



PLANNING COMMISSION

WEDNESDAY, AUGUST 8, 2018

III. WORK SESSION

- A. Town Center Plan (Bateschell) (45 minutes)



PLANNING COMMISSION WORK SESSION STAFF REPORT

Meeting Date: August 8, 2018		Subject: Wilsonville Town Center Plan	
		Staff Member: Miranda Bateschell 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 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: N/A			
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 Town Center	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION: Gain an understanding of the public feedback received on the Draft Community Design Concept and provide input on draft elements of the Wilsonville Town Center Plan.

EXECUTIVE SUMMARY:

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

and set of goals for future Town Center. Community events and public input on town center design options during the second phase of the project culminated in the creation of the draft Community Design Concept for Town Center: the community's priorities for land use and activity centers, open space, and connectivity in Wilsonville Town Center. During the first half of 2018, the project team conducted additional outreach to get the community's input on the Draft Community Design Concept to learn what people liked and what still needed work.

Input received on the Community Design Concept showed vast support for the overall concept and its individual elements. It also highlighted details that needed refining and ideas for future implementation actions for the final draft plan. Major outreach events included an online survey and two open houses (summaries included, Attachment A). Other activities included resident, neighbor, and business roundtables, a webinar with the Chamber, property owner interviews, an OIT open house, and a semester long project with Meridian Creek Middle School (summaries of all events can be found in the Phase 2 Public Comment Summary on the Town Center website: <http://www.wilsonvilletowncenter.com/document-library/>).

Overall, the community supports the main street district, green links and multimodal transportation facilities, mixed uses, retaining local businesses, bike/pedestrian bridge, more activated public spaces, and amenities for year-round pedestrian access. There is strong support for the bike/pedestrian bridge connection but there were some questions about how to make the landing location a park. There were also concerns for how the modified Town Center Loop West and increased development density would impact traffic congestion and local access to businesses. People are interested in consolidated parking but are also concerned about the need for parking with residential development. Lastly, there is a strong desire for improving transit services and providing more housing in Town Center.

Based on the input, the Town Center Task Force met in June to discuss draft elements of the Wilsonville Town Center Plan as refined from the Community Design Concept outreach with stakeholders and community members. They reviewed and discussed updated maps for the open space concept, proposed street network, and land use. The Task Force also reviewed the cross-sections for the various proposed street types (and locations) in Town Center developed based on the community's input through the planning process. Most of the evening, the Task Force focused on the goal of harmonious design and major design elements that relate to achieving the public realm, land uses, and activities the community desires.

These design elements included: (1) building frontage; (2) parking configurations; (3) consolidation of drive-ways; (4) building setbacks for activated public spaces; (5) parklets; (6) weather coverage; (7) mix of different materials such as brick, metal, glass, and wood; (8) architectural features that articulate the building façade; (9) setbacks on the third story; (10) percentage of glass glazing; (11) and the range of intersection densities and block sizes that many American cities have adopted.

Key points from the Task Force small groups included:

- The group felt that incorporating these design elements into a project will ensure harmonious design but some sites may have difficulties to accommodate these design

elements if they were adopted as requirements. Guidelines, on the other hand, provide more flexibility for each site's context but is non-binding.

- Site and building design should be regulated through standards for Main Street, but there was a desire for more flexibility in other locations.
- Setbacks, if used for active pedestrian and retail/seating should be permitted in all areas.
- Drive-thrus should not be permitted on Main Street, but could be permitted in other areas provided they meet specific design standards.
- Building design should require varied articulation and materials, but there were questions about whether specific materials should be required *or* only prohibit what is not desired.
- Weather coverings should be required on Main Street and the Commercial Mixed Use area by I-5, but there should be more flexibility in other areas.
- All areas should still be pedestrian friendly. Generally, there was consensus on reducing the maximum block length to 400 feet, although there is the desire for flexibility in all areas except for Main Street, provided there are pedestrian connections.

Using this input, the project team updated the draft Town Center Plan maps and street cross-sections (Attachment B) and drafted development code and design standards (Attachment C). The project team is looking for the Planning Commissions input on these new documents. In addition to general input, the team is looking for direction in the following areas:

1. Confirmation or recommendations to the multi-modal street framework and the proposed street section types and locations as depicted on pages 3 and 7 of Attachment B.
2. The Task Force is recommending a 400' maximum block length, which corresponds to the proposed street grid on the Street Framework map. Are there particular considerations/concerns for using that length? The current maximum block length is 530'
3. Direction on guidelines versus requirements. The Task Force suggested that some areas, such as Main Street, have more design requirements as opposed to guidelines, although other areas should have greater flexibility. How much regulation versus guideline do you feel is appropriate? Are there specific areas to focus on?
4. Level of requirements for building materials and design. Should building design guidelines be general standards/guidelines or have a specific a materials list?
5. Should we permit one-story buildings and if so are there specific locations where that would be permitted or prohibited?
6. Off-street parking is a critical issue both in how it relates to urban form and the cost of a development project. Should we consider special parking requirements for Town Center?
 - These could include: different parking ratios, zero parking minimums, allowances to count on-street parking spaces for adjacent uses, exemptions from parking standards for businesses in mixed-use buildings (less than 5,000 square feet).
7. Are there certain areas we want to limit specific uses?
8. Should there be a limitation on a building footprint's maximum square footage for single-user retail uses? Other uses?

BACKGROUND:

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

The project team began work on the project with a Town Center tour in October 2016, and kicked-off the project with the community in February 2017. With over 50 public events, public input has driven the development of the draft Town Center plan before the Commission.

EXPECTED RESULTS:

The Project Team will use this input to refine the draft Town Center Plan and the draft design and development standards.

TIMELINE:

After the work session, the project team will integrate the Commission's input and bring the next draft back for further discussion at the October 10 Planning Commission meeting along with draft project lists and implementation strategies. The Plan and its components is anticipated to be before the Commission for adoption late 2018 or early 2019.

CURRENT YEAR BUDGET IMPACTS:

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

FINANCIAL REVIEW / COMMENTS: N/A**LEGAL REVIEW / COMMENT:** N/A**COMMUNITY INVOLVEMENT PROCESS:**

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

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

As a result of this project, the city anticipates specific actions that will help the Town Center become a more vibrant, pedestrian and transit-supportive mixed-use district that integrates the urban and natural environments, creating an attractive and accessible place for visitors and residents of all ages to shop, eat, live, work, learn, and play. These actions will help remove

barriers and encourage private investment in the Wilsonville Town Center. Benefits to the community also include identifying tools to maintain and strengthen businesses in the Town Center, improving access to and within the area, and making the Town Center a place where people want to spend time and support businesses.

ALTERNATIVES:

There are many alternatives the Commission may provide feedback.

CITY MANAGER COMMENT: N/A

ATTACHMENTS:

- A. Summaries from the draft Community Design Concept Open Houses and Online Survey
- B. Draft Town Center Plan Maps and Cross-sections
- C. Draft Town Center Code and Design Guidelines



WILSONVILLE TOWN CENTER PLAN

February 8, 2018 Community Design Concept Open House Meeting Summary

Overview

On February 8, 2018 the City hosted an Open House to provide community members an opportunity to review the Draft Town Center Community Design Concept. The format of the event was unstructured to allow community members to learn about the Draft Community Design Concept and provide input at their own pace. Display boards provided project background and introduced the building blocks of the Draft Community Concept. The building blocks include: land use, parks and open spaces, and a multimodal transportation network. A video showed the process of creating the Community Design Concept and the key elements included in the concept. Project staff were available to answer questions and discuss feedback from attendees.

Meeting participants were encouraged to provide written feedback on post-it notes and stick the post-its to table-top activity boards of the Draft Community Concept (see image below). Project Team members discussed questions and input and took notes of discussions. Community members' post-it notes and Project Team notes are summarized below.

Table-top activity board

DRAFT COMMUNITY DESIGN CONCEPT

BUILDING BLOCKS

Land use, transportation, and open/green spaces are the major building blocks of a built environment. Please review the main features of each building block (map on the left) and provide your input. Use sticky notes to write your comments below and on the map.

LAND USE
Here are four distinct uses with potential land uses and building heights. Do you like these proposed land uses for Town Center?
[Sticky note]

PARKS AND OPEN SPACES
New plazas, greenways, and small open spaces would provide important connections between key destinations, provide more tree cover and greenery, and add more places for gathering, socializing and play. Do you like the proposed parks system for Town Center?
[Sticky note]

MULTIMODAL NETWORK
The proposed multimodal network includes new, enhanced, and existing connections that will be improved, or new bicycle and pedestrian, and connections to surrounding areas. Do you think these are the right connections (would you add others)?
[Sticky note]

ATTACHMENT A

Summary of Input

Open House participants reiterated the community's vision for a healthy, accessible and activated Town Center. Community members are seeking a walkable environment that is pleasant and engaging; a mix of transportation modes that move more slowly and more safely and provide increased accessibility, which will be good for business; and new and existing businesses that are community-oriented and bring people together. The input is summarized below by the three building blocks that form the Town Center Concept.

LAND USE

Site-specific ideas and feedback are summarized and organized by land use element below. General feedback related to the proposed land uses for Town Center included:

- Support for mixed uses in Town Center to make it more vibrant;
- Desire for a strategy for maintaining and attracting small local businesses.
- Mixed interest in different housing options in Town Center: many community members supported housing opportunities, while one participant suggested that there should not be residential development in Town Center.

Main Street: Open House participants were supportive of and excited about the Main Street concept. There is a desire for local retail and dining on the first floor with residential above. There was a suggestion that the southern part of the new main street be developed as part of Phase 1, with the north section to follow in subsequent phases. The Phase 1 development should be high quality; it will set a tone for future development. One suggestion recommended shifting the southern part of the main street so it is centered on Town Center Park.

Moderate activity southwest quadrant: Community members are interested in retaining the small businesses in this area of Town Center and there are concerns about gentrification. It was suggested that the building density and height in the southwest corner of Town Center should reflect what is there today. There was also a suggestion that the south side of Wilsonville Road or near Boones Ferry Road might be better locations for small business incubators.

Moderate activity northeast quadrant: Clackamas Community College provides an opportunity to develop Town Center as a hub for education, job training, and innovation.

High activity northwest quadrant: Participants generally supported taller buildings placed in this area adjacent and serving as a buffer to I-5. Many felt mixed-use office spaces was a good fit there. One participant suggested that Les Schwab move to provide more space for Family Fun Center.

Light activity in the southeast quadrant: There were no suggested changes to the proposed building uses or densities in this area.

ATTACHMENT A

MULTIMODAL NETWORK

Open House participants highlighted potential multimodal connections that are important for a future multimodal network, including:

- Creating connections between Town Center Park and the main street.
- A desire for diagonal bicycle/pedestrian connections across Town Center.
- Connecting businesses south of Wilsonville Road with Town Center businesses.
- Routing the bike trail behind the Korean war memorial.

Participants were supportive of the concept to create a pedestrian boulevard/greenway along Park Place. They suggested closing the intersection at Park Place and Town Center Loop West to vehicle traffic, limiting vehicle traffic on Parkway, or having other pathways so there is less traffic next to outdoor dining and safety concerns with children.

There is a desire for more frequent transit and innovative approaches to public transit.

Participants expressed support and excitement for the pedestrian / bicycle bridge over I-5 and a future bridge landing park.

While participants are interested in consolidated parking (near Goodwill or on the vacant parcel adjacent to Town Center Park, as possible locations) they also wanted to ensure that future residential development is served by adequate parking and that there is some parking near businesses for people who may not be able to walk far. One participant noted that current parking standards are not adequate for multi-family residential.

One participant suggested adding another westbound vehicle travel lane on Wilsonville Road in order to solve congestion at Wilsonville Road and Town Center Loop West.

Some feedback was specific to certain proposed elements in the multi-modal network and are summarized as such below.

Pedestrian and Bicycle Facilities: There were a variety of suggestions for new and enhanced pedestrian and bicycle connections including:

- Public restrooms for people spending time in Town Center, especially bicyclists and pedestrians.
- Pedestrian-only zones such as festival streets. Perhaps the main street could be closed off to vehicular traffic on occasion.
- An opportunity to link the pedestrian bridge with a taller building via an elevator.

Multimodal Crossings: Several participants had concerns that new and enhanced intersections would interrupt traffic and cause congestion. One person suggested that there should be a single pedestrian crossing signal at the Wilsonville Rd and Town Center Loop W. intersection. Others supported the idea of consolidating pedestrian crossings not by location, but by signal, so all pedestrians cross at the same time and reduce delays on vehicle signals. The I-5 intersection on Wilsonville Road is the primary pedestrian concern.

ATTACHMENT A

PARKS AND OPEN SPACES

Participants vocalized support of the Emerald Chain concept and commented that the green spaces and walkways feel inviting. Community members appreciate the tree canopy, and one person suggested that tree locations be carefully considered so as not to block the visibility of signs and businesses. Participants were enthusiastic about the proposed treatment for Park Place to create a green promenade with restaurants and outdoor seating.

Participants had questions and ideas for a couple of specific types of parks/open spaces and amenities, including:

- A walking path for faster, more convenient/complete recreational walking.
- Smaller natural gathering places with wood benches that support impromptu community uses such as music or dance performances or outdoor exercise like yoga or Tai Chi.
- Interpretive signage or kiosks along walkways.

Open House participants had suggestions for the City's property across from City Hall, including:

- Use city-owned property to catalyze development and show different types of development than what's currently in Town Center. One participant suggested that this land could be a flexible area for festivals, carts, or markets.
- Is a park the best use of this property? The proposed skate park should be shown farther west, abutting the Town Center Park.

Activating Public Spaces

Open House participants provided a range of ideas related to activating public spaces, including:

- Community art activities and installations.
- Incorporating the arts into Town Center, including an arts center and/arts museum.
- Interactive opportunities along pathways.
- The lobby of the community college was suggested as a gathering place for art viewing and socializing.
- Participants reiterated the need for year-round activities.

Please see attached images to view the feedback received via the table-top activity boards.





018

Land use, transportation, and building blocks of a built environment. Each building block (map on the left) and on the map. Use sticky notes to write your comments and on the map.

LAND USE

There are four distinct areas with potential land uses and building heights. Do you like these proposed land uses for Town Center?

A pedestrian only zone might be nice or an area that could be closed off at times. Along Main Street

no residential in TC.

ked use buildings with active es, generally 3 to 4 stories)

ix of office, entertainment, : uses, generally 3 to 5 stories)

ity (mix of residential, retail, generally 2 to 4 stories)

ix of townhomes, small-scale sinesses, generally 2 to 3 stories)

OPEN SPACE SYSTEM

MULTIMODAL NETWORK

The proposed multimodal network creates a more walkable street grid that incorporates transit service, on-street improvements for bicycles and pedestrians, and connections to off-street trails. Do you think these are the right connections (would you add others)?

Bus not very regular. Need more frequency.

PARKS AND OPEN SPACES

New plazas, greenways, and small open spaces would provide important connections between key destinations, provide more tree cover and greenery, and add more spaces for gathering, socializing and play. Do you like the proposed parks system for Town Center?

I like having trees but make sure they don't impact visibility, esp. signs + businesses

AL STREET NETWORK

t Network

timodal Street Network

le/Pedestrian Trail

ycle/Pedestrian Trail

le Lane

ycle Lane

ycle/Pedestrian Crossing

018

BUILDING BLOCKS

Land use, transportation, and open/green spaces are the major building blocks of a built environment. Please review the main features of each building block (map on the left) and provide your input. Use sticky notes to write your comments below and on the map.

LAND USE

There are four distinct areas with potential land uses and building heights. Do you like these proposed land uses for Town Center?



NEED
ADEQUATE
PARKING
FOR
RESIDENTIAL

Why are we only city into a public Arts Center

More bike lanes & crossings

se buildings with active (generally 3 to 4 stories)

office, entertainment, (generally 3 to 5 stories)

of residential, retail, (generally 2 to 4 stories)

ownhomes, small-scale (generally 2 to 3 stories)

PARKS AND OPEN SPACES

New plazas, greenways, and small open spaces would provide important connections between key destinations, provide more tree cover and greenery, and add more spaces for gathering, socializing and play.

Do you like the proposed parks system for Town Center?



SPACE SYSTEM

STREET NETWORK

Street Network

in Trail

ian Trail

MULTIMODAL NETWORK

The proposed multimodal network creates a more walkable street grid that incorporates transit service, on-street improvements for bicycles and pedestrians, and connections to off-street trails.

Do you think these are the right connections (would you add others)?

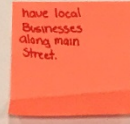


an Crossing

Land use, transportation, and open/green spaces are the major building blocks of a built environment. Please review the main features of each building block (map on the left) and provide your input. Use sticky notes to write your comments below and on the map.

LAND USE

There are four distinct areas with potential land uses and building heights. Do you like these proposed land uses for Town Center?



Buildings with active (generally 3 to 4 stories)

Office, entertainment, (generally 3 to 5 stories)

Medium density residential, retail, (2 to 4 stories)

Single-family homes, small-scale (generally 2 to 3 stories)

PARKS AND OPEN SPACES

New plazas, greenways, and small open spaces would provide important connections between key destinations, provide more tree cover and greenery, and add more spaces for gathering, socializing and play.

Do you like the proposed parks system for Town Center?



SPACE SYSTEM

TRANSPORT NETWORK

Street Network

Bike Trail

Multi-use Trail


MULTIMODAL NETWORK

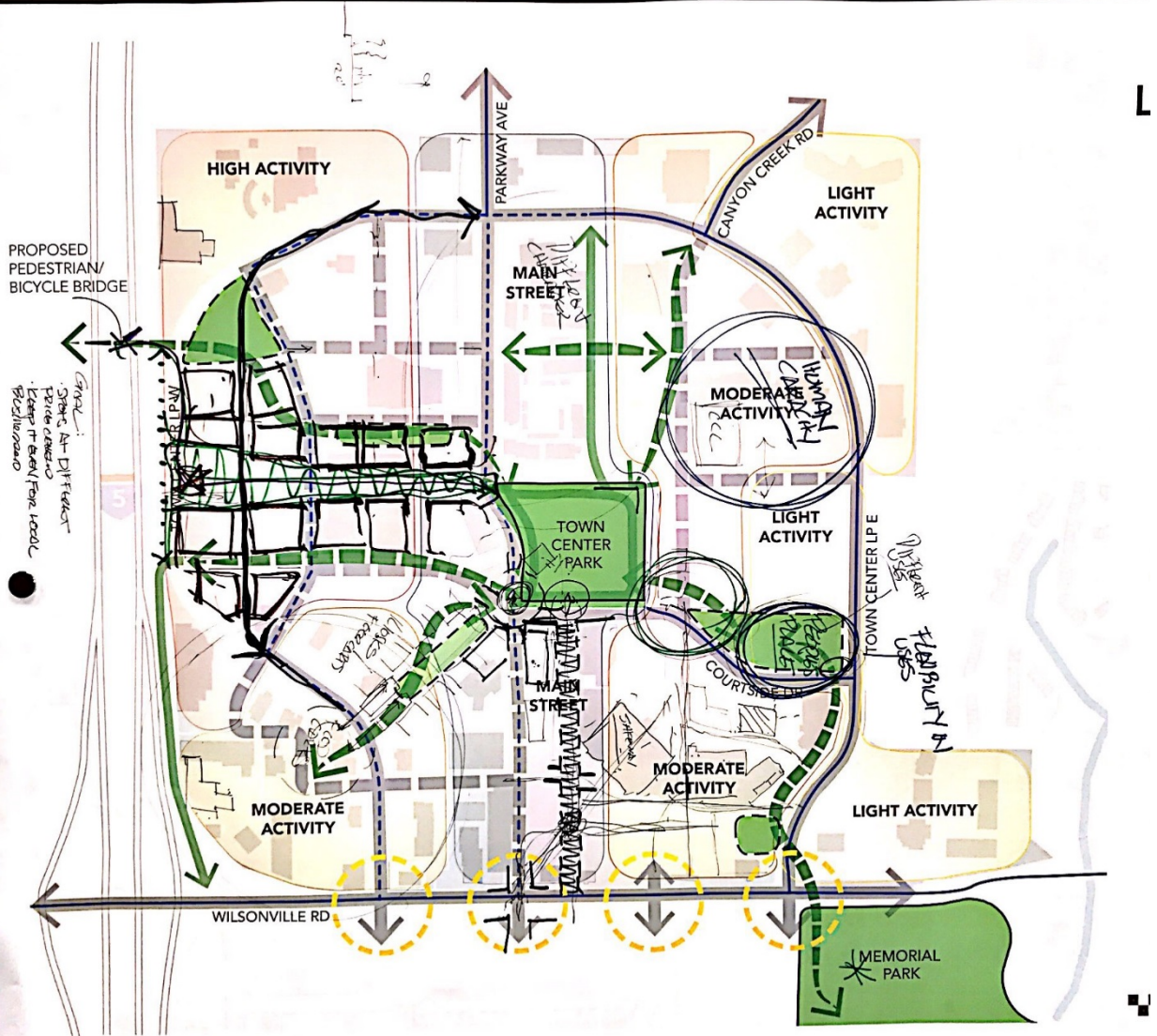
The proposed multimodal network creates a more walkable street grid that incorporates transit service, on-street improvements for bicycles and pedestrians, and connections to off-street trails.

Do you think these are the right connections (would you add others)?



Transit Crossing

 **TOWN CENTER PLAN OPEN HOUSE // Fe**



DRAFT COMMUNITY DESIGN CONCEPT



LATINO FAMILY NIGHT - MARCH 1, 2018

SUMMARY & MATERIALS



WILSONVILLE TOWN CENTER PLAN

Town Center Latino Family Night Summary

Date: March 1, 2018

Time: 6:00 PM – 8:00 PM

Location: Wood Middle School

Summary of Event

City staff partnered with Wood Middle School to engage with Spanish-speaking community members about the Town Center Plan. The school dedicated one of their regularly scheduled Latino Family Nights to an Open House about the Town Center Draft Community Design Concept (Community Concept). The purpose of the event was to provide Spanish-speaking community members with an opportunity to learn about the Community Concept, ask questions, and provide ideas and feedback in Spanish.

Wood Middle School staff invited Latino parents and students from all Wilsonville schools to attend the event. Students in the Wood Middle School Spanish Club volunteered to assist in facilitating small group discussions. City staff met with the students in advance of the event to brief them on the Town Center Plan project, the purpose of the event, and how to help communicate the ideas of the Community Concept and record participants' discussions.

The event began at 6:00 pm with time to socialize, meet City staff, and eat dinner, which was catered by San Francisco Tienda Mexicana, a local business in Town Center. Each attendee received a paper copy of the Draft Community Design Concept online survey (translated into Spanish) and general comment cards, which they were encouraged to fill out. Participants who returned a completed survey received a raffle ticket.

Around 6:30 pm, Wood Middle School staff gave a presentation in Spanish that included a summary of community input and an overview of the Community Concept. City staff responded to participant questions, assisted by a professional interpreter. Following the presentations, participants were encouraged to participate in small group discussions focused on the three building blocks of the Community Concept: Open Space, Land Use and Multimodal Network. The small group discussions were staffed by project team members and Spanish Club students, to learn more about the different elements of the Community Concept and contribute their ideas.

ATTACHMENT A

MATERIALS

1. Name tags
2. Vision & Goals Board
3. Building Blocks and Community Design Concept Maps
4. Design Concept Survey
5. Draft Community Design Concept and Design Inspiration Handout

Summary of Input Received

This section summarizes input received from Latino Family Night participants. Overall, participants supported the Town Center Draft Community Design Concept and hope to see improvements in the near term. Safety, walkability, and transit were among the most common concerns. Most people want the parks, streets and crosswalks in Town Center to be safer for pedestrians and kids. Participants are interested in having more retail businesses, restaurants, and increased mixed-use in Town Center.

Open Space

Participants voiced concerns about safety at the parks, especially at night. Many people shared that there is no activity in the parks in the evenings and in the winter. Participants expressed a desire for:

- More lighting in the parks
- A public pool
- More active parks
- Activities for children
- Activities during winter

Land Use

Participants generally want to see buildings with more than one story and more locally-owned restaurants and stores, including more international and ethnically diverse options. There is also significant interest in a community center that provides activities for youth. The most frequently discussed land use elements included:

- More than 1-story buildings
- More local stores and restaurants
- Community activity center

Multimodal Network

Most people who attended the event said they want improved safety for pedestrians, especially at crosswalks. They like the design concept for the future streets but shared concerns for more immediate problems like poorly lit bus stops, limited transit options, and not enough street lighting. There is some concern about increased traffic with new development. Participants commented that there is a need for:

- More street lights for people walking
- Well-lit bus stops

ATTACHMENT A

- More sheltered bus stops
- More bus lines and services



LATINO FAMILY NIGHT - MARCH 1, 2018
EXHIBITS



VISIÓN Y METAS CENTRO DE LA CIUDAD DE WILSONVILLE

VISIÓN PARA EL FUTURO

El centro de la ciudad es un destino dinámico y transitable que inspira a la población a integrarse y socializar, ir de compras, residir y trabajar. El centro de la ciudad es el corazón de Wilsonville.

Alberga parques activos, espacios cívicos y atracciones que proporcionan experiencias fascinantes todo el año. Los residentes y los visitantes de Wilsonville llegan al centro de la ciudad para ir de compras y disfrutar de las opciones gastronómicas, culturales y de entretenimiento.

El borrador de la visión y las metas se elaboró con las numerosas opiniones de residentes, dueños de propiedades y de negocios, estudiantes y grupos comunitarios, y con los comentarios del grupo de trabajo del proyecto, de la Comisión de Planificación y del Consejo Municipal.

METAS IMPULSADAS POR LA COMUNIDAD

GESTIÓN AMBIENTAL



Integrar la naturaleza en el diseño y la función de la infraestructura y la urbanización en el centro de la ciudad para proteger los recursos naturales de Wilsonville.

DISEÑO ARMONIOSO



Crear estándares de diseño urbano orientados a los peatones para el diseño de calles y edificios, al igual que una variedad de planificaciones urbanas y tipos de edificios de calidad.

USOS MIXTOS



La urbanización proporciona planificaciones urbanas interconectadas que combinan juego y recreación, con una variedad de comercios minoristas, servicios, opciones gastronómicas y de entretenimiento, y más oportunidades de usos residenciales y de empleo.

LUGARES DE REUNIÓN PARA LA COMUNIDAD



Proporcionar espacios dinámicos, variados e inclusivos que unan a la población con actividades y eventos para contar con diversión, cultura y vida social todo el año.

PROSPERIDAD ECONÓMICA



Crear oportunidades para respaldar y desarrollar los negocios existentes y atraer nuevos negocios que proporcionen una diversa variedad de comercios minoristas locales y regionales, opciones de entretenimiento y actividades comerciales.

ACCESO SEGURO Y CONECTIVIDAD



Proporcionar infraestructura de transporte diseñada para crear un entorno seguro y accesible para todos los modos de desplazamiento en el centro de la ciudad, promover el acceso multimodal entre los edificios y las planificaciones urbanas en el centro de la ciudad, conectar los vecindarios circundantes y brindar accesibilidad local y regional.



TOWN CENTER PLAN OPEN HOUSE // 1 de Marzo de 2018



LEYENDA

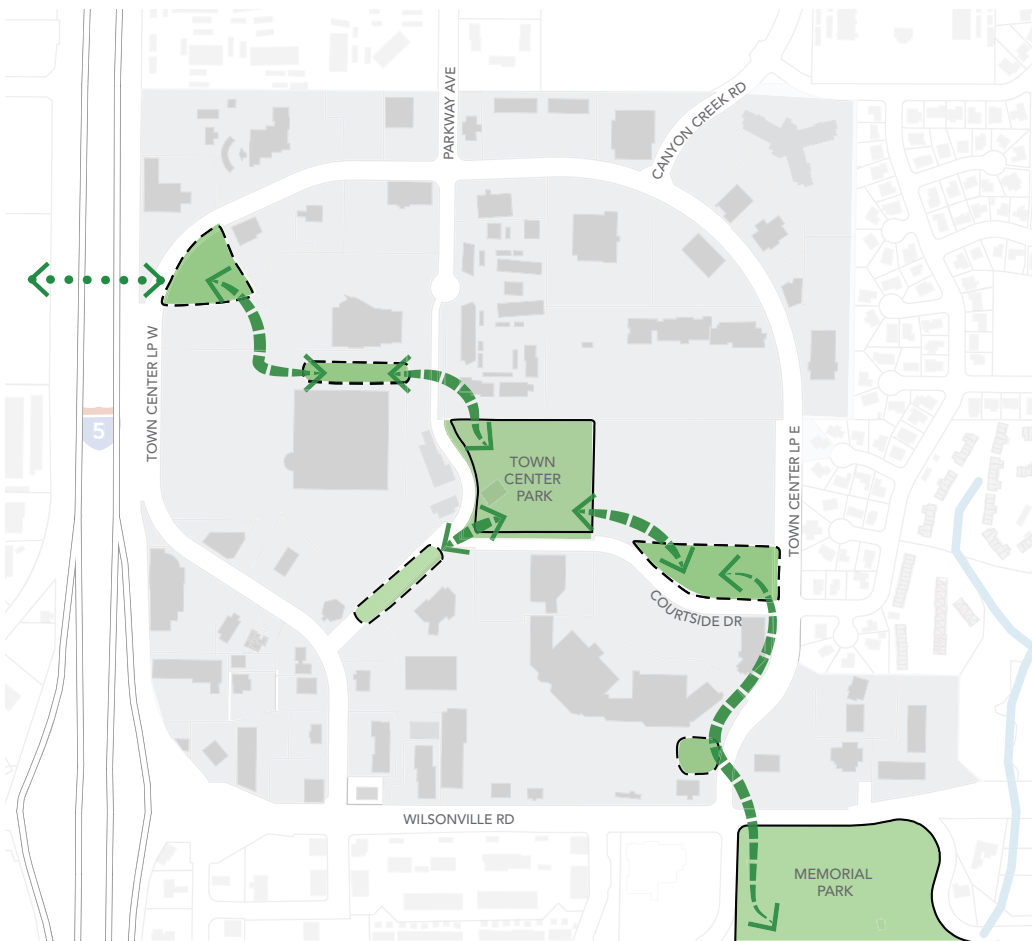
- Superficie construida
- Parcela
- Carretera
- Parque existente
- Corriente/Arroyo
- Red de calles existente
- Red multimodal de calles propuesta
- Sendero para peatones/bicicletas existente
- Sendero para peatones/bicicletas propuesto
- Carril para bicicletas existente
- Carril para bicicletas propuesto
- Cruce optimizado para peatones/bicicletas en la intersección



**BORRADOR DEL CONCEPTO DE DISEÑO DE LA COMUNIDAD:
RED MULTIMODAL DE CALLES PROPUESTA**



TOWN CENTER PLAN OPEN HOUSE // 1 de Marzo de 2018



LEYENDA

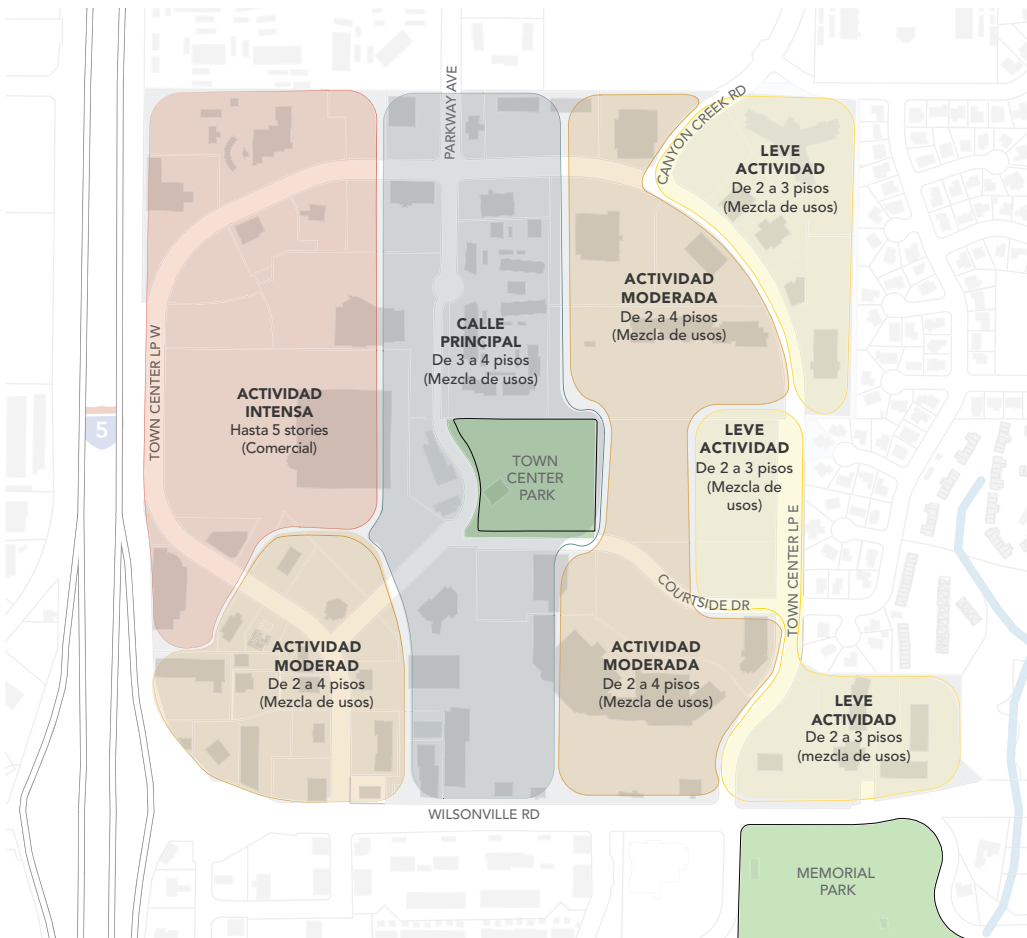
- Superficie construida
- Parcela
- Carretera
- Corriente/Arroyo
- Red de calles existente
- Red multimodal de calles propuesta
- SISTEMA DE PARQUES**
- Parque existente
- Parque propuesto
- The Emerald Chain - Parques conectados
- Puente para peatones/bicicletas propuesto



**BORRADOR DEL CONCEPTO DE DISEÑO DE LA
COMUNIDAD: PARQUES Y SISTEMA DE ESPACIOS ABIERTOS**



TOWN CENTER PLAN OPEN HOUSE // 1 de Marzo de 2018



LEYENDA

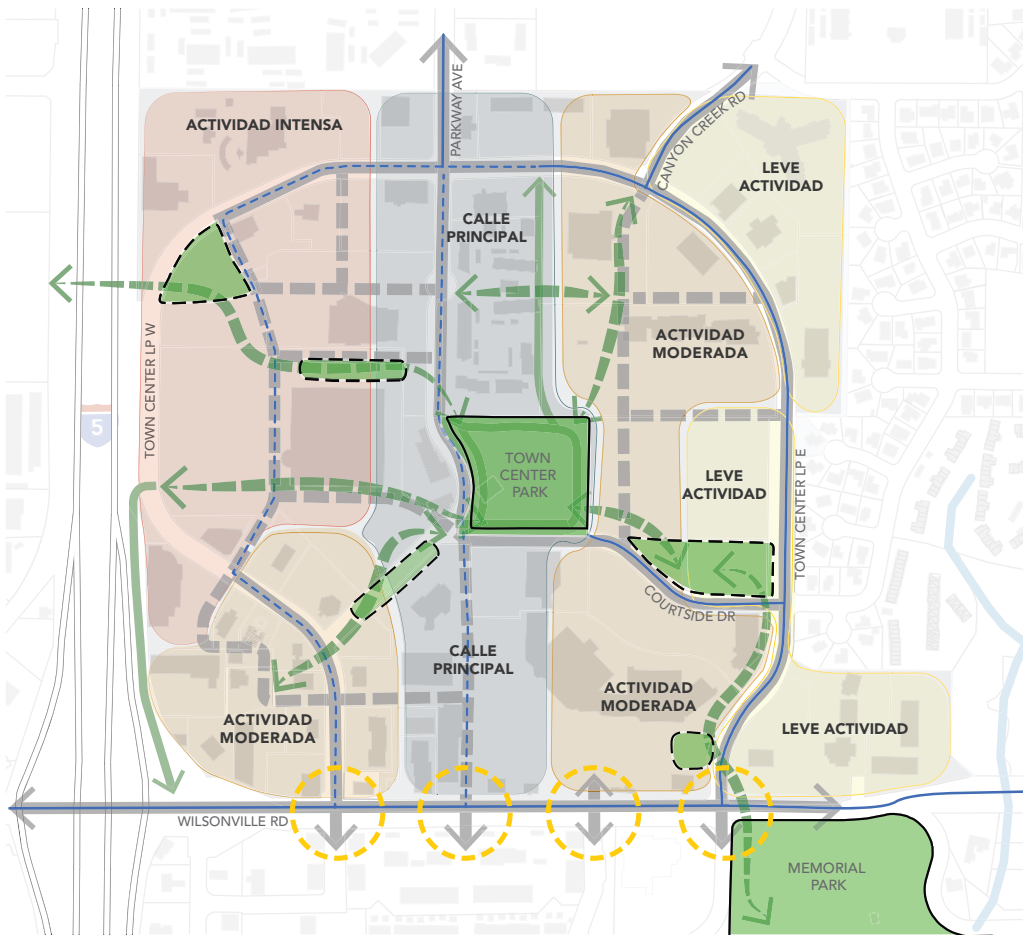
- Superficie construida
- Parcela
- Carretera
- Parque existente
- PLANIFICACIÓN URBANA**
- Calle principal (edificios de uso mixto con usos activos en la planta baja, generalmente de 3 a 4 pisos)
- Actividad intensa (mezcla de usos cívicos, de hotelería, de entretenimiento, de oficina, generalmente de 3 a 5 pisos)
- Actividad moderada (mezcla de usos de residencial, de comercio minorista, de oficinas, de servicios, generalmente de 2 a 4 pisos)
- Actividad leve (mezcla de casas adosadas, empresas comerciales a pequeña escala, generalmente de 2 a 3 pisos)



**BORRADOR DEL CONCEPTO DE DISEÑO DE LA COMUNIDAD:
PLANIFICACIÓN URBANA PROPUESTA**



TOWN CENTER PLAN OPEN HOUSE // 1 de Marzo de 2018



LEYENDA

- Superficie construida
- Parcela
- Carretera
- PLANIFICACIÓN URBANA**
- Calle principal (edificios de uso mixto con usos activos en la planta baja, generalmente de 3 a 4 pisos)
- Actividad intensa (mezcla de usos cívicos, de hotelería, de entretenimiento, de oficina, generalmente de 3 a 5 pisos)
- Actividad moderada (mezcla de usos de residencial, de comercio minorista, de oficinas, de servicios, generalmente de 2 a 4 pisos)
- Actividad leve (mezcla de casas adosadas, empresas comerciales a pequeña escala, generalmente de 2 a 3 pisos)
- PLANIFICACIÓN URBANA**
- Parque existente
- Parque propuesto
- PLANIFICACIÓN URBANA**
- Red de calles existente
- Red multimodal de calles propuesta
- Sendero para peatones/bicicletas existente
- Sendero para peatones/bicicletas propuesto
- Carril para bicicletas existente
- Carril para bicicletas propuesto
- Cruce optimizado para peatones/bicicletas en la intersección



BORRADOR DEL CONCEPTO DE DISEÑO DE LA COMUNIDAD



ATTACHMENT A WILSONVILLE TOWN CENTER PLAN

ENCUESTA: BORRADOR DEL CONCEPTO DE DISEÑO DE LA COMUNIDAD

Esta encuesta también se encuentra disponible en inglés en Internet, en: <http://bit.ly/towncenterconcept>

INTRODUCTION

La planificación urbana, el transporte y los espacios abiertos son los principales componentes de un entorno edificado. Durante el último año, los integrantes de la comunidad de Wilsonville compartieron sus ideas y preferencias respecto de cómo deben verse en el futuro dichos componentes en el centro de la ciudad. Se combinaron las ideas de la comunidad para elaborar el Borrador del concepto de diseño de la comunidad.

Ahora, necesitamos su ayuda para refinar el concepto de diseño y asegurarnos de que respalde la visión de la comunidad del futuro del centro de la ciudad.

En las siguientes páginas de esta encuesta, revise las características principales de cada componente e indique si considera que el enfoque propuesto es una buena guía para el centro de la ciudad.

Si desea ampliar sus respuestas, use la tarjeta de comentarios proporcionada.

VISIÓN PARA EL FUTURO:

El centro de la ciudad es un destino dinámico y transitable que inspira a la población a integrarse y socializar, ir de compras, residir y trabajar. El centro de la ciudad es el corazón de Wilsonville. Alberga parques activos, espacios cívicos y atracciones que proporcionan experiencias fascinantes todo el año. Los residentes y los visitantes de Wilsonville llegan al centro de la ciudad para ir de compras y disfrutar de las opciones gastronómicas, culturales y de entretenimiento.



<p>Parque propuesto en la base del futuro puente para bicicletas/peatones:</p> <p>Un puente para bicicletas/peatones planificado sobre la carretera interestatal 5 (I-5) conectará el centro de la ciudad con el lado oeste de Wilsonville y la estación de tránsito central SMART. Un nuevo parque en la base del puente podría servir como vía de acceso y espacio público en el extremo norte del centro de la ciudad.</p>		<p>¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?</p> <p><input type="checkbox"/> Estoy de acuerdo</p> <p><input type="checkbox"/> No estoy de acuerdo</p> <p><input type="checkbox"/> No estoy seguro</p>
<p>Corredores verdes propuestos:</p> <p>Las plazas, las áreas verdes y los pequeños espacios abiertos nuevos proporcionarían conexiones entre los parques más grandes del centro de la ciudad y añadirían cubierta arbórea y vegetación, como también más espacios para reunirse, socializar y jugar.</p>		<p>¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?</p> <p><input type="checkbox"/> Estoy de acuerdo</p> <p><input type="checkbox"/> No estoy de acuerdo</p> <p><input type="checkbox"/> No estoy seguro</p>

PLANIFICACIÓN URBANA



<p>Distrito de la calle principal: Parkway Avenue se extendería hacia el sur, más allá del centro de la ciudad, para conectar con Wilsonville Road. Parkway se convertiría en una calle principal transitable y atractiva con una mezcla de edificios de 3 a 4 pisos que atravesarían el corazón del centro de la ciudad.</p>		<p>¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?</p> <p><input type="checkbox"/> Estoy de acuerdo <input type="checkbox"/> No estoy de acuerdo <input type="checkbox"/> No estoy seguro</p>
<p>Zona de actividad intensa: Los edificios más altos, de hasta 5 pisos, a lo largo de la I-5 y cerca de la base del futuro puente para peatones, mejorarían la visibilidad del centro de la ciudad, ayudaría a crear el sentido de lugar y respaldaría el aumento de la actividad económica que desean los integrantes de la comunidad. Los usos de los edificios podrían incluir más oportunidades de empleo, entretenimiento y servicios de hotelería. Según la propuesta, los usos residenciales en esta área quedarían limitados y no se permitirían en la zona contigua a la I-5.</p>		<p>¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?</p> <p><input type="checkbox"/> Estoy de acuerdo <input type="checkbox"/> No estoy de acuerdo <input type="checkbox"/> No estoy seguro</p>
<p>Áreas de actividad moderada: Una variedad de edificios de 2 a 4 pisos, en su mayoría, a lo largo del centro de la ciudad proporcionaría la mezcla de usos de oficina, comerciales y residenciales que la comunidad desea en el centro de la ciudad. La actividad moderada cerca de Wilsonville Road estaría centrada en el comercio, mientras que las áreas cercanas al parque del centro de la ciudad incluirían más edificios residenciales y de uso mixto.</p>		<p>¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?</p> <p><input type="checkbox"/> Estoy de acuerdo <input type="checkbox"/> No estoy de acuerdo <input type="checkbox"/> No estoy seguro</p>
<p>Zona de actividad leve: La urbanización sería menos intensa, ya que esta zona se encuentra próxima al lado este de la carretera de circunvalación del centro de la ciudad y los vecindarios adyacentes. La urbanización de actividad leve incluiría construcción de uso mixto y residencial de 1 a 3 pisos, con empresas comerciales que prestan servicios al vecindario.</p>		<p>¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?</p> <p><input type="checkbox"/> Estoy de acuerdo <input type="checkbox"/> No estoy de acuerdo <input type="checkbox"/> No estoy seguro</p>

RED MULTIMODAL DE CALLES



LEYENDA

- Superficie construida
- Parcela
- Carretera
- Parque existente
- Corriente/Arroyo
- Red de calles existente
- Red multimodal de calles propuesta
- Sendero para peatones/bicicletas existente
- Sendero para peatones/bicicletas propuesto
- Carril para bicicletas existente
- Carril para bicicletas propuesto
- Cruce optimizado para peatones/bicicletas en la intersección

**BORRADOR DEL CONCEPTO DE DISEÑO DE LA COMUNIDAD:
RED MULTIMODAL DE CALLES PROPUESTA**

Red multimodal de calles propuesta:

Las nuevas calles en el centro de la ciudad, que presentarían aceras amplias con asientos y paisajismo, estacionamiento en la vía pública en muchas calles y carriles de circulación más estrechos para vehículos que reducen la velocidad del tráfico y facilitan el cruce de peatones y de ciclistas, proporcionarían conexiones más seguras para todos los viajeros. Se espera que el servicio de tránsito y los carriles adicionales para bicicletas, las calles locales y los caminos para tráfico no motorizado en la carretera de circunvalación del centro de la ciudad mejoren las conexiones en el centro de la ciudad y hacia las áreas circundantes.



¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo
- No estoy de acuerdo
- No estoy seguro

Cruces optimizados para peatones y bicicletas:

Los cruces bien diseñados a lo largo de Wilsonville Road crearían conexiones seguras para peatones y bicicletas entre el centro de la ciudad y la biblioteca, los hogares, los negocios y los espacios abiertos situados en el lado sur de Wilsonville Road.



¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo
- No estoy de acuerdo
- No estoy seguro

Calle principal:

Parkway Avenue se transformaría en la calle principal del centro de la ciudad y se extendería desde Wilsonville Road hasta la carretera de circunvalación del centro de la ciudad. La calle incluiría estacionamiento en la vía pública, aceras amplias con paisajismo y atracciones para los peatones. La reducción de las velocidades de los vehículos y los carriles de circulación estrechos aumentarían la seguridad de los peatones, a la vez que se seguiría proporcionando acceso vehicular para los residentes y negocios locales. El estacionamiento fuera de la vía pública se ubicaría detrás de los edificios.



¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo
- No estoy de acuerdo
- No estoy seguro

Lado oeste modificado de la carretera de circunvalación del centro de la ciudad:

Se reubicaría el lado oeste de la carretera de circunvalación del centro de la ciudad para aumentar el potencial de urbanización en la parte oeste del centro de la ciudad. El lado oeste de la carretera de circunvalación del centro de la ciudad proporcionaría conectividad norte/sur para todos los modos de transporte. La circulación de tráfico se distribuiría de manera más uniforme entre el lado oeste de la carretera de circunvalación del centro de la ciudad, Parkway Avenue y el lado este de la carretera de circunvalación del centro de la ciudad, lo que ayudaría a aliviar las congestiones de tráfico en la intersección de Wilsonville Road y el lado oeste de la carretera de circunvalación del centro de la ciudad (véase supra mapa).

¿Está de acuerdo en que esta es una buena guía para el centro de la ciudad?

- Estoy de acuerdo
- No estoy de acuerdo
- No estoy seguro

ATTACHMENT A

BORRADOR DEL CONCEPTO DE DISEÑO DE LA COMUNIDAD

Use la tarjeta de comentarios proporcionada a indique si considera que el enfoque propuesto es una buena guía para el centro de la ciudad.



Muchas gracias por participar en esta encuesta. Sus opiniones, junto con los comentarios de los demás integrantes de la comunidad, se usarán para refinar el Concepto del centro de la ciudad y para informar las políticas incluidas en el Plan del centro de la ciudad.

Antes de irse, entregue la encuesta completa y las tarjetas de comentarios a uno de los integrantes del personal del equipo del proyecto o déjelos en el buzón de encuestas.

Esta sección de la encuesta es opcional. Sus respuestas nos permitirán asegurarnos de que estemos logrando una amplia muestra representativa de la comunidad de Wilsonville.

¿Cómo se identifica más con el centro de la ciudad? (Seleccione todas las opciones que correspondan).

- Residente de Wilsonville
- Residente o vecino del centro de la ciudad
- Estudiante en Wilsonville
- Trabajo en Wilsonville
- Trabajo en el centro de la ciudad
- Dueño de propiedad en el centro de la ciudad
- Dueño de negocio en el centro de la ciudad
- Director comercial en el centro de la ciudad
- Otro

¿Qué edad tiene? Elija solo una de las siguientes opciones:

- Menor de 18 años
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- Mayor de 75 años
- Prefiero no responder

La mayoría de las personas se perciben a sí mismas como integrantes de un grupo étnico o racial particular. ¿Cómo se identifica a sí mismo? (Elija todas las opciones que correspondan).

- Afroestadounidense/negro
- Asiático o estadounidense de origen asiático
- Raza caucásica/blanco
- Hispano/latino
- Multirracial
- Indígena estadounidense
- Si prefiere autodefinirse, hágalo aquí:

Indique su sexo. (Elija todas las opciones que correspondan).

- Femenino
- Masculino
- Transgénero
- Prefiero no responder
- Si prefiere autodefinirse, hágalo aquí:

¿Cuáles son sus ingresos del grupo familiar? Elija solo una de las siguientes opciones:

- Menos de \$25,000
- Entre \$25,000 y \$49,999
- Entre \$50,000 y \$74,999
- Entre \$75,000 y \$99,999
- Entre \$100,000 y \$149,999
- \$150,000 o más
- Otro

Esta encuesta también se encuentra disponible en inglés en Internet, en: <http://bit.ly/towncenterconcept>



TOWN CENTER PLAN OPEN HOUSE // 1 de Marzo de 2018

CALLE PRINCIPAL



PARQUE PROPUESTO EN LA BASE DEL FUTURO PUENTE PARA BICICLETAS/PEATONES



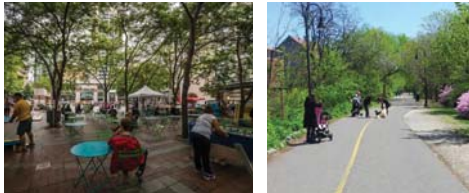
RED MULTIMODAL DE CALLES PROPUESTA



ACTIVIDAD INTENSA



CORREDORES VERDES PROPUESTOS



CRUCES OPTIMIZADOS PARA PEATONES Y BICICLETAS



ACTIVIDAD MODERADA



LEVE ACTIVIDAD



CALLE PRINCIPAL



PLANIFICACIÓN URBANA

PARQUES Y ESPACIOS ABIERTOS

RED MULTIMODAL

INSPIRACIÓN DE DISEÑO

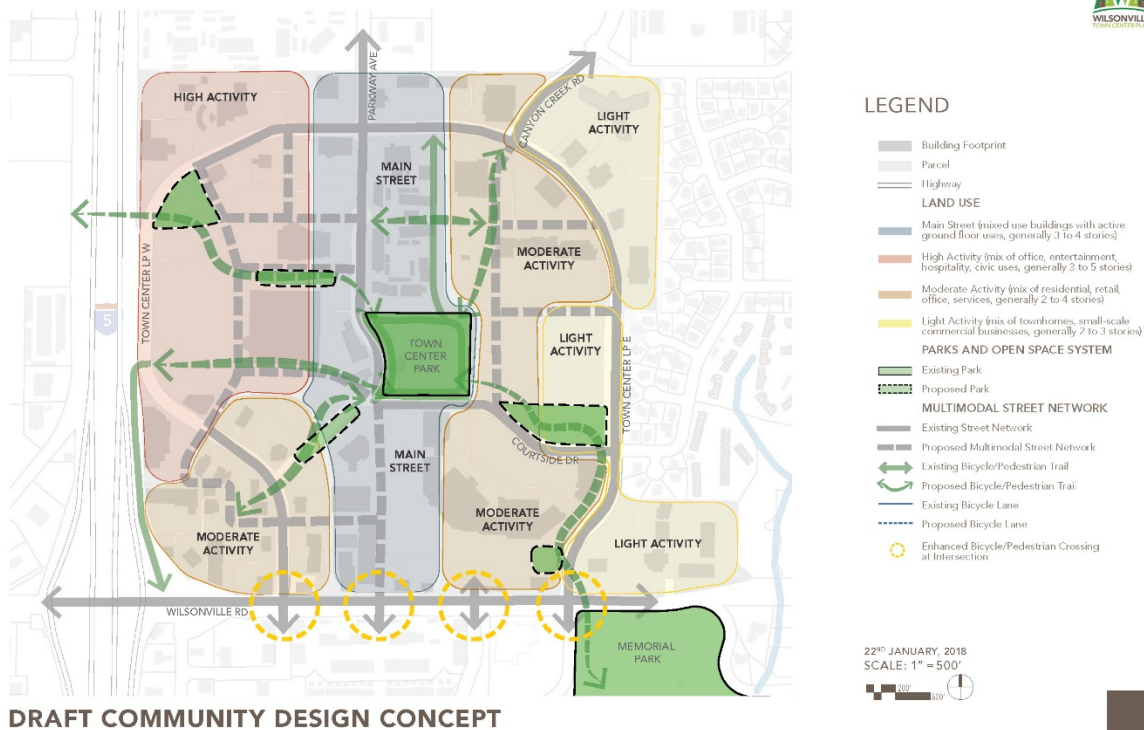


WILSONVILLE TOWN CENTER PLAN

City of Wilsonville Town Center Plan Town Center Community Design Concept Survey Summary April 2018

Introduction

The City of Wilsonville is developing the Town Center Plan (the Plan) to create a cohesive, unified district that enhances existing assets in the area and sets the stage for new development. Over the last year, the Wilsonville Community provided their ideas and feedback about the future of Town Center in a variety of forms and venues (e.g. workshops, meetings, online and in person surveys). Based on the community input and technical analysis, the project team created a Draft Community Design Concept (the Draft Concept) for Town Center.



The Draft Concept captures a long-term vision; it is not proposing any buildings move or change in the near-term. Instead, when a land owner wants to redevelop, the Town Center Plan will guide what that redevelopment should look like and how it can support the community's vision for Town Center.

ATTACHMENT A

The project team conducted an online survey focused on the Draft Concept and its various elements. The survey ran from January 24, 2018 – March 7, 2018 and was promoted through the project website, media outreach, social media, and various community events. The survey was structured to solicit input, highlight necessary refinements to the Draft Concept, and make sure it reflects the community's vision for Town Center.¹

The survey included maps and real-world examples illustrating the Draft Concept. The Draft Concept is a composite of three major building blocks of a built environment:

1. Land use
2. Transportation
3. Open/green spaces

Within each building block, there are several key elements. Each key element was displayed on a map and illustrated with sample images that showed examples of the element. Survey participants were asked to indicate if they thought each proposed key element was a good direction for Town Center, selecting from one of three answer choices: 1) I agree; 2) I do not agree; and 3) I am not sure. A follow up question invited survey respondents to explain their answer choice.

Online Design Survey Results

Around 460 people visited the survey website. Out of these 460 people, 206 people completed the questionnaire. The number of people who responded to each question varies. This document summarizes the community's input to the design survey, including each individual question's response rate and results. For all questions, the percentages for answers are calculated based on the total number of respondents who answered that particular question. A summary of the comments received from participants to all open-ended questions can be found in Appendix A.

Overall, there is support for the Draft Concept. At least 70% of the respondents indicated they agreed with the proposed direction for all building blocks and their associated elements (see figures below). More detailed responses, including the number of people who disagreed and were not sure about the building blocks and their associated elements, are included in the following sections of this results summary.

¹ *Vision: Town Center is a vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work. Town Center is the heart of Wilsonville. It is home to active parks, civic spaces, and amenities that provide year-round, compelling experiences. Wilsonville residents and visitors come to Town Center for shopping, dining, culture, and entertainment.*

ATTACHMENT A

Figure 1: Respondents who agree with the four proposed land use elements

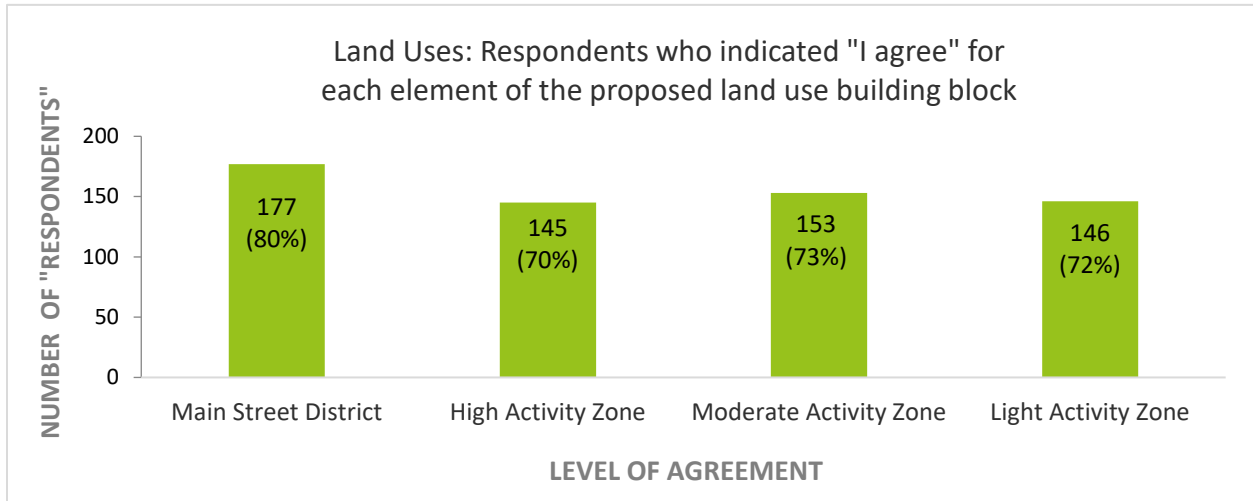


Figure 2: Respondents who agree with the proposed park and open space elements

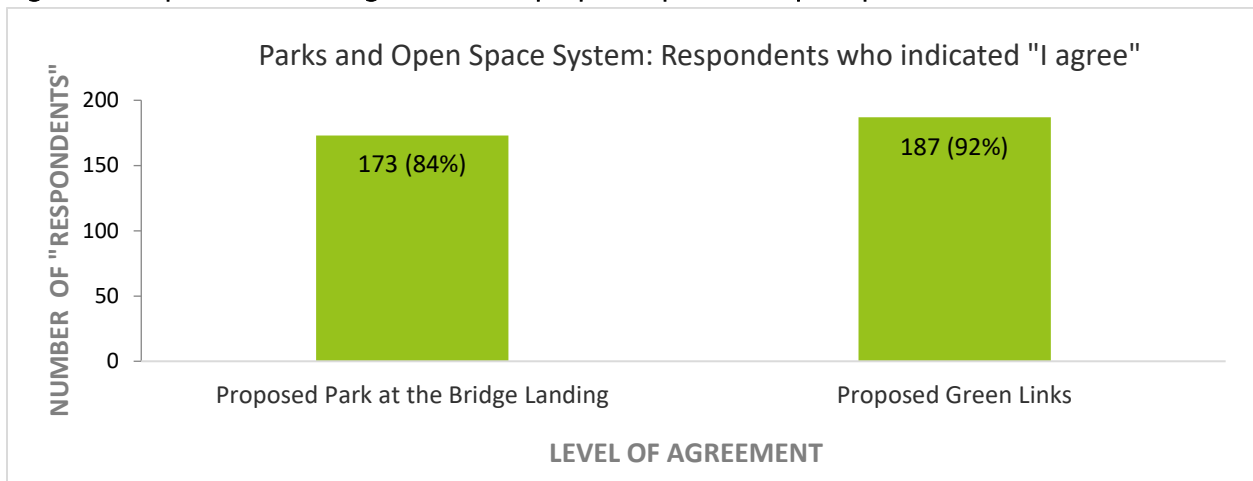
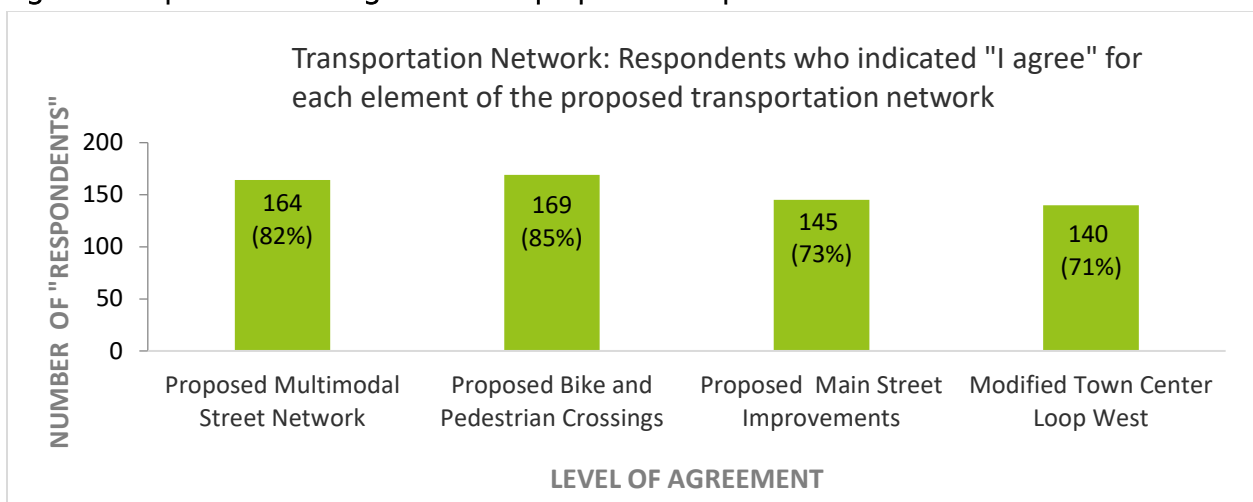


Figure 3: Respondents who agree with the proposed transportation network elements



ATTACHMENT A

The results of responses for each of the building block key elements is summarized below. Appendix B is attached with the survey, which includes maps for each of the buildings blocks and precedent images for each of the key elements of those building blocks.

Building Block 1: Land Uses

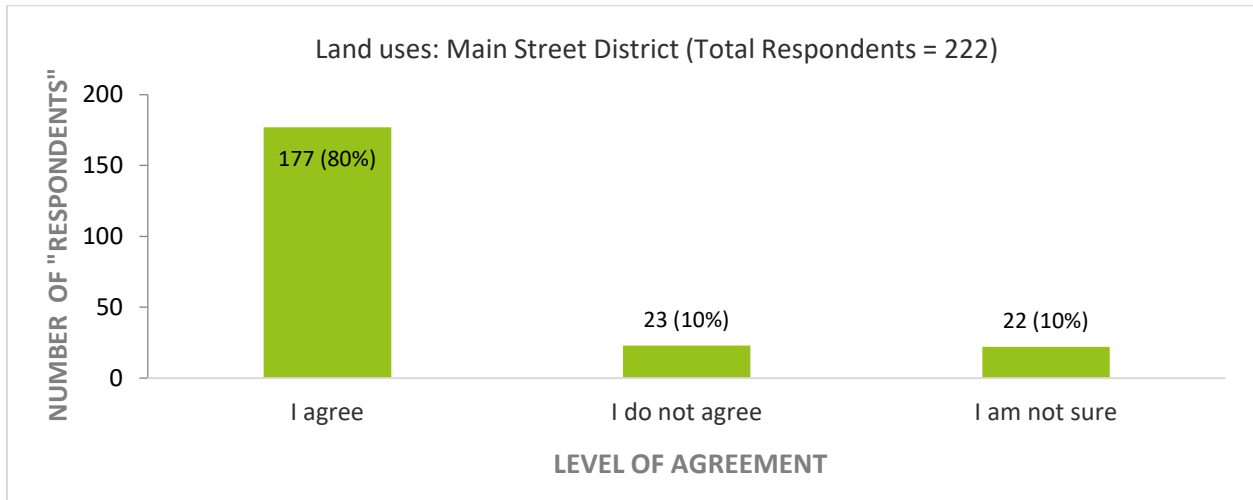
The survey asked participants to respond to four elements of the proposed land use plan:

- Main street
- High activity
- Moderate activity
- Light activity

Main Street District

The survey described the “Main Street” District as a walkable and lively main street with a mix of active uses and mostly 3-4 story buildings. Figure 4 shows the number of respondents who replied, “I agree,” “I do not agree,” or “I am not sure” whether the Main Street Land Use is a good direction for the Town Center. Out of 222 respondents who answered this question, a majority of them agreed with the concept.

Figure 4: Main Street District responses



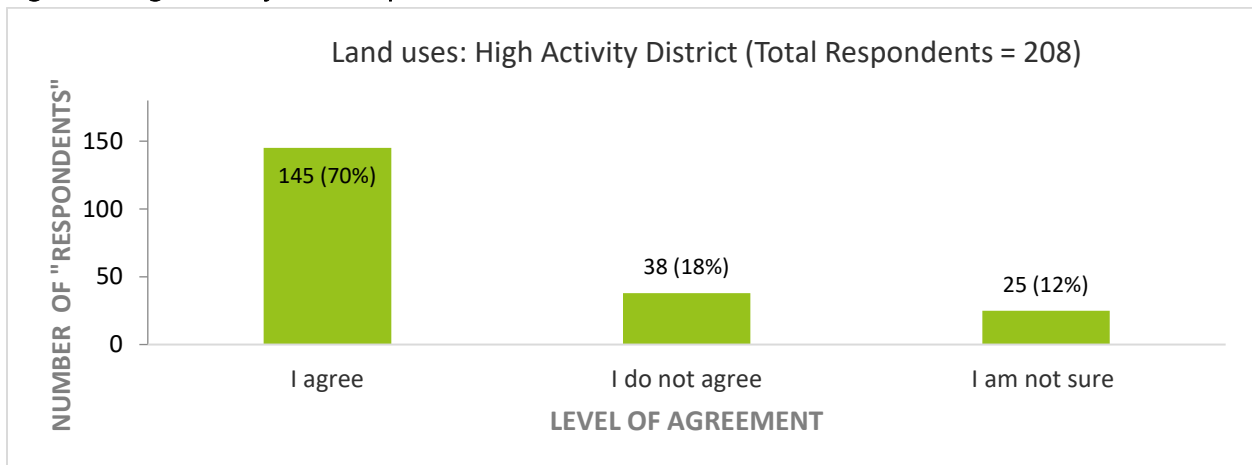
High Activity

The survey described the “High Activity” area as allowing taller buildings (up to 5 stories) along I-5 and near the future pedestrian bridge landing. The taller buildings would improve Town Center’s visibility, help create a sense of place, and support the increased level of activity and economic vibrancy desired by community members in this area, including additional employment opportunities, entertainment, and hospitality services. As proposed, residential uses in this area would be limited and not allowed adjacent to I-5.

Figure 5 shows the number of respondents who replied, “I agree,” “I do not agree,” or “I am not sure” that the High Activity Land Use is a good direction for the Town Center. Out of 208 respondents who answered this question, the majority (145 respondents) of them agreed with the concept for the High Activity area.

Respondents could also provide an explanation (open-ended answer) describing why they chose to agree, disagree or were not sure. Around 100 comments were received. While most respondents supported this concept, with several comments that the taller buildings will act as buffers and provide good locations for additional businesses in Town Center, there were about 20 comments expressing concerns, including increased traffic and the proposed 5-stories being too tall.

Figure 5: High Activity Area responses



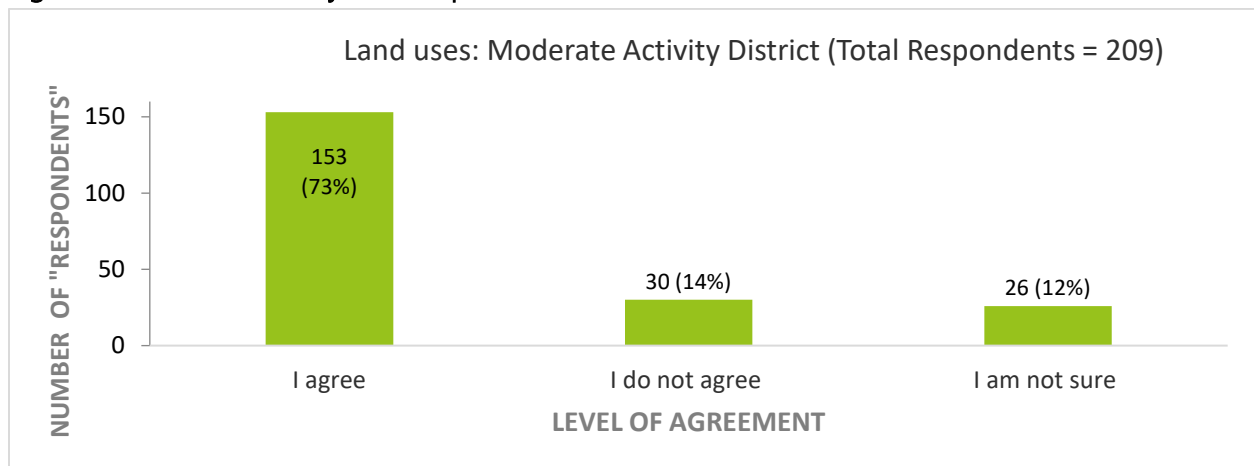
ATTACHMENT A

Moderate Activity

The survey described the Moderate Activity areas as mostly 2-4 story buildings with a mix of residential, commercial and office uses. Moderate activity near Wilsonville Road would be commercially focused while the areas near Town Center Park would include more residential and mixed-use buildings.

Figure 6 shows the number of respondents who replied, "I agree," "I do not agree," or "I am not sure" that the Moderate Activity Land Use is a good direction for the Town Center. Out of 209 respondents who answered this question, the majority (153 respondents) of them agreed with the concept for the Moderate Activity areas. Respondents could also provide an explanation (open-ended answer) about why they chose to agree, disagree or were not sure. The most common concern expressed in the comments was about increased traffic. Comments included support for and disagreement with allowing additional residential development in Town Center.

Figure 6: Moderate Activity Area responses

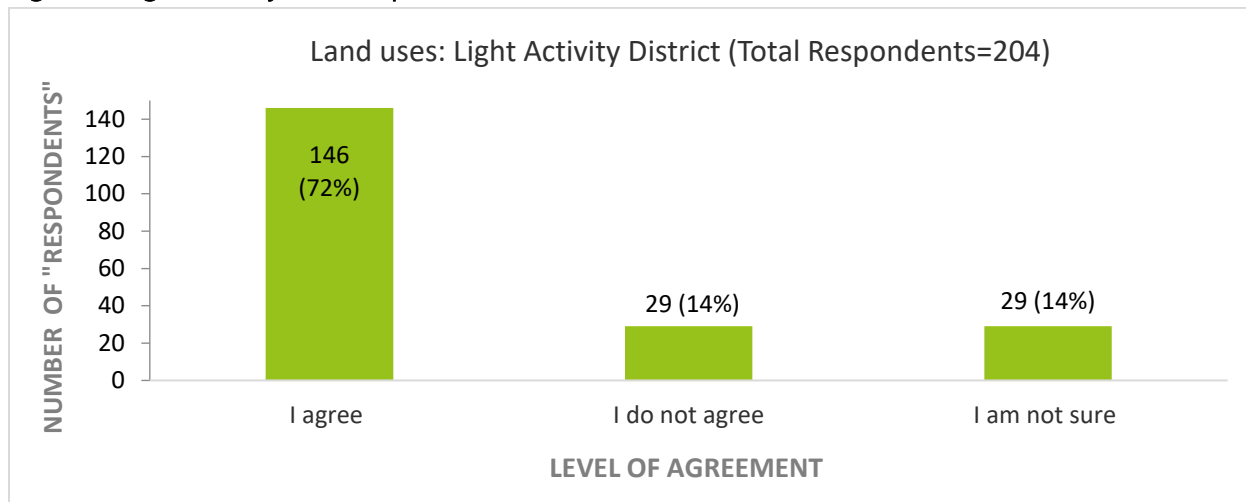


Light Activity

The survey described "Light Activity" as areas with light activity development that would include 1-3 story residential and mixed-use development, with neighborhood-serving commercial businesses.

Figure 7 below shows the number of respondents who replied, "I agree," "I do not agree," or "I am not sure" that this is a good direction for the Town Center. Out of 204 respondents who answered this question, a majority (146 respondents) of them agreed with the concept. Respondents could also provide an explanation (open-ended answer) on why they chose to agree, disagree or were not sure. There were a range of comments, with topics ranging from supporting affordable housing to not wanting residential developed in Town Center. There were no prominent themes in the comments about the Light Activity area.

Figure 7: Light Activity Area responses



Building Block 2: Parks and Open Space System

The survey asked participants to respond to two elements of the proposed open space system:

- A park/plaza at the landing of the proposed pedestrian/bicycle bridge over I-5.
- A series of green links - plazas, greenways, and small open spaces - between future and existing parks such as Town Center Park, Memorial Park and Murase Plaza (the "Emerald Chain" concept). The green spaces would provide new social and recreational spaces while expanding green space in Town Center.

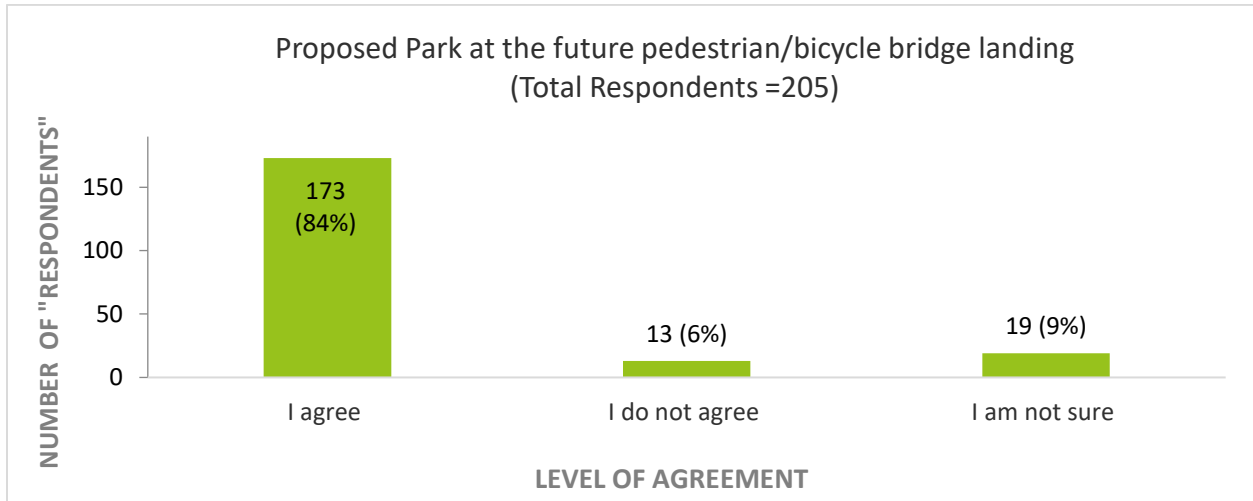
Park/Plaza

The survey described the proposed park/plaza at the landing of the planned pedestrian/bicycle bridge across I-5 as an important arrival and destination point at the north end of the Town Center.

Figure 8 shows the number of respondents who replied, "I agree," "I do not agree" or "I am not sure" that the addition of this new park at the bridge landing is a good direction for the Town Center. Out of 205 respondents who answered this question, a majority of them (173 respondents) agreed with the addition. Respondents could also provide an explanation (open-ended answer) on why they chose to agree, disagree or were not sure. Almost all comments about the park/plaza were supportive. There were some concerns about how the park's proposed location next to the freeway would affect the park experience.

ATTACHMENT A

Figure 8: Park/Plaza at landing of the proposed pedestrian/bicycle bridge responses

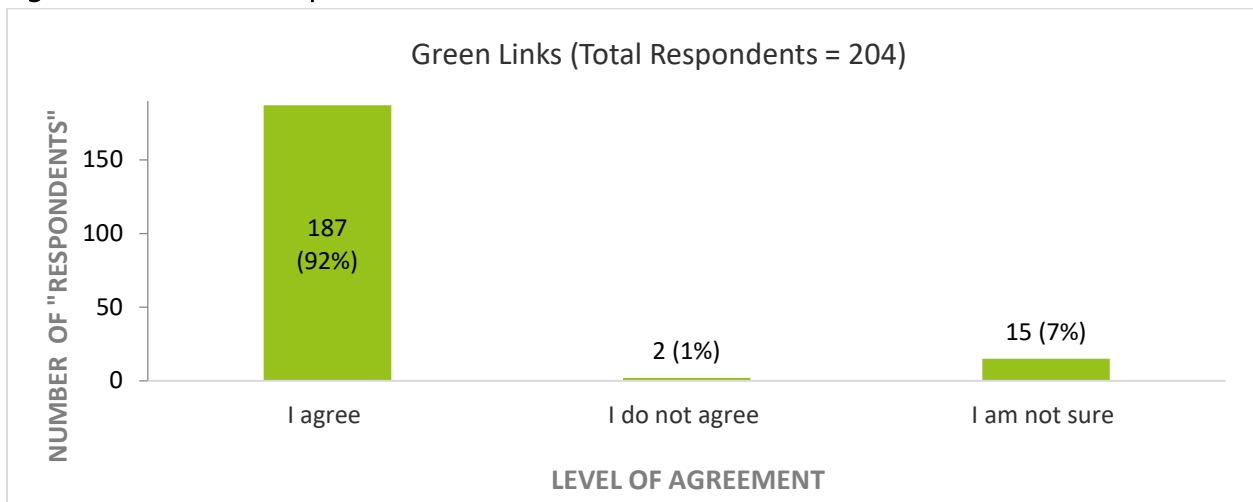


Green Links

The survey described the proposed plazas, greenways, and small open spaces in between the larger parks as providing important connections, more tree cover and greenery, and more spaces for gathering, socializing and play.

Figure 9 shows the number of respondents who replied, “I agree,” “I do not agree,” or “I am not sure” that the Green Links / Emerald Chain concept is a good direction for the Town Center. Out of 204 respondents who answered this question, a majority of them (187 respondents) agreed with the addition. Respondents who commented were generally enthusiastic about more bicycle and pedestrian access and more green spaces.

Figure 9: Green Links responses



Building Block 3: Multimodal Street Network

The survey included a map to illustrate the proposed street network concept that includes the following features:

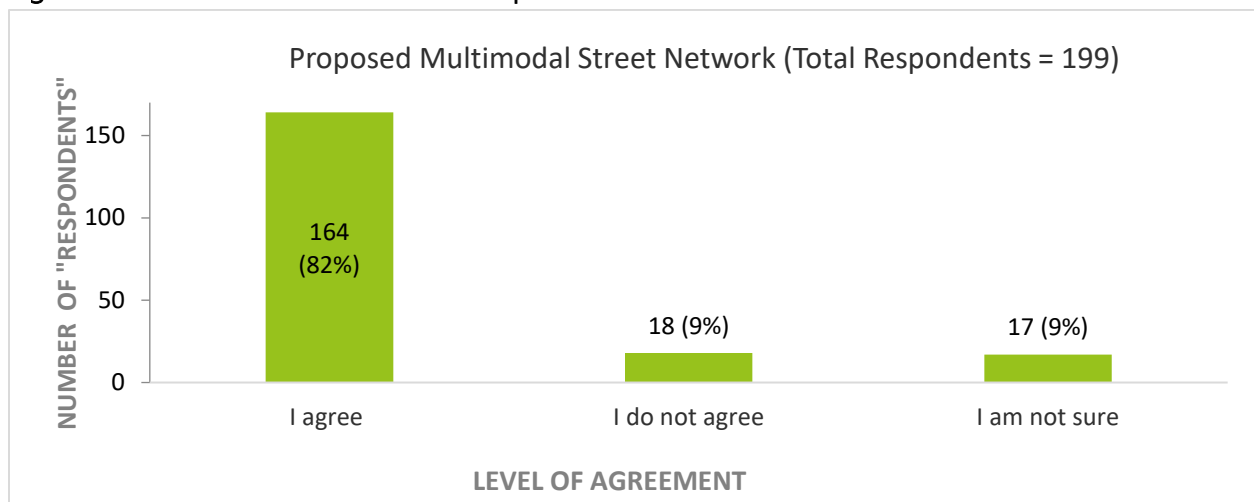
- Multimodal Street Network
- Enhanced Bicycle and Pedestrian Crossings
- Main Street
- Modified Loop West

Proposed Multimodal Street Network

The survey described the multimodal network as including streets that would provide safer connections within Town Center for all travelers, featuring wide sidewalks with seating and landscaping, on-street parking on many streets, and narrower vehicle travel lanes that slow traffic and make it easier for pedestrians and bicyclists to cross. Transit service and additional bike lanes, local roads and non-motorized paths inside Town Center Loop are expected to play an important role in improving connections within Town Center and to surrounding areas.

Figure 10 shows the number of respondents who replied, "I agree," "I do not agree," or "I am not sure" that the multimodal street network is a good direction for the Town Center. Out of 199 respondents who answered this question, a majority of them (164 respondents) agreed with the concept. Respondents could also provide an explanation (open-ended answer) on why they chose to agree, disagree or were not sure. Comments included enthusiasm for more biking and walking opportunities as well as concerns about increased traffic.

Figure 10: Multimodal Street Network responses

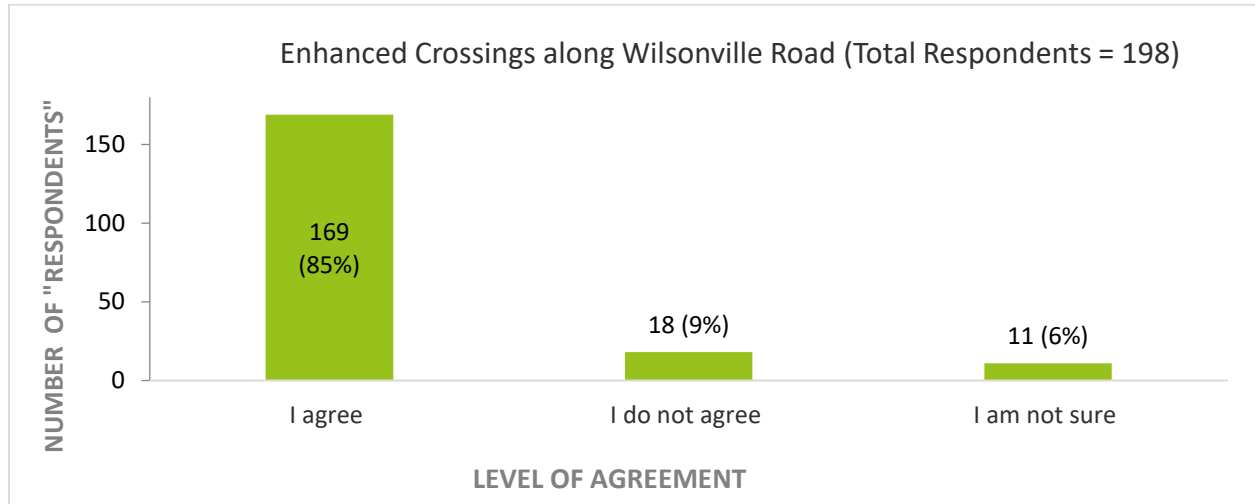


Enhanced Bike and Pedestrian Crossings

The survey described improved crossings along Wilsonville Road that would create safe bicycle and pedestrian connections between Town Center and the library, homes, businesses, and open spaces found on the south side of Wilsonville Road.

Figure 11 shows the number of respondents who replied, "I agree," "I do not agree," or "I am not sure" to that the addition of enhanced crossings along Wilsonville Road was a good direction for Town Center. Out of 198 respondents who answered this question, a majority of them (169 respondents) agreed with the concept. Respondents could also provide an explanation (open-ended answer) on why they chose to agree, disagree or were not sure. The comments included support for safer crossings as well as some concerns about bicycle-car conflicts and the potential for enhanced crossings to slow down traffic too much.

Figure 11: Enhanced Bike and Pedestrian Crossings responses



Main Street

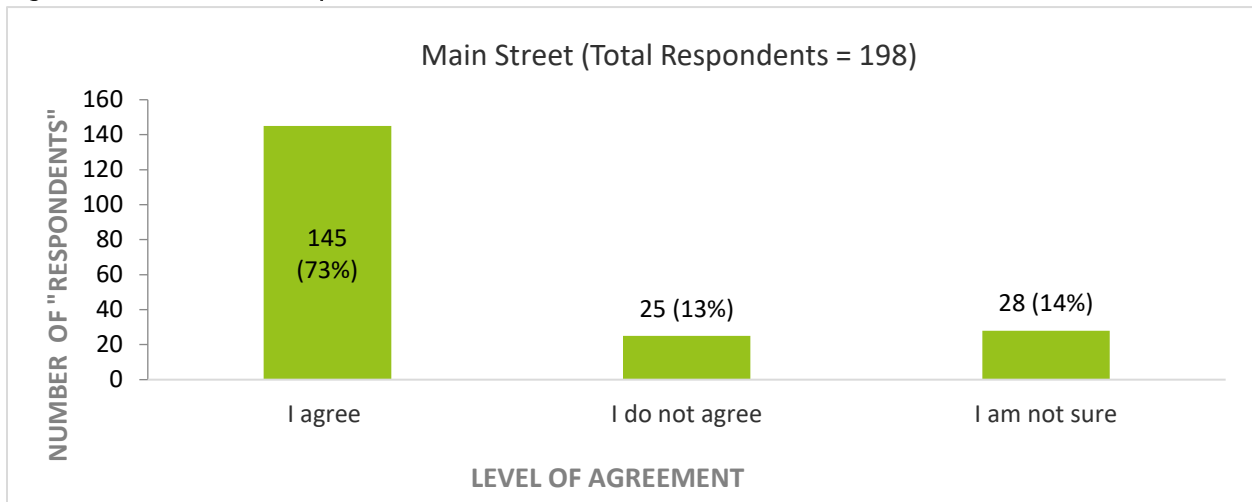
The survey described a Main Street that would convert Parkway Avenue into Town Center’s Main Street, connecting from Wilsonville Road to Town Center Loop. Parkway Avenue would be designed to include on-street parking, wide sidewalks with landscaping and pedestrian amenities. Slow vehicle speeds and narrow travel lanes increase pedestrian safety while still providing vehicle access for local businesses and residents. Off street parking would be provided behind buildings.

Figure 12 shows the number of respondents who replied, "I agree," "I do not agree," or "I am not sure" that transforming Parkway Avenue into Town Center’s Main Street was a good direction for Town Center. Out of 198 respondents who answered this question, a majority (145 respondents) agreed with the concept. Respondents could also provide an explanation (open-ended answer) on

ATTACHMENT A

why they chose to agree, disagree or were not sure. About 1/3 of the 50 comments were related to the configuration or quantity of parking. There were also several comments related to people's desire for street trees. Some people were concerned that the main street would not accommodate cars, while others were concerned that there was too much car access and thought the street should focus more on pedestrians and bicycles.

Figure 12: Main Street responses

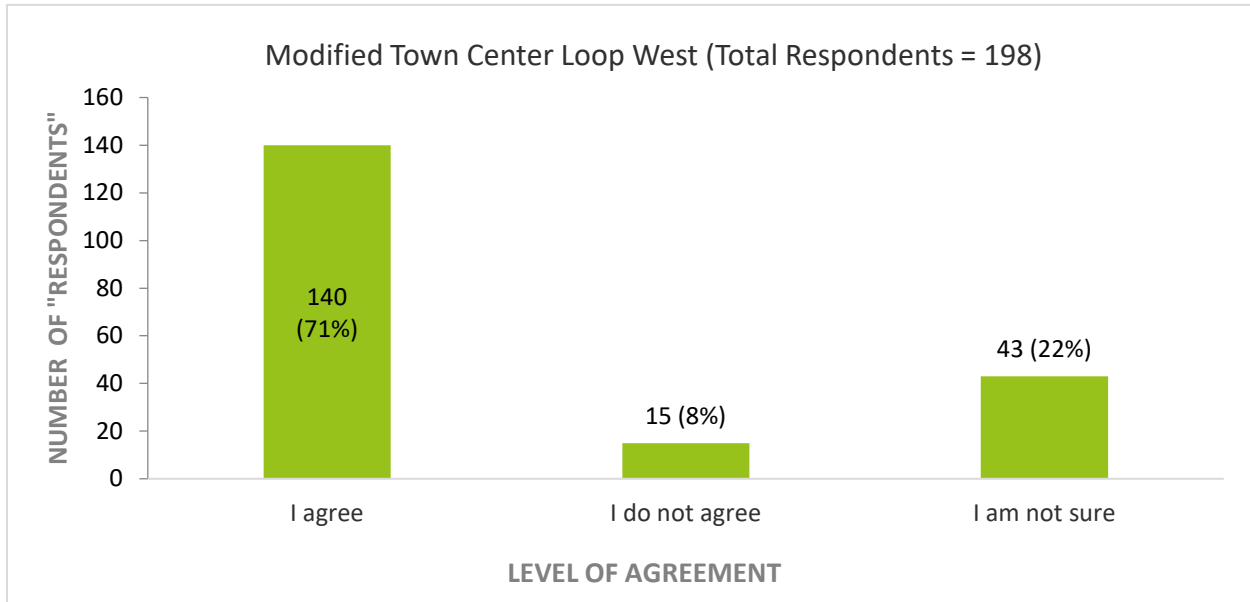


Modified Town Center Loop West

The survey described the community's ideas about relocating Town Center Loop West to increase development potential in the western portion of Town Center. Town Center Loop West would still provide north/south connectivity for all modes of travel, although traffic circulation would be distributed more evenly between Town Center Loop West, Parkway Avenue, and Town Center Loop East helping ease congestion issues at the Wilsonville Road and Town Center Loop West intersection.

Figure 13 below shows the number of respondents who replied, "I agree," "I do not agree," or "I am not sure" that relocating Town Center Loop West was a good direction for Town Center. Out of 198 respondents who answered this question, a majority (140 respondents) agreed with the concept. Respondents could also provide an explanation (open-ended answer) on why they chose to agree, disagree or were not sure. The comments indicated there was some confusion about the modified loop and included concerns about congestion.

Figure 13: Modified Loop West



Draft Community Design Concept

The survey included a final opportunity to comment on the Draft Community Design Concept for Town Center and included a map that combined the three building blocks (land use, parks and open space system and multimodal street network). Respondents were invited to provide open-ended comments about the Draft Concept.

The word cloud on page 13 (Figure 14) is a pictorial representation of the themes that emerged from all the open-ended responses. Word clouds are graphics that display words in sizes that are proportionate to the number of times the word appeared in the open-ended responses (i.e. the more frequently a word was used by respondents, the larger it is in the word cloud).

Figure 14: Word Cloud showing comments on the Draft Concept map



Seventy-three survey respondents commented on the Draft Concept map. Out of 73 respondents, 40% (30 comments) of the comments were supportive of the Draft Concept. Other comments were a mix of suggestions for specific amenities, questions and comments about timing and cost. Concerns were primarily related to the potential for increased traffic, increased parking needs created by adding residential, and tall buildings creating a big city feel. The 5 most frequently mentioned words include: traffic (276), businesses (213), parking (244), buildings (186) and development (130). A summary of all open-ended responses can be found in Appendix A.

ATTACHMENT A

Demographics

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

Figure 15: Identification with Town Center

(Total responses= 452, respondents could select all answers that applied)

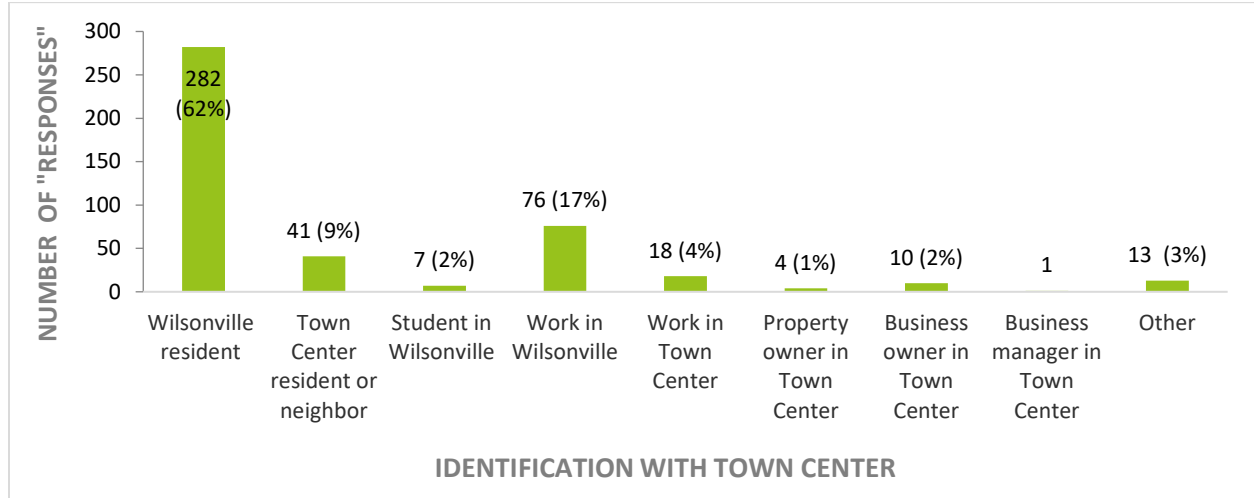
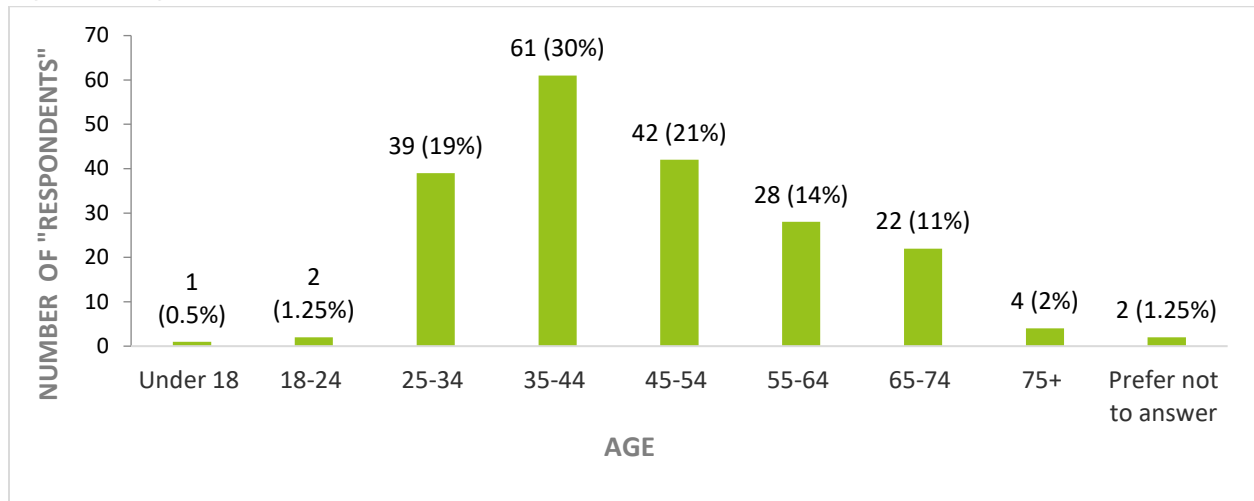


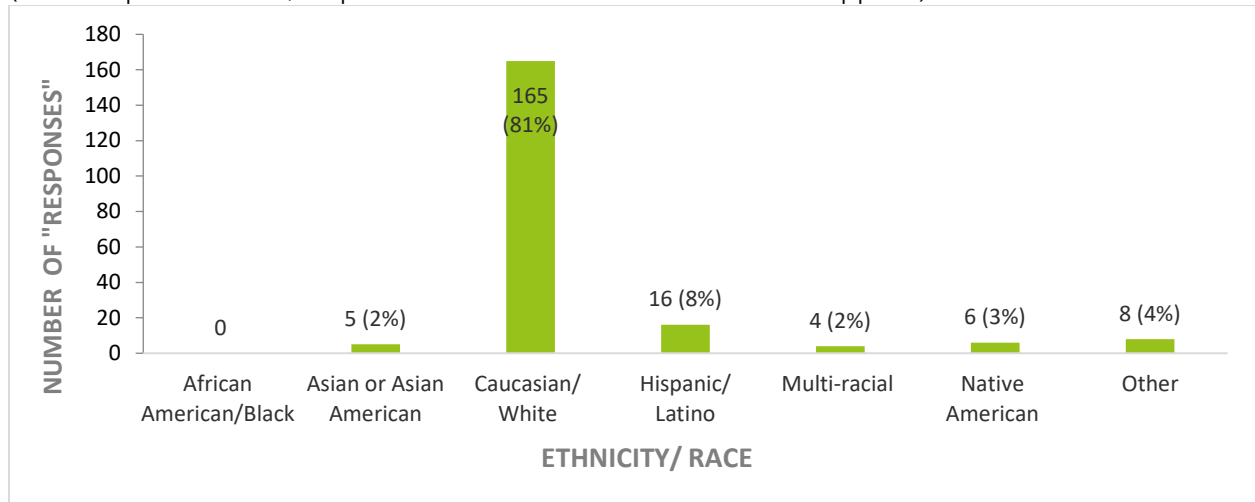
Figure 16: Age of Respondents (Total respondents = 201)



ATTACHMENT A

Figure 17: Ethnicity or Race

(Total responses= 204, respondents could select all answers that applied)

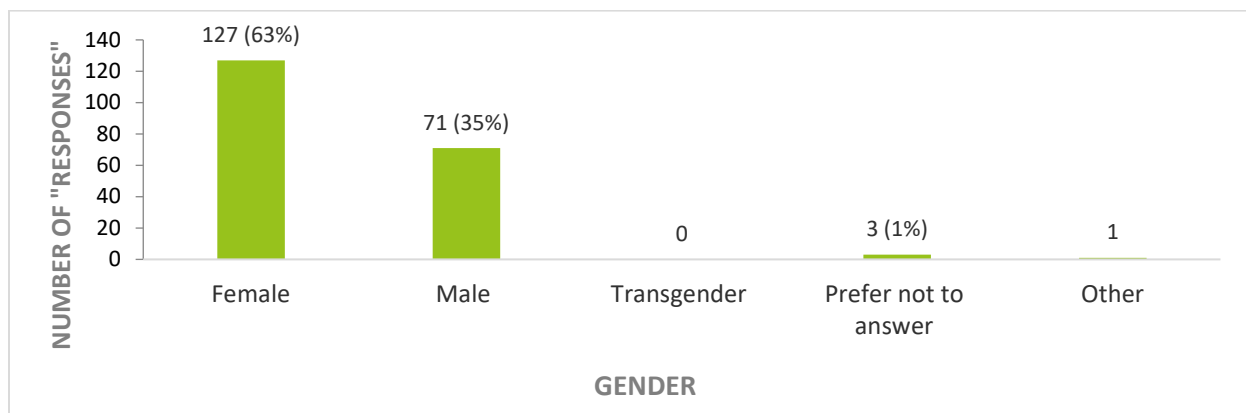


Survey respondents self-identified their race/ethnicity in similar proportions to the broader Wilsonville population. However, among survey respondents, there was slightly less representation from people who selected multiple races/ethnicities than the overall Wilsonville population.

Racial Demographics across Local Geographies

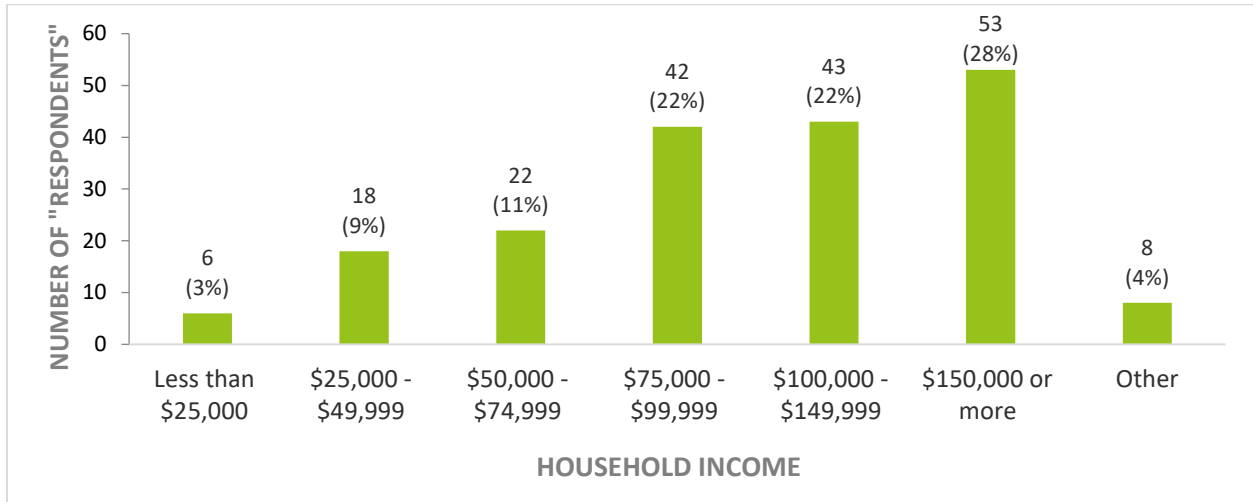
Race	Survey Respondents	Wilsonville	Oregon
White	81%	85%	83%
African American	0	<1%	2%
American Indian/Alaska Native	3%	1%	1%
Asian	2%	4%	4%
Multiracial	2%	4%	4%
Other	4%	5%	6%
Hispanic or Latino	8%	12%	12%

Figure 18: Gender (Total responses= 202, respondents could select all answers that applied)



ATTACHMENT A

Figure 19: Household Income (Total respondents = 192)



Key Economic Indicators across Local Geographies

Income	Survey Respondents	Wilsonville	Oregon
Median Household Income		\$56,181	\$52,196
Incomes above \$150k	28%	10.1%	8.1%
Incomes below \$25k	3%	19.7%	23.1%

Survey respondents tended to be higher income. The median household income in Wilsonville is \$56,181. Ten percent of Wilsonville residents have incomes higher than \$150,000, compared to 28% of survey respondents who have incomes higher than \$150,000.

ATTACHMENT B



EXISTING CONDITIONS

ATTACHMENT B

*Open space locations and sizes are approximate



LEGEND

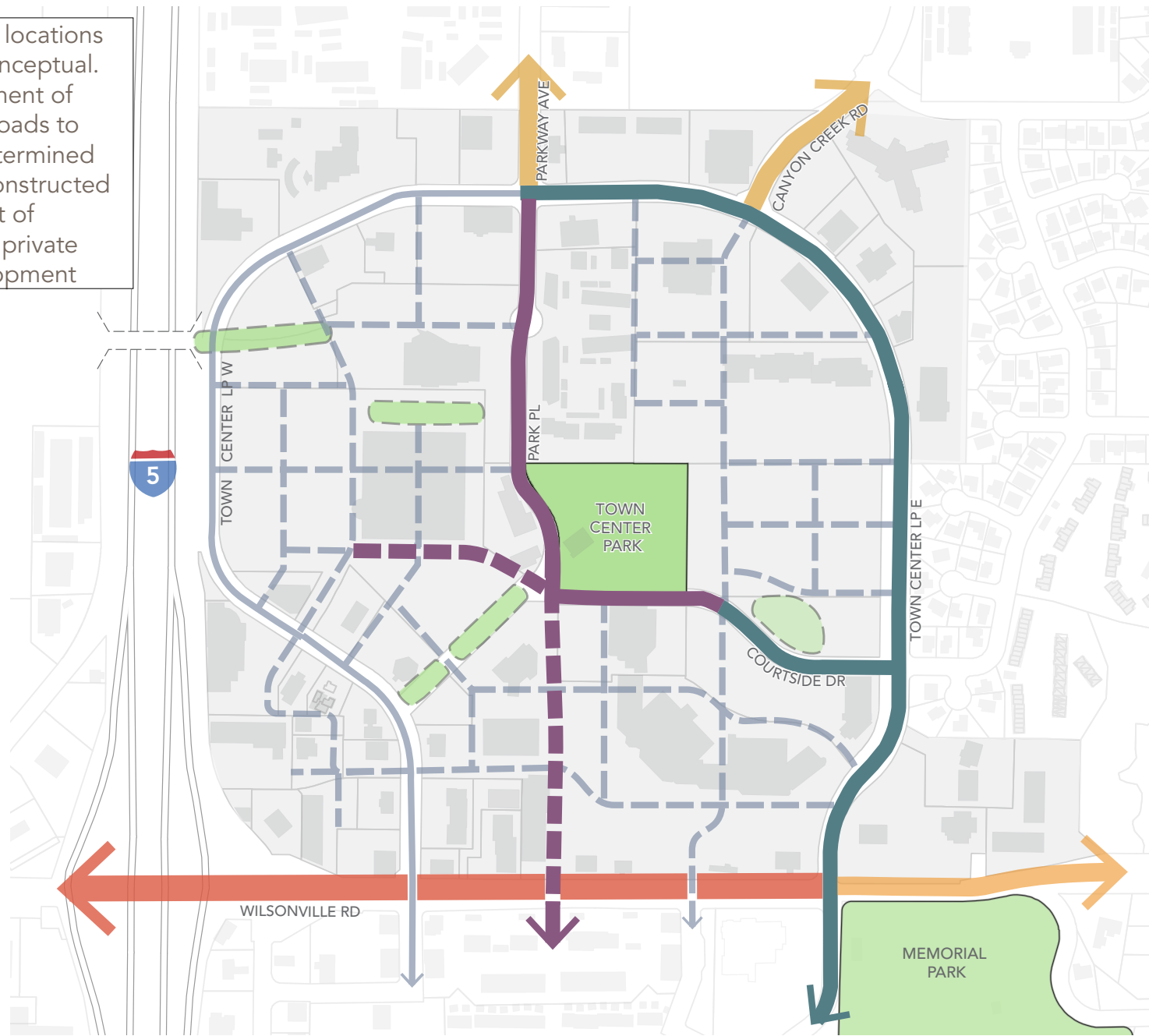
- Building Footprint
 - Parcel
 - Highway
 - Proposed Pedestrian Bridge
- OPEN SPACE NETWORK**
- Existing Open Space
 - Proposed Open Space



CONCEPTUAL OPEN SPACE NETWORK

ATTACHMENT B

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



LEGEND

- Building Footprint
- Parcel
- Highway
- Proposed Pedestrian Bridge
- Existing Street
- Conceptual Street Locations

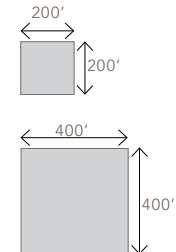
OPEN SPACE NETWORK

- Existing Open Space
- Proposed Open Space

STREET HIERARCHY*

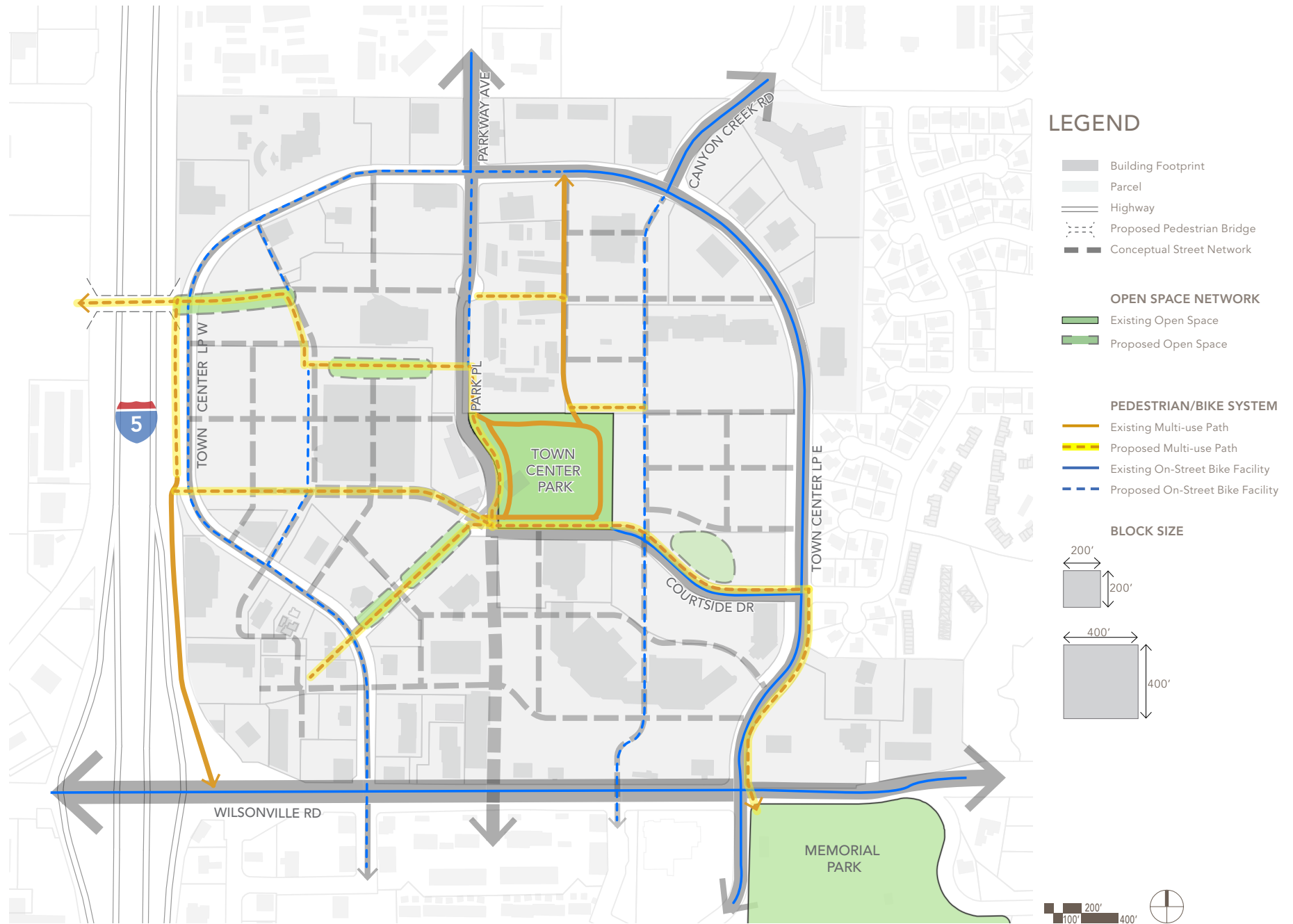
- Local
- Main Street
- Collector
- Minor Arterial
- Major Arterial

BLOCK SIZE



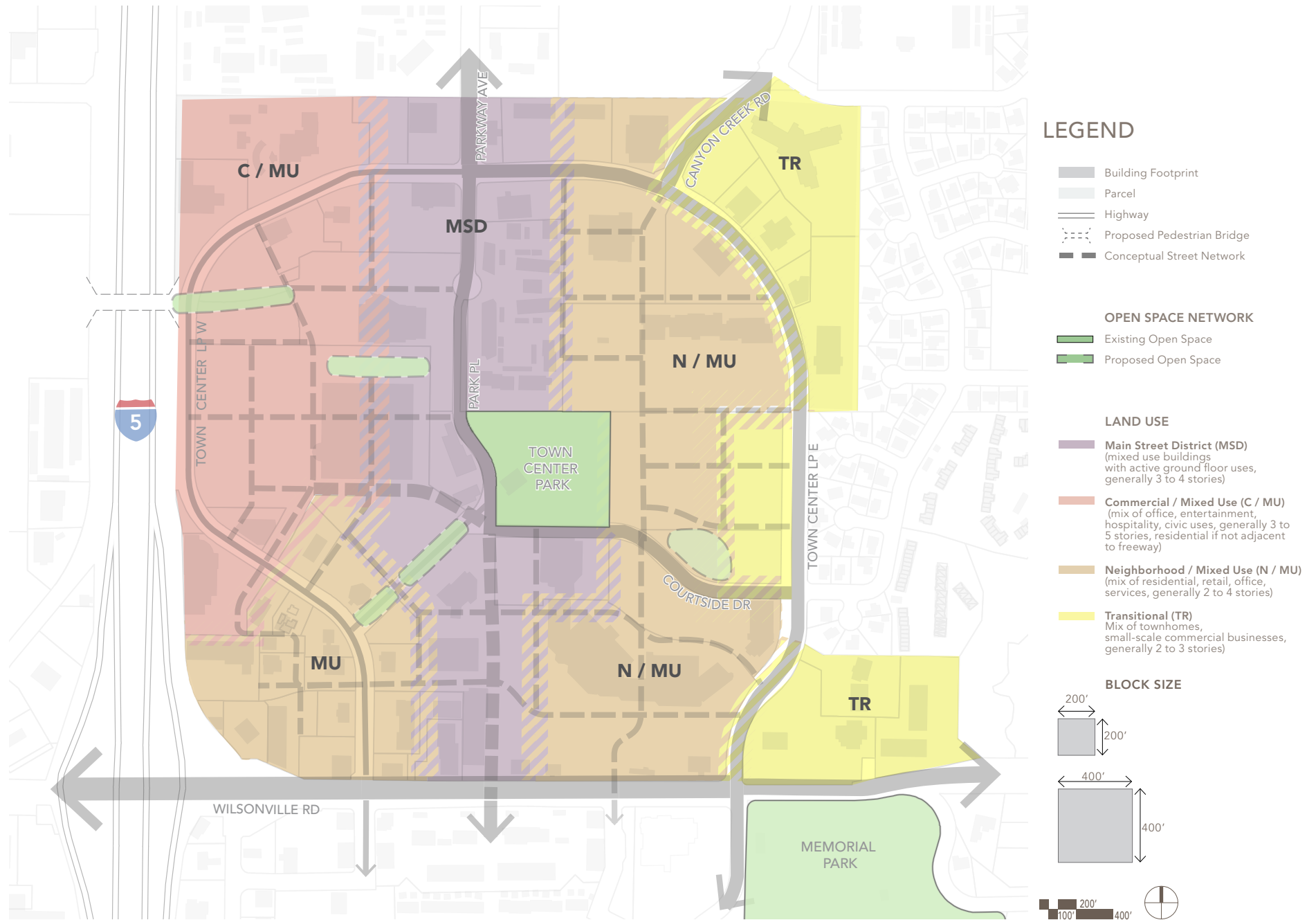
PROPOSED STREET NETWORK

ATTACHMENT B



PROPOSED MULTI-MODAL NETWORK

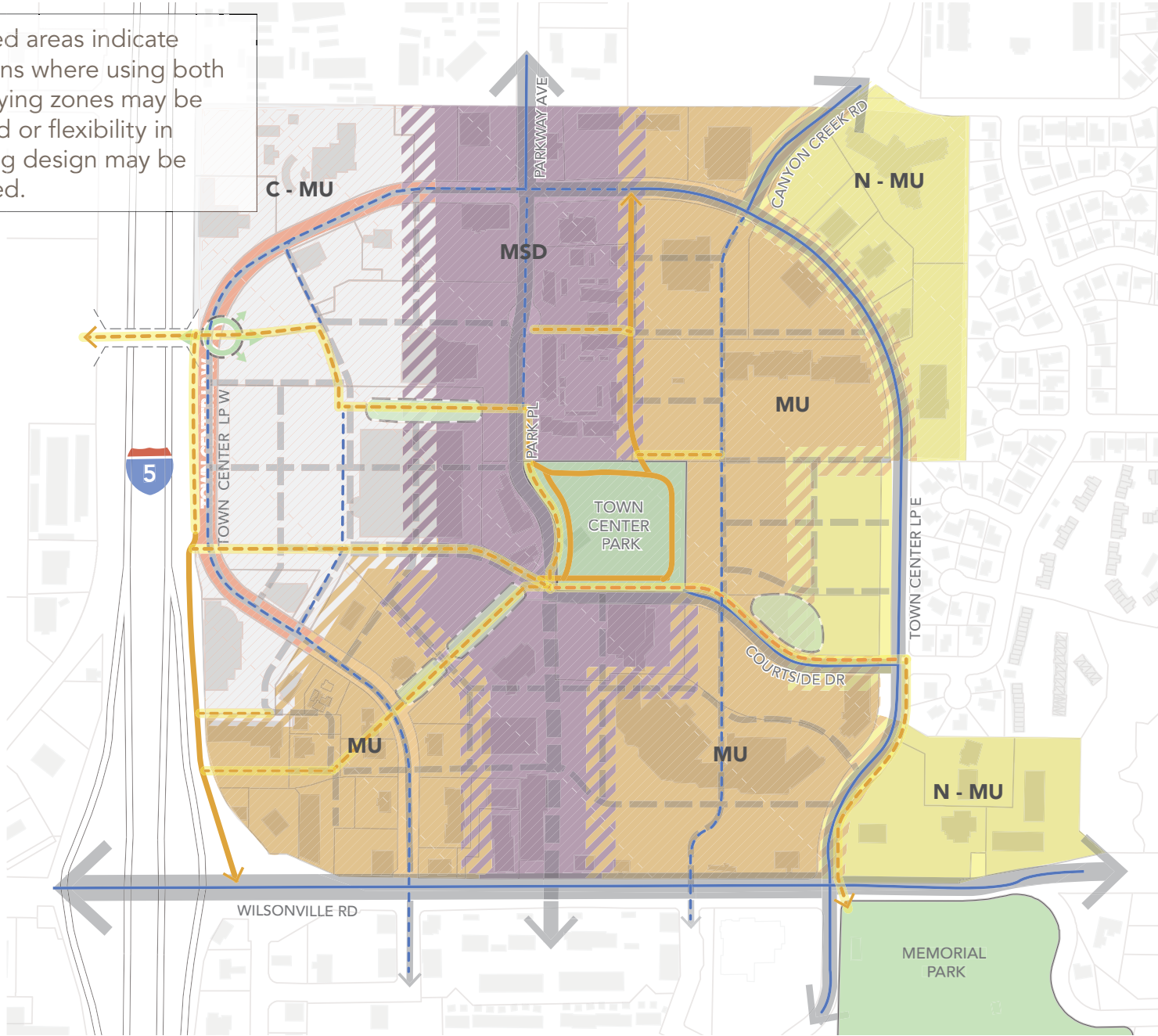
ATTACHMENT B



PROPOSED LAND USE

ATTACHMENT B

Hatched areas indicate locations where using both underlying zones may be allowed or flexibility in building design may be required.



LEGEND

- Building Footprint
 - Parcel
 - Highway
 - Proposed Pedestrian Bridge
 - Proposed Street Network
- OPEN SPACE NETWORK**
- Existing Open Space
 - Proposed Open Space
 - Proposed Gateway/Landing
- PEDESTRIAN/BIKE SYSTEM**
- Existing Multi-use Path
 - Proposed Multi-use Path
 - Existing On-Street Bike Facility
 - Proposed On-Street Bike Facility
- LAND USE**
- Main Street District (MSD)**
(mixed use buildings with active ground floor uses, generally 3 to 4 stories)
 - Commercial - Mixed Use (C - MU)**
(mix of office, entertainment, hospitality, civic uses, generally 3 to 5 stories, residential if not adjacent to freeway)
 - Mixed Use (MU)**
(mix of residential, retail, office, services, generally 2 to 4 stories)
 - Neighborhood - Mixed Use (N-MU)**
Mix of townhomes, small-scale commercial businesses, generally 2 to 3 stories)
- BLOCK SIZE**
- 200' x 200'
 - 400' x 400'
- Scale: 100', 200', 400'

PROPOSED PLAN

ATTACHMENT B



PROPOSED STREET SECTION LOCATIONS



1" = 10'

PROMENADE (PROPOSED) (LOOKING EAST)

existing theater



mix of office, entertainment, hospitality, residential and civic uses (3 to 5 stories)



Planning Commission Meeting - August 8, 2018

proposed conditions

Town Center Plan
52'

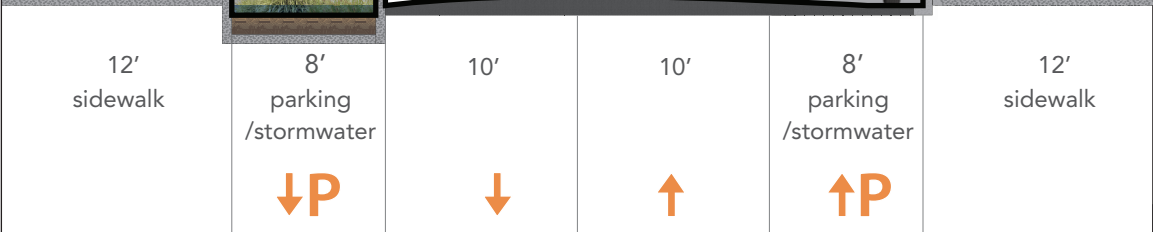


1" = 10'

LOCAL STREET (OPTION 1)

mix of residential,
retail, office, services
(2 to 4 stories)

mix of residential,
retail, office, services
(2 to 4 stories)



proposed conditions
Town Center Plan
60'

Planning Commission Meeting - August 8, 2018

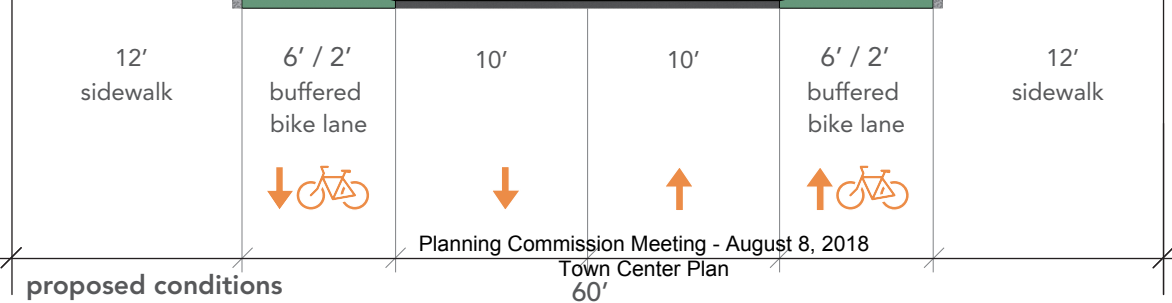


1" = 10'

LOCAL STREET (OPTION 2)

mix of residential,
retail, office, services
(2 to 4 stories)

mix of residential,
retail, office, services
(2 to 4 stories)





1" = 10'

LOCAL STREET (OPTION 3)

parking alternates sides to reduce speed and create space for variations in pedestrian amenities

mix of residential, retail, office, services (2 to 4 stories)

mix of residential, retail, office, services (2 to 4 stories)



12' sidewalk

8' parking /stormwater

20' Woonerf style shared roadway

14' sidewalk



Planning Commission Meeting - August 8, 2018

Town Center Plan

proposed conditions

54'

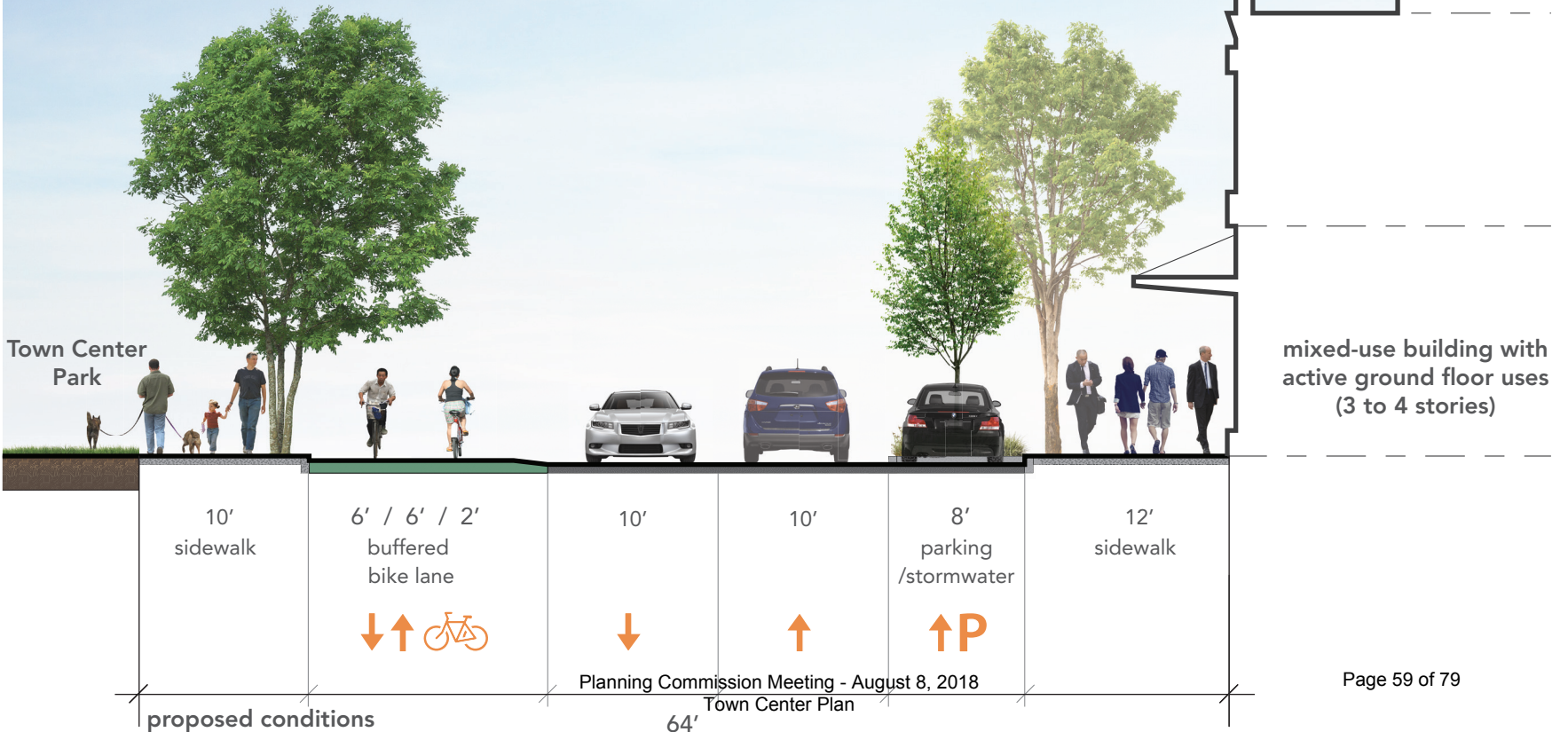
ATTACHMENT B



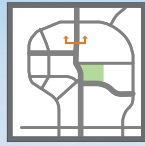
1" = 10'

SW COURTSIDE DRIVE TYPICAL

(LOOKING EAST)



ATTACHMENT B



1" = 10'

PARK PLACE (LOOKING NORTH)

mixed-use building with active ground floor uses (3-4 stories)

optional setback 20' max.



private

12' sidewalk

8' buffered bike lane

10'

10'

8' buffered bike lane

12' sidewalk

existing apartments



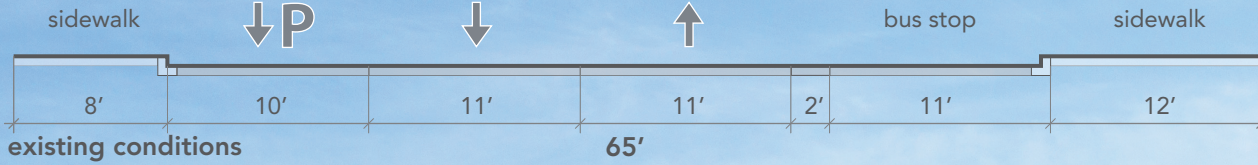
Planning Commission Meeting - August 8, 2018

Town Center Plan

proposed conditions

60'

ATTACHMENT B



1" = 10'

PARK PLACE AT TOWN CENTER PARK

(LOOKING NORTH)

mixed-use building with active ground floor uses (3 to 4 stories)

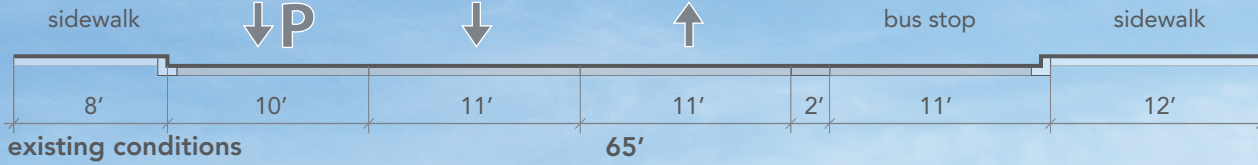
Town Center Park parking area



Planning Commission Meeting - August 8, 2018

Town Center Plan

ATTACHMENT B



1" = 10'

PARK PLACE AT TOWN CENTER PARK

(LOOKING NORTH)

mixed-use building with active ground floor uses (3 to 4 stories)



Planning Commission Meeting - August 8, 2018

Town Center Plan

proposed conditions: closed for festival

65'



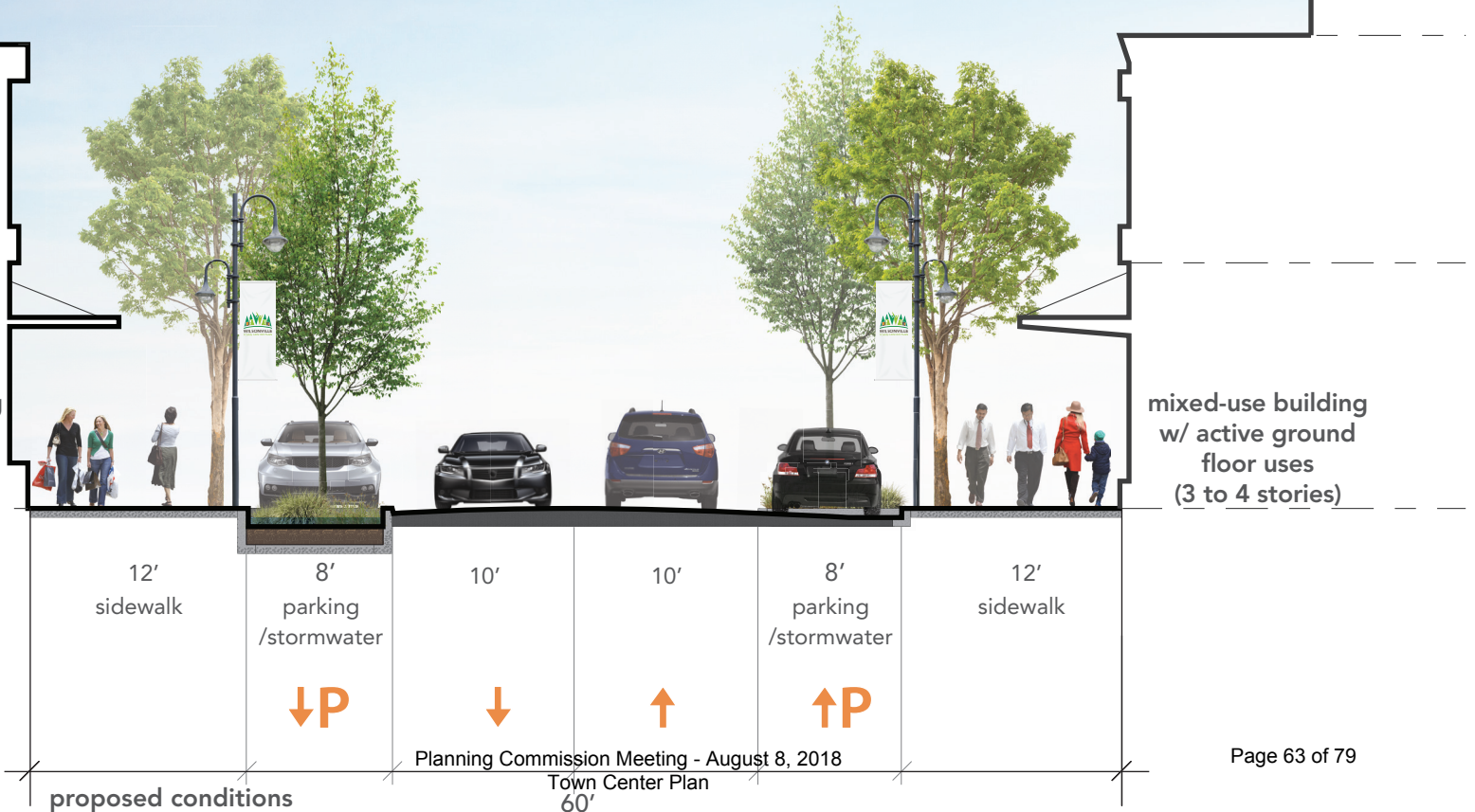
1" = 10'

PARK PLACE EXTENSION

(LOOKING NORTH)

mixed-use building
w/ active ground
floor uses
(3 to 4 stories)

mixed-use building
w/ active ground
floor uses
(3 to 4 stories)



ATTACHMENT C

Section 4.XXX. Town Center Zone.

The Town Center (TC) Zone applies to lands within the Town Center Comprehensive Plan Map designation. The TC zone is a Planned Development Zone, subject to applicable Planned Development regulations, except as superseded by this section or in the Comprehensive plan and its supporting documents. The purpose of the TC Zone is stated below. Wilsonville's Town Center is:

- A. A vibrant, walkable destination that inspires people to come together and socialize, shop, live, and work.
- B. The heart of Wilsonville.
- C. Home to active parks, civic spaces, and amenities that provide year-round, compelling experiences.
- D. Where Wilsonville residents and visitors come for shopping, dining, culture, and entertainment.

Sub-districts. The TC area is composed of four sub-districts (Map ____), described below.

- a. Main Street. A walkable and lively main street with a mix of active uses and mostly 3-4 story buildings through the heart of Town Center along Parkway Avenue, which would extend south past Town Center park to Wilsonville Road.
- b. Neighborhood-Mixed Use. Development would be less intense as it approaches Town Center Loop East and the adjacent neighborhoods. Light activity development would include 1-3 story residential and mixed-use development, with neighborhood-serving commercial businesses.
- c. Mixed Use. A variety of mostly 2-4 story buildings throughout Town Center would provide the mix of residential, commercial and office uses the community is looking to have in Town Center. Moderate activity near Wilsonville Road would be commercially focused while the areas near Town Center Park would include more residential and mixed-use buildings.
- d. Commercial-Mixed Use. Allowing taller buildings, up to 5 stories, along I-5 and near the future pedestrian bridge landing, would improve Town Center's visibility, help create a sense of place, and support the increased level of activity and economic vibrancy desired by community members, including additional employment opportunities, entertainment, and hospitality services. As proposed, residential uses in this area would be limited and not allowed adjacent to I-5.

(.02) Uses permitted anywhere in the TC Zone

- A. Open space
- B. Multi-family Dwelling Units
- C. Public or private parks, playgrounds, recreational and community buildings and uses
- D. Commercial recreation
- E. Retail sales and service of retail products, under a footprint of 30,000 square feet per use
- F. Offices and clinics
- G. Personal and professional services
- H. Day care
- I. Food service (e.g. restaurants, food carts, food cart pods)
- J. Beverage service (e.g. cafes, brewpubs, bars)
- K. Manufacturing and assembly, in enclosed buildings, of goods sold on the premises.

ATTACHMENT C

- L. Churches, except in the Main Street sub-district.
- M. Any of the above in mixed use buildings.
- N. Accessory uses, buildings and structures customarily incidental to a principle use.
- O. Temporary buildings and structures for uses incidental to construction work, which buildings or structure shall be removed upon completion or abandonment of the construction work.

(.03) Permitted and Prohibited uses in specific sub-districts

Figure X, Land Use Sub-Districts, illustrates subareas of the Town Center where certain regulations apply. Below are use-related regulations for the Sub-districts.

A. MAIN STREET (MS)

1. Uses with Drive-through facilities – New uses with drive-through facilities (e.g. fast food, banks, car wash), are prohibited. Existing drive-through uses and facilities may be continued consistent with Section 4.189. In the MS sub-district, a change in use is permitted for a new drive-through use, consistent with the other standards of Section 4.189.
2. Churches – Churches are not permitted in the Main Street sub-district, except as a temporary use that is incidental to a principle permitted use.

B. NEIGHBORHOOD –(N-MU)

1. Attached single family dwellings.
2. Attached single family dwellings. The dwellings may include businesses facing the front lot line.
3. Mixed-use development with neighborhood serving businesses

C. COMMERCIAL – MIXED USE (C-MU)

1. Additional permitted uses – Commercial recreation with outdoor facilities (e.g. cart track); retail exceeding a footprint of 30,000 square feet per user; cinemas
2. Multi-family is prohibited on any parcel side that abuts I-5, including the I-5 side of parcels abutting Town Center Loop West lot line.

D. MIXED USE (MU)

1. Uses with Drive-through facilities – New uses with drive-through facilities (e.g. fast food, banks, car wash), are prohibited. Existing drive-through uses and facilities may be continued consistent with Section 4.189. In the MS sub-district, a change in use is permitted for a new drive-through use, consistent with the other standards of Section 4.189.
2. Live-work buildings that are attached single family dwellings with businesses facing the front lot line

(.04) Consistency with Street Network and Multi-modal Network

- A. All development will be consistent with the Street Network and Multi-modal Network, shown in Figures X and Y. Street and multi-modal facility locations are approximate and will be finalized as part of the development review process. The purpose of these plans is to support the creation of a highly connected and walkable Town Center where there are options for travel. The Development Review Board may approve variations from Figures X

ATTACHMENT C

and/or Y if needed to accommodate existing development or physical constraints, and/or, preserve natural resources and open space. If a street or other multimodal connection is varied, substantially equivalent connectivity and multi-modal travel options shall be provided.

- B. All development shall provide transportation facilities consistent with the cross-sections in _____, and applicable provisions of the Wilsonville Transportation System Plan.

(.05) Consistency with Open Space Network

- A. All development will be consistent with the Open Space Network, shown in Figure Z. The Open Space sizes and locations on Figure Z are approximate and will be finalized as part of the development review process. The purpose of the plan is to create open spaces that serve as attractive amenities for the Town Center. The Development Review Board may approve variations from Figure Z if needed to accommodate existing development or physical constraints, and/or, preserve natural resources and open space. If an open space is varied, substantially equivalent open space and open space linkage shall be provided.

(.06) Design and Development Standards

A. PURPOSE AND INTENT

The purpose of the design standards is to:

1. Provide high quality design in new development and redevelopment that promotes a sense of community identity and implements the Wilsonville Town Center Vision.
2. Provide a well-defined pedestrian, bicycle and vehicular network, good connections to adjacent land uses and efficient connections to transit stops.
3. Provide quality and usable open space, increase street tree canopy, and create transitions between land uses.
4. Provide sustainable development through the adaptive reuse of existing buildings and increase the use of low-impact development best practices.

B. BUILDING/STREET FRONTAGE REQUIREMENTS

Building and street frontage requirements in this section are intended to create an active pedestrian environment through sidewalk-facing ground floors and entryways with protection from the elements for pedestrians.

1. Building/Frontage Design Standards.

Street type	Main Street	Local/Access Roads	Collectors	Arterial	Multi-Use Paths
Objective	Pedestrian-oriented design priority with active building frontage.	Local access and strong pedestrian design focus. Local roads should also provide access to parking and service entrances.	Vehicular movement with active transportation access and connectivity.	Vehicle design focus with active transportation facilities.	Active transportation design focus with pedestrian-oriented priority

ATTACHMENT C

Street type	Main Street	Local/Access Roads	Collectors	Arterial	Multi-Use Paths
Sidewalks	Required. Separated from curb by planting strip, tree wells, or rain gardens.	Required. Separated from curb by planting strip, tree wells, or rain gardens.	Required. Curb-tight optional.	Required. Separated from curb by planting strip, tree wells, or rain gardens.	N/A
Sidewalk width	12 feet, plus optional setbacks [1]	12 feet	11.5-13.5 feet (per TSP)	13.5-16.5 feet (Per TSP)	Varies-minimum 12 feet
Landscaping	Street trees and plantings, including rain gardens (see Figures #-# street cross sections)	Street trees and plantings, including rain gardens (see Figures #-# street cross sections)	Per Wilsonville Standard	Per Wilsonville Standard	Per Wilsonville Standard
On-street parking	Parallel or diagonal parking required. Parklets and bicycle parking permitted in on-street parking areas	Dependent on local road design (see cross section options). Parallel parking on both sides, or diagonal parking on one side, depending on ROW availability and street cross-section.	Optional	Prohibited.	N/A
Number of lanes	Two	Two	Two	Three to five	N/A
Bicycle facilities	Dedicated lanes required north of Town Center Park (buffered) Two-way Cycle track adjacent to Town Center Park Shared travel lanes south of Town Center Park	Shared or dedicated on local pedestrian streets	Buffered	Buffered	Delineated separately or shared with other users
Minimum % of building along street frontage	Minimum 70% of building facing Main Street. Buildings to be placed at corners	Minimum 25% of building facing a local street. Buildings to be placed at corners	Minimum 25%	Minimum 25%	N/A

ATTACHMENT C

Street type	Main Street	Local/Access Roads	Collectors	Arterial	Multi-Use Paths
Location of parking	On street or behind the building, within or underneath building structure, or at shared central location. Parking cannot be located within 100 feet of the intersection Parking prohibited at corners of public streets	On street, behind or to the side of building. If fronting Main Street, off street parking is not permitted along Main Street frontage Off street parking prohibited at corners of public streets	To the back or side of building. Off street parking prohibited at corners of public streets	To the back or side of building. Off street parking prohibited at corners of public streets	
Parking Access	Parking access provided via local access street or alley. Alleys must be located more than 100 feet from another road or access point. Shared access is encouraged	Parking access provided via local access street or alley	Parking access provided via local street	Parking access provided via local street	
Block length	Maximum 400 ft. 250 ft. max to mid-block crossing.	Maximum 400 ft. 250 ft. max to mid-block crossing.	Maximum 400 ft. 250 ft. max to mid-block crossing.	Maximum 400 ft.	
Typical vehicle speed	20-25 mph	20-25 mph	25-30 mph	25-35 mph	N/A

[1] Setbacks are permitted provided they are used for seating or other uses that encourage pedestrian activity and active ground floor uses

C. DEVELOPMENT STANDARDS

Development standards apply to all new development within the Town Center boundary.

Table ____ Town Center Development Standards [1] [2]

	Town Center			
STANDARD	SUBDISTRICT			
	MSD	N-MU	MU	C-MU
Front setback				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum	20 ft. [6]	20 ft. [6]	10 ft. [6]	20 ft. [6]

ATTACHMENT C

Side facing street on corner and through lots				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum	10 ft	10 ft	10 ft	10 ft
Side yard				
Minimum	0 ft.	0ft.	0 ft.	0 ft.
Maximum	0 ft.	6ft.	0 ft.	0 ft.
Rear setback				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum	N/A	N/A	N/A	N/A
Building height (stories)				
Minimum	two	one	two	two
Maximum (stories/feet) [7]	four	three	four.	five
Ground floor height minimum	12 ft. [3]	N/A	12 ft. [3]	12 ft. [3]
Site coverage maximum	90%	75%	90%	90%
Minimum landscaping	10%	15%	15%	10%
Minimum building frontage [4]	70%	25%	25%	25%
Residential density (units per acre)				
Minimum [5]	N/A	16	40	40
Maximum	None	40	None	None

- [1] This table does not apply to existing development. All new buildings in the district must meet these development standards.
- [2] For Commercial and Mixed-use developments, the maximum front and street side yard setback is 10 feet. For Residential only developments, the maximum front and street side yard setback is 20 feet.
- [3] For mixed use development fronting streets identified as Main Street on Map _____, ground floor heights of 15 feet are required to accommodate a mix of uses, permitting transition over time to retail or commercial development. This does not apply to residential only buildings.
- [4] See Section _____ for building frontage requirements.
- [5] Minimum density applies to residential-only development. There is no minimum residential density for mixed use development.
- [6] Setbacks are permitted provided they are used for seating or other uses that encourage pedestrian activity and active ground floor uses
- [7] If affordable housing is provided (income range to be determined), maximum building stories may be increased by one story.

ATTACHMENT C

D. BUILDING PLACEMENT.

Buildings placement shall meet the following standards:

1. Main Streets and Local Pedestrian Streets. For parcels adjacent to Main Street, buildings shall be located at public street intersections. Street frontage requirements for Main Street are a minimum of 70 percent of the lot frontage. Off street parking shall be located behind buildings fronting Main Street (or at a central parking lot).
2. If a parcel fronts two or more different street design classifications, the building shall front the following in order of priority: Main Street, Local Pedestrian Street, Local Street, Collector Street, Arterial Street.
3. Minimum building frontage requirements for a Local Street shall be 25 percent if the development also fronts a Main Street.
4. For parcels that do not front a Main Street, the minimum building frontage shall occupy a minimum 50 percent of the lot frontage.

E. BUILDING SETBACKS.

The minimum building setback from public street rights-of-way shall be zero feet; the maximum building setback shall be 20 feet for MSD and N-MU districts. The maximum setback shall be 10 feet for all other districts. No off-street vehicle parking or loading is permitted within the setback. Bicycle parking is permitted within the setback provided it is accessible from the sidewalk and primary entrance to the building. The purpose of permitting bicycle parking within the setback is to provide direct access to the building entrance.

F. FRONT YARD SETBACK DESIGN.

Where setbacks are permitted, landscaping, seating areas, an arcade, or a hard-surfaced expansion of the pedestrian path must be provided between a structure and a public street or accessway. If a building abuts more than one street, the required improvements shall be provided on all streets. Hard-surfaced areas shall be constructed with scored concrete or modular paving materials. Benches and other street furnishings are encouraged.

G. WALKWAY CONNECTION TO BUILDING ENTRANCES.

A walkway connection is required between a building's entrance and a public street or accessway. This walkway must be at least six feet wide and be paved with scored concrete or modular paving materials. Building entrances at a corner adjacent a public street intersection is encouraged.

H. PARKING LOCATION AND LANDSCAPE DESIGN.

Parking for buildings adjacent to public street rights-of-way must be located to the side or rear of newly constructed buildings, except for buildings fronting pedestrian streets, where parking must be located behind the building. For locations where parking may be located on the side of the building, parking is limited to 50% of the street frontage and must be behind a landscaped area

ATTACHMENT C

I. PARKING GARAGES AND OFF-STREET PARKING ACCESS.

Parking garages must meet all building standards identified within this section. Off street access to a parking lot or garage should be located to minimize conflicts with pedestrians and must be provided from an alley or local street.

J. OPEN SPACE AND ON-SITE AMENITIES

The following open space design standards are intended to enhance the overall site layout and ensure that open space is designed as an accessible amenity.

1. Open space areas shall be visible from adjacent streets or pedestrian areas to the greatest extent possible.
2. Stormwater detention areas shall be integrated into the site design and used as an amenity to the greatest extent possible.
3. Plaza space shall be required when a mixed use or commercial development or redevelopment involves a gross site area greater than 2 acres. When a plaza is required as a percentage of the overall required open space requirement the plaza space shall incorporate at least three of the following elements:
 - a. One seating space shall be provided for every 250 square feet of plaza area and/or public space. The seating space requirement may be met by providing benches, chairs, and/or seat-walls.
 - b. Structures such as pergolas, canopies, awnings, arcades, or other similar elements to provide shade and rain coverage. Structures should provide coverage for year-round use of the plaza
 - c. Trees shall be provided at a rate of one tree per 800 square feet of plaza or public space area.
 - d. Green space and/or environmental features.
 - e. Water features or public art.
 - f. Activity areas including but not limited to outdoor cafes, retail spaces, and/or programmed spaces that accommodate entertainment, meetings, educational activities, and play areas.
 - g. Pedestrian-scale wayfinding.

K. DRIVE THROUGH FACILITIES

A drive-through facility shall be subject to the following standards:

1. Shall only be permitted if the building also includes indoor seating
2. Shall not be permitted on parcels with frontage on Main Street.
3. All traffic queuing using the drive through facilities shall be accommodated on site.

ATTACHMENT C

4. A drive-through lane shall not be located in the area between a building and a public street and the drive-through windows shall not face a public street
5. In addition to standards for drive throughs, buildings with drive-through facilities shall also meet standards for primary building access (Section ____).
6. Drive-through facilities shall be clearly marked with signage and located in a manner to avoid conflict with pedestrian and bicycle facilities.

L. BUILDING DESIGN STANDARDS

1. General Provisions

- a. The first-floor façade of all buildings, including structured parking facilities, shall be designed to encourage and complement pedestrian-scale interest and activity through the use of elements such as windows, awnings, entrances, and other similar features.
- b. Building entrances shall be clearly marked, provide weather covering, and incorporate architectural features of the building.
- c. Architectural features and treatments shall not be limited to a single façade. All visible sides of a building from the street, whether viewed from public or private property, shall display a similar level of quality and architectural interest, with elements such as windows, awnings, murals, a variety of exterior materials, reveals, and other similar features.

2. Design Standards

All buildings, including parking garages, shall comply with the following design standards.

- a. Building facade windows. Building facade windows are required on all street-facing facades, as follows:

Ground Story: Mixed-Use and Non-Residential	60% of facade
Upper Stories	30% of facade
Ground Story: Residential Only	30% of facade

- i. Window area is the aggregate area of the glass within each window, including any interior grids, mullions, or transoms. Facade area is the aggregate area of each street-facing vertical wall plane.
- ii. Required windows shall be clear glass and not mirrored, frosted, or reflective. Clear glass within doors may be counted toward meeting the window coverage standard.
- iii. Ground floor windows. All street-facing elevations within the building setback (zero to 20 feet) along public streets shall include a minimum of 60% of the ground floor wall area with windows, display areas or doorway openings. The ground floor wall area shall be measured from two feet above grade to ten feet above grade for the entire width of the street-facing elevation. The ground floor window requirement

ATTACHMENT C

shall be met within the ground floor wall area and for glass doorway openings to ground level. Up to 50% of the ground floor window requirement may be met on an adjoining elevation as long as the entire requirement is located at a building corner.

- iv. Street-facing facades that contain vehicle parking, such as a parking structure, do not have to provide windows but shall provide facade openings that meet the minimum required window area. If required facade openings do not contain glass, they may contain architectural elements that are no more than 30 percent sight-obscuring.
- b. Building Facades.
- i. Facades that face a public street shall extend no more than 50 feet without providing at least one of the following features: (a) a variation in building materials; (b) a building off-set of at least one foot; (c) a wall area that is entirely separated from other wall areas by a projection, such as an arcade; or (d) by other design features that reflect the building's structural system. No building façade shall extend for more than 250 feet without a pedestrian connection between or through the building.
 - ii. Buildings more than three stories are required to step back six feet from the building facade at the beginning of the fourth story.
- c. Weather protection (for nonresidential and mixed use buildings):
- i. A projecting facade element (awning, canopy, arcade, or marquee) is required on the street-facing façade.
 - ii. Awnings/marquees/canopies shall project a minimum of 3 feet from the façade and may project a maximum of 6 feet into the public right-of-way or the minimum sidewalk width along the building frontage, whichever is less. Any element that projects into the right-of-way is subject to approval by the city engineer.
 - iii. Marquees shall have a minimum 10-foot clearance from the bottom of the marquee to the sidewalk. Awnings and canopies shall have a minimum 8-foot clearance from the bottom of the awning or canopy to the sidewalk.
 - iv. Awnings shall match the width of storefronts or window openings.
 - v. Internally lit awnings are not permitted.
 - vi. Awnings shall be made of glass, metal, or exterior grade fabric (or a combination of these materials).
- d. Building materials. Plain concrete block, plain concrete, T-111 or similar sheet materials, corrugated metal, plywood, sheet press board or vinyl siding may not be used as exterior finish materials. Foundation material may be plain concrete or plain concrete block where the foundation material is not revealed for more than two feet. Use of brick and natural materials (wood) is encouraged

ATTACHMENT C

- e. Roofs and roof lines. Except in the case of a building entrance feature, roofs shall be designed as an extension of the primary materials used for the building and should respect the building's structural system and architectural style. False fronts and false roofs are not permitted.
- f. Rooftop features/equipment screening.
 - i. The following rooftop equipment does not require screening:
 - Solar panels, wind generators, and green roof features;
 - Equipment under two feet in height.
 - ii. Elevator mechanical equipment may extend above the height limit a maximum of 16 feet provided that the mechanical shaft is incorporated into the architecture of the building.
 - iii. All roof-mounted equipment shall be limited to 10 feet in height, shall be set back a minimum of five feet from the roof edge and screened from public view and from views from adjacent buildings.
 - iv. On all structures exceeding 35 feet in height, roofs shall have drainage systems that are architecturally integrated into the building design.
 - v. Any external stairwells, corridors and circulation components of a building shall be architecturally compatible with the overall structure, through the use of similar materials, colors, and other building elements.
 - vi. Required screening shall not be included in the building's maximum height calculation.
- g. General Screening
 - i. Utility meters shall be screened from view from a public street to the greatest extent possible and shall be painted a color to blend with the building façade.
- h. Primary Entry
 - i. For commercial/institutional/mixed use buildings:
 - At least one entry door is required for each business with a ground floor frontage.
 - Each entrance shall be covered, recessed, or treated with a permanent architectural feature in such a way that weather protection is provided.
 - All primary ground-floor common entries shall be oriented to the street or a public space directly facing the street, or placed at an angle up to 45 degrees from an adjacent street, and not to the interior or to a parking lot.

ATTACHMENT C

- Courtyards, plazas and similar entry features may be utilized to satisfy the building entrance requirement when these features are designed to connect the adjacent street edge to the main building entrance.
- ii. For residential buildings:
 - The primary public entrance to each building unit shall be covered, recessed, or treated with a permanent architectural feature in such a way that weather protection is provided.
 - All primary ground-floor common entries of multifamily buildings or individual unit entries of attached residential units that front the street shall be oriented to the street or public right-of-way, not to the interior or to a parking lot.
 - i. Building projections. Building projections are allowed as follows:
 - i. Architectural elements such as eaves, cornices and cornices may project up to 1' from the face of the building.
 - ii. Bay windows and balconies may project from the face of the building. Balconies that project into the right-of-way shall have a minimum vertical clearance of 10 feet from sidewalk grade
 - iii. Weather protection, such as awnings may project up to 6' from the face of the building. Weather protection across the length of the building face is encouraged. Elements that project into the right-of-way shall have a minimum vertical clearance of 8' from sidewalk grade.

M. OFF STREET PARKING AND LOADING

TBD

N. PARKING WITHIN A BUILDING OR STRUCTURE

1. Facade openings that face a public street or open space shall be vertically and horizontally aligned and all floors fronting on those facades shall be level, not inclined.
2. The first floor facade of a parking structure located adjacent to a public street shall be designed to encourage and complement pedestrian-scale interest and activity through the inclusion of at least three architectural elements such as arcades, windows, awnings, overhangs, screens, grills, louvers or other similar non-opaque features.
3. Parking structures shall be designed so that motorized vehicles parked on all levels of the structure are screened to a minimum height of 42 inches.
4. The ground floor façade of a structured parking facility that abuts a public sidewalk, street, or open space and that is not occupied by entrances, exits, or waiting areas shall be designed and constructed with a minimum unfinished floor to ceiling height of 15 feet in order to allow future occupancy by uses other than parking that are permitted in the underlying district. Parking structure design are encouraged to contain ground floor retail or

ATTACHMENT C

office uses or be wrapped with development of equal or greater height than the parking structure.

O. STREET CONNECTIVITY

1. Purpose.

The purpose of these standards and procedures is to create safe, comfortable, and attractive streetscapes for pedestrians, improve connectivity for all modes of travel, and remove barriers for small-scale incremental development.

2. General provisions.

This section contains the standards and procedures for improvements to public transportation facilities for all property located in the Wilsonville Town Center Boundary, including specific standards for vehicle, pedestrian, bicycle, and transit facilities. The terms “transportation facilities” and “transportation improvements” generally include those facilities, or improvements to those facilities, that accommodate all modes of travel that are usually located in public rights-of-way, also commonly referred to as streets. “Frontage improvements” are transportation improvements immediately adjacent to a proposed development’s street frontage. “Off-site improvements” are transportation improvements not adjacent to a proposed development’s street frontage.

3. Transportation facility standards.

a. General Standards.

i. All transportation and associated utility improvements to be placed in a public right-of-way or public access easement shall:

- Meet the standards of the city as provided in ____; and
- Tie into existing transportation and associated utility improvements, including adjacent streets, as possible; and
- Obtain all necessary approvals and permits from other applicable road authorities if the right-of-way to be improved is not under the city’s jurisdiction.

ii. Right-of-way shall be dedicated to the public for transportation purposes. Additional right-of-way dedication may be required at intersections for needed improvements identified by a transportation impact study or applicable road authority.

iii. Partial transportation improvements, also called half-street improvements, resulting in other than full improvements on both sides of the street are generally not acceptable. Partial transportation improvements may be approved where the city finds that it will be possible for the adjoining property to dedicate and improve the remainder of the street when it develops.

b. Intersection design and spacing.

ATTACHMENT C

- i. Streets shall generally intersect at right angles (90 degrees). Angles of less than 75 degrees shall not be permitted unless approved by the city engineer. Streets shall generally intersect so that centerlines are not offset.
 - ii. Street intersections shall have curb extensions to reduce pedestrian crossing distances unless there are other standards that apply, such as areas with flush curbs.
 - iii. New street intersections, including alleys, are subject to approval by the city engineer and require an access report. The city engineer shall specify the technical information that must be included in the report. At a minimum, the access report shall show that the proposed street intersection meets stacking, sight distance, and deceleration standards provided the American Association of State Highway and Transportation Officials (AASHTO) publications, or other standards as determined by the applicable road authority.
- c. Transportation network connectivity.
- i. Minimum required transportation improvements are identified in the Wilsonville Town Center Plan. Additional transportation improvements for network connectivity may be required by Subsections 3.b. and 3.c below. Alleys are encouraged but not required. Private streets are prohibited.
 - iii. Bicycle and pedestrian connections are required where the addition of a connection would link the end of a permanent turnaround to an adjacent street or provide a midblock connection through a long block. A midblock connection is required where at least one block face is 400 feet or more in length. A required connection must go through the interior of the block and connect the block face that is 400 feet or more in length to its opposite block face.
 - iv. Streets shall be extended to the boundary lines of the proposed development where necessary to give access to or allow for future development of adjoining properties.
 - Any required or proposed new streets through or along the boundary of the proposed development shall be accompanied by a future street plan. The future street plan shall show that it is feasible to extend all required or proposed new streets onto adjoining properties to the satisfaction of the city engineer.
 - Temporary turnarounds shall be constructed for street stubs in excess of 150 feet in length. Drainage facilities shall be constructed to properly manage stormwater runoff from temporary turnarounds.
 - Street stubs to adjoining properties shall not be considered permanent turnarounds, unless required and designed as permanent turnarounds, since they are intended to continue as through streets when adjoining properties develop.

ATTACHMENT C

- Reserve strips may be required in order to ensure the eventual continuation or completion of a street.
- v. Permanent dead end streets are not allowed except where no opportunity exists for creating a through street connection. Dead end streets shall meet all fire code access requirements and shall only be used where topographical constraints, protected natural resource areas, existing development patterns, or strict adherence to other city requirements precludes a future street connection. The lack of present ownership or control over abutting property shall not be grounds for a dead end street.
- vi. Street design. All streets are subject to the standards illustrated in the Wilsonville Town Center Plan.
- vii. Street trees shall be required along all street frontages. The minimum number of required street trees shall be determined by dividing the length (in feet) of the proposed development's street frontage by 40 feet. When the result is a fraction, the number of street trees required shall be the nearest whole number.
- viii. Street trees shall meet the standards in...
- ix. Stormwater facilities for managing stormwater runoff from transportation facilities shall meet all applicable city standards.
- x. Above-ground vegetated water quality facilities shall be required wherever practicable.
- xi. Water quality facilities may be located in an on-street parking lane in lieu of on-street parking or in the landscape strip or tree well area of the sidewalk corridor.
- xii. Any stormwater facilities proposed in the public right-of-way are subject to approval by the city engineer.
- xiii. Sidewalks shall have a minimum unobstructed width of 6 feet for pedestrian through- travel, except for A-frame signs where the minimum unobstructed width is 4 feet. Any permanent structures or utilities within the required through-travel area are subject to approval by the city engineer. Any sidewalk area outside of the required through-travel area may be used for commercial purposes by adjacent development or may contain pedestrian amenities, such as street furniture, bicycle parking, trash cans, and drinking fountains. Use of this area for commercial purposes includes, but is not limited to: customer seating, merchandise display, and A-frame signs, with a maximum of up to one sign per storefront. Use of this area for commercial purposes is at the sole discretion of the planning director.
- xiv. Off street paths shall meet the city's path standards identified in the Transportation System Plan, unless noted otherwise in the Wilsonville Town

ATTACHMENT C

Center Plan. The location and type of facility shall be consistent the trail and open space, and street cross section illustrated in the Wilsonville Town Center Plan. Trail widths may be reduced where constrained by existing development, protected natural resource areas, or topography as determined by the city engineer.

- xv. Transit facilities shall conform to current SMART standards with final approval by the city engineer.