEST:

By: A. D. Napf

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS

MINUTE ORDER # 17-351
DATE 12-19-2017
BY A. D. Napf
CLERK OF THE BOARD

[Signatures continued on following page]

EXHIBIT A

ACCEPTED AND AGREED TO BY METRO:

By: 
Martha Bennett
As Its: Chief Operating Officer
Date: 4/22/18

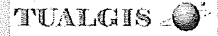
ATTEST:

By: 

I:\dir\basalt creek\doc\agr iga metro arb land use desig (bj*) 7.1.docx

EXHIBIT A

Exhibit 1: Central Sub Area

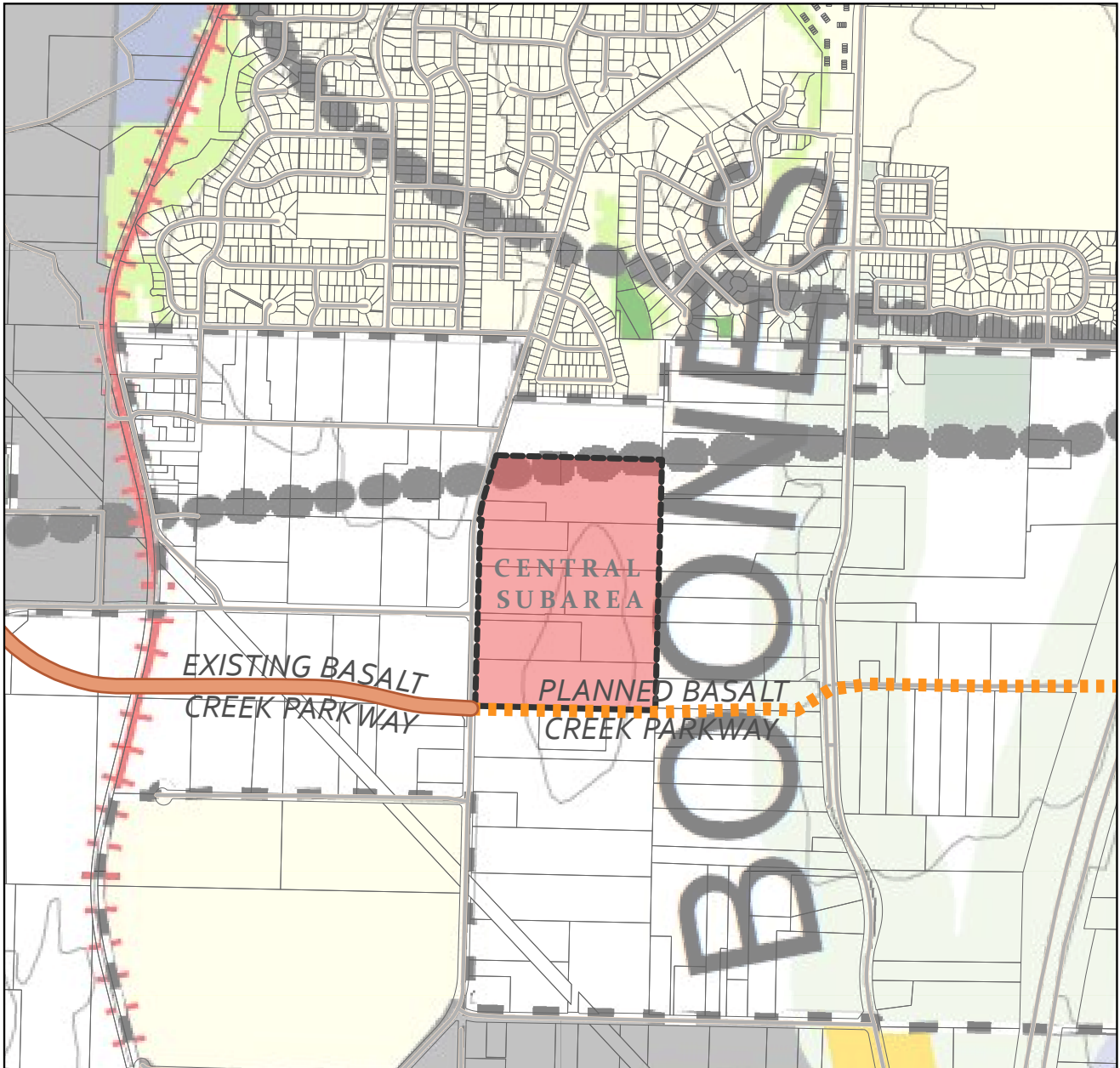


Central Sub Area



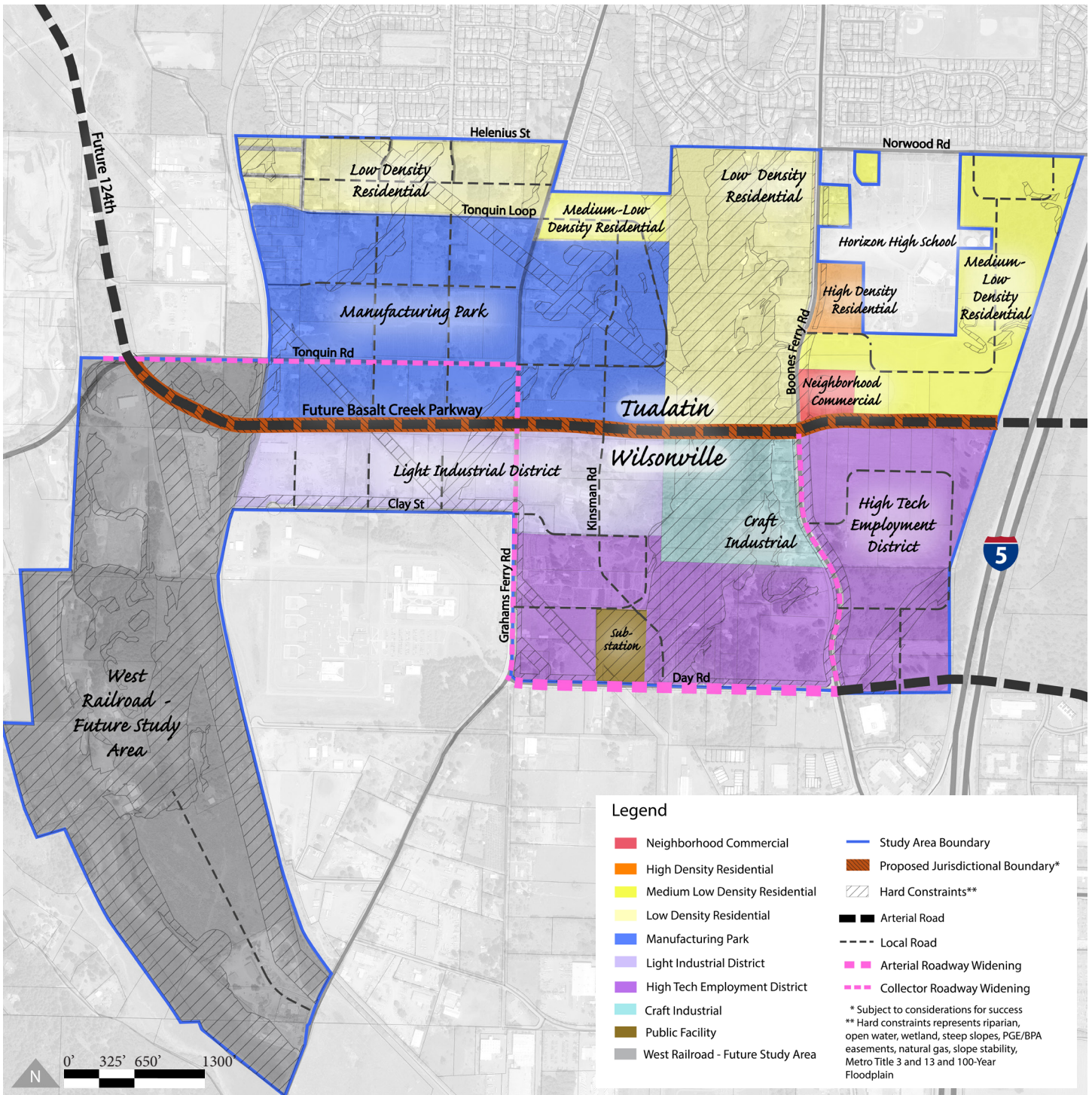
This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is".

EXHIBIT B



Central Subarea and Basalt Creek Parkway overlaid on 2040 Growth Concept Map

EXHIBIT C



Basalt Creek Land Use Concept Map

DRAFT September 16, 2016

EXHIBIT D



WASHINGTON COUNTY OREGON

October 27, 2016

Mayor Ogden
Tualatin City Council
18880 SW Martinazzi Ave,
Tualatin, OR 97062

Dear Mayor Ogden and Members of the Tualatin City Council:

I am writing to express concerns to the Board of County Commissioners regarding potential increases in the amount of residential units proposed in the Tualatin side of the Basalt Creek Concept Plan.

We believe this area to be prime future industrial land needed to support the regional economy. In 2013, Washington County, City of Tualatin, City of Wilsonville, and Metro acknowledged the Basalt Creek Transportation Refinement Plan. This plan identified transportation infrastructure needed to support this future industrial area. We have moved forward in support of this agreement with construction of the new 124th arterial to leverage future economic development. We believe that eliminating industrial land beyond what the latest concepts show would be a big mistake for the economic health of South County and counter to our agreement.

Our IGA calls for the Cities to coordinate with the County in developing a concept plan for the Basalt Creek area. After the concept plan is complete, we can amend our Urban Planning Area Agreement to include this area, which is necessary for annexations to occur. This area is currently not included in our Urban Planning Area Agreement with Tualatin.

The City needs to be reminded the Basalt Creek Planning area is not currently within our Urban Planning Area Agreements. We believe Washington County is a partner in the planning of this area and would like to weigh in before any decision is made or report accepted that would substitute more residential units for employment areas.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Duyck". The signature is fluid and cursive, written over a light blue horizontal line.

Andy Duyck, Chairman
Washington County Board of Commissioners

c: Andrew Singelakis, Director, Land Use & Transportation

Board of County Commissioners
155 N. First Avenue, Suite 300, MS 22 Hillsboro, OR 97124-3072
Phone: (503) 846-8681 Fax: (503) 846-4545

Basalt Creek Transportation Refinement Plan Recommendations

Introduction

The Basalt Creek transportation planning effort analyzed future transportation conditions and evaluated alternative strategies for phased investments that support regional and local needs.¹ This document reflects the Policy Advisory Group’s unanimous approval of the transportation investments, next steps for policy and plan updates, and potential funding strategies described in this document.

Purpose

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

Planning Context

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

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

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

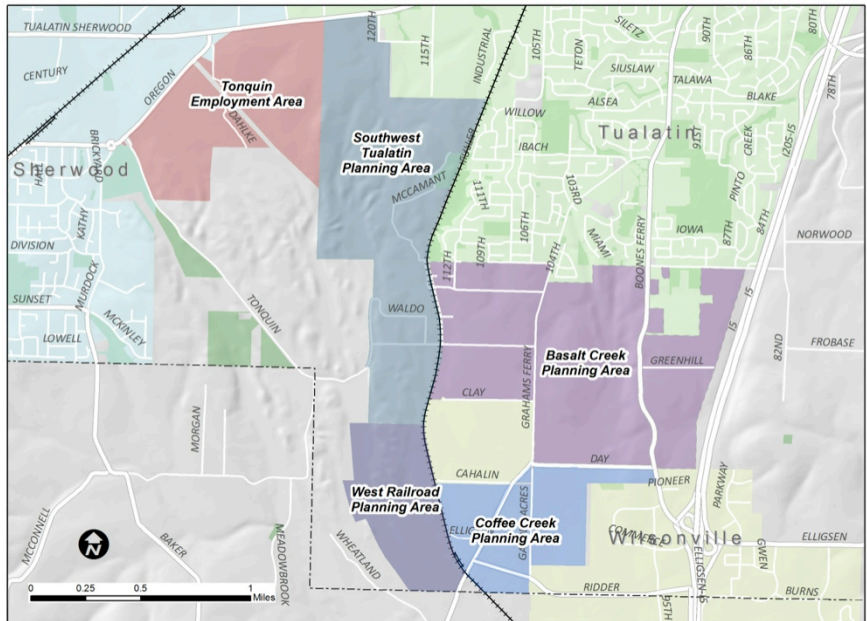


Figure 1: Basalt Creek Planning Area Location

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

efforts, summarized below, provide background and context for the Basalt Creek Transportation Refinement Plan.

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

EXHIBIT E

January 2013

Facility Considerations and Characteristics

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

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

Recommendation

The Policy Advisory Group (PAG), which consists of elected officials and key staff from the project's five partner agencies, recommends the following elements as part of an overall Action Plan (illustrated in Figure 2) for the area.

Roadways

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

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

During the planning process, the City of Wilsonville expressed concern about the structural condition of Day Road (i.e., failing roadway base and resulting pavement deterioration) and its ability to carry freight traffic for further development of industrial lands. While the Basalt Creek Transportation Refinement Plan focused on roadway needs related to capacity, the PAG agreed that the function of the arterial network in the Basalt Creek area includes providing roadways with adequate structural design for regional freight needs. Therefore, the PAG agreed that the project recommendations include a commitment to address the construction, operations, and maintenance of the arterial network through the concept planning process.

Overcrossings

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

Active Transportation

All improved roadways in the Action Plan include bike lanes and sidewalks consistent with Washington County urban standards. This recommendation also includes integration of the regional Tonquin Trail into the transportation network. Metro, in close coordination the cities of Tualatin, Wilsonville, Sherwood, and Washington and Clackamas counties, led the master planning effort that identified a preferred alignment that travels through the Basalt Creek Planning Area. Roadway cross-sections and right-of-way purchases for the future east-west facility will consider needs for the Tonquin Trail in the design for the railroad overcrossing and improvements to Tonquin Road between Morgan Road and Tonquin Loop Road. Design for the east-west facility should also consider providing an of-street multi-use path that connects to the Tonquin Trail and extends east of I-5. Details of how this multi-use path will be integrated with the east-west facility design will be refined during later land use concept planning.

Action Plan

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

EXHIBIT E

January 2013

Table 1: Basalt Creek Action Plan

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

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

² Cost included in Project 1

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

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

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

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

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

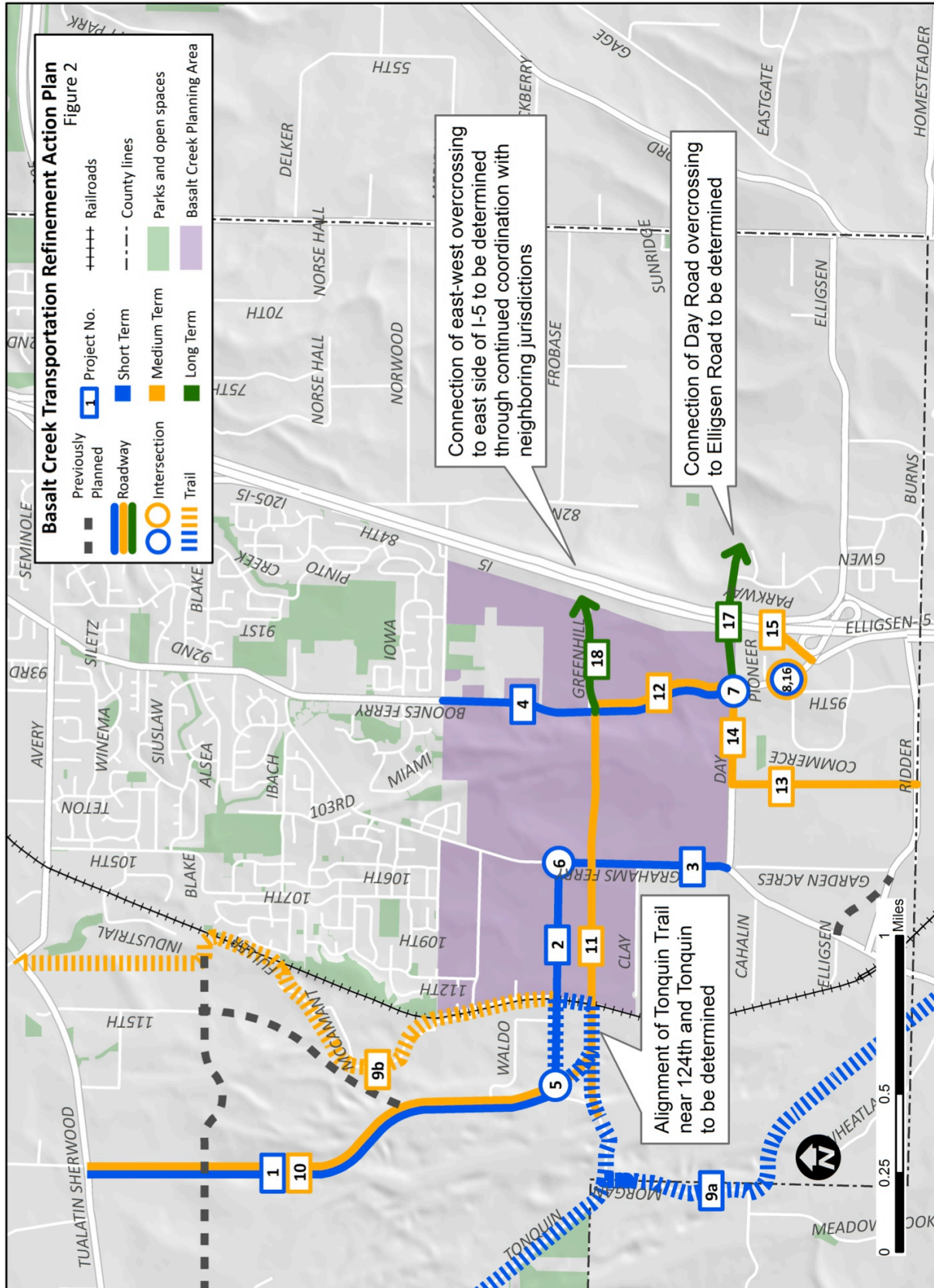


EXHIBIT E

January 2013

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

Are these new projects?

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

Table 2: Related projects from the Regional Transportation Plan

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

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

Policy and Plan Updates

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

Basalt Creek and West Railroad Area Concept Planning

The transportation system recommended in this plan becomes the framework for more detailed land use concept planning of the Basalt Creek Planning Area and West Railroad Planning Area by the cities of Tualatin and Wilsonville. Key recommendations to be carried forward during concept planning include:

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

Regional Transportation Plan

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

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

Washington County TSP Update

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

EXHIBIT E

January 2013

Tualatin and Wilsonville TSP Updates

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

Funding

Funding for some short-term Action Plan projects has already been programmed by Washington County through their Major Streets Transportation Improvement Program (MSTIP). This includes \$16.9 million (\$10.9 million in MSTIP funding and \$6 million from other sources) for an interim two-lane extension of SW 124th Avenue from Tualatin-Sherwood Road to Tonquin Road. It also includes an additional \$10 million for right-of-way purchase or other improvements from the list identified by this Plan. Washington County has also provided \$11 million in funding for the current Boones Ferry Road improvement project.

While this recommendation does not identify a specific overall funding strategy for the Action Plan, there are many existing revenue sources that may be used to fund the recommended investments. **Many are subject to a state or regionally competitive process where success can hinge on having a broadly supported plan in place.**

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

Federal

Based on MAP-21² legislation, sources may include:

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

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

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

State

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

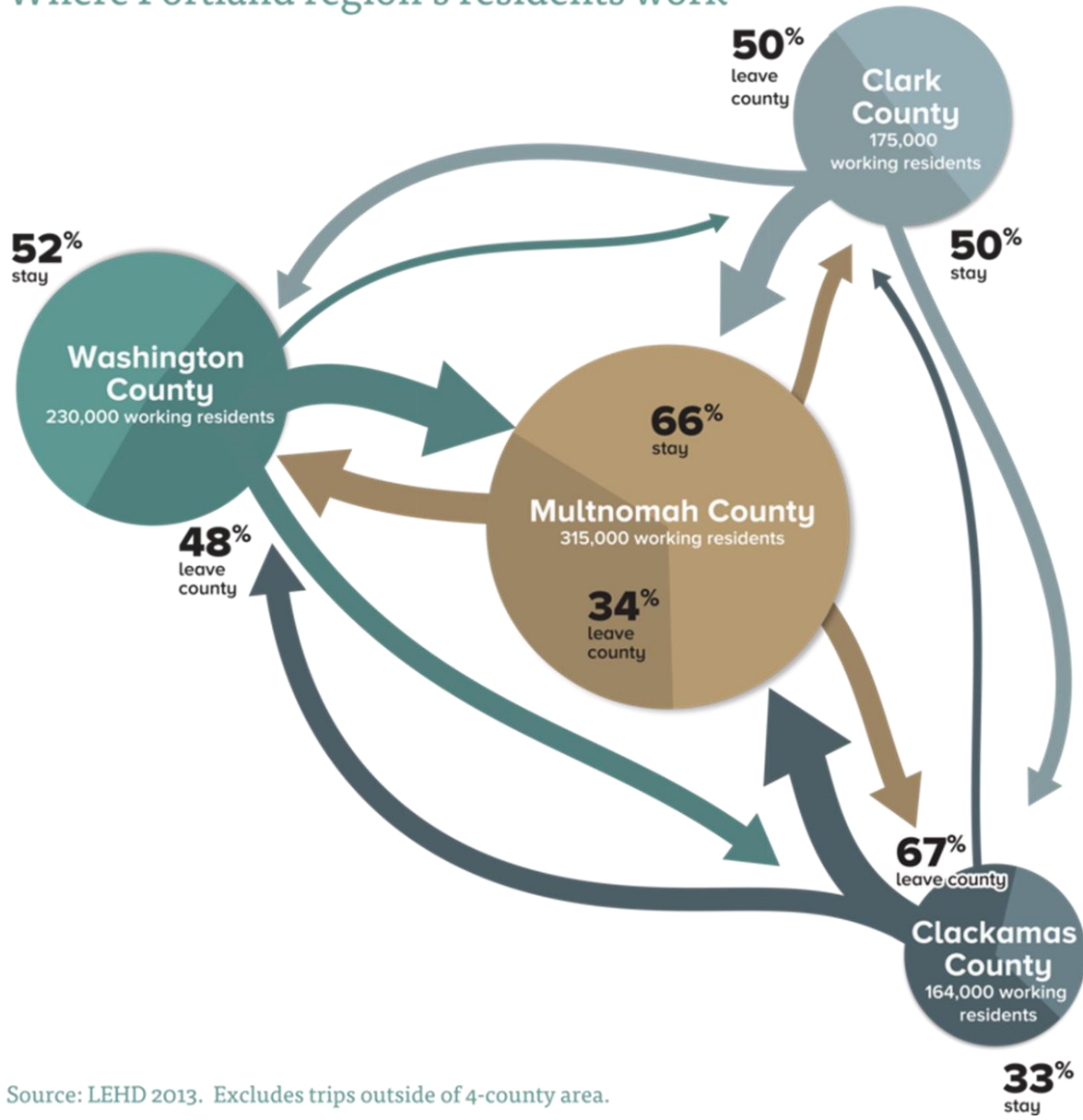
Local

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

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

EXHIBIT F

Where Portland region's residents work





PLANNING COMMISSION
WEDNESDAY, APRIL 11, 2018

IV. INFORMATIONAL

D. City Council Action Minutes (March 5 and March 19, 2018)

City Council Meeting Action Minutes
March 5, 2018

City Council members present included:

Mayor Knapp
Councilor Starr
Councilor Stevens
Councilor Lehan
Councilor Akervall

Jeanna Troha, Assistant City Manager
Nancy Kraushaar, Community Develop. Director
Susan Cole, Finance Director
Angela Handran, Assistant to the City Manager
Cathy Rodocker, Assistant Finance Director
Mark Ottenad, Public/Government Affairs Director
Zach Weigel, Civil Engineer
Miranda Bateschell, Planning Manager
Steve Adams, Engineering Manager
Bill Evans, Communications & Marketing Manager

Staff present included:

Bryan Cosgrove, City Manager
Barbara Jacobson, City Attorney
Kimberly Veliz, City Recorder

AGENDA ITEM	ACTIONS
WORK SESSION	
A. Property Tax Exemptions	Staff provided a review of the property tax exemptions program. The program allows properties located within the city limits that offer subsidized rent to families, seniors and individuals meeting certain income requirements set forth by the federal government to request property tax exemptions.
B. I-5 Southbound Boone Bridge Congestion Study	Staff gave a presentation on the I-5 Southbound Boone Bridge Congestion Study called <i>Opening the bottleneck at the Portland region's southern gateway</i> .
REGULAR MEETING	
<u>Mayor's Business</u>	
A. Soul'd Out Week Proclamation	The Mayor read a proclamation declaring the week of March 5-11 as Soul'd Out Week and presented a proclamation to the Wilsonville High School Soul'd Out choir.
B. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings he attended on behalf of the City.
<u>Councilor Comments</u>	
A. Donation to the Soul'd Out Choir	Council moved to contribute up to \$3,000 to the Soul'd Out Choir. Motion was approved 5-0.

<p><u>Public Hearing</u> A. <u>Ordinance No. 815</u> An Ordinance Of The City Of Wilsonville Adopting The 2017 Water Treatment Plant Master Plan Update As A Sub-Element Of The City’s Comprehensive Plan And The Capital Improvement Project List For The Water Treatment Plant.</p>	<p>Staff requested the hearing be continued to April 16, 2018. Council moved to continue the public hearing for Ordinance No. 815 to the April 16, 2018 meeting. Motion was approved 5-0.</p>
<p><u>City Manager’s Business</u></p>	<p>No report.</p>
<p><u>Legal Business</u></p>	<p>No report.</p>
<p>ADJOURN</p>	<p>7:30 p.m.</p>

City Council Meeting Action Minutes
March 19, 2018

City Council members present included:

Mayor Knapp
Councilor Starr - Excused
Councilor Stevens
Councilor Lehan - Excused
Councilor Akervall

Dwight Brashear, SMART Director
Nancy Kraushaar, Community Develop. Director
Susan Cole, Finance Director
Angela Handran, Assistant to the City Manager
Cathy Rodocker, Assistant Finance Director
Chris Neamtzu, Planning Director
Mark Ottenad, Public/Government Affairs Director
Mike McCarty, Parks and Recreation Director
Bill Evans, Communications & Marketing Manager
Nicole Hendrix, Transit Management Analyst
Eric Loomis, Transit Field Supervisor
Steve Adams, Engineering Manager

Staff present included:

Bryan Cosgrove, City Manager
Barbara Jacobson, City Attorney
Kimberly Veliz, City Recorder
Jeanna Troha, Assistant City Manager
Delora Kerber, Public Works Director

AGENDA ITEM	ACTIONS
WORK SESSION	
A. House Bill 2017/STIF Plan	Staff briefed Council on HB 2017 and discussed future amendments to the TMP to accommodate the bill.
B. Canby Area Transit (CAT) IGA	SMART staff reported on an upcoming IGA with CAT to extend services between Canby and Wilsonville.
C. Charbonneau Shuttle Pilot Program	Council heard about the Charbonneau Shuttle Pilot Program. The program is intended to improve services and access from Charbonneau to other desired Wilsonville locations.
D. Janitorial Services Contract Award	Staff updated Council on the 1-year contract extension with TVW, Inc.
E. Boat Dock Regulation Resolution	Council requested that staff bring back additional options regarding fishing at the Memorial Park Boat Dock.
F. City-wide Signage and Wayfinding Plan	Discussed the city-wide signage and wayfinding plan of which, Alta Planning and Design was selected as the consultant for the project.
<u>City Manager's Business</u>	Informed that staff has addressed traffic concerns brought by Wilsonville Meadows residents. Moreover, staff will be attending their HOA meeting on May 8.
<u>Legal Business</u>	The Willamette Intake Facilities issue was resolved, allowing the City to move forward with the Willamette Intake Facilities IGA.

REGULAR MEETING	
<u>Mayor's Business</u> A. Proclamation - Supporting the Designation of April as Parkinson's Awareness Month. B. Upcoming Meetings	The Mayor read a proclamation declaring the Month of April as Parkinson's Awareness Month. Upcoming meetings were announced by the Mayor as well as the regional meetings he attended on behalf of the City.
<u>Consent Agenda</u> A. <u>Resolution No. 2670</u> A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Autumn Park Apartments, A Low-Income Apartment Development Owned And Operated By Northwest Housing Alternatives, Inc. B. <u>Resolution No. 2671</u> A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Charleston Apartments, A Low-Income Apartment Development Owned And Operated By Northwest Housing Alternatives, Inc. C. <u>Resolution No. 2672</u> A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Creekside Woods LP, A Low-Income Apartment Development Owned And Operated By Northwest Housing Alternatives, Inc. D. <u>Resolution No. 2673</u> A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Rain Garden Limited Partnership, A Low-Income Apartment Development Owned And Operated By Caritas Community Housing Corporation. E. <u>Resolution No. 2674</u> A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Wiedemann Park, A Low-Income Apartment Development Owned And Operated By Accessible Living, Inc. F. <u>Resolution No. 2677</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement With Alta Planning And Design To Create A Citywide Sign Design And Wayfinding Signage Plan Including Implementation (CIP #3003 And #8118). G. <u>Resolution No. 2678</u> A Resolution Of The City Of Wilsonville Approving An Agreement With TWV, Inc. (D/B/A Sustainable Cleaning Systems) For The Project Known As Janitorial Services. H. <u>Resolution No. 2681</u> A Resolution Of The City Of Wilsonville Approving The Professional Services Agreement With Vertigo Marketing, LLC To Implement The Fy17/18 & 18/19 Tourism Promotion Marketing Plan. I. Minutes of the February 5, 2018; February 22, 2018; and March 5, 2018 Council Meetings.	The Consent Agenda was adopted 3-0.

<u>Public Hearing</u> A. <u>Resolution No. 2675</u> A Resolution Authorizing A Supplemental Budget Adjustment For Fiscal Year 2017-18.	After a public hearing was conducted, Resolution No. 2675 was adopted 3-0.
URA	
<u>Public Hearing</u> A. <u>URA Resolution No. 282</u> A Resolution Authorizing A Supplemental Budget Adjustment For Fiscal Year 2017-18.	After a public hearing was conducted, URA Resolution No. 282 was adopted 3-0.
<u>Consent Agenda</u> A. Minutes of the February 5, 2018 URA Meeting.	The Consent Agenda was adopted 3-0.
ADJOURN	7:30 p.m.



PLANNING COMMISSION
WEDNESDAY, APRIL 11, 2018

IV. INFORMATIONAL

E. 2018 Planning Commission Work Program

2018 WORK PROGRAM Planning Commission

updated: 3/27/2018

DATE	AGENDA ITEMS		
	Informational	Work Sessions	Public Hearings
Jan. 10, 2018	Metro Area Value Pricing (Kraushaar)		Coffee Creek Industrial Form-based Code
Feb. 14, 2018	City of Wilsonville Tree Inventory Southbound I-5 Boone Bridge Auxiliary Lane Study		Water Treatment Plant Master Plan
MAR. 14	OPEN HOUSE - Southbound I-5 Boone Bridge Auxiliary Lane Study		
Mar. 14, 2018* *(LATE START AT 6:30 PM)	French Prairie Bridge	Southbound I-5 Boone Bridge Aux. Lane Study (aka Southbound I-5 Boone Bridge Auxiliary Lane Study)	
April 11, 2018	Annual Housing Report Town Center Plan Basalt Creek Concept Plan	Parks and Recreation Master Plan	Southbound I-5 Boone Bridge Congestion Study (aka Southbound I-5 Boone Bridge Auxiliary Lane Study)
May 9, 2018	UGB Expansion Request	Basalt Creek Concept Plan	Parks and Recreation Master Plan
June 13, 2018	Town Center Plan	SMART Programs Enhancement Strategy	Basalt Creek Concept Plan
July 11, 2018	French Prairie Bridge		
Aug. 8, 2018		Town Center Plan	SMART Programs Enhancement Strategy
Sept. 12, 2018			
Oct. 10, 2018		Town Center Plan	
Nov. 14, 2018			Town Center Plan
Dec. 12, 2018			
Jan. 9, 2019			

- 2018**
- 1 Basalt Creek Concept Plan
 - 2 Town Center Plan
 - 3 Arrowhead Creek Planning Area
 - 4 French Prairie Bike/Ped Bridge
 - 5 Water Treatment Plant Master Plan
 - 6 Solid Waste Code Amendments

- 7 Wayfinding & Signage
- 8 I-5 Exit 283-282 Interchange Facilities Plan Rpt
- 9 Density Inconsistency Revisions
- 10 Parks and Recreation Master Plan
- 11 Southbound I-5 Boone Bridge Aux.Lane Study
- 12 SMART Programs Enhancement Strategy
- 13 Recreation in Industrial Zones