



**PLANNING COMMISSION
WEDNESDAY, APRIL 12, 2017
6:00 PM**

AGENDA

I. 6:00 PM CALL TO ORDER - ROLL CALL

Jerry Greenfield, Chair
Eric Postma, Vice Chair
Peter Hurley
Al Levit
Kamran Mesbah
Phyllis Millan
Simon Springall

PLEDGE OF ALLEGIANCE

CITIZEN'S INPUT

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

CONSIDERATION OF THE MINUTES

A. Consideration Of The March 8, 2017 Planning Commission Minutes

Documents:

[I. A. Consideration Of The Minutes.pdf](#)

II. 6:15 PM WORK SESSION

A. Transit Master Plan (Brashear)(90 Minutes)

Documents:

[II. A. Transit Master Plan.pdf](#)

4.12.17 DRAFT Full TMP

Documents:

[4.12.17 DRAFT Full TMP.pdf](#)

4.12.17 TMP Presentation

Documents:

[04.12.2017 PC WS TMP Presentation.pdf](#)

III. 7:45 PM INFORMATIONAL

A. 2016 Housing Report (Bateschell) (20 Minutes)

Documents:

[III. A. 2016 Housing Report.pdf](#)

B. City Council Action Minutes 03.06.2017 And 3.20.2017 (Staff) (15 Minutes)

Documents:

[III. B. City Council Action Minutes.pdf](#)

C. Basalt Creek Concept Plan Update (Bateschell) (20 Minutes)

Documents:

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

Basalt Creek Presentation

Documents:

[4.12.17 PC W.S. BC PPT.pdf](#)

D. 2017 Planning Commission Work Program (Bateschell) (5 Minutes)

Documents:

[III.D. 2017 Planning Commission Work Program.pdf](#)

IV. 8:45 PM ADJOURNMENT

Time frames for agenda items are not time certain.

Public Testimony

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

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

Thank you for taking the time to present your views.

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

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

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

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

To obtain services, please call the Planning Administrative Assistant at (503) 682-4960



PLANNING COMMISSION

WEDNESDAY, APRIL 12, 2017

- I. **CONSIDERATION OF THE MINUTES**
 - A. Consideration of the March 8, 2017 Planning Commission minutes.

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

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

*Draft Minutes
Review and Approval
April 12, 2017*

Minutes

I. CALL TO ORDER - ROLL CALL

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

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

City Staff: Chris Neamtzu, Amanda Guile-Hinman, Steve Adams, Dwight Brashear, Miranda Bateschell, Eric Loomis, and Zach Weigel

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

Chair Greenfield announced Staff would be requesting a continuance of the Transit Master Plan public hearing to a time certain.

CITIZEN'S INPUT - This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

UPDATE ON LIAISON ASSIGNMENTS

Chris Neamtzu, Planning Director, stated that at the City Council's retreat, Council decided to change how it handled the Council liaison assignments due to the increasingly busy and complicated schedules of the Councilors. Going forward, City Councilors would not attend Planning Commission meetings to provide a report; instead, written summary minutes from each City Council meeting would be provided in the Commission meeting packets. He would field Commissioner questions on behalf of City Council, since he attended most of the meetings, and research any questions as necessary and report back to the Commission. Conversely, his written summary reports of the Planning Commission meetings would be included in the City Manager's monthly report, instead of being read at City Council meetings. Finally, any City Councilor was willing to attend any Planning Commission meeting upon request by the Commission. This new program was implemented yesterday.

- Additionally, City Council was working to schedule an annual summit so the Planning Commission, Development Review Boards, and City Council could share ideas, concepts, and concerns in a larger venue. Such meetings have been held in the past and more details would follow.
- Future City Council/Planning Commission joint work sessions would continue to focus on long-range projects, such as the upcoming joint work sessions on the Town Center Area Plan.

CONSIDERATION OF THE MINUTES

A. Consideration of the February 8, 2017 Planning Commission minutes
The February 8, 2017 Planning Commission minutes were accepted as presented.

II. LEGISLATIVE HEARING

A. Transit Master Plan Hearing

Chair Greenfield read the legislative hearing procedure into the record and opened the public hearing at 6:13 pm.

Chris Neamtzu, Planning Director, verified no audience members were present for the Transit Master Plan public hearing. He introduced Dwight Brashear, the new South Metro Regional Transit (SMART) Director, and Transit Operations Manager Eric Loomis and made the following comments:

- The project team prepared an additional chapter of financial information, which was distributed to the Commission that City Council discussed at its work session Monday night.
- The Transit Master Plan has been in a state of flux, but the financial analysis had been prepared, which was important information for the business community and the Chamber of Commerce, in particular.
- With his March 1 starting date, Mr. Brashear needed time to review the Transit Master Plan to ensure the Plan was reflective of the direction he saw the Transit Department going. Therefore, Staff was requesting that the public hearing be continued to a date certain, which would fulfill the City's legal noticing requirements. He noted anything else could be entered into the record at this time.

Dwight Brashear stated he had only been with the City eight days and commended Mr. Loomis and City Staff for bringing him up to speed on SMART. He confirmed he needed time to review the Transit Master Plan and asked to continue the public hearing to May 10, 2017 and schedule a Planning Commission work session on April 12. He believed it was important not to rush through something so vital to the City of Wilsonville.

Eric Loomis presented an overview of the new financial chapter, titled "New Service Priorities" with these comments:

- Public and City Council input on the first draft of the Transit Master Plan indicated no cost analysis was included for the new service priorities or changes. The project team wanted to ensure everyone involved in the process that no new costs were being added to the Transit Master Plan.
- The New Service Priorities Chapter provided a cost analysis of the current service costs, as well as the new service priorities costs, once the Transit Master Plan was implemented. The total at the bottom of Page 79 showed that the current and projected annual costs were very close, demonstrating that the Transit Plan was not adding any service or additional costs.
 - Transit Staff developed the lists of priorities on the next two pages, based on internal discussions about what would happen if additional funding came in or if funding was reduced. The first priority list showed the priority level Staff set for different service scenarios along with the estimated cost so Staff could add a certain priority level for customers should extra funding come in. The second priority list showed what to scale back for a service level should the funding be cut or fall short in some way.
 - In the remainder of the chapter, priority lists were developed for each individual route based on an increase or decrease in funding.
- Transit Staff had no inclination of any funding sources going away or fiscal cliffs in the next year, but assumed the Department would run on the same budget. Staff just wanted to make people aware of the different priorities that SMART might come across and keep the Master Plan available for different options.
- He clarified DAR stood for the Dial-A-Ride or Paratransit program.

Mr. Neamtzu suggested the Commission review the new chapter over the next couple of weeks and ask any questions of Mr. Brashear or Mr. Loomis in preparation for the April work session. He noted the Master Plan would undergo some reorganization and the new financial chapter would be inserted, likely with some new text, so Transit Staff would be highlighting a new Master Plan in April.

Commissioner Postma thanked Staff for the cost analysis, which he had been requesting for some time, as he did not like changing plans without knowing the costs, which was incredibly important for transparency. His personal views as a Planning Commissioner were the same as his views as a Board Member and Public Policy Chair for the Chamber of Commerce. Both he, as a Commissioner, and the Chamber were sensitive about the

sustainability of the model of how the funding was currently happening. Having just under 80 percent of the City's current model funded primarily from payroll taxes with a very small portion coming from the fare box and almost 20 percent of the funding reliant upon federal grants was a scary prospect for businesses. While this involved discussion might fall outside the Transit Master Plan, he personally could not separate the two. He wanted a conversation about the funding model at the work session and the public hearing.

Commissioner Mesbah asked to see a benefit analysis in addition to the cost analysis. He noted in the City of Madison, the largest growth in bus ridership came from employees who lived in the downtown, but worked at a software company located 15 miles to the southwest, so the company subsidized the bus route because it benefitted them. He assumed businesses in Wilsonville also benefitted from the availability of free rides on the bus system. If the City was going to zero in on the costs the businesses were footing, then it would also be good to compare what benefits the businesses were receiving.

- He agreed with Commissioner Postma it would be unfair if all the costs were continuously shoved into one or another pocket without the community participating. The fairness would be good to look at, but also the benefits the system provided for employers.
- As far as a metric, he suggested monetizing the benefits would make for an easy comparison of a dollar-to-dollar metric. Considerations could include what facilities businesses would have to pay for to compensate for having no bus system. If quantification was not available, then a qualitative analysis of the kinds of benefits the businesses were receiving should be done.

Commissioner Postma said he would leave the metrics to the experts. He assumed ridership data could assist with the analysis. The fare box was approximately one percent of the funding, which demonstrated that riders also saw a benefit making for a unique cost-benefit analysis.

- Mr. Brashear noted past and recent studies demonstrated that every dollar invested in public transit returned up to ten dollars. A recent study by the American Public Transit Association spoke about 90 percent of transit system boardings having some level of impact on the city providing the service, which was significant, so there was gain through more than the fare box.
 - He had worked in cities like San Diego that invested heavily in transit systems, which resulted in a huge boom in business and economic development. Portland did a model study where a half mile of light rail corridor showed a return of a couple billion dollars of investment within that corridor. He would share the information from the studies with the Commission.

Commissioner Mesbah cautioned about mixing apples and oranges because the densification and value added to properties around a light rail station did not occur with a bus stop. He was familiar with the studies and wanted to make sure the analysis fit Wilsonville's conditions to the best of Staff's ability.

Commissioner Postma moved to continue the public hearing on the Transit Master Plan to May 10, 2017 date certain. Commissioner Mesbah seconded the motion, which passed unanimously.

B. Frog Pond Master Plan

Chair Greenfield read the legislative hearing procedure into the record and opened the public hearing at 6:33 pm.

Chris Neamtzu, Planning Director, expressed his pride in the work done on the Frog Pond West Master Plan by the Planning Commission over the past 16 months. The process had been very open, collaborative, and welcoming with eight work sessions and 15 to 20 hours spent talking about the details around all aspects of the Master Plan. The collaboration and shared ideas from the property owner and developer partners resulted in a better plan, which the project team and community worked very hard on.

- The Planning Commission action tonight, should the Commission reach a formal decision this evening, would be a recommendation of approval of the package of improvements to City Council. He clarified for the

public that the Planning Commission was an advisory body to City Council and did not make decisions. The City Council public hearing was scheduled for April 17th.

- The Frog Pond West Master Plan was proposed to be adopted as a sub element of the City's Comprehensive Plan. The Master Plan applied only to the West Neighborhood, which was approximately 181 acres in area and bounded by Boeckman Creek to the west, Boeckman Rd to the south, and Stafford Rd to the east, with the northern boundary being the lots running on the north side of Frog Pond Ln. The Frog Pond West Master Plan built upon the Frog Pond Area Plan, often referred to as Phase 1, which the City Council adopted in November 2015. The Master Plan was consistent with the vision established in the Area Plan containing all single-family detached homes in three primary categories: R-10, which were Large Lots of 8,000 to 12,000 sq ft; R-7, Medium Lots of 6,000 to 8,000 sq ft; and R-5, Small Lots of about 4,000 to 6,000 sq ft in size.
- The two school district properties were now proposed for changes after being programmed for residential uses throughout most of 2016. Late in 2016, the District's 10-acre parcel fronting on Boeckman Road was programmed for a future school site, and the District has agreed to work with the City on possibly siting a neighborhood park on a portion of their land-banked parcel.
- The Frog Pond West Master Plan contained a maximum of 571 dwelling units at build out, which would take many years to achieve. With the many small parcels involved, one main goal of the Master Plan was to knit together a cohesive and complete community as opposed to what could be upwards of 10 to 15 different individual development reviews.
 - The 571 units in the proposed Master Plan were 39 units less than the adopted Area Plan and a couple hundred fewer homes than modeled in the 2013 Transportation System Plan (TSP). Staff did updates to the TSP in 2016 and all of the City's assumptions had been less than expected throughout the process.
- The Master Plan document contained sections on Purpose and Scope, the Vision, Principles and Intent, Land Use, Residential Community Design, Transportation, Parks and Open Space, Lighting, Street Trees, Gateways and Signage, and Implementation. The appendix included a draft Infrastructure Funding Plan as well as other items.
 - The lighting section was new and proposed a Dark Sky compliant approach to street lighting, utilizing new technology and LED lights with attractive functional fixtures and based on the functional classification of the streets. Some thought was given to how to light paths, trailheads, and parks while being sensitive to the natural areas. The Master Plan included three to four new pages in the Lighting Chapter along with a new map addressing lighting.
- While the project team had been working hard with the development partners on the Infrastructure Funding Plan, the Planning Commission did not need to resolve the issues surrounding infrastructure funding tonight. The framework memorandum in the Commission's packet discussed many of the tools the project team would like to pursue. The project team had been actively engaged with the development community trying to find common ground but this interactive process would take time.
 - The Frog Pond West Master Plan was not likely to be adopted until there was agreement on the Infrastructure Funding Plan, but the funding was not something the Commission needed to worry about. Input from the Commission regarding general direction and things for City Council to consider in their decision-making process would be helpful and useful.
- The Master Plan established and applied a Residential Neighborhood Comprehensive Plan Map designation to the residential areas and applied a Public Facilities designation to the two western most parcels that the Wilsonville-West Linn School District owned.
 - The Master Plan did not apply zoning to the property and zoning was not under consideration tonight. Zoning would be done as part of the individual property owner initiated land use applications that would come forward for residential development consistent with the Master Plan and requests for annexation into the City of Wilsonville.
- He highlighted via PowerPoint (Slide 2, Exhibit R) the five proposed amendments with these key additional comments:

- A Comprehensive Plan Map would establish the Residential Neighborhood and Public Facilities designations.
- The Comprehensive Plan Text Amendments (Exhibit C) created goals, policies, and implementation measures around the Residential Neighborhood designation and the combing of the Comprehensive Plan to ensure compliance with those changes, such as changes to the Parks and Recreation sections of the Comprehensive Plan as they related to neighborhood parks.
- The amendment to the Significant Resource Overlay Zone (SROZ) map would add the small creek just north of Willow Creek Ln, which had not been previously mapped in the City's 2000 inventory.
- Amendments to the Development Code text would create a new Residential Neighborhood Zone (Exhibit D), which included all the necessary associated changes to support and ensure consistency as this zone was adopted.
- Finally, the Frog Pond West Master Plan itself would be adopted as a sub element of the City's Comprehensive Plan, containing the full force and effect of the Comprehensive Plan.
- The Commission spent a considerable amount of time reviewing and discussing all the proposed amendments in work sessions.
- The voluminous public record was provided on a flash drive to the Commission, but also posted on the City's website for more than seven days, which met all the State statutes for public record review. Public hearing notices were posted throughout the community and mailed to property owners in the study area and within 500 ft of the study area, as well as to agencies with which Staff regularly engaged and the City's extensive interested parties list. Notifications were also published in the Spokesman Journal, Boones Ferry Messenger and via social media leading up to this hearing.
- He reviewed the Frog Pond Master Plan Records listed in the updated Frog Pond Master Plan Record Index dated March 8, 2017, which replaced Page 10 of 10 in the Staff report, with the following additional comments and entered new exhibits received this week into the record as noted:
 - Exhibit F: The Master Plan Findings Report contained the applicable criteria Staff identified as needing to be satisfied in order to adopt the Master Plan. It was an extensive set of written findings speaking to compliance with state, regional, and local rules, regulations, and policies. Specific items included:
 - A revised Traffic Impact Analysis report, which was written after the school district made its announcement, so the 571 dwelling units could be reviewed from a traffic modeling standpoint.
 - Statewide Planning Goal 12 Findings for the Transportation Planning Rule (TPR), which were critical for Oregon Department of Transportation (ODOT); ODOT provided Exhibit O, which stated they had no concerns and that adopting the Master Plan would have no associated impacts to the State highway system.
 - Metro's Urban Growth Management Functional Plan, Title XI Concept Planning for New Urban Areas, and a compliance report and findings in support of the Functional Plan and the requirements around concept planning and master planning the Frog Pond Area.
 - The SROZ and related economic, social, environmental, and energy analysis and findings required under Statewide Planning Goal 5, Protection of Natural Resources, to include the small drainage ditch north of Willow Creek Lane in the Frog Pond Study Area.
 - New Exhibit N: Letter from Ben Altman, Pioneer Design Group dated March 6, 2017. He would respond tonight to some of the issues Mr. Altman raised.
 - New Exhibit O: Email exchange between Marah Danielson, Senior Planner at ODOT, and Planning Director Chris Neamtzu, in which Ms. Danielson stated there were no problems with the Oregon TPR.
 - New Exhibit P: Technical memorandum from Scott Mansur, DKS dated March 7, 2017 regarding the Frog Pond Willow Creek Drive Alignment Transportation Evaluation. Councilor Starr had requested Staff review the memo, which involved analyzing an offset intersection at Boeckman Rd and Willow Creek Dr as Willow Creek's extension north into the West Neighborhood. The memo discussed the challenges of offsetting intersections and some issues associated with them.
 - New Exhibit Q: Letter from property owner Amy Thurmond dated March 6, 2017, in support of the Master Plan.

- New Exhibit R: Staff's Frog Pond Master Plan PowerPoint presentation dated March 8, 2017

Project Manager Joe Dills, Angelo Planning Group, continued the PowerPoint presentation, reviewing the Frog Pond Master Plan with these additional comments:

- The Frog Pond Area Plan was the starting point for the Frog Pond West Master Plan. The 181-acre West Neighborhood was in the context of a three neighborhood areas of 500 acres that wrapped around the existing city. Work done for the Area Plan knitted together, in the broadest sense, the land uses, transportation, infrastructure, and open space frameworks.
- The Vision Statement about planning a cohesive place was an important theme driving the project team and Planning Commission's detailed discussions about standards and specific proposals. The intent was to plan a cohesive neighborhood where individual private developments and public realm investments would fit together, look nice together, and function well, as opposed to a collection of individual developments that did not connect into a coordinated whole.
- He reviewed the amendments proposed for the Planning Commission's recommendation to City Council:
 - The first requested action was to adopt the actual Comprehensive Plan Map designations, which would add the Residential Neighborhood designation as well as the Public Facilities designation to the two school district properties, as shown on (Slide 7), to the Comprehensive Plan Map.
 - The Comprehensive Plan text amendments involved a new two-page section describing the Residential Neighborhood Designation and providing the enabling language that created the actual Map designation. The language defined the purpose, which was carried forward into the Code. It required area plans and master plans as the basis for when the Residential Neighborhood designation was applied. The section specifically discussed the integrated and comprehensive type of planning the Commission and project team had been doing where land use, transportation, utilities, open space, and natural resources were considered together and coordinated into a whole.
 - The supporting Administrative Amendments included broadening some neighborhood park language to retain past language about recognizing that private development provided neighborhood parks but that public neighborhood parks could be created in Wilsonville, specifically through the legislative master planning process.
 - The SROZ Amendment would add a small unnamed tributary to the SROZ. Though not currently mapped as SROZ by the City, the tributary was consistent with the City's criteria and would be added as a resource area. There were no changes to the Boeckman Creek SROZ.
 - To resolve access issues to a couple properties immediately adjacent to this additional SROZ, the project team mapped one street crossing. (See Street Demonstration Plan)
- The Residential Neighborhood Zone was a new zone for Wilsonville that applied to Frog Pond West and was intended to apply to the East and South Neighborhoods should those areas be added to the urban growth boundary (UGB). In addition to doing all the things that zone districts typically did, the new zone also created neighborhood and residential design standards as the test and standards that developers must meet. Currently, this was done either through the CC&Rs of individual developments, conditions of approval, or the Village Master Plan Standards in Villebois.
 - Permitted and Conditional Uses were adjusted from those of the Planned Development Residential Zone as a new definition was added in the Definition Section of the Code to be specific about cohousing.
 - The density method in Frog Pond West used mapped subdistricts as the basis for the minimum and maximum densities allowed. The subdistricts also were used to geographically reference where certain lot standards applied. One intent was to take the guesswork out of how much density would be designated for each property and to provide a range of housing units that was simple, matched the overall master planning, and kept the promises made in the Area Plan.
 - The proportional acreage method was used to provide flexibility in determining the density on a portion of a subdistrict. Natural resources, existing homes, and other site-specific conditions were also accommodated in the methodology.

- The Residential Design text was drafted using a set of principles called the Ten Essentials, which were now in the specific language of the Development Code. He highlighted several of these key principles as follows:
 - The new Code was intentional about having a strong relationship between the street life and various elements of the semi-public space of the home, such as the house front, front door and entryways, and front yard. This relationship provided a connection and greater safety for children playing in the front yard. The aesthetic of the homes was more like the house on the left in Slide 16.
 - Garages were regulated for the same reason: to create a quality streetscape. The text provided maximums for garage widths as part of the front façade, as well as restricting how close the garage door could be to the front of the house. The garage door needed to be recessed for the smallest of lots.
 - The Residential Design Standards worked as a package of requirements for facades facing streets and pedestrian connections and trails, also known as “enhanced elevations.” Specific elements required for the front facades included: a minimum 10 percent window requirement; articulation and interest, meaning a portion needed to be offset, have bay windows, or a roof form to provide variety; a design menu requiring 5 of the 17 options be used to add detailing and variation; and house plan variety, so that no two adjacent or opposite homes could have the same façade.
 - During its Code briefing, City Council raised a question about the 10 percent minimum window requirement.
 - In addition to the Residential Design Standards, there were four ways to comply with the actual layout of Small Lots in the Small Lot subdistricts: main entrances face a pedestrian green, cluster housing, alleys, or street-facing garages recessed from the front of the home.
- A lot of discussion regarded the Boeckman Rd and Stafford Rd frontages, which needed to be a welcoming front door to Frog Pond West, but the reality was private lots and yards formed the edge on the north side of Boeckman Rd and the west side of Stafford Rd. The solution was to design the public part of the street cross-section in concert with the private land that would be comprised of a landscaped buffer tract and required ornamental wall. The consistent brick wall with an ornamental railing on top would be interrupted by the required pedestrian connections, street grid, and the school district property frontage.
 - A similar approach was used on the Boeckman Creek frontages where a see-through fence painted in dark colors, similar to Villebois fencing, was required to be more compatible with the natural setting adjacent to it.
- The project team did not add any new regulations for tree preservation, but provided guidance for how site planning could work with the existing tree groves and how to integrate trees in with development. The City’s existing tree preservation regulations would apply to Frog Pond West just as they did in the rest of the city.
- One vision for Frog Pond West was having a close physical and visual relationship to the broad Boeckman Creek Corridor, which would have a public trail. The standard stated the streets should be oriented to the east and west and terminate not with houses or fences at the end, but with an openness to the creek corridor as shown in Slide 24.
- The Street Demonstration Plan was a key tool in knitting the neighborhood together. The local street layout done for the entire neighborhood was considered “guiding, not binding” by the Code, so there was flexibility to work on an individual level with site-specific constraints. However, the standard did require substantially equivalent connectivity, so if an applicant was not going to connect a street in one way, they needed to show how it would be connected or how the pedestrian connectivity was an adequate substitute.
 - He indicated the one crossing of the SROZ on Slide 26, noting the property immediately west of the SROZ could not get access from Boeckman Rd because the access would not meet the City’s standards along Boeckman Rd and would not allow for safe turning movements, especially with the school frontage now directly adjacent. The SROZ crossing was deliberately put into the Street Demonstration Plan to show that particular access could be allowed and would access those lots. The access would also provide public access to the edge of the park should the park go in to the north.

- The proposed street cross-sections were tailored to be consistent with the TSP and included many tree plantings. Green streets were anticipated in Frog Pond West, so the storm drainage would be part of the public street system within the planter strips. While applicants could propose tailored solutions to their property, this was the starting point for that conversation. The Master Plan allowed for a variety of different street cross-sections, including a cross-section for pedestrian connections.
 - In alleys, the homes needed to be set back so that a car could be parked between the garage door and alley without hanging over into the alley.
 - In areas of extremely low traffic volumes, a Woonerf street could be proposed, subject to Development Review Board (DRB) review.
 - Dead end streets would use a hammerhead turn around, as opposed to a cul-de-sac, which benefitted the private properties because hammerheads were smaller than cul-de-sacs.
 - Mr. Neamtzu explained the hammerhead diagram was the standard diagram in the City's Public Works Standards. (Slide 30) In response to Mr. Altman's questions, he said modifications to the hammerhead design were possible, but Staff would consult with Tualatin Valley Fire & Rescue (TVF&R) on the design.
- The Boeckman Trail was conceptually aligned at the edge of the neighborhood and up in the living part of the neighborhood, as opposed to down in the creek bottom. The trail would traverse the western edge, come to the bridge and, at some point, come down the hill to take a more creek/forest environment alignment clear to Memorial Park. Eventually, people would be able to go from Memorial Park to Frog Pond West, wrap around to Frog Pond East and South, and return to the high school within a connected trail system.
- Parks and Open Space were an integral part of the Master Plan with two formal parks, natural areas, pedestrian connections, and tree-lined streets forming an integrated network of green spaces.
 - The Master Plan took a different approach to Parks and Open Space than the typical City requirement for individual developments to contribute 25 percent of their land to open space. An analysis found that the Master Plan itself would deliver a minimum of 27 percent open space across the neighborhood.
 - As part of implementing the City's Park Plan, which called for two public parks in this area anyway, the recommendation was that the two parks and the rest of the network would meet the open space standard, which was typically achieved through private implementation elsewhere in the city. The exception was that in the Small Lot Subdistricts, which had greater density and smaller yards for individual homes, 10 percent open space was required. Per the Commission discussion, an applicant could request a reduction or waiver and three factors were defined to guide that decision-making process.
- A Public Lighting Plan was developed and added to the Master Plan to provide a unified set of standards that considered the different lighting levels required for different street types, such as along arterial streets where the most light was needed and small hammerhead turnarounds near Boeckman Creek where the least light would be wanted.
- The Frog Pond West Master Plan also provided guidance for street trees in an effort to provide some coherence as well as a lot of leaves and branches to the neighborhood.
- Consideration was given to gateway features at several levels, including the entrance into Wilsonville near Kahle Rd at Stafford Rd, crossing the Boeckman Bridge, which was a transition to the eastern part of Wilsonville, and smaller neighborhood gateways at Willow Creek Dr and Frog Pond Ln. The Master Plan captured the idea that City gateways needed to be consistent with the other City gateways in the Wilsonville.
- With respect to monuments and signs, the recommendation was not to have individual subdivision monument signs within the Frog Pond West Neighborhood, but rather, a more unified type of subtle signage, such as the gateways and street sign caps would indicate it was all one neighborhood.

Chair Greenfield confirmed there were no questions from the Commission and called for public comment.

Doris Weher, 6855 SW Boeckman Rd, stated this had been a long process, but it had a huge amount of public input and many revisions. She thanked City Staff, Mr. Dills and his staff, and especially Mr. Neamtzu, all of whom had been fabulous. She thanked the Planning Commissioners for the many hours spent listening and reading all the documents. She believed this would be a beautiful plan with its integration of the transportation grid, parks and trails, and various neighborhood densities. The Commission and Staff have done an excellent job.

Andrew Karr, 7700 SW Carriage Oaks Ln, North Wilsonville, appreciated the diligence the Planning Commission, City and Staff had put into this process to make sure the Master Plan projected the beauty and efficiency of the city. He had concerns that were beyond the scope of the project, but could have a direct impact. He recommended installing a two-lane roundabout at the Elligsen Rd/SW 65th/Stafford Rd intersection, similar to the roundabout at the Stafford Rd/Borland Rd intersection.

Commissioner Levit replied a roundabout at that location was already a potential project in the County Transit Plan.

Don Hanson, OTAK, representing West Hills Development, stated both he and Dan Grimberg of West Hills Development wanted to be on the record with their complete support for the project. They hoped the Planning Commission would recommend forwarding the Master Plan on to City Council for an April 17th public hearing. He thanked the Commission for a great process and for listening and collaborating with them.

Ben Altman, Pioneer Design Group, 9020 SW Washington Square Dr, Portland Or, 97223, stated he was representing Jim Wolfston, the owner of 16 acres in the southwest corner of Subarea 1 who was also present. He noted he had provided written comments to the Commission. He asked about the duplex or attached unit requirement in the Code for Small Lots. The general lot standards for Small Lots of 4,000 to 6,000 sq ft in the Code required 10 percent of the Small Lot area be attached or a duplex, but it did not give any specific lot standards. While an attached unit, like a townhome, would be fine on a 4,000 sq ft lot, a duplex was a tight fit. He requested more clarification or direction in the standards to address that situation, though he did not have any suggestions at this time.

Chair Greenfield asked if the requirement of a maximum permissible footprint and setbacks was sufficient to meet Mr. Altman's need.

Mr. Altman replied the codes he worked with typically had a square foot per unit criteria. If the City wanted duplexes, it would be something like 2,500 or 3,000 sq ft; whatever that number was, but the standard had to be something other than 4,000 or 6,000 sq ft. Otherwise, nothing would be accomplished if each unit required 4,000 sq ft. The unit per lot area had to be a tighter area to gain density. He assumed the City wanted higher density by including duplexes as a variety of housing type and an opportunity for a smaller lot unit mix.

- The other big issue was the infrastructure financing, although they realized it was not finished. Some concerns were regarding how the costs would be proportioned out. For example, the bridge's cost would be proportioned out based on the percentage of traffic from the Frog Pond West Neighborhood, but once the bridge was crossed, 100 percent of the costs went to the frontage properties fronting on Boeckman Rd, which is a drastic change.
 - The 16-acre property in Subarea 1 he was working on had a density range of 66 to 82 units with 1,450 linear feet of street frontage. Adding a turn lane, curb, and sidewalk was one thing, but the 10-ft landscape buffer and decorative brick wall added a significant additional cost to the street design that would be borne by those 66 to 82 units, ranging from \$5,000 to \$8,000 per unit. The developer did not believe that was fair; the cost should be spread out beyond the properties fronting the street.
 - He suggested the City consider the same proportional traffic volume considerations for the improvements because basically, it was a beautification component that added no traffic capacity at all. The cost of the 10-ft buffer and decorative wall should be borne by the entire city or even the entire West Neighborhood, not just the properties fronting on Boeckman Rd. The minimum would be to

spread the costs across the whole neighborhood, but even that would increase the unit costs for something that added no traffic capacity whatsoever.

Chair Greenfield:

- Confirmed that City Council, not the Planning Commission, was responsible for figuring out the funding.
 - Mr. Neamtzu added the City was in the middle of complex negotiations. All of the public input would be closely reviewed and be the subject of additional negotiations, hopefully, resulting in agreements by all parties on how to pay for the infrastructure. Paying for the wall was a new concern this week and not raised in any prior conversations.
 - West Hills Development had proposed the design concept for the wall. The City was seeking a high quality, cohesive, and consistent neighborhood, which drove the Master Plan. The neighborhood should look incredibly attractive.
- Asked what advice City Council would be looking for from the Planning Commission.
 - Mr. Neamtzu replied the Commission could provide helpful direction on high-level policy recommendations regarding whether:
 - Frog Pond West was a place where the City should consider doing something different than done in the past.
 - There was an important public need being met in Frog Pond West that might need different tools, or did the Commissioners have preferences for tools they had seen utilized successfully in other places.
 - The Commission had been provided a memorandum outlining many possible approaches. A reimbursement district should be used with the public fronting the money and payback over time by the developers or was that cost an obligation of the development community. The Boeckman Rd improvements would not be needed without the improvements to the Frog Pond West Neighborhood.
 - He noted the City's long-standing policy has been outlined as part of these ongoing negotiations, but he was hesitant to go into any detail, since it was still all up in the air.
 - Believed the question of equity was very important and that the Commission should have input about it, but he had more questions than ideas right now. One fundamental principle was how to strike a balance between the aesthetic improvement to the town and the property value to the neighborhood, both of which had strong implications for apportioning the costs. He did not know exactly how the apportionment should be devised, but he firmly believed there needed to be an apportionment. The City needed to take into account the broader impact of beautification and the quality of life in town, which were not separate from, but rather an overlay on, the neighborhood's interests.
- Asked if Wilsonville had been in a similar situation with other embedded developments where this principle might have been considered or worked in other areas.
 - Mr. Neamtzu replied the general City policy has often been that the half-street requirement was the obligation of the development community when the development fronted on a road like Boeckman Rd. The City could legally negotiate 24 ft of improvements, regardless of the right-of-way width, through the development review process. Going beyond the half-street improvement into offsite improvements got into disproportionate takings and Dolan arguments, which were all legal aspects of land use and development that became very complicated very quickly.
 - With Boeckman Rd, the developer 's required 24-ft improvement would go out toward the street median, while the City was responsible for the entire south side of the entire Boeckman Rd frontage. The City was already working with the school district to improve the entire corner and had significant resources dedicated to improving the Four Corners intersection with streetlights, widening, new sidewalks, ramps, striping, etc. Development paying for that 24-ft of improvements was the City's long standing policy and standard starting point for negotiations with all new development.
 - Steve Adams, Development Engineering Manager, clarified the Code measurement was 24 ft from face of curb, which provided the two travel lanes of roadway required to provide travel to and from

the development. This City's standard has been enforced for both residential and commercial development for the 15 years he has been at the City. Everything behind the curb, such as landscaping, sidewalks, streetlights, etc., was an improvement required as part of the development process, for which the developer was responsible on their side of the street, but not as part of the 24 ft.

- Mr. Neamtzu noted the Infrastructure Funding Plan technical memorandum from the Leland Consulting Group included a diagram (Figure 2, Appendix D) showing a cross-section of the entire street with a yellow highlighted portion that illustrated the City's standard practice for the developer's obligation.
 - He confirmed beautification elements included more than transportation elements, such as the planting strip, enhanced sidewalks, and ornamental wall, and were the property owner/developer's responsibility as shown in the diagram.
- Understood Mr. Altman was raising a principle that these elements went beyond what would necessarily fall to a property owner because of the development's size and the City's need to make it look good. The question, as he saw it, was whether the City had a responsibility to help offset the cost of these elements.
 - Mr. Neamtzu stated the City had no obligation to offset the cost of private subdivision walls that served as property line fences for private homes. He emphasized there was no public obligation there.
- Replied that would seem clear and asked about the planting strip.
 - Mr. Neamtzu explained the 10-ft area outside of the wall was a public utility easement for a wide variety of undergrounded public utilities going in along Boeckman Rd that needed to be accessible. In addition, the 10-ft area provided more privacy for residents, as well as separation and buffering for the homes from the roadway noise.
 - Mr. Adams recalled the developer of the old mobile home court property provided the fence facing Parkway Rd and the 10- to 20-ft landscape buffer between the right-of-way and the fence, as well as choosing to create offset lots from the busy road; none of which was required by the City. The 10- to 30-ft wide linear greens fronting on Boeckman, Tooze, and Graham Ferry Roads were part of the Villebois Master Plan. The nice brick and wrought iron fences in Villebois were never a sore point for the developers building homes along those roads.
- Stated, while Mr. Altman might be technically correct to say these beautification measures would not provide any significant direct benefits to the abutting lots, there were certainly many indirect benefits to the property owner in terms of property value, attractiveness, resalability, and the pleasure in living in a beautiful place. These other benefits needed to be taken into account along with or the absence of any direct benefits.
- Urged, however, that the Council to take into consideration the general public benefit of doing a good job, particularly along the approach to Frog Pond West on Boeckman Rd. The City needed to look at this issue sensitively and carefully.

Commissioner Postma pointed out that public comment had not been closed. Acknowledging indications from West Hills for comment, he said he was amenable to hearing further testimony from West Hills Development on the issue, since they had created the dilemma.

Dan Grimberg, West Hills Development, stated West Hills has been very involved in Frog Pond and appreciated all the hard work that gone into the Master Plan. He had called Mr. Neamtzu earlier today to say that West Hills Development was 100 percent supportive of getting the Master Plan approved, adding it had been a great process and acknowledging that Staff had listened to the developers' concerns and made some revisions. While West Hills was concerned about the finance plan, he understood it would not be discussed at tonight's the public hearing. However, since it had come up, he felt it was appropriate to provide input from the developer's perspective.

- City staff had been very open to their concerns in their three meetings so far, although they had not yet reached a workable plan. He cited West Hills' involvement in four other UGB expansion areas noting such developments were unique because of the small properties were master planned as one development. In other areas, West Hills Development combined two or three 50-acre properties and created a nice master

plan within the master planned community, but Frog Pond was very unique in that the average property size was five acres.

- West Hills Development was looking for a fair mechanism to finance the infrastructure improvements, which they did believe were beautifications in many instances, such as the medians and wide landscaping. As an example, West Hills was in contract to buy four pieces of property, the largest of which was five acres. The combined frontage on Boeckman Rd was about 1,300 lineal ft, which was about half of Frog Pond. Under the current program, West Hills would be responsible for a half-street improvement, including the median, landscaping, and brick wall. He confirmed West Hills did propose a brick wall as an appropriate solution for providing privacy, instead of an earlier proposal to have the front door fronting on Boeckman Rd.
- West Hills also wanted a nice community, but also a fair way to share the cost. In a letter to Mr. Neamtzu, written in late February, West Hills proposed that every lot in Frog Pond West pay roughly a 1/500th share of the Boeckman Rd improvements as part of the development fee. The Frog Pond West residences took their driveway access from a local subdivision street and not from Boeckman Rd directly. Boeckman Rd was used by everybody in the area; therefore, West Hills was asking that all lots in Frog Pond West pay an equal share of the Boeckman Rd and Stafford Rd improvements. West Hills believed that was fair, as this was the same apportionments in other areas, such as in North Bethany, South Cooper Mountain, Bonnie Slope, and River Terrace.
- He contended Villebois was entirely different, as it was a large-scale development that had a master developer for its hundreds of acres and thousands of homes. In contrast, Frog Pond West involved small-scale development so the infrastructure costs needed to be spread across a broader range of homes rather than just a small portion of the development.

Commissioner Postma:

- Asked what West Hill's proposal did for the existing property owners who would not likely see development, such as the church property that had frontage subject to the proposal.
 - Mr. Grimberg noted the roads were funded through collected fees. When private development built roads, it received credits against the fees normally paid with each house, or, the money was collected, and as it became available, it could be used to do improvements, like those along the church property if the church was not going to redevelop.
 - The entire cost of the Boeckman Rd and Stafford Rd improvements would be totaled and divided by the number of lots in the neighborhood.
- Confirmed the methodology worked in Frog Pond West because the improvements were not slated for all of the lots.

Don Hanson, OTAK, believed Mr. Grimberg's comments were pretty thorough. He observed a framework plan for financing was included in the report this evening and confirmed with Staff there was time between now and City Council to discuss it further.

Commissioner Levit:

- Understood a timing issue was involved if the cost was to be spread over all the houses because the wall would be built and Stafford Rd developed long before all the houses were built so, the money might never show.
 - Mr. Grimberg replied the money would come in, but agreed it was a timing issue. He explained in other areas, incremental improvements were done because the whole road did not have to be built up front. In West Hill's case, they did not need to improve all of Boeckman Rd when they developed their 50 lots. Mr. Wolfston's development might trigger a small improvement somewhere; perhaps interim turn lanes might be provided until the collected fees were adequate to fund the major improvements.
 - These discussions usually started out with the idea that the roads would all be built up front, which raised the question of where the money was going to come from. There was no money. Typically, a city told the developer to make the improvements and they would be reimbursed down the

road. The developer wanted to know how far down the road and asked about the city's money, but the city had no money. There was no big pot of money.

- He clarified that, in other areas, doing the improvements incrementally typically did not result in a hodge-podge of road improvements and constant construction for years. While it was a long discussion, incremental improvements did work.
- Asked about the system development charges (SDC) for the south side of Boeckman Rd from Meadows and the other developments there.
 - Mr. Neamtzu confirmed the City would contribute SDC money, which has already been collected, towards its obligation to construct the entire south side of Boeckman Rd.
 - He confirmed that 14 percent of the road development was for the bridge.

Commissioner Springall observed that apportioning the funding by number of households would seem to add a higher cost on the Small Lots, whereas apportioning the funding by lot size added a higher cost to the larger lots. He asked if the Commission should give some direction on that matter or if Council determined that policy.

- Mr. Neamtzu stated it was impossible to prove that a large lot had more impact on the system, since one person could live in a 50,000 sq ft house and 14 people in a 2,000 sq ft house. Because of the need to normalize the impact, it was calculated on a per dwelling unit basis.
 - While the idea was attractive on the surface, he had never seen a study able to demonstrate that impact, nor could they demonstrate that bigger lots would have a bigger impact in Frog Pond West, and therefore, should legally pay a higher proportion of the cost. He was not certain the idea was legally defensible.

Commissioner Postma:

- Understood current conversations were occurring with the owners in the hopes that they would come up with a methodology between them to equitably distribute the funds.
 - Mr. Neamtzu clarified the City was engaging with individuals, floating ideas back and forth, and trying to find common ground. Once both West Hills and the City were in a comfortable place, Staff would then talk with Mr. Altman's group, who has been involved in the infrastructure interviews.
 - It was a complicated matter. Not everyone agreed and people wanted different things, but at some point, the City would have to say, "This is as far as we're able to go financially." The unintended consequence might be disagreement or an inability to bridge the gap, and the project might not happen for a while. That was the reality.
 - He reminded that the Commission discussed the per door costs during its density discussions and the need to pay for the infrastructure projects. The Planning Commission was told in no uncertain terms and repeatedly through the testimony on the Area Plan that this was "no big deal" and "to build it and they will come." Now, at this point in the process, it was not easy.
- Suggested including the word "equitable" in the Infrastructure Plan section in hopes that those who came to the table could have a reasonable conversation about it. The simple solution might be to punt with some idea of equity.
 - While 'equitable' was about the same word as 'fair,' lawyers like himself preferred to use 'equitable.' To him, 'equitable' tried to encapsulate the concepts of fair and some semblance of equality, while 'fair' was a subjective term. However, the key was how did one measure equal. Equitable attempted to be a little more objective, although it seldom was.
 - Mr. Hanson added and possibly 'proportional'. It started steering toward the amount of land one owned and the amount of land one was developing.
- Believed that could be incorporated by saying the apportionment should be with an eye towards an equitable distribution proportionally among the lots. However, it begged the question that Mr. Neamtzu raised, how did one really measure the impacts, if that was the intent.

Commissioner Mesbah agreed the element of equity was completely missing here, noting the issue of takings raised by Mr. Neamtzu. The City had no obligation to annex this land, so the fact that the City was developing

the area provided value added to the landowners, developers, and so forth. That part of the equity also needed to be counted. The City had the option to require that it be done a certain way, which cost money. The wall was an aesthetic element, but so were all the rest of the design standards, which cost the developers and property purchasers money. The City was saying that in order for the City to provide the services, "This is what we want it to look like", which was part of the equity.

Chair Greenfield observed it was a cost/benefit analysis. The cost to the City and homeowner needed to be balanced with the benefit to the City and homeowner.. It was a complex matter that he was not sure the Planning Commission could do anything about, but he might attend the City Council meeting when the issue came up, as he had some sensibility about the issue.

Mr. Neamtzu appreciated Commissioner Postma's simple and elegant idea.

Commissioner Springall:

- Noted the density designation of Subdistrict 3 in Table 3 of Appendix C-4 should be corrected to state R10, not R3 as noted. The R3 Zone did not exist in Frog Pond West.
- Asked to include former Commissioner Marta McGuire and current Commissioner Kamran Mesbah on the Acknowledgements Page in Appendix A-1.
 - Mr. Neamtzu said he had caught that earlier and Staff would make the noted corrections.
- Expressed concern about the lighting levels shown on the Public Lighting Plan (Slide 37) with respect to pedestrian connections, trailheads, hammerheads, and their connection to the creek. He confirmed the pedestrian connections had the lowest lighting levels, but noted conflicting requirements regarding the trailheads and hammerheads and their connection to the creek given concerns about personal safety and the wildlife issue. Lighting adjacent to an SROZ should be much dimmer and nonintrusive because wildlife would primarily use the creek corridor at night, and not people. He could not visualize how bright the lighting would be, but it should not be to the same standard as the roadway lighting.
- Asked for clarification about what trailhead lighting meant before he suggested any potential changes.
 - Mr. Dills noted the intent statements on Page 80 of the Master Plan discussed pedestrian, trailhead, and path lighting. The bottom paragraph addressed the SROZ lighting noting that the SROZ buffers and trailhead areas would be the lighting Zone LZ 1 as specified in the City reference provided, which called out specifically the unique character and wildlife considerations. He confirmed the language accomplished the outcome Commissioner Springall was suggesting. The project team was comfortable with the lighting standard accommodating the SROZ.

Chair Greenfield asked what the lighting standard was for the pedestrian connections.

- Mr. Neamtzu explained typically, it was more of a transition lighting zone with a smaller scale pedestrian light. The parks in Villebois had a similar lighting fixture. Pedestrian lighting was at a smaller scale of 10 ft, rather than 12- to 15-ft high, so it was closer to the ground to provide comparable ground level lighting for pedestrians. The lights were likely placed a little further apart than safety lighting for cars, but still provided consistent lighting without dark patches.
- Bollards were not recommended due to the high likelihood of vandalism and serious maintenance issues in these types of areas, especially along trails.
- He described the transition of lighting from the dark of the canyon for wildlife to the lighting of the trailhead zone and then to the regular street lighting.

Chair Greenfield stated for the record that he strongly supporting spreading the cost of the Boeckman Rd and Stafford Rd improvements to the whole neighborhood. He agreed with Mr. Altman's argument on Page 3 of his memorandum that it was not reasonable or equitable for a limited number of lots to be burdened with this large additional cost.

- He agreed with Commissioner Levit that the Master Plan had come together pretty well. It was an excellent document and he recognized the input from the Commission and the community.

Andrew Karr commented that given the discussion on spreading the cost equitably across housing units, he reminded there was a minimum and a maximum, so the City needed to be careful to balance the SDC Fund every year. If the cost was spread across 571 units, but only 452 units were built, then not enough SDCs would be collected to pay for the improvements.

- Mr. Neamtzu noted Mr. Karr was a Budget Committee member and a former DRB member and was very familiar with the City's process. He clarified the project team's methodology assumed an 80 percent build out for the purposes of spreading the cost across the neighborhood, which would address Mr. Karr's concern.

Commissioner Millan thanked the City for including the Dark Sky elements in the lighting piece. Regarding the equitable distribution issue, it was good to hear there has been some contingency planning, and the City was not looking at spreading the cost out over all the possible things that could be built. She commented it had been good and interesting process, and it was remarkable to see the interplay between the landowners', developers', and City's interests coming together.

Chair Greenfield thanked the consultants and Staff. He confirmed there were no further comments and closed the public testimony. He called for any further comments from the Commission.

Commissioner Postma suggested including in the motion references to items the Commission felt should be changed or included, such as potential inclusion of language in the infrastructure funding portion regarding a reference to equitable allocation for things that benefit the entire project. He wanted to be sure the Commission consented to that inclusion.

Amanda Guile-Hinman, Deputy City Attorney, advised on how the motion should be stated.

The Commission consented to the inclusion of the word "equitable" in the Infrastructure Financing Plan.

Commissioner Postma moved that the Planning Commission recommend approval of Resolution LP17-0001 Frog Pond West Master Plan, associated amendments to the Comprehensive Plan, Text and Map, Planning and Land Development Ordinance Text, and SROZ Overlay Zone, to City Council, correcting the density designation in Appendix C-4, Table 3, Subdistrict 3, to R10, not R3, and including a reference within the Infrastructure Financing Plan to equitable cost allocation for improvements that benefit the entire Frog Pond Development. Commissioner Mesbah seconded the motion, which passed unanimously.

Chair Greenfield closed the public hearing.

III. OTHER BUSINESS

A. Town Center Plan Kick-off Event Update - Miranda Bateschell

Miranda Bateschell, Long-Range Planning Manager, reported on the Town Center plan Kick-Off Event held on Tuesday, February 28th, in City Hall with these key comments:

- Activities for engaging families prior to the formal events starting included project boards and maps, where people could place stickers to show where they lived and where they went in the Town Center. There was also a visioning exercise using a card that said, "My future Town Center is _____."
- The consultants' presentation began with a review of the existing conditions in the Town Center and trends the consultants were seeing in town centers across the country. In presenting the different alternatives, the consultants asked whether these trends were part of the attendees' vision and which pieces citizens were interested in seeing or not seeing in the Town Center.
- The approximately 80 attendees, both children and adults, then broke into seven small discussion groups, including a youth table and a Spanish-speaking group. At the end of the event, many very good ideas were reported out and people were excited about the project.

- She explained that the break out groups were being recorded so everything discussed would be part of the record. Videos were also made of the small group report outs. As with any other map-based activities, Staff has offered to do the same facilitated exercise at schools or with other groups. All of this information, including the survey results, would be compiled into a report for the Task Force and then for the joint Planning Commission/City Council meeting as part of the public input received to date in helping to inform a vision statement and goals for the Town Center project.
- She encouraged the Commissioners to take the survey and share it with their network. Within two days, the survey had 41 responses, so she looked forward to seeing the response by the end of the week. The survey was available in both English and Spanish, and other translations or resources were available upon request, so anyone could take the survey, which would be on the Town Center project website until the end of March.

Feedback, suggestions for future events and comments about any key issues that arose within the Commissioners' particular focus groups were as follows:

- The Kick-Off Event was a productive start and there was a sense that the community felt involved, which was important.
- The enthusiasm of an engaging young woman from the high school, who was on the Task Force, was contagious. Her input on how her age group wanted a Town Center that created spaces where the kids could socialize and interact with different age groups was an important piece beyond the typical shopping element. Her energy about creating a space in Town Center and what it could be for her age group provided a very enlightening perspective.
- One area business owner was willing and open to seeing change in the area, while another area business owner was completely against it.
- It was an engaging process and the consultants did an excellent job, especially in bringing back information from the small groups better than other consultants have done over the years. The consultants probably would have done even more, but there were time constraints.
- All the excellent charts on the mind map drawn by Consultant Alex Dupey from MIG would be captured in high resolution and included as part of the report.
- Bringing in the bilingual perspective and inviting both kids and families to contribute was appreciated.
- Having multiple means to gather feedback and connect with people at the Kick-Off Event was valuable and encouraging for community engagement. Stepping away from the traditional open house event was beneficial.
- The Kick-Off Event was well done, especially the variety of citizen input and attendance.
- Staff was aware that the Question of the Week on the website only allowed one choice instead of all one might want as requested. They had been troubleshooting the problem for about four days and identified the problem. In theory, it had been fixed, but it would be helpful if someone who had not already responded tested it and let Staff know if it was working now. Deleting computer cookies might eradicate the problem.

Commissioner Springall noted the French Prairie Bridge online survey closing in a few days and he encouraged the Commissioners to fill in their comments soon.

B. 2017 PC Work Program

Miranda Bateschell, Long-Range Planning Manager, stated the work program was already outdated with the Transit Master Plan now going to public hearing in May with the work session in April.

She expected to bring the 2016 Housing Report forward next month and perhaps, an update on the Task Force's work on the Town Center Plan.

Commissioner Levit reported seeing outdoor burning last week behind the Wiedeman House and asked about the City's policy on outdoor burning within the city limits.

- Commissioner Hurley recalled asking TVF&R about a similar situation and learning outdoor burning was allowed in unincorporated sections of the city.
- Ms. Bateschell said she would have one of the planners follow up with Commissioner Levit about the City's outdoor burning policy

Commissioner Levit asked how one could find out when a project would be on the Capital Improvements Plan (CIP). The sidewalk project at the end of his street, Willamette Way West, was in the Pedestrian Master Plan. The sidewalk on the east side of the street was not complete. The sidewalk was a Safe Route to School and right across the entrance to Graham Oaks, but there was no way for people to stay out of the busy road. He inquired when the sidewalk project might be done. He could not find any recent information on the City's website.

- Ms. Bateschell believed all the Pedestrian Master Plan projects had been transferred to the Capital Improvements Plan (CIP). She would find out from the engineers when the Willamette Way West project was scheduled and follow up with Commissioner Levit.

IV. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 8:20 p.m.

Respectfully submitted,

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



PLANNING COMMISSION

WEDNESDAY, APRIL 12, 2017

II. WORK SESSION

A. Transit Master Plan (Brashear) (90 Minutes)



PLANNING COMMISSION WORK SESSION STAFF REPORT

Meeting Date: 04/12/17		Subject: Transit Master Plan Update	
		Staff Member: Dwight Brashear and Eric Loomis Department: SMART	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: 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 type="checkbox"/> Council Goals/Priorities		<input checked="" type="checkbox"/> Adopted Master Plan(s) Transit Master Plan	<input type="checkbox"/> Not Applicable

ISSUE BEFORE PLANNING COMMISSION:

At tonight’s work session, SMART staff will give an update on the content of the Transit Master Plan which has been revised since the March 8th Planning Commission work session. Staff will answer any questions the Commissioners may have or that should be addressed at the public hearing.

EXECUTIVE SUMMARY:

SMART applied for and received grant funding for the purpose of updating the Transit Master Plan (TMP). The update was needed because the previous TMP had matured and reached its zenith. Grant funding was used specifically to facilitate the public involvement phase of the process. Adoption of the TMP was delayed briefly as the document was thoroughly reviewed, evaluated and reorganized following the departure of a key senior staff member. SMART undertook a significant public outreach effort. The public involvement phase was completed and many of the ideas born out the process have been incorporated into the document being presented today. The draft TMP has been properly prepared and released for public review. It is

our sincere hope that the Commission will find the reorganized draft TMP lucid and well-organized.

EXPECTED RESULTS: Our expectation and/desire is to arrive at a point in the process where the Planning Commissioners are satisfied and comfortable with the TMP document.

TIMELINE:

Planning Commission Public Hearing: May 10, 2017
City Council Hearing: July 3, 2017 (Target Date)
Grant Funding Deadline: June 30, 2017

CURRENT YEAR BUDGET IMPACTS:

Project funds were included in the City's FY 2016/17 budget.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: _____ Date: _____

LEGAL REVIEW / COMMENT:

Reviewed by: _____ Date: _____

COMMUNITY INVOLVEMENT PROCESS:

To ensure this document update represented the diverse interests of the Wilsonville community, the Transit Master Plan (TMP) had an extensive and inclusive public engagement process. Outreach efforts were tailored to reach people in practical and convenient ways as to reflect the opinions from the wide spectrum of current and potential system users, the business community, and residents. SMART has completed two rounds of public outreach in which transit riders, local residents and payroll taxpayers have been invited to share their opinions. A citizen Task Force has worked with SMART staff and consultants for more than a year on this planning process.

SMART staff and outreach consultants provide electronic updates to an interested parties list, publish articles in the Boones Ferry Messenger and Wilsonville Spokesman, and update project and City website information to keep interested parties informed and up-to-date. SMART is currently in its final round of outreach by publishing the draft TMP online and in public spaces open for public review before the Planning Commission Public Hearing on May 10th and City Council Hearing on July 3rd.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups): When implemented, the new plan is expected to improve efficiencies and to reduce traffic congestion by providing commuters an alternative to travel in single-occupant vehicles. Also, adoption of an updated Transit Master Plan may open new opportunities to bring grant money into the community.

ALTERNATIVES: None

CITY MANAGER COMMENT:

ATTACHMENTS:

- A. Transit Benefits

Attachment A – Transit Benefits

Nearly 90% of public transit trips impact economy, according to APTA report

Public transit riders are part of the engine that powers America's economy, according to a new demographic study released by the American Public Transportation Association (APTA). The study, "Who Rides Public Transportation," reveals that 87% of public transit trips directly impact the economy, either connecting people to employers needing workers, and to retail and entertainment venues.

The study, authored by the CJI Research Corp., is the most extensive demographic report of public transit riders ever, with nearly 700,000 passenger surveys.

Quick Facts

- In 2015, Americans took 10.7 billion trips on public transportation.
- Since 1995, public transit trips is up 37 percent, outpacing population growth, which is up 21 percent, and vehicle miles traveled (VMT), which is up 30 percent.
- People board public transportation 35 million times each weekday.
- Public transportation is a \$66 billion industry that employs more than 400,000 people.
- More than 7,200 organizations provide public transportation in the United States.

Public Transportation Enhances Personal Opportunities

- Public transportation provides personal mobility and freedom for people from every walk of life.
- Access to public transportation gives people transportation options to get to work, go to school, visit friends, or go to a doctor's office.
- Public transportation provides access to job opportunities for millions of Americans.

Public Transportation Saves Fuel, Reduces Congestion

- Public transportation has a proven record of reducing congestion.
- The latest research shows that in 2011, U.S. public transportation use saved 865 million hours in travel time and 450 million gallons of fuel in 498 urban areas.
- Without public transportation, congestion costs in 2011 would have risen by nearly \$21 billion from \$121 billion to \$142 billion in 498 urban areas.

Public Transportation Provides Economic Opportunities & Drives Community Growth and Revitalization

- Every \$1 invested in public transportation generates approximately \$4 in economic returns.
- Every \$1 billion invested in public transportation supports and creates more than 50,000 jobs.
- Every \$10 million in capital investment in public transportation yields \$30 million in increased business sales.
- Home values performed 42 percent better on average if they were located near public transportation with high-frequency service.

Public Transportation Saves Money

- Using public transportation is the quickest way to beat high gas prices.
- According to APTA's Transit Saving Report, a two-person household can save, on the average, more than \$10,174 a year by downsizing to one car.
- Public transportation provides an affordable, and for many, necessary, alternative to driving.

Public Transportation Reduces Gasoline Consumption

- Public transportation use in the United States saves 4.2 billion gallons of gasoline annually.
- Households near public transit drive an average of 4,400 fewer miles than households with no access to public transit.

Public Transportation Reduces Carbon Footprint

- Public transportation use in the United States reduces our nation's carbon emissions by 37 million metric tons annually. This is equivalent to Washington, DC; New York City; Atlanta; Denver; and Los Angeles combined stopping using electricity.
- One person with a 20-mile round trip commute who switches from driving to public transit can reduce his or her daily carbon emissions by 20 pounds, or more than 4,800 pounds in a year.
- A single commuter switching his or her commute to public transportation can reduce a household's carbon emissions by 10 percent and up to 30 percent if he or she eliminates a second car.

Public Transportation Fact Book

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Public Transportation Benefits Businesses

The benefits of good public transportation extends to businesses as well. By locating near public transit, businesses save money because they need to build less parking infrastructure or have to pay for fewer employees to park offsite. A study conducted by the Washington Metropolitan Area Transit Authority estimates that building parking for the federal employees who take Metro instead each day would cost the government \$2.4 billion.⁷ Furthermore, businesses benefit from an expanded labor pool of specialized workers, which means access to more productive employees. Suppliers and consultants benefit as well from proximity to these client businesses; public transit allows for the density to accommodate them. As a result, both client firms and those that serve them benefit from a potential increase to the bottom line.⁸

In conclusion, public transportation connects people to jobs, and it connects jobs with people. It can also be a deciding factor where a corporate headquarters locates or relocates. It can be the difference as to whether or not a business can keep later hours. Public transportation can be the difference in whether or not a person has a job and a reliable way to get to that job every day.

American Public Transportation Association: Economic Recovery - Promoting Growth

7. "Making the Case for Transit: WMATA Regional Benefits of Transit," WMATA, November 2011

8. Daniel Graham, "Agglomeration Economies and Transport Investments," Imperial College, December 2007.

Transit Master Plan

2017



WILSONVILLE
OREGON

DRAFT



SMART
SOUTH METRO AREA REGIONAL TRANSIT



- CONVENIENCE
- SAFETY
- RELIABILITY
- EFFICIENCY
- FISCAL RESPONSIBILITY
- FRIENDLY SERVICE
- EQUITY & ACCESS
- ENVIRONMENTAL RESPONSIBILITY



Please note that this is a REVISED DRAFT as of April 10th, 2017

This is the **DRAFT** 2017 Transit Master Plan for the City of Wilsonville. It will remain in **DRAFT** form until adopted by the City Council, after public hearings and deliberation, which means that you can comment on the draft plan and your comments may lead to changes before the plan is finally adopted.

You can submit comments orally at the Planning Commission Public Hearing on **May 10th**. You may also submit comments via the project website www.plansmartwilsonville.com. Those comments will be passed along to Planning Commission and City Council for review.

We are grateful for your interest and we welcome your participation.

Acknowledgements

The City of Wilsonville would like to acknowledge the following for their dedication to the development of this Transit Master Plan. Their insight and outlook toward the future of this City helped create a comprehensive plan that represents the needs of employers, residents and visitors of Wilsonville.

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Executive Summary

Public transit has always been at the forefront of shaping the personality and image of some of this country's greatest cities. The first and most notable modes of public transit include the Staten Island Ferry, which began operating in 1817 and remains operational to this day, the cable cars of San Francisco, the New York subway system and the elevated train in Chicago, affectionately referred to as the "L", which began operating in 1895 and is considered this country's first rapid transit system. So what does all this mean for City of Wilsonville and what role will the Transit Master Plan play in helping to shape the City of Wilsonville's future? These questions are both relevant and timely, and they are questions that the Transit Master Plan seeks to address in specific detail.

The City of Wilsonville, like most thriving cities and not at all surprisingly, finds itself at a bit of a crossroads. Rapid growth coupled with a desire to maintain a high quality of life for its residents, commuters and visitors has delivered the City of Wilsonville to an intersection; the very same intersection that has produced many great cities. It is important to stress that a crossroad in and of itself is not necessarily a situation to be feared. However, deciding which direction to travel, how that travel will be accomplished and when traveling will be most advantageous to make for a successful journey are all critical components of the directional decision making process. The good news is that the City of Wilsonville was and continues to be forward thinking. The magnificent architects of the City's design knew that developing, maintaining and providing mobility options was/is crucial to the sustainable success of any vibrant city, of which the City of Wilsonville unquestionably qualifies.

Convinced that "necessity is the mother invention" the leaders of the City of Wilsonville created the South Metro Area Regional Transit (SMART). SMART was developed with the mission of providing safe, reliable and cost effective public transit, and after almost three decades of proudly delivering on this mission, SMART finds itself in good health, well liked, well respected, and most importantly, ready to face the future.

So where does SMART go from here? The Transit Master Plan holds the key. Developed by the SMART team with valuable input and cooperation from City staff, a citizen task force, the public, the Mayor and City Council, the Planning Commission and the business community by way of the Wilsonville Area Chamber of Commerce, the Transit Master Plan will serve as a beacon of hope and promise, guiding our decisions while ensuring that SMART always remains true its core mission. To that end, SMART is pleased to present its new multiyear Transit Master Plan. This comprehensive plan is a view into the future and is dedicated to all those who live, work, play or do business in the City of Wilsonville. We have taken great care to ensure that everyone wishing to be heard was in fact heard. Furthermore, we believe it to be imperative that the Transit Master Plan address the needs of all, inclusive of individuals and businesses. SMART understands and appreciates that it is the local business community that makes it possible for SMART to provide mobility options to thousands annually. SMART also understands

and believes that our transit goals can only be achieved through a collaborative effort between all that desire the City of Wilsonville to take its rightful place as one of this country's most livable cities.

In closing, it is our sincere hope that the reader will find the Transit Master Plan to be lucid and well organized. In addition, we are mindful that the only consistent thing in life is change, so we welcome and encourage your input, feedback and questions, not only today or tomorrow but each and every day as we seek to deliver on our promise to all of you.

Respectfully,

SMART

DRAFT

Introduction

Overview

South Metro Area Regional Transit

Situated on Interstate-5 between Portland and Salem, Wilsonville serves as a transportation hub and has established itself as an important employment center in the Portland metropolitan area. With employment figures almost equal to the City's population, large numbers of employees commute to jobs in Wilsonville from Portland, Salem, Sherwood, Gresham, Vancouver, and many other locations. To aid in the movement of Wilsonville's employees, residents and visitors South Metro Area Regional Transit (SMART), a department of the City of Wilsonville, provides fixed-route service within the City of Wilsonville and connecting service to Canby, Tualatin, Salem, and Portland. SMART also provides an extensive demand-response system (Dial-a-Ride) with priority to ADA-qualified riders, transporting elderly and disabled riders to out-of-town medical appointments.

In addition to fixed-route service, SMART provides businesses, residents and visitors of Wilsonville with the resources to participate in various transportation options such as vanpooling, carpooling, bicycling, walking, and telework through the SMART Options Program.



THINK SMART OPTIONS

This program promotes a robust set of travel options to provide the freedom and choice for people to travel while reducing the amount of single-occupancy vehicles on the road.

In order to ensure equitable access, coordinated transit services and enhance regional mobility of transit programs and projects, SMART works cooperatively with state and regional partners, including Oregon Department of Transportation (ODOT), TriMet, Cherriots, Canby Area Transit (CAT), Multnomah, Clackamas and Washington Counties, and Oregon Metro. The value of SMART's services is greatly increased by being well connected with other transportation networks which include neighboring transit systems and bicycle and pedestrian networks. These connections increase the level of choice and overall mobility for people in and around Wilsonville, whether they are traveling to jobs, school, shopping, parks, or recreational events.

SMART History

Prior to 1989, transit service in Wilsonville was provided by the Tri-County Metropolitan Transportation District of Oregon (TriMet) with one route that operated during peak commute hours. In 1988, the Wilsonville Innovative Transportation Association was formed to look at alternative methods of providing transit service at a better cost/benefit ratio for local businesses. The City of Wilsonville successfully petitioned to withdraw from TriMet's service district, effective January 1st, 1989.

For the first two years, the City contracted with Bucks Ambulance Service to provide rides on a demand response basis. In 1991, Wilsonville began to provide demand-response service on its own. Wilsonville also contracted with TriMet to extend Route 96 into Wilsonville, providing Wilsonville residents and employees with transportation between Wilsonville and Portland. The City decided to change its name from Wilsonville Area Rapid Transit (WART) to South Metro Area Rapid Transit (SMART) in 1993 and to South Metro Area Regional Transit in 2007. 1993 was also the year when SMART began providing service to Tualatin Park & Ride, Barbur Transit Center, and Oregon City Transit Center. The Oregon City service was discontinued in 2002 due to low ridership and resources were reallocated to improve services to Portland.

In 1994, SMART began providing the in-town service that had previously been contracted service. Ridership increased dramatically between 1994 and 1995 and new routes were introduced in 1995, 1996, 1998, 2003, 2009 and 2014.

Today, SMART operates seven fixed-routes as well as Dial-a-Ride, non-emergency medical trips, and special shuttle services for older adults and people with disabilities. These services are primarily supported by a Wilsonville payroll tax and grant funding. SMART's payroll tax rate is currently 0.5000 percent and was last increased in October 2008 to help fund service connections with TriMet's commuter rail. Please see the chapter on Funding Sources and Expenditures for SMART's payroll tax history as compared to other transit agencies.

Transit Master Plan

The Transit Master Plan (TMP) provides a broad look ahead to the type of transit system and supportive transportation options required to meet Wilsonville's mobility needs. This is accomplished by providing proposals for improved transit service as well as strategies to reduce single-occupancy vehicles. With its combined transit and transportation options approaches, the TMP will guide future decision-making for SMART for the next five to seven years.



The development of this plan relied heavily on members of a TMP Task Force; an advisory committee of residents, transit riders, and community organizations who served as a sounding board during the public involvement and update processes. The Task Force proposed the following mission statement and goals for the TMP process:

To provide convenient, safe, reliable, efficient, fiscally and environmentally responsible and friendly transportation services to anyone who wants or needs those services in Wilsonville. SMART services help to attract and retain businesses. SMART is a valued community asset that enhances the quality of life for everyone who lives, works in, or visits Wilsonville.

CONVENIENCE. SMART provides services that are convenient, comfortable and easy to use.

SAFETY. SMART provides a safe and secure environment for our customers, community and employees through maintenance, training, design, enforcement and the allocation of resources.

RELIABILITY. Coordinated and reliable, the Wilsonville community depends on SMART to meet mobility needs.

EFFICIENCY. SMART's services are provided in an efficient and cost-effective manner.

FISCAL RESPONSIBILITY. The SMART system is fiscally responsible to the community.

FRIENDLY SERVICE. SMART provides friendly services that add value to Wilsonville's quality of life.

EQUITY & ACCESS. SMART services are accessible and they are provided equitably throughout the Wilsonville community.

ENVIRONMENTAL RESPONSIBILITY. SMART conducts its operations with regard for long-term environmental consequences.

For SMART to provide residents, employers, employees, and visitors of Wilsonville the service described in the TMP mission and goals, it must be part of an integrated transportation system that considers land use, fixed-route buses, demand-response service, taxis, carpools, vanpools, employer shuttles, bicycles, pedestrians, and innovative strategies to encourage non-single occupancy vehicle travel.

The planning context and policy framework for the Transit Master Plan is dependent upon a variety of local, regional and state plans, policies and regulations; such as the Oregon Transportation Plan (OTP), the Regional Transportation Plan (RTP), Americans with Disabilities Act (ADA), and the Tri-County Coordinated Transportation Plan for Seniors and Persons with Disabilities (CTP). These documents help determine and shape how growth will occur in Wilsonville and what key policies, goals and principles should be considered. Overall, these goals and objectives contribute to providing safe, efficient, accessible, and equitable transportation; providing mobility to people of all ages and incomes; and reducing air pollution, greenhouse gas production, energy use, and traffic congestion. This plan and SMART service aims to further the implementation of the City's Transportation System Plan, a subset of the City Comprehensive Plan. To learn more about these policies and plans, please see Appendix D.

SMART Existing Services

SMART Capital Facilities & Fleet

SMART Central Station is Wilsonville's transit hub located on SW Barber Street in Wilsonville. It was built and completed as part of TriMet's Wilsonville WES Station in 2009. The hub includes the WES station, Park & Ride facility, a 12-bay bus transit center, 48 bicycle lockers and a bike repair station to allow for multi-modal trips. SMART Central also features a metal and glass clock tower that has a security and sound system. To allow for quick and convenient transfers, SMART routes are timed to pulse with WES arrivals and departures.

Wilsonville SMART Administration and Fleet Maintenance facility is located at 28879 SW Boberg Road. This building houses the SMART Fleet, the City/SMART Maintenance and Transit Operations Divisions.

The Administration and Fleet Maintenance building was completed in 2013 with guidance from the Mayor and City Council. This state-of-the-art facility was constructed without incurring any debt and includes sustainable features to increase efficiency and reduce environmental impacts. The facility also includes a Compressed Natural Gas (CNG) fueling station for SMART's CNG buses.



SMART Transit Fleet

SMART maintains a wheelchair-accessible fleet of 30 active revenue vehicles. The active fleet consists of a wide range of vehicles including everything from small cutaways used in Dial-a-Ride service to heavy duty 40' buses, used primarily on inter-city routes. SMART fleet also includes a trolley utilized for community events and local service in the warmer months. In addition to these active vehicles, SMART maintains a small contingency fleet of older vehicles that are only used in case of emergency.

Bus Stops & Amenities

SMART currently has more than 150 bus stops within the City of Wilsonville. Some stops are primarily poles and signs while others have full amenities such as; benches, shelters, schedule displays, lights and garbage cans.

Fixed-Route Service

The current SMART fixed-route system consists of seven routes; two commuter express routes and five local routes serving the community of Wilsonville and surrounding areas. SMART operates its full services Monday through Friday from 5:00 a.m. to 9:15 p.m. and reduced service on two of its routes on Saturdays from 8:30 a.m. to 5:30 p.m.

Routes typically begin and end their runs at SMART Central. SMART Central Station offers intermodal connections between SMART buses and TriMet’s Westside Commuter Rail (WES) and Salem Cherriots. Several major transfer locations outside of Wilsonville allow for transfers from SMART to other providers, including TriMet (Tualatin Park & Ride and Barbur Transit Center), Canby Area Transit (CAT) and Cherriots. In addition, SMART also connects with TriMet Route 96 at Commerce Circle. This TriMet route offers service from Wilsonville to Portland averaging every 30 minutes during peak commute times.

SMART service is free for trips within Wilsonville, including both fixed-route and Dial-a-Ride service. Inter-city service and connections to other transit providers requires a fare payment.

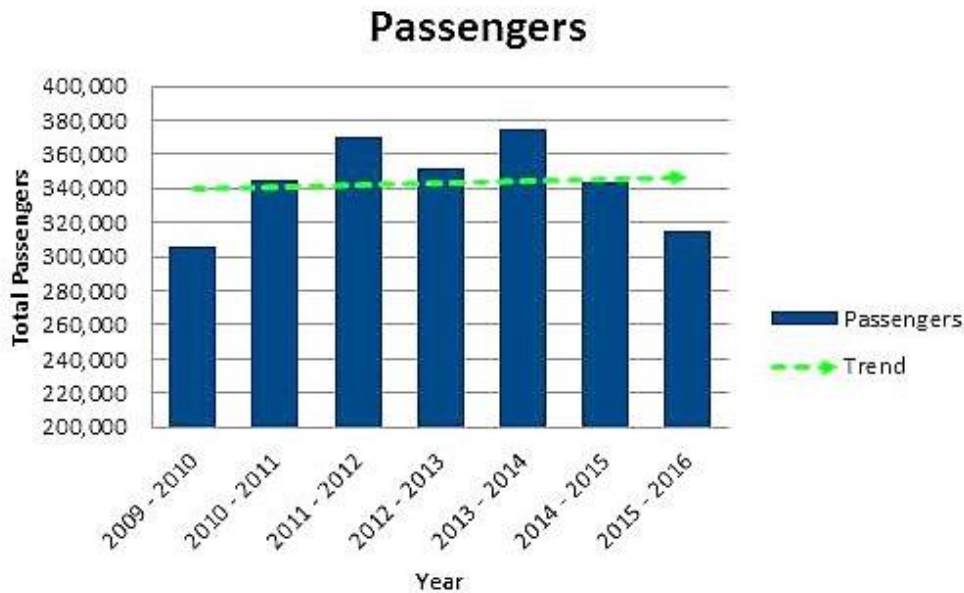
The table below summarizes fixed-route fares and passes for riding SMART routes. Riders can pay cash or purchase a monthly pass for either the 1X or the 2X/3 routes. An “All Pass” allows use of all inter-city routes (1X, 2X, and 3). Reduced-price passes for seniors, people with disabilities, students, and youth must be purchased in person at Wilsonville City Hall. SMART does not accept transfer receipts from other transit providers (other than Cherriots passes on the shared Route 1X) and other providers do not provide a discounted fare for passengers transferring from SMART services.

Fixed-Route Fares & Passes

Fare Category	Fare Type	1X (Salem)	2X (Portland) 3 (Canby)	4,5,6,7 (Wilsonville)
Adult ¹	Single Ride (cash)	\$3.00	\$1.50	Free
	Monthly Pass	\$85.00	\$35.00	
	Monthly “All” Pass ³	\$120.00		
	20-Ride Punch Card/Pass 40-Ride Punch Card/Pass	Requires 2 punches	Requires 2 punches	
Discounted ²	Single Ride (cash)	\$1.50	\$0.75	Free
	Monthly Pass (One Route)	\$42.50	\$17.50	
	Monthly “All” Pass ³	\$60.00		

Notes: (1) Adult fares are for persons age 18-59. (2) Discounted fares must be purchased in person at City Hall and are for seniors age 60+, persons with disabilities, Medicare card holders, youth age 5-17, and students 18-23 with valid student ID. (3) An “All” Pass is valid on all intercity routes (1X, 2X, and 3X). Source: SMART website.

Over the past five years, SMART system ridership has varied between 325,000 to 350,000 passenger trips per year. Since 2008, when the last TMP was approved and the WES service changes were put in place, SMART’s service hours have increased by over 35 percent, operating cost saw a 16 percent increase while ridership has seen just over a 4 percent increase. The variation may be due to a variety of factors including service changes, employment or shift time fluctuations or data gathering limitations. As SMART moves to a computerized passenger count system in the next couple years, gathering data will become easier and more accurate.

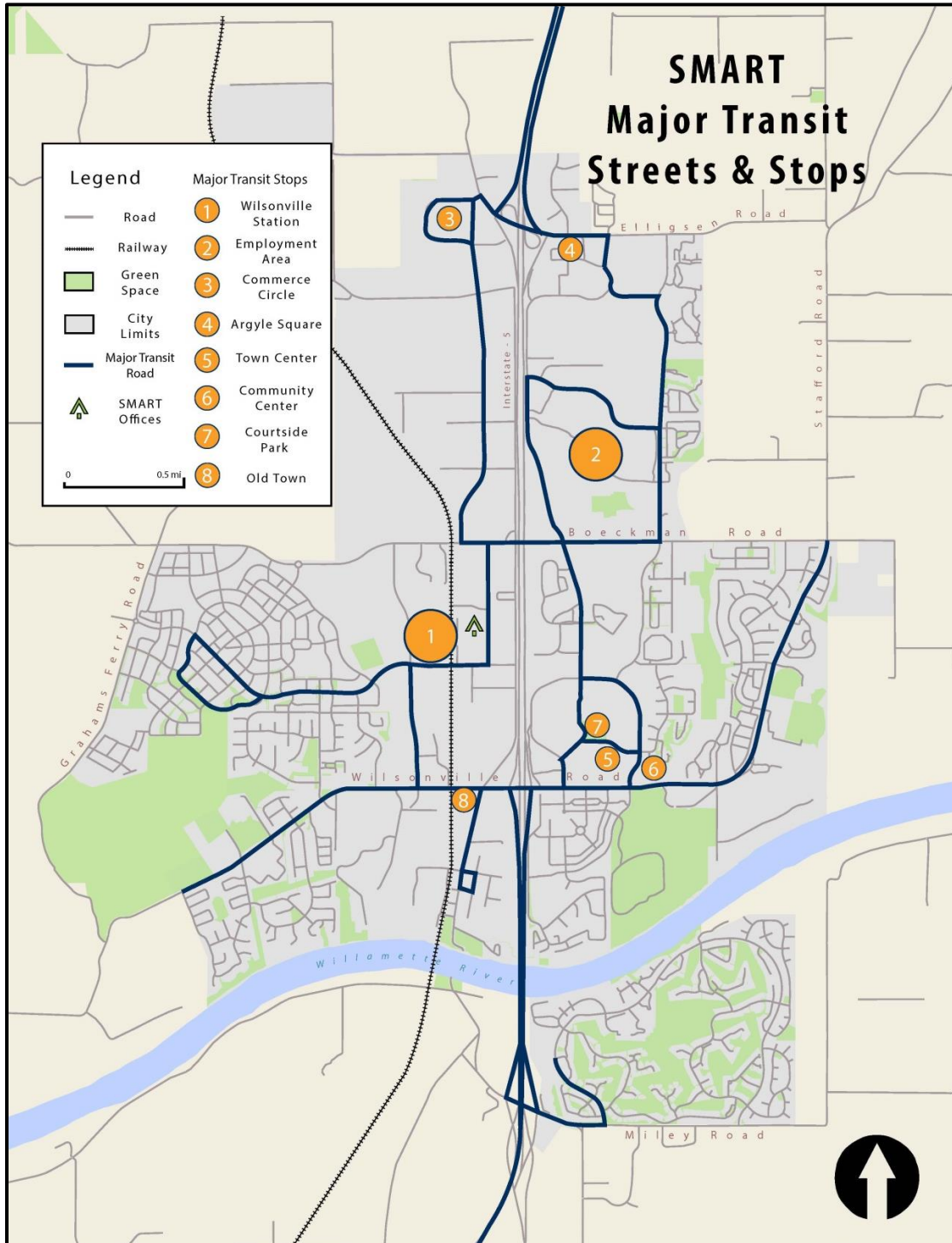


In addition to productivity measurement, SMART is also committed to ensuring that transit services are provided in a fair and balanced manner throughout Wilsonville. To that end, SMART has worked to establish measures that monitor equity issues and ensure compliance with Federal Title VI Civil Rights standards for our fixed-route system. A copy of SMART’s Title VI policy can be found in Appendix C.

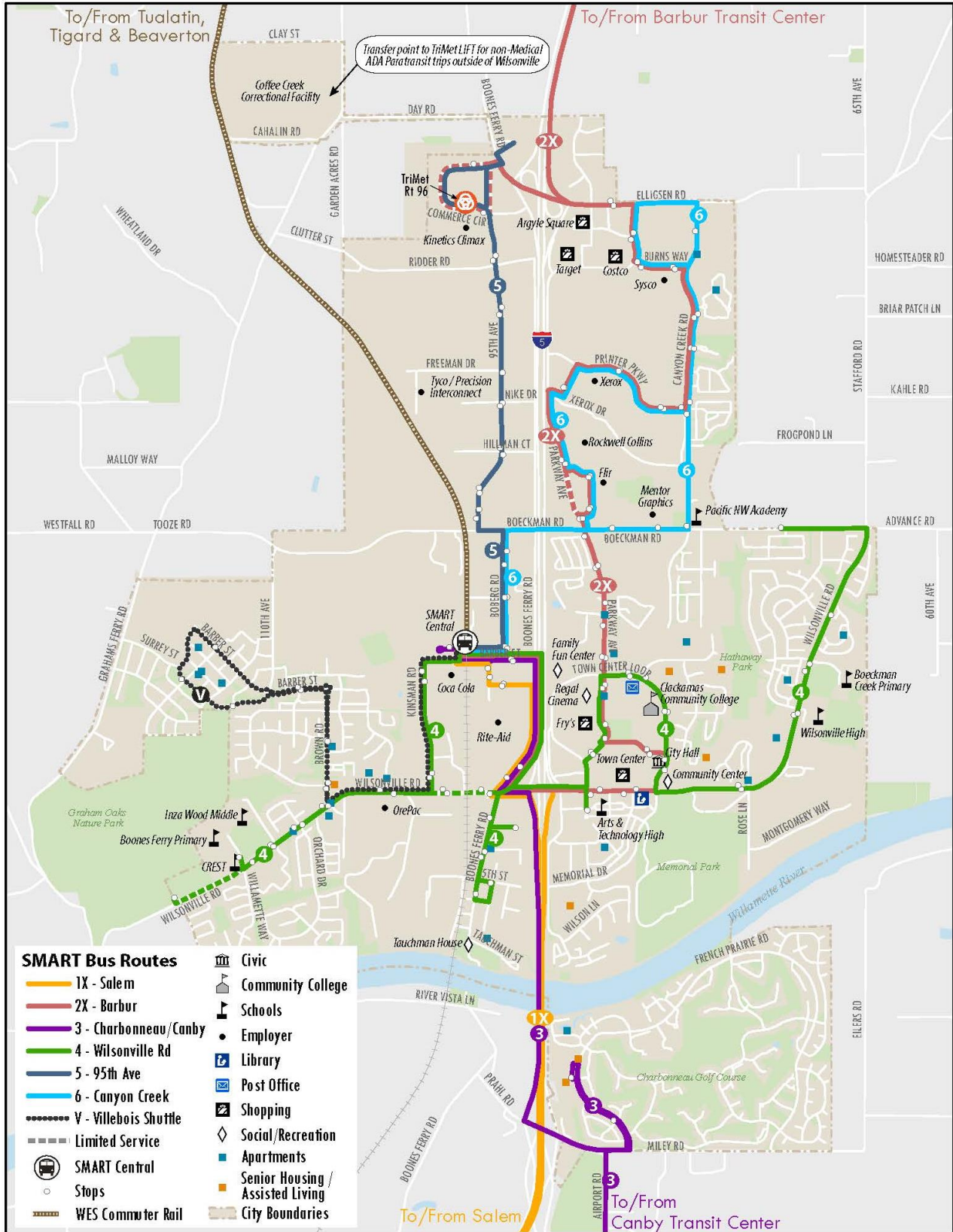
On-time performance is a measure of trips completed as scheduled. A bus is considered on-time if it is within five minutes of the schedule at any time point, late is defined as more than five minutes after the scheduled departure time, and early is defined as anything before the scheduled departure time. SMART has set a standard that at least 85 percent of all trips will run on time for fixed-route service and 90 percent for Dial-a-Ride service.

Service availability and access is a general measure of the distribution of routes within the SMART service area. SMART’s goal is to ensure that 85 percent of City residents live within walking distance (i.e. no more than 1/4 mile) of a bus stop. SMART will continuously make efforts to mirror the growth of the City of Wilsonville with its transportation service so that residents and employers can have equal access to transit.

Major transit streets are a primary corridor for transit, receiving half-hour or better service during peak traffic hours. The designation of major transit streets allows the City to set standards for encouraging land use patterns, development designs, and street and bicycle/pedestrian improvements that support transit. Major stops are those which are located at intersections of two or more bus routes, transfer locations between transit systems, Park & Ride lots, and shopping centers or other major destinations.



Map of Current Fixed-Route Services



Route	Service Type	Name	Termination(s) / Major Transit Centers	Other Major Destinations	Weekday Headway	Weekday Service Span	Saturday Headway	Saturday Service Span /
1X	Intercity	Salem	Salem Transit Center	State Capital	30-60 min	4:30 a.m.-10:00 a.m. 3:30 p.m.-8:00 p.m. No midday service	No Service	No Service
2X	Intercity	Barbur	Tualatin Park & Ride Barbur Blvd Transit Center	Wilsonville City Hall Mentor Graphics Parkway Woods Argyle Square Commerce Circle	20-60 min	5:00 a.m.-9:45 p.m.	60-120 min	8:15 a.m. – 5:45 p.m.
3	Intercity	Charbonneau Canby	Canby Transit Center	Springridge at Charbonneau	60 min	6:00 a.m.-9:15 a.m. 3:30 p.m.-7:30 p.m. No midday service	No Service	No Service
4	Local	Wilsonville Road East/West	Mentor Graphics Boones Ferry Primary School or Graham Oaks Nature Park	Boeckman School Wilsonville H.S. Civic Center Town Center Loop Inza Wood Middle School	30-60 min	5:00 a.m.-7:45 p.m.	60-120 min	8:30 a.m.-5:30 p.m.
5	Local	95 th Avenue	SMART Central	Commerce Circle	30 min	5:30 a.m.-10:15 a.m. 3:15 p.m.-7:15 p.m. No midday service	No Service	No Service
6	Local	Canyon Creek	Argyle Square	Mentor Graphics Parkway Woods Argyle Square	30 min	6:30 a.m.-10:05 a.m. 3:15 p.m.-7:39 p.m. No midday service	No Service	No Service
7	Local	Villebois Shopper Shuttle	Villebois	Town Center	5 a.m. & 2 p.m. trips	6:07 a.m.-6:45 a.m. 5:07 p.m.-5:45 p.m.	No Service	No Service

Dial-a-Ride

Dial-a-Ride (DAR) is a door-to-door transportation demand-response service for customers within the City of Wilsonville. SMART is pleased to offer four distinct programs under its Dial-a-Ride service: ADA Complementary Paratransit, General Public, Senior Trips, and Out-of-Town Medical Trips. While ADA eligible customers are given priority scheduling, Wilsonville residents of all ages are welcome to utilize the Dial-a-Ride programs.

SMART proudly offers complementary ADA Paratransit service to individuals who may have difficulties accessing fixed-route services. ADA customers are required to be certified as eligible under the federal ADA guidelines in order to use the service. Reservations can be made up to two weeks in advance and rides are guaranteed during any hours of normal operations.

Dial-a-Ride Fares

Fare Type	Local	Intercity
Single Ride (one way) (cash)	Free	\$3.00
Monthly Pass		\$50.00
Punch Pass	Free	2 punches

Residents of Wilsonville can utilize SMART’s General Public Dial-a-Ride program. Under this program, customers are required to book their ride a day in advance of their desired day of travel. This DAR program is designed to supplement fixed-route service and should be used sparingly to reach areas within Wilsonville that are not frequently served by other transportation modes. Although SMART is pleased to offer DAR services, customers are encouraged to utilize the fixed-route service and travel training program whenever possible.

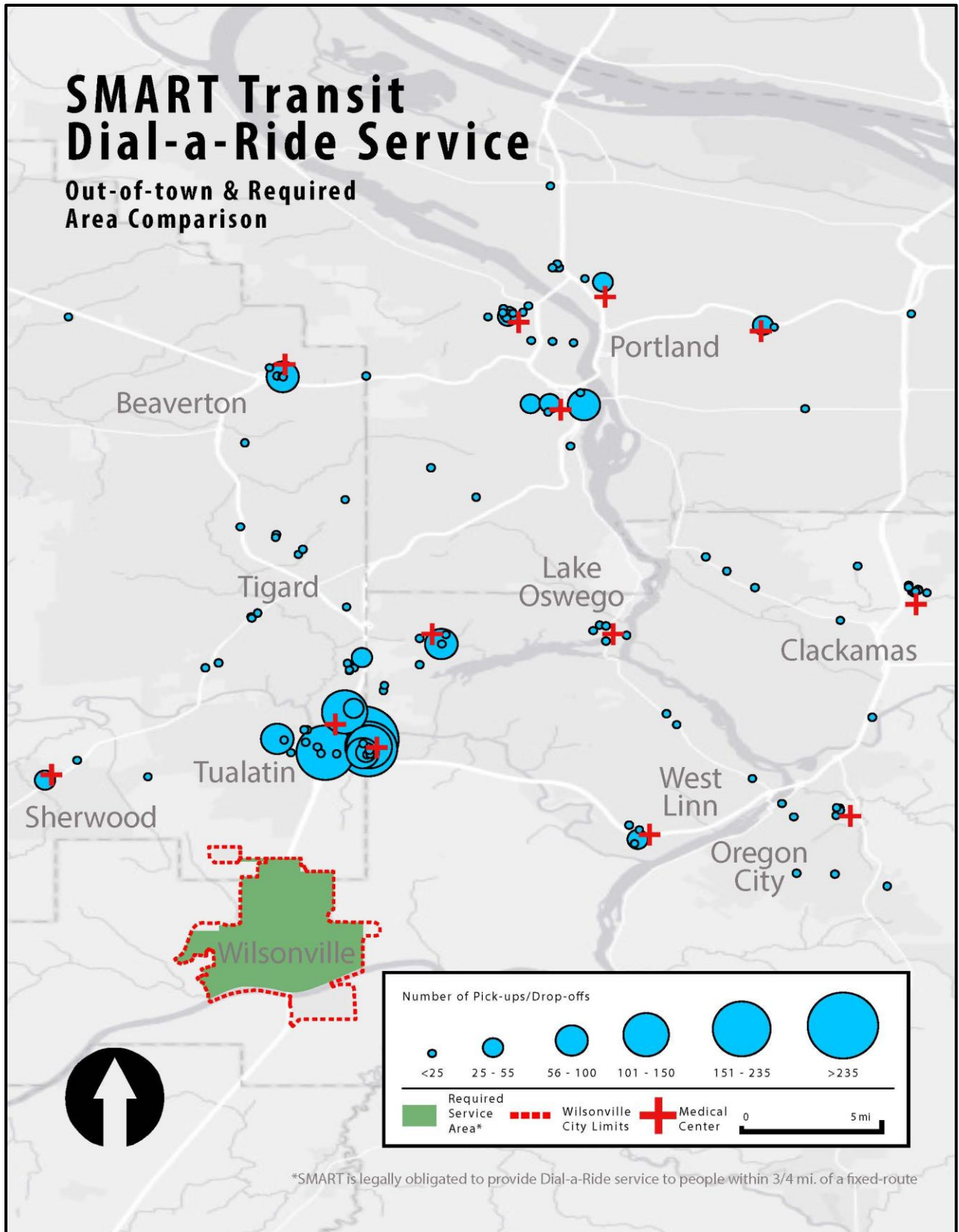
SMART is mindful and fully embraces the reality that Wilsonville has an active senior population and as such, SMART offers the Senior Trips Dial-a-Ride program. This heavily used program was designed to provide seniors with viable mobility options. Through DAR, seniors have unrestricted access to the City and all of its amenities. Seniors who are 60+ are able to make reservations up to two days in advance of their anticipated trip.

Through special transportation funds allocated to transportation providers throughout the region, SMART is able to offer an Out-of-Town Medical Trips. This program allows seniors and persons with disabilities access to the Portland Metropolitan area for medical appointments. SMART competes with other transportation providers for the funding needed to offer this vital program. SMART believes in the concept of equal access, and thus it is important for SMART to provide a bridge between medical services and the people that need them, no matter the distance.

SMART has updated its computer-aided dispatching software to improve efficiencies relative to passenger loads, route planning, and fuel consumption. This update has allowed SMART to increase Dial-a-Ride capacities within all programs as scheduling has become more efficient. The ridership for all Dial-a-Ride programs saw a 53% increase from 2015 to 2016 with no additional services added. This increase is mainly attributed to the new software.

SMART Transit Dial-a-Ride Service

Out-of-town & Required
Area Comparison



*SMART is legally obligated to provide Dial-a-Ride service to people within 3/4 mi. of a fixed-route

SMART DAR Out-of-Town and Required Service Comparison Map 2016

Other Services

SMART offers the following additional services:

Travel Training

SMART has partnered with Ride Connection to bring their RideWise travel training program to Wilsonville. Eligible customers who are unfamiliar with SMART's fixed-route services are encouraged to take part in this program to help understand how to plan your trip and successfully utilize SMART's and surrounding area fixed-route services. The travel trainer also hosts group trips designed to help people feel comfortable with the transit system in a social, relaxed environment.

Shopper Shuttle

SMART operates shopper shuttle service for no charge five days a week to Safeway and Fred Meyer stores in Wilsonville for seniors and supportive housing residents in Villebois.

Community Center Senior Lunches

SMART operates pre-scheduled, door-to-door service to Wilsonville Community Center for senior lunches.

Summer Events Trolley

SMART operates the trolley throughout the summer to community events such as the Farmers Market and Rotary concerts. The trolley also provides free rides around town for special events like Fun in the Park.



Wilsonville Community Profile and Characteristics

A strategic southern gateway to the Portland Metropolitan area – Wilsonville’s small town lifestyle, coupled with high quality neighborhoods, popular amenities and good jobs have grown the city’s population continuously over time, even during the most recent economic down turn. In a population study completed by Portland State in July 2016, the estimated population for the City of Wilsonville was roughly 23,700 people. Once a small farming community, Wilsonville has transitioned into a well-planned city with a mix of high-tech industries, small businesses, a transportation system, and a variety of housing types.



Within City limits, Wilsonville has many diverse neighborhoods. These neighborhoods offer a broad variety of opportunities for businesses and residents – from the Westside Industrial area to Town Center and Villebois – these distinct neighborhood identities have different transit needs. Neighborhood areas and corresponding analysis are described in Appendix E.

Wilsonville is also home to several major employers and an employee base of more than 18,000. Wilsonville weathered the 2008 recession better than most communities in Oregon and is now seeing increases in employment figures and building permit requests.

Commute Trends (Longitudinal Employment-Household Dynamics 2014)

	Wilsonville	Tualatin	Oregon City	Tigard	Sherwood	Canby
Percent of Workers Who Commute In	93% 16,957/18,310	93% 23,742/25,426	85% 11,718/13,826	92% 40,731/44,138	86% 4,521/5,526	80% 4,743/5,903
Percent of Working Residents Who Commute Out	85% 7,447/8,800	87% 11,021/12,705	87% 13,787/15,895	86% 20,965/24,372	92% 8,067/8,802	85% 6,677/7,837

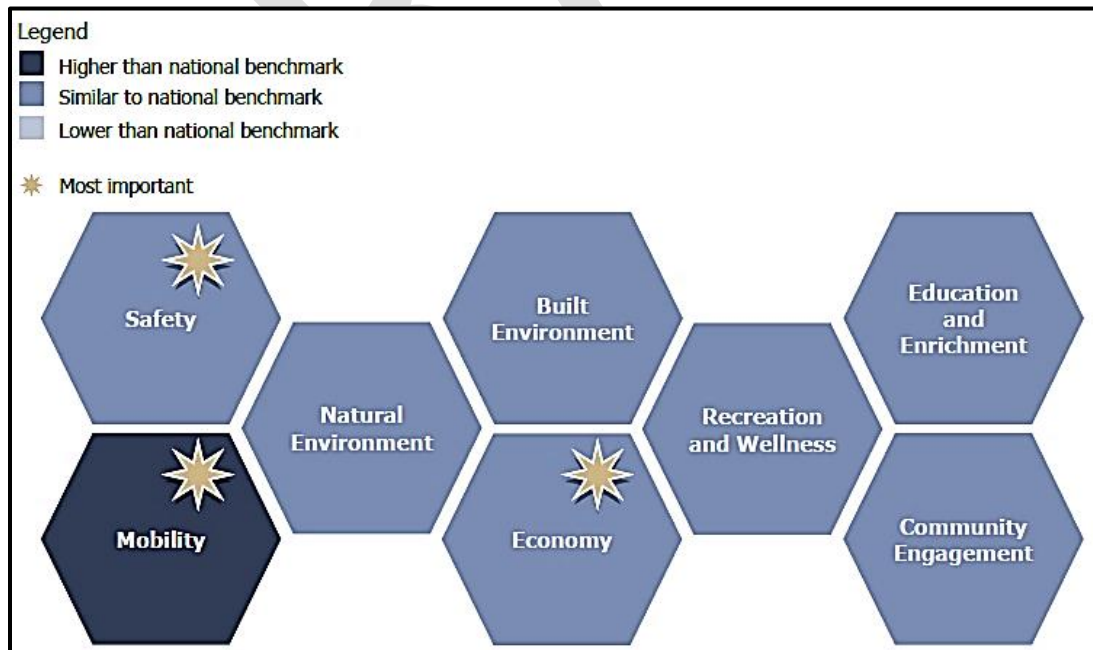
A high percentage of Wilsonville workers and residents are commuters. The majority of workers (93 percent) commute into Wilsonville from other areas of the Portland Metro region. The top cities providing Wilsonville businesses with workers include Portland, Beaverton, and Salem. The commuting trend is also true of local residents. Of the 8,800 working residents of Wilsonville, 85 percent commute to nearby communities. These strong growth trends are

expected to continue over the next 20 years. Portland Metro forecasts indicate that by 2035, population and employment opportunities in Wilsonville will increase by nearly 50 percent.

Those traveling in Wilsonville face two major geographic constraints --The Willamette River and Interstate-5. The combination of these obstacles creates traffic congestion, limiting the economic vitality of the area. On-ramps from Oregon 217 and Interstate 205 funnel into Interstate 5 (north of Wilsonville) creating serious traffic that could be reduced through various transportation demand management strategies to reduce single occupancy vehicles. In addition, weaving motions of vehicles south of the Boone Bridge contribute to congestion by slowing the speed of traffic and resulting in many serious traffic crashes. Traffic on the freeway delays bus times, just as it delays all other traffic, for those heading across or outside of town.

Quality of Life

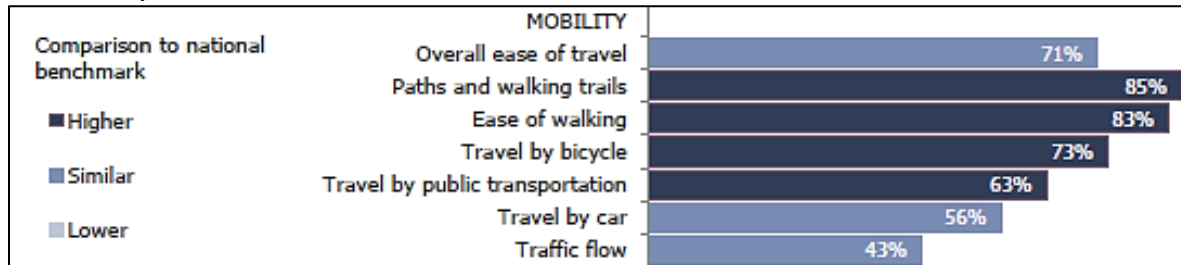
The National Citizen Survey (NCS) gathers opinions of Wilsonville residents regarding various aspects of the City to determine its livability. The NCS defines livability as how desirable a place is to live. Overall, residents rated the quality of life in Wilsonville as good or excellent. The visual below shows eight aspects of the community, the color of each aspect reveals how residents rated the section compared to the national benchmark. Stars on an aspect indicate residents identified it as important to the community. By displaying what facets are most important and their quality, the community can highlight its values and strengths. The mobility sector scored excellent, higher than the national benchmark, and was also labeled as an important aspect to the community. This high satisfaction with mobility is partly a result of SMART’s fixed-route and demand response services.



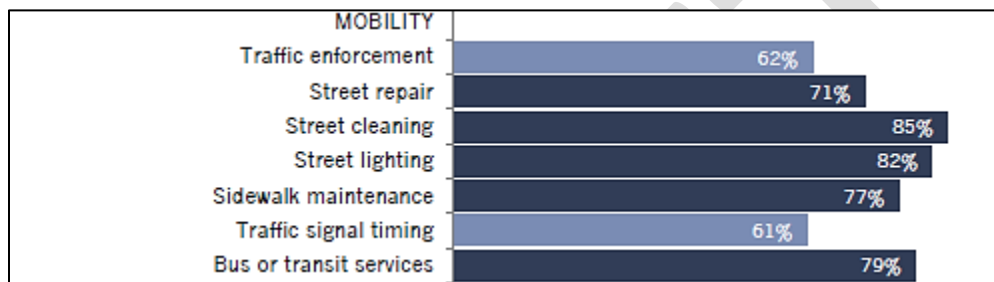
National Citizen Survey. Wilsonville Livability Report. 2016.

More specific ratings related to mobility within the areas of community characteristics, governance, and participation can be seen below:

Community Characteristics:



Governance:



According to the NCS report, “About 8 in 10 (Wilsonville) residents positively rated the availability of paths and walking trails, ease of walking, bus or transit services, street cleaning and street lighting in Wilsonville as excellent or good...when asked to write in their thoughts about Wilsonville’s biggest priority in the next five years, around 4 in 10 participants responded that traffic, roads and transportation was the top priority for the City”. From this study it can be concluded that although mobility scored very well and is considered a strength of Wilsonville, there are still opportunities for improvement. These improvements include enhancing transportation options like biking and carpooling, as well as making public transportation a more appealing option than driving a personal vehicle.

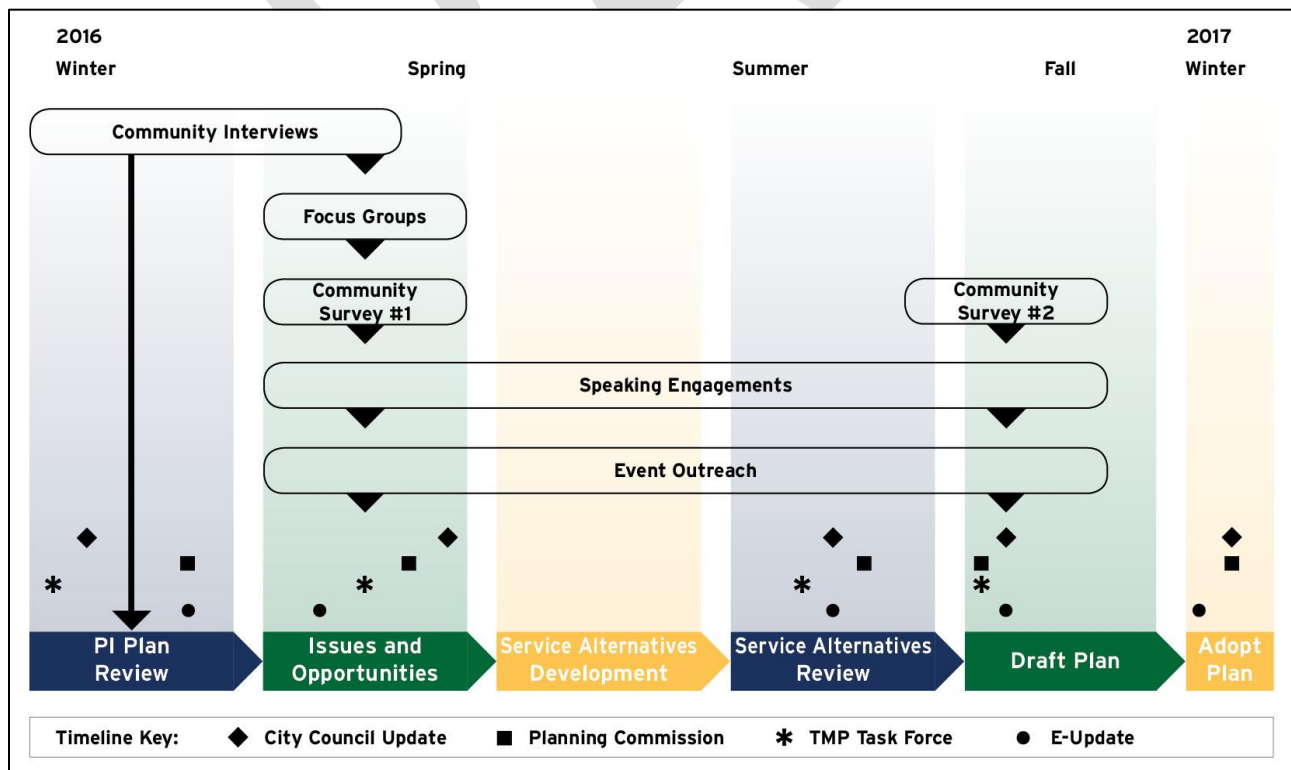
Public Involvement

To ensure this document represented the diverse interests of the Wilsonville community, the Transit Master Plan (TMP) had an extensive and inclusive public engagement process. Outreach efforts were tailored to reach people in practical and convenient ways as to reflect the opinions from the wide spectrum of current and potential system users, the business community, and residents. Gaining input from employee break rooms, neighborhood and community gatherings, on-board SMART buses and through mobile electronic kiosks are examples of the project’s active public involvement efforts. The complete TMP Public Outreach Summary (including survey results and data) may be found in Appendix F. To guide the TMP public involvement process, the following values were established:

- Realistic:** Be clear about the project constraints, objectives, and parameters.
- Inclusive:** Reach out to everyone including those with limited transit access and other barriers.
- Meaningful:** Provide timely information that is accurate and easily accessible.
- Transparent:** Make decisions public with project materials available on the website.

Phases of Public Involvement Process

There were three phases of the TMP Public Involvement process: **Issues and Opportunities Identification, Service Alternatives Development, and Service Alternatives Review.** The visual below shows the timeline and relevant actions for the public involvement process.



Phase One: Issues and Opportunities Identification

SMART and Cogito Partners launched the public input process with the overarching question of how to prioritize service within a fixed budget. This question was framed to help stakeholders determine service priorities and the correlated trade-offs in delivering transit services with available resources.

SMART discussed the project purpose and framework with community partners and stakeholders to understand their perspectives and determine where to focus SMART resources. The first community bi-lingual survey was opened to the public and available in paper and online formats, at electronic kiosks, and community events. The survey posed questions to understand current ridership and the key trade-offs for SMART to consider in service alternatives development including:

Survey Question	Survey Response
Who rides SMART?	Respondents mostly identified as employees and residents of Wilsonville.
What kinds of trips are taken by transit?	Main reasons for using SMART services are for work commute, recreation, and errands.
Type of trips not taken by transit and why?	Inter-city trips, mainly to Portland due to infrequency and transfers. More people would use SMART for work, if available to serve a variety of work shifts.
Preference on length of trip, service time, and distance to access transit?	Survey respondents felt transit service being provided throughout the day and week was more important than peak-hour service only. Non-riders might be more inclined to use SMART service if it goes to more destinations outside the city and with more frequency.

“Regular service makes it more likely that people will use it. The times become well known and people are able to make use of the buses for cross-town trips outside of rush hour. So provides [sic] connectivity improvements in the city, and deals with the east-west divide that still challenges families, especially those with children.”

SMART and consultants augmented this information with focus groups, display outreach, targeted survey distribution, and a large community workshop. Seven key themes arose from this phase in outreach and are as follows:

- 1) *Support the economy*
- 2) *Enhance connectivity*
- 3) *Expand service times*
- 4) *Provide additional transportation options*
- 5) *Get the word out*
- 6) *Create partnerships*
- 7) *Explore additional funding mechanisms*



The input of the online survey respondents, stakeholder workshop attendees, stakeholder interviewees, and focus groups participants revealed that SMART could shift its priorities slightly on two key trade-offs with public support:

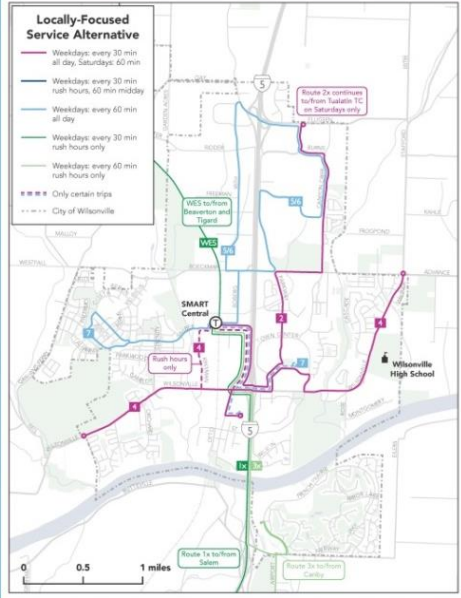

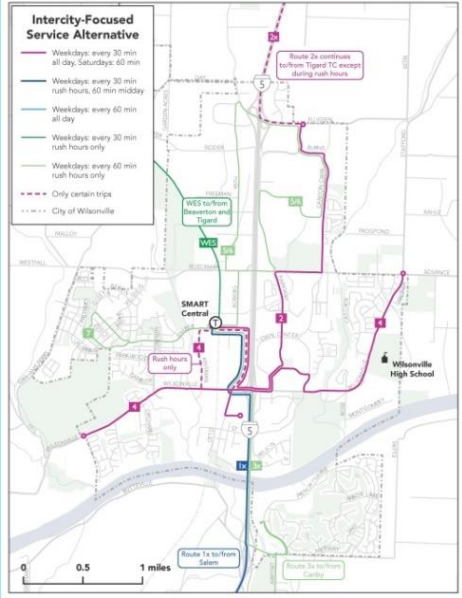
- *More frequent service in places with more activity.*
- *More service throughout the day and week.*

Phase Two: Service Alternatives Development

Based on input from the Issues and Opportunities phase, SMART service planners and Jarrett Walker & Associates developed service alternatives. To illustrate these service trade-offs, the second phase of outreach presented a spectrum of potential service alternatives to gauge the public's priorities. SMART staff led the outreach effort, presenting the questions of:

- How to balance ridership and coverage goals?*
- How to balance rush-hour service with service other times of day and week?*
- How to balance local and inter-city (out-of-town) services?*

The table below shows the service alternatives spectrum that the public used to determine how to balance their wants and needs.

Locally-Focused Alternative	Common to both Alternatives	Intercity-Focused Alternative
<p>Key Distinctions:</p> <ul style="list-style-type: none"> Expanded evening service until 11p.m. (Routes 2X & 4). Faster east/west cross town service. Increased service to Villebois. 	<ul style="list-style-type: none"> More service on weekdays in the midday and evenings with fewer stop locations. More Saturday service with fewer stop locations. Because both alternatives increase how often buses come on existing routes (growing ridership), no additional routes are proposed (covering a greater geographic area). This means that some people would have to walk slightly farther, but in exchange everyone gets a more frequent route and a faster, more direct trip. <p>For more information, visit: www.plansmartwilsonville.com</p> 	<p>Key Distinctions:</p> <ul style="list-style-type: none"> Expanded service to Salem. New connection to Tigard Transit Center at times when WES is not running. Service will no longer be provided to the Barbur Transit Center, but overall connections to TriMet will be improved. Better timed connections to Canby Transit for Oregon City. 

Phase Three: Service Alternatives Review

The developed service alternatives were then reviewed by community partners and stakeholders via multiple and accessible outreach methods to assess the proposed service alternatives and potential funding strategies.

In the first phase of TMP outreach, small groups of stakeholders representing common interests convened to discuss issues and opportunities. For the Service Alternatives Review phase, groups were combined to foster dialogue and understanding of the inherent trade-offs for transit service. Groups included representatives from business, recreation, retail, education, social service, and City of Wilsonville advisory groups, elected officials, nonprofits, public agencies and private organizations. The key findings from these discussions were:

Preference for more inter-city service

- Focus on rush hour does not apply to many of Wilsonville employer shifts
- Connections to Oregon City remain critical
- Proposed frequencies may be challenging for higher education students

Develop transportation options

- Explore additional options like ridesharing, car and vanpooling, bike sharing, car sharing, and ridesourcing to augment SMART services
- Involve Wilsonville Area Chamber of Commerce in this conversation

In addition to these group discussions, a second community survey was opened to the public. The Service Alternatives Survey administered online, via electronic kiosks, and at community events received over 550 responses. The key question aimed to understand the community's balance between inter-city focused and locally-focused service alternatives. The response data is summarized below.

Provide more inter-city service.

Inter-city service, primarily desired for work commuting, would create more access to neighboring cities such as Tigard, Canby and Salem. This service would use existing resources to better connect with current transit systems like Cherriots and TriMet. Such expansions would support the goals of the Oregon Public Transportation Plan (OPTP) and the Regional Transportation Plan (RTP) to create an interconnected transportation system.

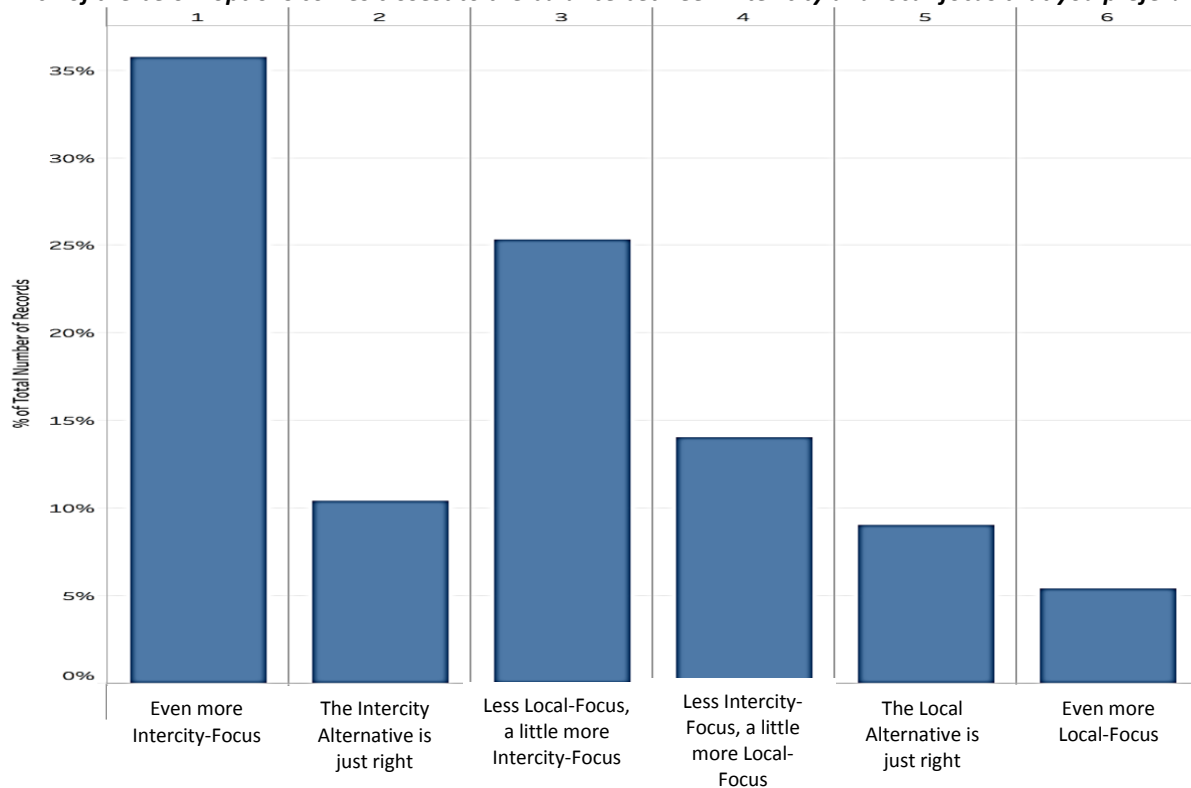
"...My primary concerns are for those who can't afford cars, or can't drive due to age, to get around. I selected this alternative as it connects more to other transportation, which I think would be better for working adults that don't have cars, and to get cars off the road."

More mid-day service.

Provide transit access to commuters who do not have traditional work schedules or need to get home early. SMART also should play a supportive role in developing transportation options such as carpool or vanpool by providing informational resources to Wilsonville employers.

“One of the hardest things about trying to live a low-car lifestyle in Wilsonville is the ability to get to other places outside of commute hours. Wilsonville is small enough to bike or walk around for most trips, despite being a car-first town. Getting outside of Wilsonville is where traffic is worst and connections are hard.”

Which of the below options comes closest to the balance between inter-city and local-focus that you prefer?



TMP Task Force Input

The Transit Master Plan Task Force strongly preferred expansion options which will improve connections to other transit systems and service to neighboring communities, connecting with TriMet bus lines, WES, and other nearby cities. Such services support goals of the City of Wilsonville’s Transportation System Plan as well as other adopted transportation plans, to create an interconnected and multi-modal transportation system.

Forms of Outreach

Throughout each phase of the public involvement process, SMART utilized a variety of outreach techniques to be as realistic, inclusive, meaningful, and transparent as possible. SMART serves multiple constituencies with a variety of transportation needs and to ensure that community sub-groups were represented and community priorities were understood, SMART gathered input from:

Workshop and Issue-Based Discussions

To gain insight on key issues and trade-offs for service, SMART conducted a community workshop with 40 community representatives to provide the necessary understanding of transit planning for well-informed decision-making. In addition, there were seven small issue-based discussions that included perspectives from bicycle and pedestrian users, people with disabilities, older adults, under-represented populations, youth and businesses.

Media

SMART used multiple media outlets to inform the Wilsonville community about the project and specific opportunities to give input prior to key decisions and project milestones. This included articles in the Boones Ferry Messenger and Wilsonville Spokesman, e-updates to an interested parties list of over 1,200, social media posts, and distributing over 10,000 informational bookmarks at retailers, public facilities, education institutions, SMART buses, and restaurants.

SMART also had a dedicated TMP project website (www.plansmartwilsonville.com) that allowed for public comments, provided updates, and a timeline of the project.

Community Surveys

SMART administered two surveys in spring and summer of 2016 via the project website, electronic kiosks, distributions of paper surveys, and community event outreach. SMART received over 1,300 responses in total and gained valuable insight into current riders, barriers, and services preferences.



Wilsonville Civic Leaders

Every community has leaders who connect with a variety of constituencies. Early interviews on how best to reach their networks enhanced the TMP’s public outreach by connecting with those who serve on relevant Wilsonville committees, local service organizations, community non-profits, and business networks. Leaders were part of the TMP Task Force and SMART staff worked with Wilsonville organizations to place information in their newsletters and links to project website at major milestones.

Under-Represented Communities (Title VI) / Environmental Justice (EJ) Populations

A goal of the TMP outreach has been to ensure that the impacts and benefits of the TMP are equitably experienced regardless of race, national origin, gender, disabilities, English language proficiency or income levels. SMART and partners created outreach materials that were available in accessible formats. Partnerships with community organizations to do Spanish outreach helped at specific, identified locations. Meetings and outreach occurred at various times of day and locations to make information available to a broad array of people. There were arranged survey input opportunities at low-income service providers, apartment complexes, and identified shopping venues. Title VI/EJ perspectives were incorporated in focus group discussions. SMART also adopted a formal Title VI program (see Appendix C).

In addition to the outreach forms listed above, SMART also integrated public opinion through:

- Development and adherence to a Public Involvement Plan, vetted by key stakeholders
- Updates to committees and City Council
- Electronic kiosks with bi-lingual information and surveys at public locations
- Guidance from the TMP Task Force
- Consistent, reliable, accessible information
- Representative stakeholder interviews



Transit Demand

Planning for Future Transit Demand

There are many continuously changing factors that influence transit ridership. Due to the variability of these factors, it can be difficult to accurately predict the future demand for transit. The price of gasoline is an example of a dynamic factor that influences ridership, but one that has proven hard to predict. There are direct correlations between the price of oil and transit ridership; when gasoline prices decline, many transit riders return to their private vehicles. Although this factor does greatly sway ridership, it is impossible to accurately predict future oil prices. It is important that SMART is able to provide the proper service even as factors continue to affect and shape transit demand. Efforts to expand transportation services can lead to more freedom and options for people.

In a summary of his book from 2015¹, Jarrett Walker highlights key characteristics for high transit ridership. Two of these characteristics are frequency and duration of service. Walker states that more frequency of service allows for rider spontaneity and less wait time, giving the individual more freedom. Duration of service allows for people to ride at more times of the day and week such as in the evening and on weekends. This consistency throughout the day and week can promote more ridership because it is a reliable service. An important point Walker makes in his summary, is that sometimes low ridership is necessary to accommodate what the community identifies as important. This could mean providing service that has less frequency but more coverage as to accommodate low-income, disabled, or other populations that may otherwise have no access to transit.

A study in 2005 concluded that, "The most significant ridership increases are generally the result of a combination of initiatives or actions. Seldom does a single initiative result in significant or sustained increases."² Other studies found that external factors have the largest effect on ridership; such as parking availability, land use, and population density.

Future trends and developments, along with customer preferences and availability of funding, help to form the basis for planning future service. The following section identifies specific factors that are likely to affect transit demand for the City of Wilsonville and SMART.

1. Walker, Jarrett. *Human Transit. "Explainer: The Transit Ridership Recipe"*. July 2015.
2. Cambridge Systematics, Inc. *TCRP Research Results Digest 69, Evaluation of Recent Ridership Increases*, p.1.

Factors Likely to Affect Transit Demand

Population Growth

According to the Portland State University (PSU) Population Research Center, as of July 2016, Wilsonville is at a population of 23,700. Based on preliminary Metro household estimates, Wilsonville's population will be in the range of 30,000 by 2030. This growth will create a higher demand on transit, as more people need options to get around, in and out of town.

Residential Development

The build out of Villebois will result in a total of more than 2,500 housing units to the west side of Wilsonville. In addition, the City is in the process of developing Frog Pond, a 500-acre residential area that will add many single-family, detached homes and two more public schools to east Wilsonville. These developments will increase demand for bus service.

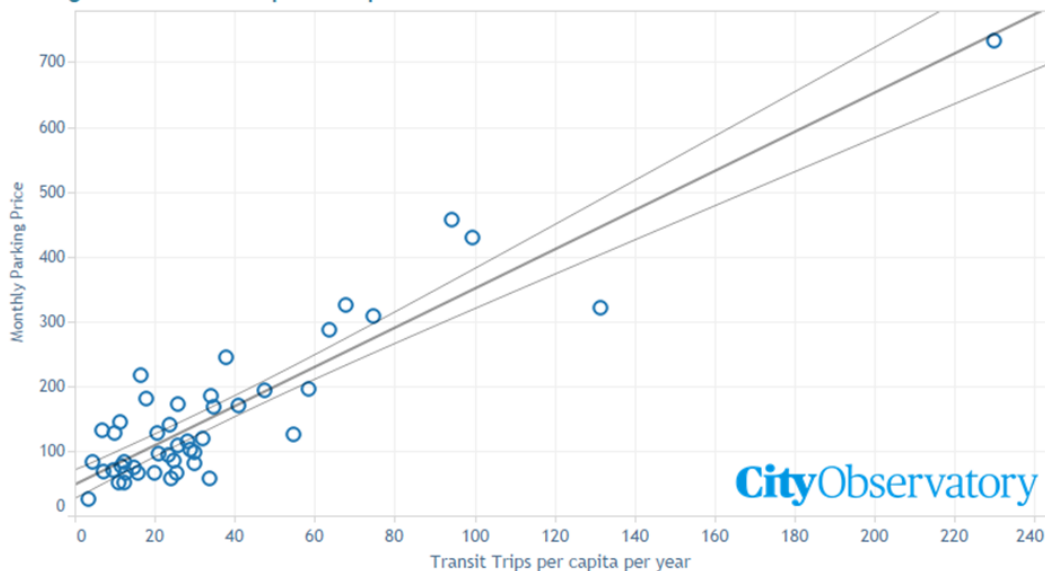
Growing Employment

Metro has designated hundreds of acres in the Coffee Creek and Basalt Creek areas just northwest of Wilsonville for future industrial development. This will increase employment in Wilsonville and the need for more travel options. SMART will continue to serve employers to encourage easy transportation that will aid in employee retention and recruitment.

Cost of Parking

Free and plentiful parking is a powerful incentive to drive rather than using alternatives such as transit or carpooling. The City Observatory, an urban research think tank, found that the correlation between transit ridership and parking cost is very strong. Commuters who drive alone are very sensitive to the price they have to pay; as long as parking is free there is not much incentive for commuters to consider other modes of transportation. In Wilsonville, parking is free and plentiful which means it is more difficult to get people to use transit.

Parking Cost v. Transit Trips Per Capita



Commuter Rail

Since early in 2009, TriMet has provided commuter rail service between Beaverton and Wilsonville with the Westside Express Service (WES). Operating on “heavy rail” or freight lines, the WES differs from light rail but similar in that it has the advantage of bypassing and removing traffic from I-5 and Highway 217.



Multiple transit connections exist at each WES stop, with access to MAX trains at the Beaverton Transit Center. WES continues to provide only commute-hour service, leaving a gap during the mid-day and evening hours. Expanding WES service would lead to more ridership for SMART as many customers transfer from WES. Service changes proposed in this Master Plan will have SMART filling in those gaps when the WES does not operate, allowing more people to have the freedom to take the WES and still be able to get home mid-day.

Fares

Electronic fares (e-fares) have recently become another payment option for transit agencies to implement. This technology allows riders to pay for fares on their phones or by card and has the potential to create a simple, single way for people to pay. This option is proving to be convenient for many and provide faster ways of payment and transferring between transit systems which may increase regional transit ridership. SMART is currently partaking in a feasibility study to determine the costs and benefits of implementing this technology.

Aging Population

Based on PSU's 2016 population figures and 2010 U.S. Census data, there are approximately 3,300 (14%) of Wilsonville residents over age 65. The baby boomer generation has reached retirement age and seniors are accounting for a growing portion of the population. This is likely to create increased demand for SMART's Dial-a-Ride and medical trips. Elderly residents may also add to the increased demand for fixed-route transit service. It is important to do further research on SMART's current Dial-a-Ride system to promote maximum efficiency for the expected aging population. SMART will need to find ways to increase efficiencies in services provided to both the aging and disabled populations due to anticipated increasing costs and increasing demands for service.

Balancing Needs

The greatest challenge of transit service planning is finding and maintaining the delicate balance between the many divergent and often conflicting needs of passengers. Although most routes are planned based on a particular passenger need (such as commuting), many routes are also able to effectively accommodate other needs at the same time.

Commuter Service vs. Local Service

The preferred destinations of commuters and local users are often divergent enough that a single route cannot effectively meet both needs. In many cases, the travel times of commuters and local users are very different. Commuter trips tend to be very time-sensitive, with commuters being less tolerant of frequent stops. On the other hand, local bus riders have a variety of trip destinations and require many stops. However, there is considerable overlap in travel times of commuters and students in Wilsonville. This is in part due to the early morning shifts at a number of employment sites that end in the early afternoon. Many employers are now utilizing a wide range of shift times, making it increasingly difficult for SMART to accommodate those workers.

Service on Transit Corridors vs. in Neighborhoods

Limiting transit service to transit corridors ensures a shorter travel time from beginning to end. It also ensures that neighborhoods do not have the traffic and noise impacts of buses traveling down small streets. While bus service into neighborhoods has potential neighborhood impacts, it also ensures the greatest level of access, particularly for those who cannot walk very far.

Transit Dependent vs. Choice Riders

Transit serves an important role in providing mobility to people who do not have access to automobiles, including the young, old, people with disabilities and people with low incomes. SMART's first priority must always be to provide transportation for transit-dependent individuals, particularly those with disabilities. However, in order for transit to effectively reduce automobile trips and the overall demand on the transportation system, SMART must also provide a service which is attractive as an alternative to those who drive, also known as choice riders. Although the needs of transit dependent riders and choice riders are not mutually exclusive, they are likely to have differing priorities. Choice riders are likely to place a greater value on fewer stops and faster travel times, whereas transit dependent passengers may prefer more closely spaced stops that allow for shorter travel distance to the bus stop.

Coordinating Route Schedules

Transit relies heavily on connections to other systems to be efficient and provide the most options for users. If a route schedule is designed to ensure timely connections with a neighboring transit system it may result in connections that are much worse with another neighboring system or route within the SMART system. SMART must consider connections with the WES, TriMet bus lines, Salem Cherrriots, and Canby Area Transit (CAT) when designing route schedules and changes which can limit the amount of changes made.

Funding Sources and Expenditures

Revenue

SMART has three primary sources of continuous revenue, a local payroll tax, intergovernmental revenue, and charges for services. The predominant source of ongoing funding is the local payroll tax levied on businesses performing work in Wilsonville assessed on gross payroll and/or self-employment earnings. The second largest source is intergovernmental grants and contracts. Finally, charges for service, including fares collected on out-of-town routes and transit pass sale revenue contribute to SMART’s local funding.

A historical breakout of amounts received for the past five fiscal years (City fiscal year from July 1 to June 30) plus amounts estimated for the fiscal year end 2017 are displayed in Chart A below. Chart B displays the percentage breakout of each source in relation to the total amount of revenue received.

CHART & GRAPH A: Revenue source historical trend, for fiscal year ending:

Source	2012	2013	2014	2015	2016	2017 (Est.)
Transit Tax	\$ 4,048,569	\$ 3,990,885	\$ 4,342,885	\$ 4,597,118	\$ 4,838,597	\$ 4,891,700
Intergovernmental¹	749,354	970,963	1,041,610	1,662,590	918,358	733,832
Charges for Services	179,633	223,931	251,511	248,995	190,235	213,580
Total	4,977,556	5,185,779	5,635,474	6,508,703	5,947,190	5,839,112

¹ Includes Connect Oregon CIP funding for the construction of SMART offices and shop facilities in 2012 & 2013.

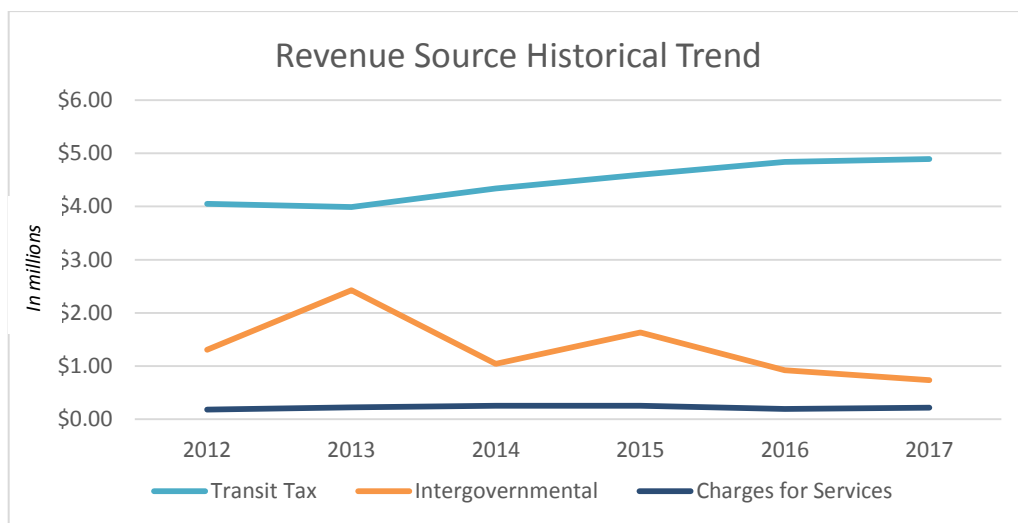
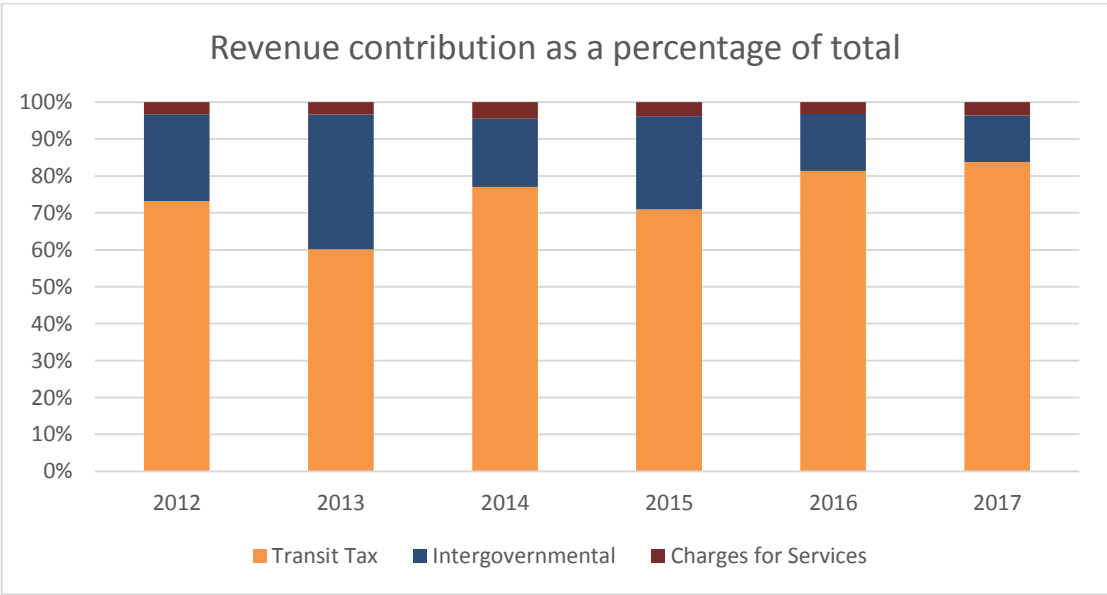


CHART & GRAPH B: Revenue contribution as a percentage of combined total, fiscal year ending:

Source	2012	2013	2014	2015	2016	2017 (Est.)
Transit Tax	73%	60%	77%	71%	81%	84%
Intergovernmental	24%	37%	19%	25%	16%	12%
Charges for Services	3%	3%	4%	4%	3%	4%
Total	100%	100%	100%	100%	100%	100%



Transit Tax

The payroll tax on local businesses covers employment within City limits. From 1990 to 2006 the tax was .3% (.003) of gross payroll expense. In 2006, the rate was raised to 0.033% and in 2008, the tax rate was raised to its current level of .5% (.005). Transit tax funds are used to pay for SMART operations and to leverage funding from federal and state grants. Payroll tax amounts collected by the City typically increase year to year, as companies increase their payroll through wage adjustments or by adding to their payroll, and as the economy grows with new businesses relocating to the City. In Fiscal Year 2016-17, an estimated \$4.9 million in transit tax funds is expected to be received, contributing to a five year, year over year, average annual growth rate of 3.92%. Six transit agencies in Oregon levy payroll tax: Lane Transit District, TriMet, City of Sandy, South Clackamas Transportation District (SCTD), City of Canby, and City of Wilsonville. SMART’s current payroll tax rate is 48.74% less than that of TriMet and 20% less than Canby Area Transit (CAT) service. Please see table on the following page for a comparison of payroll tax rates in Oregon.

Oregon Payroll Tax Rates

Calendar Year	SMART	TriMet	Canby	Sandy	South Clackamas Transit District	Lane Transit District
1972	Not formed	0.3000%	N/A	N/A	N/A	N/A
1978	Not formed	0.5000%	N/A	N/A	N/A	N/A
1990	0.3000%	0.6176%	N/A	N/A	N/A	N/A
2006	0.3000%	0.6418%	N/A	N/A	N/A	N/A
2008	0.5000%	0.6618%	N/A	N/A	N/A	N/A
2009	0.5000%	0.6718%	N/A	N/A	N/A	N/A
2010	0.5000%	0.6818%	0.6000%	0.6000%	0.5000%	0.6500%
2011	0.5000%	0.6918%	0.6000%	0.6000%	0.5000%	0.6600%
2012	0.5000%	0.7018%	0.6000%	0.6000%	0.5000%	0.6700%
2013	0.5000%	0.7118%	0.6000%	0.6000%	0.5000%	0.6800%
2014	0.5000%	0.7218%	0.6000%	0.6000%	0.5000%	0.6900%
2015	0.5000%	0.7237%	0.6000%	0.6000%	0.5000%	0.7000%
2016	0.5000%	0.7337%	0.6000%	0.6000%	0.5000%	0.7100%
2017	0.5000%	0.7437%	0.6000%	0.6000%	0.5000%	0.7200%
2018	0.5000%	0.7537%	0.6000%	0.6000%	0.5000%	0.7300%
2019	0.5000%	0.7637%	0.6000%	0.6000%	0.5000%	0.7400%
2020	0.5000%	0.7737%	0.6000%	0.6000%	0.5000%	0.7500%
2021	0.5000%	0.7837%	0.6000%	0.6000%	0.5000%	0.7600%
2022	0.5000%	0.7937%	0.6000%	0.6000%	0.5000%	0.7700%
2023	0.5000%	0.8037%	0.6000%	0.6000%	0.5000%	0.7800%
2024	0.5000%	0.8137%	0.6000%	0.6000%	0.5000%	0.7900%
2025	0.5000%	0.8237%	0.6000%	0.6000%	0.5000%	0.8000%

*TriMet and Lane Transit District has approved their rates beyond 2017.
 Wilsonville, Canby and Sandy require approval from City Council to change payroll tax rate.
 South Clackamas Transit District requires a vote to change payroll tax rate.*

Intergovernmental

In FY 2016-17, intergovernmental revenue is projected to total \$733,832. Intergovernmental grant revenue is comprised of federal, state, and county funds. Nearly all federal funds received directly by SMART are subject to the policies and regulations of the Federal Transit Administration (FTA) or the Federal Highway Administration (FHWA). Historically, SMART has relied on intergovernmental grants for its bus purchases typically funded 80% through grant and 20% through a local match. There are five federal funding programs that either directly or indirectly come to SMART to support regular operations and capital purchases.

State funding largely comes by way of the State Transportation Fund (STF) or the *ConnectOregon* program. STF is comprised of cigarette tax, non-highway use gas tax, ID card revenues, and general fund. The STF Program provides revenue in support of transportation need for people who are senior and people with disabilities of any age. The *ConnectOregon* program is a grant initiative funded by lottery-based bonds to promote stronger, more diverse and efficient transportation options throughout Oregon. Given that State lottery proceeds are now potentially over-subscribed, it is difficult to determine the future of the *ConnectOregon* program. SMART received \$2-million in *ConnectOregon* funds to help pay for the construction of SMART’s offices and shop facilities, completed in 2013.

Charges for services

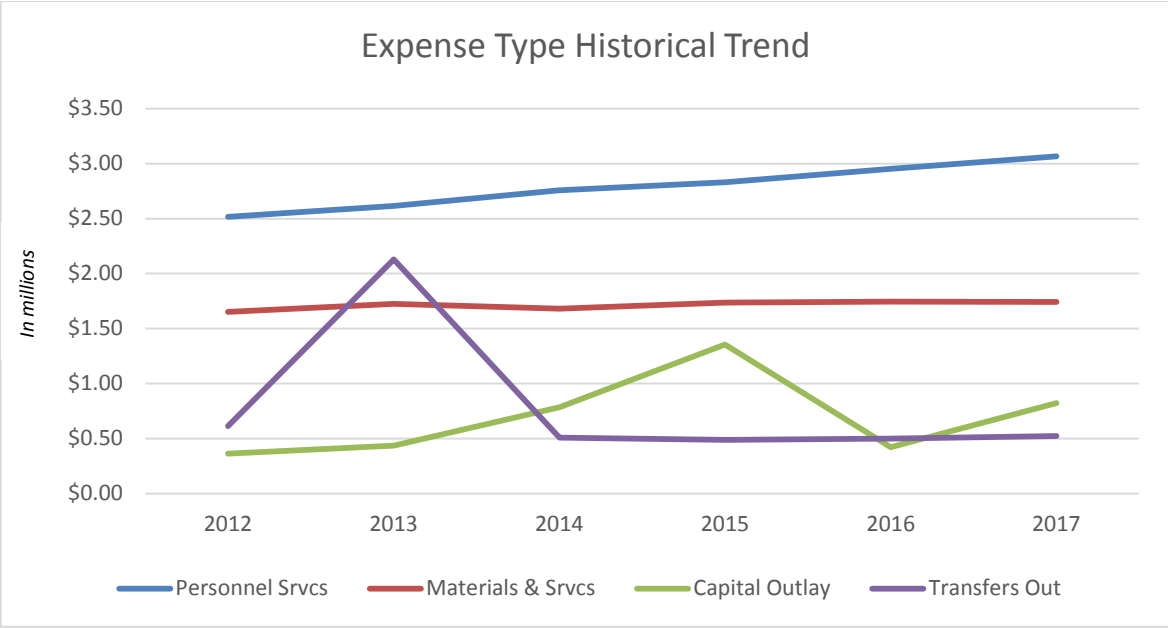
A much smaller component of local funding includes charges for services, including fare box and transit pass sale revenue. Currently, SMART charges fares for all routes that travel outside of the City of Wilsonville. Projected annual fare revenue for these routes in FY 2016-17 is approximately \$200,000 from pass sales and cash fares.

Expenditures

As per the City’s Five-Year (FY 2016 – 2021) Financial Forecast, SMART expenses are anticipated to increase by at least an annual inflation rate of 2% per year while maintaining roughly comparable levels of service. The most volatile components of SMART’s expenses are PERS related costs, salaries, health insurance, and fuel. Salaries and wages will grow in general at roughly a 2.5% rate while benefits are projected to increase 4% to 6%. A historical breakout of expenses for the past five fiscal years plus amounts estimated for the fiscal year end 2017 are displayed in the below chart and graph.

Expense	2012	2013	2014	2015	2016	2017 (Est.)
Personnel Services	\$ 2,516,542	\$ 2,615,774	\$ 2,758,428	\$ 2,829,047	\$ 2,952,481	\$ 3,066,128
Materials and Services	1,652,730	1,725,315	1,680,998	1,736,677	1,744,271	1,742,014
Capital Outlay	361,330	436,185	785,703	1,354,869	419,995	822,000
Transfers out¹	614,385	2,127,838	507,412	489,028	500,348	524,060
Total	5,144,987	6,905,112	5,732,541	6,409,621	5,617,095	6,154,202

¹Transfers out includes amounts for administrative overhead and capital project funding. In FYE 2013, for example, \$1.7 million was transferred out for the funding of the construction of SMART offices and shop facilities.



Service Increases and Potential Revenue Sources

SMART aims to increase levels of service to match the City’s growing demand as it attracts more employers and residents. To provide the level of service for businesses, residents and visitors to utilize public transit, SMART will need to explore more revenue sources. Below are some options that SMART could explore further in the near future to help provide equitable and convenient service. It is important to note that the options listed are in no way meant to represent all available funding sources or set to occur; instead these options highlight some of the more common, creative and accessible funding streams.

Public-Private Partnerships

The coordination between public and private partners can help increase knowledge and benefits of transportation options in addition to addressing barriers to productivity and development for both parties. Examples of partnerships could be with Lyft or other transportation network companies to supplement paratransit and/or Dial-a-Ride services. Another partnership could be with Enterprise Rideshare to help initiate vanpools for employers.

Advertising

Additional revenue could be generated from advertising revenue. Revenue could be generated from advertisements on the outside of buses, within buses or in shelters. Types and content of advertising can be controversial as there are limitations on the guidelines SMART could implement to control content.

Commercial Services

The citizens TMP Task Force discussed the possibility of establishing a SMART owned and operated retail shop or shops located on the property of SMART Central Transit Center. Retail could include places that are comfortable for customers to wait for their ride, such as a coffee shop. A deep dive into the feasibility and return on investment of such a project is needed. Revenue estimates and profitability would be determined through comprehensive financial analysis.

Grant Funding

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

Increase Fares

Revenue from fares is anticipated to continue to be a small supplemental source of revenue that will serve to help offset costs associated with providing service on particular routes. Currently, fares make up about 4% of SMART's revenue. SMART currently only charges for out of town routes. Price elasticity of demand aside, a \$0.25 cent increase in fares, as currently structured, would result in an estimated \$32,300 in additional revenue.

Tax Revenue

Payroll Tax

Payroll tax revenue is a function of two variables, the local employment wages or earnings and the tax rate. An increase in revenues can occur by increasing either factor.

Commercial and industrial expansion is expected to continue for the next several years as existing businesses experience growth and new developments occur, provided that the economy remains strong. Once the available industrial land has been developed, the increases will come primarily through wage and business growth, resulting in a slower, but steady level of payroll tax revenue increase. In the interim, SMART staff members remain actively involved in the City's economic development activities – hoping to expand the job base in the community.

The second variable in the calculation of payroll tax revenue is the tax rate. For every .1% (.001) the transit tax goes up (for example, from the current 0.5% to 0.6%) an additional \$968,000 in revenue is generated (based on the FY 2015-16 actual local wages and earnings amount).

Gas Tax

The City could impose a local gas tax and dedicate the funding to SMART operations.

Property Tax

SMART could pursue property tax funding in one of three ways:

- I. Seek funding from the City's General Fund largely funded from property taxes and is used for City services such as Police, the Library, Parks, and Administration. Funding SMART from the General Fund would be a direct offset to these other services.
- II. A voter-approved local option property tax levy could be considered. These levies are limited to five years. For every dime (\$0.10) of new property tax, it means \$340,000 in revenue (based on current assessed valuation).
- III. SMART could also seek voter approval for the formation of a special property tax district with a permanent tax rate.

Sales Tax

Oregon counties and cities have the right to impose a sales tax at the local level. For example, in 1990 the City of Ashland, Oregon established a voter approved five percent tax on all prepared food sold in Ashland. Those proceeds are restricted for the purchase of open space for parks and to offset the costs associated with the building of a new wastewater proceeds, funds could likewise be designated for transit operations.

Transit Operations Monthly Fee

A monthly fee included on the City's combined utility bill. The City of Wilsonville has approximately 5,000 residential accounts and 476 multi-family utility accounts (with approximately 4,976 individual units). With a simple per account residential and per unit multi-family dwelling unit formula, for every \$1.00 per month (\$12.00 per year), an estimated extra \$119,712 could be raised.

Conclusion

In order to maintain a high quality public transportation system, it is important to maintain consistent funding levels while operating efficiently. SMART management, working with City staff and City Council, can consider a range of possibilities with various considerations. The top priorities for SMART's management team are to improve operational efficiencies and seek out new funding sources, particularly intergovernmental grants. It appears to be uncertain, however, that state or federal funds will continue as they have. Through a combination of focusing on operational efficiency and resource generation, SMART can genuinely live up to its name and approach its future responsibly, effectively, and wisely.

Recommended SMART Service

Proposed Routes

The following route proposals are presented as a package. The SMART network is interdependent on a variety of factors such as connecting with other transit agencies and complying with federal regulations. Note that if a proposed route is changed, it may affect another route. The services proposed in this plan are not final and are open for comment and adaptation through public input, the planning commission, and City Council.

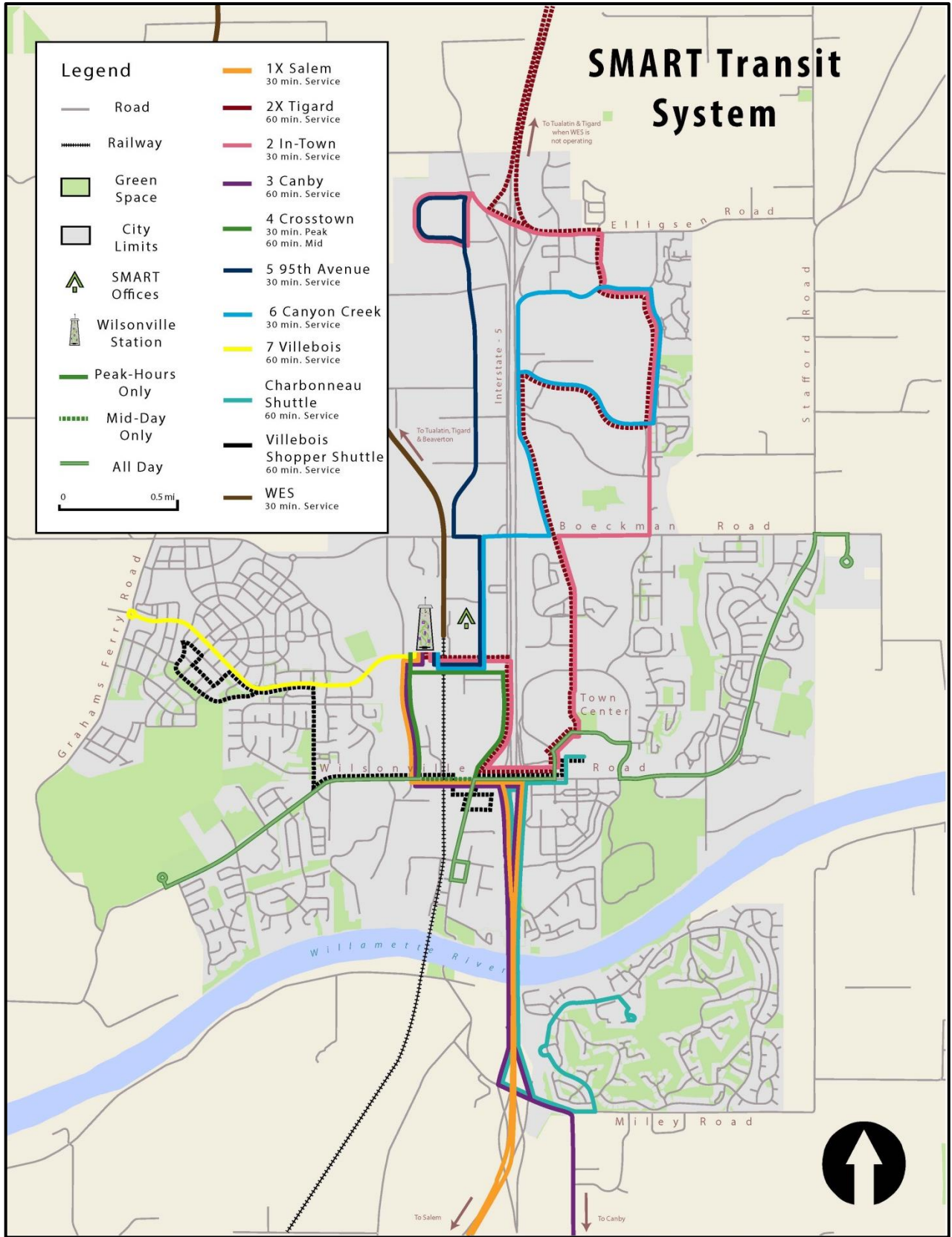
This is a cost-neutral proposal that was developed by three main factors: public input, service efficiency, and funding. These factors combined with projections of future demand and consultant recommendation helped SMART prioritize the following fixed-route service changes with little to no financial impact to meet the transit needs of Wilsonville. For a priority list of fixed-route service changes that vary dependent on funding levels, please see Appendix B.

In order to balance the various divergent needs for transit service, individual routes are designed with a primary purpose. For example, one route may be designed primarily as an inter-city commuting route whereas another is designed primarily as a local service route. A mix of primary purposes ensures that there are routes to serve the widest possible range of needs. SMART supports the use of vanpools and other transportation options to provide service which is competitive with the automobile for commuters in areas where fixed-route service cannot meet all commuters' needs.



Cost Analysis of Recommended SMART Routes

Service Options		Annual Cost			
Priority Level	Description of Service	Current	Projected		Notes
1	Switch service from Barbur TC to Tigard TC with stop at Tualatin Park & Ride (Route 2X)	\$1,322,119	2	\$383,024	Increased connections with TriMet Slight cost reduction
			2X	\$726,550	
			Total	\$1,109,574	
2	a Separate Canby & Charbonneau Service (Route 3)	\$212,424	\$192,160		Increased connections with CAT
	b Pilot Charbonneau Shuttle service		\$0	\$78,038	
3 & 4	Streamline Route 4 services & expand evening service	\$931,259	\$972,846		Skip SMART Central during non-peak hours and streamline route along Wilsonville Rd Expanding evening service is approximately \$182,409, which is included in this projected cost.
5	Expand Route 4 Saturday service	\$0	\$19,136		Two extra hours (overtime wages)
6	Villebois & Route 7 reconfiguration	\$35,174	\$47,970		Mileage and hours essentially stay the same
DAR*	ADA Required Paratransit	\$0	\$69,968		Paratransit service to meet ADA guidelines
Total		\$2,500,976	\$2,489,692		Proposed plan is cost neutral
<p>*DAR is not among the 'New Service Priorities', however, ADA requires paratransit service be provided within 3/4 miles of any fixed-route service. With items 2b, 4, 5, & 6 expanding fixed-route service, SMART's DAR budget reflects those additional costs of added paratransit service.</p>					



Proposed System Map

Route 1X – Salem

Route 1X will continue to enhance regional connectivity by providing express commuter service between Wilsonville and Downtown Salem. This service is provided through a joint effort between Wilsonville SMART and Salem Cherriots, with SMART providing 16 daily trips and Cherriots providing ten. Service runs every 30 minutes, Monday through Friday, from 5:00 a.m. – 10:00 a.m. and 3:00 p.m. – 7:00 p.m.

Given the large numbers of commuters moving in both directions, especially public employees who work in Salem, the 1X is a highly utilized service. Public involvement has indicated that this service would be even more desirable if an additional morning and mid-day trip were added. At this time, service to Salem will stay the same; however, SMART will work to coordinate with Cherriots to possibly provide more service. If additional funding becomes available for SMART operations or Cherriots is willing to increase their service, adding morning or mid-day service on the 1X is one of the highest priorities.

Public input also displayed a desire for commuting service from Keizer, Woodburn, and Wilsonville. SMART recognizes the importance of this service, however, limited funding will not allow for SMART to provide this service at this point in time.

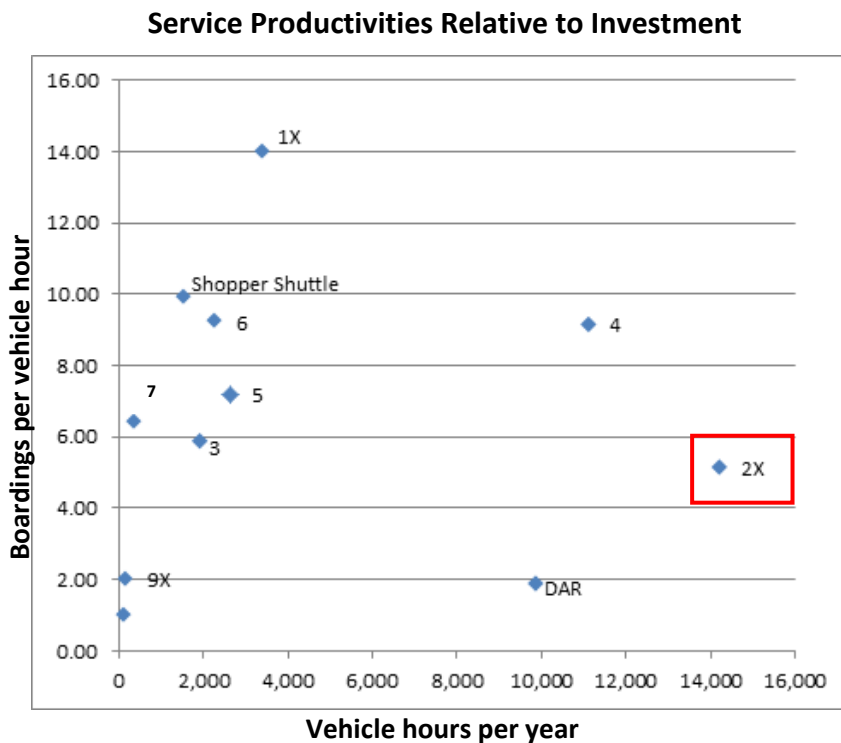


Proposed Route 1X

Route 2X – Tigard/Tualatin

Route 2X is a commuter service linking Wilsonville, Tualatin, and Portland. The recommended 2X service will alter the current service in three main ways.

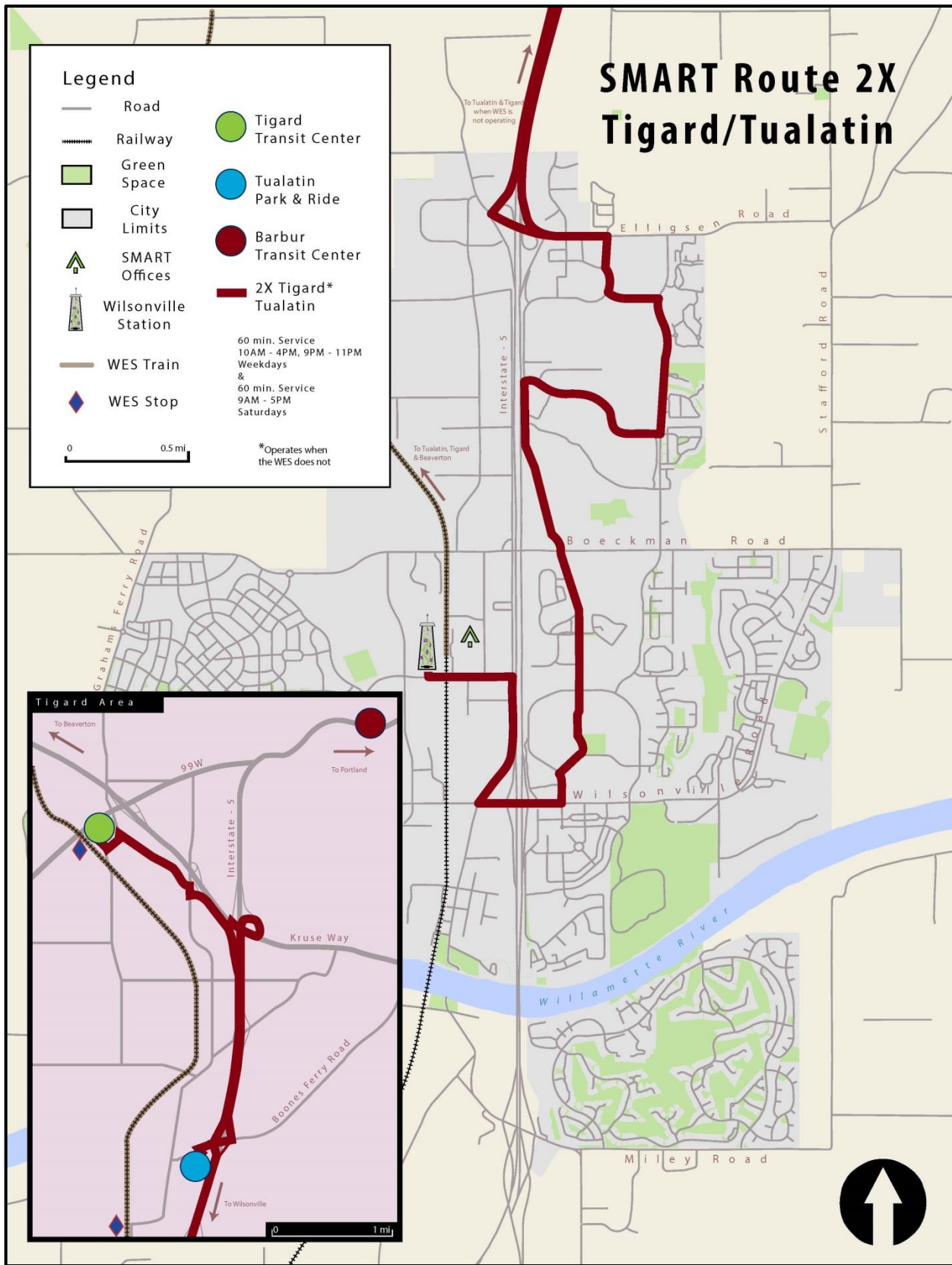
The first alteration proposed is to change service from Barbur Transit Center to Tigard Transit Center. This new service will improve regional connectivity to Washington County while still providing access to Portland. Switching from Barbur to Tigard may increase travel times for some current riders up to 20 minutes. Public feedback and consultant recommendation determined that providing service to Tigard will give more people with the option to use this service. SMART is willing to make this change as the productivity of the current service to Barbur is very low, as seen in the graph below.



The second proposed change is to provide weekday service only when the WES is not running. This would fill the current gap in mid-day and evening service for commuters who take the WES. This means that the 2X would run Monday through Friday from 10:00 a.m. - 4:00 p.m. and 9:00 p.m. – 11:00 p.m. on an hourly basis to Tigard Transit Center.

In addition to stopping at Tigard, SMART will also provide hourly mid-day and evening service on weekdays and 9:00 a.m. – 5:00 p.m. service on Saturdays to Tualatin Park & Ride.

The last proposal is to divide current service into an express route (as described above) and a local service, please see Route 2 In-Town on the next page for more details.

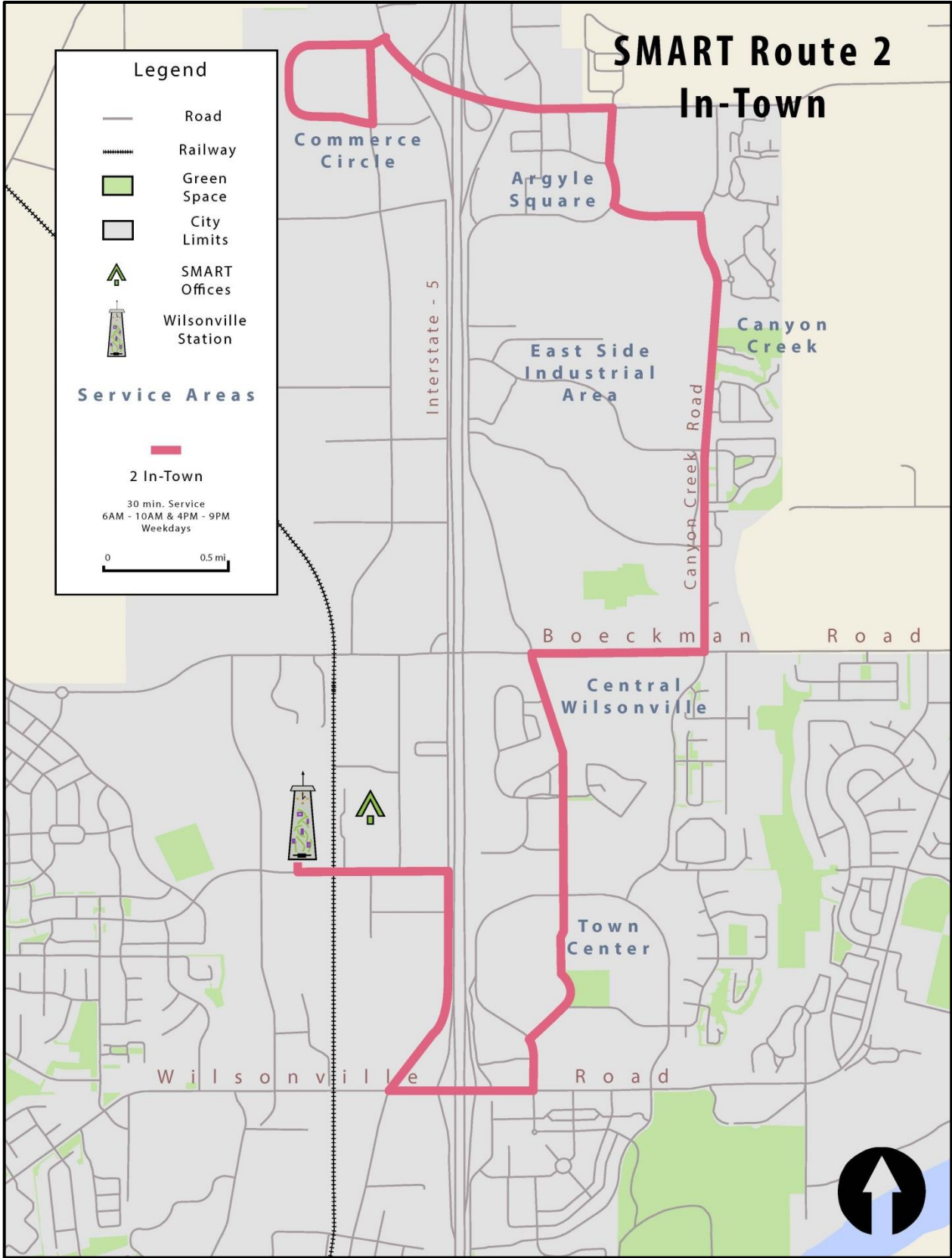


Proposed Route 2X

Route 2 In-Town

To help provide better linkages between north and south Wilsonville, SMART staff recommends an additional local service, Route 2 In-Town. This service would be similar to the current in-town portion of the 2X but would increase connections to TriMet 96, commercial services, and employment. Service would run Monday through Friday every 30 minutes from 6:00 a.m. – 10:00 a.m. and from 4:00 p.m. – 9:00 p.m.

This proposed service would by-pass Printer Parkway in favor of Canyon Creek Road during peak times to help streamline the service. Service into the Parkway Woods campus would still be served by Route 6.



Proposed Route 2 In-Town

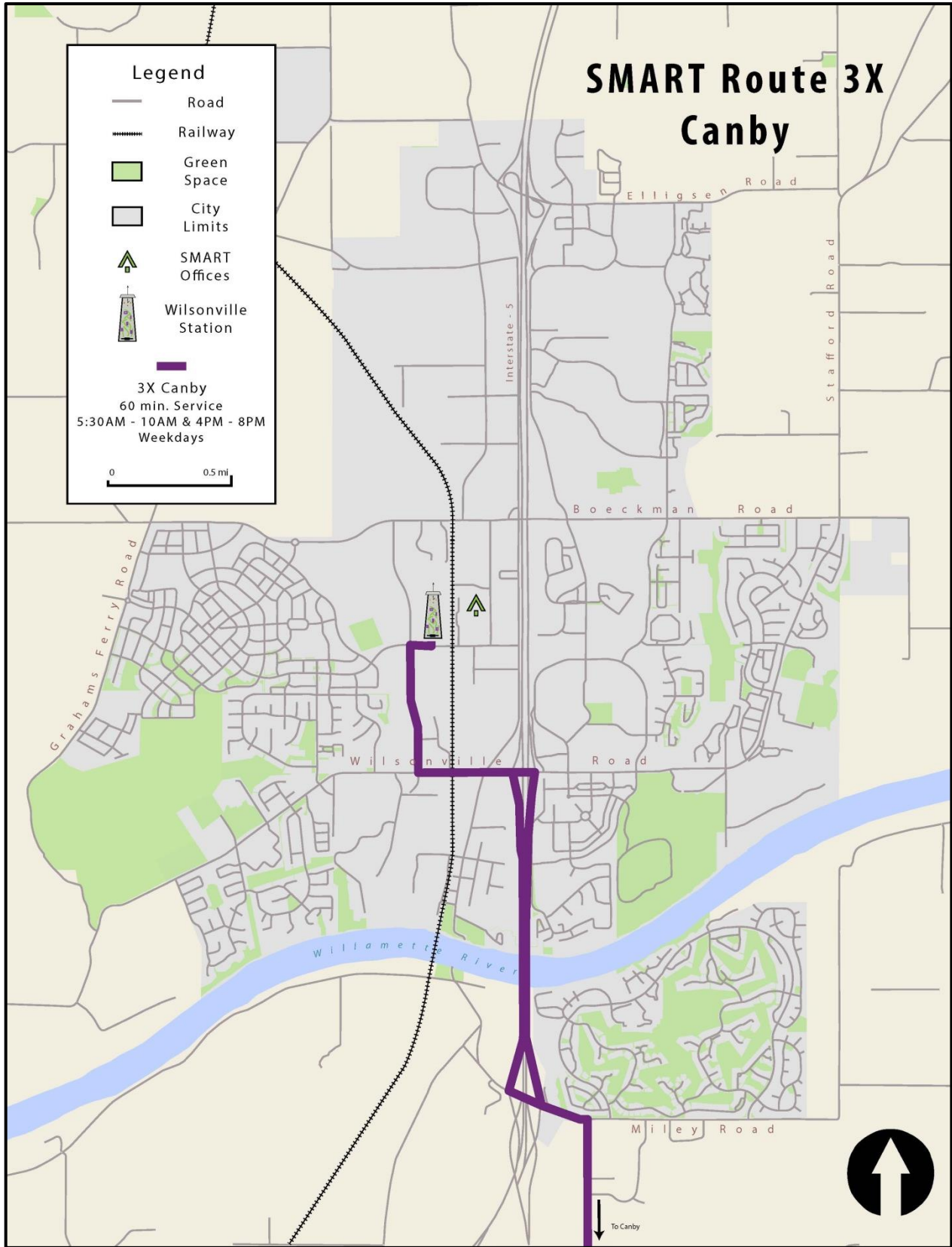
Route 3X – Canby

SMART staff proposes that the current Route 3 be divided into an express route and local route. The proposed 3X would provide express service to Canby, bypassing the current stops in Charbonneau. To still provide service to Charbonneau, staff recommends a pilot Charbonneau shuttle as described on the following pages. The new 3X would enhance regional connectivity by connecting SMART routes and commuter rail with Canby Area Transit (CAT) and South Clackamas Transit District (SCTD) – Molalla (as well as to services and facilities in Oregon City).

Public input and ridership data found that many Charbonneau residents are not using the current Route 3 mainly because the service does not run when they want to use it. Residents of Charbonneau are more interested in local service during the day rather than commuter service to Canby.

There was also a strong demand for transit service from Wilsonville to Oregon City, primarily for access to social services and the main campus of Clackamas Community College. SMART is in discussions with CAT staff and consultants about ways to make that feasible. A possible route option for this service would be to avoid the traffic on Interstate-205 as it leads to unreliable schedules and increased costs.

SMART will provide hourly service from 5:30 a.m. – 10:00 a.m. and 4:00 p.m. – 8:00 p.m. service from SMART Central to Canby.



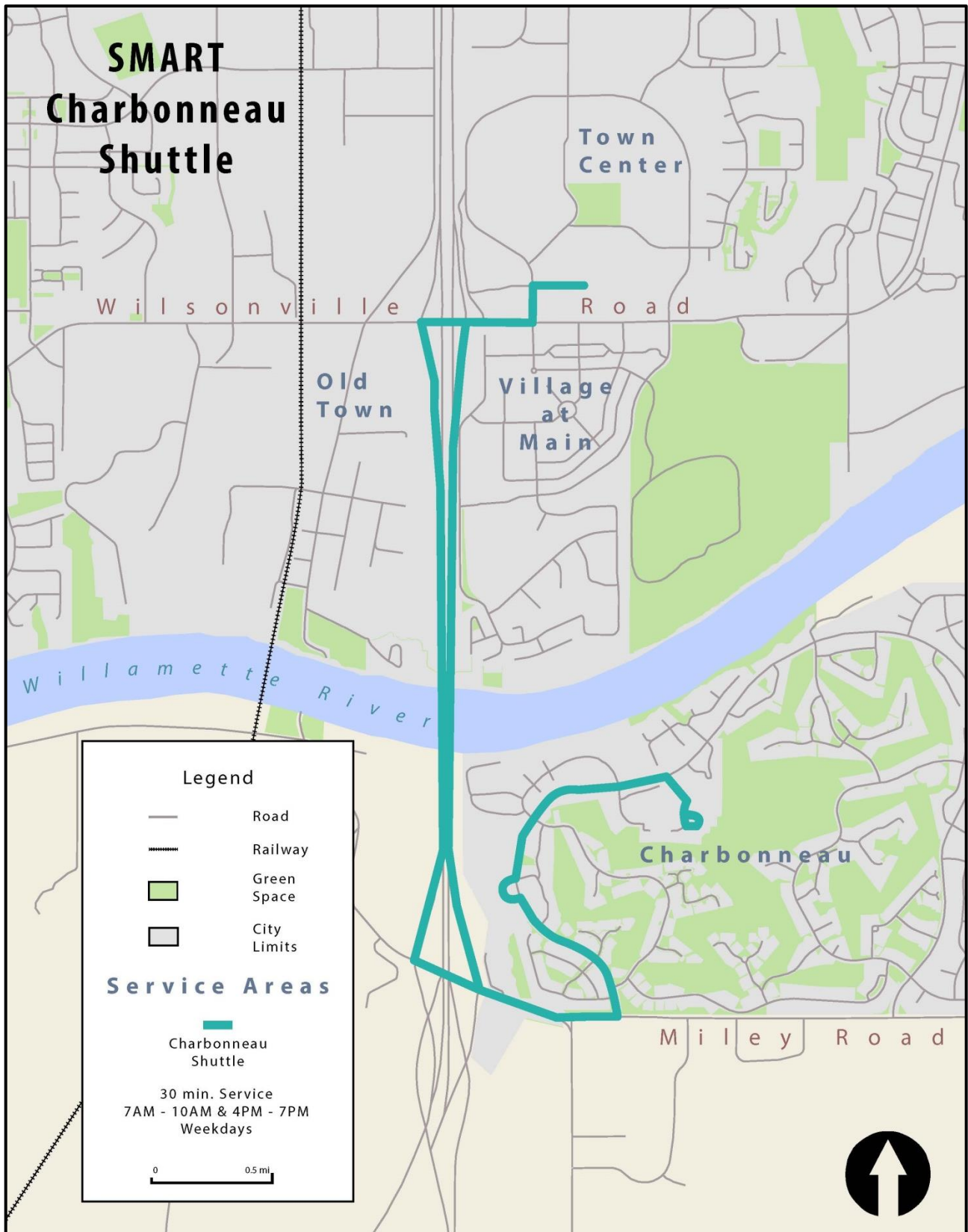
Proposed Route 3X

Charbonneau Shuttle

SMART is recommending a Charbonneau shuttle service be established on a pilot basis, in lieu of the current Route 3 service to Charbonneau. This shuttle service would loop around French Prairie Drive, if requested, and bring passengers to services on the north side of the river. Shuttle service will focus initially on the commercial center of Charbonneau and on Spring Ridge during mid-day. Part of the new shuttle service to Charbonneau will include “shopper service” to the Town Center area, with deviation to the west side of town on request.

Currently, there are only two bus stops in Charbonneau. For many people who live on the east side of Charbonneau, this makes transit use impractical -- especially since there is no public parking available at the bus stop at SpringRidge. In recent years, SMART’s Route 3 has carried only a small number of people employed in Charbonneau, while residents tend to use SMART’s Dial-a-Ride service when needed.

Before implementing a Charbonneau Shuttle, SMART staff anticipates a focused outreach effort to gain input from Charbonneau residents on how the shuttle could best meet their needs.



Proposed Charbonneau Shuttle

Route 4 – Crosstown

Route 4 is SMART’s primary local service that connects the east and west sides of Wilsonville so residents can access commercial services, schools, and parks.

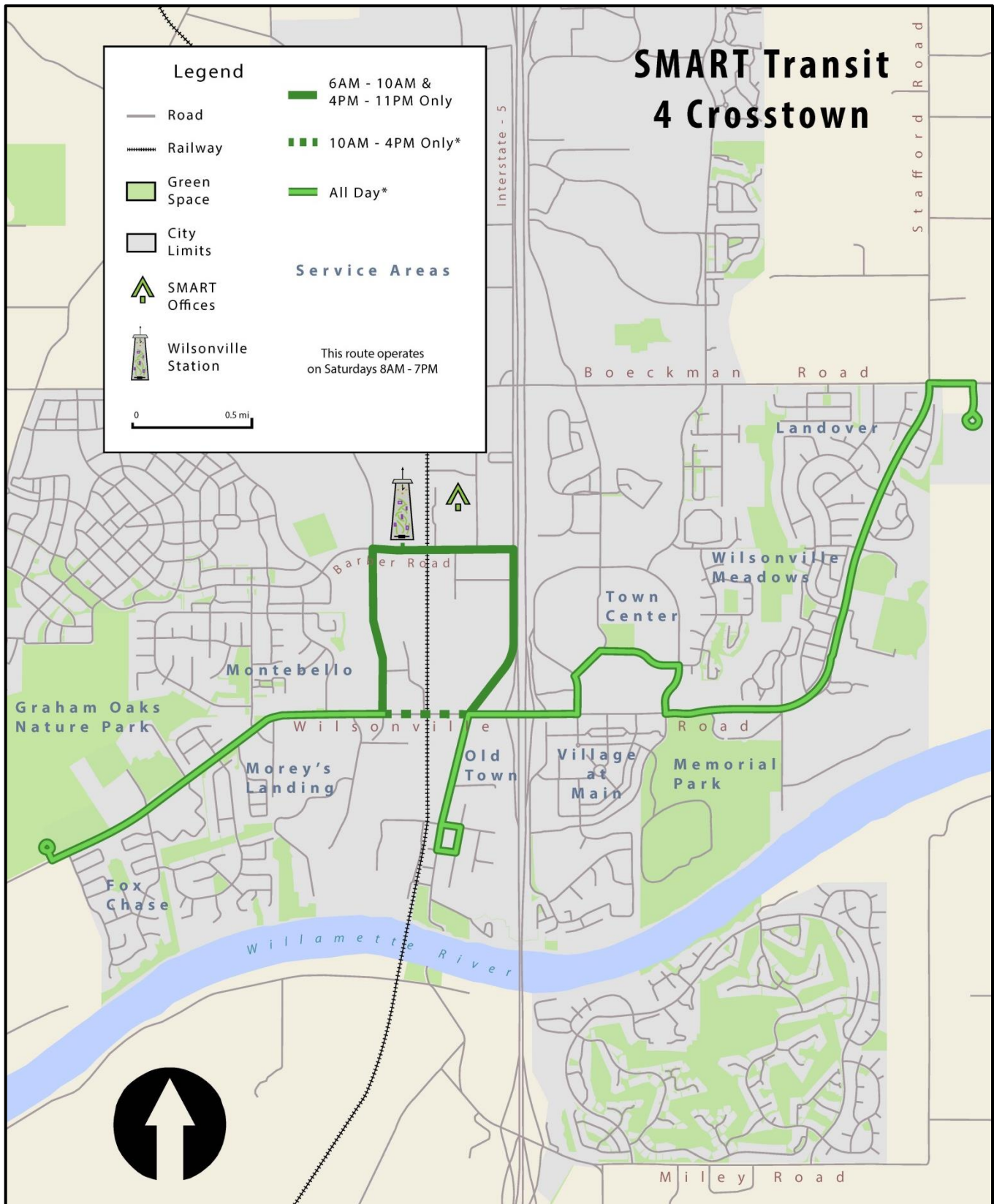
During the public outreach effort, SMART heard numerous concerns about the prolonged stops at SMART Central. From this feedback, SMART recommends streamlining Route 4 so that mid-day service from 10:00 a.m. – 4:00 p.m. would bypass SMART Central and stay on Wilsonville road. Streamlining this service will also change the route to omit the turnaround currently at Edge Fitness.

Staff also proposes to add service to this route as follows:

- 1) Extend weekday evening service from 7:42 a.m. to 9:10 p.m.
- 2) Add a half-hour of morning service starting at 8:00 a.m. instead of 8:30 a.m.
- 3) One hour of evening service from 5:52 p.m. to 6:52 p.m. on Saturdays

SMART will continue to provide crosstown service, while also serving an important role in connecting residents with commuter rail and transfers to inter-city service at the SMART Central station.

In the future, SMART may be extending Route 4 on the east side of Wilsonville to accommodate additional growth, including development in the Frog Pond area.



Proposed Route 4

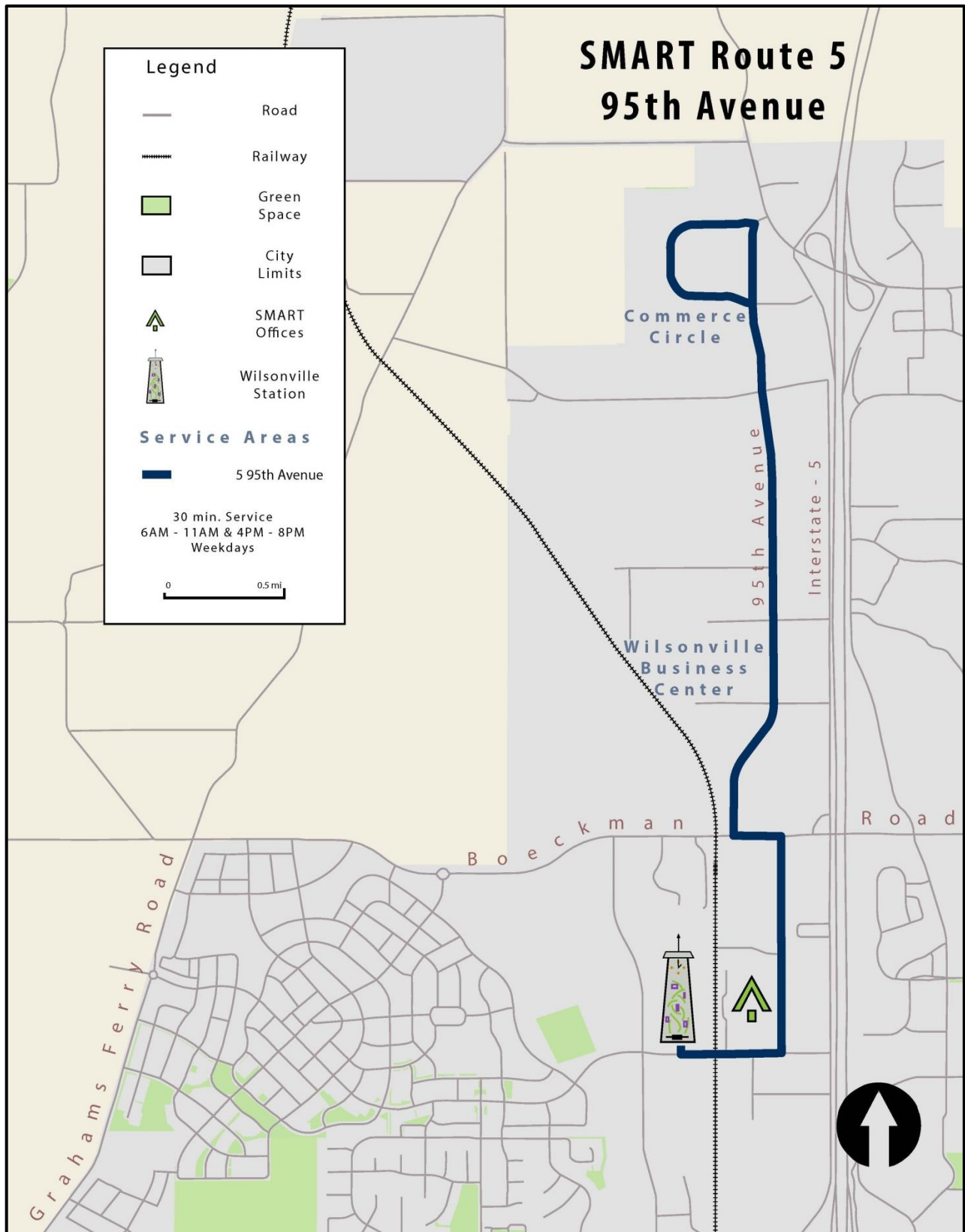
Route 5 – 95th Avenue

The existing Route 5 provides an important link between TriMet's Route 96 and employment sites on the west side of Wilsonville. This route will remain the same with only a minor directional change at Commerce Circle to increase efficiency.

SMART has been fortunate to receive federal grant money to make sidewalk improvements where those improvements will enhance ADA access to bus stops. SMART anticipates that adequate funding will be available to make sidewalk and bus shelter improvements on Commerce Circle.

Route 5 will run Monday through Friday every 30 minutes from 6:00 a.m. – 11:00 a.m. and 4:00 p.m. – 8:00 p.m.

In the future, an extension of Route 5 will be needed to serve Coffee Creek based on the current progress of development in that area. Further development of the Basalt Creek area north of Day Road will require additional service to meet expected demand.



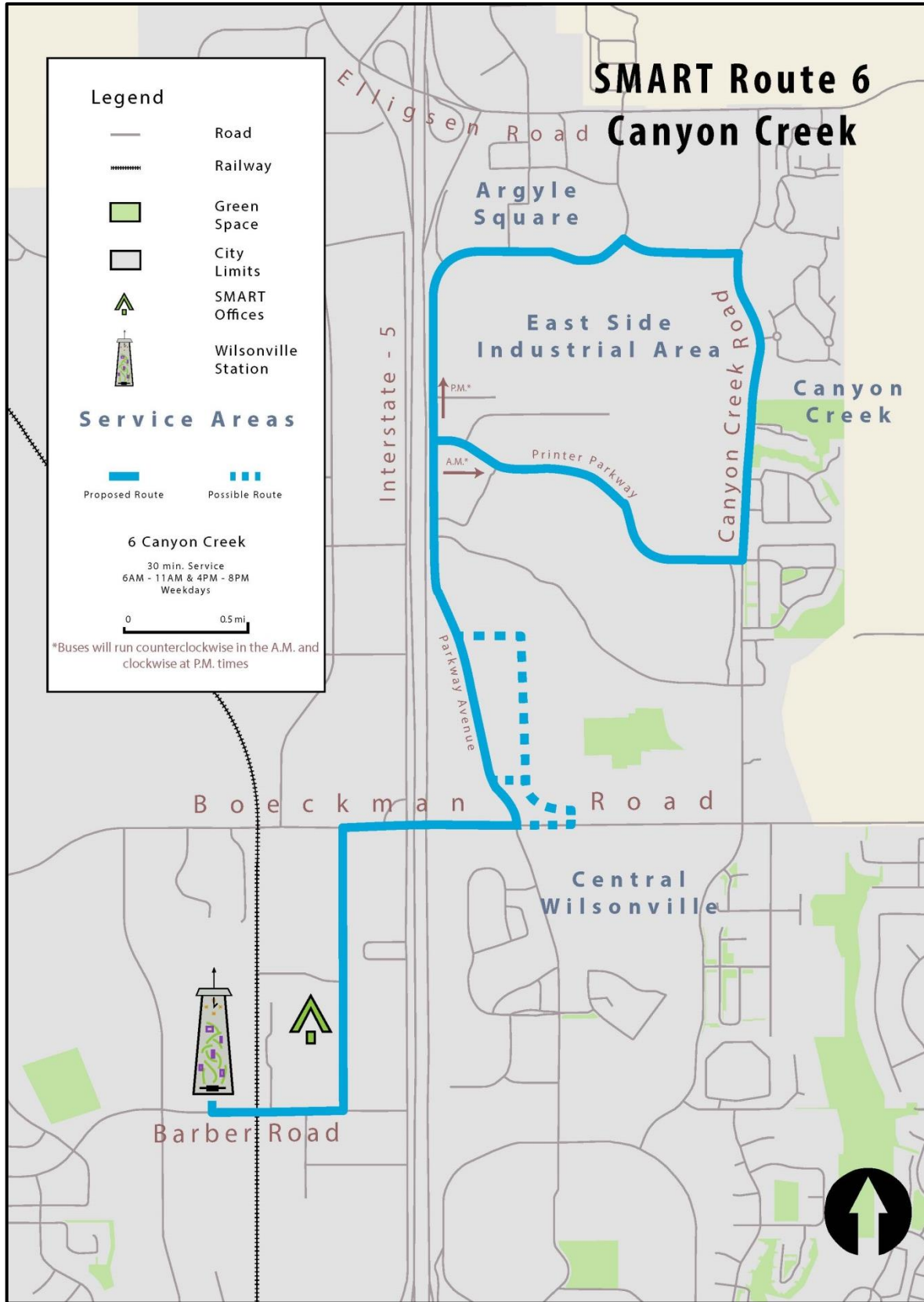
Proposed Route 5

Route 6 – Canyon Creek

Route 6 is a local service that connects commuter rail with employment, shopping, and residential areas on the east side of Wilsonville. Recommended service would run Monday through Friday every 30 minutes from 6:00 a.m. – 11:00 a.m. and 4:00 p.m. – 8:00 p.m. Service will run counterclockwise in the A.M. and clockwise at P.M. times.

Staff supports retaining most of the current configuration of Route 6 with a minor reroute such that it will by-pass Elligsen Road in favor of Parkway Avenue. This will allow SMART to provide faster service while bypassing an area that is seldom used by passengers. SMART has received public comment to continue service within the parking lots of Mentor Graphics, Oregon Tech, and FLIR and will work with businesses to accommodate their needs while ensuring it fits within the SMART network.

In the future, Route 6 may need to be extended to serve Frog Pond.



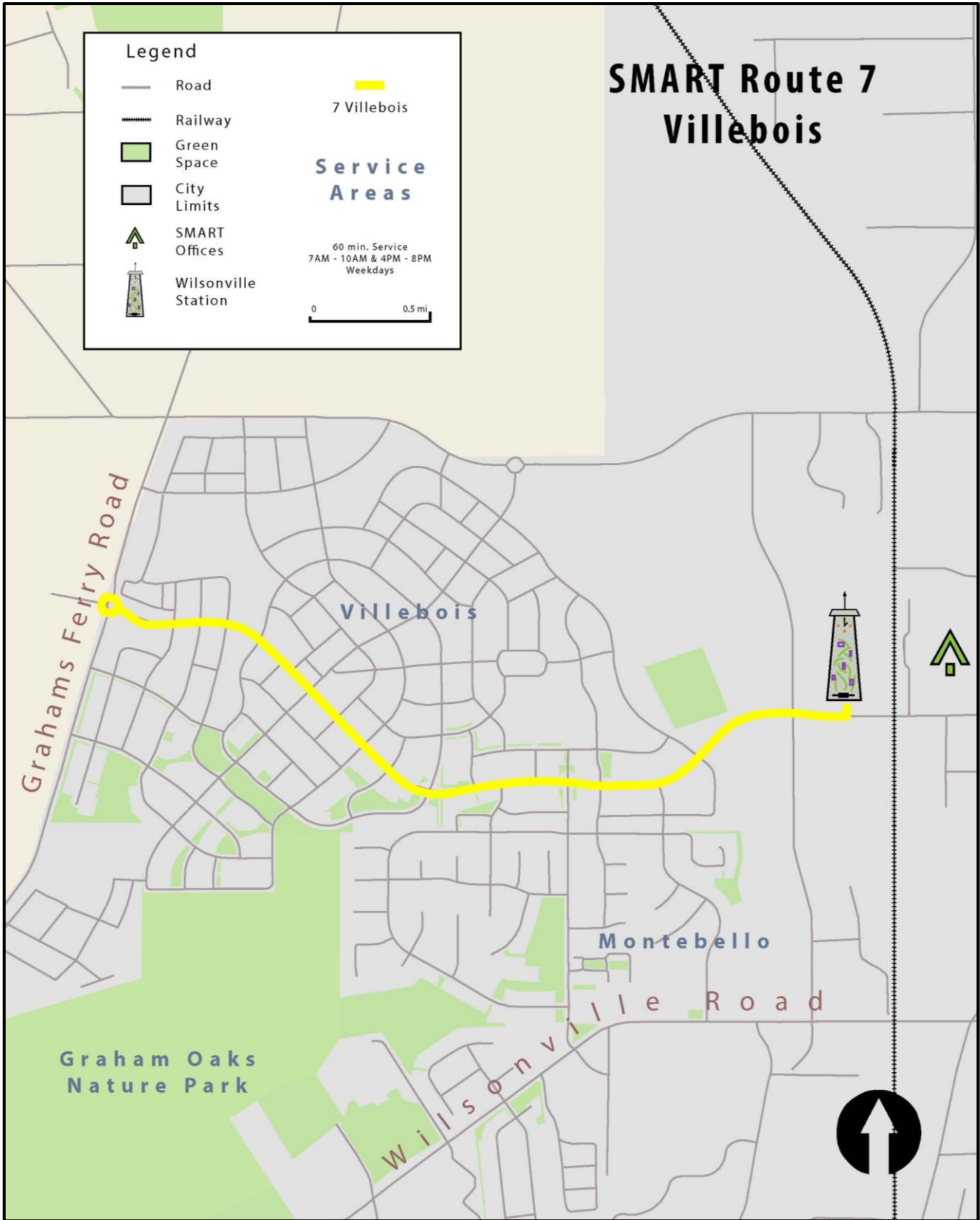
Proposed Route 6

Route 7 – Villebois and Villebois Shopper Shuttle

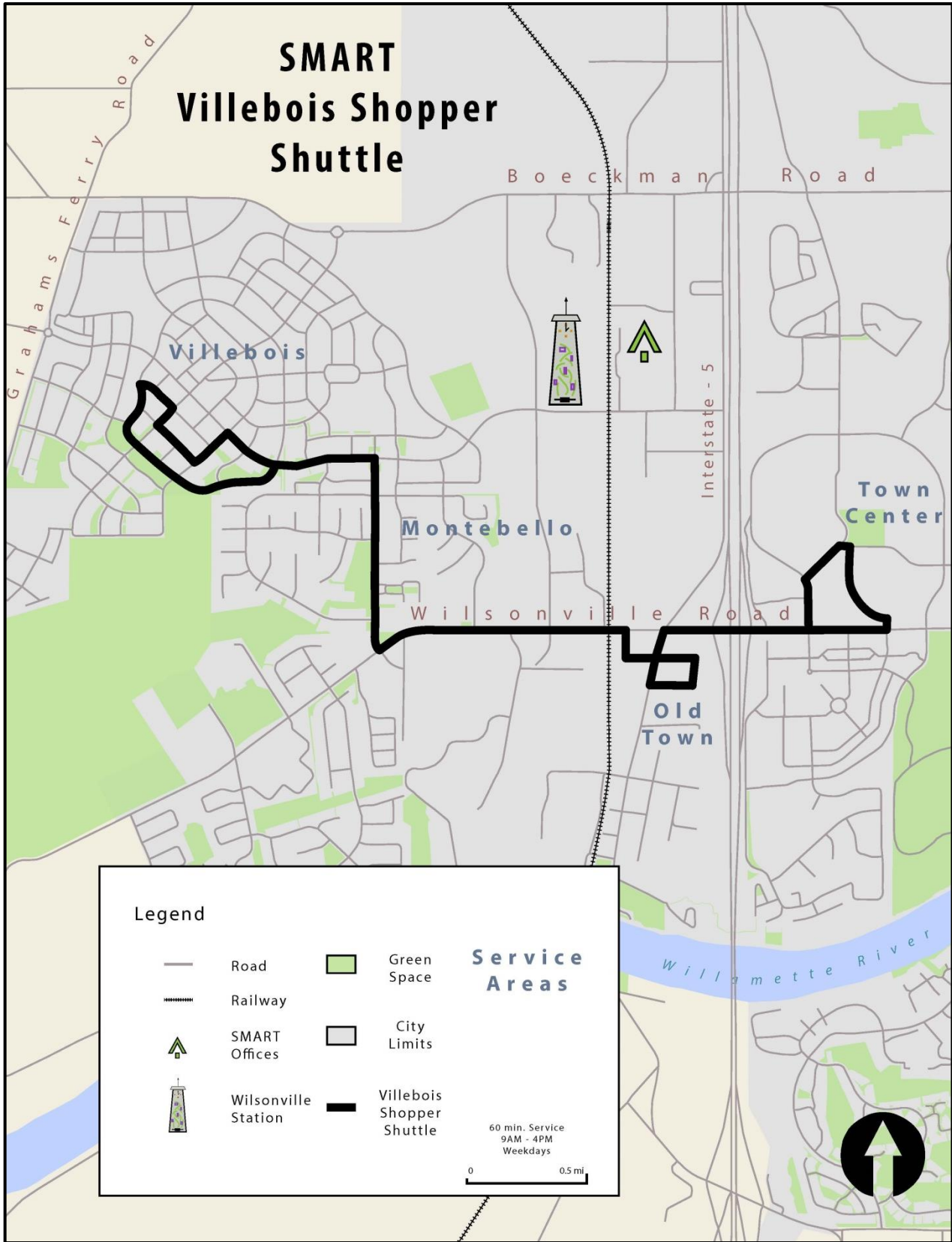
Route 7 provides local service to connect Villebois with commuter rail and other transit routes. Route 7 currently and will continue to operate hourly Monday through Friday during peak commute hours (7:00 a.m. – 10:00 a.m. and 4:00 p.m. – 8:00 p.m.). SMART recognizes that service demands are increasing in this area which is why if there is an increase in revenue, adding more fixed-route service would be a high priority.

SMART proposes streamlining the current route to increase efficiency by rerouting the service straight down Barber Road with a turnaround at Grahams Ferry Road roundabout.

In addition to retaining Route 7, SMART staff will continue to have the Villebois Shopper Shuttle. The Villebois Shopper Shuttle will continue to run hourly Monday-Friday from 9:00 a.m. to 4:00 p.m. In the future, there is potential to replace them both with a single deviated fixed-route service.



Proposed Route 7



Proposed Villebois Shopper Shuttle

Transportation Options

Transportation options are the measures and techniques designed to encourage and provide more access to public transit, carpooling, ridesourcing, vanpooling, bicycling, walking, and telework as alternatives to driving. Implementing these options has a variety of benefits, from reducing traffic and filling in transit service gaps to increasing economic vitality and the health of people and the environment. For transit to be a viable option for people, it must be part of an integrated system that considers public/private partnerships, land use, fixed-route buses, demand-response service, taxis, carpools, vanpools, employer shuttles, bicycles, pedestrians, and innovative strategies to manage mobility.

SMART’s Role

SMART will continue to develop and assist with implementation of transportation options for employers in the City of Wilsonville by assisting with the overall administration and promotion of transportation options. The options below are currently being explored by SMART Options staff.

Employer Vanpools

Vanpools can serve as a cost-effective alternative to providing new fixed-route service in some locations. Vanpools are typically a good choice for groups of 8 to 15 employees who share a similar commute. Riders generally meet in a specific common location, such as a Park & Ride lot, and drive to the worksite together. Vanpools are most likely to be a practical cost-saving option if the one-way commute is at least 15 miles.

A positive step towards vanpool formation would involve securing funding and setting up meetings at worksites to present vanpools as a viable alternative to single-occupancy vehicles commuting. SMART staff would assist with the process of identifying potential participants and employers, with the ultimate goal of matching them up. SMART is currently facilitating discussions between employers to help establish vanpools. In addition, SMART staff is looking and will endeavor to apply for grants that could be used to buy down the participant’s costs, which would in effect encourage participation in the program. The potential for vanpooling is very high in Wilsonville in part because of the concentration of large employment sites and the large number of people commuting into the City.



Typically, the cost of the van includes a mileage allowance, insurance, maintenance, and roadside assistance. Without subsidies, a 15-passenger vanpool from Vancouver to Wilsonville (approximately 25 miles each way) would cost approximately \$125 monthly per passenger. A subsidy could reduce the fare to approximately \$95. Employers could also subsidize their employees' vanpool expenses. Currently, tax laws allow an employer to contribute up to \$255 monthly per employee in benefits to commute by vanpool. This amount is tax-free for the employee and a business deduction for the employer. In the event that the employer does not wish to subsidize the employee's vanpool expense, the employee can still have a maximum of \$255 per month withheld from their pay as a pre-tax benefit. Direct payment and pre-tax deduction can also be combined in any proportion, up to a combined maximum of \$255. The 2015 Oregon Transportation Options Plan points out that transportation options also greatly reduce the annual cost of transportation per household; for example, a motor vehicle could cost \$10,000 a year while a vanpool costs about \$1,500.

Shuttles

Commuter Shuttle

Commuter shuttles between SMART Central and large employment sites could provide a practical alternative to fixed-route service that may not provide direct service. Employers could request a shuttle for their employees that could make half hourly runs to and from the transit center and employment site.

Corporate Lunch Shuttle

A corporate lunch shuttle could take employees to and from their worksite to lunch. This shuttle would be by request only. A SMART shuttle could take employees to lunch at a set time into Town Center or somewhere within Wilsonville. This service can encourage using transportation options more often while also aiding in employee retention.

Ridesourcing

Ridesourcing allows individuals to arrange rides using real-time online applications for pick-up and drop-off by drivers of personal cars in exchange for a fee. Two examples of ridesourcing companies that organize this system, known as Transportation Network Companies (TNCs), are Lyft and Uber. Studies have shown that ridesourcing is primarily used for late night or weekend social trips. Rather than being seen as competition with public transit service, TNCs are regarded as a complement to bus service, which typically has limited service late nights and weekends. Lyft Paratransit is an option to also help supplement service for the elderly and disabled. This service could help reduce the demand on SMART's Dial-a-Ride service. Currently Lyft boundary extends to the Willamette River, so service boundaries would need to be extended if Wilsonville sought out this option.



Bikesharing

Bikesharing allows for individuals to use public bicycles to get between two points. Wilsonville is relatively small which makes bikesharing a realistic option for those wanting to grab lunch or bike to a meeting in town. Usually renting a bike costs very little or can be free for the first couple hours of use. Bike sharing stations could be set up at SMART Central, Town Center, and employment on 95th Ave allowing for bike commute to occur between these areas.



City of Portland BIKETOWN

Carsharing

Carsharing provides access for people to use cars other than their own. Carsharing vehicles are either owned by carsharing companies or by individuals willing to share their own vehicle. Examples of well-known carshare companies are Avis Budget Group (owner of ZipCar) and Enterprise. This option provides short-term trips of varying types. Traditional carsharing trips have users return the vehicle at the same location they took it from. One-way trips let users drop off their vehicle at a different location from where they began. Peer-to-peer trips allow car owners to share their cars through a company. Advantages of carsharing include reduced costs of car ownership and less concern about parking space availability.

Carpools

The area around Wilsonville is growing rapidly and an increasing number of residents from cities such as Sherwood, Newberg, West Linn, and Oregon City work in Wilsonville. Areas that may not have enough people coming from it would be a good candidate for carpools as they usually carry fewer people and those people utilize their own private vehicles. To assist in connecting people who want to carpool, Oregon provides an online ride-matching tool Drive Less. Connect.



Drive less. Connect.

Matching people with places.

Goals & Implementation Measures

This chapter highlights the measures taken and goals addressed to ensure that SMART continues to provide service that aligns with the goals created by the TMP Task Force. The policies and implementation measures are intended to ensure that transit is a viable option as the City of Wilsonville grows and the demands for transportation change.

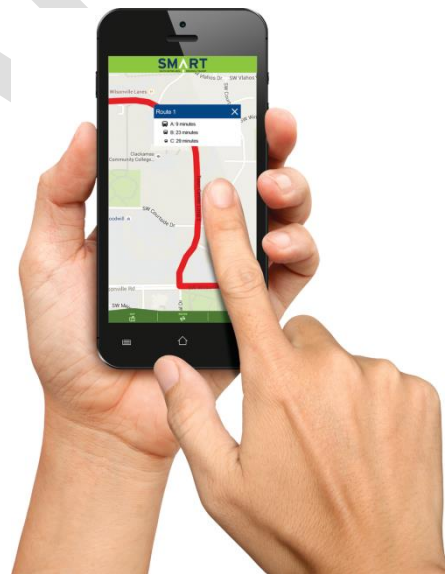
Increasing Public Knowledge of Transit

Marketing and public information are key elements in maintaining and increasing ridership. SMART can provide service that effectively meets passengers' needs, but if people don't know it's there, they won't use it. As Wilsonville continues to grow, there are also many new residents and employees who may not have previously heard about SMART. There is great opportunity to leverage outreach efforts through coordination with other providers and existing resources. The actions that need to be taken in order to get the information to the intended audience are often very inexpensive and represent a good value in terms of increased ridership.

Marketing of Services

ETA SPOT System

In the summer of 2016, SMART launched ETA SPOT (Spatial Positioning on Transit), a new application that provides real-time arrival predictions for all fixed-route buses. This technology will help people better navigate bus arrival times and give people options in how they want to access information. It also provides important data on ridership and other information needed by SMART staff. The app allows for users to make comments and quickly receive rider alerts. ETA SPOT is available to download for free from the Apple Store or Google Play and is also accessible on the SMART website to any computer.



Printed Informational Materials

Printed informational materials regarding SMART services allow for people without access to technology to get information they need. These materials need to be kept up-to-date while also making information available in Spanish. These materials are available to the public and are found at the library, City Hall, in welcome packets for new residents and employees at worksites with 100 or more employees, and at the community center.

Social Media

Today, many people use social media outlets such as Facebook or Twitter as a means to communicate. SMART will continue to use campaigns through Facebook to reach out to those who use social media as a main source of communicating. This also allows for customers to interact with SMART through updates, 'how-to' videos and more.

Participation at Community Events

Having SMART representatives at Wilsonville community events such as the Farmers Market provides an opportunity for residents and visitors to learn about the public transit system and their transportation options. These markets allow for individualized trip planning for passengers as well as information on SMART services. Summer months provide many opportunities to participate in community events such as Movies in the Park or Kiwanis Fun Run.

Informational Kiosks

Informational kiosks are a useful means of providing information on a variety of transportation options in locations where there are likely to be crowds of people. Kiosks can consist of maps and brochures or can include interactive computer screens that provide information on transit routes, carsharing, bikesharing, carpools, vanpools, shuttles, bicycle routes, taxis, and local attractions, including restaurants and accommodations. In Wilsonville, the most useful location for a kiosk would be at SMART Central.

Website

The SMART website serves as a valuable reference for current and prospective passengers who want to find out more about routes, schedules, and various transportation options. All programs and services can be found on the website such as the Walk Wednesday program. Employers can access the site to find information and assistance on developing transportation options for the workplace such as carpooling, ridesourcing, or shuttles.

SMART is working to find avenues to make it easier for transit riders of multiple systems for one trip (such as TriMet in Portland to SMART) to transfer between systems. This may be in the form of a website or app. SMART will need to work closely with other transit agencies to ensure that website links and information are regularly updated.

Specific Marketing

Ensuring that necessary information is readily available and easy to understand will make it much easier for people to ride SMART. Marketing could be tailored to provide specialized information for employees, new residents, schools, or other specific groups. Marketing should include information on carpooling, vanpooling and other alternatives in addition to conventional transit services.

Employment Sites

Employers have a particular interest in attracting the best employees available. The better the transportation options, the better their chances of attracting and retaining employees. In addition to turnover, employees less often have the traditional 9- 5 schedule. Marketing programs at employment sites should aim to provide a service or benefit in conjunction with the information. Many worksite programs which help to reduce traffic congestion and air pollution also provide a benefit for employees, including flex-time, telework, staggered work hours, parking cash-out, and referred parking for carpools.

Providing additional information on the cost savings over driving and environmental benefits can serve as an added incentive. Low-cost incentives and promotional programs can also serve as effective tools to increase transit ridership and participation in carpools, vanpools, walking and bicycling. Many employers will not be aware of tax incentives for subsidizing vanpool and transit fares, and purchasing equipment such as bicycles, bicycle lockers, and telework hardware. SMART can ensure that they have that information. SMART can also assist in developing and implementing programs at worksites. Establishing strong relationships with employers is essential in ensuring that these programs are well supported.

Schools

Marketing and information for school-age children is particularly important, because travel habits often become ingrained at an early age. The traffic impacts of children switching from car trips to other transportation modes is also higher because parents often have to make two round trips to drop off and pick up a child. Education on SMART and other transportation alternatives can often be integrated into the existing school curriculum. For instance, SMART has sponsored a SMART Art on the Bus program at Wilsonville schools. Students work together in small groups to produce art that depicts buses and other forms of travel. During the process, the costs and benefits of various transportation modes are also discussed. In years past, winning pictures were selected to be included on the exterior wrap of a SMART bus. More outreach to schools can be achieved through class demonstrations such as how to put a bike on the bus or a discussion on how the bus system works. There is also opportunity for establishing a Safe Routes to School Program at these schools.

Seniors and People with Disabilities

Ensuring that seniors and people with disabilities have ready access to transit information provides them with greater freedom of mobility. Without adequate information, there is a greater likelihood that seniors and people with disabilities will forego some trips altogether or be totally reliant on friends or family to drive them around. Dial-a-Ride is available to qualified individuals by calling 24-hours ahead of time to reserve a ride. If the passengers have sufficient information on fixed-route service, they may be able to use it instead of Dial-a-Ride. This not only provides them with greater flexibility, but it also results in a lower per-trip cost than Dial-a-Ride. In addition to Dial-a-Ride, travel training is a free service provided by SMART and available for those who would like to learn how to use the fixed transit service.

Improving Service Quality

Attaining a high quality of service is paramount if transit is to be competitive with the private automobile. Providing a safe, affordable, dependable, convenient, and comfortable service is the key to maintaining and increasing the current customer base. Passengers must be assured of quality service free of any discrimination based on minority status, age, gender, ethnicity, or disability. Customers must be confident that the bus will, as much as possible, arrive on time and that the bus is clean, safe, and well-maintained.

Schedule and Program Coordination

The coordination of schedules between routes and transit providers is key in assuring that travel times are competitive with the automobile. SMART continues to work closely with TriMet, Cherriots, and CAT, to ensure that connections are convenient and wait times are minimized.

The SMART Options Program provides assistance to employers in setting up transportation options programs at their worksites. However, SMART can get additional leverage for the program by working cooperatively with Metro and other jurisdictions or agencies that support transportation options.

Customer Service Monitoring

By maintaining a record of customer service calls, letters, and e-mail along with the resolution or action taken, SMART has been able to assess whether customer complaints are being effectively resolved.

Passenger surveys represent an opportunity to assess customer satisfaction and provision of equitable service. Passenger surveys include demographic questions in order to identify any service inequalities or unmet needs of specific demographic groups. The last demographic survey for SMART was done in 2002 and another one should be done again soon.

Emergency Ride Home Program

Nationwide, Emergency Ride Home programs have proven themselves to be an inexpensive insurance policy. They act as a strong incentive, yet few people actually end up needing to use the ride-home feature. The Emergency Ride Home Program in Salem costs less than \$2,500 per year to administer and covers 1,600 commuters. Programs can be structured so that participants are limited to a specified number of rides each year or quarter. SMART has had only an unofficial guaranteed ride home program for passengers. However, there are no set guidelines and the program is not publicized. Developing guidelines, extending the program to carpoolers, and vanpoolers, and publicizing the program could provide a valuable tool in attracting and retaining passengers. The program also provides a benefit for employers and employees who participate in transportation options programs.

Maintenance, Security, and Vehicle Replacement

SMART does not keep worn out or unreliable buses in service. SMART staff continues to inspect and repair all buses on a set maintenance schedule to ensure that there are no breakdowns during service hours. Thanks to successful State and Federal grant applications, SMART's fleet is relatively new by industry standards. SMART is developing a plan to work with the Transportation Security Administration to better assure system safety and security.

On-Board Amenities

In order to attract passengers away from their cars, SMART must provide service which is competitive in terms of cost, comfort, and convenience. On-board amenities are a way of adding comfort and convenience. If passengers can access the internet, listen to music, watch the news, or relax in comfortable seats, transit may seem more attractive than driving. SMART should survey current and potential passengers to assess the value and cost-effectiveness of any on-board amenity being considered.

Improving Access to Transit

Transit serves an important role in providing mobility to people who do not have access to automobiles, including the young, old, minorities, low-income residents, and people with disabilities. Transit-dependent individuals often rely on transit as a lifeline to connect them with jobs, shopping, medical appointments, and social interactions. SMART's first priority must always be to provide transportation for transit-dependent individuals. This includes measures to provide service within walking distance of all neighborhoods in Wilsonville, to provide schedule information in Spanish, and to offer demand-response service help to ensure that transit is accessible to those who need it most. Providing fare-free service within Wilsonville also ensures that cost is not a barrier. Although fares are charged for service outside of Wilsonville, these fares remain much lower than the cost of driving an automobile. Half-price fares are also available for youth, seniors, and people with disabilities.

Good access to transit means that it is safe, practical, and convenient to get to and from bus stops. Ideally, transit is located no more than walking distance of all residences and businesses. It also means that people are able to access the information they need to ride transit, such as schedules and maps.

Other considerations which can adversely affect access to transit are the lack of:

- Safe sidewalks
- ADA sidewalk ramps
- Street lighting
- Traffic signals
- Bus shelters
- Information for those with limited English proficiency
- Secure bike parking

General Access

Factors such as transit shelters and building design and orientation affect all transit users. Transit shelters provide improved access by providing shelter from weather, an opportunity to sit down, lighting, and a display of route and schedule information.

Many buildings are designed with a priority for automobile access, making access from the sidewalk difficult or hazardous. Bus service in parking lots is generally inadvisable because of the many hazards from motorists backing out and people walking to and from their cars. However, if a person has to endure a long walk through the parking lot with bags of groceries to get to a bus stop, transit is not a practical option.

This problem highlights the importance of orienting buildings towards the sidewalk. SMART will work closely with other City departments to ensure that pedestrian and bicycle access is expanded and that new developments are designed to be transit friendly.

Bus Shelters and Bus Stop Seating

Bus shelters and benches provide the best protection from the elements and comfort at bus stops. Some of SMART's older shelters are now in need of major repair or replacement. Bus stops with seats bring opportunities for passengers to sit down while they wait for the bus. Although they do not provide shelter from the elements, they are particularly useful for people who are not able to stand for long periods of time.

An updated bus stop priority list should be based on:

1. Number of passenger boardings per day – this criterion leverages limited resources to benefit the greatest number of customers.
2. Designation as a major transit stop - Since major transit stops are often transfer points, shelters are particularly important for these locations.
3. Type of population served - Locations that serve higher concentrations of transit-dependent and lower-income populations are given priority for shelter placement.
4. Availability of a nearby bus shelter - Shelters are distributed to obtain maximum coverage and equal access.
5. Preparation required - All other criteria being equal, level sites that provide adequate placement area with minimal impact to surrounding properties are preferred.



Pedestrian and Bicycle Access

Providing good pedestrian and bicycle networks help to ensure that there will be good access to transit as well, particularly if pedestrian, bicycle, automobile, and transit are well interconnected. In an ideal situation, a person would be able to use any mode of transportation or combination of modes to reach a destination; this provides the greatest level of choice in mobility. Reality is more likely to present gaps in the pedestrian and bicycle networks which also create problems in accessing bus stops. A short gap in the sidewalk network or one unsafe crossing can render the trip to a transit stop impractical. Pedestrian access is therefore the key ingredient in assuring accessibility to transit.

Bicyclists have a larger “travel shed” than pedestrians but also depend on the ability to store or transport their bicycles. Bike racks are provided on all buses, so that passengers can bicycle at either end of their bus trips. SMART allows bicycles on buses when bus racks are full and there is ample room on the bus. Bicycle storage and a repair station are also provided at SMART Central.

Encouraging bicycle access to transit allows transit to attract customers from an area beyond walking distance. There are a number of reasons why people combine bicycling and transit:

- Either the origin or destination is not within walking distance of a transit stop.
- They want to get some exercise, but their trip is too long to bicycle the entire distance.
- They may want to go for a recreational ride at their destination.
- They don't drive or don't want to drive.

The Wilsonville Bicycle and Pedestrian Master Plan identifies gaps in the sidewalk network and recommends improvements, based on a number of factors including connections to bus stops. Completing these gaps will greatly improve safe access to transit. In particular, the identified improvements to Boeckman Road will provide pedestrian and bicycle connections between the commuter rail station and residential sites on the east side. Provisions for safe pedestrian crossings also need to be required of new construction, including, where applicable, curb ramps, bulb-outs, medians or pedestrian refuges, flashers or signals, and traffic calming measures, to ensure that pedestrians can safely travel to and from bus stops.

Park & Ride

Automobile access to various transportation options is a solution to reducing traffic but also allowing for independence. Currently, the only Park & Ride lot in Wilsonville is at SMART Central. This lot provides more than 400 spaces and continues to operate with excess capacity. Additional land for expansion of the Park & Ride lot has been acquired and can be developed as the need arises. Having a Park & Ride lot on the east side of the freeway would also improve transit access for travelers who otherwise have to deal with getting from one side of the freeway to the other.

Senior and Disabled Access

Mobility and independence are important quality-of-life issues for seniors and people with disabilities. Transit can provide an important lifeline, linking people to work, shopping, community connections, and medical appointments. Improving access to transit not only creates a greater sense of freedom and mobility for senior and disabled passengers, it can also prove to be cost-effective over the long run. Seniors and people with disabilities are also likely to be more sensitive to access issues. For instance, a senior may be mobile enough to walk to a bus stop, but unable to stand and wait for any length of time. In such a case, the availability of a shelter determines whether or not transit is a viable option. Similarly, a person in a wheelchair may be able to get to the bus stop with no problem as long as there is a continuous sidewalk with properly designed ramps.

All SMART buses are LIFT-equipped and accommodate wheelchairs. Dial-a-Ride service is available, but must be scheduled in advance. SMART also provides transportation to medical appointments in the Portland area for Wilsonville seniors and people with disabilities. A coordinated effort with TriMet and other providers would help to streamline the process for Dial-a-Ride trips between transit agencies, so that reservations for one trip could be made

with a single phone call. Dial-a-Ride customers can transfer between SMART and TriMet services, but they must schedule the two services separately.

SMART will continue to coordinate with the Wilsonville Community Center to offer senior luncheon, shopping and activity trips, providing seniors with mobility, and an opportunity to run errands and socialize.

SMART still needs to conduct an overall detailed evaluation of the transit system's accessibility for seniors and people with disabilities. The evaluation should be performed in consultation with people who represent seniors and people with disabilities, as well as the affected persons themselves. This process would provide SMART with a list of obstacles or deficiencies that need to be addressed while also dealing with ways to decrease costs and increase system efficiencies. Topics to be addressed are expected to include:

- Redefining the boundaries of SMART's out-of-town Dial-a-Ride service;
- Creating a medical shuttle service;
- Potential public/private partnerships;
- Consideration of different types of vehicles with different accessibility features; and

Travel Training

Travel training consists of showing people who have never taken the bus where they need to board and how to read the schedules. A trainer goes with an individual or a group and shows them how it works. This training is extremely valuable, since "fear of the unknown" keeps many people from trying transit even though they would like to. Travel training is a particularly effective tool to introduce seniors and people with disabilities to the benefits of using fixed-route transit.

In December 2016, SMART partnered with Portland-area non-profit Ride Connection to have an employee at SMART offices to provide travel training (RideWise) to seniors and those with disabilities. This service is free to anyone in Wilsonville who qualifies. Information about this service is found in brochures and online and presentations given at the community center, retirement homes, and homes for those with disabilities.




Access for those with Limited English Proficiency

Language barriers limit access to transit when prospective passengers are unable to get the information they need on routes and schedules. The largest concentration of non-English speakers in Wilsonville speaks Spanish. According to the 2010 U.S. Census, 12% of Wilsonville's population spoke Spanish as a native language and spoke English "less than very well". SMART continues to expand the information it provides in Spanish on the schedules and on the website.

SMART has enacted a Title VI program in compliance with federal requirements and that program now guides SMART's efforts to reach out to and accommodate people with limited English proficiency (see Appendix C). SMART also has multi-language translation available for in-coming phone calls. SMART also translates all written materials to Spanish and regularly has Spanish translators available at public meetings.

The transit schedule pages are primarily graphic and numeric and therefore understandable to most non-English speakers. However, SMART will need to continue to expand outreach efforts of all kinds to the Spanish speaking members of the community.

¿Llevar a su bicicleta en el autobús?



1. Espere en la acera para que llegue el autobús.
2. Cuando el autobús este detenido, haga contacto visual con el conductor para que vean que necesita cargar la bicicleta en el autobús.
3. En la parte delantera del autobús, coloque su bicicleta para que la llanta delantera este en el lado con el gancho y las ruedas se alinean con el marco.
Si no hay otras bicicletas ahí, es posible que tenga que apretar la palanca para bajar la rejilla hacia abajo. Si usted es el único usuario, coloque su bicicleta en el marco más cercano al autobús.
4. Jale el gancho sobre la llanta delantera para asegurar.
5. Asegúrese de quitar todo los artículos sueltos de su bicicleta, incluyendo maletas.
6. Cuando esté listo para salir del autobús, salga por la puerta delantera y notifíquelo al conductor que necesita obtener su bicicleta.
7. Después de descargar su bicicleta, levante la rejilla en la posición cerrada si está vacía.
8. No crucen la calle en frente del autobús, el tráfico de paso no los puede ver.

SMART
SOUTH METRO AREA REGIONAL TRANSIT
503-682-7790 ridesmart.com

Service Expansion

SMART aims to provide service to new developments in Wilsonville and increase opportunities for residents, employees, and visitors to connect to jobs, shopping, parks, and community activities. By continuing to expand service, SMART can help facilitate regional connectivity and access to other cities.

Transportation Management Association (TMA)

A TMA is a public/private partnership of business members, transportation providers and governmental entities that addresses important transportation issues and provides cooperative service. Members work together to organize commuting options for employees, customer, and the community. These options include carpools, ridesourcing, vanpools, transit, bicycling, walking, and telework. The goal of a TMA is to provide commuting solutions for the community, while also helping to reduce traffic congestion and improve air quality.

Wilsonville may not have a sufficient concentration of employees to justify a TMA yet, however, with development of the industrial lands near Coffee Creek and other increases in employment, a TMA will probably be viable in the near future.

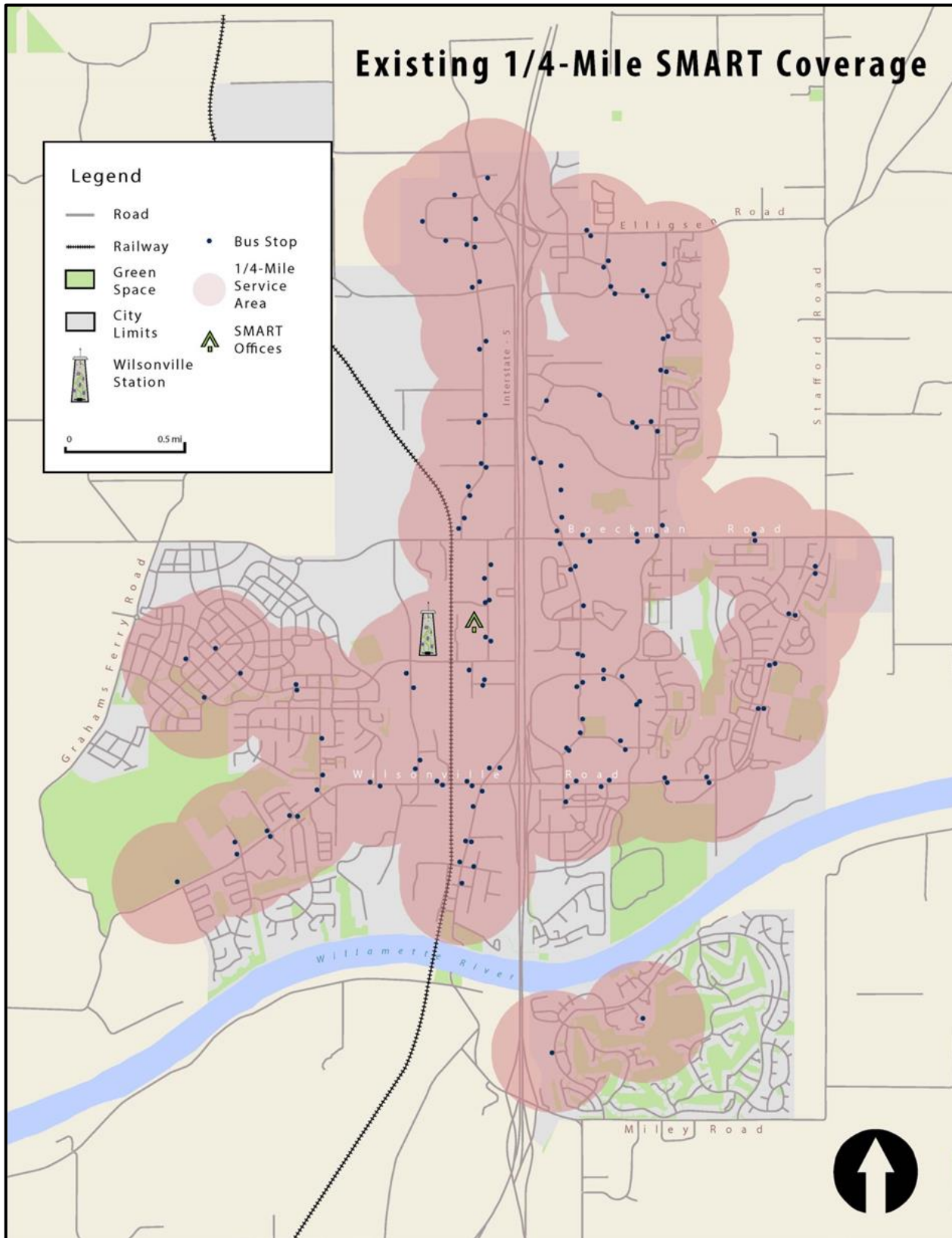
Service Goals to Accommodate a Growing Community

SMART believes that the lifeblood of any successful organization rests in its willingness to be introspective. Self-evaluation is necessary if SMART is to be true to its core mission of providing safe, reliable and cost-effective service. With this as its roadmap, SMART has established specific goals which were designed to speak directly to how it plans to deliver on its core mission. The list below highlights seven service goals SMART has established for accommodating a growing community.

1. Respond to public comments requesting more focus on inter-city transit service
2. Facilitate coordination of transportation options (vanpools, etc.) with bus transit
3. Provide service to new developments in Wilsonville
4. Provide increased opportunities for residents, employees, and visitors to connect to jobs, shopping, parks, and community activities
5. Facilitate regional and inter-city connectivity
6. Increase service frequency to improve convenience and coordination between routes
7. Extend service times over longer periods to accommodate travel needs

An objective of SMART's service network is to provide bus service within a fourth of a mile of all developed areas within City limits. This service coverage goal, though aggressive, is achievable and will prove to be a welcome convenience as Wilsonville continues to grow and SMART begins to focus more on inter-city service. Please refer to the map below to see SMART's existing 1/4 mile coverage.

Existing 1/4-Mile SMART Coverage



Increasing Efficiency and Improving Air Quality

Transit generally provides air quality and traffic congestion benefits over automobile travel. However, there are ways to create even greater benefits. Promoting transportation options as a package can also help to reduce traffic congestion and air pollution. The use of alternative fuels provides additional opportunities for transit to reduce its impact on the environment and air quality.

Transportation Systems Management (TSM)

TSM approaches work to increase the operational efficiency of the existing transportation infrastructure. As applied to transit, TSM measures help to reduce bus travel times, making transit more competitive with the automobile.

The two TSM measures that are most likely to work for SMART are traffic signal priority and queue bypass. They should also be carefully reviewed by traffic engineers to ensure that they do not result in negative impacts on overall traffic flow. The most effective location for implementation of either measure would be on Wilsonville Road between Town Center Loop E and Boones Ferry Road.

Traffic Signal Priority

Buses use a mechanism to alert a traffic signal of their approach. The approach of a bus either allows for the light to turn green earlier or to stay green longer. Signal priority is not the same as signal preemption, which is reserved for emergency vehicles. Preemption alters the normal operation of the signal, while priority is much less disruptive.

Queue Bypass

Buses are allowed to use a right-turn-only lane to proceed through the intersection. This allows the bus to bypass the line of through traffic at the intersection, making service more time and cost efficient.

Transportation Options

Transportation Options programs make the transportation system more efficient and reduce pollution without adding major infrastructure. These programs are most effective when complementary elements are packaged together to fit the needs and conditions of a given site or area. Supporting infrastructure, such as functional sidewalks, bicycle racks and transit shelters, as well as transit services are all important to a successful program.

To meet the target for the Regional Transportation Plan, SMART will need reach and maintain a mode split target of 15 percent. Transportation options mode split refers to the share of trips made by a mode of transportation other than single-occupant vehicles. To ensure this target is reached SMART must work closely with employers to assist them in designing and implementing work-site programs for ECO program compliance or to benefit their employees.

In addition SMART will continue to support DEQ requirements that large employers (100 or more employees) submit transportation options plans to show how they will reduce transportation impacts.

Alternative Fuels and Solar Options

SMART currently uses low-sulfur diesel with five percent biodiesel content in most buses, and would like to further reduce environmental impacts by switching to cleaner fuel sources. SMART now operates four compressed natural gas (CNG) cutaway buses and two diesel-electric hybrid buses. SMART has also attempted to secure grant funds for one or two battery-electric buses. Alternative fuels are currently being used by a number of transit providers with successful results. In many cases, initial costs are prohibitive without substantial grant revenues. As the alternatives become more available, less costly, and more reliable, these options should be pursued.

Clean Fuel Programs

Both ODOT and the FTA have provided a variety of grant opportunities to support transit agencies in improving air quality and reducing greenhouse gas production. SMART has actively participated in those programs and has been the beneficiary of grants on occasion. That will continue and SMART will continue to pursue grants funds for battery-electric buses and related charging infrastructure. Two other options that may help to meet SMART's clean fuels objectives are renewable diesel or higher concentration biodiesel.

Solar Power and Photo-Luminescent Materials

Solar panels are being used more widely now to power electronic parking meters, emergency phones, and a number of other uses. Solar panels can also be used to power lighting at bus shelters. This would also reduce the cost of running electrical conduit to the shelters for current lighting. The costs of photo-voltaic lighting systems continue to decline and the effectiveness of the equipment continues to improve.

Photo-luminescent materials are another means of lighting informational displays at bus shelters. The light-weight material can be applied as a decal or as an entire panel. It absorbs light during the day and continues to provide light several hours after dark.

Creating a Sense of Community Ownership

Wilsonville residents have a strong sense of pride in their community and in the SMART transit system. SMART continues to provide service that will enhance community connectivity and help create a sense of ownership. The ideas below are currently being implemented or explored by SMART to enhance community ownership.

Community Event Transportation

Transportation to community events not only provides a convenient option, it also provides opportunity for residents to connect to one another and participate in city events. SMART provides service to Wilsonville's Farmers Market and Rotary Concerts in the summer. SMART also occasionally provides transportation to community functions such as sports events and the County Fair. Providing these services is an effective way to encourage people who would not normally ride the bus to try it out. Once they are familiar with the service, they may feel more comfortable using it on a regular basis.

Naming Bus Routes

Naming bus routes after landmarks or symbols provides an easier frame of reference for some passengers than a route number. It can also provide a sense of ownership for the community. Bus routes can be named after important destinations along the route.

Shelter Design

SMART could allow neighborhoods and businesses the opportunity to design their own bus shelters, providing them with a shelter that reflects the character of the individual neighborhood. While there are basic functional requirements for a bus shelter, there is also plenty of room for innovation and individuality. Even a basic shelter could be decorated with artwork produced by local adults or children.



The artwork is then transferred onto the shelter as decals (similar to the ones used on the buses), or the glass could be etched to create a monochrome image. This approach has been used on shelters near Wilsonville High School, where the Wildcat theme is proudly displayed.

Employer Recognition

Many employers have innovative programs that encourage their employees to ride transit and use other transportation options. Recognizing these employers with an annual awards program would let them know that their efforts are appreciated. SMART could also recognize and support Wilsonville employers by displaying informational materials on environmental programs or health and wellness efforts at particular worksites.

Unique Vehicles

The SMART trolley is a good example of a unique vehicle that Wilsonville residents recognize as a mobile community landmark. In fact, the trolley has been so popular that people often ask if their next ride can be on the trolley. SMART could look at additional opportunities to acquire vehicles which are distinct, aesthetically pleasing, and fun. One option could be a double-decker bus, which could provide the capacity needed for routes that have standing room only without adding the expense of another bus and driver. Adding more trolleys to the fleet could also be a popular option.

Art and Poetry on the Bus

SMART has sponsored a very successful Art on the Bus program, which provides Wilsonville students with an opportunity to display their artwork on the bus. SMART could also sponsor poetry contests, with the selected poetry displayed on cards in the bus in the area above the windows that is often used for advertising cards on other transit systems. For each contest, participants would focus on a particular subject, which could range from Wilsonville, parks, transportation, seasons, or a number of other subjects. The costs to offer such a program are very low and would provide an opportunity for many residents to see their work displayed. SMART intends to revamp this program to bring more transportation education to youth.



Appendices

- A. Glossary*
- B. Route Priorities*
- C. Title VI Program*
- D. Planning Framework*
- E. Neighborhood Characteristics*
- F. TMP Public Outreach Summary*

DRAFT

Appendix A – Glossary

A

Accessibility

The extent to which facilities, including transit vehicles, are barrier-free and can be used by people who have disabilities, including wheelchair users.

Access to Jobs

Federal funding for programs to increase work-related transportation available to low-income individuals.

Active Transportation Plan (Regional ATP) 2014

The Regional ATP provides a vision, policies and actions to connect active transportation, such as walking and biking, to public transit within the Metro region. An emphasis on developing safe conditions for walking and biking near transit centers will help to integrate active transportation with public transit.

ADA

Americans with Disabilities Act: Passed by the Congress in 1990, this act mandates equal opportunities for persons with disabilities in the areas of employment, transportation, communications and public accommodations. Under this Act, most transportation providers are obliged to purchase LIFT-equipped vehicles for their fixed-route services and must assure system-wide accessibility of their demand-responsive services to persons with disabilities.

Alternative Fuels

Vehicle engine fuels other than standard gasoline or diesel. Typically, alternative fuels burn cleaner than gasoline or diesel and produce reduced emissions. Common alternative fuels include methanol, ethanol, compressed natural gas (CNG), liquefied natural gas (LNG), biodiesel, clean diesel fuels and reformulated gasoline.

Alternative Mode

Any type of commuting transportation other than single occupancy vehicle that results in reduction of automobile commute trips, e.g. carpooling, vanpooling, bicycling, walking, transit, and telework.

Alternative Work Schedules

Any programs, such as compressed work weeks, flex time, telecommuting, staggered shifts, or any other program that eliminates pm peak-hour trips

AoA

Administration on Aging. The agency within the U.S. Department of Health and Human Services that oversees the implementation of the Older Americans Act, including senior nutrition programs, senior centers and supportive services for elders.

Appropriation

The step at which a legislative body and chief executive have agreed and signed into law an approval to spend public funds on specified programs and projects. Within the federal government, no funds may be spent unless their appropriation has been approved by Congress and signed into law by the President.

Automobile Dependency

Transportation and land use patterns that result in high levels of automobile use and limited transportation alternatives. In this case, "automobile" includes cars, vans, light trucks, SUVs and motorcycles.

B

Bus Pullout or Turnout

A pullout is a specialized bus stop where a transit vehicle can load or unload passengers in an area separated from the traffic lanes.

Bus Rapid Transit

Bus Rapid Transit - BRT is designed to be an alternative to light rail service using bus vehicles. BRT usually is made up of dedicated bus lanes with stations spaced at train-like intervals. BRT can offer more frequent, and more convenient service than regular buses, similar to a rail line, but may be cheaper to build or more flexible where buses can leave the bus-way to reach other areas.

Buy America

Federal transportation law which requires that all purchases of vehicles, equipment or any other manufactured item be of US-made and assembled components, unless the purchase price is less than \$100,000 or the DOT has given the purchaser a Buy America waiver.

C

Capital Costs

Refers to the costs of long-term assets of a public transit system such as property, buildings and vehicles.

Carpool

A prearranged ridesharing service in which a number of people travel together on a regular basis in a car. Some carpool arrangements involve the exchange of money in exchange for driving, while others simply trade off driving.

Carshare

Carshare refers to automobile rental services intended to substitute for private vehicle ownership. It makes occasional use of a vehicle affordable, even for low-income households, while providing an incentive to minimize driving and rely on alternative travel options as much as possible. Carsharing can also be used at worksites to provide transportation from commuter rail stations and for employees' midday errands.

CARTS

The Chemeketa Area Regional Transportation System (CARTS) is a partnership between Marion, Polk, and Yamhill counties that coordinates resources to provide transportation for senior citizens, disabled, and economically disadvantaged residents access to medical services, employment, education, shopping, and recreation. CARTS is operated by Salem-Keizer Transit (Cherriots).

CAT

Canby Area Transit (CAT) provides fixed-route and dial-a-ride service in Canby and provides connections with SMART, TriMet, and SCTD.

CDL

Commercial Driver's License: The standardized driver's license required of bus and heavy truck drivers in every state. Covers drivers of any vehicle manufactured to seat 15 or more passengers (plus driver) or any vehicle over 13 tons gross vehicle weight. The CDL is mandated by the Federal government in the Commercial Motor Vehicle Safety Act of 1986. All SMART drivers, dispatcher, and mechanics have CDL's.

Cherriots

The name given to the bus service operated by Salem-Keizer Transit. In addition to Salem-area service, Cherriots also operates service between Salem and Wilsonville, coordinating with SMART's 1X service.

Clackamas County Transportation System Plan 2013

The Clackamas County Transportation Plan strongly emphasizes the link between land use and transportation. It calls for increasing transit use by encouraging land use patterns, development designs, and street and pedestrian/bikeway improvements that support transit. The plan sets a goal of transit service within 1/4 mile of most residences and businesses within the Portland Metropolitan UGB.

Clean Air Act

Federal regulations which detail acceptable levels of airborne pollution and spell out the role of state and local governments in maintaining clean air.

Climate Smart Strategy 2014

The Climate Smart Strategy was created in response to a state mandate to provide the Portland metropolitan region with a strategy for reducing greenhouse gas (GHG) emissions from cars and small trucks. The document includes nine key policy recommendations in reducing GHG from light duty vehicles, three immediate actions that focus on transportation funding, a toolbox of possible actions for 2015-2020 and regional framework plan amendments.

CMAQ

Congestion Mitigation and Air Quality: A flexible funding program administered by the Federal Highway Administration (FHWA) which funds projects and programs to reduce harmful vehicle emissions and improve traffic conditions. CMAQ funds may be used flexibly for transit projects, rideshare projects, high-occupancy vehicle lanes or other purposes.

Community Transportation

Transportation services that address the transit needs of an entire community, including the needs of both the general public and special populations.

Commuter Rail

Commuter rail is passenger train service that often shares tracks with freight or inter-city trains. Commuter rail trains are usually made up of coaches hauled by a locomotive and serve downtown travel markets. Most train service is concentrated in peak hours of travel. Train stations are usually about five miles apart to allow the heavier trains to accelerate and decelerate.

Compressed Work Week

An on-going alternative work schedule, in accordance with employer policy, that regularly allows a full-time employee to eliminate at least one (1) work day every two (2) weeks through working longer hours during the remaining days, resulting in fewer commute trips by the employee.

Coordinated Transportation Plan for Seniors and Persons with Disabilities (CTP) 2016

This document seeks to support the creation of a regionally coordinated transportation system that is efficient, effective, and founded on present and future need of elderly and disabled riders. Although the CTP addresses the provision of specific transportation services and coordination among providers, it also emphasizes land use and design which support and encourage walking and transit. An update of this plan was completed in June, 2016, with the participation of SMART staff.

CTAA

Community Transportation Association of America. A national professional association of those involved in community transportation, including operators, vendors, consultants and federal, state and local officials. SMART is a member of CTAA.

Curb Extension or Bulbout

An area where the sidewalk and curb are extended into the parking lane to decrease crossing distance for pedestrians. Curb extensions can also be used to allow buses to remain in the travel lane instead of pulling over to the curb at bus stops.

Curb-to-Curb Service

A common designation for para-transit services. The transit vehicle picks up and discharges passengers at the curb or driveway in front of their home or destination. In curb-to-curb service the driver does not assist the passenger along walks or steps to the door of the home or other destination. SMART is now required to provide door-to-door service for ADA-qualified passengers.

D

Demand-Response Service

The type of transit service where individual passengers can request transportation from a specific location to another specific location at a certain time. Transit vehicles providing demand-response service do not follow a fixed Route, but travel throughout the community transporting passengers according to their specific requests. SMART's dial-a-ride is demand-response. These services require advance reservations.

Deviated Fixed-Route

This type of transit is a hybrid of fixed-route and demand-response services. While a bus or van passes along fixed stops and keeps to a timetable, the bus or van can deviate its course between two stops to go to a specific location for a pre-scheduled request. Often used to provide accessibility to persons with disabilities.

Disabled

Any person who by reason of illness, injury, age, congenital malfunction or other permanent or temporary incapacity or disability is unable, without special facilities, to use local transit facilities and services as effectively as persons who are not so affected.

Discretionary Grant

Financial assistance that is awarded on the basis of competitive merits from among proposals that are submitted. Even in cases where projects are identified, or earmarked, by members of congress, grant-making agencies generally will require recipients to file applications and abide by the procedures of what was designed as a competitive grant-making process.

Door-to-Door Service

A form of paratransit service which includes passenger assistance between the vehicle and the door of his or her home or other destination. A higher level of service than curb-to-curb, yet not as specialized as door-through-door service (where the driver actually provides assistance within the origin or destination).

DOT

Department of Transportation, the federal agency that oversees how transportation money is spent and programs are conducted in the U.S.A. The DOT oversees over a dozen other agencies, including FTA and FHWA.

Drug and Alcohol Testing Regulations

DOT implemented the Omnibus Transportation Employee Testing Act in December 1992. The act requires drug and alcohol tests for all safety-sensitive employees of agencies receiving section 5307, 5309 or 5311 funding (Section 5310 agencies are not included), including drivers, maintenance workers, dispatchers and supervisors. All CDL carrying employees are subject to random drug tests.

E

E&D

An abbreviation commonly used to refer to services for the elderly and disabled.

Emergency Ride Home

A program that encourages employees to carpool, use transit, bike, or walk to work by guaranteeing them a ride home in the event of an emergency. A free taxi ride is provided when an employee becomes ill at work, has to work unexpected overtime, or has a family emergency such as a sick child. Also referred to as "Guaranteed Ride Home."

Employee Commute Options (ECO) Program 1996

In 1996, the Oregon Legislature passed a series of laws designed to protect air quality in the Portland metropolitan area that included Employee Commute Options (ECO). The Oregon Department of Environmental Quality (DEQ) then established a set of Administrative Rules to implement the law. The ECO rules set more specific goals for trip reduction than the TPR, and specifically target businesses with more than 100 employees. The ECO rules require these businesses to provide commuting options to encourage employees to reduce single-occupancy vehicle (SOV) commute trips. For instance, Wilsonville currently has more than 25 businesses with more than 100 employees, each of which must provide their employees with options that have the potential to reduce SOV trips to worksites by 10 percent within three years of the employer's plan. They are also required to maintain the trip reductions as long as the ECO rules are in effect.

Employment Transportation

Transportation specifically designed to take passengers to and from work or work-related activities.

Environmental Justice

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

F

Far-Side Bus Stop

A bus stop that is located immediately following an intersection.

Fare Box Revenue

A public transportation term for the monies or tickets collected as payments for rides. Can be cash, tickets, tokens, transfers and pass receipts. Fare box revenues rarely cover more than a small portion of a transit system's operating expenses.

FAST Act

The current federal transportation legislation, Fixing America's Surface Transportation (FAST) Act, is a federal law signed by President Obama on December 4th, 2015. This act authorizes 305 billion dollars to go to various transportation improvements, public transportation systems, programs, research, and safety upgrades for networks across the country. This act took effect at the beginning of 2016 and will continue on until 2020. The FAST Act did not actually guarantee that funding would be provided for transit over the life of the bill.

Federal Transportation Bills since 1991

Intermodal Surface Transportation Efficiency Act (ISTEA), 1991,
The National Highway System Designation Act (NHS), 1995,
Transportation Equity Act for the 21st Century (TEA-21), 1998,
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 2005,
Moving Ahead for Progress in the 21st Century Act, (MAP-21) 2012,
Fixing America's Surface Transportation Act (FAST), 2015.

FHWA

Federal Highway Administration. A component of the U.S. Department of Transportation, provides funding to state and local governments for highway construction and improvements, including funds must be used for transit. FHWA also regulates the safety of commercial motor vehicle operations (vehicles which require a CDL to drive). FWHA is the lead agency in federal intelligent transportation activities and regulated interstate transportation.

Fixed-Route

Transit services where vehicles run on regular, pre-designated, pre-scheduled routes, with no deviation. Typically, fixed-route service is characterized by printed schedules or timetables, designated bus stops where passengers board and alight and the use of larger transit vehicles.

Flex Schedules

An employer policy allowing individual employees some flexibility in choosing work schedules. Flex schedules allow employees to start earlier or later, avoiding peak traffic times.

FTA

Federal Transit Administration (before 1991, Urban Mass Transportation Administration). A component of the U.S. Department of Transportation that regulates and helps fund public transportation. FTA provides financial assistance for capital and operating costs and also sponsors research, training, technical assistance and demonstration programs. FTA was created by the passage of the Urban Mass Transportation Act of 1964.

G

Grant

The award of government funds to an entity. Federal funds are typically awarded either as formula (or block) grants, where a predetermined legislative process establishes the level of funding available to an entity, or discretionary grants, where the funding agency is free to determine how much (if any) funding an entity will be given based on the relative merits of the proposal. Private foundations also give grants based on their own criteria.

Guaranteed Ride Home

Program that encourages employees to carpool, use transit, bike or walk to work by guaranteeing them a ride home in case they cannot take the same mode home (e.g., if they need to work late or if an emergency occurs). Also referred to as "Emergency Ride Home.

H

High-Occupancy Vehicle (HOV)

A passenger vehicle carrying more than a specified minimum number of passengers. HOVs include carpools, vanpools, and buses. HOV requirements are often indicated as 2+ (two or more passengers required) or 3+ (three or more passengers required).

High Transit Service (Frequent service)

This level of service is achieved when a location is served by multiple bus routes at intervals of 15 minutes or less during peak commuting hours.

HOV Lane

This is a traffic lane limited to carrying high occupancy vehicles (HOVs) and certain other qualified vehicles.

Human Services Transportation

Transportation related to the provision of human or social services. Includes transportation for the elderly and people with disabilities when the transportation is provided by an arrangement other than the public service available to all.

I**Inter-city Transportation**

Transportation service between two urban areas. Under FTA's Section 5311 (f), intercity transportation service must receive no less than 15 percent of each state's total Section 5311 funding, unless a state's governor certifies that these needs are already being met.

Interlining

Interlining is a term used to describe a vehicle that is continuing on to another route without reporting back to the garage/depot. Often times this requires the two routes to share a common bus stop or terminus.

L**Linked**

A linked trip is a person's entire trip between an origin and destination, which may involve transferring between vehicles (e.g., Park & ride or bus and rail transit), or multiple stops, such as stopping at a daycare center or store along a commute trip.

M**Match**

State or local funds required by various federal or state programs to complement funds for a project. A match may also be required by states in funding projects which are joint state/local efforts. Some funding sources allow services, such as the work of volunteers, to be counted as an in-kind funding match. Federal programs normally require that match funds come from other than federal sources.

Medicaid

Also known as Medical Assistance, this is a health care program for low-income and other medically needy persons. It is jointly funded by state and federal governments. The Medicaid program pays for transportation to non-emergency medical appointments if the recipient has no other means to travel to the appointment.

Medium Transit Service

This level of service is achieved when at least two bus Routes serve a location with no longer than 20-minute intervals during peak commuting hours.

Metro and the Regional Transportation Plan (RTP)

Metro is empowered to coordinate the preparation of the Regional Transportation Plan and has an elected council of representatives from throughout the region. The Joint Policy Advisory Committee on Transportation (JPACT) and Metro council share decision making authority on funding and both serve as decision makers for the Metropolitan Planning Organization (MPO). Metro is a unique regional government for the Portland area and Wilsonville is the southernmost community within Metro. Besides regional planning authority, as the Metropolitan Planning Organization Metro has authority over the distribution of federal transportation funds to the region.

Mode

A method used by people or goods to get from one place to another, such as using cars and trucks, freight and passenger trains, walking, bicycling, and riding buses.

Mode Split

Travel modes include walking, biking, auto, and bus and light rail. The mode split is the percentage of total travel by each mode. For example if the mode split is 80% auto, this means that 80% of all trips are made by auto.

MPO

Metropolitan Planning Organization. The local bodies that set coordination standards and select projects in urban areas to be funded by the FAST Act. In the Portland Metropolitan area, Metro serves as the MPO.

Multi-modal Transportation

The availability of transportation options using different modes within a system or corridor, allowing for greater choice and mobility.

N

National Transit Database Reports

Annual reports formerly known as Section 15, report financial and operating data, required of almost all recipients of transportation funds under Section 5307.

Near-side Bus Stop

A bus stop that is located immediately preceding an intersection.

O

OAA

Older Americans Act. Federal law first passed in 1965. The act established a network of services and programs for older people. This network provides supportive services, including transportation and nutrition services, and works with public and private agencies that serve the needs of older individuals.

Operating Assistance

Funding that helps support the day-to-day costs of operating or providing services; in transportation settings, this category often includes driver salaries and operating staff expense, as well as fuel, and other routine, ongoing costs of having and operating a transportation service.

Operating Costs

Non-capital costs associated with operating and maintaining a transit system, including labor, fuel, administration and maintenance.

Oregon Department of Transportation (ODOT)

State agency that oversees and maintains the state transportation system (including public transit), under the guidance of the Oregon Transportation Commission.

Oregon Public Transportation Plan (OPTP) 1997

The OPTP provides guidance for the development of transit, rideshare, and transportation demand management services throughout Oregon. The OPTP sets first priority on service to those who are most dependent on the public transportation system (seniors, people with disabilities, low-income, and youth). The plan describes transit service as a lifeline for many people in need of transportation to medical appointments, employment, and educational services. The ODOT Policy Advisory Committee and the Technical Advisory Committee is currently updating the OPTP with the intention of completing the Plan in 2018.

Oregon's Statewide Planning Goals

The 19 goals that provide a foundation for the State's planning program. The 19 goals can be grouped into four broad categories: land use, resource management, economic development, and citizen involvement. Locally adopted comprehensive plans and regional transportation plans must be consistent with the statewide planning goals.

Oregon Transportation Options (TO) Plan 2015

The purpose of the Oregon Transportation Options Plan (TO) is to establish a vision and policy guidance that supports and advances TO program activities and suggests ways to integrate TO into transportation planning and investments. The plan also supports TO program activities and integration with capital investment planning at the local and regional level.

P

Para-transit

Types of passenger transportation that are more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Para-transit includes demand-response transportation services, subscription bus services, shared-ride taxis, carpooling and vanpooling, jitney services and so on. Most often refers to wheelchair-accessible, demand-response van service.

Park & Ride

A mode of travel usually associated with movements between work and home, that involves use of a private auto on one portion of the trip and a transit vehicle, carpool, or vanpool on another portion of the trip. Thus, a park-and-ride trip could consist of an auto trip from home to a parking lot, and transfer at that point to a bus, carpool, or vanpool in order to complete the trip to work.

Parking Management

Strategies aimed at making better use of available parking supply. Parking management strategies include preferential parking or price discounts for carpools and/or short-term parkers, and disincentives, prohibitions and price supplements for those contributing more to congestion.

Parking Cash-Out

This means that people (typically commuters, and sometimes residents of multi-family housing) who are offered a free parking space are also offered the cash equivalent when they use alternative transportation modes and so do not impose parking costs.

Passenger Mile

One passenger transported one mile. Total passenger miles are calculated by adding the sum of the distances ridden by each passenger.

Payroll Tax

The transit payroll tax was established by City Ordinance 340 in December, 1988. From January 1, 1990 to October 2006, the transit tax rate has remained constant at .3% (3/10 of one percent). In October 2006, the rate was raised to 0.33%, and to 0.5% in 2008. This tax is imposed for the provision of public transportation services in the local transit area.

Peak Hours

The rush hours of the day, generally 7-9 a.m. and 4-6 p.m.

Pre-Award/Post-Delivery Audit Requirements

Since 1991, FTA has required recipients of Sections 5307, 5309, 5310 and 5311 funds to carry out audits of vehicles and other rolling stock purchased with FTA money. These audits are to insure that vehicles are manufactured according to specification and comply with applicable Buy America and Federal Motor Vehicle Safety Standards.

R

Regional Center

A design type designated in Metro's 2040 Growth Concept. After the Central City, regional centers have the region's highest development densities, the most diverse mix of land uses, and the greatest concentration of commerce, offices, and cultural amenities. They are very accessible by both automobile and public transportation, and have streets that are oriented to pedestrians.

Regional Transportation Functional Plan (RTFP) 2014

The Regional Transportation Functional Plan (RTFP) is a Metro document that identifies the procedures necessary in order to meet the goals that are laid out in the Regional Transportation Plan (RTP). These procedures include changes in the region's systems for streets, transit, bicycles and pedestrians that are dependent on the nearby cities and municipalities.

Regional Transportation Plan (RTP)

The guiding document developed by Metro for all federally funded transportation planning efforts in the region, with a twenty year horizon and updated every three years. The RTP is the region's transportation system plan that is required by the Transportation Planning Rule.

Reverse Commute

A rideshare program facilitates the formation of carpools and vanpools, usually for work trips. A database is maintained for the ride times, origins, destinations and driver/rider preferences of users and potential users. Those requesting to join an existing pool or looking for riders are matched by program staff with other appropriate persons. In rural areas, a rideshare program is often used to coordinate Medicaid or volunteer transportation.

Ridership

The number of rides taken by people using public transportation in a given time period.

Rideshare

A motor vehicle, carrying two or more people for any trip purpose, including work and shopping.

S

SCTD

South Clackamas Transportation District (SCTD) provides bus service in the Molalla area and connections to Clackamas Community College and Canby.

SDC or Systems Development Charge

A system development charge (SDC) is a one-time fee imposed on new construction at the time of development. The fee is intended to recover a fair share of the costs of existing and planned facilities that provide capacity to serve new growth.

Section 5307

The section of the Federal Transit Act that authorizes grants to public transit systems in all urban areas. Funds authorized through Section 5307 are awarded to states to provide capital and operating assistance to transit systems in urban areas with populations between 50,000 and 200,000. Transit systems in urban areas with populations greater than 200,000 receive their funds directly from FTA.

Section 5309

The section of the Federal Transit Act that authorizes discretionary grants to public transit agencies for capital projects such as buses, bus facilities and rail projects.

Section 5310

The section of the Federal Transit Act that authorizes capital assistance to states for transportation programs that serve the elderly and people with disabilities. States distribute section 5310 funds to local operators in both rural and urban settings, who are either nonprofit organizations or the lead agencies in coordinated transportation programs.

Section 5311

The section of the Federal Transit Act that authorizes capital and operating assistance grants to public transit systems in areas with populations of less than 50,000.

SMART Options

A grant-funded program operated by South Metro Area Regional Transit (SMART). This program works with employers, schools, and individuals to help them find alternatives to driving alone. These alternatives include carpooling, vanpooling, transit, walking, bicycling, and telework. SMART Options also works with SMART Options works closely with other regional providers and services

Southwest Corridor Transit Project (SWCP)

The SWCP is on-going and works to improve a range of high capacity transit, bicycle, roadway and pedestrian access in southwest Portland and southeast Washington County. This project

included an investment strategy, transportation and land use plans, and an analysis of transit alternatives.

State Implementation Plan (SIP)

The statement of how the transportation, environmental, and health communities expect to meet federal air quality safety standards.

State Transportation Improvement Program (STIP)

A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

Statewide Planning Goal 12

Oregon’s Statewide Planning Goal 12 is to provide and encourage a safe, convenient and economic transportation system. The State’s Transportation Planning Rule (TPR) is designed to implement Statewide Planning Goal 12. The TPR promotes the development of safe, convenient, and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic, and other livability problems faced by many urban areas can be avoided. The TPR permits regional planning agencies to adopt alternative standards in order to comply with the TPR.

T

Telework or Telecommute

This term refers to a transportation demand management strategy whereby an individual substitutes working at home for commuting to a work site on either a part-time or full-time basis.

Title VI of the Civil Rights Act

“No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

TOD

Transit Oriented Development- Development in which public transportation, walking, and biking are designed to play a large role in mobility. TODs sometimes have the features often identified with New Urbanism- that is- using traditional town planning strategies to increase livability.

Town Center

A Metro 2040 Growth Concept design type that functions as a local activity area and provides close access to a full range of local retail and services within a few miles of most residents.

Town centers do not compete with regional centers in scale or economic diversity, but they will offer some specialty attractions of regional interest. Town centers have excellent multimodal access and connections to regional centers and other major destinations.

Traffic Calming

Various design features and strategies intended to reduce vehicle traffic speeds and volumes on roadway as a means of promoting safe and pleasant conditions for motorists, bicyclists, pedestrians, and residents.. These measures can include medians, bicycle lanes, roundabouts, curb bulb-outs, tighter curb radii, landscaping, and narrower streets.

Transit

This term refers to publicly-funded and managed transportation services and programs within the urban area, including light rail, regional rapid bus, frequent bus, primary bus, secondary bus, mini-bus, para-transit and park-and-ride.

Transit-Dependent Populations

Low-income, minority, youth, seniors, and people with disabilities tend to be more dependent on transit than the population as a whole. These groups often rely on transit as a lifeline to connect them with jobs, shopping, medical appointments, and social interaction. Since these groups do not have the mobility choices available to other groups, providing them with adequate transit service is considered first priority.

Transportation Demand Management (TDM)

Various strategies that change travel behavior (how, when and where people travel) in order to increase transport system efficiency and achieve specific objectives such as reduced traffic congestion, road and parking cost savings, increased safety, improved mobility for non-drivers, energy conservation and pollution emission reductions. Also referred to as Transportation Options or Mobility Management.

Transportation Improvement Program (TIP)

The multi-year capital program of transportation projects updated each year. SMART is subject to both the MTIP (Metropolitan Transportation Improvement Program) and STIP (State Transportation Improvement Program).

Transportation Network Company (TNC)

These companies connect paying passengers with drivers who provide the transportation on their own non-commercial vehicles, also known as ridesourcing.

Transportation Options Program

A program that seeks to promote a variety of transportation options and alternatives to the single-occupant automobile.

Transportation Planning Rule (TPR)

The implementing rule of Statewide Planning Goal 12 dealing with transportation, as adopted by the State Land Conservation and Development Commission (LCDC). Among its provisions, the TPR requires reducing vehicle miles traveled (VMT) per capita by 15 percent in the next 30 years, reducing parking spaces per capita by 10 percent in the next 20 years, and improving opportunities for alternatives to the automobile.

Transportation System Management (TSM)

Strategies and techniques for increasing the efficiency, safety, or level-of-service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices (including installing medians, channelization, access management, and ramp metering), incident response, targeted traffic enforcement, preferential transit measures, and restriping for high-occupancy vehicle lanes.

Transportation System Management and Operations (TSMO)

A program designed to optimize the performance of roadway infrastructure that already exists through the implementation of specific systems and services that preserve capacity, improve reliability and safety, and improve the environment.

Transportation System Plan (TSP)

A plan for one or more transportation facilities that are planned, developed, operated, and maintained in a coordinated manner to supply continuity of movement between modes and within and between geographical and jurisdictional areas.

TriMet

Tri-County Metropolitan Transportation District, the transit agency for most of Clackamas, Multnomah, and Washington Counties.

Trip

A one-way movement of a person or vehicle between two points. Many transit statistics are based on unlinked passenger trips, which refer to individual one-way trips made by individual riders in individual vehicles. A person who leaves home on one vehicle, transfers to a second vehicle to arrive at a destination, leaves the destination on a third vehicle and has to transfer to yet another vehicle to complete the journey home has made four unlinked passenger trips.

Tripper Bus

A tripper bus is a second, often smaller bus that is used to create more rider capacity on a Route by following a regular bus and picking up passengers that otherwise would not be able to fit on the first bus due to overcrowding.

U

U.S. DOT

The United States Department of Transportation goals target transportation infrastructure, congestion, reliability and access. Federal strategies are designed to produce improvements in these measures of mobility throughout the U.S. transportation network in an effort to improve commerce and air quality, reduce energy consumption, and improve quality of life.

Unlinked Passenger Trips

An unlinked trip is a passenger trip made in a single vehicle, such as a single automobile or bus ride.

V

Vanpool

A prearranged ridesharing service in which a number of people travel together on a regular basis in a van. Vanpools may be publicly operated, employer operated, individually owned or leased.

VMT

Vehicle Miles of Travel - the measure of how many miles vehicle travel in a given period- use to assess the amount of roadway travel in the region.

W

Walk SMART

The objective of the Walk SMART project is to increase the number of walking trips by all people in Wilsonville.

Washington County Transportation System Plan 2015

Places a strong emphasis on regional connections and on strategies to increase transit efficiency and access; including improving bicycle and pedestrian access to transit stops, road improvements, and private development in close proximity to major bus stops and commuter rail stations.

WES

WES (Westside Express Service) a commuter rail line owned by TriMet with service to Beaverton, Tigard, Tualatin and Wilsonville. WES runs every 30 minutes during the weekday morning and afternoon rush hour.

Appendix B – Route Priorities

The content below highlights SMART’s priority if funding levels change to either (1) more available revenue and increasing service or if (2) costs increase and reducing service levels.

If SMART has more available revenue, the first service enhancements will be:

Priority Level	Service Description	Estimated Cost
1	Add hours of service on the 2X to Tualatin and/or Tigard with better connections to TriMet.	\$60,489
2	Add more Saturday service and hours of service on Route 4.	\$114,650
3	Add mid-day or late-morning service on the 1X.	\$372,000
4	Expand service to Villebois. Hourly service all day from Villebois to connections at SMART Central	\$168,000
	Current Villebois Shopper Shuttle would be replaced by all day Route 7	\$118,480
	Cost after Route 7 replaces the Villebois Shopper Shuttle	\$49,520
5	Add service to Coffee Creek and Frog Pond growth areas.	\$184,967
6	Begin service to Downtown Portland.	\$194,513
7	Begin service to Woodburn.	\$35,981
8	Acquire battery-electric buses, especially for in-town use.	\$86,250
Total	Total cost of all projects if annual operating funding were available.	\$1,384,849

If SMART has to make cuts because of increased operating expenses, or decreased revenue, the first cuts will be:

Priority Level	Service Description	Estimated Cost Savings
1	Reduce geographic area for out-of-town medical (Dial-a-Ride) trips. Half of current revenue mile and reduced service by 1/4	\$65,430
2	Drop one morning trip on the 1X, returning to 30-minute headway.	\$61,917
3	Reduce services to Tualatin, or to Tigard, on the 2X. Bypassing Tualatin Park & Ride	\$46,714
4	Reduce service to Canby on Route 3. Decrease Route 3 to Canby by two trips	\$53,000
Total	Total annual savings if all cuts were executed	\$227,061

Appendix C - Title VI Program

City of Wilsonville

South Metro Area Regional Transit (SMART)

Title VI Program

November 29, 2016

Stephan Lashbrook
Transit Director

29799 SW Town Center Loop E
Wilsonville, Oregon
lashbrook@ridesmart.com
(503) 570-1576

Introduction

This program reflects the City of Wilsonville's commitment to ensuring that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

The City of Wilsonville is committed to complying with the requirements of Title VI in all of its programs and activities including the provision of transit services.

Signed Policy Statement

A policy statement signed by Bryan Cosgrove, Wilsonville City Manager, assuring SMART's compliance with Title VI of the Civil Rights Act of 1964, can be found as Attachment A.

Title VI Complaint Procedures

The City of Wilsonville has a standard process for investigating all complaints filed with SMART. Members of the public may file a signed, written complaint up to one hundred and eighty (180) days from the date of the alleged discrimination. Full procedures for filing a complaint and the City procedures for investigating complaints can be found as Attachment B. At a minimum, the complaint should include the following information:

- Name, mailing address, and how to contact complainant (i.e., telephone number, email address, etc.)
- How, when, where and why complainant alleges s/he was discriminated against. Include the location, names and contact information of any witnesses.
- Other significant information.

The complaint may be filed in writing with the City of Wilsonville at the following address:

Stephan Lashbrook
Transit Director
29799 SW Town Center Loop E
Wilsonville, Oregon
lashbrook@ridesmart.com
(503) 570-1576

Record of Title VI investigations, complaints, or lawsuits

SMART has had no Title VI complaints, investigations, or lawsuits filed against it in the past three years.

SMART Limited English Proficiency Outreach Plan

A full copy of SMART's outreach plan for individuals with limited English proficiency can be found in Attachment C. Key elements of the plan include:

- Spanish speaking translators available upon request;
- Route and Schedule brochures available in both English and Spanish;
- Transit surveys conducted by SMART available in Spanish;
- Public meetings with translators available upon request;
- Multiple-language translators available to anyone contacting SMART by phone;
- Rider alerts and other notifications printed in both Spanish and English; and
- Information on SMART's website automatically translated into multiple languages.

Notification of SMART's Title VI obligations

Wilsonville SMART publicizes its Title VI program by posting its commitment to providing services without regard to race, color, or national origin in all buses and in the City of Wilsonville Library, City Hall, the driver break room, and the SMART administration and maintenance facilities.

Furthermore, SMART provides information regarding Title VI obligations on the website (<http://www.ridesmart.com/274/Title-VI>) and in customer brochures.

The posters, website, and brochures provide information in English and Spanish:

- A statement that the City operates programs without regard to race, color, and national origin; and
- A statement encouraging anyone to contact the City of Wilsonville with questions or comments about SMART's non-discrimination policies or to file a complaint.

General Information/Comments/Complaints: smart@ridesmart.com

(503) 682-7790

www.ridesmart.com

Title VI – Compliance Officer & Limited English Proficiency Plan (LEP) Coordinator

SMART's Transit Director, who reports to the Wilsonville City Manager, will serve as the overall Title VI Compliance Officer. The Compliance Officer is responsible for ensuring that SMART is meeting its obligations under Title VI of the Civil Rights Act of 1964.

SMART's Program Manager, will serve as SMART's Title VI Limited English Proficiency (LEP) Plan Coordinator. The LEP Plan Coordinator will ensure that SMART satisfies the intent of the LEP Plan by making information available to LEP individuals, offering ways for them to participate in SMART's public participation efforts and ensuring the process is in place for direct input and feedback.

Subrecipients

SMART does not pass any FTA funds through to subrecipients.

Summary of Public Participation Efforts

Over the last three-year period, SMART conducted the following public outreach and involvement activities:

- Public Open House meetings for the Transit Master Plan (Fall 2015, Spring 2016, Summer 2016, Winter 2016).
- Onboard and community surveys for proposed service changes related to the Transit Master Plan available in English and Spanish (Spring 2016, Fall 2016).
- Information booth set up at SMART Central for community surveys of proposed service changes related to the Transit Master Plan available in English and Spanish (Spring 2016, Fall 2016).
- Online community surveys for proposed service changes related to the Transit Master Plan available in English and Spanish (Spring 2016, Fall 2016).
- FACEBOOK posts about community surveys for proposed service changes related to the Transit Master Plan, with cross posts from other departments.
- Boones Ferry Messenger articles for proposed service changes related to the Transit Master Plan.
- Separate surveys for the DEQ Employee Commute Options Rule Survey materials in English and Spanish (ongoing with Wilsonville employers)
- Had Spanish translator available at two public outreach events Summer and Fall 2016.
- Created and installed Spanish “channel cards” on the inside of SMART buses. These cards promote transit and community programs (ongoing).
- Senior and Community Center outreach workshops (ongoing)
- Wilsonville school outreach and workshops (ongoing)
- Wood Middle School Bike Safety Class materials provided in English and Spanish (Spring 2014, 2015, 2016)
- “Bike Rodeo” materials provided in English and Spanish (Summer, 2016)
- SMART website includes the Google Translator tool. This tool instantly translates all pages on the website into more than 80 languages. Phone callers are now available to connect with a third party translator as of fall 2015 (now ongoing).
- Farmer’s Market tabling – (Summer 2014, 2015, 2016).
- Employer outreach workshops (ongoing).
- Community outreach workshops (ongoing)

Overview of SMART Service Standards and Policies

The Wilsonville City Manager adopted the updated SMART Service Standards and Policies document on November 29, 2016 - Attachment F.

Attachment A



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

City of Wilsonville
SMART Transit
Non-Discrimination Policy Statement

November 29, 2016

Title VI of the Civil Rights Act of 1964 states:

“No person in the United States shall, on the grounds of race color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance.”

The City of Wilsonville is committed to complying with the requirements of Title VI in all of its programs and activities including the provision of transit services.

Bryan Cosgrove
City Manager
City of Wilsonville & SMART Transit



"Serving The Community With Pride"

Attachment B

Discrimination Complaint Procedure

1. Title VI of the Civil Rights Act of 1964 states that no person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Any person who believes that he or she, has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, may file a complaint with the City of Wilsonville South Metro Area Regional Transit (SMART). A complaint may also be filed by a representative on behalf of such a person. All complaints will be referred to the City of Wilsonville Transit Director for review and action.
2. In order to have the complaint considered under this procedure, the complainant must file the complaint no later than 180 days after:
 - a) The date of alleged act of discrimination; or
 - b) Where there has been a continuing course of conduct, the date on which that conduct was discontinued.

In either case, SMART may extend the time for filing or waive the time limit in the interest of justice, as long SMART specifies in writing the reason for so doing.

3. Complaints shall be in writing and shall be signed by the complainant and/or the complainant's representative. Complaints shall set forth as fully as possible the facts and circumstances surrounding the alleged discrimination. In the event that a person makes a verbal complaint of discrimination to an officer or employee of SMART, the person shall be interviewed by the City of Wilsonville Transit Director. If necessary, the City's Transit Director will assist the person in reducing the complaint to writing and submit the written version of the complaint to the person for signature. The complaint shall then be handled according to the City of Wilsonville's investigative procedures.
4. Within 10 days, the City's Transit Director will acknowledge receipt of the allegation, inform the complainant of action taken or proposed action to process the allegation, and advise the complainant of other avenues of redress available, such as ODOT and USDOT.
5. The recipient will advise ODOT and/or USDOT within 10 days of receipt of the allegations. Generally, the following information will be included in every notification to ODOT and/or USDOT:
 - a) Name, address, and phone number of the complainant.
 - b) Name(s) and address(es) of alleged discriminating official(s).
 - c) Basis of complaint (i.e., race, color, or national origin)
 - d) Date of alleged discriminatory act(s).
 - e) Date of complaint received by the recipient.
 - f) A statement of the complaint.
 - g) Other agencies (state, local or Federal) where the complaint has been filed.
 - h) An explanation of the actions the City of Wilsonville has taken or proposed to resolve the issue in the complaint.

6. Within 60 days, the City's Transit Director will conduct an investigation of the allegation and based on the information obtained, will render a recommendation for action in a report of findings to the Wilsonville City Manager. The complaint will be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report of findings.
7. Within 90 days of receipt of the complaint, the City's Transit Director will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with ODOT, or USDOT, if they are dissatisfied with the final decision rendered by SMART. The City's Transit Director will also provide ODOT and/or USDOT with a copy of this decision and summary of findings upon completion of the investigation.
8. Contacts for the different Title VI administrative jurisdictions are as follows:

Federal Transit Administration Office of Civil Rights
Attention: Title VI Program Coordinator
East Building, 5th Floor – TCR
1200 New Jersey Ave., SE
Washington, DC 20590

Attachment C

CITY OF WILSONVILLE/ SMART SERVICES LIMITED ENGLISH PROFICIENT (LEP) PLAN November 28, 2016

SMART is required to take responsible steps to ensure meaningful access to the benefits, services, information and other important portions of our programs and activities of individuals who have Limited English Proficiency (LEP). SMART consulted the USDOT's LEP Guidance and performed a four factor analysis of contact with the public to determine the appropriate mix of LEP services to offer.

Four Factor Analysis:

1) The nature and importance of service provided by SMART.

SMART provides important transit services to the City of Wilsonville through its fixed Route, paratransit, rideshare, and bicycle/pedestrian programs. SMART serves the transit needs of the City of Wilsonville and provides critical regional links to three other providers (Salem Cherriots, Portland's TriMet and Canby's CAT) through the City's Transit Center: SMART Central at Wilsonville Station.

2) The number or proportion of LEP persons in the service area.

Data was gathered from the following sources to identify information on persons who speak languages other than English at home, who speak English less than very well and are therefore classified as limited English proficient or "LEP":

- a. 2010 Census Data – See attachment E;
- b. Census Bureau's 2010-2014 American Community Survey 5-Year Estimates; *
- c. Department of Labor LEP Special Tabulation website.

A review of the census data and 2010-14 American Community Survey Estimates on the numbers of LEP persons revealed that in Wilsonville, Oregon, the highest percentage of total population 5 years of age and over that spoke a language other than English at home is Spanish speakers. The number of Spanish speaking individuals is estimated to have risen from 9.1% to about 10.0% since the 2010 Census, while the number of identified people in the LEP population that speaks English less than "very well" is estimated to have gone down from 41.4% to 33.1% of the that group.

The second largest LEP populations in Wilsonville are Indo-European and Asian which makes up less than 5% of the total population. The most recent Census Tract (2010) information on minority populations can be found in Attachment D.

3) The frequency with which LEP individuals come into contact with SMART service.

SMART serves LEP persons daily via our buses, paratransit, demand response services, and community programs. SMART has a translator system in place for the customer service phone line. SMART receives an average of approximately one call per month that requires translation and has received no call requests for languages other than Spanish.

Subject	Wilsonville city, Oregon					
	Total		Percent of specified language speakers			
	Estimate	Margin of Error	Speak English "very well"		Speak English less than "very well"	
			Estimate	Margin of Error	Estimate	Margin of Error
Population 5 years and over	19,133	+/-370	95.3%	+/-1.7	4.7%	+/-1.7
Speak only English	85.4%	+/-2.4	(X)	(X)	(X)	(X)
Speak a language other than English	14.6%	+/-2.4	67.9%	+/-9.5	32.1%	+/-9.5
Spanish or Spanish Creole	10.0%	+/-2.3	66.9%	+/-12.5	33.1%	+/-12.5
Other Indo-European languages	2.7%	+/-1.2	82.1%	+/-12.6	17.9%	+/-12.6
Asian and Pacific Island languages	1.6%	+/-0.6	47.3%	+/-15.8	52.7%	+/-15.8
Other languages	0.2%	+/-0.2	100.0%	+/-48.1	0.0%	+/-48.1
SPEAK A LANGUAGE OTHER THAN ENGLISH						
Spanish or Spanish Creole	1,919	+/-437	66.9%	+/-12.5	33.1%	+/-12.5
5-17 years	431	+/-135	81.9%	+/-12.5	18.1%	+/-12.5
18-64 years	1,436	+/-387	61.1%	+/-16.0	38.9%	+/-16.0
65 years and over	52	+/-53	100.0%	+/-41.1	0.0%	+/-41.1
Other Indo-European languages	514	+/-223	82.1%	+/-12.6	17.9%	+/-12.6
5-17 years	87	+/-81	79.3%	+/-33.3	20.7%	+/-33.3
18-64 years	324	+/-132	92.9%	+/-11.0	7.1%	+/-11.0
65 years and over	103	+/-84	50.5%	+/-39.3	49.5%	+/-39.3
Asian and Pacific Island languages	313	+/-108	47.3%	+/-15.8	52.7%	+/-15.8
5-17 years	0	+/-22	-	**	-	**
18-64 years	311	+/-108	46.9%	+/-15.9	53.1%	+/-15.9
65 years and over	2	+/-3	100.0%	+/-100.0	0.0%	+/-100.0
Other languages	38	+/-34	100.0%	+/-48.1	0.0%	+/-48.1
5-17 years	0	+/-22	-	**	-	**
18-64 years	15	+/-21	100.0%	+/-76.6	0.0%	+/-76.6
65 years and over	23	+/-27	100.0%	+/-61.8	0.0%	+/-61.8
CITIZENS 18 YEARS AND OVER						
All citizens 18 years and over	14,474	+/-527	99.2%	+/-0.6	0.8%	+/-0.6
Speak only English	91.3%	+/-2.1	(X)	(X)	(X)	(X)
Speak a language other than English	8.7%	+/-2.1	90.3%	+/-6.2	9.7%	+/-6.2
Spanish or Spanish Creole	5.0%	+/-1.7	94.9%	+/-5.4	5.1%	+/-5.4
Other languages	3.7%	+/-1.2	84.1%	+/-11.5	15.9%	+/-11.5
PERCENT IMPUTED						
Language status	5.8%	(X)	(X)	(X)	(X)	(X)
Language status (speak a language other than English)	9.9%	(X)	(X)	(X)	(X)	(X)
Ability to speak English	13.0%	(X)	(X)	(X)	(X)	(X)

Figure 1: American Community Survey 2010-2014

All SMART buses are stocked with "SMART Comment" cards in both Spanish and English. Passengers may submit a comment, question, or complaint and request that someone contact them in Spanish or English so they may have full and effective access to SMART services and programs. A copy of the "SMART Comment" card can be found as Attachment F.

4) The resources available to the recipient of the federal funds to assure meaningful access to the service by LEP persons.

SMART has been providing information in Spanish such as surveys, bus Routes, schedules and fares, public service announcements and general information on the buses and website. In addition, the City has provided interpreters at public meetings and has a translator system in place for the customer service information phone line. SMART estimates that over the past three years, more than 300 Spanish speaking LEP individuals have been assisted at SMART related outreach events in the City of Wilsonville.

5) Construction, Site or Location of Facilities

SMART has not sited, located or constructed any facility requiring an equity analysis since the last Title VI program was approved. Minor sidewalk improvements were made at a number of locations to improve ADA access, but the locations were selected solely on the basis of the physical characteristics of the existing sidewalks.

6) Minority Representation on Planning or Advisory Boards

SMART does not currently have any standing or advisory boards. However, as part of the Transit Master Plan process SMART has established a Transit Master Plan Task Force. Staff has reached out to our community partners (detailed below) to identify and encourage the participation of minorities on the Task Force. In fact, anyone who attended the early meetings of the group was automatically invited to serve on the Task Force.

Implementation Plan:

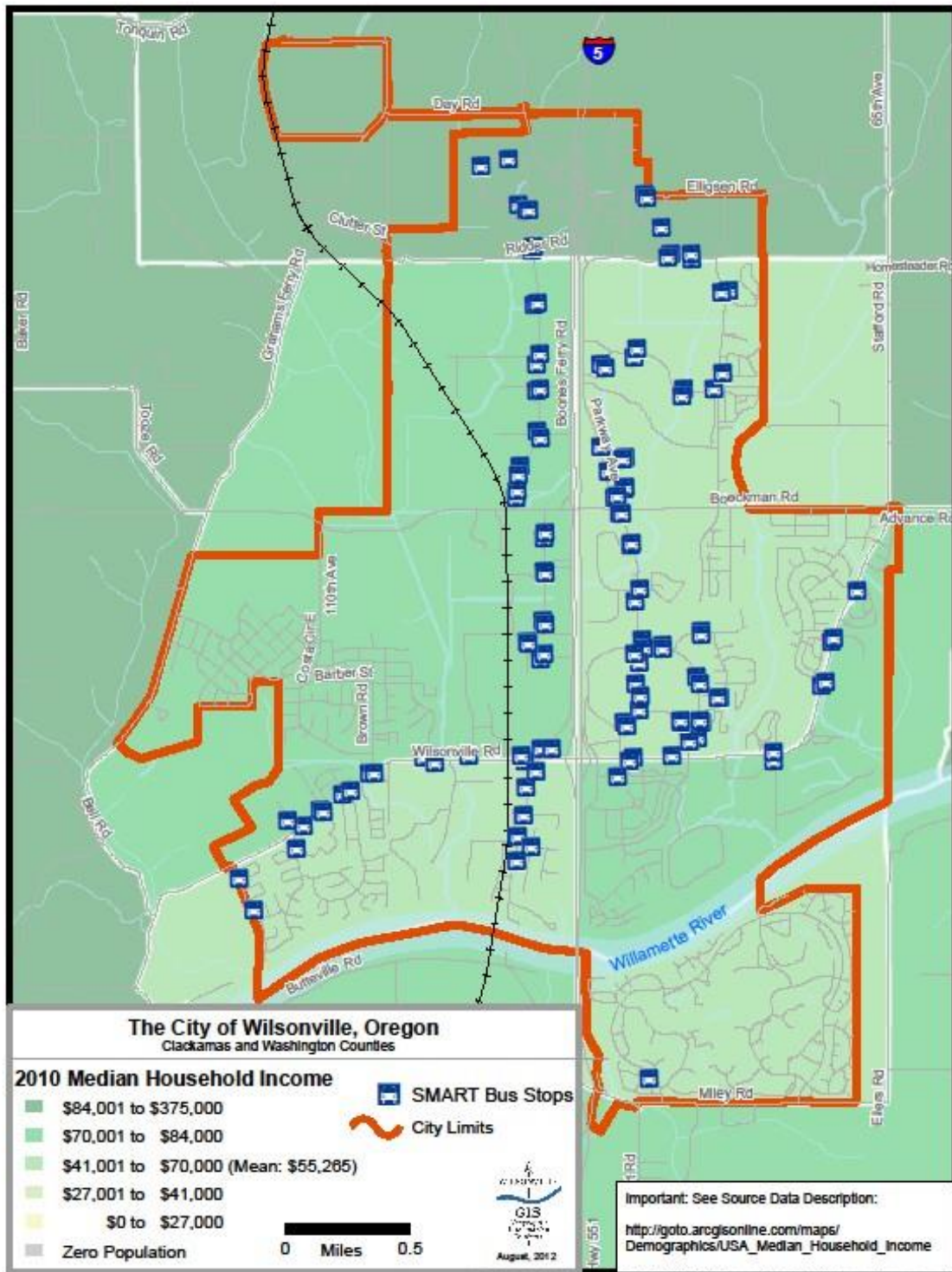
Based on the four factor analysis, SMART recognizes the need to continue providing language services in the area. A review of SMART's relevant programs, activities and services that are being offered or will be offered by the City as of November 2016 include:

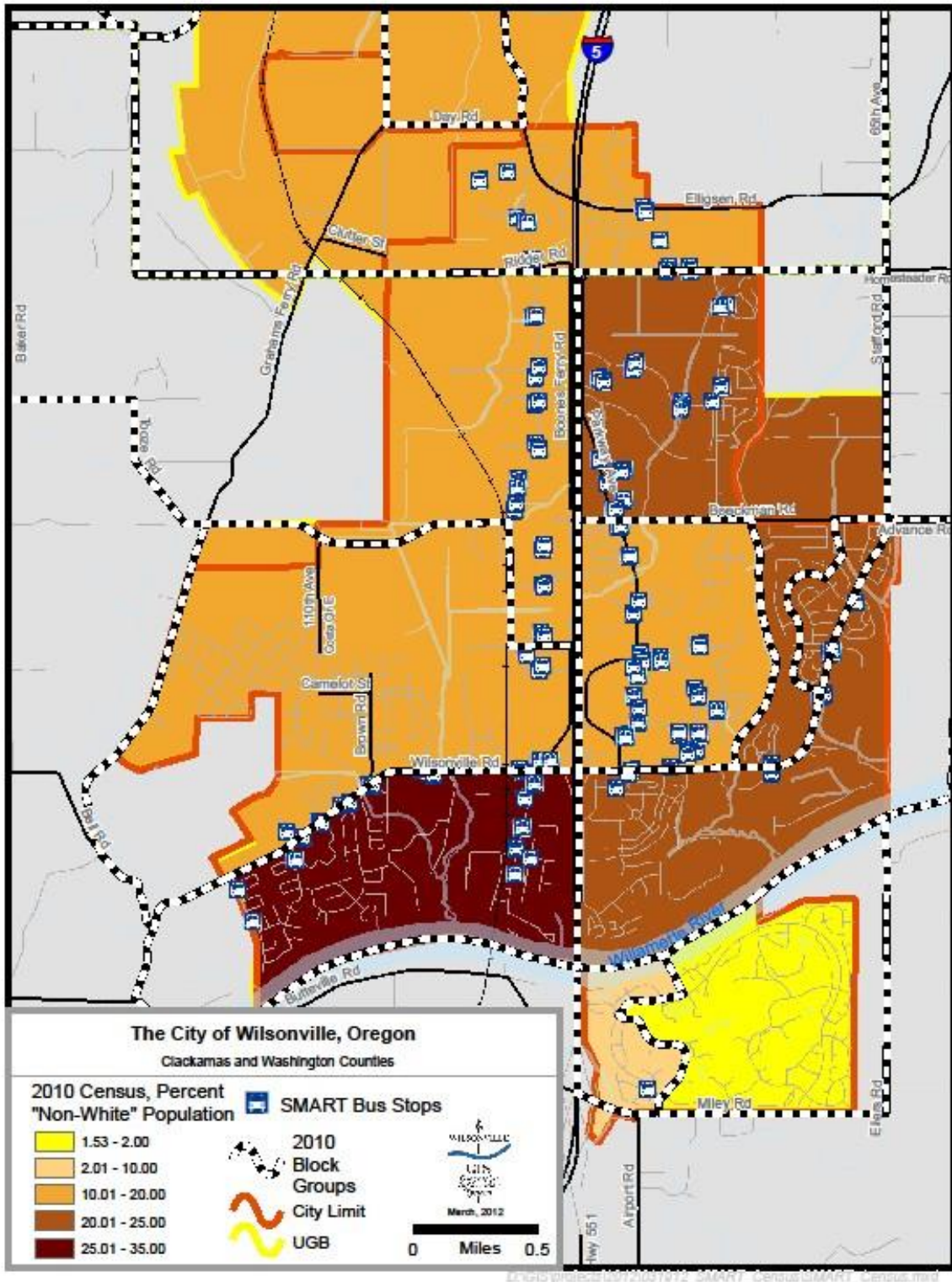
- Spanish speaking representatives are available upon request.
- Route and Schedule brochures are available in English and Spanish.
- Route and schedule information are available for Google translation into Spanish or a variety of other languages on the SMART website.
- SMART Options brochures are available in Spanish with information for bicycling and pedestrian safety.
- Transit survey conducted by SMART was made available in Spanish.
- Specific public meetings related to the Transit Master Plan, other planning efforts or major fare or service changes have been held with the Spanish speaking community in Wilsonville. Information was provided in Spanish and translators were available on-site to help with questions or concerns.

SMART's outreach and marketing initiatives have yielded a list of community organizations that provide service to populations with limited English proficiency. The following list of community organizations and schools in the area have been contacted to assist in gathering information and see what services are most frequently sought by the LEP population: Wilsonville High School, Wilsonville Art Tech High School, Wood Middle School, Boeckman Creek Primary School, Boones Ferry Primary School, Wilsonville Community Center, Wilsonville Public Library, Wilsonville businesses over 100 employees, Lowrie Primary School, and Wilsonville City Hall.

SMART will continue to contact the community organizations that serve LEP persons, as well LEP persons themselves, and perform a four factor analysis every three years to identify what, if any, additional information or activities might better improve SMART services to assure non-discriminatory service to LEP persons. SMART will then evaluate the projected financial and personnel needed to provide the requested services and assess which of these can be provided cost-effectively.

Attachment D





Attachment E

TITLE VI STANDARDS AND POLICIES

Pursuant to requirements set forth in the Federal Transit Administration's (FTA) Circular 4702.1B, SMART must establish and monitor its performance under quantitative Service Standards and qualitative Service Policies. The service standards contained herein are used to develop and maintain efficient and effective fixed-route transit service.

This Title VI 2016 Service Standards and Policies document is the second formal service standard document for SMART. While it was initially created to meet FTA Title VI requirements, SMART will be looking to make transit service standards and policies part of the Transit Master Plan through the update of that document.

FTA Title VI Standards & Policies

The FTA requires all fixed-route transit providers of public transportation to develop quantitative standards and qualitative policies for the indicators below:

- A. Vehicle Load Standard;
- B. Vehicle Headway Standard;
- C. On-time Performance Standard;
- D. Service Availability Standard;
- E. Vehicle Assignment Policy; and
- F. Transit Amenities Policy.

(VEHICLE) PASSENGER LOAD FACTOR - Standards for passenger capacity are used to determine if a bus is overcrowded. The chart below shows the Maximum Safe Capacity of each type of bus in revenue service, both seated and standing. The Maximum Load Factor is the ratio between seated and standing capacity.

Standard: SMART's standard for all Routes for Maximum Load Factor is 1.5, except in the case of freeway express buses traveling more than 55 mph, which then is 1.0.

Vehicle Type	Seated	Standing	Maximum Safe Capacity	Maximum Load Factor
26 ft. Bus	21	7	28	1.3
30 ft. Bus	33	10	43	1.3
35 ft. Bus	35	11	46	1.3
40 ft. Bus	37	12	49	1.3
40 ft. freeway Bus	45	0	45	1.0

Measure: Vehicle load issues will be measured through customer complaints, driver feedback and supervisor on-board reviews.

VEHICLE HEADWAY - Vehicle headway is the measurement of the frequency of service and is the scheduled time between two trips traveling in the same direction on the same Route at a given location. SMART provides both residential and commuter service.

Standard: The chart below shows the targeted headways for each Route.

Route	Commute Period	Base Period	Type of Service
1X - Salem	60 min. (30 min. in conjunction with Salem Transit)	----	Commuter express
2X - Barbur Blvd.	30 min.	60 min.	Local in Wilsonville, then express to Barbur Blvd.
3 - Canby	60 min.	----	Out of town commuter
4 - Crosstown	30 min.	60 min.	Local
5 - 95 th Ave.	30 min.	----	Local Commuter
6 - Argyle Sq.	30 min.	----	Local commuter
7 - Villebois	2 trips a.m./2 trips p.m.	----	Local Commuter shuttle

Measure: Ensure that schedule changes of 25% or more will go through a Title VI review process.

This will ensure that SMART meets the expectation of Title VI that the minority/disadvantaged population will be provided no less service than the non-minority/non-disadvantaged populations.

ON-TIME PERFORMANCE – On-time performance is a measure of trips completed as scheduled.

Standard: SMART has set a standard that at least 92% of all trips will run on time. SMART measures on-time performance through bus schedule adherence. A bus is considered “on time” if it is within 0-5 minutes of the schedule at any time point, “late” is defined as more than 5 minutes after the scheduled departure time, and “early” is defined as anything before the scheduled departure time.

Measure: Schedule adherence will be measured through computer software that is connected to an AVL on each vehicle. The software provides highly accurate on-time performance data regularly throughout each day. Ride checks, field checks, and trip checks will be performed periodically to ensure the computer program maintains accuracy.

SERVICE AVAILABILITY - Service availability (a.k.a. service access) is a general measure of the distribution of Routes within the SMART service area.

Standard: SMART’s goal is to ensure that 85 percent of City residents live within walking distance (i.e., no more than 1/4 mile) of a bus stop. SMART service continues to be particularly strong in neighborhoods with significant minority and low-income populations.

Measure: Transit access is determined by mapping all active bus stops within the system and then calculating the population (based on 2010 Census data) within 1/4 mile radii of those stops. This information is then compared to the City’s total population.

VEHICLE ASSIGNMENT POLICY - Vehicle assignment refers to the process by which transit vehicles are placed into service in on Routes throughout the SMART’s system

Standard: Vehicles are rotated throughout the SMART system, with newer vehicles serving all areas of the system. Specific vehicles are assigned to Routes only when required by operating conditions (e.g., in cases where a smaller bus is required to provide service on narrower streets).

Measure: Daily assignments are reviewed to ensure that the most equitable distribution is made. Generally, within the small city of Wilsonville, the same buses serve both the minority/disadvantaged neighborhoods and the non-minority/non-disadvantaged neighborhoods. As such, there is no pattern of providing poorer quality vehicles in minority or disadvantaged neighborhood.

DISTRIBUTION OF TRANSIT AMENITIES - Distribution of Transit Amenities is a general measure of the distribution of transit amenities (items of comfort, convenience and safety) available to the general riding public

Standard: Bus stop signs: SMART ensures that bus stops are easily identifiable, safe, and accessible places to wait for the bus. Seats can be applied to signs as needed.

Shelters: Although some shelters are provided by developers in new growth areas, SMART uses ridership as the primary criterion for determining shelter placement when public funds are used. Minimum threshold for shelter consideration is an average of 10 or more boardings per weekday. A seat bench is included with all shelters.

Trash can placements: Trash cans are provided at all shelters. They are mounted on either the shelter or bus stop sign pole so as to not block ADA pads or pedestrian walkways. At other stops, trash cans are provided on an as needed basis.

Measure: The distribution of transit amenities is determined by demand. Annually, SMART reviews ridership levels to make decisions on how limited federal resources should be spent. Currently, passenger amenities are spread equitably throughout the SMART service area.

Attachment F



COMMENT CARD

Please complete this card and return it to the Operator, drop off at City Hall, or mail to 29799 SW Town Center Loop E. Wilsonville, OR 97070

NAME: _____
DATE: _____
PHONE: _____
EMAIL: _____
ADDRESS: _____

WOULD YOU LIKE SOMEONE TO CONTACT YOU? YES NO

COMMENTS:

The City of Wilsonville operates services and programs without regard to race, color, and national origin. Please contact the City of Wilsonville with questions, comments, or complaints about SMART's non-discrimination policies.

Smart@ridsmart.com 503-682-7790



Tarjeta de Comentario

Por favor complete esta tarjeta y devuélvela al conductor del autobus, o dejéla en o envíela a 29799 SW Town Center Loop, E, Wilsonville, OR 97070

NOMBRE Y APELLIDO: _____

FECHA: _____
TELÉFONO: _____
CORREO ELECTRÓNICO: _____

DIRECCIÓN: _____

¿Le gustaría hablar con alguien en español sobre este comentario SÍ NO

COMENTARIO:

SMART está dedicado a proveer servicios y programas sin respeto a raza, color de piel, y nacionalidad. Por favor comuníquese con el Director de Tránsito de la Ciudad de Wilsonville si tiene preguntas o comentarios sobre la política de no discriminación o para presentar una queja.

Smart@ridsmart.com 503-682-7790

Appendix D – Planning Framework

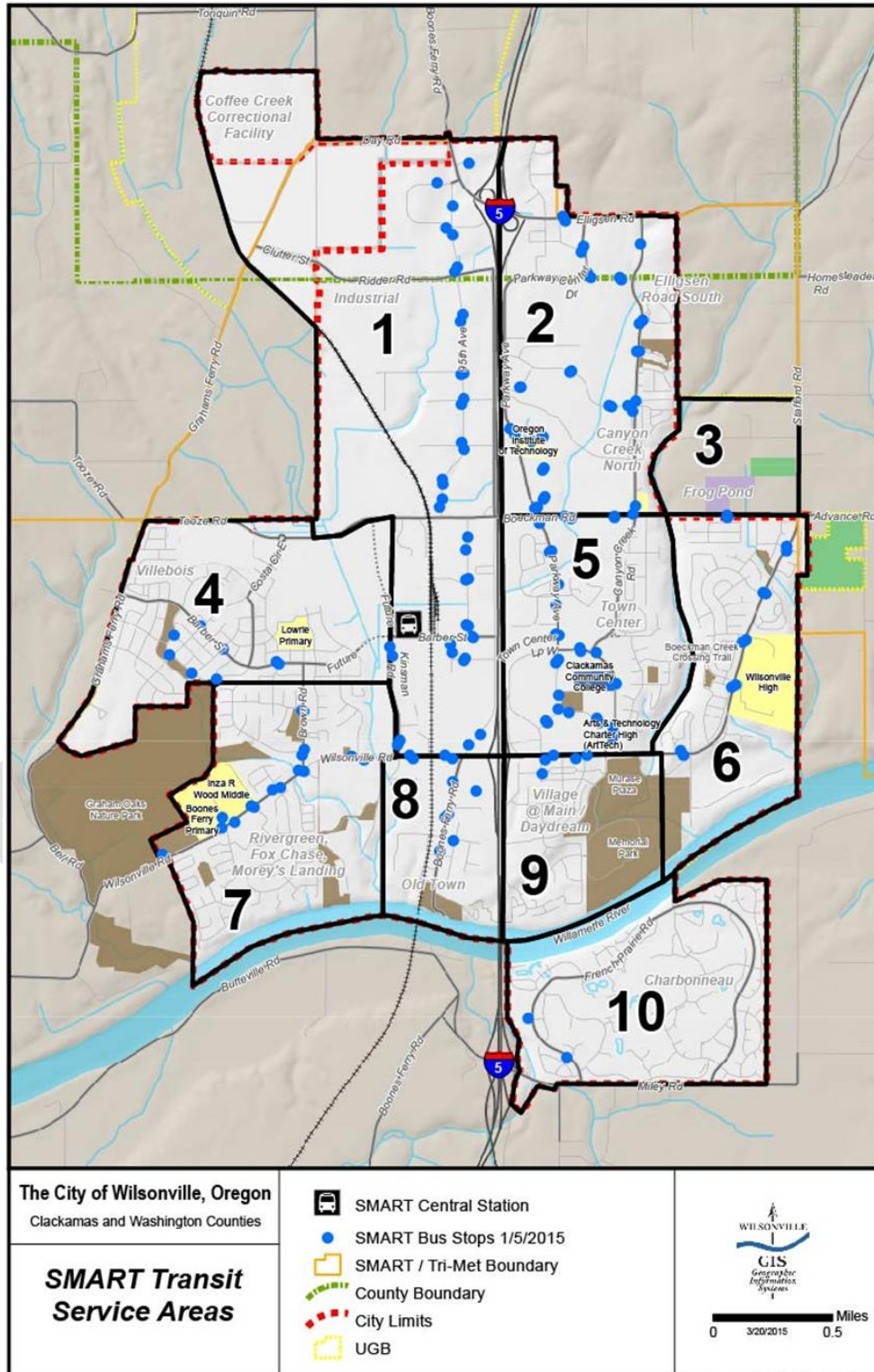
The following plans, policies and documents were considered most relevant for the SMART Transit Master Plan Update:

Plan	Agency	Description
Oregon Transportation Plan (OTP) (2006)	ODOT	The OTP is the statewide multimodal transportation plan. It defines goals, policies, and strategies to guide the development of state, regional, and local transportation plans. The OTP does not recommend specific projects but provides a framework for prioritizing transportation improvements and funding.
Regional Transportation Plan (RTP) (2014)	Metro	The RTP proposes investing more than \$22 billion in local, regional, state and federal funds during the next 25 years to improve safety, system reliability and travel choices for everyone, revitalize downtowns and main streets, create jobs and support the region’s economy, and reduce our region’s carbon output.
Regional Travel Options Strategic Plan (2012)	Metro	Metro’s Regional Travel Options (RTO) program supports Metro’s mission of creating a great place by increasing the awareness of non-single occupancy vehicle (SOV) travel options such as biking, walking, taking transit, and ridesharing.
Transportation System Plan (TSP) (2013)	City of Wilsonville	The Wilsonville Transportation System Plan (TSP) is the City's long-term transportation plan and is an element of its Comprehensive Plan. It includes policies, projects, and programs that could be implemented through the City's Capital Improvement Plan, development requirements, or grant funding.
Tri-County Coordinated Transportation Plan for Seniors & Persons with Disabilities (2016)	TriMet	Vision: Guide transportation investments toward a full range of options for seniors and people with disabilities, foster independent and productive lives, strengthen community connections, and strive for continual improvement of services through coordination, innovation, and community involvement.
Regional Active Transportation Plan (2014)	Metro	Provides a vision, plan and policies for communities in our region to increase transportation options and support economic development, healthy active living and equity. An agreed upon regional strategy knits together local plans and projects efficiently, consistently and cohesively.
Salem- Keizer Transit Long-Range Regional Transit Plan (LRRTP) (2013)	Salem – Keizer Transit	The LRRTP provides a blueprint for Salem-Keizer Transit operations for the next 20 years and prioritizes future transit service investments amid limited resources.
Climate SMART Strategy (2014)	Metro	The Climate Smart Strategy is a set of policies, strategies and near-term actions to guide how the region moves forward to integrate reducing greenhouse gas emissions with ongoing efforts to create the future we want for the Portland Metro Region

Plan	Agency	Description
Oregon Transportation Options Plan (2015)	ODOT	The Oregon Transportation Options Plan is directed towards the education and advertisement of different transportation strategies throughout the Metro region. While most plans focus on the improvement and expansion of transit systems, the Oregon Transportation Options Plan is committed to providing investment and awareness within the current state of the system so that people can make informed decisions on how to travel in a way that has a healthy impact on our economy, environment, and society.
Employee Commute Options Program (1996)	DEQ	The Oregon Legislature passed a series of laws designed to protect air quality in the Portland metropolitan area that includes Employee Commute Options (ECO). The Oregon Department of Environmental Quality (DEQ) then established a set of Administrative Rules to implement the law. The ECO rules set more specific goals for trip reduction that specifically target businesses with more than 100 employees.
Americans with Disabilities Act	Federal	The Americans with Disabilities Act (ADA) requires SMART and all other public transit agencies that operate fixed-route local systems to provide paratransit or other special service to individuals with disabilities who have difficulty using fixed-route services. The law requires that SMART provide ADA service that is comparable to the level of service provided to individuals without disabilities, who can use the fixed-route system.
Oregon Transportation Planning Rule (2011)	Department of Land Conservation and Development	This division implements Statewide Planning Goal 12 (Transportation) to provide and encourage a safe, convenient and economic transportation system. This division also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The purpose of this division is to direct transportation planning in coordination with land use planning.
Clackamas County Transportation System Plan (2013)	Clackamas County	Clackamas County Transportation Plan calls for increasing transit use by encouraging land use patterns, development designs, and street and pedestrian/bikeway improvements that support transit. The plan sets a goal of transit service within 1/4 mile of most residences and businesses within the Portland Metropolitan UGB.
Washington County Transportation System Plan (2015)	Washington County	Washington County's Transportation Plan places a strong emphasis on regional connections and on strategies to increase transit efficiency and access. The Plan calls for improving bicycle and pedestrian access to transit stops. It also calls for road improvements and for private development in close proximity to major bus stops, commuter rail stations, and existing and proposed light rail stations to include appropriate features to support and complement existing and future transit services.

Appendix E – Neighborhood Characteristics

The following data was collected in 2015 as part of an Existing Conditions Report. Data was collected by bus drivers within a span of a week.



Area 1: Westside Industrial (Coffee Creek, 95th & Boberg Road areas)

Overview

The Westside Industrial area is located just west of the I-5 Freeway. The industrial area forms a swath from Wilsonville Road north to Elligsen/Day Road and includes the Coffee Creek Wetland area to the west. The majority of development located south of Elligsen Road between SW 95th & Boberg/Boones Ferry is industrial, with some commercial uses. The largest employers currently located in the area include Convergys, Rite Aid Distribution, Microsoft, TE Connectivity Precision Interconnect, Coca Cola Bottling Company and the Coffee Creek Correctional Facility (which continues to be within TriMet's service territory in spite of being within the City of Wilsonville).

With the exception of the State Correctional Facility which is located in the northwest corner of this area just off Day Road, the land located in the Coffee Creek area is sparsely developed. The recently completed Coffee Creek Master Plan created a detailed transportation and land use plan for that area and development plans for expansion to the north into the Basalt Creek area and neighboring City of Tualatin.

The Westside Industrial area is also home to Wilsonville's SMART Central Station and the southernmost terminus of TriMet's Westside Express Service (WES) commuter rail. The SMART Central Station serves as the main transfer point for the entire SMART system including connections to neighboring regional transit providers.

Currently, the major north/south streets that serve the Westside Industrial area include 95th Avenue/Boberg, and Boones Ferry Road. Major east/west streets include Boeckman and Elligsen Roads, which offer direct connections from this area to Wilsonville's east side. In addition to these existing streets, Day/Elligsen Road, Grahams Ferry Road and the planned Kinsman Road extension will provide important access to the developing northern Coffee Creek and Basalt Creek areas.

Other key streets for SMART include Kinsman Road, Barber Street and Boones Ferry Road in the southern part of this neighborhood area, all of which provide access between Wilsonville Road and the SMART Central. The Commerce Circle Loop located near Elligsen Road is also an important transit street as it provides a transfer point between TriMet's 96 service and SMART's Route 5.

There is limited residential development within the Westside Industrial area. The one major exception is the Walnut Mobile Home Park located between Boeckman Road and Boberg Street – which includes about 57 units. Children who live within this area generally attend Lowrie Primary School (located on SW Brown Road), Wood Middle School (on Wilsonville Road West) and Wilsonville High School (on Wilsonville Road East).

Commuting

As a major employment area in the City, jobs in the Westside Industrial area tend to provide more blue-collar employment with a focus on manufacturing, warehouse and wholesale trade. There are an estimated 7,000 employees who work within this area. The largest concentration of these workers commute from Portland and Wilsonville, but workers also live in other neighboring communities such as Salem, Tigard, Tualatin, Woodburn, Beaverton and Sherwood.

Existing Services & Amenities

The location of the SMART Central Station in the southern portion of the Westside Industrial area means that businesses along Barber Street are served by transit throughout the day – as all seven lines provide some service to the area during the weekday; and Route 4 provides service on Saturday but only along Wilsonville Road and not directly to the SMART Central Station. Route 5, along 95th Avenue, provides weekday peak hour service to businesses located on or near Boberg Road and 95th Avenue; and TriMet Line 96 connects with SMART's Route 5 at Commerce Circle seven times during peak service hours.

Fixed-Route

As noted above, this area includes the SMART Central Transit Center. Because of this, ridership is high, with about 448 boardings per day. More than 80 percent of those boardings occur at the Transit Center. Other key stop areas include the transfer point between TriMet 96 and the SMART Route 5 at Commerce Circle and 95th Avenue. Route 5 sees about 25 boardings per day. Also in this area, the closest stop to Wilsonville Road on Boones Ferry (near Fred Meyer) sees about 30 boarding per day.

Dial-a-Ride

Dial-a-Ride pickups and drops offs are also limited in this area (on average less than 10 per day). The Coffee Creek Correctional Facility sees the most boarding/alighting activity in this area as it is the current transfer point between TriMet LIFT and SMART Dial-a-Ride.

Major Opportunities

- Partner with TriMet to streamline transit service between SMART Central, TriMet's line 96 and SMART's Route 5 to eliminate duplicative service and the extra transfer currently required for passengers traveling to and from Portland.
- Kinsman Road expansion could provide alternate routes for Route 5.
- The employment area offers opportunity for large carpool coordinating.

Identified Concerns

- The nature of manufacturing and warehouse facilities that operate most hours of the day. Current limited hours of transit operation do not always match the needs of the employees in this area.
- The current transfer point between SMART and TriMet LIFT has been identified as a concern for DAR riders – they would like to see the transfer point moved to the Holiday Inn near Commerce Circle.

Area 2: Northeast Neighborhoods

(Elligsen Road, Eastside Industrial/Commercial and Canyon Creek areas)

Overview

The Northeast Neighborhood area includes both sides of Elligsen Road, south to Boeckman and east of I-5 to the City boundary. This area is made up of the East Industrial Campus neighborhood and the Canyon Creek residential neighborhood, with the major dividing line between residential and employment found east and west of Canyon Creek Road.

The Eastside Industrial area is located between I-5 and Canyon Creek Road. It is home to Wilsonville's largest employers and institutions of higher learning including Xerox, FLIR, Mentor Graphics, D.W. Fritz, Rockwell Collins, Oregon Tech and Pioneer Pacific College.

The Canyon Creek Neighborhood is located just to the east of these major employers. Largely residential, the Canyon Creek Neighborhood includes large multi-unit housing developments such as Canyon Creek Meadows, Canyon Creek Estates and the Carriage Oak Community. Sidewalks line all of the public streets but there are gaps in the bicycle lane network through this area. The one major exception is along Parkway Avenue from Xerox north to Argyle Square. Here there is no safe pedestrian or bicycle connection and access to this nearby commercial area is limited to the east side of this area along Canyon Creek Road. The one major multi-use-path starts in the southern part of this neighborhood on the Mentor Graphics Campus and provides a paved trail that meanders south through undeveloped fields to the Town Center area. This trail is signed as private property and could be developed by Mentor Graphics in the future.

Children living in the Northeast Neighborhood area generally attend Lowrie Primary and Wood Middle school, which are over two miles from the area on the west side of Wilsonville. Wilsonville High School is located less than two miles to the southeast.

Commuting

The Eastside Industrial area is the second largest employment area in Wilsonville. It provides jobs for over 6,000 skilled workers including high-tech and professional service industries. Of employees working in this area, close to 8 percent live in Wilsonville. The remaining employees commute from other nearby communities, including Portland (about 13%), Beaverton, Tigard, Tualatin, Hillsboro, Lake Oswego and Salem (2-4%).

In addition to workers who commute daily to this area, there are also more than 1,200 residents who live in the Canyon Creek Neighborhood and commute from their homes to jobs. Of that number, approximately seven percent (100) of the residents have jobs within Wilsonville (which might include those in the Eastside Industrial area); and another 14 percent (200) commute to jobs in Portland. Many of the others commute to jobs up and down the I-5 corridor (Salem, Eugene/Springfield, Tigard, Corvallis, etc.)

Existing Services & Amenities

The Northeast Neighborhoods are served by the weekday peak hour Route 6: Canyon Creek and the Route 2X: Barbur throughout the weekday and on Saturday. Combined, these routes provide 15 minute peak-hour service to the major employers in this area.

Fixed-Route

The Northeast Industrial area sees about 200 boardings per day. Key stops include the major employers (Mentor Graphics, Rockwell Collins, FLIR and Xerox) and the apartment and housing development areas along Canyon Creek Road.

Dial-a-Ride

Dial-a-Ride pickups and drops offs average less than 15 per day. Argyle Square (Target/Costco) and Oregon Tech see the most boarding/alighting activity for DAR in this area.

Major Opportunities

- With the majority of the workforce and a large share of the residential population in this area commuting during peak times, improved transit service could capture some of the highest ridership in the City.
- New extension of Canyon Creek Road to Town Center Loop creates opportunities for future transit service.

Identified Concerns

- Lack of mid-day service may deter Oregon Tech students from using the service due to classes going throughout the day.

Area 3: Frog Pond

Overview

The City of Wilsonville is currently completing a master planning process that will define the future of the 500-acre Frog Pond/Advance Road area. This process will establish a Master Plan for the area and define expectations for the type of neighborhoods that will be developed there in the future. Following completion of the Plan, the project team will further refine the area within the Urban Growth Boundary (UGB) (mostly west of Stafford Rd) and develop zoning and other implementation tools needed to implement the Plan. The City of Wilsonville is expecting more than 600 single-family households and an elementary school in the West Neighborhood which is already inside the UGB. The East and South neighborhoods are expected to have similar density.

Expected to be largely residential, the Frog Pond area will include Wilsonville-West Linn School District plan to build a second middle school for Wilsonville just east of Stafford Road which is under construction and opening in Fall 2017. This new middle school will ease overcrowding at Wood Middle School (on the west side of Wilsonville) and offer a closer middle school option for many east side neighborhoods.

Key east/west access to this area will be along Boeckman/Advance Road while Stafford/Wilsonville Road will provide key north/south access. Once developed, this area should also offer improved pedestrian/bicycle access along Boeckman Road.

Existing Services & Amenities

Currently, SMART provides very limited service to this area, as part of the current cross-town Route 4.

Major Opportunities

- The new middle school could serve a more convenient bus turn-around point than where it currently turns around (at Mentor Graphics).
- Development with some retail could be a potential desired destination.

Identified Concerns

- Increased demand from the new residential development without additional revenue could put a stress on SMART existing resources.

Area 4: Villebois

Overview

Villebois is a master planned community, located primarily on the old Dammasch State Hospital site. The Villebois Master Plan calls for 2,645 housing units and as of now, approximately two-thirds have been built. Upon completion, the developed community will offer a mix of single family homes and multifamily unit options – including town homes and apartment complexes such as the existing Renaissance Court, Rain Garden Apartments and The Charleston.

Barber Street, Brown Road, Montebello and 110th Avenues provide key connections between Villebois and other areas of town. All existing streets have sidewalks and pedestrian/bike paths that offer key connections for residents. An extension of Barber Street from Villebois east to Kinsman Road was completed in 2016 which now allows for direct connection between Villebois and the SMART Central and from Villebois to Boones Ferry Road.

Children in the area generally attend Lowrie Primary School – which is located on Lisbon Street, within the Villebois neighborhood, and Wood Middle School on Wilsonville Road. The High School is located about three miles to the east on Wilsonville Road.

Commuting

There are 611 residents within this neighborhood that are commuting daily to jobs. Of this number, about 120 commute to jobs in Wilsonville and 150 commute to jobs in Portland. The remaining employees in this area typically commute to other nearby communities including Beaverton, Hillsboro, Tualatin and Lake Oswego.

Because this is largely a residential area, employment opportunities within Villebois are limited. As of today, the jobs that are located in Villebois are mostly due to the Lowrie Primary School and people working from home.

Existing Services & Amenities

SMART service to this area is limited. Route 7: Villebois currently serves the neighborhood via Brown Road with two trips in the morning and two trips in the evening.

Fixed-Route

SMART sees about eight boarding rides per day.

Dial-a-Ride

There is an increase in demand for Dial-a-Ride pickups and drops offs in this area which currently averages 20 per day. The Charleston and Rain Garden Apartments tend to have the most active DAR usage in the area.

Major Opportunities

- Close proximity to schools may offer opportunities to encourage parents/children to bike or walk to school and then take transit or other options to work.
- Adapting current Route to provide more frequent and direct service could increase ridership.

Identified Concerns

- This area was identified by the community as needing additional transit service in the City's 2013 Transportation System Plan.
- Some streets are not wide enough to facilitate lay-over or turn-around opportunities for larger transit vehicles, but these streets provide no identified problems for smaller transit vehicles.

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Area 5: Town Center

(Renaissance, Ash Meadow, Jory Trail, Courtside, Vlahos neighborhoods and Town Center Commercial Area)

Overview

This area runs from Boeckman Road south to Wilsonville Road and from the Boeckman Creek Corridor on the east to the I-5 Freeway on the west. The area includes a major retail and commercial area called Town Center. Wilsonville City Hall, the US Post Office, Clackamas Community College Wilsonville Campus, Wilsonville Arts and Technology Alternative High School, the Wilsonville Community Center and other related City facilities are located here, as are major retailers, restaurants, movie theatres, commercial activities and Safeway.

Despite the commercial feel, many residents also call this area home – particularly in those areas just south of Boeckman Road and north of the Town Center Loop. Major residential areas include new mixed residential developments like Renaissance, Ash Meadows, Jory Trail and older more established neighborhoods to the east such as Courtside and Vlahos. Multifamily housing units are included throughout this area; the largest of these include Terrene at the Grove, Sundial, Woodleaf, and Jory Trail. This area also includes a significant number of retirement communities including The Springs, Portera, and Winfield Village.

The Mentor Graphics company (recently acquired by German company Siemens) holds title to approximately 60 undeveloped acres on the south side of Boeckman Road. That property is expected to become available for development in the future and will certainly create a demand for additional transit services.

Boeckman Road, Parkway Avenue, Town Center Loop, and Wilsonville Road are key connecting roadways in the area. In addition, the recent completion of Canyon Creek Road south to Town Center Loop provides an important north/south connection for the east side of Wilsonville. Most of the development in this area has an established network of sidewalks. Wilsonville Road offers some east/west bicycle access in the area. Despite this, north/south bicycle lane access is limited – though the new Canyon Creek Road extension and the restriping of Town Center Loop East to create a bike lane has recently improved safety and access in this area. Most of the children in this area attend Boones Ferry Elementary and Wood Middle School which are located west on Wilsonville Road and Wilsonville High School which is east. The communities closest to Boeckman (like Renaissance and Ash Meadows), however, attend Lowrie Primary in Villebois instead of Boones Ferry, utilizing Boeckman Road for access.

Commuting

There are approximately 2,000 employees who work in this area – making it the third largest employment area within Wilsonville. Of those, just over 12 percent (250) live in Wilsonville; another 11 percent (230) live in Portland, the remaining commute from other nearby communities.

There are also about 1,193 residents who live in the Town Center area and commute daily from their homes to jobs. Of that number, about 21 percent (250) commute to jobs within Wilsonville (which might include those in the Town Center area); and another 25 percent (300) commute to jobs in Portland. The rest commute to jobs in Beaverton, Hillsboro, Tualatin, Tigard, Oregon City or Lake Oswego.

Fixed-Route

With about 250 boardings per day, the Town Center area sees some of the largest ridership numbers in Wilsonville. Key stops include the areas near the Community Center/City Hall and stops throughout Town Center Loop east.

Dial-a-Ride

The Town Center area also sees some of the largest DAR numbers – with about 56 pickups and drop offs per day. Key pick up/drop off locations include Winfield Village and The Springs senior housing facilities as well as Safeway and the City Community Center.

Major Opportunities

- The Canyon Creek Road extension offers new opportunities to serve this area.
- Town Center redevelopment provides a chance to Route buses to desired destinations.

Identified Concerns

- The redevelopment may cause some detours for SMART in the upcoming years. There are difficult places to turn around.
- Route 4's stop at SMART central can become a long wait time for someone traveling from east to west Wilsonville.

Area 6: Southeast Neighborhoods

(Wilsonville Meadows, Boulder Creek and Landover neighborhoods)

Overview

This area is located on the east side of Wilsonville. It runs from the City limits to Boeckman Creek and from Boeckman Road to the Willamette River and incorporates the Wilsonville Meadows, Boulder Creek and Landover neighborhoods. This area is largely single family residential but includes four major apartment complexes, all located along Wilsonville Road: Boulder Creek, Berkshire Court, Hathaway Court and Bridge Creek.

The largest employer in the area is the Wilsonville-West Linn school district which has teachers and support staff at Wilsonville High School and Boeckman Elementary School on Wilsonville Road.

Children living in the east side neighborhood area generally attend Boeckman Creek Primary School and Wilsonville High School, both of which are located along Wilsonville Road in this neighborhood. Wood Middle School, located on the other end of Wilsonville Road – slightly over two miles to the west, is the designated middle school for this community. Construction of a new middle school along Advance Road, northeast of Area 6, has now begun.

Commuting

According to the Longitudinal Employer-Household Dynamics (LEHD) which uses Census information and 2011 State Employment Data, some 1,330 individuals within these neighborhoods are employed. Of those, 18 percent work jobs in Wilsonville, another 20 percent commute to jobs in Portland. The remaining employees in this area commute daily to other nearby communities.

Because this is largely a residential area, employment opportunities within the area are limited. The one major employer in the area is the Wilsonville-West Linn School District which employs teachers and staff at both the Boeckman Creek Primary and Wilsonville High Schools.

Existing Services & Amenities

SMART provides 30 minute service to the Southeast Neighborhood Area on Wilsonville Road as far north as Wilsonville High School during an extended peak (5am - 10am; 2pm - 7:30pm) and hourly service during the midday and on Saturdays with the Route 4 – Wilsonville Road. A few peak trips throughout the day continue on past Wilsonville High School to serve Mentor Graphics on Boeckman Road.

There are stops on Wilsonville Road that serve the Southeast Neighborhoods. Most residents live within 1/3 mile walking distance of these stops.

Fixed-Route

This is another strong ridership area – with just under 150 boardings per day. Key stops are focused nearest the Wilsonville High School with over 70 percent of the ridership coming from the Meadows Loop and Parkway stops.

Dial-a-Ride

This residential area averages less than five DAR pickup and drop offs per day – the majority coming from individual homes.

Major Opportunities

- Close proximity to schools may offer opportunities to encourage parents/children to bike or walk to school and then take transit or other options to work.
- Opportunity for bus to turn-around.

Identified Concerns

- None identified.

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Area 7: Southwest Neighborhoods

(Rivergreen, Fox Chase, Morey's Landing, Park at Merryfield, Silver Creek and Montebello neighborhood areas)

Overview

The Southwest Wilsonville Neighborhood area extends from the Willamette River North to Camelot Road and from the western City Boundary east to Kinsman Road. Once farm lands, the Southwest Wilsonville Neighborhood area was developed into traditional residential areas, beginning in the 1960s. The majority of housing in the area is single family homes, though there are some large multifamily developments along Wilsonville Road including Autumn Park, Wilsonville Heights, Timber Creek Village, Wiedemann Park, Carriage Estates and Montebello Apartments, among others.

Wilsonville Road, a designated minor arterial in the Wilsonville Transportation System Plan, is the only major through street to serve this neighborhood area. Located in the middle of the southwest Wilsonville neighborhood, it serves to split the area into two distinct neighborhood groups with the Rivergreen/Fox Chase/Morey's Landing communities located to the south of Wilsonville Road and the Park at Merryfield, Silver Creek and Montebello communities located to the north.

A limited number of neighborhood streets provide some north/south connection from the neighborhood areas to Wilsonville Road including Willamette Way West, Willamette Way East, Wellington Road and Orchard Drive/Guiss Way and Brown Road. A variety of other loop or cul-de-sac streets serve these neighborhood areas. These streets are specifically designed to reflect the residential nature of the community by slowing and mitigating through traffic. The majority of the streets within this southwest neighborhood area have sidewalks and several bike and pedestrian paths offer important connections between neighborhoods at dead-end streets.

The public elementary and middle school for the majority of children within the Southwest Neighborhood area is with Boones Ferry Elementary School and the Inza Wood Middle School. Both of these schools are located just across Wilsonville Road on Willamette Way east and are within ½ mile or less of most homes within this neighborhood. Wilsonville High School is located more than two miles away on the east side of town.

The only major exception is the Montebello neighborhood, which is in the Lowrie Primary School area. Lowrie School is just north of Montebello in Villebois. A pedestrian path within the Montebello community allows direct pedestrian access from the neighborhood to the Lowrie school grounds.

Commuting

There are 1,252 individuals within this neighborhood that are employed. Of those, 20 percent have jobs in Wilsonville, another 27 percent commute to jobs in Portland. The remaining employees in this area commute regularly to other nearby communities.

Because this is largely a residential area, employment opportunities within the area are limited. The one major employer in the area is the Wilsonville-West Linn School District that employs teachers, and other support staff at the Boones Ferry and Wood Schools.

Existing Services & Amenities

SMART provides 30 minute service to the Southwest Neighborhood Areas as far west as Willamette Way East on Wilsonville Road during an extended peak (5a.m.-10a.m.; 2p.m.-7:30p.m.) and hourly service during the midday and on Saturdays with the Route 4 – Wilsonville Road. A few trips throughout the day provide service as far east as Graham Oaks Nature Park. The Route 7 also provides limited peak hour service to the Montebello and Park at Merryfield Neighborhoods on Brown Road.

There are 16 stops on Wilsonville and Brown Road that serve the area. Over 80 percent of residents live within 1/3 mile walking distance of these stops.

Fixed-Route

With about 130 boardings per day, this area sees consistent ridership. Key stops include the apartment complexes along Wilsonville Road and the Wood Middle School area.

Dial-a-Ride

Another largely residential area, Dial-a-Ride use is low with about 10 riders per day. The largest concentration for Dial-a-Ride is at the Brookside Senior Living Apartment in the Montebello neighborhood.

Major Opportunities

- Close proximity to school; may offer opportunities to encourage parents/children to bike or walk to school and then target transit or other options to work.

Identified Concerns

- This area was identified by the community as needing additional transit service in the 2013 Transportation System Plan.
- Adequate turnaround and layover locations due to street design have made serving this area difficult.

Area 8: Old Town

Overview

The Old Town historic neighborhood is located on the west side of Wilsonville. It borders the I-5 freeway on the east; runs to Kinsman/Industrial Way on the west and from the Willamette River north to Wilsonville Road.

The Old Town area contains a mix of housing types and retail/commercial areas. The bulk of single family housing is found close to the river, while most of the multifamily and retail/commercial areas are located closer to Wilsonville Road. Employment in the area comes from retailers like Fred Meyer and small commercial businesses. Bell Tower Apartments and Boones Ferry Village are the major multifamily complexes within the area. Both are located on the south side of the Fred Meyer complex on Boones Ferry Road.

Wilsonville Road borders Old Town on the north and is the key arterial connecting Old Town with the rest of the City. Boones Ferry Road, a neighborhood collector, provides the only access from Wilsonville Road into the Old Town neighborhood. While all of the commercial/retail area near Wilsonville Road has sidewalks, much of the area near the river does not. A striped bicycle lane runs the full length of Boones Ferry Road in the Old Town area. This bicycle lane connects with the Boones Ferry Trail near the waterfront and provides a direct connection (under I-5) to the neighborhoods east of the freeway.

Public school options for children in this neighborhood include Boones Ferry Elementary and Inza Wood Middle School. Both are located just over a mile west of the neighborhood on Wilsonville Road. The public high school, Wilsonville High, is located on the east side of town – roughly 1 ½ miles east of the Old Town neighborhood.

Commuting

There are about 520 employees who work in this area. Of those, just less than six percent (31) live in Wilsonville. Another 11 percent (54) live in Portland and the remainder commute from other nearby communities.

There are also about 161 residents who live in the Old Town area who are employed and commute daily from their homes to jobs. Of that number, about 21 percent (30) of the residents work in Wilsonville (which might include those working in the Old Town area); and another 26 percent (42) commute to jobs in Portland. The remaining employees mostly commute to jobs in Beaverton, Hillsboro, Tualatin, Tigard, Oregon City or Lake Oswego.

Existing Services & Amenities

SMART provides 30-minute service along Boones Ferry Road during an extended peak (5a.m.-10a.m.; 2p.m.-7:30p.m.) and hourly service during the midday and on Saturdays with Route 4 – Wilsonville Road.

Fixed-Route

Modest ridership (about 80 boarding per day) can be found in the Old Town neighborhood – with close to 80 percent coming from the stops nearest Fred Meyer.

Dial-A-Ride

The Old Town area also sees about 20 pickups and drop offs per day – with the majority these also focused on the Fred Meyer area.

Major Opportunities

- The shopping area promotes a lot of ridership for those completing errands.
- Arrowhead road extension could connect Old Town to the Southwest neighborhoods.

Identified Concerns

- Access and turn-around options are limited.

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Area 9: Village at Main / DayDream

Overview

The Village at Main/Day Dream area is located just south of the Town Center Area. It runs from Wilsonville Road south to the river and from the Boeckman Creek Corridor on the west to the I-5 freeway. Restaurants, retail and commercial businesses line Wilsonville Road. The Village at Main, a collection of town homes and apartments, as well as commercial property, sits just off Wilsonville Road on Town Center Loop West, while single-family homes can be found in the Daydream and other neighborhoods closer to the river. This area is also home to Memorial Park, the City's Public Library and the Marquis Wilsonville Assisted Living Facility.

Wilsonville Road, designated a minor arterial in the Wilsonville Transportation System Plan, is the only major through street to serve this neighborhood area providing a key connection between this area and other parts of town. Memorial, Parkway, Holly and Rebekah Roads are the key connecting roadways providing access from the neighborhood to Wilsonville Road. Neighborhood children attend Boones Ferry Primary, Wood Middle School and Wilsonville High School – all are located along Wilsonville Road nearly two miles from the neighborhood.

Commuting

There are about 630 employees who work in this area. Of those, just over 12 percent live in Wilsonville; another eight percent live in Portland, the remaining commute from other nearby communities. There are also about 650 residents who live in the Village at Main/Daydream area and are employed. Of that number, about 22 percent work within Wilsonville (which may include jobs in this area); and another 24 percent commute to jobs in Portland. The rest commute to jobs in Beaverton, Hillsboro, Tualatin, Tigard, Oregon City, Lake Oswego or other nearby locations.

Fixed-Route

While boardings in Village at Main are relatively low, about 40 boarding per day – over 80 percent of that number is found at the pull in circle stop at Town Center Loop West and Main. This is significant, because the “loop” is out of direction and adds to the overall travel time on the Route 4 - Wilsonville Road. SMART is now planning to move this stop to Wilsonville Road in order to improve efficiency of east/west travel.

Dial-a-Ride

Dial-a-Ride pickups and drop offs average less than two per day.

Major Opportunities

- High density population creates lots of potential for high ridership.

Identified Concerns

- Stop proximity to the neighborhood may not be convenient enough to be desirable for residents to walk to.

Area 10: Charbonneau

Overview

Charbonneau is the only Wilsonville neighborhood south of the Willamette River. Running from the river south to Miley Road and from the I-5 freeway east to Eilers Road, this golf course community is one of Oregon's earliest planned communities. Designed in 1972, Charbonneau has a small commercial district and housing types ranging from condominiums and apartments to traditional single-family homes, golf-course homes, waterfront properties and gated estates. It is home to a sizeable retirement community (Springridge Court) which offers many associated amenities.

Miley Road is the main street to serve this neighborhood area providing a key connection between Charbonneau and the rest of the City. French Prairie Road is a loop that connects with Miley Road on both ends providing a ring of access for the community around the Charbonneau Golf and Country Club.

Much of the commercial area of the community has sidewalks, though local residential streets do not. Some of the existing pedestrian paths are on private property and not designed to meet ADA standards. A marked pedestrian/bicycle path provides access to about $\frac{3}{4}$ of French Prairie Road, though the traffic treatments along the roadway make bicycle access relatively safe throughout this neighborhood.

Children living in the Charbonneau area attend schools in the Canby School District, with the nearest primary, middle and high school about four miles away.

Commuting

There are approximately 1,120 individuals within Charbonneau who are employed. Of those, seven percent work at jobs in Wilsonville, another 20 percent commute to jobs in Portland. The remaining employees in this area commute to other nearby communities.

Because this is largely a residential area, employment opportunities within Charbonneau are limited. The one major employer is the Charbonneau Golf and Country Club and SpringRidge at Charbonneau – Senior Living Community. Unlike other areas of Wilsonville, employees working in this area are more likely to commute from the Canby or Woodburn area than other nearby communities.

Existing Services & Amenities

SMART bus service connects Charbonneau to the rest of Wilsonville and the City of Canby with the Route 3: Charbonneau/Canby Route. Fixed-route service on the Route 3 is limited and ridership has been low, especially since CAT stopped service to Wilsonville – with only eight peak hour trips each week day.

Fixed-Route

Fixed-route ridership in Charbonneau is limited – averaging less than 8 boardings per day.

Dial-a-Ride

Dial-a-Ride averages 15 pickups and drop offs per day. The largest concentration for DAR is at the SpringRidge Senior Living Complex.

Major Opportunities

- A designated shuttle for the Charbonneau residents could provide more direct and mid-day service.

Identified Concerns

- Low ridership possibly due to the service being commute hour only as part of the Canby service.
- Neighborhood is hard to access to due congestion on I-5 and the Boone Bridge.

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Appendix F – TMP Public Outreach Summary



TRANSIT MASTER PLAN

PUBLIC OUTREACH SUMMARY

Winter 2017





Public Outreach Summary

INTRODUCTION

In January 2016, South Metro Area Regional Transit (SMART) formally began updating the 2008 Wilsonville Transit Master Plan (TMP). The TMP is a broad look ahead to the type of transit system and supportive transportation options required to meet Wilsonville's mobility needs.

From the outset, SMART directed a process to involve a diverse and broad spectrum of existing and potential system users, and the businesses that support transit through payroll taxes.



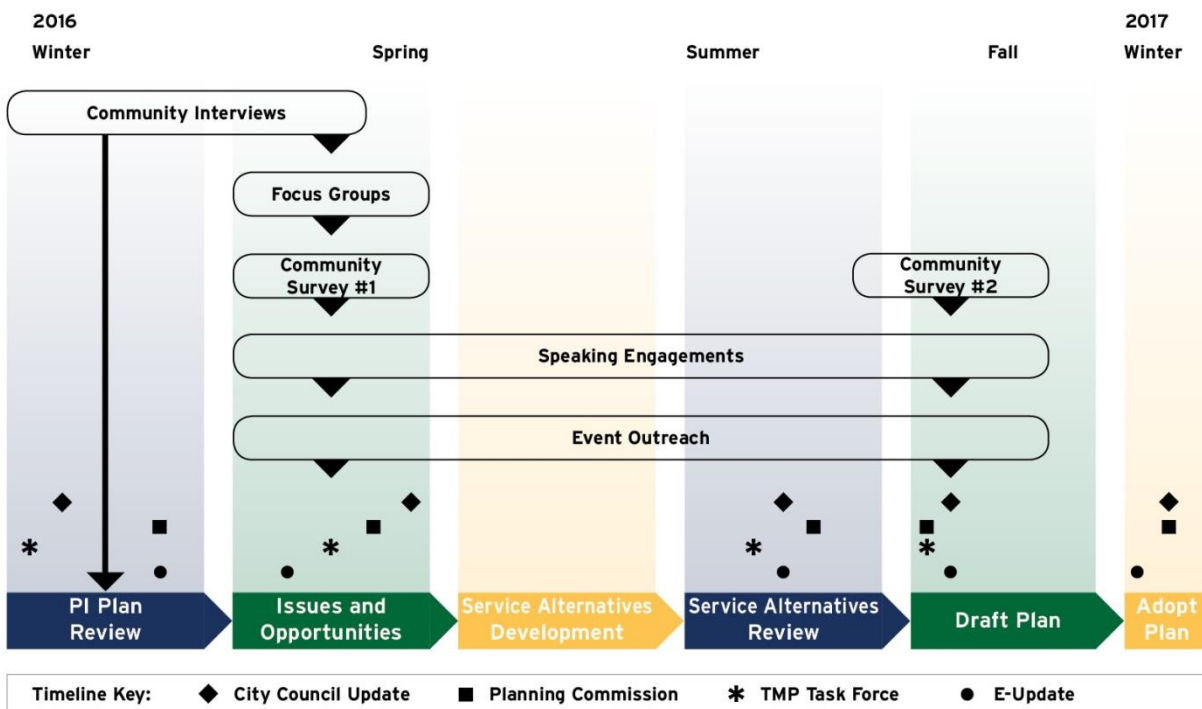
Outreach Photos

Three key phases:

- 1) **Issues and Opportunities Identification** *Winter 2016*
 Informed community partners and stakeholders of the project purpose and framework, and listened to their perspectives on where to focus SMART resources.

- 2) **Service Alternatives Development** *Spring 2016*
 Based on input from the Issues and Opportunities phase, SMART service planners and Jarrett Walker and Associates developed draft service alternatives.

- 3) **Service Alternatives Review** *Summer 2016*
 Review by community partners and stakeholders via multiple and accessible outreach methods of the proposed service alternatives and potential funding strategies.



Values guide involvement:

- Realistic:** be clear about the project constraints, objectives, and parameters
- Inclusive:** reach out to everyone, including those who don't use computers or face other barriers
- Meaningful:** provide timely information that is accurate and easily accessible
- Transparent:** make decisions public with key project materials available

To identify issues and opportunities SMART asked:

What are your priorities when you can't have it all?

This frame helped SMART stakeholders to understand the trade-offs SMART faces in delivering transit services with available resources. Public responses grounded and illuminated the issues and opportunities facing Wilsonville and set the stage for transit service alternatives development. These options will be available for community consideration in summer and fall 2016.

OUTREACH APPROACH

- Consistent, reliable, accessible information with identified SMART contact person
- Thorough stakeholder analysis
- Draft Public Involvement Plan vetted with key stakeholders
- Representative stakeholders interviewed from throughout Wilsonville
- Small issue-focused meetings held
- Non-traditional outreach targeted to those with low-income, people with disabilities, young and elderly people
- E-updates to Interested Parties List
- Timely response to all submitted comments and questions
- Electronic kiosks with information and survey placed at high visibility locations
- Speaking engagements at civic organizations
- Updates to relevant committees and City Council
- Transit Master Plan website with comment and survey functions
- Media (print, TV)

OUTREACH METHODS

Beginning in spring 2016, staff used a series of methods to adhere to SMART's value of inclusion.

Project Website Development

A bright, inviting, and accessible website provides community members a one-stop location to learn about the project, see upcoming events, project documents, available input opportunities, and option to sign up for project updates.



Community Survey #1

An informative and brief survey posed questions on the key tradeoffs for SMART to consider in service alternatives development including:

- **Which types of trips do you currently use transit for?**
- **Which types of trips would you want to use transit for, but currently cannot?**
- **Are short or long transit trips more important to you?**
- **At what times should SMART primarily target services?**
- **Transit can be spread out, to get close to everyone, or it can be concentrated into frequent Routes. Which would you rather do?**

Launched on March 1, 2016 with pro-active outreach efforts, the survey received **over 800 responses** via a variety of methods including on-line, mobile kiosks, and in-person paper surveys.

Community Survey #2

SMART launched a second survey on August 8, 2016 to illustrate these service tradeoffs and ask about a spectrum of potential service alternatives to gauge the public's priorities:

- **How to balance ridership and coverage goals?**
- **How to balance rush-hour service with service other times of day and week?**
- **How to balance local and intercity (out of town) services?**

Over 500 respondents provided feedback.

See Appendix A for a complete list of locations and community partners instrumental in a successful survey response rate.



Mobile Kiosks

Electronic kiosks placed at high visibility locations such as Wilsonville City Hall, Wilsonville Public Library, Oregon Institute of Technology, and Wilsonville Community Center made input easy for stakeholders on the move.



Paper Surveys

Bi-lingual surveys accompanied the mobile kiosk stands and were distributed to large employers, schools, higher education institutions, large housing complexes, and in partnership with community organizations.

Informational Bookmark Tear-Offs

In partnership with local businesses, community organizations, and city services, over 8,000 tear-offs were distributed throughout the community and on SMART buses. Brightly colored and easily accessible, these bookmarks connected mobile devices to the survey via code scan.

Display Outreach

Project staff conducted survey outreach at retail outlets, WES Station, SMART Central Station, employee break rooms, educational institution lobbies, and more.



E-Updates

With the TMP's Interested Parties List of **over 1,300**, the project sent

E-Updates announcing:

- Project Overview
- Survey Launch #1
- Survey Reminder
- Survey Launch #2
- Survey Reminder
- Draft TMP Announcement & Public Hearings Notification
- City Council Action (to be sent late March 2017)

City departments, community businesses, faith-based organizations and other partners assisted in forwarding notices to their networks of residents, employees, students, and congregants.

Encuesta sobre la Comunidad de SMART # 1

¿Cuáles son sus prioridades cuando no se puede tener todo?

Wilsonville Transit Master Plan

Think SMART. Ride SMART. Plan SMART.

Para obtener más información o para tomar esta encuesta en otro momento, por favor vaya a la página web: www.plansmartwilsonville.com

P1: Por favor, contésteme de sus hábitos:

¿Qué tipo de viajes actualmente utiliza en su tránsito?

Por favor, marque todo lo que se corresponda.

Viaje de trabajo

Viajes de compras

A la escuela

A la recreación

Misión (comerciales), reuniones o eventos

Buses de México

Buses regionales

Otro

¿Cuáles tipos de viajes desea de utilizar el tránsito de autobús pero en la actualidad no puede?

Por favor, marque todo lo que se corresponda.

Viaje de trabajo

Trabajo / reuniones ciudadanas

Compras de semana

Recreación

Misión (comerciales), reuniones

Buses de México

Buses regionales

Otro

Comentarios: ¿Por qué no?

¿Cómo se describe? Por favor, marque todo lo que se corresponda.

Residente de Wilsonville

Vive en un hogar para gente con bajos ingresos

Empleado en Wilsonville

Estudiante fuera de Wilsonville

Sin trabajo

Persona viviendo con una discapacidad

Bilingüe

Estudiante en Wilsonville

Estudiante fuera de Wilsonville



Media

The Wilsonville Spokesman reported twice about the project launch and announced the on-line survey.

Using the city wide monthly newspaper, Boones Ferry Messenger, SMART announced and reminded residents of survey availability.

Stakeholder Interviews

Project staff met one-on-one to interview and explore further the tradeoffs facing SMART. Participants included:

- Businesses
- Elected Officials
- City Staff
- Community Groups
- Educational Institutions
- Home Owner Associations

Workshop and Targeted Focus Discussion Groups

Community Workshop

Project Team and consultants held a large stakeholder workshop with community representatives to provide the necessary understanding of transit planning for well-informed decision-making and a community supportive Transit Master Plan for Wilsonville.

Title VI/ Environmental Justice (EJ) Populations

To ensure that the impacts and benefits of the Wilsonville Transit Master Plan are equitably experienced regardless of race, national origin, gender, disabilities, English language proficiency or being low-income, project staff sought initial input on outreach methods with community organizations and conducted two targeted discussion groups:

- Title VI Focus Group (Low-income and Spanish Speaking)
- Older Adults and People with Disabilities

Business Discussion Groups

Coordinated in partnership with the Greater Wilsonville Chamber of Commerce, two groups of business representatives met with project staff to discuss trade-offs, issues, and opportunities.

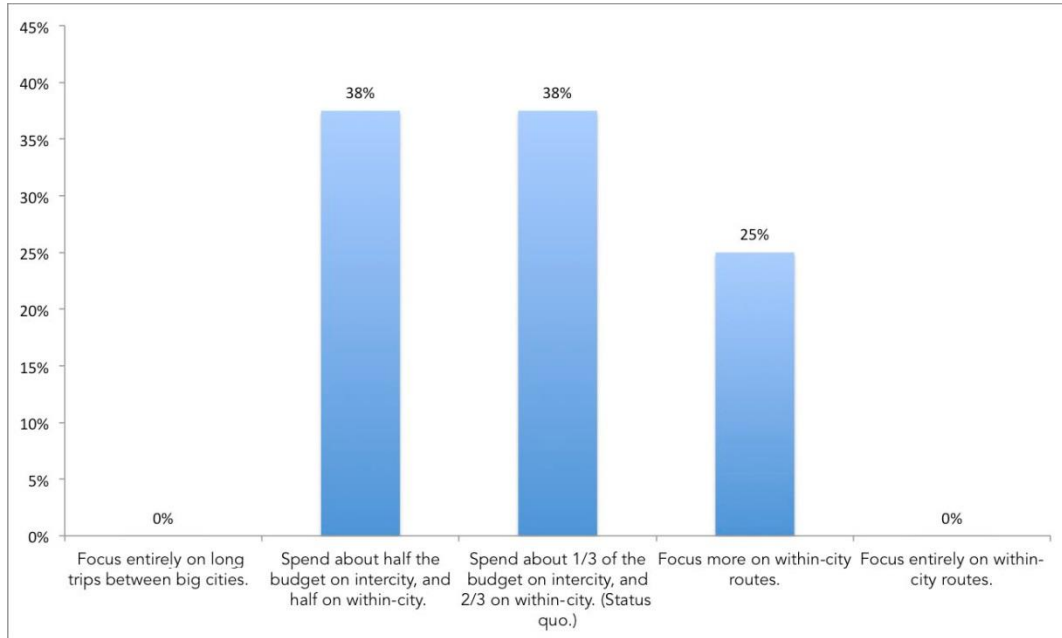


SUMMARY OF COMMUNITY INPUT

Project Team and consultants created a variety of venues for interaction with diverse stakeholders, who were polled on some of the trade-offs addressed in the online survey. What follows is a summary of input collected from the Wilsonville TMP Community Workshop, community-wide survey, stakeholder interviews, and targeted focus groups.

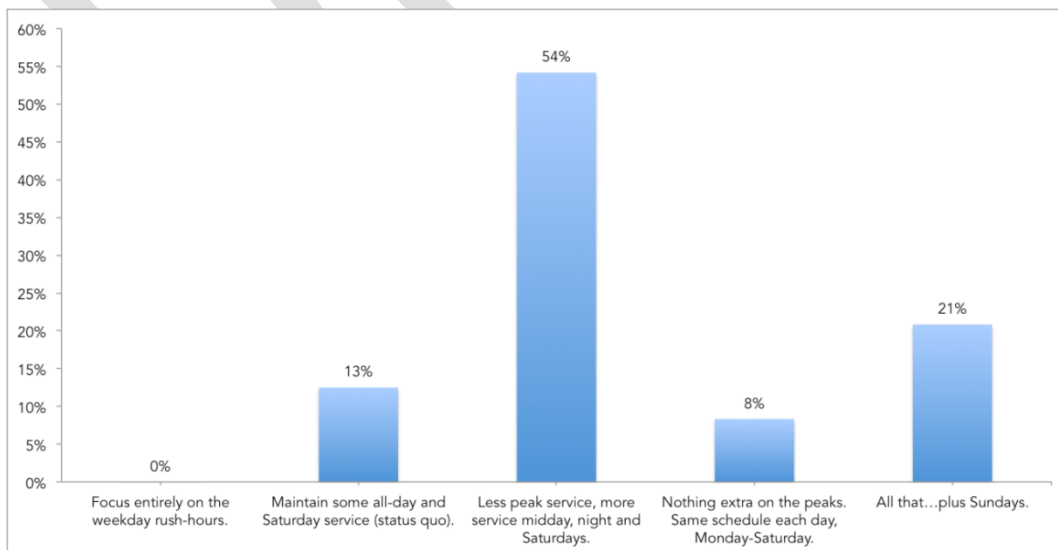
Community Workshop Results

Should SMART focus on inter-city services, or within-city services? (Similar to Q2 from the survey)



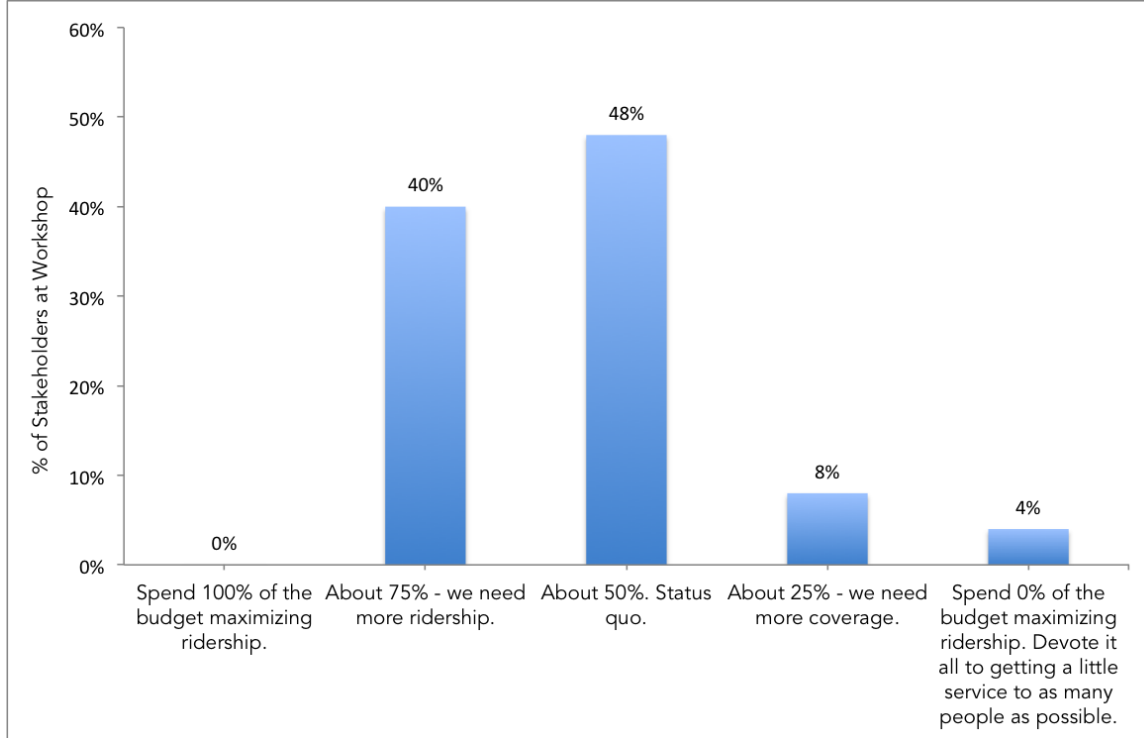
Stakeholders almost equally split on whether there should be more intercity or more local service emphasis. However, 38% were happy with the status-quo balance.

Should SMART focus more on rush-hours or more on all-day all-week service? (Similar to Q3.)



Stakeholders expressed fairly strong support for a move away from rush-hour service and towards flatter, all-day all-week schedules.

**How should SMART balance maximizing ridership and providing coverage?
(In practice, this means balancing frequency with walking distance, similar to Q4.)**



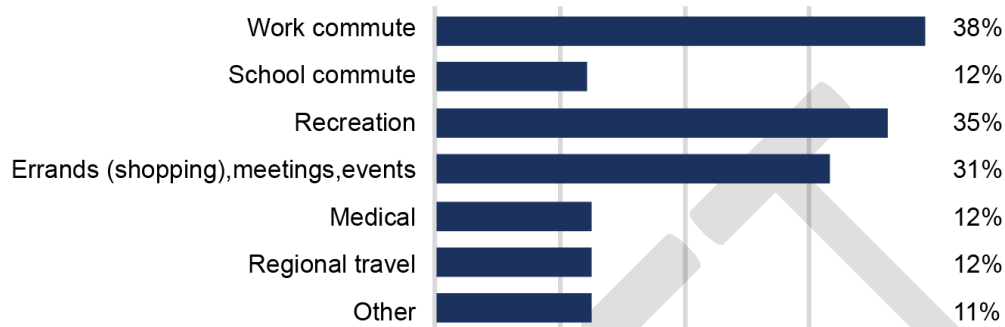
After a long conversation about what leads to high ridership and the trade-off between having few frequent Routes or many low-frequency Routes, the stakeholders were polled on how to balance these competing goals.

While nearly half of stakeholders expressed support for the current balance of maximizing ridership vs. providing coverage, 40% want to see more focus on ridership, and therefore less coverage.

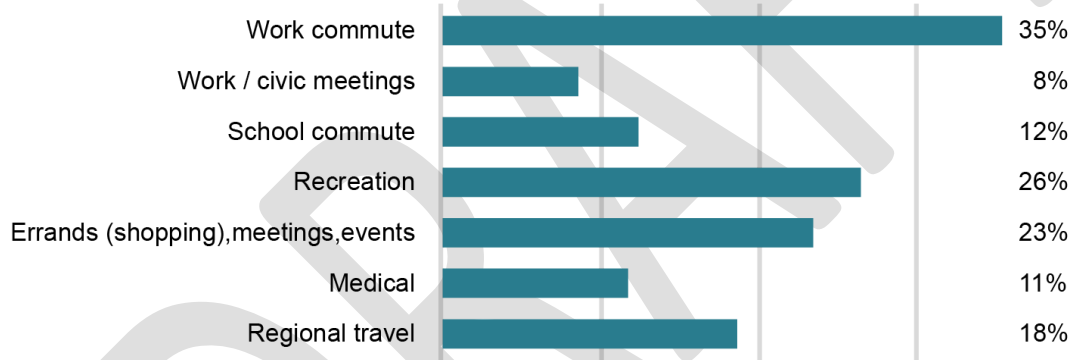
Community Survey #1 Results

During a period of six weeks, the TMP project staff received 772 survey responses through the website and bilingual paper surveys.

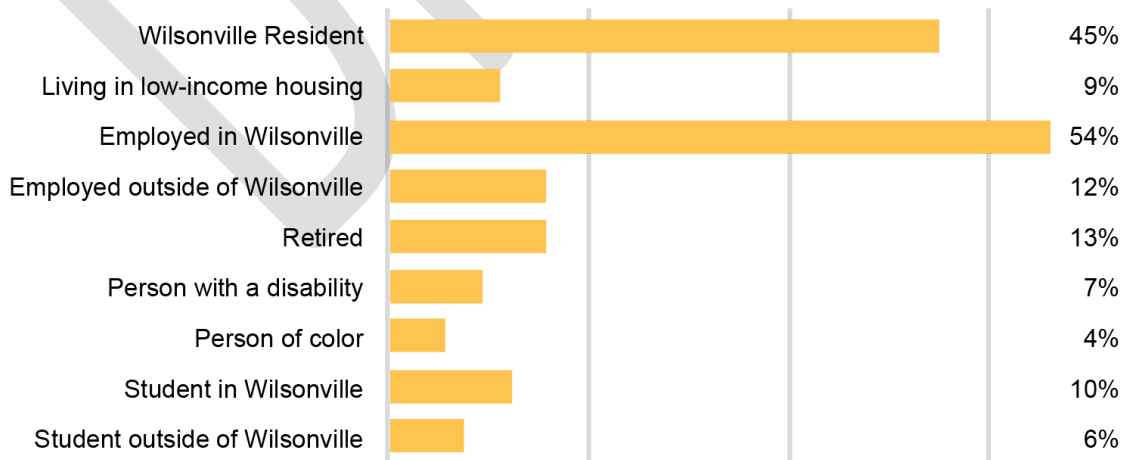
Q1a) Which types of trips do you currently use transit for?



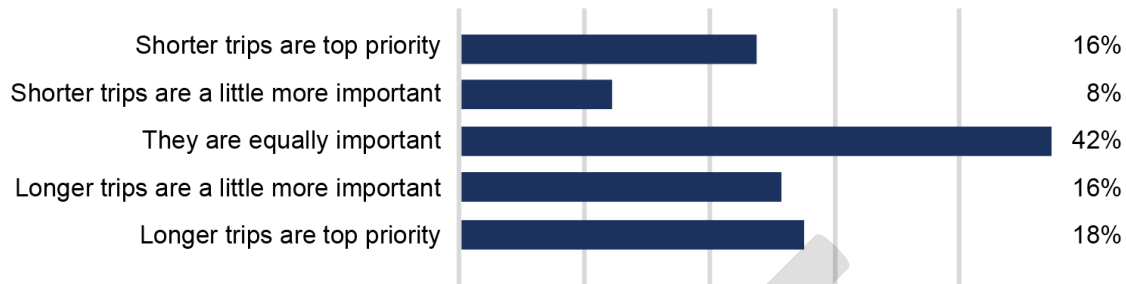
Q1b) Which types of trips do you want to use transit for but currently cannot?



Q1c) How would you describe yourself?

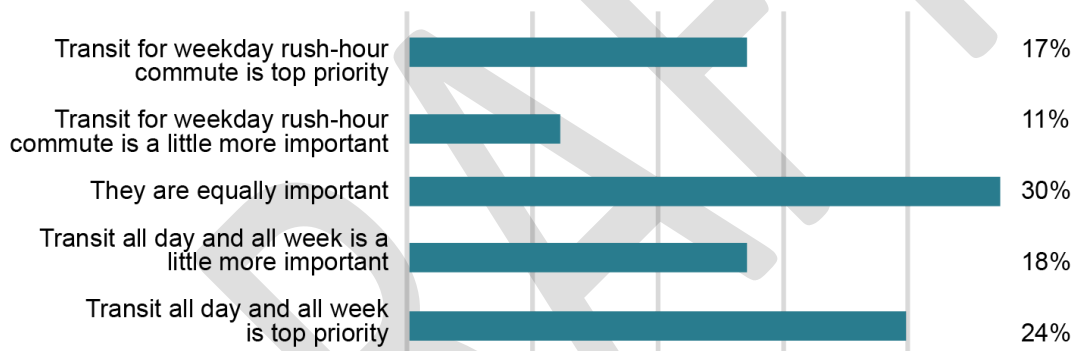


Q2) People make both short transit trips in town and longer transit trips to other cities in the region. Which is more important to you?



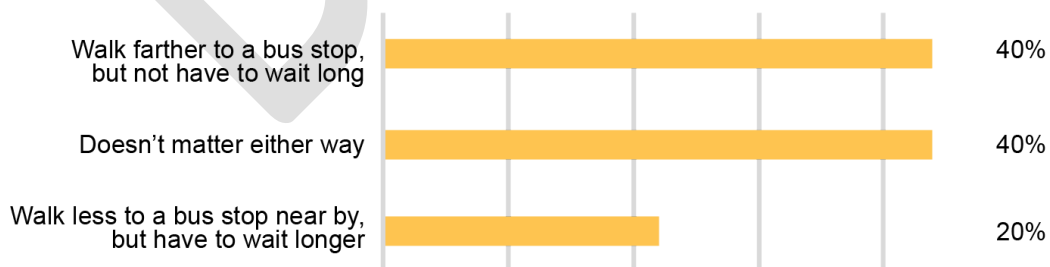
Slightly more survey respondents said that they think longer trips are more important to serve with transit than short trips.

Q3) Some people commute to work during rush-hour for 9-5 jobs, while others work different schedules. People could use transit for other kinds of trips besides their work commute, as well as during evenings and weekends. At what times should SMART primarily target services?



More survey respondents expressed support for a shift towards all-day and all-week service than for maintaining SMART's current focus on weekday rush hours.

Q4) Transit can be spread out, to get a little close to everyone, or it can be concentrated into frequent Routes. Help us understand your preference.

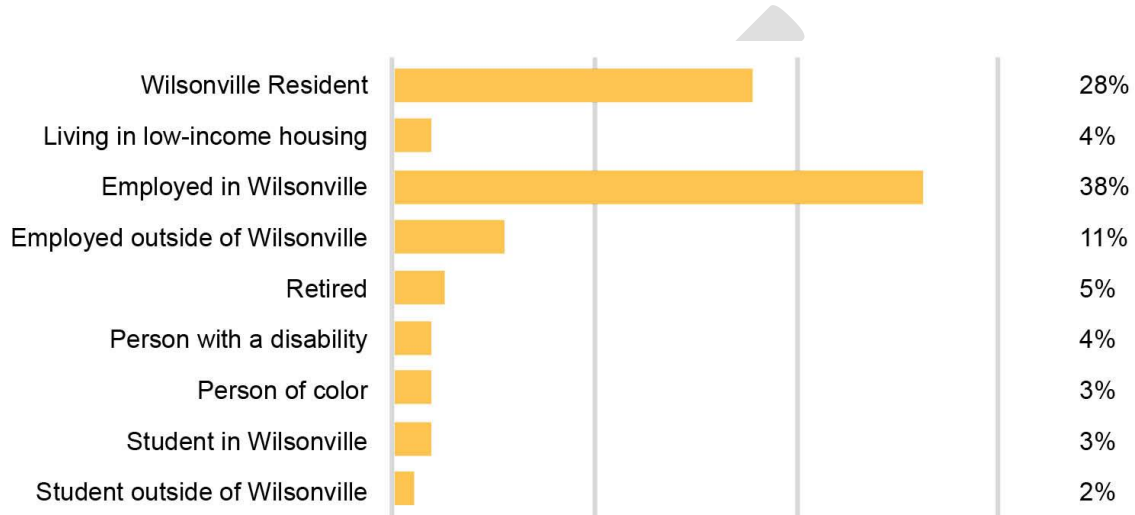


Short waits are only possible, within a fixed budget, if an agency provides less coverage and therefore more frequency. For local transit, frequency is key to high ridership. This survey question is about the *individual* experience of a high ridership transit system versus a high coverage transit system: in a high ridership system, waits are short but walks are longer.

Community Survey #2 Results

The Service Alternatives Survey administered on line, via electronic kiosks, and at community events received 550 responses. The key question aimed to understand the community's balance between intercity focused and locally-focused service alternatives. The response data shows the majority is employed in Wilsonville and suggests a favoring towards more intercity service.

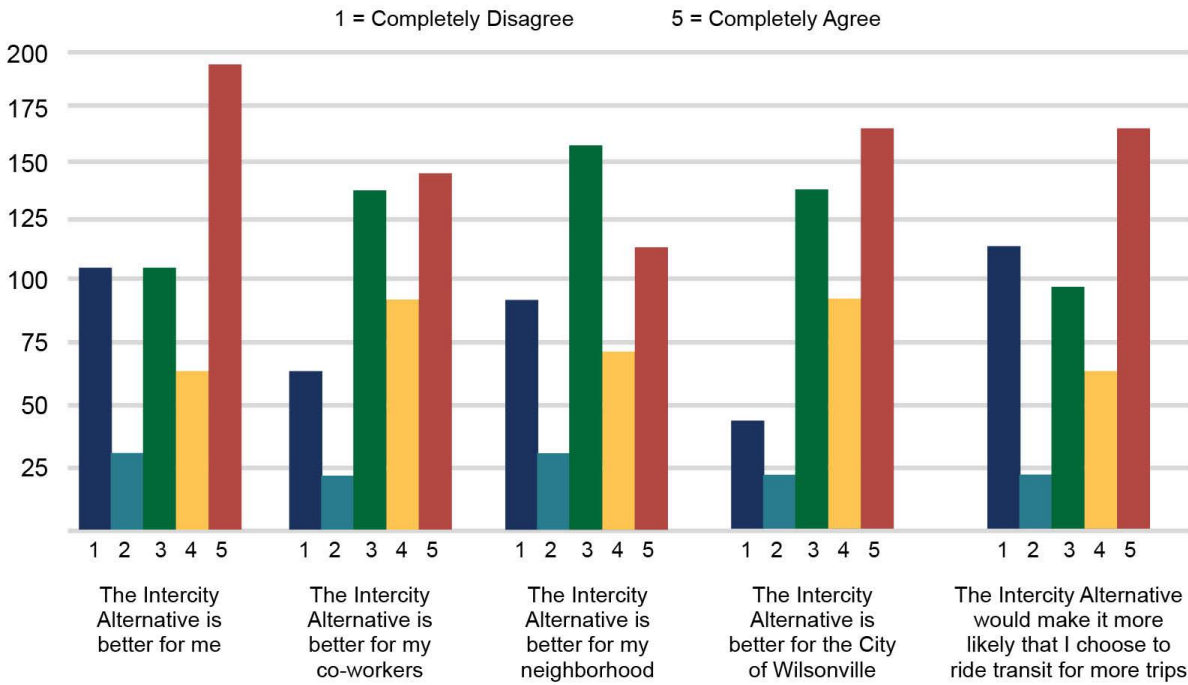
Q1) How would you describe yourself?



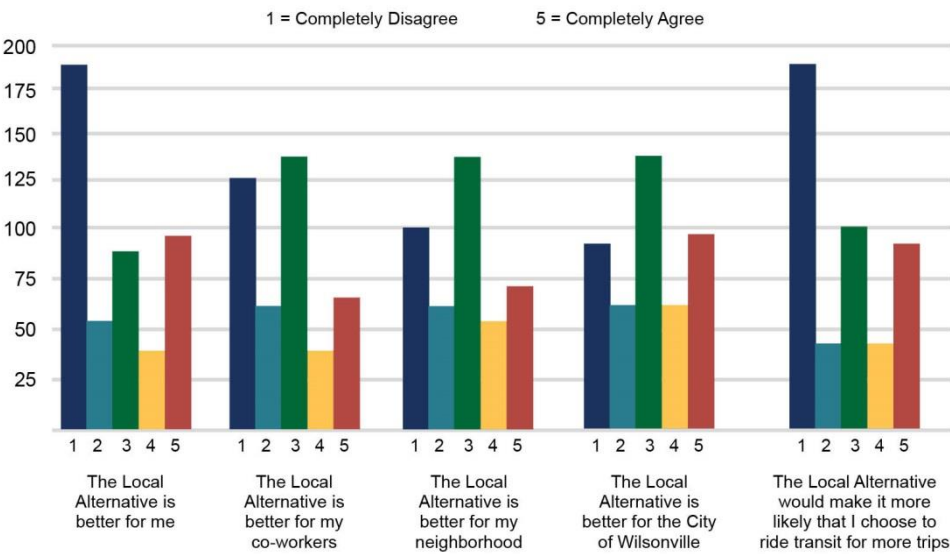
Q2) Did you participate in the first survey?



Q3) For the Intercity-Focused Alternative, please rank the questions below on a scale of 1-5.



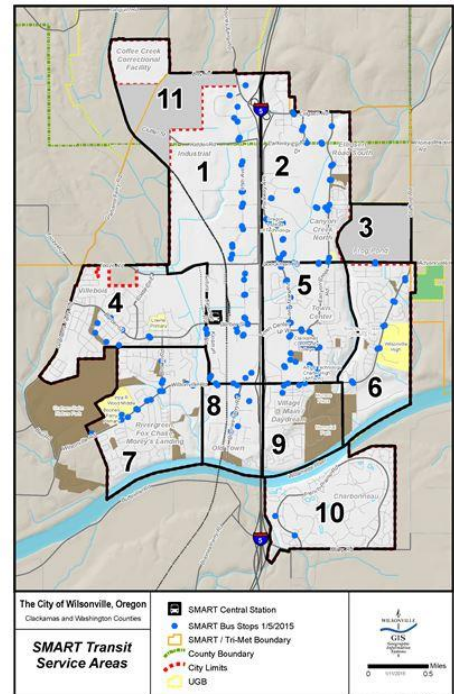
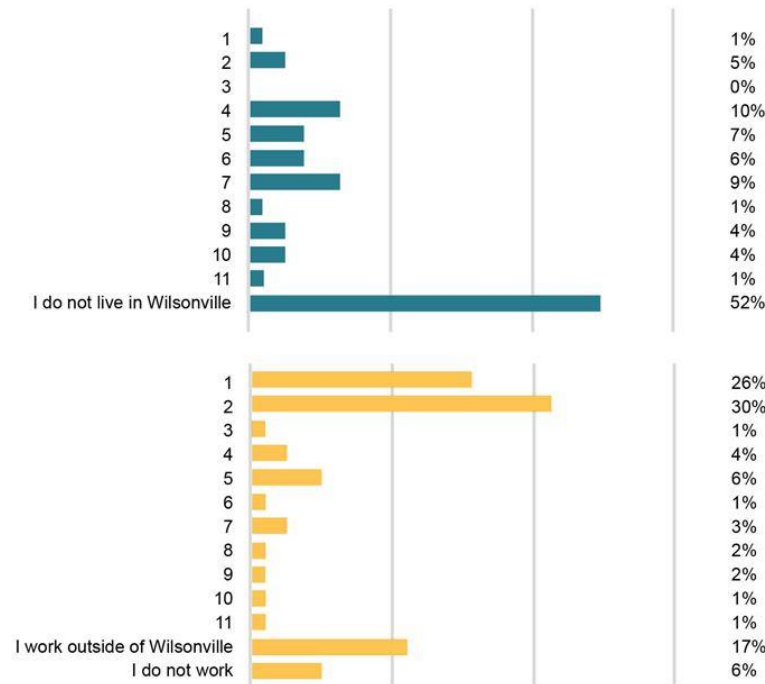
Q5) For the Locally-Focused Alternative, please rank the questions below on a scale of 1-5.



Q7: Which of the below options comes closest to the balance between Intercity-Focus and Local-Focus that you prefer?



Q8: Using the service map, tell us where you live and work:



Stakeholder Interviews and Focused Discussion Results

Support the economy

- Tourism could be served well with more routes on weekends to Salem and PDX
- More access from airports and other cities important to Wilsonville
- SMART'S role is to provide Wilsonville with a work force
- Important to serve workers in and out of community

Enhance connectivity

- Proximity of stops near schools for new middle school
- Oregon City is critical location for social services
- Plan for transit in new developing areas
- Target high density neighborhood and growth in industrial areas
- Stronger connections to Portland
- More WES service
- East to west within Wilsonville take much too long

Expand service times

- Traditional 9-5 no longer the norm for businesses with multiple shifts
- Need later service for evening shifts
- More times to address after-school needs
- Weekend service
- Quick service between transit and higher education facilities
- Priority should be given to the shift times with the highest number of workers

Provide additional transportation options

- Promote ridesharing (vanpooling/carpooling)
- Explore additional car sharing opportunities
- Explore bike sharing

Get the word out

- Lack of awareness that service is free within Wilsonville by English and non English speakers
- Schools, students, and families are not aware of free service
- Travel training needed
- Need to work with employment agencies to reach daily in-flux of temporary workers

Create partnerships

- Use back-to-school information to highlight SMART services to parents and students
- Include in admission and orientation packets to higher education facilities
- Explore increases in vanpooling
- Create stronger partnerships with Tri-Met and SAMTD for more transportation options

Explore additional funding mechanisms

- Fix the transit districts' boundaries to match location of businesses
- Businesses are dealing with minimum wage increases
- People wanting more service causes businesses concern about financing

Focus group participants named a number of transit outcomes that relate to either maximizing ridership (target high density and move large numbers of workers) or to providing coverage regardless of ridership (provide access to social services and new developing areas). In the focus group setting, we did not ask them to resolve this conflict. Insight into how people want SMART to resolve these conflicting goals may be better gleaned from the online survey and the stakeholder workshop, where respondents were asked to make a trade-off.

Considerations for Service Alternatives Development

The input of the online survey respondents, stakeholder workshop attendees, stakeholder interviewees, and focus groups participants suggest that SMART could shift its priorities slightly, on two key trade-offs, with public support:

- **The importance of rush-hour, relative to the rest of the day.** Only 28% of online survey respondents said that service during the peaks is more important than the rest of the day and week. Similarly, of the polled stakeholders, only about 13% supported the status-quo level of emphasis on peak service; the rest wanted to see a small or major move towards flatter, all-day all-week schedules. People who participated in focus groups expressed a great deal of interest in service outside of rush hours.
- **How to balance providing frequency to maximize ridership, and providing low-frequency coverage services to more places.** A large minority of stakeholders at the workshop asked for a shift towards higher frequencies and/or higher ridership. Among survey respondents, about twice as many people prefer short waits than short walks, suggesting higher support for a more frequent network than an infrequent network that gets close to everyone.

On the matter of *local vs. intercity trips*, only a slightly larger number of survey respondents and stakeholders expressed support for longer, intercity trips than short, local trips.

Service Alternatives Key themes:

Preference for more intercity service

- Connections to Oregon City remain critical
- Proposed frequencies may be challenging for higher education students
- Focus on rush hour does not apply to many of Wilsonville employer shifts

Transportation Options

- Explore additional options like ridesharing, car and vanpooling, bike sharing, car sharing, and ridesourcing to augment SMART services
- Involve Chamber of Commerce in this conversation

Considerations for local service

- Need to continue to serve low-income apartment complexes
- More service for arts and culture sites

APPENDICES

Outreach Overview

Outlined are the stakeholder groups reached and by what method during Phase 1 of the Wilsonville TMP.

Mobile Kiosk Placement

City Hall
Wilsonville Public Library
Boones Ferry Elementary School
Clackamas Community College

Display Outreach

Wilsonville Community Center
SMART Central Station
Thriftway
Safeway
Oregon Technical Institute
Town Park Center
Wilsonville Farmers Market
SMART Central
Charbonneau Country Club
Wilsonville Community Center
Montague Park
Wilsonville Community Sharing
Sofia Park
Autumn Park
Oregon Technology
Costco
Creskide Apartments
Microsoft
Fred Meyer
Mentor Graphics
Pioneer Pacific College
Vision Plastics
Flir
Target
Edge Family Fitness
Bullwinkle's Family Fun Center

Informational Bookmark Tear-Offs

SMART buses
Wilsonville Public Library
Fred Meyer
Qdoba (stapled to all "to go" orders)
Large and small employers

Paper Survey Outreach

Convergys
Vision Plastic
Gillespie Graphics
Xerox
Mentor Graphics
Clackamas Community College
Autumn Park (Spanish survey distribution)
Valley Christian Church
Saint Cyril Catholic Church
SMART Central
Shopper Shuttle

Community Workshop

Convergys
Xerox
Mentor Graphics
Coffee Creek Correctional Facility
City of Wilsonville Community Development
City of Wilsonville Community Planning
City of Wilsonville Planning Commission
SMART Transit Mater Plan Task Force
Oregon Institute of Technology
Clackamas Community College
Wilsonville Chamber of Commerce
Wilsonville Public Library Foundation
Charbonneau Home Owners Association
Charbonneau Country Club
Mayor Knapp
Councilor Stevens

Issues and Opportunities Focus Groups

Business Community
Republic Services
Hasson Company Realtor
Pacific Residential
IBEW Local 48

Centrex Construction
Columbia Bank
Langdon Farms
Bittner & Hans
Crowley Landscaping Management
Washington County Planning
Commission

Title VI & Environmental Justice (Low
income/Limited English Proficiency)

Lowrie Elementary School
West Linn Wilsonville School District
Northwest Housing Alliance
Coordinator
Wilsonville Public Library Spanish
Outreach Coordinator
SMART Bilingual Driver
Clackamas County Social Services
Developmental Disabilities Coordinator
Clackamas County Social Services
Children, Youth, & Families
Creekside Woods

Older Adults / ADA

Clackamas County Social Services
Volunteer Connections
Creekside Woods Senior Housing
SMART Paratransit
City of Wilsonville ADA
Wilsonville Community Center
Wilsonville Community Sharing

Service Alternatives Focus Groups

Note: These groups were combined in order to
foster understanding of competing transit
needs.

Convergys
Wilsonville City Councilor
City of Wilsonville Planning Department
Xerox Corporation
Oregon Institute of Technology
Langdon Farms
Clackamas County Children and Youth
Services
Clackamas Community College
Transit Master Plan Task Force
Wilsonville Planning Commission
Wilsonville Art and Culture Council
Greater Wilsonville Chamber of
Commerce
Wilsonville Development Review Board
Committee
Wilsonville School District Community
Services
Wilsonville Library Foundation
Wilsonville Parks and Recreation
Wilsonville Community Sharing

Stakeholder Interviews

Wilsonville Youth Sports
City of Wilsonville Councilor Lehan
City of Wilsonville City Manager
City of Wilsonville Public Works
West Linn Wilsonville School District
Pioneer Pacific College
Microsoft
Fry's Electronics
Wilsonville Holiday Inn
World of Speed
Employment Express / Tualatin
Chamber of Commerce
American Family Insurance

**For a look at all public comments and meeting notes, please see the
www.plansmartwilsonville.com website. The comments are categorized geographically.
Some comments may apply to multiple categories. Comments are verbatim. No spelling or
punctuation errors are corrected.**



Transit Master Plan Project Update


Planning Commission Work Session
April 12, 2017








The Proven Benefits of Transit

- Reduces traffic congestion
- Aids in employee retention and recruitment
- Reduces demand on parking
- Provides economic boost
- Supports community growth
- Improves physical health
- Provides equal opportunities for those who don't drive
- Increases personal opportunities
- Lowers fuel consumption and transportation costs
- Reduces carbon emissions
- Attracts industry
- Positive contribution to overall quality of life

Transit Master Plan
2017

 **WILSONVILLE**
OREGON

DRAFT



- CONVENIENCE
- SAFETY
- RELIABILITY
- EFFICIENCY
- FISCAL RESPONSIBILITY
- FRIENDLY SERVICE
- EQUITY & ACCESS
- ENVIRONMENTAL RESPONSIBILITY



PLANNING COMMISSION
WEDNESDAY, APRIL 12, 2017

III. INFORMATIONAL

A. 2016 Housing Report (Bateschell) (20 Minutes)



PLANNING COMMISSION STAFF REPORT

Meeting Date: April 12, 2017		Subject: 2016 City of Wilsonville Annual Housing Report	
		Staff Member: Jennifer Scola Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: None. This is a briefing for information and discussion only.			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Thoughtful Land Use		<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL: In 2013, Wilsonville completed a Housing Needs Analysis in order to document the City’s residential land supply and thus inform planning efforts for future residential growth. City staff has prepared the annual Housing Report intended to track the applicable data related to the planning and development of housing within Wilsonville, which is used in conjunction with the Housing Needs Analysis, in order to better understand what type of development is necessary and how those needs are getting met year-to-year.

EXECUTIVE SUMMARY: The Housing Needs Analysis completed in 2013 forecasted Wilsonville's housing needs over the next 20 years, and it highlighted consistent population and household growth over the past decade. The technical analysis indicated residential land supply in the city may not be sufficient for the 20-year planning horizon. Under Metro's forecast, Wilsonville will run out of residential land by about 2032, and if Wilsonville continues to grow at the rate it has over the past ten years, the city will consume the available residential land by about 2025.

As such, one of the key recommendations emerging from the report was a need for the city to develop a monitoring program to help the city understand the speed and efficiency at which land is developing and long-range residential planning needs. The following metrics were recommended for monitoring and are data points included in the attached report: population, building permits, subdivision and partition activity, land consumption, and right-of-way and open space dedications.

See Attachment A for the 2016 Annual Housing Report, which highlights key residential development statistics as well as details on the approved plans and issued permits in 2016. The report indicates significant residential construction occurred and will likely continue with the number of homes that were approved by the Development Review Board last year. Throughout the past three years, the Annual Housing Report has documented an overall increase in population, household growth, average selling price of a home, and the amount of single-family over multi-family residential permitted. Additionally, 19.3% (91.8 of 477 acres) of Wilsonville's 20-year land inventory has been dedicated to development by plans approved over the past three years (2014-2016).

All of the homes permitted for construction in 2016 were single-family (317 total), and of the 158 housing units for which plans were approved by the Development Review Board in 2016, 76 of them are single-family (48%) while 82 of them are multi-family (52%). The information presented in the report reinforces the importance of the city's long-range planning efforts, and indicates the ways in which housing supply in the City is, and will be, developing.

EXPECTED RESULTS: Staff will summarize the housing activity in Wilsonville throughout 2016 for the Planning Commission. Staff desires input and discussion from the Commission on the report, specifically:

1. Those elements of the report that are especially interesting and
2. Suggestions for future publications of information that would be helpful

TIMELINE: Staff anticipates the housing report will be published in March of each year. Efforts will be completed over the next month or so to set up a streamlined system for developing the report on an annual basis, and staff will consider updating the report format for future publications.

CURRENT YEAR BUDGET IMPACTS: Limited staff time is required to pull the report together from data being collected through existing business operations.

FINANCIAL REVIEW / COMMENTS: N/A

Reviewed by: Date:

LEGAL REVIEW / COMMENT: N/A

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS: N/A

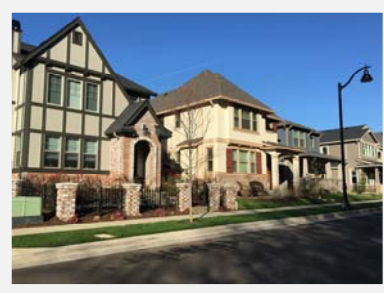
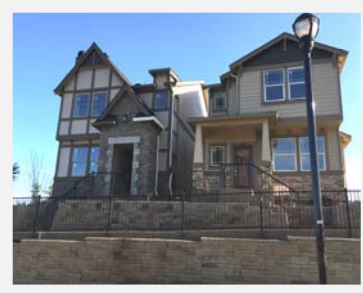
POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups): N/A

ALTERNATIVES: N/A

CITY MANAGER COMMENT: N/A

ATTACHMENTS:

A. 2016 City of Wilsonville Annual Housing Report



WILSONVILLE
OREGON

WILSONVILLE

2016

ANNUAL HOUSING REPORT

ORIGINAL PUBLICATION: MARCH 2017

The City of Wilsonville Building Permit Database was the primary source for the data and information presented in this report.

Staff of the City of Wilsonville prepared this report, with special acknowledgement to:

CHRIS NEAMTZU, PLANNING DIRECTOR
MIRANDA BATESCHELL, LONG-RANGE PLANNING MANAGER
JENNIFER SCOLA, ASSOCIATE PLANNER
CHARLIE TSO, ASSISTANT PLANNER
TAMI BERGERON, ADMINISTRATIVE ASSISTANT
DAN STARK, GIS MANAGER
BECKY WHITE, PERMIT TECHNICIAN
SUSAN ROTHENBERGER, GIS & MAPPING TECHNICIAN



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Although an effort is made to assure the accuracy and completeness of the information provided in this annual report, the City of Wilsonville makes no expressed or implied warranty as to the accuracy, adequacy, completeness, legality, reliability or usefulness of the report's information. The City of Wilsonville provides this information and all report services on an "as is" basis. While there may be changes to the City of Wilsonville's information on topics covered in this annual report, these changes may or may not be made available until after this report publication.

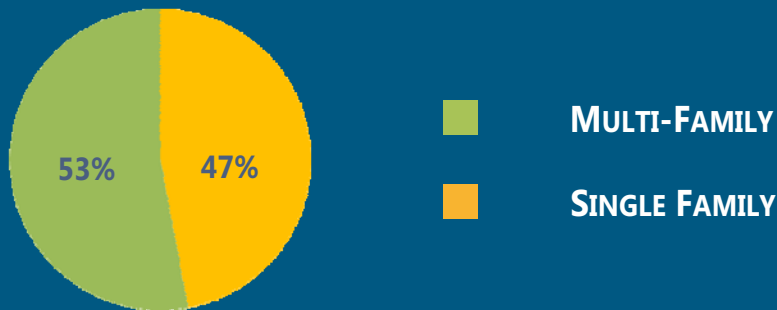
A SNAPSHOT OF 2016

.....▶ **317** HOUSEHOLDS PERMITTED

317 SINGLE-FAMILY **0** MULTI-FAMILY
100%

\$76,347,022 ◀.....
TOTAL VALUE OF CONSTRUCTION COSTS

CITYWIDE HOUSEHOLD INVENTORY



.....▶ HOUSEHOLD GROWTH



8% POPULATION GROWTH (2014-2016)

"When you look at the numbers across the board, with the exception of multi-family housing, all three other categories seemed to nearly peak in 2016, giving us the highest total valuation for one year since incorporation of the city in 1969. While this is an extremely strong picture of growth and cause to celebrate success, we anticipate next year's building activity will cool slightly, bringing a more moderate level of growth."

– NANCY KRAUSHAAR

COMMUNITY DEVELOPMENT DIRECTOR

HOUSING ACTIVITY IN THE

In 2016 the City of Wilsonville continued to experience record-breaking residential development. During the past calendar year, a total of 317 new single-family homes were permitted; conversely, Wilsonville saw no multi-family residential permits issued in 2016. While the overall total of units did not surpass the 2015 total, it did exceed 2015's record single-family count of 312 permits. Additionally, 2016 saw the highest average home selling price since 2007; in 2016 the average home price was \$391,000—4% more than 2015. All together the new residential permits totaled to a construction value of \$76.3 million.

The areas in which housing was developed over the past year are more varied than years past, in that Wilsonville has experienced an increase of infill development (the development of vacant land enclosed by existing construction) as larger subdivisions are beginning to build out. Specifically, there has been an increase in independent developer projects around Canyon Creek Road, as well as Old Town. The strong focus in single-family residential development was anticipated, as 100% of the approved residential plans in 2015 were single-family. Moreover, the 2014 housing study identified a need for more detached-single family housing in the City. The impact of 2016's development has generated an increase in the percentage of single-family residences citywide. Currently, single-family homes represent 47% of the total housing supply, up from 45% in 2015. Looking forward, Wilsonville can anticipate a more balanced development pattern between single-family and multi-family residential, as 48% of the units in approved plans for housing in 2016 were single-family, while 52% were multi-family.

In 2016, the total number of new residential units permitted in Wilsonville is nearly 27% greater than the 10-year average of 244 units per year. This household growth represents an increase of 3.1% in 2016, following a growth rate of 3.3% in 2015. This growth pattern has slightly decreased a 10-year average household growth rate to 2.5% from 2.8% in both 2015 and 2014. Overall, Wilsonville's 2.5% average household growth rate continues to remain significantly above the 1.8% household growth assumed by the regional forecast.



158 HOMES

WERE APPROVED BY THE DEVELOPMENT REVIEW BOARD IN 2016
CONSTRUCTION ANTICIPATED 2017-2019

76 SINGLE-FAMILY

82 MULTI-FAMILY

48%

52%

CITY OF WILSONVILLE

Major residential construction continues to surge due to the improvements to the economy post-recession, as well as sustained migration to Oregon and the Portland Metropolitan region. Wilsonville maintains a growing economy, a large employment base, and high-quality of life that draws many households each year. The majority of new homes continue to be in Villebois by homebuilders such as Legend Homes, Polygon Northwest, and Lennar. Other areas in the City, such as Canyon Creek Road, Charbonneau, and Ash Meadows, have also seen an increase of development, contributing to the infill development Wilsonville has seen in 2016.

Wilsonville's residential growth has also resulted in home prices gaining in value; the average sale price rose 3.6% since 2015 from \$377,000 to \$391,000. This percentage increase has thus put Wilsonville's average home sale price about 18% above the affordability target¹ for the average Wilsonville family². Currently, approximately 27% of homeowners in Wilsonville spend over 30% of their income on housing, while approximately 42% of renters spend over 30% of their income on housing (American Community Survey 2011-2015). With a continued increase in home values, the City's commitment to providing a range of housing options remains critical to housing affordability.

While housing plan approvals in 2016 indicate a slowdown in residential growth, development overall is anticipated to remain strong and offer more diverse housing options in the coming year. In total, 158 new residential unit approvals were seen during the 2016 calendar year, 76 of which will be single-family and 82 will be multi-family. The projects include the development of Charbonneau's driving range and a mix of condominiums and detached single-family throughout Villebois. Details on 2016's approved plans and issued residential permits are included in the following pages.

¹ Housing affordability is commonly defined as 33% or less of household income being spent on rent or mortgage expenses. Mortgage calculation assumes 20% down payment and 30-year term at a fixed rate of 3.8%. A mortgage payment of \$1,565 meets the affordability index and represents a home sale price of \$317,000.

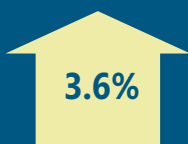
² Based on the median household income reported by the 2015 U.S. Census: \$56,516.

\$391,000

AVERAGE SELLING PRICE
SOURCES: ZILLOW.COM, REALTOR.COM

=

A MORTGAGE PAYMENT OF **38%**
OF THE AVERAGE FAMILY'S INCOME



in 2016

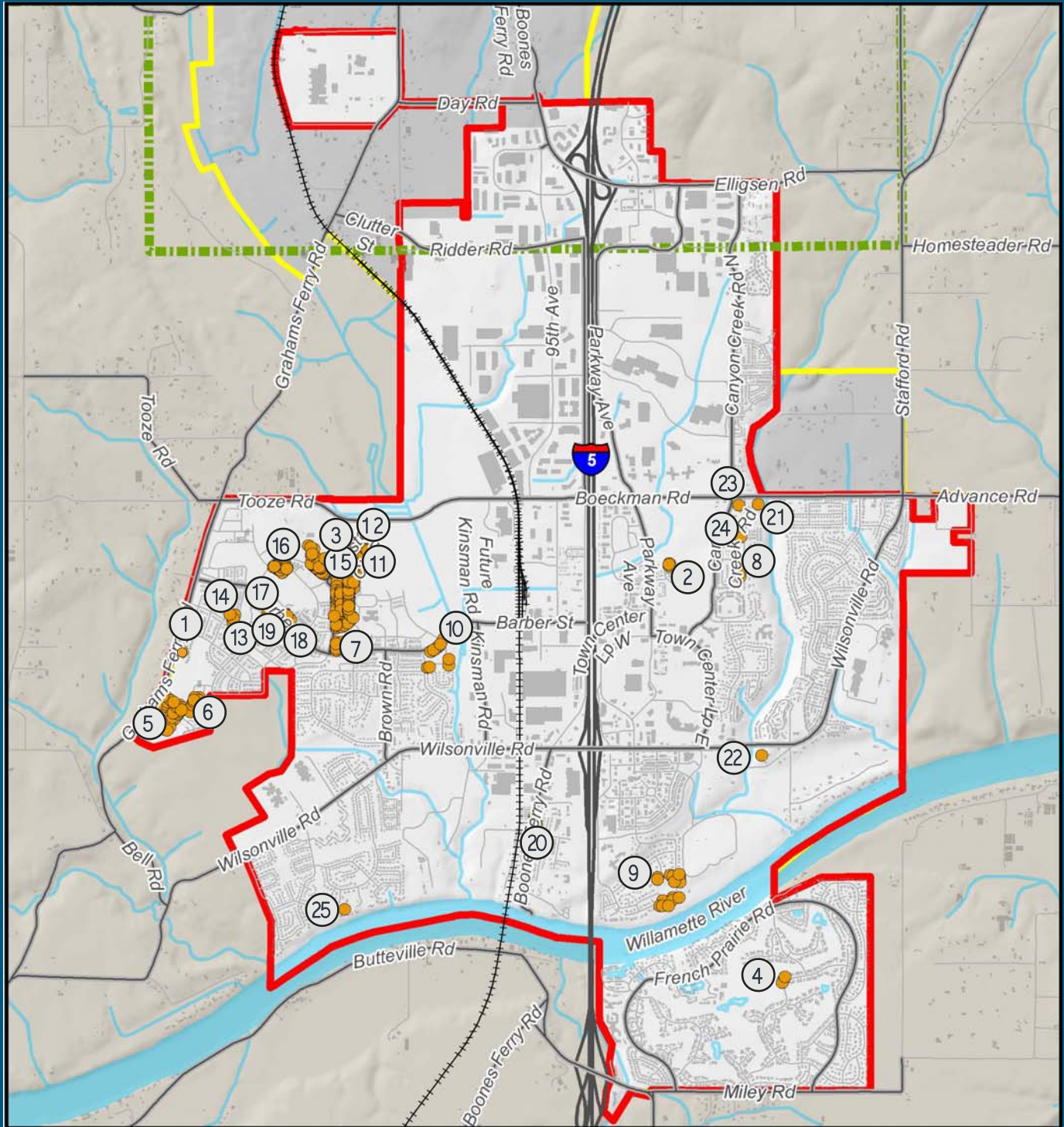


RESIDENTIAL PERMITS ISSUED



“Wilsonville continues to be a very popular place to live, work and play. In 2016 homebuilders applied for a record-setting 317 building permits for new single-family dwellings. When coupled with numerous commercial projects and tenant improvement permits, the City saw the highest level permit activity in over 10 years with a total project value of over \$143 Million. It’s exciting to be a positive part of our growing community by making sure homes and businesses are built safe, and as we work to fulfill the planned vision set by community members.”

*— Dan Carlson
Wilsonville Building Official*



The City of Wilsonville, Oregon
Clackamas and Washington Counties

2016 Approved Building Permits

- City Limits
- UGB
- County Boundary

- | | | |
|-------------------------|--|--|
| ① ARBOR VILLEBOIS #4 | ⑫ TONQUIN MEADOWS 3 | ⑳ INDEPENDENT DEVELOPMENT—CANYON CREEK (2) |
| ② ASH MEADOWS | ⑬ TONQUIN WOODS | ㉑ INDEPENDENT DEVELOPMENT—CANYON CREEK (3) |
| ③ BROOKSIDE TERRACE | ⑭ TONQUIN WOODS 2 | ㉒ INDEPENDENT DEVELOPMENT—MOREY COURT |
| ④ CHARBONNEAU 9 | ⑮ TONQUIN WOODS 4 | |
| ⑤ GRANDE POINTE | ⑯ TONQUIN WOODS 8 | |
| ⑥ GRANDE POINTE #2 | ⑰ CARVALHO | |
| ⑦ LEGEND AT VILLEBOIS | ⑱ VILLEBOIS VILLAGE CENTER 4 | |
| ⑧ REN. — CANYON CREEK | ⑲ VILLEBOIS VILLAGE CENTER 5 | |
| ⑨ RENAISSANCE BOAT CLUB | ㉓ INDEPENDENT DEVELOPMENT—OLD TOWN | |
| ⑩ RETHERFORD MEADOWS | ㉔ INDEPENDENT DEVELOPMENT—CANYON CREEK | |
| ⑪ TONQUIN MEADOWS | ㉕ INDEPENDENT DEVELOPMENT—SCHROEDER | |





aerial photo dated Summer 2016

APPROVED: SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 172

LOT SIZE: 7,500 SF (AVG 7,500 SF)

NET ACRES FOR HOUSING: 0.17

NET DENSITY: 5.81 UNITS PER ACRE

CONSTRUCTION BY: LENNAR NW INC.

CONSTRUCTION VALUE: \$313,158

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE



PHOTO TAKEN MARCH 2017

2

ISSUED BUILDING PERMITS

ASH MEADOWS



aerial photo dated Summer 2016

APPROVED: SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 4 OF 81

LOT SIZE: 1,267 SF (AVG 1,267 SF)

NET ACRES FOR HOUSING: 0.12

NET DENSITY: 34.38 UNITS PER ACRE

CONSTRUCTION BY: BC CUSTOM CONSTRUCTION

CONSTRUCTION VALUE: \$595,078

HOUSING TYPE: SINGLE FAMILY

LOCATION: ASH MEADOWS, SOUTH OF MAXINE LANE

ZONING: PDR-5



PHOTO TAKEN MARCH 2017

3

ISSUED BUILDING PERMITS

BROOKSIDE TERRACE



aerial photo dated Summer 2016

APPROVED: SUMMER—FALL 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 37 OF 50

LOT SIZE: 767—2,395 SF (AVG 1,135 SF)

NET ACRES FOR HOUSING: 0.96

NET DENSITY: 38.38 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$6,343,132

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: FALL 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 3 OF 3

LOT SIZE: 6,200—10,850 (AVG 8,267 SF)

NET ACRES FOR HOUSING: 0.57

NET DENSITY: 5.27 UNITS PER ACRE

CONSTRUCTION BY: PAHLISCH HOMES INC

CONSTRUCTION VALUE: \$778,426

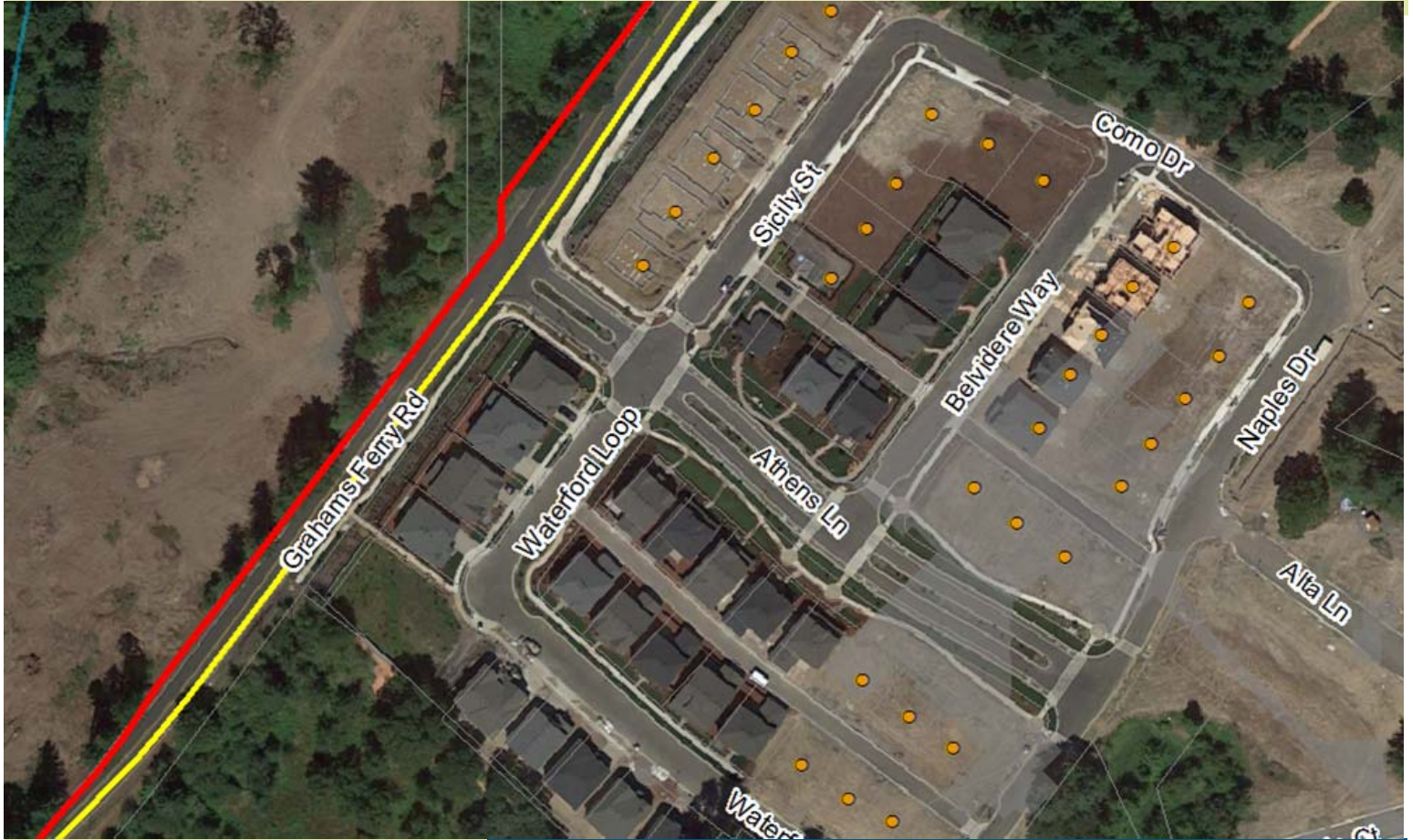
HOUSING TYPE: SINGLE FAMILY

LOCATION: CHARBONNEAU

ZONING: PDR-3



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SPRING—SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 31 OF 56

LOT SIZE: 3,639—5,971 SF (AVG 4,664 SF)

NET ACRES FOR HOUSING: 3.32

NET DENSITY: 9.64 PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$11,341,768

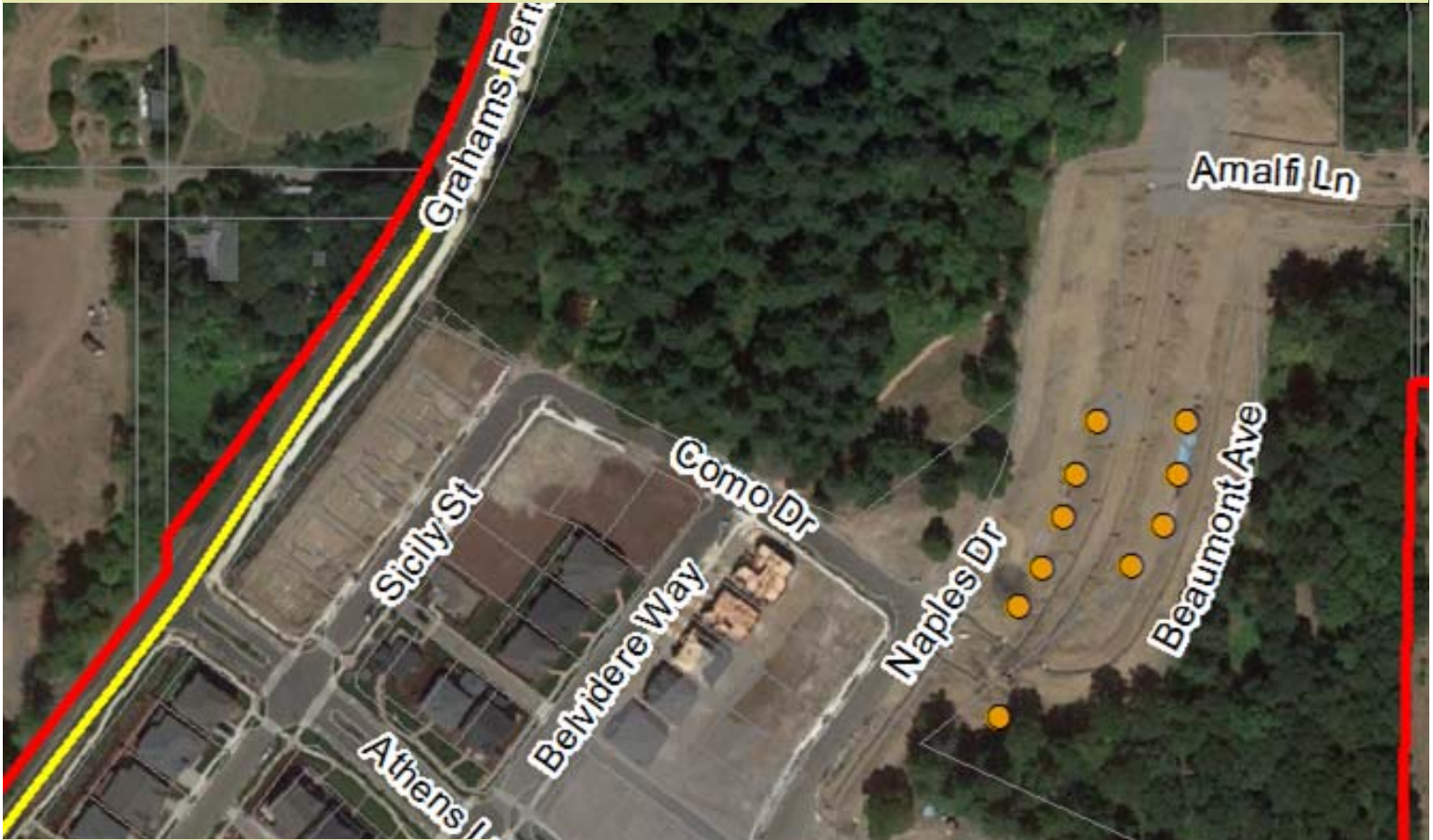
HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: FALL 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 10 OF 44

LOT SIZE: 3,750—4,587 SF (AVG 4,030 SF)

NET ACRES FOR HOUSING: 0.93

NET DENSITY: 10.81 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$2,872,992

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017

7

ISSUED BUILDING PERMITS

LEGEND AT VILLEBOIS



aerial photo dated Summer 2016

APPROVED: WINTER-SPRING 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 10 OF 88

LOT SIZE: 3,423—4,054 SF (AVG 4,058 SF)

NET ACRES FOR HOUSING: 0.84

NET DENSITY: 11.93 UNITS PER ACRE

CONSTRUCTION BY: LEGEND HOMES

CONSTRUCTION VALUE: \$3,070,919

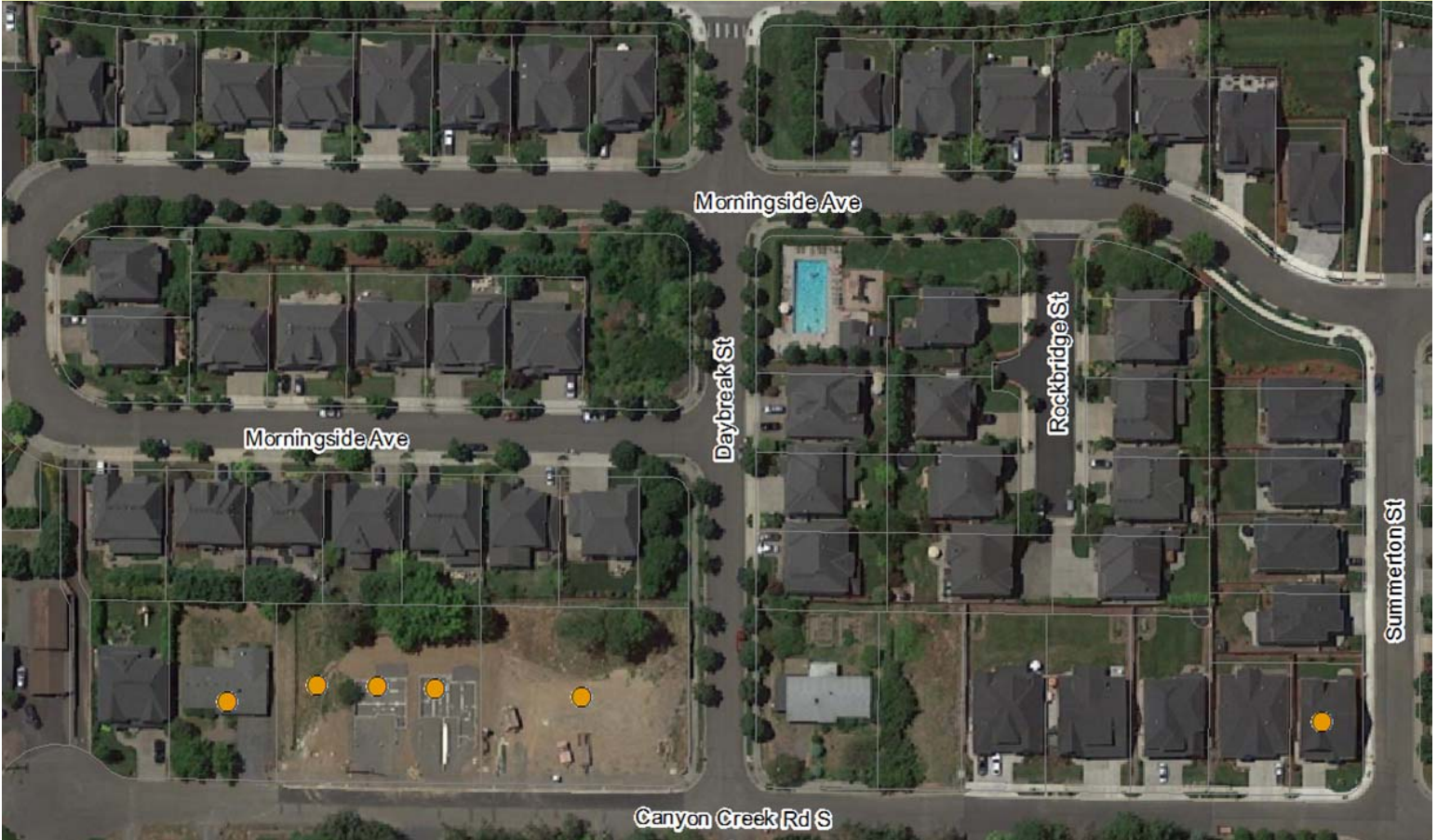
HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS EAST

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: FALL—WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 6 OF 6

LOT SIZE: 5,470—10,890 SF (AVG 7,228 SF)

NET ACRES FOR HOUSING: 1.00

NET DENSITY: 6.03 UNITS PER ACRE

CONSTRUCTION BY: RENAISSANCE HOMES

CONSTRUCTION VALUE: \$2,231,819

HOUSING TYPE: SINGLE FAMILY

LOCATION: SOUTH OF DAYBREAK ST, ALONG CANYON CREEK ROAD SOUTH

ZONING: PDR-3



PHOTO TAKEN MARCH 2017

RENAISSANCE BOAT CLUB



aerial photo dated Summer 2016

APPROVED: SPRING—SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 16 OF 33

LOT SIZE: 5,000— 6,634 SF (AVG 5,893 SF)

NET ACRES FOR HOUSING: 2.16

NET DENSITY: 7.39 UNITS PER ACRE

CONSTRUCTION BY: RENAISSANCE CUSTOM HOMES

CONSTRUCTION VALUE: \$6,387,485

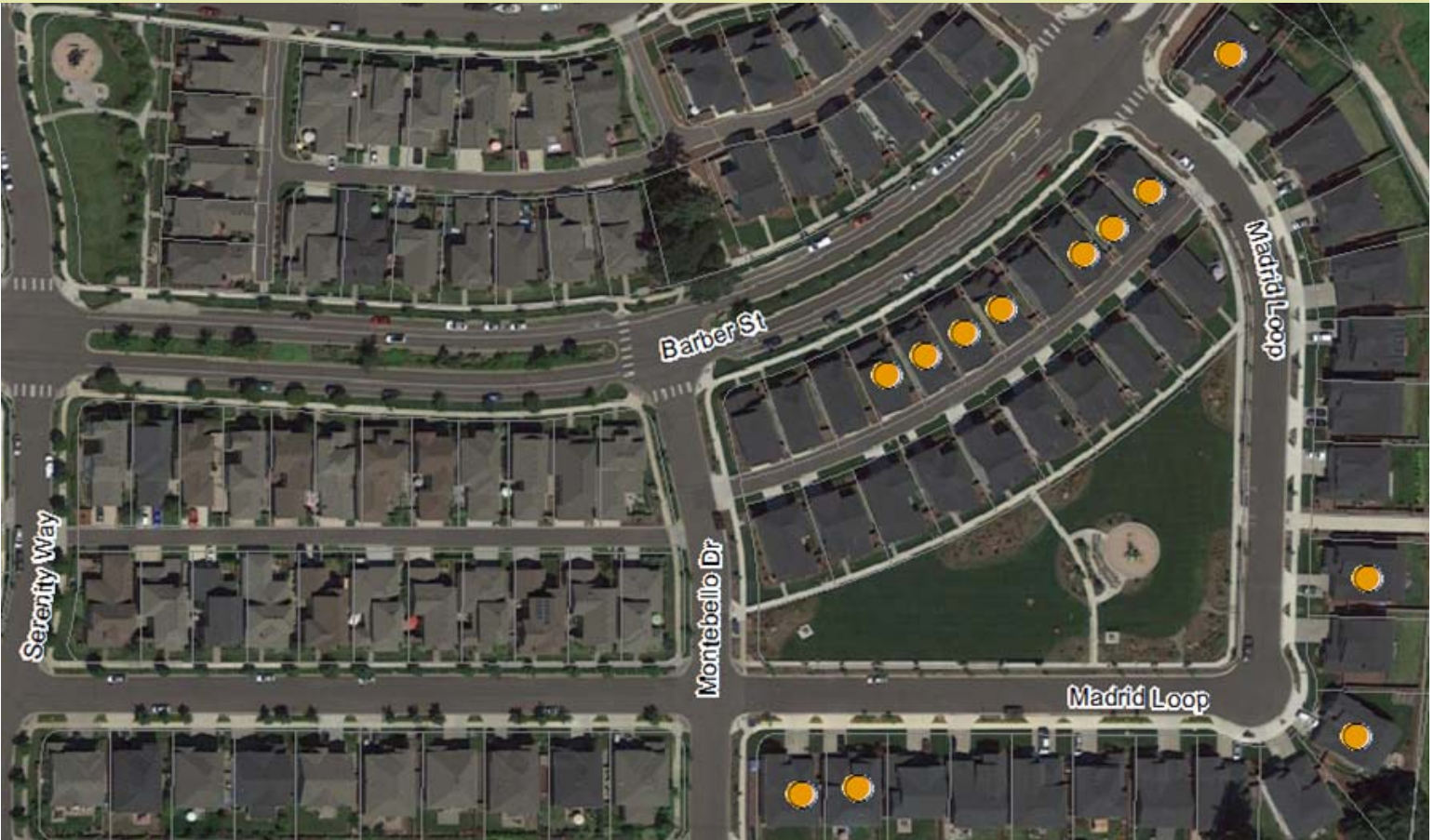
HOUSING TYPE: SINGLE FAMILY

LOCATION: WEST OF MEMORIAL PARK, ON THE RIVER

ZONING: PDR-4



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SPRING 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 12 OF 88

LOT SIZE: 2,590—8,765 SF (AVG 4,263 SF)

NET ACRES FOR HOUSING: 1.17

NET DENSITY: 10.22 UNITS PER ACRE

CONSTRUCTION BY: LENNAR NW

CONSTRUCTION VALUE: \$3,054,249

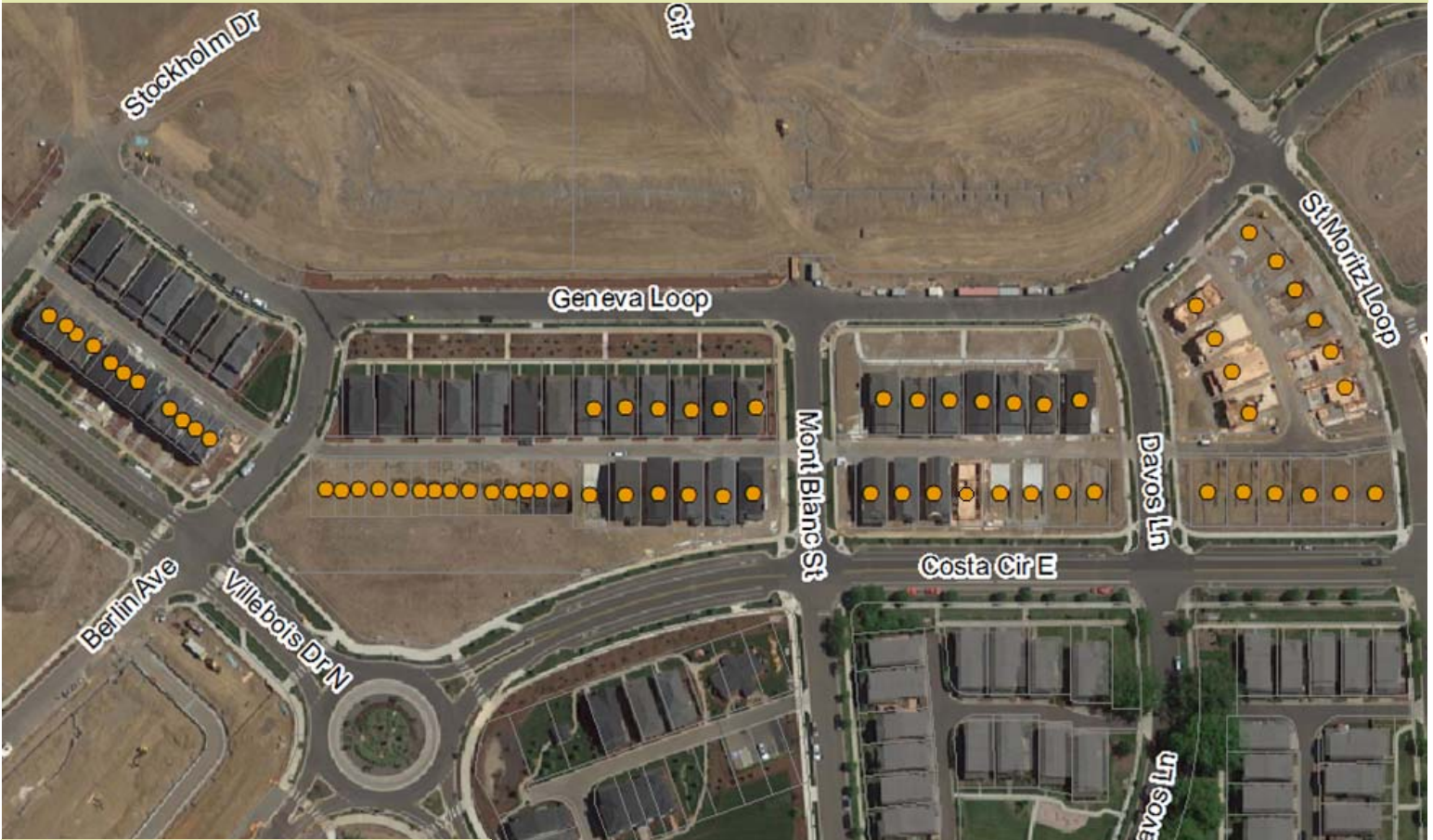
HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS EAST

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SPRING-SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 68 OF 205 (PHASE I)

LOT SIZE: 920— 3,354 SF (AVG 2,042 SF)

NET ACRES FOR HOUSING: 3.19

NET DENSITY: 21.33 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$14,733,708

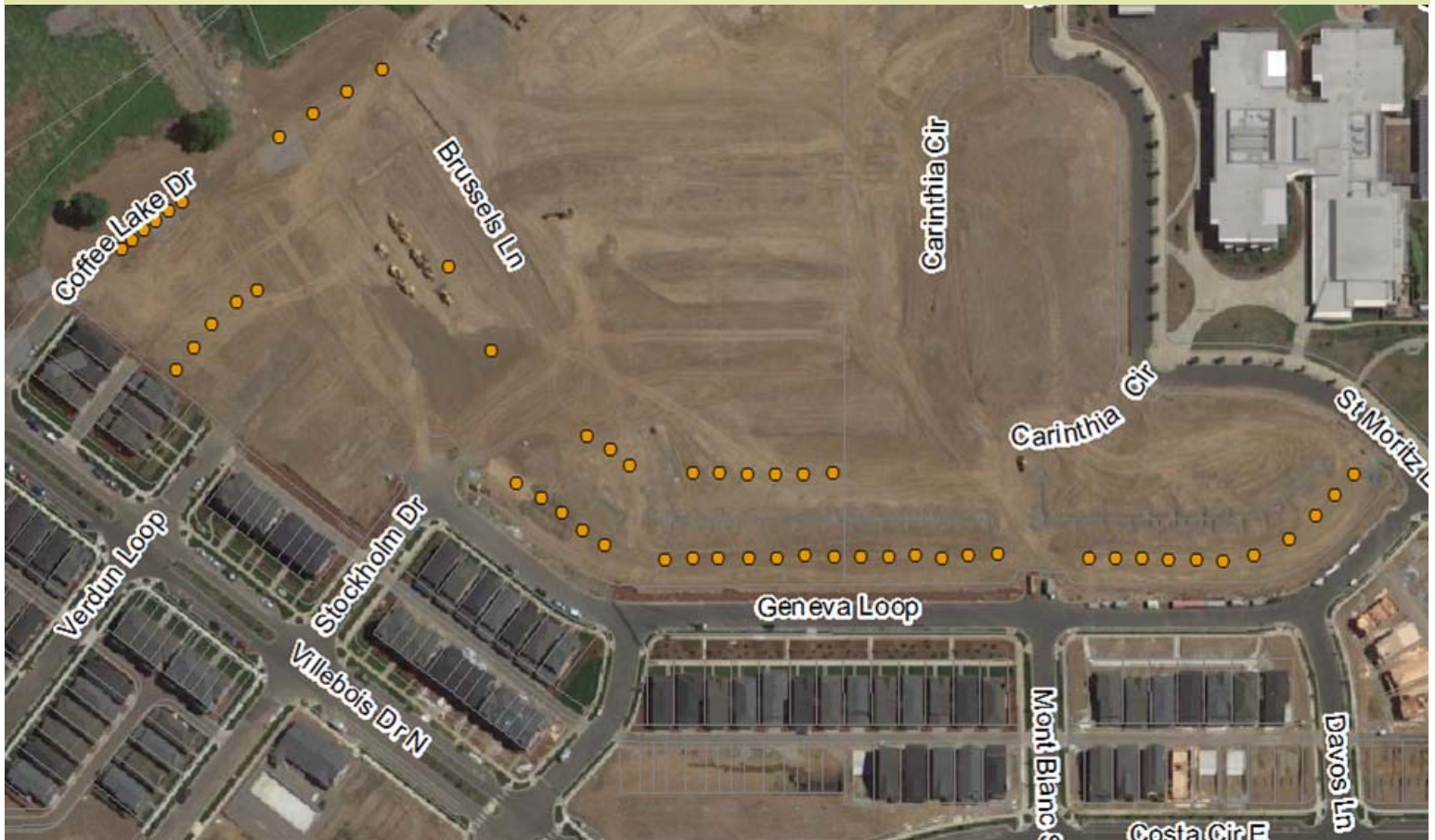
HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS EAST

ZONING: VILLAGE



PHOTO TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 55 OF 98

LOT SIZE: 2,190—3,365 SF (AVG 2,427 SF)

NET ACRES FOR HOUSING: 3.06

NET DENSITY: 17.95 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$11,201,192

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS EAST

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 4 OF 27

LOT SIZE: 1,950—2,944 SF (AVG 2,412 SF)

NET ACRES FOR HOUSING: 0.22

NET DENSITY: 18.06 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$749,122

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 27

LOT SIZE: 2,299 SF

NET ACRES FOR HOUSING: 0.05

NET DENSITY: 18.95 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$175,243

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 5 OF 87

LOT SIZE: 2,333— 2,819 SF (AVG 2,503 SF)

NET ACRES FOR HOUSING: 0.29

NET DENSITY: 17.40 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$1,324,103

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS NORTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SPRING 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 31 OF 31

LOT SIZE: 767— 1,801 SF (AVG 1,096 SF)

NET ACRES FOR HOUSING: 0.78

NET DENSITY: 39.75 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$5,617,896

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 3

LOT SIZE: 3,342 SF

NET ACRES FOR HOUSING: 0.08

NET DENSITY: 13.03 UNITS PER ACRE

CONSTRUCTION BY: PNW LAND DEVELOPMENT

CONSTRUCTION VALUE: \$83,984

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 7 OF 7

LOT SIZE: 1,974— 2,140 SF (AVG 2,002 SF)

NET ACRES FOR HOUSING: 0.32

NET DENSITY: 21.76 UNITS PER ACRE

CONSTRUCTION BY: JT ROTH CONSTRUCTION

CONSTRUCTION VALUE: \$2,095,281

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 4 OF 11

LOT SIZE: 1,974— 2,763 SF (AVG 2,356 SF)

NET ACRES FOR HOUSING: 0.22

NET DENSITY: 18.49 UNITS PER ACRE

CONSTRUCTION BY: JT ROTH CONSTRUCTION

CONSTRUCTION VALUE: \$1,182,174

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLEBOIS



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SPRING 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 4 TOTAL (2 SINGLE FAM. / 2 ADUs)

LOT SIZE: 5,113 SF

NET ACRES FOR HOUSING: 0.20

NET DENSITY: 20 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: \$705,917

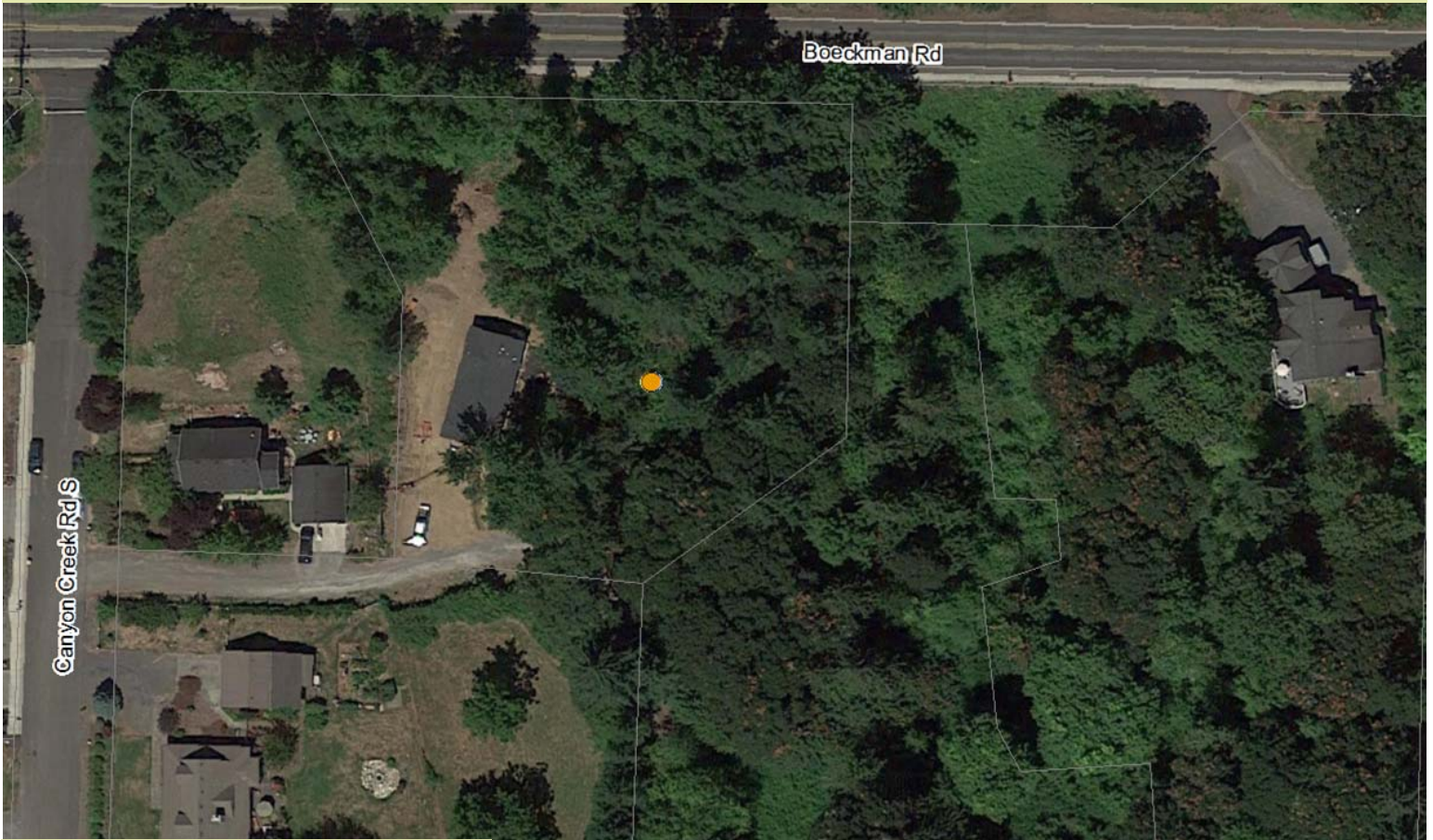
HOUSING TYPE: SINGLE FAMILY / ACCESSORY DWELLINGS

LOCATION: OLD TOWN

ZONING: RA-H



PHOTO TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 54,014 SF

NET ACRES FOR HOUSING: 1.24

NET DENSITY: 0.81 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: NOT SUBMITTED

STATE LAW DOES NOT REQUIRE MANUFACTURED HOMES TO SUBMIT VALUE

HOUSING TYPE: SINGLE FAMILY

LOCATION: CANYON CREEK ROAD SOUTH

ZONING: RA-H



PHOTO TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SUMMER 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 31,363 SF

NET ACRES FOR HOUSING: 0.72

NET DENSITY: 1.39 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: \$610,226

HOUSING TYPE: SINGLE FAMILY

LOCATION: SCHROEDER WAY

ZONING: RA-H



aerial photo dated Summer 2016

APPROVED: SUMMER 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 9,900

NET ACRES FOR HOUSING: 0.23

NET DENSITY: 4.40 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: \$233,999.96

HOUSING TYPE: SINGLE FAMILY

LOCATION: CANYON CREEK ROAD S

ZONING: RESIDENTIAL



aerial photo dated Summer 2016

APPROVED: SPRING 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 7,841 SF (AVG 7,841 SF)

NET ACRES FOR HOUSING: 0.18

NET DENSITY: 5.56 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: \$362,830

HOUSING TYPE: SINGLE FAMILY

LOCATION: CANYON CREEK ROAD S

ZONING: RA-H



aerial photo dated Summer 2016

APPROVED: SUMMER 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 42,062 SF (AVG 42,062 SF)

NET ACRES FOR HOUSING: 0.97

NET DENSITY: 3.11 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

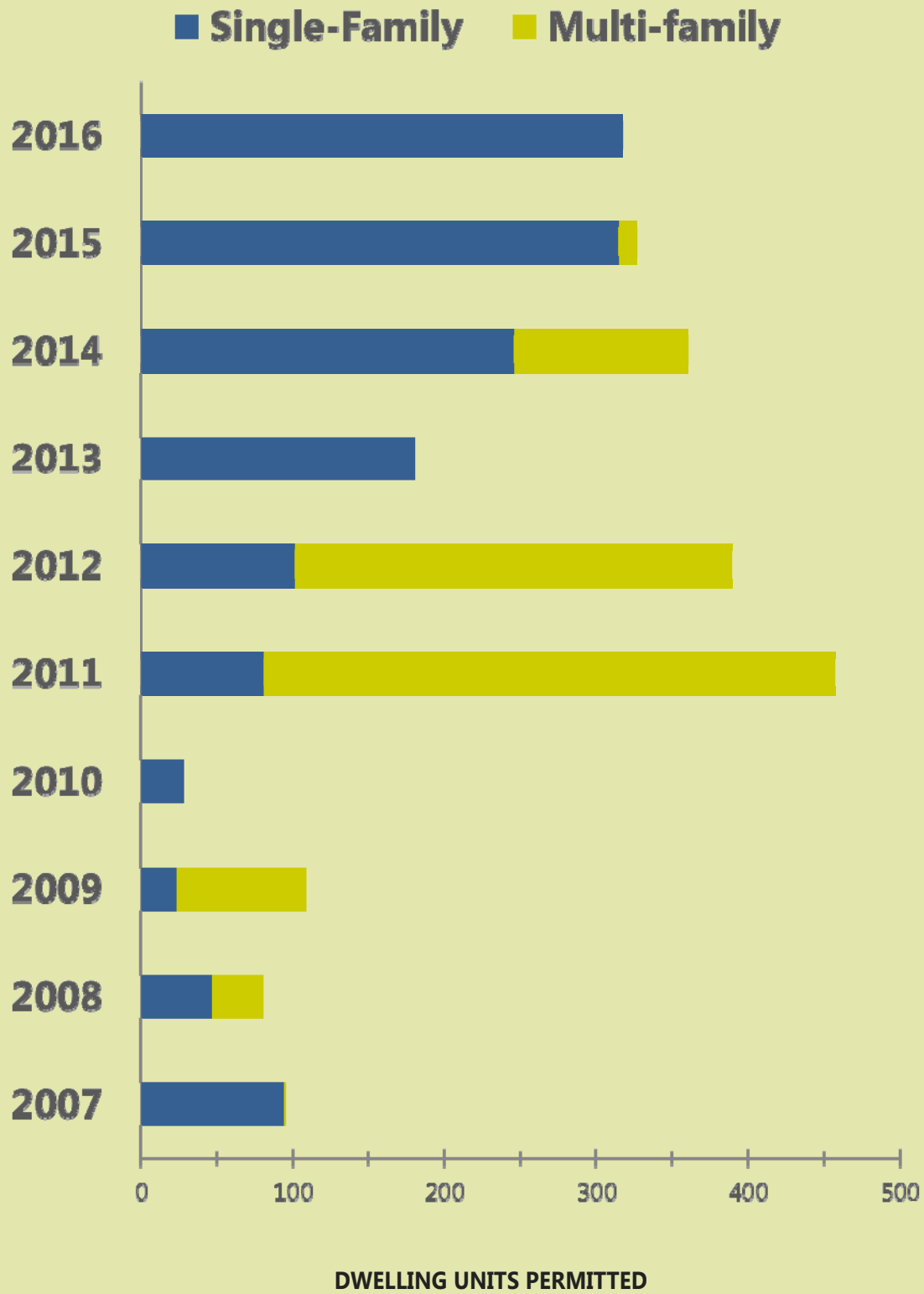
CONSTRUCTION VALUE: \$586,118

HOUSING TYPE: SINGLE FAMILY

LOCATION: MOREY COURT, ADJACENT TO THE RIVER

ZONING: PDR-2

10-YEAR DEVELOPMENT



TRENDS AND TIMELINE

POPULATION / GROWTH
Sources: US Census and PSU (People)

HOUSEHOLD GROWTH (HOMES)

AVERAGE SELLING PRICE OF HOME
Source: Zillow.com

Year	Population Growth (%)	Population (People)	Household Growth (%)	Household Count (Homes)	Average Selling Price Change (%)	Average Selling Price (\$)
2016	3.8%	23,740	3.1%	317	1.7%	\$391,000
2015	4.0%	22,870	3.3%	326	8.2%	\$384,500
2014	2.3%	21,980	3.8%	360	11%	\$355,400
2013	4.3%	21,484	1.9%	180	8.3%	\$320,000
2012	5.1%	20,604	4.3%	389	0%	\$296,000
2011	0.3%	19,597	5.3%	457	-8%	\$296,000
2010	1.1%	19,540	0.3%	28	-6%	\$321,000
2009	1.6%	19,327	1.3%	108	-9%	\$343,000
2008	1.6%	19,020	1.0%	80	-7%	\$379,000
2007	4.3%	18,725	1.2%	95	3%	\$406,000



RESIDENTIAL PERMITS ISSUED



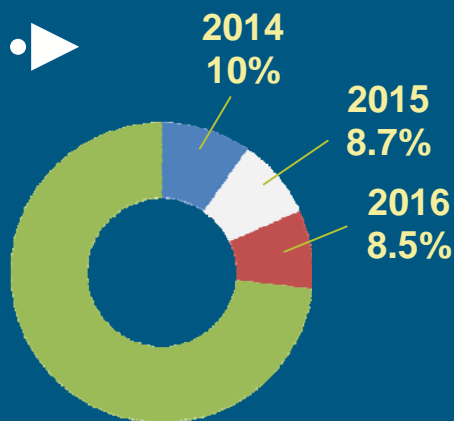
While all housing permits issued this past year were entirely single-family, the development offered a range of lot sizes, from 767 - 54,014 square feet, with homes ranging in size, design, and cost to provide for a variety of rental and ownership opportunities. This development trend was anticipated after a 2014 housing study identified a need for additional single-family detached housing within the city, 100% of all planned residential units approved in 2015 being single-family, and long range plans for single-family residential development.

The 317 residential building permits issued in 2016 represent 8.5% of the 20-year Metro Household Growth Forecast, compared to 8.7% in 2015 and 10% in 2014. Metro's official estimate forecasts Wilsonville will add 3,749 households between 2014 and 2034, which represents an average growth rate of 1.8%.

However, actual construction activity in 2016 displays a substantially higher growth rate of 3.1% - the City's annual growth rate has remained approximately 2.7% for the past ten years. If development continues at this pace, household growth will surpass the regional forecast by 2024, and the City will be looking beyond its current buildable land inventory for residential development.

METRO HOUSEHOLD GROWTH FORECAST

2014 - 2034



8.5%

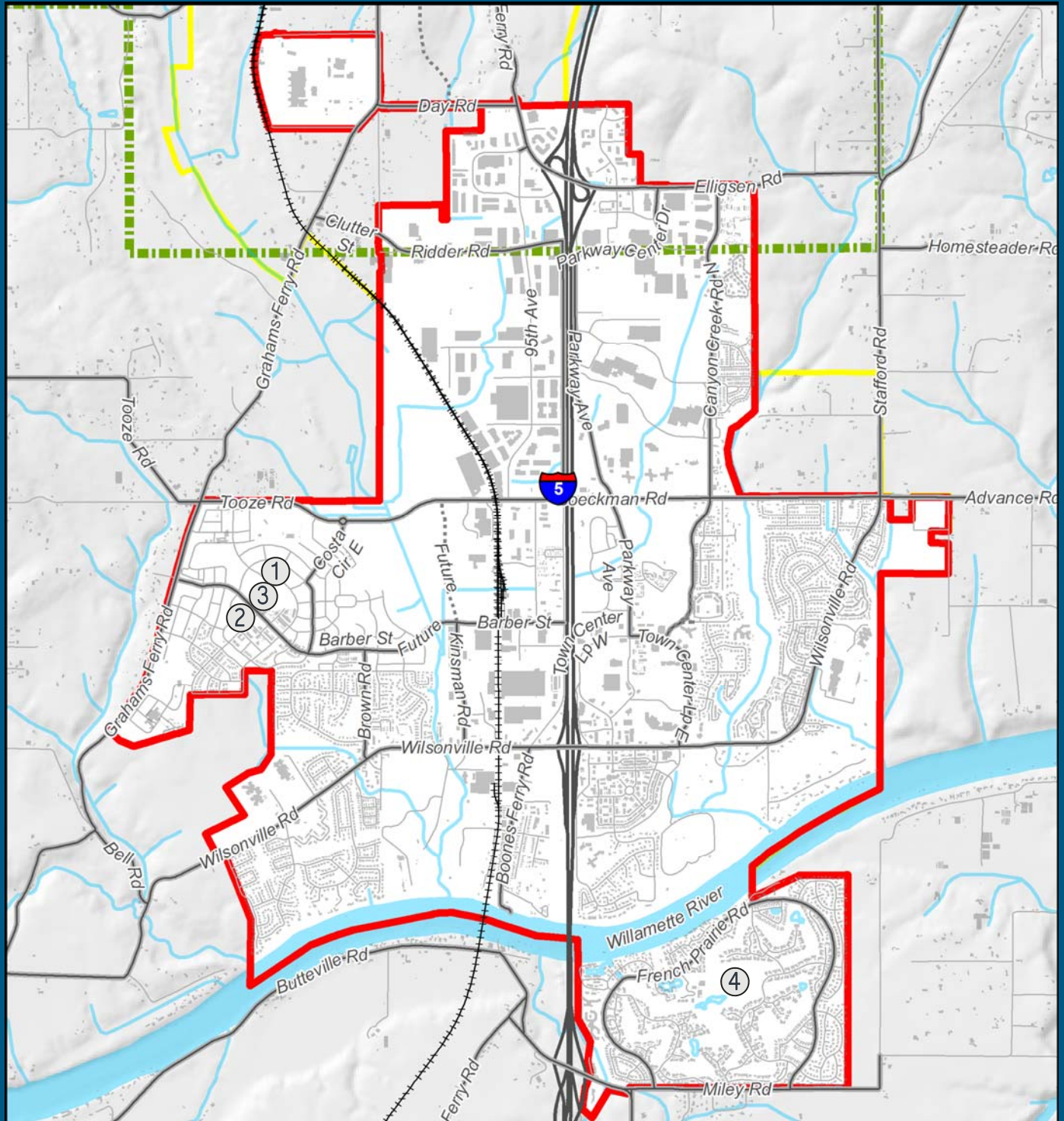
OF FORECASTED HOUSEHOLDS
WERE PERMITTED FOR
CONSTRUCTION LAST YEAR

HOUSING PLANS APPROVED






“It’s exciting to see the long-range plans of the community come alive as housing develops throughout Wilsonville. Particularly Villebois, where the City adopted a Concept Plan in 2003 and now, we see a lively, beautiful neighborhood. For the past several years, we’ve seen record-setting single-family housing development, and we’ve planned for continued single-family housing demand through the Frog Pond Area Plan. In the past year, the City approved plans for a diversity of housing types – row homes, condominiums, and detached single-family homes on varying lot sizes – which will help us to continue to provide a range of housing choices to current and future residents.”

— MIRANDA BATESCHELL, MANAGE OF LONG RANGE PLANNING



The City of Wilsonville, Oregon
Clackamas and Washington Counties

2016 Approved Housing Plans

-  City Limits
-  County Boundary
-  UGB

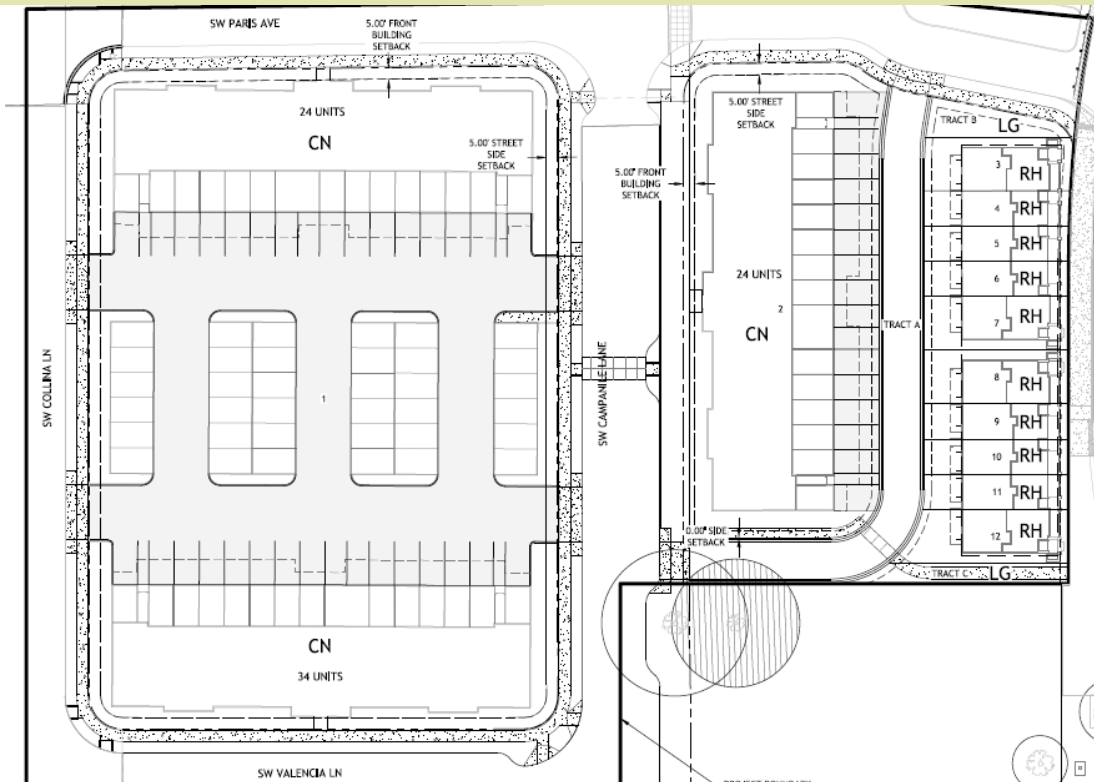
- ① MOUNT BLANC NO. 2
- ② BERKSHIRE DETACHED ROWHOMES
- ③ BERKSHIRE NO. 2
- ④ CHARBONNEAU DRIVING RANGE



0 0.5

1

APPROVED PLAN MONT BLANC NO.2



APPROVED: JULY 25, 2016

LAND DEDICATIONS

HOUSING: 1.75 ACRES (55%)

OPEN SPACE: 0.04 ACRES* (1%)

LANDSCAPING: 0.25 ACRES (8%)

ALLEYS: 0.14 ACRES (4%)

PUBLIC STREETS: 1 ACRES (32%)

HOUSING TYPES:

10 ROWHOMES

82 CONDOMINIUM UNITS

LOCATION: VILLEBOIS CENTRAL

*ADDITIONAL OPEN SPACE PROVIDED OFF-SITE THROUGH CENTRAL VILLEBOIS AREA PLAN

ACRES:
3.2 GROSS

NUMBER OF HOMES:
92

AVERAGE LOT SIZE:
1,189 SF—ROWHOME
1,058 SF—CONDOMINIUM

NET DENSITY:
52 UNITS PER ACRE

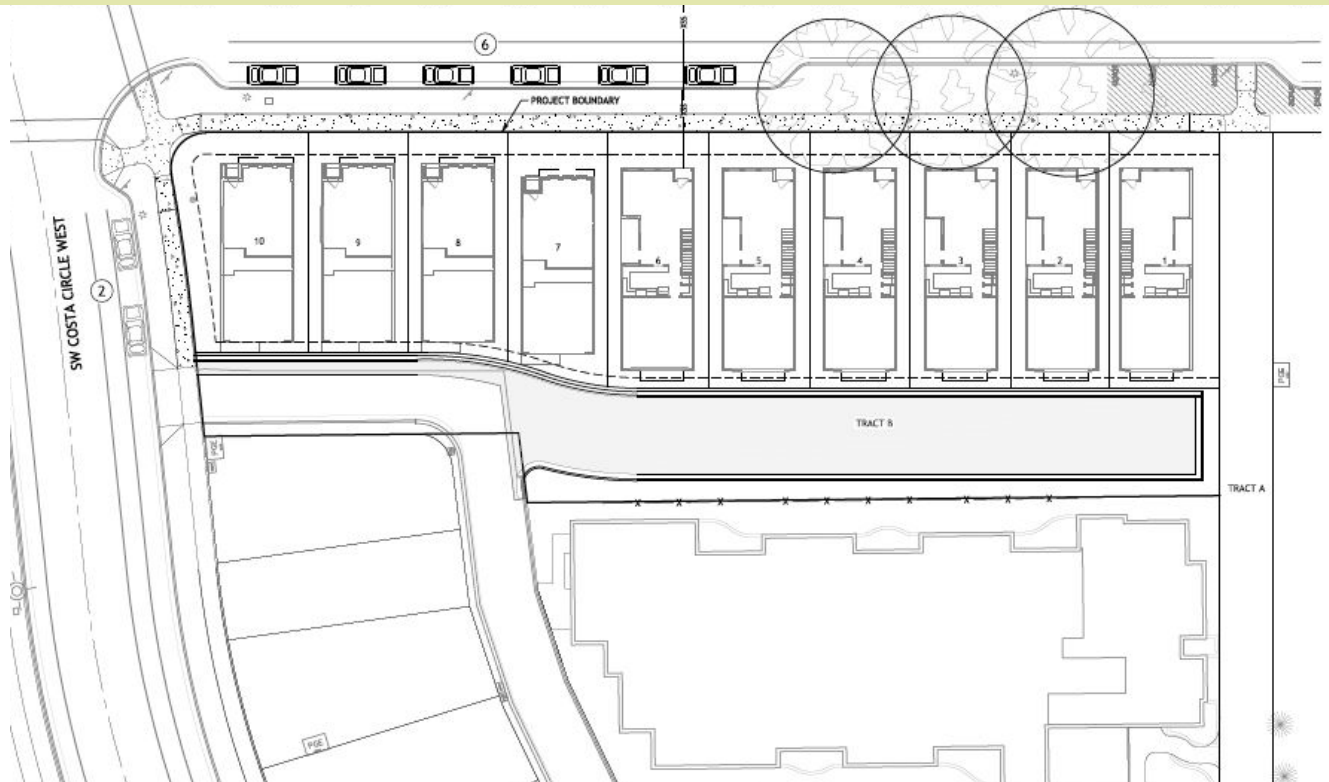
APPLICANT:
POLYGON NORTHWEST



2

APPROVED PLAN

BERKSHIRE DETACHED ROWHOMES



APPROVED: SEPTEMBER 12, 2016

LAND DEDICATIONS

ACRES:
0.74 GROSS

NUMBER OF HOMES:
10

AVERAGE LOT SIZE:
2,057 SF

NET DENSITY:
21 UNITS PER ACRE

APPLICANT:
RCS—VILLEBOIS LLC

HOUSING: 0.47 ACRES (63%)

OPEN SPACE: 0.07 ACRES (10%)

ALLEYS: 0.20 ACRES (27%)

PUBLIC STREETS: 0 ACRES (0%)

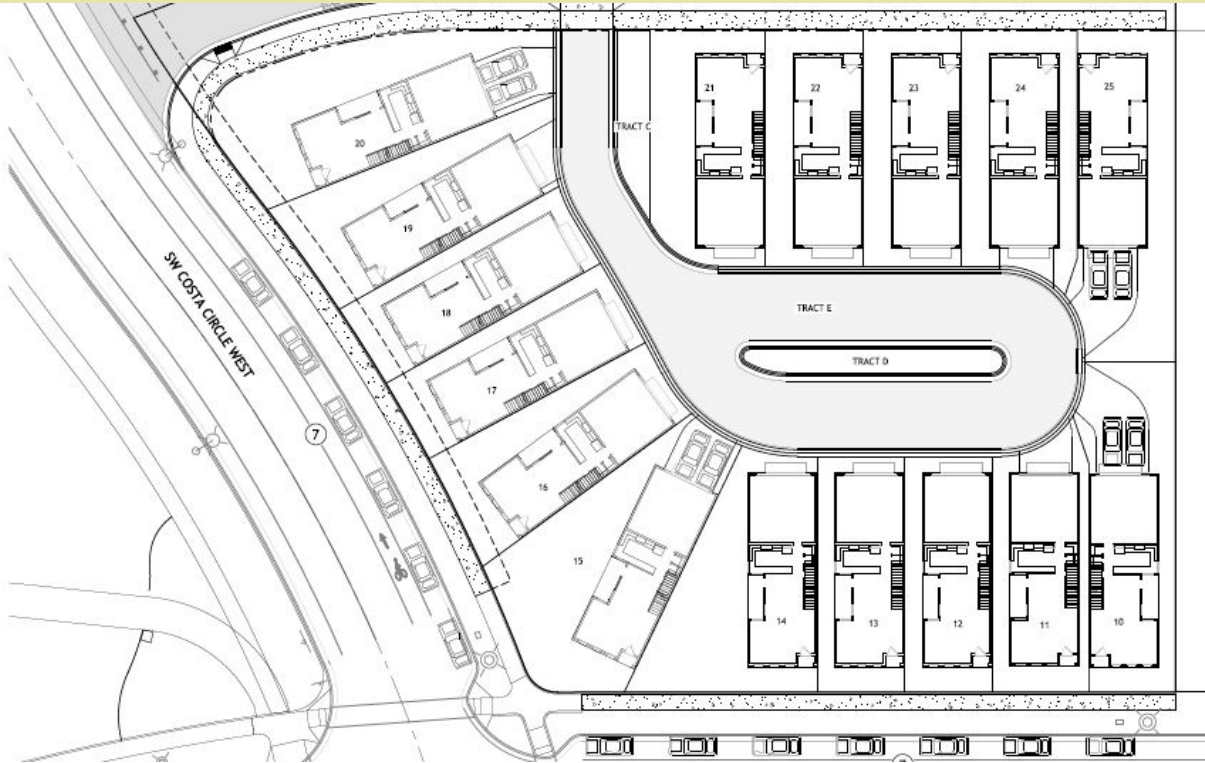
HOUSING TYPES:

10 SINGLE FAMILY HOMES

LOCATION: VILLEBOIS CENTRAL

*ADDITIONAL OPEN SPACE PROVIDED OFF-SITE THROUGH CENTRAL VILLEBOIS AREA PLAN





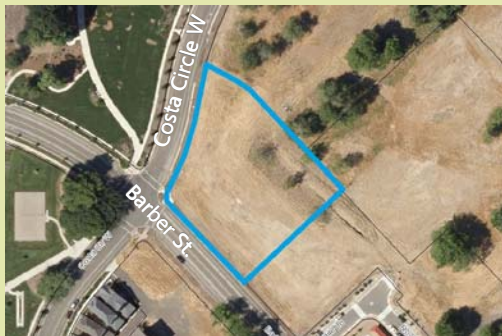
ACRES:
1.29 GROSS

NUMBER OF HOMES:
16

AVERAGE LOT SIZE:
2,422 SF

NET DENSITY:
18 UNITS PER ACRE

APPLICANT:
RCS—VILLEBOIS LLC



APPROVED: SEPTEMBER 16, 2016

LAND DEDICATIONS

HOUSING: 0.89 ACRES (69%)

OPEN SPACE: 0.03 ACRES (2%)

LANDSCAPING: 0 ACRES (0%)

ALLEYS: 0.17 ACRES (13%)

PUBLIC STREETS: 0.20 ACRES (16%)

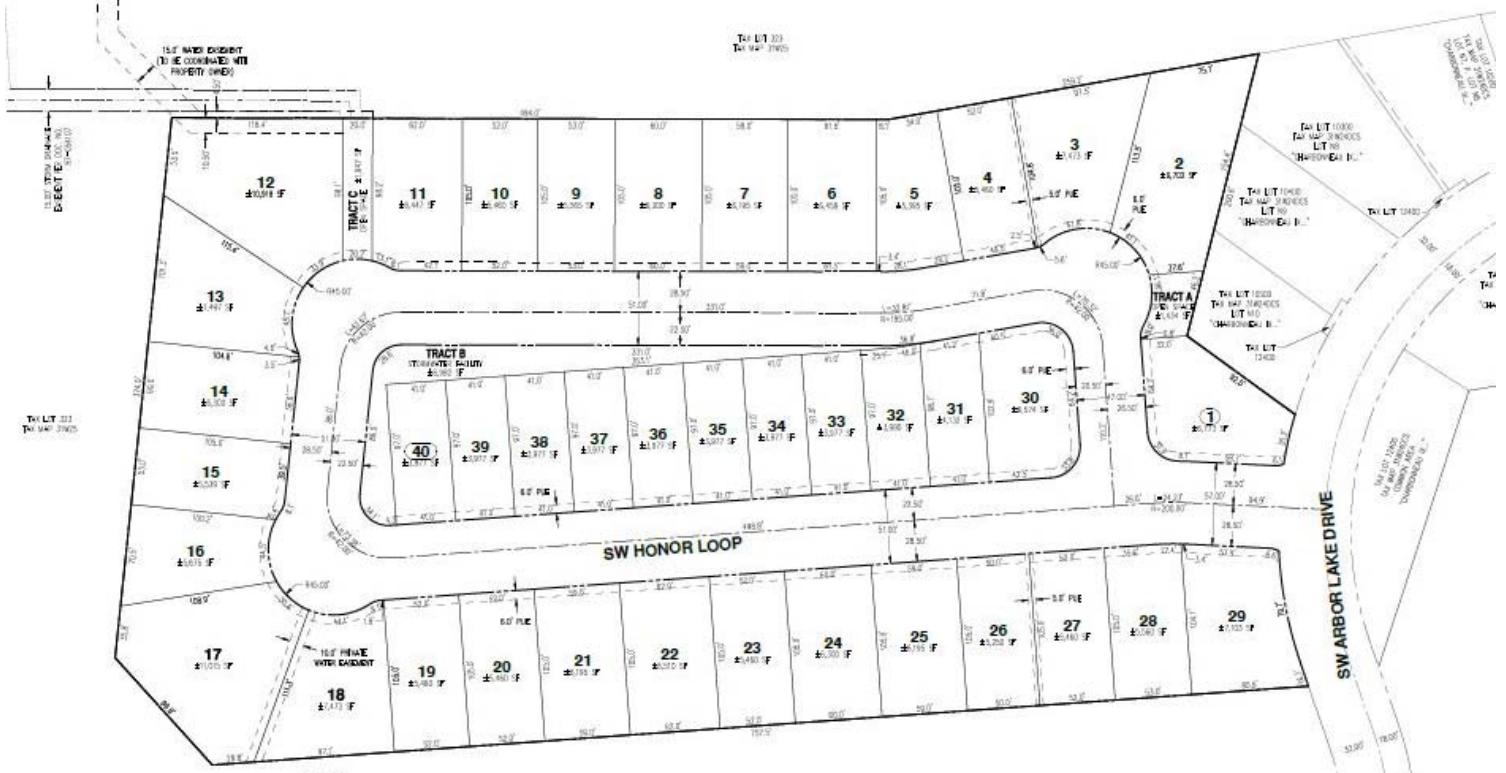
HOUSING TYPES:
16 SINGLE FAMILY HOMES

LOCATION: VILLEBOIS CENTRAL

*ADDITIONAL OPEN SPACE PROVIDED OFF-SITE THROUGH CENTRAL VILLEBOIS AREA PLAN

4

APPROVED PLAN CHARBONNEAU DRIVING RANGE



ACRES:
7.5 GROSS

NUMBER OF HOMES:
40

AVERAGE LOT SIZE:
5,928 SF

NET DENSITY:
7.4 UNITS PER ACRE

APPLICANT:
PAHLISCH HOMES INC.

APPROVED: NOVEMBER 14, 2016

LAND DEDICATIONS

HOUSING: 5.4 ACRES (72%)

OPEN SPACE: 0.24 ACRES (3%)

ALLEYS: 0 ACRES (0%)

PUBLIC STREETS: 1.86 ACRES (25%)

HOUSING TYPES:

40 SINGLE FAMILY HOMES

LOCATION: CHARBONNEAU



LOOKING FORWARD

The City of Wilsonville continues to experience remarkable growth, keeping it among the fastest growing cities in the state of Oregon. Within the past five years alone Wilsonville has seen an increase of nearly 20% in population (4% in 2016), and an increase of over 16% in households (3% in 2016), which surpasses regional expectations almost twofold. With Villebois approaching build-out and after significant infrastructure projects have been completed across the city, residential development has slightly slowed, although remains strong, especially in the context of the region.

Looking forward to 2017, residential development is expected to marginally decrease, as the City approved plans for 158 new residential units, in contrast to the 235 and 305 approved in 2015 and 2014, respectively; this represents a decrease of approximately 40% with respect to the residential units approved between 2014 and 2015. Additionally, this decrease is anticipated while land developers prepare to submit for development in the Frog Pond Area. Over the past three years combined, the City has approved residential development on 91.8 acres or 19.3% of the City's 20-year residential land inventory (477 acres). With construction of these projects throughout the upcoming years, the importance of the Frog Pond Area Plan and additional housing opportunities in the City are key to utilizing the buildable land supply efficiently and balancing the diverse housing needs of the community.

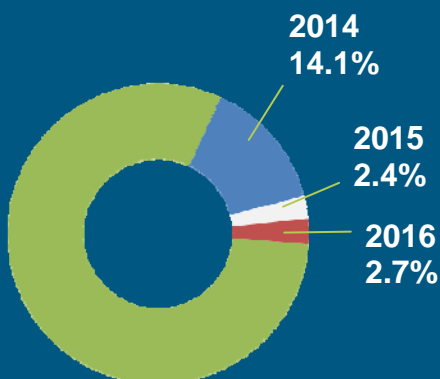
Wilsonville continues to draw new residents and employers with its great amenities, close-knit community feel, proximity to regional attractions, and thriving business/industry centers. Looking forward, it remains integral to the health and sustainability of the City and region as a whole to provide a diversity of housing options that will accommodate the new renter and homeowner households attracted to Wilsonville.

OUR PROACTIVE FORWARD LOOKING PLANNING TENDS TO USE CAREFUL LAND USE PLANNING TO BUILD NEIGHBORHOODS AND COMMERCIAL CENTERS AND EMPLOYMENT AREAS THAT ARE STRONG, HIGH QUALITY, AMENITY RICH, INTERCONNECTED, ALL OF THESE THINGS HELP CREATE THE KIND OF COMMUNITY WE WANT TO LIVE IN.

– MAYOR TIM KNAPP

RESIDENTIAL BUILDABLE LAND IN THE CITY

2014–2034



19.3% (91.8 OF 477 ACRES)

OF 20-YEAR LAND INVENTORY WAS DEDICATED BY PLANS APPROVED OVER LAST THREE YEARS CONSTRUCTION ANTICIPATED 2015-2018



29799 Town Center Loop East
Wilsonville, OR 97070
503-682-1011 Phone
503-682-1015 Fax Administration
503-682-7075 Fax Community Development
www.ci.wilsonville.or.us



PLANNING COMMISSION

WEDNESDAY, APRIL 12, 2017

III. INFORMATIONAL

- B. City Council Action Minutes: 03.06.2017 and 03.20.2017 (Staff)
(15 minutes)

**CITY COUNCIL MEETING ACTION MINUTES
MARCH 6, 2017**

COUNCILORS	STAFF	STAFF
Mayor Knapp	Bryan Cosgrove	Nancy Kraushaar
Councilor Starr-excused	Barbara Jacobson	Jon Gail
Councilor Akervall	Jeanna Troha	Chris Neamtzu
Councilor Stevens -excused	Sandra King	Delora Kerber
Councilor Lehan	Mark Ottenad	Eric Mende
	Dwight Brashear	Eric Loomis

AGENDA ITEM	ACTIONS
<p>WORK SESSION</p> <ul style="list-style-type: none"> • Cost of Services Analysis for SMART • Frog Pond West Maser Plan Residential Neighborhood Zone • Water Treatment Plant Master Plan and Willamette Water Supply Program Coordination 	<ul style="list-style-type: none"> • Staff presented the financial issues outlined in the proposed Transit Master Plan and the service priorities with and without new funding. • An overview of the new development zoning code created as part of the Frog Pond West Master Plan was provided. • Staff briefed Council on the recently completed Willamette River Water Treatment Plant 2015 Master Plan Update, and identified the next steps for a more focused look at the existing WRWTP, as well as the efforts between the City and the WWSP for near term projects.
REGULAR MEETING	
<u>Mayor's Business</u>	<ul style="list-style-type: none"> • Mayor Knapp presented his 2017 State of the City Address
<u>Consent Agenda</u>	
<ul style="list-style-type: none"> • Minutes of the 2/23/17 Council Meeting 	Consent Agenda adopted 3-0.
<u>New Business</u>	
<ul style="list-style-type: none"> • 2017-19 Council Goals • Council Protocol Manual Revisions 	Both of these items were continued to March 20 th so all Councilors could attend.
<u>City Manager's Business</u>	<ul style="list-style-type: none"> • Reminder of the March 15th Mid-Year Budget Review Meeting
<u>Legal Business</u>	No report.
Adjourn	8:55 p.m.

Prepared by SCK

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**City Council Meeting Action Minutes
March 20, 2017**

COUNCILORS	STAFF	STAFF	
Mayor Knapp	Bryan Cosgrove	Mark Ottenad	Nancy Kraushaar
Councilor Starr	Barbara Jacobson	Jon Gail	Delora Kerber
Councilor Akervall	Jeanna Troha	Cathy Rodocker	Miranda Bateschell
Councilor Stevens	Sandra King	Zach Weigel	Jordan Vance
Councilor Lehan	Susan Cole	Dwight Brashear	Steve Adams
	Eric Loomis	Dan Pauly	

AGENDA ITEM	ACTIONS
WORK SESSION	
<ul style="list-style-type: none"> • A. Year 2000 Urban Renewal Plan (Kraushaar/Cole) • B. Wastewater Collection System Master Plan Project List Amendment (Adams) • C. Water distribution master plan project list amendment (Adams) • D. Basalt Creek Update (Bateschell) • E. Equitable Housing Strategic Plan Update (Bateschell/Gail) • F. Acceptance of the Audit RFP (staff - Cole) 	<ul style="list-style-type: none"> • After staff presented their report, Council decided to re-convene the Task Force to review the addition of the Boeckman Dip project and bring a recommendation to Council. • Staff described the reasons for items B and C, which will be addressed on the Consent Agenda. • Staff updated Council on the status of the Basalt Creek project in light of the most recent proposal made by the city of Tualatin. Council remained committed to the area developing as employment lands. • An update on the grant status and milestone and deliverables schedule for the release of the funds was presented. It was determined a task force representing public, private partners, residents and representatives in the housing industry would be convened. Councilor Starr volunteered to chair the task force. • Staff outlined the process used to select the new auditor for the City.
REGULAR MEETING	
Mayor's Business	
<ul style="list-style-type: none"> A. 2017-19 City Council Goals B. Adopt 2017 Council Protocol Manual 	<ul style="list-style-type: none"> • Council adopted their 2017-19 Goals and the revised Council Protocol Manual. (The Goals are attached.)

<p>C. Upcoming Meetings</p>	<p>Mayor Knapp reported on the meetings he attended on behalf of the City.</p>
<p>Consent Agenda</p> <p>A. <u>Resolution No. 2615</u> A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Autumn Park Apartments, A Low-Income Apartment Development Owned And Operated By Northwest Housing Alternatives, Inc. (staff - Rodocker)</p> <p>B. <u>Resolution No. 2616</u> A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Charleston Apartments, A Low-Income Apartment Development Owned And Operated By Northwest Housing Alternatives, Inc. (staff - Rodocker)</p> <p>C. <u>Resolution No. 2617</u> A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Creekside Woods LP, A Low-Income Apartment Development Owned And Operated By Northwest Housing Alternatives, Inc. (staff - Rodocker)</p> <p>D. <u>Resolution No. 2618</u> A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Rain Garden Limited Partnership, A Low-Income Apartment Development Owned And Operated By Caritas Community Housing Corporation. (staff - Rodocker)</p> <p>E. <u>Resolution No. 2619</u> A Resolution Granting An Exemption From Property Taxes Under ORS 307.540 To ORS 307.548 For Wiedemann Park, A Low-Income Apartment Development Owned And Operated By Accessible Living, Inc. (staff - Rodocker)</p> <p>F. <u>Resolution No. 2621</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager Or His Designee To Appoint Audit Firm. (staff – Katko)</p> <p>G. <u>Resolution No. 2622</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Moore Excavation, Inc. For The Charbonneau High Priority Utility Repair Phase II Project (Capital Improvement Project #2500 & 7500). (staff - Weigel)</p> <p>H. <u>Resolution No. 2623</u></p>	<p>The Consent Agenda was adopted 5-0.</p>

<p>A Resolution Of The City Of Wilsonville To Amend The 2015 Wastewater Collection System Master Plan Project List (Table 7-3 Capital Improvement Program, New Infrastructure For Future Development) By Adding Project CIP-58 – Arrowhead Creek Planning Area – 5th Street / Kinsman Road Extension. (staff - Adams)</p> <p>I. <u>Resolution No. 2624</u> A Resolution Of The City Of Wilsonville To Amend The Adopted 2012 Water System Master Plan Project List (Table 5.2 – Priority Capital Improvements) To Add Project 176 – 12-Inch Loop On 5th/Kinsman/Brown Extensions. (staff – Adams)</p>	
<p><u>Public Hearing</u></p> <p>A. <u>Resolution No. 2625</u> A Resolution Authorizing A Supplemental Budget Adjustment For Fiscal Year 2016-17. (staff – Rodocker)</p> <p>B. Ordinance No. – An Ordinance Amending the Comprehensive Plan Adopting a 21017 Transit Master Plan for the City of Wilsonville and Repealing Ordinance No. 653. (staff – Loomis)</p>	<ul style="list-style-type: none"> • After conducting the public hearing, Council adopted Res. 2625 by a vote of 5-0. • This item was continued to April 17, 2017.
<p><u>New Business</u></p> <p>A. <u>Resolution No.2620</u> A Resolution Of The City Of Wilsonville Adopting A New Fee Schedule For Land Use Development And Planning Review Fees, And Repealing Resolution No. 2529 (staff – Kraushaar/Cole)</p>	<ul style="list-style-type: none"> • Resolution No. 2620 adopted 5-0.
<p><u>City Manager’s Business</u></p>	<ul style="list-style-type: none"> • The Residential Parking Permit program is moving forward. • Wilsonville High School’s Basketball Team will be honored April 17th for becoming state champions for a second year in a row. • Due to lack of business, the April 3rd Council meeting has been cancelled
<p><u>Legal Business</u></p>	<ul style="list-style-type: none"> • A tour of the Rain Garden Apartments has been scheduled for Tuesday, March 21, 2017.
<p>ADJOURN</p>	<p>9:21 p.m.</p>
<p>URBAN RENEWAL AGENCY MEETING</p>	
<p>PUBLIC HEARING</p> <p>A. <u>URA Resolution No. 271</u> A Resolution Authorizing A Supplemental Budget Adjustment For Fiscal Year 2016-17. (staff – Rodocker)</p>	<p>URA Resolution 271 adopted 5-0.</p>
<p>NEW BUSINESS</p>	

<p>A. <u>URA Resolution No. 272</u> A Resolution Of The City Of Wilsonville Urban Renewal Agency Authorizing The City Manager To Execute A Professional Services Agreement With Otak, Inc. For The 5th Street / Kinsman Road Extension Project (Boones Ferry Road To Brown Road Connector Corridor Plan Phase 1 Construction) – Capital Improvement Project 4196.(staff - Adams)</p>	<p>URA Resolution 272 adopted 5-0.</p>
<p>CONSENT AGENDA</p> <p>A. Minutes of the June 20, 2016 and October 3, 2016 URA Meetings (staff – King)</p>	<p>Consent Agenda adopted 4-0-1 with Councilor Akervall abstaining.</p>
<p>ADJOURN</p>	<p>9:31 p.m.</p>

Council Long Term Objectives and 2017-19 Council Goals

On February 11, 2017, the Wilsonville City Council met at an all-day retreat to generate a set of long-term policy objectives and biennium goals for 2017-2019. The long-term objectives offer broad policy direction for the City for approximately the next 10 years. The 2017-19 Council goals provide more specific short-term policy level actions for the City to take in the upcoming biennium to help achieve the long-term objectives. During the discussions, the City Council also identified some general administrative directives. As a result of their discussion the Council agreed on the following objectives, goals, and administrative directives:

Bold -= Objectives

Goal listed under objective

- 1. Revise the Development Code to streamline and modernize it.**
 - Complete form-based code work currently underway.
- 2. Promote stronger connectivity and access to the Willamette River.**
 - Conduct a study of the Arrowhead Creek Area considering river access options, transportation, and land use issues.
 - Complete design work and seek funding for the East-West Bridge.
- 3. Enhance tourism, recreation, resiliency, redundancy, economic development, and connectivity.**
 - Complete the French Prairie Bridge feasibility study.
 - Complete the preliminary work necessary to begin soliciting bids on Phase I of the Boones Ferry / Brown Road project.
- 4. Promote and make available numerous options for convenient sustainable choices.**
- 5. Create a parks and recreation system, in conjunction with partners, that includes high-capacity use, multi-use facilities, and revenue generating capabilities.**
 - Complete the Parks Master Plan and, subsequently, master planning for Boones Ferry Park.
- 6. Pursue a balanced housing mix with a variety of choices to meet the needs of current and future residents of varying financial levels.**
 - Hold educational town hall / summit meeting(s) regarding traffic challenges, affordable housing, building elevation, and density policy trade-offs.

- Evaluate the results of the housing affordability study and begin policy development, including addressing housing mix.
7. **Develop a robust, attractive, and viable commercial center with amenities to serve the community.**
 - Complete the Town Center Master Plan, including an International Square.
 8. **Promote vibrant arts, cultural, and heritage programs and facilities.**
 - Explore the establishment of an Arts and Culture Commission, based on the results of the Arts and Culture Commission Study, and develop a strategy to reinstitute the sculpture program.
 - Organize Library archives; capture history as it happens and before it changes, including coordinating photography.
 - Install interpretive signage for Beauty and the Bridge and on Murase architectural features; inventory all public art with interpretive recognition.
 9. **Build fully interconnected and effective transportation modes enabling all kinds of movement among neighborhoods, commercial/employment areas, schools, parks, library, and government.**
 - Develop a wayfinding program.
 - Complete the preliminary work necessary to begin soliciting bids on Phase I of the Boones Ferry / Brown Road project.
 10. **Promote farm and forest land protection.**
 11. **Promote a healthy urban forest.**
 - Develop and implement a street tree replacement program.
 - Become a bee city.
 12. **Enable and promote healthy living.**
 - Improve Wilsonville's Walk Score.
 13. **Embrace technology proactively in future planning, operations, and customer service.**
 - Complete the fiber business plan.

Administrative Directives 2017-19

1. Advocate for an auxiliary lane on Interstate 5 southbound over the Boone Bridge.
2. Advocate for more funding for all transportation facilities.
3. Continue to monitor volumes on major transportation corridors entering Wilsonville.
4. Complete congestion mitigation projects related to Interstate 5.
5. Explore sustainable funding for SMART.
6. Advocate for increased WES service.
7. Explore the Blue Zone concept.
8. Educate, inform, and monitor the Big Pipe project.
9. Update the City website including a database of City plants with recommendations of hearty plants suited to the area.
10. Create a coordinated calendar for Councilor-attended events.
11. Continue to negotiate with TriMet to adjust its service boundaries.
12. Update the solid waste franchise agreement and consider curbside composting options.



PLANNING COMMISSION

WEDNESDAY, APRIL 12, 2017

III. INFORMATIONAL

C. Basalt Creek Concept Plan Update (Bateschell) (20 minutes)



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: March 20, 2017		Subject: Basalt Creek Concept Plan	
		Staff Member: Miranda Bateschell	
		Department: Community Development Department	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Staff recommends Council consider and provide direction on whether they agree to the proposed changes to the Basalt Creek Land Use Concept Map from the Tualatin City Council on February 13, 2017.			
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 Basalt Creek Concept Plan		<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

Since 2011, the Cities of Wilsonville and Tualatin, Washington County, and Metro have been working together to implement an Intergovernmental Agreement (IGA) to concept plan the Basalt Creek Planning Area. After five joint Council work sessions and two Public Open Houses, a preferred Basalt Creek Land Use Concept Plan was completed in September 2016, presenting a proposed jurisdictional boundary in conjunction with ten considerations for success.

On February 13, 2017, the Tualatin City Council, at a council work session, provided Tualatin city staff with direction to modify the previously agreed upon preferred Basalt Creek Land Use Concept Plan to show the Basalt Creek central subarea as residential on the Tualatin side of the conditional jurisdictional boundary.

The IGA requires joint agreement from the two cities on a jurisdictional boundary and the concept plan. *Staff is seeking direction from the City Council on whether they agree to the proposed changes to the Basalt Creek Land Use Concept Map from the Tualatin City Council on February 13, 2017.*

EXECUTIVE SUMMARY:

Foundational Documents & Agreements

There is a long history of planning and inter-governmental coordination for the Basalt Creek Planning Area.

- In 2004, Metro added the Basalt Creek Planning Area to the Metro Urban Growth Boundary as part of Ordinance No. 04-1040B for the purpose of amending the Metro urban growth boundary to increase the capacity of the region to accommodate growth in industrial employment (Attachment A).
- In July 2010, the Cities of Wilsonville and Tualatin entered into a Memorandum of Understanding for Concept Planning the Urban Growth Boundary Expansion Area known as the Basalt Creek Planning Area (Attachment B).
- In May 2011, the Cities of Wilsonville and Tualatin, Washington County, and Metro entered into an IGA for concept planning the Basalt Creek and West Railroad Planning Areas (Attachment C). This IGA had two amendments: first, in June 2013 acknowledging the Basalt Creek Transportation Refinement Plan (TRP), and second, extending the IGA for three additional years, until fall 2019, to complete the Basalt Creek Concept Plan.
- From October 2013 through 2016, the Wilsonville and Tualatin City Councils held five joint Council work sessions and two Public Open Houses considering several boundary and land use alternatives for the Basalt Creek Planning Area.

Conclusion: these planning actions outline the process and expectations for the Basalt Creek Planning Area and the four parties involved in adopting a concept plan for the area. They specifically state that both cities must agree on both a jurisdictional boundary and a concept plan that both cities adopt. The proposed changes to the Basalt Creek Land Use Concept Map from the Tualatin City Council on February 13, 2017 do not appear consistent with the planning to date (Metro Ordinance, TRP, and Joint Council recommendations, conclusions, and decisions) or to be compatible with a cohesive business district that accommodates successful industrial employment growth.

Guiding Principles

On October 29, 2013, the Wilsonville-Tualatin Joint City Council met to start the project with a shared understanding of the process and potential outcomes, and to identify issues and challenges that could be present during concept planning. There was also significant discussion around guiding principles for the project. A key discussion point was having a shared vision that also

respected each city's vision, and acknowledging that the plan that is advanced should be in consideration with the other city, must be compatible with, and enhance the other city. At the July 16, 2014 Wilsonville-Tualatin Joint City Council meeting, the Councils reviewed findings from the June Community Workshop and the existing conditions for the planning area, which included environmental constraints such as wetlands and slopes. The Councils also refined the Guiding Principles (Attachment D), which helped the project team create evaluation measures to be used in assessing alternative land use scenarios.

Conclusion: The proposed changes to the Basalt Creek Land Use Concept Map from the Tualatin City Council on February 13, 2017 do not appear to consider the joint vision established to-date for an economically viable employment district. They also do not consider compatibility with or enhancement of the proposed uses that are currently proposed to be City of Wilsonville in the preferred Basalt Creek Land Use Concept Map despite the importance of this being decided early on in the project. In addition, the proposal is not consistent with all of the Guiding Principles for the Basalt Creek Concept Plan.

GP2 "Recreation opportunities should be made accessible in the area through the creation of new open spaces and trails and integrating them with existing regional networks."

This will be much more difficult to achieve with residential uses, rather than employment uses, bordering the Basalt Creek Canyon to the west.

GP4 "Create a uniquely attractive business community unmatched in the metropolitan region."

It will be difficult to achieve a successful business community in this area without the appropriate industrial massing (acreage) and like uses and compatible design mirroring each other on both sides of the parkway and with non-compatible uses inserted into the employment area.

GP5 "Ensure appropriate transitions between land uses."

The proposal would place housing along a limited-access arterial intended for significant freight movement and across the street from manufacturing parks and industrial uses. There is a nearby cement batch plant that is now operating 24-7. The residential uses in the newly proposed location would be elevated, overlooking the Coffee Creek Correctional Facility. This is typically avoided in planning due to potential noise, traffic, vibration, light pollution, emissions and other environmental impacts.

GP6 "Meet regional responsibility for jobs and housing"

While the Metro Ordinance allowed for housing in the northern portion of the planning area, the 124th extension and Basalt Creek Parkway are being constructed farther south than the I-5-99W Connector as proposed and depicted in the Ordinance. As depicted, housing would be envisioned to or just south of Tonquin Loop, representing less than a quarter of the planning area. The Parkway is approximately 1600 feet farther south, representing a significant amount of acreage envisioned to accommodate industrial growth by the Metro Ordinance.

GP7 "Design cohesive and efficient transportation and utility systems."

The most efficient sanitary sewer system depicted a City of Wilsonville service area (and jurisdictional boundary) farther north than the Basalt Creek Parkway. The Basalt Creek TRP, its projects and trip assumptions, were based on a predominantly industrial area. Residential land

uses have higher trip rates than the currently modeled employment uses in the preferred Basalt Creek Land Use Concept Map.

GP9 “Total jobs allocated to prime flat industrial lands within the planning area.”

The preferred Basalt Creek Land Use Concept Map as well as the recent proposal from the Tualatin City Council includes acreage in the portion of the plan area proposed to be in City of Tualatin that is designated for housing despite limited constraints, flat topography, and overall attractiveness for employment uses. To-date Wilsonville concurred with the proposal, recognizing the need for Tualatin to meet a balance of residential and employment needs and allowing them to determine how; also, the adjacent land uses (residential and school) in that area could be considered more compatible with residential uses.

Basalt Creek Concept Plan Alternatives

Base Case Scenario (December 2014): At the Tualatin - Wilsonville Joint City Council meeting in December 2014, the project team presented a base-case infrastructure and land use scenario with an initial jurisdictional boundary along the future east-west connector, Basalt Creek Parkway (Attachment E). Members of the Councils directed staff to:

- Re-evaluate the sanitary sewer system due to concerns regarding the initial design and potential costs for sanitary sewer construction in the planning area.
- Examine additional boundary options that do not necessarily follow the future Basalt Creek Parkway alignment due to a desire for a cohesive set of uses and design along both sides of the future arterial.
- Aim for jurisdictional equity when considering the various measures altogether.
- Provide more residential capacity in the northern portion of the planning area for the City of Tualatin.
- Propose creative solutions for transitions from employment to housing.

Option 1 & Option 2 (June 2015): On June 17, 2015, there was a Joint Wilsonville-Tualatin City Council meeting to discuss two alternative land use concept plans with two alternative proposed jurisdictional boundaries (Attachments F and G). At that meeting, the two Councils discussed the land use types, key indicators and potential benefits of the two draft boundary options. The Tualatin City Council favored Option 1 while the Wilsonville City Council favored Option 2.

In particular, Tualatin Councilors expressed significant interest in designating the land south of the future Basalt Creek Parkway, along Boones Ferry Road and the Basalt Creek Canyon (“the tooth”), as future City of Tualatin residential land in recognition of the existing residential community. City of Wilsonville Councilors expressed concern over Option 1 regarding the disparity in benefits realized by each city (less for the City of Wilsonville across indicators), a lack of industrial massing near Grahams Ferry Road and Basalt Creek Parkway, and future transportation impacts from the high number of trips from the residential uses. The Councils also discussed the proposed sanitary sewer system, as it differs from the proposed boundary options; how to best serve the area; and how potential financial savings might be shared if Wilsonville handled sanitary sewer from the City of Tualatin resulting in fewer Clean Water Services pump stations. As a result of the discussion, the Joint Council made a recommendation to project staff to prepare an alternative option.

The Wilsonville City Council recognized the “tooth” area was a must-have for the City of Tualatin and compromised despite a desire for “the tooth” to provide a natural resource amenity to adjacent employment uses and trail opportunities for nearby employees, in addition to the fact all stormwater runoff from this area would flow to the City of Wilsonville. The Councils also agreed to work out the boundary on the west end, to the north of the Basalt Creek Parkway, acknowledging Wilsonville’s concerns regarding trips, sewer service for Tualatin users, and additional employment capacity. The meeting concluded with the sentiment that it was important for the plan to make sense for both communities, while being fiscally responsible in the end, and that the land for both communities be profitable.

Option 3 (September 2015): In preparation for a Joint Wilsonville-Tualatin City Council meeting scheduled in September 2015, the project team prepared Boundary Option 3 (Attachment H) responding to the Joint Council’s input and concerns from the June meeting.

- Boundary extended down Boones Ferry to include existing residential parcels in Tualatin’s jurisdiction to recognize existing community and ensure a cohesive residential zone.
- Boundary shifted north on the west side of the Basalt Creek canyon area to create a more cohesive industrial district and compatible employment uses between the cities while considering topography and parcel lines.

Boundary Option 3 also considered jurisdictional equity through the lens of developable acres, phasing and infrastructure costs, and more balanced property tax returns. The City of Tualatin will likely see a higher overall return on investment and ability to meet near-term residential demand and development desires. The City of Wilsonville is provided a little more land to offset higher overall infrastructure costs and service to Tualatin development, a delay in return on investment, and the city’s ability to fulfill the employment capacity expectations for the planning area.

Tualatin – Option 4 (September 2015): In preparation for the September 2015 Joint Council meeting, there was a Tualatin City Council Work Session where the Tualatin City Council expressed concerns about the limited employment land opportunities for the City of Tualatin and directed Tualatin City Staff to prepare information for a Boundary Option 4, which would follow Tonquin Road west of the Basalt Creek Canyon area (Attachment I). Given this proposed concept plan and boundary alternative was not completed together by the two cities via the project team or decided at a Joint City Council meeting, a full analysis of all performance indicators in Envision was not completed. In order for City of Wilsonville staff and City Council to review this Option, the September Joint Council meeting was postponed until December.

In preparation for the December Wilsonville-Tualatin Joint Council meeting, the Mayors and City Council Presidents of both cities met with staff to discuss the various boundary options to date and remaining issues not yet resolved.

- Tualatin Mayor Ogden and Councilor Beikman communicated “the tooth” was no longer a priority for the City of Tualatin, but rather additional acreage on the west side of the planning area for more employment acreage.

- Wilsonville Mayor Knapp and Councilor Starr communicated significant concerns about a boundary along Tonquin Road from a planning perspective, reiterated the importance of certainty of industrial acreage, and the need for benefits to offset the additional costs.

Mayor Knapp and Councilor Starr also expressed the boundary was not the paramount issue to the City, but rather how the systems work so the area functions well, including enough contiguous land for both cities to appeal to business, getting the value needed related to transportation and industrial massing, and meeting regional industrial land needs. Mayor Ogden and Councilor Beikman agreed these were joint concerns, not just Wilsonville concerns. Problems experienced in Wilsonville in the Basalt Creek Planning Area (e.g. at the Elligsen interchange) would impact the full planning area's success and would be a problem for both cities.

While Tualatin's Option 4 seemed a departure from previous Joint Council decisions to the Wilsonville City Council, the Council remained flexible to the needs of the City of Tualatin while ensuring good planning that met the agreed upon vision and enhanced both cities; and as such, presented the Basalt Creek Parkway as a boundary option upon resolution of these joint concerns. There was agreement to present the ideas and issues discussed as a packaged proposal at the December Wilsonville-Tualatin Joint Council meeting.

Preferred Boundary & Considerations for Success: On December 16, 2015, there was a Joint Wilsonville-Tualatin City Council meeting to discuss a preferred land use and boundary option for the Basalt Creek planning area. The Councils agreed to (1) a set of ten considerations for success (Attachment J), (2) a need to incorporate essential agreements into the Basalt Creek Concept Plan to refine and address those considerations, and (3) a preferred jurisdictional boundary along the Future Basalt Creek Parkway conditional upon successful incorporation of the ten considerations into the Basalt Creek Concept Plan. In addition, in response to Tualatin's disinterest in the West Railroad Area, Wilsonville accepted this area to be included in the City of Wilsonville in the future.

The ten considerations relate to the functional elements of the Concept Plan: sanitary sewer service, stormwater system design standards, industrial zoning certainty, trip caps, transportation projects and funding, transit service, trails and natural resource protections in the Basalt Creek Canyon area. It was intended those considerations would guide development of a preferred alternative for the Basalt Creek Concept Plan as well as outline implementation measures for success.

At the Joint Council meeting, both City Councils voiced a desire to memorialize and endorse these areas of general consensus. As a result, City of Wilsonville drafted Resolution No. 2569 and scheduled a hearing for March 14, 2016 to acknowledge those agreements made at the December Joint Council Meeting, including the ten considerations document. This hearing was rescheduled and cancelled indefinitely after the City of Tualatin cancelled adoption of the same document. The Resolution was never approved.

However, the project team advanced work on the ten considerations and developed a preferred Basalt Creek Land Use Concept Map (Option 5) for the public open house on April 28, 2016

(Attachment K). Essentially the land uses were very similar to what was presented in the Tualatin-proposed Option 4 with the boundary option along the Basalt Creek Parkway.

With positive feedback from the public open house, staff from both cities further refined the preferred Basalt Creek Land Use Concept Map to fix errors and align map designations with existing city comprehensive plan designations and zoning classifications. The draft, dated September 16, 2016 (Attachment L), was prepared for presentation at individual Council work sessions in October in order to move toward finalization of the Basalt Creek Concept Plan and a final Joint Council work session approving the Concept Plan. In addition, staff continued work to resolve issues through the ten considerations; while this advanced, complete agreement was not reached at this point in the project. As such, the map acknowledges the proposed Basalt Creek Land Use Concept Plan and jurisdictional boundary are subject to those considerations for success being integrated into the Concept Plan.

Washington County Basalt Creek Employment Site Evaluation (January 2017): Based on public input from property owners and residents in Tualatin at the October City of Tualatin Work Session meeting, Washington County commissioned a land suitability analysis from the firm Mackenzie for a portion of the planning area being called the “central subarea” to analyze slope and determine whether the land was in fact suitable for employment uses. The study concluded the “central subarea” is feasible for employment including flex business park, office campus, manufacturing, and commercial support services consistent with the City of Tualatin Manufacturing Park zoning classification (Attachment M).

Tualatin City Council Proposal (February 2017): The feedback from the property owner in the “central subarea” regarding the slopes in that area led to additional discussions with the Tualatin City Council and Planning Commission, eventually leading to the February 2017 proposal. On February 13, 2017, the Tualatin City Council, at a council work session, provided Tualatin city staff with direction to modify the previously agreed upon preferred Basalt Creek Land Use Concept Plan to show the Basalt Creek central subarea as residential on the Tualatin side of the conditional jurisdictional boundary (Attachment N).

Slopes in the area were discussed, and a map presented, as part of the Existing Conditions at the July 16, 2014 Joint Council meeting (Attachment O). In the past two and a half years, it was not determined that the slopes in the “central subarea” were not suitable for employment uses through the site suitability and market analyses completed as part of the Basalt Creek Planning process. Tualatin City Council’s conclusion that the slopes are too steep to accommodate employment uses is also contrary to the January 2017 Washington County Employment Site Evaluation. At this time, there is no additional evidence presented by the Tualatin City Council to contradict the previous studies and site evaluations.

Conclusion: In addition to not appearing consistent with the Metro Ordinance or Basalt Creek TRP, the proposed changes to the Basalt Creek Land Use Concept Map from the Tualatin City Council on February 13, 2017 are also inconsistent with the project’s guiding principles, what was presented at the public open houses, project and County-led land suitability analyses, and Joint Council recommendations, conclusions, and decisions made throughout the process.

- Through the planning process, every boundary option had employment on both sides of the Basalt Creek Parkway. Most options had employment on both sides of Tonquin Road as well. Only Option 1 had residential down to Tonquin, a boundary option that Tualatin City Council liked but requested land uses changed due to too much residential. The February 2017 proposal from Tualatin City Council would be a significant shift to the preferred Basalt Creek Land Use Concept Map and the Options studied and resulting from the exhaustive process to-date.
- The proposed changes do not meet the objectives for a cohesive Parkway, a transition between employment and residential uses (residential uses would abut industrial uses and the Parkway), housing in the northern portion of the planning area, or jurisdictional equity particularly as it relates to the transportation network (residential uses create more trips than employment uses and based on the conditional boundary, over half Tualatin's share of acreage would become residential under this proposal). These objectives were agreed to as early as the Joint Council meeting reviewing the Base Case Scenario (December 2014).
- The proposed changes do not meet the objectives agreed to at the June 2015 Joint Council either: there is lack of industrial massing near Grahams Ferry Road and Basalt Creek Parkway, there are potentially significant future transportation impacts from the high number of trips from the residential uses, and it may impact the ability for the land in both communities to be profitable. The potential conflict of uses, lack of cohesion along the Parkway and lack of industrial massing could impact the City of Wilsonville's efforts in the Basalt Creek Planning Area negatively, making it difficult to create the successful employment district both the City and Metro were envisioning this place to be.
- The proposal is also contrary to Joint Council decisions made in December 2015 where Tualatin desired more land to provide employment uses and pushed for a city boundary further south in order to do so. Wilsonville Council agreed to a boundary along the future Basalt Creek Parkway based on the 10 Considerations for Success that were also agreed to by both councils at that Joint Council meeting. Consideration 3 specifically called out: "recognizing the regional need for industrial lands and following through on employment development in both cities to help such development to be successful."

Wilsonville and Tualatin were set out to plan the Basalt Creek Planning Area in a cohesive way and in the regional context as a Regionally Significant Industrial Area (RSIA). While each city will have its own jurisdictional authority over the area designated to that city by the Basalt Creek Concept Plan, what happens where those two cities come together greatly matters and is extremely important to the success and livability of this future growth area. Planners study adjacency to ensure compatible uses and prevent negative consequences. What happens across the street, whether it is in the same city or a different city, will have either positive or negative impacts on that property. Staff would not recommend residential uses along the Basalt Creek Parkway and across from industrial uses and manufacturing parks. Locating residential uses in this area is also counter to recent efforts to restore environmental justice and social equity and presents concerns related to potential noise, traffic, vibration, light pollution, exposure to emissions, and other environmental impacts.

In Summary

The proposed changes to the Basalt Creek Land Use Concept Map from the Tualatin City Council on February 13, 2017 are 1) contrary to commitments and agreements made previously by the Wilsonville-Tualatin Joint Councils, 2) contrary to planning efforts, analyses and previous studies, and 3) inconsistent with contemporary planning policies and practices that are expected in Wilsonville and the region.

In addition, the full implications of the proposal are not understood since a complete analysis of its impact has not been completed. For example, what happens to the number of trips generated, but also how does this relate the assumptions in the Basalt Creek TRP and the project list that was created? Would a different project list be needed? How does it perform in regards to the project indicators: jobs, households, trips, assessed value, revenue and infrastructure costs?

Finally, given this recent shift, the Council may want to consider what certainty there is or is not that Tualatin City Council could change the concept plan in the future and how that could impact how the City of Wilsonville plans the area.

EXPECTED RESULTS:

Clear direction for staff to respond to the proposal from the City of Tualatin and how to coordinate with all IGA parties to move the Basalt Creek Concept Plan process forward. Once agreement is reached on a Basalt Creek Land Use Concept Map and Basalt Creek Concept Plan, both cities can adopt corresponding land use amendments. The IGA is to “remain in effect until the CITIES and COUNTY amend their respective Urban Planning Area Agreements (UPAAs) and incorporate the Basalt Creek Concept Plan into each CITIES respective comprehensive plans.”

TIMELINE:

Varies depending on direction. The IGA is currently in effect until October 2019.

CURRENT YEAR BUDGET IMPACTS:

The City of Tualatin received approximately \$350K from Metro’s Construction Excise Tax (CET) grant program to perform concept planning. The current scope of work and budget with the consultant and as outlined with Metro under the CET grant program does not include additional funds for analysis of additional land use alternatives. The City of Wilsonville has, and will continue to, invest staff time into the process.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The project includes participation from affected residents, businesses, and property owners. Two open houses were held to engage and inform the public about the project. Additionally, the

website is updated to reflect the most recent work and staff sends out monthly updates to an interested parties list and property owners via email and U.S. postal mail.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The Basalt Creek area is important for the long-term growth of Tualatin, Wilsonville, and the Metro region. Conducting a thorough and thoughtful planning process will identify and resolve each city’s vision for the area and potential impacts on the community. The Basalt Creek area presents an opportunity to maximize assessed property value, integrate jobs and housing, develop efficient transportation and utility systems, create an attractive residential and business community, incorporate natural resource areas, and provide recreational opportunities as community amenities and assets.

ALTERNATIVES:

1. Agree with the Tualatin City Council February 2017 proposal and direct staff to move forward with the residential designation change to develop a final preferred land use concept map for the Basalt Creek Planning Area. A final concept plan could be adopted by 2017 with UPAA’s amended in 2018.
2. Disagree with the Tualatin City Council February 2017 proposal, outline City of Wilsonville concerns, and direct staff to:
 - a. ask for another proposal from City of Tualatin that resolves both cities concerns;
OR
 - b. present a counter proposal from City of Wilsonville (as directed).
3. Request additional information and analysis to be completed by the City of Tualatin for the proposal addressing Wilsonville City Council questions and reporting the indicators for this alternative as presented for Options 1-3.

CITY MANAGER COMMENT:

ATTACHMENTS:

- Attachment A: Metro Ordinance No. 04-1040B
- Attachment B: Memorandum of Understanding for Concept Planning the Urban Growth Boundary Expansion Area known as the Basalt Creek Planning Area
- Attachment C: IGA for concept planning the Basalt Creek and West Railroad Planning Areas
- Attachment D: Basalt Creek Concept Plan Guiding Principles
- Attachment E: Base Case Scenario (December 2014)
- Attachment F: Boundary Option 1 (June 2015)
- Attachment G: Boundary Option 2 (June 2015)
- Attachment H: Option 3 (September 2015)
- Attachment I: Tualatin – Option 4 (September 2015)
- Attachment J: Considerations for Success (December 2015)
- Attachment K: Basalt Creek Land Use Concept Map Option 5 (April 2016)
- Attachment L: Preferred Basalt Creek Land Use Concept Map (September 2016)

Attachment M: Washington County Basalt Creek Employment Site Evaluation (January 2017)

Attachment N: Tualatin City Council Proposal (February 2017)

Attachment O: Slopes Map from Existing Conditions Report (July 2014)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	ORDINANCE NO. 04-1040B	
METRO URBAN GROWTH BOUNDARY, THE)		
REGIONAL FRAMEWORK PLAN AND THE)		
METRO CODE TO INCREASE THE CAPACITY)		
OF THE BOUNDARY TO ACCOMMODATE)		
GROWTH IN INDUSTRIAL EMPLOYMENT)	Introduced by the Metro Council	
)		

WHEREAS, by Ordinance No. 02-969B (For The Purpose Of Amending The Urban Growth Boundary, The Regional Framework Plan And The Metro Code In Order To Increase The Capacity Of The Boundary To Accommodate Population Growth To The Year 2022), the Council amended Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan to increase the capacity of industrial land to accommodate industrial jobs; and

WHEREAS, the Metro Council adopted an Employment and Industrial Areas Map as part of Title 4 (Retail in Employment and Industrial Areas) in Ordinance No. 96-647C (For the Purpose of Adopting a Functional Plan for Early Implementation of the 2040 Growth Concept) on November 21, 1996; and

WHEREAS, the Council amended the Regional Framework Plan (RFP) by Exhibit D to Ordinance No. 02-969B (For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code in Order to Increase the Capacity of the Boundary to Accommodate Population Growth to the Year 2022), adopted on December 5, 2002, to establish a new 2040 Growth Concept design type entitled ‘Regionally Significant Industrial Area’ (RSIA) and to add Policies 1.4.1 and 1.4.2 to protect such areas by limiting conflicting uses; and

WHEREAS, by Exhibit F to Ordinance No. 02-969B the Council amended Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan (‘UGMFP’) to implement Policies 1.4.1 and 1.4.2 of the RFP; and

WHEREAS, by Exhibit E of Ordinance No. 02-969B the Council adopted a ‘Generalized Map of Regionally Significant Industrial Areas’ depicting certain Industrial Areas that lay within the UGB prior to its expansion as part of Task 2 of periodic review as RSIA’s; and

WHEREAS, Title 4 calls upon the Council to delineate specific boundaries for RSIA's derived from the "Generalized Map of Regionally Significant Industrial Areas" after consultation with cities and counties; and

WHEREAS, by Ordinance No. 02-969B, the Council added capacity to the UGB but did not add sufficient capacity to accommodate the full need for land for industrial use; and

WHEREAS, the Metro Council submitted Ordinance No. 969B, in combination with other ordinances that increased the capacity of the UGB, to the Land Conservation and Development Commission (LCDC) as part of Metro's periodic review of the capacity of its UGB; and

WHEREAS, on July 7, 2003, LCDC issued its "Partial Approval and Remand Order 03-WKTASK-001524" that approved most of the Council's decisions, but returned the matter to the Council for completion or revision of three tasks: (1) provide complete data on the number, density and mix of housing types and determine the need for housing types over the next 20 years; (2) add capacity to the UGB for the unmet portion of the need for land for industrial use; and (3) either remove tax lots 1300, 1400 and 1500 in Study Area 62 from the UGB or justify their inclusion; and

WHEREAS, the Council completed its analysis of the number, density and mix of housing types and the need for housing over the planning period 2002-2022 and incorporated its conclusions in a revision to its Housing Needs Analysis; and

WHEREAS, the Council increased the capacity of the UGB both by adding land to the UGB and by revising the Regional Framework Plan and Title 4 of the UGMFP to meet the previously unmet portion of the need for land for industrial use; and

WHEREAS, a change in design type designation of a portion of Study Area 12 added to the UGB on December 5, 2002, by Ordinance No. 02-969B from residential to industrial will help the region accommodate the need for industrial use without reducing the region's residential capacity below the region's residential need; and

WHEREAS, the Council decided to remove tax lots 1300, 1400 and 1500 in Study Area 62 from the UGB; and

WHEREAS, the Council consulted its Metropolitan Policy Advisory Committee and the 24 cities and three counties of the metropolitan region and considered comments and suggestions prior to making this decision; and

WHEREAS, prior to making this decision, the Council sent individual mailed notification to more than 100,000 households in the region and held public hearings on Title 4 and the efficient use of industrial land on December 4 and 11, 2003, public workshops at six locations around the region in March, 2004, on possible amendments to the UGB, and public hearings on the entire matter on April 22 and 29, May 6, [May 27](#), and June 10 and 24, 2004; now, therefore

THE METRO COUNCIL HEREBY ORDAINS AS FOLLOWS:

1. Policy 1.12 of the Regional Framework Plan is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance, to guide the choice of farmland for addition to the UGB when no higher priority land is available or suitable.
2. Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to improve implementation of Title 4 by cities and counties in the region.
3. The Employment and Industrial Areas Map is hereby amended, as shown in Exhibit C, attached and incorporated into this ordinance, to depict the boundaries of Regionally Significant Industrial Areas pursuant to Policy 1.4.1 of the Regional Framework Plan in order to ensure more efficient use of the areas for industries reliant upon the movement of freight and to protect the function and capacity of freight routes and connectors in the region.
4. The Revised Housing Needs Analysis, January 24, 2003, is hereby further revised, as indicated in Exhibit D, Addendum to Housing Needs Analysis, April 5, 2004, attached and incorporated into this ordinance, to comply with the first item in LCDC's "Partial Approval and Remand Order 03-WKTASK-001524."
5. The Metro UGB is hereby amended to include all or portions of the Study Areas shown on Exhibit E [with the designated 2040 Growth Concept design type, and more precisely identified in the Industrial Land Alternative Analysis Study, February, 2004, Item \(c\) in Appendix A](#), subject to the conditions set forth in Exhibit F, and to exclude tax lots 1300, 1400 and 1500 in Study Area 62 ~~and the southeast portion of Study Area 9 from the UGB~~, also shown on Exhibit E and more precisely identified in the Staff Report, "In Consideration of Ordinance No. 04-1040, For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code to increase the capacity of the Boundary to Accommodate Growth in Industrial Employment", Item (a) in Appendix A. Exhibits E and F are attached and incorporated into this ordinance to comply with the second and third items in LCDC's "Partial Approval and Remand Order 03-WKTASK-001524."

6. Ordinance No. 02-969B is hereby amended to change the 2040 Growth Concept design type designation for that 90-acre portion of Study Area 12 that projects from the rest of the study area to the southeast along Highway 26 from 'Inner Neighborhood' to 'Regionally Significant Industrial Area.'

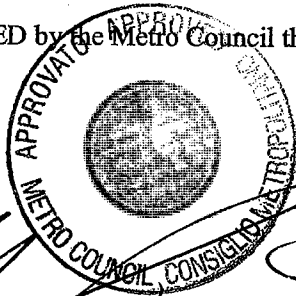
67. The Appendix, attached and incorporated into this ordinance, is hereby adopted in support of the amendments to the UGB, the Regional Framework Plan and the Metro Code in sections 1 through 3 of this ordinance. The following documents comprise the Appendix:

- a. Staff Report, 'In Consideration of Ordinance No. 04-1040, For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code to increase the capacity of the Boundary to Accommodate Growth in Industrial Employment', April 5, 2004.
- b. 2002-2022 Urban Growth Report: An Employment Land Need Analysis, June 24, 2004 Supplement.
- c. Industrial Land Alternative Analysis Study, February, 2004.
- d. Measure 26-29 Technical Report: Assessment of the Impacts of the June, 2004, UGB Expansion on Property Owners.
- e. Industrial Land Expansion Public Comment Report, March, 2004.
- f. 'An Assessment of Potential Regionally Significant Industrial Areas', memorandum from Mary Weber to Dick Benner, October 21, 2003.
- g. 'Recommended Factors for Identifying RSIA's', memorandum from Mary Weber to MTAC, June 30, 2003.
- h. 'Slopes Constraints on Industrial Development', memorandum from Lydia Neill to David Bragdon, November 25, 2003.
- i. 'Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use', prepared by the Metro Agricultural Lands Technical Workgroup, April, 2004.
- j. 'Technical Assessment of Reducing Lands within Alternatives Analysis Study Areas', memorandum from Lydia Neill to David Bragdon, October 30, 2003.
- k. Agriculture at the Edge: A Symposium, October 31, 2003, Summary by Kimi Iboshi Sloop, December, 2003.
- m. 'Industrial Land Aggregation Methodology, Test and Results', memorandum from Lydia Neill to David Bragdon, September 24, 2003.
- n. 'Industrial Areas Requested by Local Jurisdictions', memorandum from Tim O'Brien to Lydia Neill, July 29, 2003.

- o. 'Industrial Land Locational and Siting Factors', memorandum from Lydia Neill to David Bragdon, June 9, 2003.
- p. 'A Review of Information Pertaining to Regional Industrial Lands', memorandum from Dick Benner to David Bragdon, January 26, 2004.
- q. Map of Freight Network and Freight Facilities, Metro, November, 2003.
- r. 'Evaluating the Industrial Land Supply with Projected Demand', memorandum from Lydia Neill to David Bragdon, May 14, 2003.
- s. 'Identifying 2003 Industrial Land Alternatives Analysis Study Areas', memorandum from Tim O'Brien to Lydia Neill, July 9, 2003.
- t. 'For the Purpose of Reducing the Land Under Consideration in the 2002 and 2003 Alternatives Analysis for Meet the Remaining Need for Industrial Land through Urban Growth Boundary Expansion', Staff Report, November 18, 2003.
- u. 'Formation of Industrial Neighborhoods', memorandum from Lydia Neill to David Bragdon, October 24, 2003.
- v. 'Developed Lots 5 Acres and Smaller Outside the UGB', memorandum from Amy Rose to Lydia Neill, November 18, 2003.
- w. 'Employment Land Included in the 2002 Urban Growth Boundary Expansion', memorandum from Andy Cotugno to David Bragdon, March 10, 2003.
- x. 'Identifying Additional Land for Industrial Purposes', memorandum from Tim O'Brien to Lydia Neill, March 7, 2003.
- y. Staff Report, 'In Consideration of Ordinance No. 04-1040B, For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code to increase the Capacity of the Boundary to Accommodate Growth in Industrial Employment', June 21, 2004.

78. The Findings of Fact and Conclusions of Law in Exhibit G, attached and incorporated into this ordinance, explain how this ordinance complies with state law, the Regional Framework Plan and the Metro Code.

ADOPTED by the Metro Council this 24th day of June, 2004.



[Signature]
 David Bragdon, Council President

ATTEST:

Approved as to Form:

[Signature]
 Christina Billington, Recording Secretary

[Signature]
 Daniel B. Cooper, Metro Attorney

3.20.2017 City Council Packet
Pages 22/516 - 48/516 omitted for brevity

Exhibit F to Ordinance No. 04-1040B
Conditions on Addition of Land to the UGB

I. GENERAL CONDITIONS APPLICABLE TO ALL LANDS ADDED TO THE UGB

A. The city or county with land use planning responsibility for a study area included in the UGB shall complete the planning required by Metro Code Title 11, Urban Growth Management Functional Plan (“UGMFP”), section 3.07.1120 (“Title 11 planning”) for the area. Unless otherwise stated in specific conditions below, the city or county shall complete Title 11 planning within two years after the effective date of this ordinance. Specific conditions below identify the city or county responsible for each study area.

B. The city or county with land use planning responsibility for a study area included in the UGB, as specified below, shall apply the 2040 Growth Concept design types shown on Exhibit E of this ordinance to the planning required by Title 11 for the study area.

C. The city or county with land use planning responsibility for a study area included in the UGB shall apply interim protection standards in Metro Code Title 11, UGMFP, section 3.07.1110, to the study area until the effective date of the comprehensive plan provisions and land use regulations adopted to implement Title 11.

D. In Title 11 planning, each city or county with land use planning responsibility for a study area included in the UGB shall recommend appropriate long-range boundaries for consideration by the Council in future expansions of the UGB or designation of urban reserves pursuant to 660 Oregon Administrative Rules Division 21.

E. Each city or county with land use planning responsibility for an area included in the UGB by this ordinance shall adopt provisions – such as setbacks, buffers and designated lanes for movement of slow-moving farm machinery – in its land use regulations to enhance compatibility between urban uses in the UGB and agricultural practices on adjacent land outside the UGB zoned for farm or forest use.

F. Each city or county with land use planning responsibility for a study area included in the UGB shall apply Title 4 of the UGMFP to those portions of the study area designated Regionally Significant Industrial Area (“RSIA”), Industrial Area or Employment Area on the 2040 Growth Concept Map (Exhibit C). If the Council places a specific condition on a RSIA below, the city or county shall apply the more restrictive condition.

G. In the application of statewide planning Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces) to Title 11 planning, each city and county with land use responsibility for a study area included in the UGB shall comply with those provisions of Title 3 of the UGMFP acknowledged by the Land Conservation and Development Commission (“LCDC”) to comply with Goal 5. If LCDC has not acknowledged those provisions of Title 3 intended to comply with Goal 5 by the deadline for completion of Title 11 planning, the city or county shall consider, in the city or county’s application of Goal 5 to its Title 11 planning, any inventory of regionally significant Goal 5 resources and any preliminary decisions to allow, limit or prohibit conflicting uses of those resources that is adopted by resolution of the Metro Council.

[H. Each city and county shall apply the Transportation Planning Rule \(OAR 660 Div 012\) in the planning required by subsections F \(transportation plan\) and J \(urban growth diagram\) of Title 11.](#)

II. SPECIFIC CONDITIONS FOR PARTICULAR AREAS

A. Damascus Area

1. Clackamas County and Metro shall complete Title 11 planning requirements through the incorporation of this area into the greater Damascus/Boring Concept Plan planning effort currently underway. This planning shall be completed within the same time frame as specified in Ordinance No. 02-969B.
2. In the planning required by Title 11, subsections (A) and (F) of section 3.07.1120, Clackamas County or any future governing body responsible for the area shall provide for annexation of those portions of the area whose planned capacity is sufficient to support transit to the Tri-met District.
3. In the planning required by Title 11, subsections (A) and (F) of section 3.07.1120, Clackamas County or any future governing body responsible for the area shall provide for annexation of those portions of the area whose planned capacity is sufficient to support transit to the Tri-met District.

B. Beavercreek Area

1. Clackamas County or, upon annexation to Oregon City, the city and county, with Metro, shall complete Title 11 planning for the area.
2. This area shall be planned in conjunction with the adjoining tax lot added to the UGB in 2002, under Ordinance No. 02-969B.

~~C. Borland Area – North of I-205~~

- ~~1. Clackamas County or, upon annexation to the City of Tualatin, the city and county, in coordination with the Cities of Lake Oswego, Tualatin, and West Linn and Metro, shall complete Title 11 planning within four years following the effective date of Ordinance No. 04-1040. The county and city, in conjunction with Lake Oswego and West Linn and Metro shall recommend long range boundaries in the Stafford Basin and general use designations for consideration by the Council in future expansions of the UGB.~~
- ~~2. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.~~

DC. Tualatin Area

1. Washington County or, upon annexation to the Cities of Tualatin or Wilsonville, the cities, in conjunction with Metro, shall complete Title 11 planning within ~~four~~ two years following the selection of the right-of-way alignment for the I-5/99W Connector, or within seven years of the effective date of Ordinance No. 04-1040, whichever occurs earlier.

2. Title 11 planning shall incorporate the general location of the projected right of way ~~location~~ alignment for the I-5/99W connector and the Tonquin Trail as shown on the 2004 Regional Transportation Plan. If the selected right-of-way for the connector follows the approximate course of the "South Alignment," as shown on the Region 2040 Growth Concept Map, as amended by Ordinance No. 03-1014, October 15, 2003, the portion of the Tualatin Area that lies north of the right-of-way shall be designated "Inner~~Outer~~ Neighborhood" on the Growth Concept Map; the portion that lies south shall be designated "Industrial."
3. The governments responsible for Title 11 planning shall consider using the I-5/99W connector as a boundary between the city limits of the City of Tualatin and the City of Wilsonville in this area.

~~E~~D. Quarry Area

1. Washington County or, upon annexation to the cities of Tualatin or Sherwood, the cities, and Metro shall complete Title 11 planning for the area.
2. Title 11 planning shall, if possible, be coordinated with the adjoining area that was included in the UGB in 2002 under Ordinance No. 02-969B.
3. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.
4. Title 11 planning shall incorporate the general location of the projected right-of-way for the Tonquin Trail as shown on the 2004 Regional Transportation Plan.

~~F~~E. Coffee Creek Area

1. Washington and Clackamas Counties or, upon annexation of the area to the ~~City~~ cities of Tualatin or Wilsonville, the city, ~~and in conjunction with~~ Metro, shall complete the Title 11 planning for the area within ~~four~~ two years following the selection of the right-of-way alignment for the I-5/99W Connector, or within seven years of the effective date of Ordinance No. 04-1040B, whichever occurs earlier.
2. ~~The concept~~ Title 11 planning shall incorporate the general location of the projected right of way location for the I-5/99W connector and the Tonquin Trail as shown on the 2004 Regional Transportation Plan.

~~G.~~ Wilsonville East Area

1. ~~Clackamas County or, upon annexation of the area to the City of Wilsonville, the city, and Metro shall complete the Title 11 planning for the area within two years of the effective date of Ordinance No. 04-1040.~~
2. ~~In the planning required by Title 11 a buffer shall be incorporated to mitigate any adverse effects of locating industrial uses adjacent to residential uses located southwest of the area.~~

- ~~3. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.~~

~~H~~F. Cornelius Area

1. Washington County, or, upon annexation of the area to the City of Cornelius, the city and Metro shall complete the Title 11 planning for the area.

~~I~~G. Helvetia Area

1. Washington County, or upon annexation of the area to the City of Hillsboro, the city, and Metro shall complete the Title 11 planning for the area.
2. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.

3.20.2017 City Council Packet
Pages 53/516 - 95/516 omitted for brevity

**MEMORANDUM OF UNDERSTANDING
BETWEEN THE CITIES OF TUALATIN AND WILSONVILLE
FOR CONCEPT PLANNING THE URBAN GROWTH BOUNDARY
EXPANSION AREA (BASALT CREEK/WEST RAILROAD PLANNING AREA)**

Whereas, in 2004 the Metro Council added an area located generally between the Cities of Tualatin and Wilsonville, to the Urban Growth Boundary (UGB) for residential and industrial uses in Metro Ordinance No. 04-1040B; and

Whereas, the two Cities have agreed to refer to the area generally as the Basalt Creek Planning Area; and

Whereas, the two Cities wish to work together to complete concept planning for this area to assure carefully planned development in the Basalt Creek/West Railroad Planning Area that will be of benefit to both Cities and their residents; and

Whereas, Metro conditioned that the UGB expansion undergo Title 11 concept planning as defined in Metro Code Chapter 3.07, cited as the Urban Growth Management Functional Plan (UGMFP), and that the concept planning be completed in accordance with Exhibit F of Metro Ordinance 04-1040B; and

Whereas, recent action by the Oregon Transportation Commission (OTC), and by the Metro Council on the Regional Transportation Plan, support a southerly extension of SW 124th Avenue from SW Tualatin-Sherwood Road and ending at SW Tonquin Road and continuing via existing streets and rights-of-way to Interstate 5, in order to provide freight access to Tualatin's industrial areas in the vicinity of SW 124th Avenue; and

Whereas, the OTC has also approved the transfer of jurisdiction over SW Boones Ferry Road between Norwood Road and Day Road from the State to Washington County, authorizing \$2 million dollars in improvements to that section of roadway; and

Whereas, street connectivity within the study area will be necessary to support a functioning transportation system; and

Whereas, the property owners within the Basalt Creek/West Railroad Planning Area have been unable to pursue the urban development of their land, in spite of the fact that it has been within the UGB for approximately six years, because no Concept Plan has been prepared for the area; and

Whereas, Metro has allocated \$365,000 of Construction Excise Tax funding to pay for Concept Planning in the area, and

Whereas, once concept planning is complete, the two Cities intend to enter into an intergovernmental agreement (IGA) that will finalize the intent and understandings set forth in this Memorandum of Understanding (MOU); and

Whereas, there exists a somewhat isolated area west of the railroad tracks (labeled the West Railroad Planning Area) which was part of the same UGB expansion as the remainder of the Basalt Creek Planning Area and for which the City of Wilsonville intends to provide planning services; and

Whereas, Tualatin and Wilsonville approach planning differently in terms of legislative decision-making, with Tualatin using a single map for both Comprehensive Plan land use designations and zoning, while Wilsonville uses a separate map for each. Also, Tualatin's City Council conducts its own legislative hearings without a Planning Commission, while Wilsonville's City Council acts after receiving the recommendation of its Planning Commission. These differences will require staffs and consultants to coordinate with one another in ways that might not typically be needed and will require the two City Councils to work together in a cooperative manner; and

Whereas, Oregon Statewide Planning Goal 1 requires public involvement and Goal 2 requires intergovernmental coordination, this MOU is intended to indicate to private property owners in the area, Washington County, Metro, the State or Oregon, and all other interested parties the cooperative nature of the planning effort being undertaken by the Cities of Tualatin and Wilsonville; and

Whereas, both the Cities of Wilsonville and Tualatin expect to amend their existing Urban Planning Area Agreements (UPAAs) with Washington County to reflect the future city limit lines of each City, when the Concept Plan has been completed.

Now, therefore, the Cities of Tualatin and Wilsonville set forth their understanding as follows:

A. Subject Land Area

1. The Basalt Creek/West Railroad concept planning area between Tualatin and Wilsonville is mapped in Exhibit 1.

B. Urban Planning Area Agreements (UPAAs)

1. Both the City of Tualatin and the City of Wilsonville have UPAAs with Washington County that will have to be amended once jurisdictional boundaries are determined in the Concept Plan work. It is recognized that Washington County adopts annual land use and transportation work

programs, and this concept planning effort will require coordination to fit within the work program of Washington County.

C. Title 11 Concept Planning

1. The Cities of Tualatin and Wilsonville acknowledge that they will fulfill the requirements of Title 11 related to future land use, affordable housing, transportation, environmental conservation, potable water, sanitary sewer, stormwater management, parks, police, fire protection, and public school siting and will address additional topics including, but not limited to, citizen involvement, fiscal analysis, intergovernmental coordination, capital improvements, economic development, natural hazards, solid waste management, and general local government services.
2. The two Cities will initiate concept planning on or after July 2, 2010 and before December 31, 2010 as long as Metro authorizes the use of \$365,000 of construction excise tax (CET) grant funds, and both Cities allocate funds through their respective budgets to conduct the Title 11 concept planning work. If for whatever reason Metro does not grant CET funds, then either party to this Memorandum of Understanding (MOU) may either revoke the MOU without obligation or penalty or the two Cities may jointly amend the MOU.
3. Tualatin will act as the fiscal agent of the Metro CET grant funds.
4. The two Cities jointly will prepare a scope of work (***note draft scope of work outline attached as Appendix 1***) in coordination with Metro to establish key milestones for deliverables by addressing:
 - a. a CET grant as the funding source
 - b. City responsibilities
 - c. RFP process
 - d. eligible expenses for a CET grant
 - e. payment procedures
 - f. project records retention
 - g. records audit and inspection
 - h. term of contract
 - i. amendment, and
 - j. relationship to other legal agreements.
5. At the conclusion of the concept planning process, the two Cities intend to enter into an IGA to delineate the ultimate municipal boundary between the two Cities.

6. Based on mutual agreement the two Cities will share equally the additional cost if the cost of concept planning exceeds the amount of the CET grant funds. The sharing may be in the form of in-kind services as well as cash.
7. The two Cities jointly will draft and issue a Request for Proposals (RFP) for consultant services to conduct the concept planning work activities and will jointly chose a consultancy.
8. The two Cities jointly will fund using Metro CET grant funds one consultancy to aid completion of concept planning.
9. The two Cities jointly will establish criteria for review of candidate consultancies.
10. The two Cities will establish through the chosen consultancy a joint set of goals and objectives as well as criteria to guide project-related decisions.
11. The two Cities acknowledge that further amendment of their UPAAAs will be necessary following completion of concept planning.

D. Comprehensive Planning

1. Each City is responsible for conducting its own Comprehensive Plan amendments.

E. City Council Coordination

1. The Cities of Tualatin and Wilsonville acknowledge that they will hold joint City Council meetings at key milestones to be determined.

F. Intergovernmental Agreement (IGA)

1. Based on the outcome of the concept planning work, the Cities of Tualatin and Wilsonville and other involved parties may as necessary establish an intergovernmental agreement (IGA).


G. Dispute Resolution

1. If a boundary dispute arises, and Tualatin and Wilsonville cannot resolve the dispute, the two Cities acknowledge that in 1997, the Oregon state legislature granted Metro authority to establish requirements for boundary

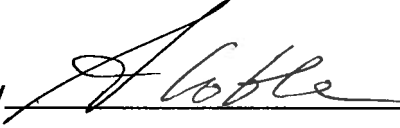
changes within its district. The Boundary Appeals Commission would arbitrate the dispute.

ENTERED into this 12 day of JULY, 2010.

CITY OF TUALATIN, Oregon

By  _____

CITY OF WILSONVILLE, Oregon

By  _____

ATTEST:

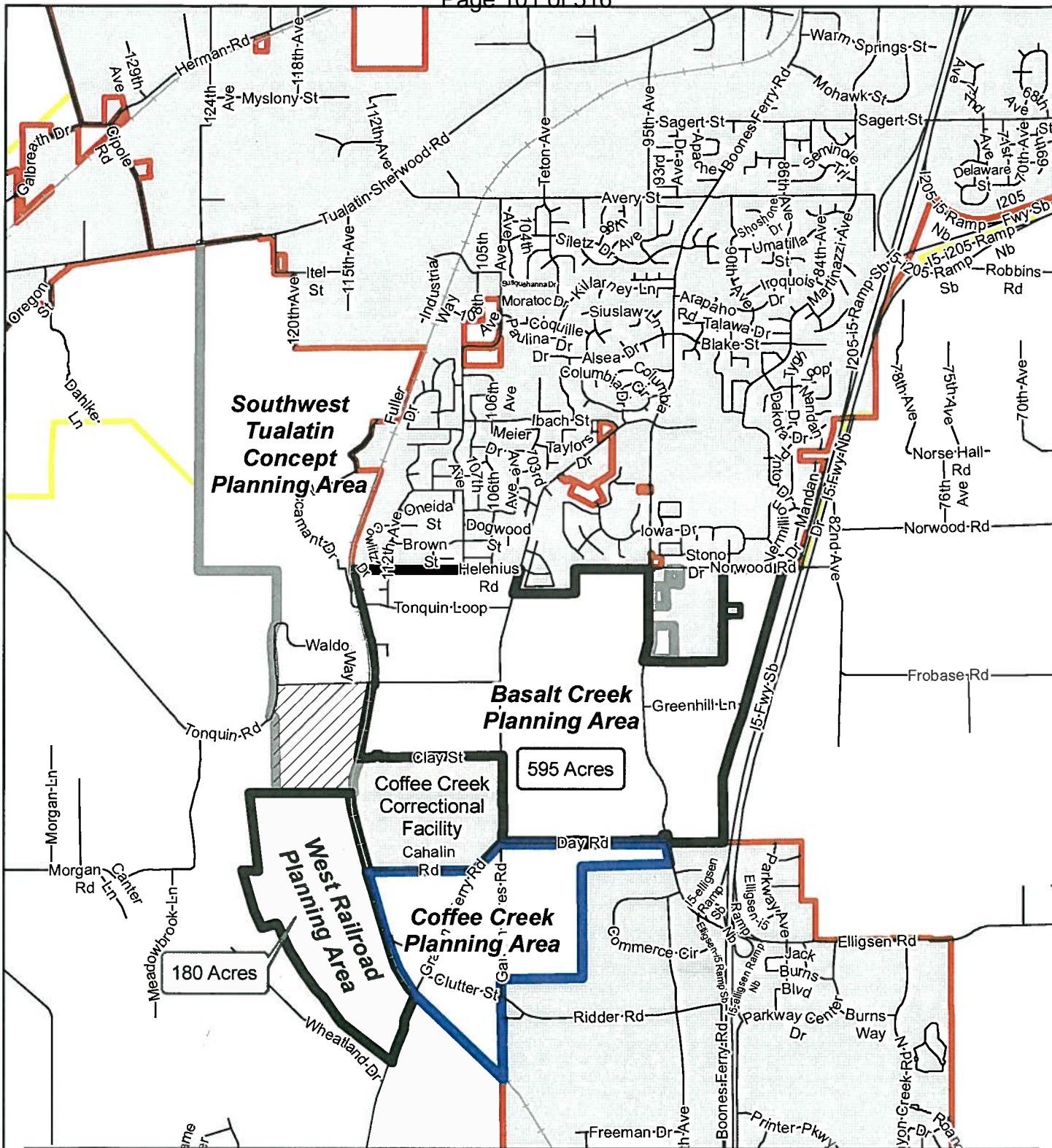
By  _____

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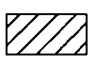


By  _____

APPROVED AS TO LEGAL FORM


CITY ATTORNEY



The Cities of Wilsonville and Tualatin

-  Tualatin Planning Area
-  Proposed Tualatin/Wilsonville Joint Planning Area
-  Wilsonville Planning Area
-  Added to Southwest Tualatin Concept Planning Area
-  City Limit
-  UGB



May 2010



Draft Scope of Work:

Project Cooperation

Key Personnel

Project Purpose

Transportation Relationships and Benefits

Description of Project Area

Background

Objectives

Expectations About Written and Graphic Deliverables

Establish Technical Advisory Committee and Complete Goal Setting

Establish Public Involvement Process

Existing Conditions, Review, Research and Report

Develop Evaluative Criteria and Conceptual Alternatives

Traffic Analysis

Annexation/Cost Impact Analysis

Alternatives Evaluation

Draft Concept Plan

Final Concept Plan, Amendments, Adoption

Project Management

Draft Concept Plan outline:

I. Introduction

Context and setting – including a description of what already exists in the planning area.

Plan summary.

II. Planning Process

What is a Concept Plan -- including an explanation of how one would use it.

A description of the Concept Plan's relationship to the Tualatin and Wilsonville Comprehensive Plans.

An explanation of how was the Concept Plan was developed.

III. Concept Plan

Land use and development plan.

Traffic analysis and circulation plan (including 124th Ave. extension).

Infrastructure needs.

Natural and cultural resources.

IV. Implementation

Provision of urban services.

Cost estimates.

Funding options.

Fiscal impact findings.

Consistency with other City plans and policies.

A list or chart showing who will do what and the date by which it will be done.

**INTERGOVERNMENTAL AGREEMENT
BETWEEN METRO, WASHINGTON COUNTY, AND THE CITIES OF TUALATIN AND
WILSONVILLE FOR CONCEPT PLANNING THE URBAN GROWTH BOUNDARY
EXPANSION AREAS KNOWN AS THE “BASALT CREEK” AND “WEST
RAILROAD” PLANNING AREAS**

This Intergovernmental Agreement (IGA) is entered into by the following parties: METRO, the Portland area metropolitan service district; WASHINGTON COUNTY, a political subdivision in the State of Oregon, hereinafter referred to as "COUNTY"; and the CITY OF TUALATIN and CITY OF WILSONVILLE, incorporated municipalities of the State of Oregon, hereinafter referred to as "CITIES".

Whereas, in 2004 METRO’s Council added two areas known as the Basalt Creek and West Railroad Planning Areas, located generally between the CITIES, to the Urban Growth Boundary (UGB) for industrial uses, via Metro Ordinance No. 04-1040B; and

Whereas, METRO conditioned that these UGB expansion areas undergo Title 11 concept planning as defined in Metro Code Chapter 3.07, cited as the Urban Growth Management Functional Plan (“UGMFP”), and that the concept planning be in accordance with Exhibit F of Metro Ordinance 04-1040B; and

Whereas, on June 10, 2010 the METRO Council adopted its 2035 Regional Transportation Plan (“2035 RTP”) via Metro Ordinance 10-1241B, with a Project List including an extension of SW 124th Avenue (Project #10736) south of SW Tualatin-Sherwood Road and several projects related to the proposed I-5 to Hwy 99W Connector Project Alternative 7 “Southern Arterial”, which is planned as a continuous east-west roadway between I-5 and Hwy 99W passing through the subject UGB expansion areas; and

Whereas, in recognition of the immediate needs of the region, the parties of this IGA support the extension of SW 124th Avenue from Tualatin-Sherwood Road to the vicinity of Tonquin Road, and ultimately to Boones Ferry Road via an east-west alignment yet to be determined through the planning efforts initiated pursuant to this IGA; and

Whereas, METRO has allocated \$365,000 of Construction Excise Tax funding to CITIES to pay for Concept Planning in the subject area; and

Whereas, COUNTY and CITIES have agreed to consider both areas in a single concept planning effort, and to refer to the two subject UGB expansion areas generally as the “Basalt Creek Planning Area;” and

Whereas, COUNTY currently has primary planning responsibility in the subject area; and

Whereas, COUNTY and CITIES wish to work together to complete integrated land use and transportation system concept planning to assure carefully planned development in the Basalt Creek Planning Area that will be of benefit to COUNTY, CITIES, and their residents; and

Whereas, Oregon Statewide Planning Goal 1 requires public involvement and Goal 2 requires intergovernmental coordination, this IGA is intended to indicate to private property owners in the area, METRO, the State of Oregon, and all other interested parties the cooperative nature of the planning effort being undertaken by the CITIES and COUNTY for the Basalt Creek Planning Area; and

Whereas, COUNTY and the CITIES anticipate amending existing Urban Planning Area Agreements (UPAAs) between the CITIES and the COUNTY to reflect the future limits of each city and to establish requirements for transfer of planning authority to the respective city.

Now, therefore, COUNTY, the CITIES, and METRO agree as follows:

A. Subject Land Area

1. The Basalt Creek Planning Area subject to this IGA is depicted on Exhibit 1.

B. Agency Roles and Responsibilities

1. COUNTY will:
 - a. Allow CITIES to jointly take the lead in managing concept planning of the Basalt Creek Planning Area, in coordination with COUNTY, METRO, and the Oregon Department of Transportation (“ODOT”), recognizing that the CITIES will complete the concept planning in compliance with Title 11 of the UGMFP and the CITIES will ultimately be responsible for providing urban level services and governance to the area. The foregoing statement does not create or imply any obligation on the part of the CITIES under this agreement to fund right-of-way acquisition or to construct the I-5/99W “Southern Arterial.”
 - b. Retain planning authority for the Basalt Creek Planning Area until such authority is transferred to the CITIES, pursuant to the terms of UPAAs with each city, as amended pursuant to Section D of this IGA.
 - c. In coordination with the parties to this IGA and ODOT, provide funding, establish a scope of work, retain a consultant, and provide project management services for planning of the major roadway system in the Basalt Creek Planning Area, including preliminary project development for the SW 124th Avenue extension project from Tualatin-Sherwood Road to SW Boones Ferry Road, whether following existing right-of-way alignments

or new right-of-way alignments, which may include portions of an east-west arterial that is consistent with the future “Southern Arterial” elements outlined in the 2035 RTP.

It is acknowledged that the RTP requires compliance with specific conditions before the construction of the “Southern Arterial.” Consistency with the “Southern Arterial” elements of the RTP can be assured only when the conditions related to the “Southern Arterial” have been fully addressed. However, due to the immediate needs of the region in the interim period, the RTP allows the extension of SW 124th Avenue, as described in the paragraph above, to be completed with minimal extra conditions.

In an effort to provide timely answers to the property owners in the Basalt Creek Planning Area, a sufficient amount of this study must be complete within six (6) months following the effective date of this IGA in order to allow the Cities to begin concept planning. Accordingly, this task is budgeted to last for up to six (6) months. As part of the transportation planning effort, COUNTY will address the following in coordination with the CITIES, METRO and ODOT:

- i. The conditions related to the ‘Southern Arterial’ in the METRO 2035 RTP (as described in Exhibits 2, 3, and 4), as applicable;
 - ii. Strategies for maintaining freight access to and freight mobility within the planning area;
 - iii. Potential I-5/Elligsen Road interchange improvements, including a split-diamond interchange option;
 - iv. Potential I-5 overcrossing north of Elligsen Road interchange; without a direct connection to I-5, which does not preclude arterial options on the east side of I-5; and
 - v. Potential roadway connections directly to I-5, subject to satisfaction of applicable 2035 RTP conditions.
- d. Consider acquisition of right-of-way and/or construction of portions of the SW 124th Avenue extension project improvements as described in Paragraph B.1.c. above, subject to availability of funding.
- e. In order to preserve the ability for a future potential roadway connection, consider acquisition of right-of-way for a potential future east-west arterial roadway connection between SW Boones Ferry Road and I-5, subject to availability of funding. It is acknowledged that no new east-west roadway may be constructed between SW Boones Ferry Road and I-5 until applicable RTP “Southern Arterial” conditions have been satisfied.
- f. In coordination with CITIES, consider potential funding and/or construction of permanent or interim improvements to the existing roadway network in

and adjacent to the planning area prior to funding and/or construction of the “Southern Arterial.”

2. CITIES will:

- a. Assume primary project management responsibly for concept planning of the Basalt Creek Planning Area, in coordination with COUNTY and METRO, effective as of the date of execution of this IGA. Concept planning shall conform to Metro UGMFP Title 11 requirements in effect when the subject planning areas were added to the Urban Growth Boundary.
- b. Mutually agree upon a future city limit boundary through the concept planning process.
- c. Incorporate into the final Basalt Creek Concept Plan and any city comprehensive plans, transportation plans and/or implementing regulation amendments those major transportation facilities identified by COUNTY, in collaboration with METRO, CITIES, and ODOT, pursuant to B.1. above. CITIES shall incorporate into their amended plans and regulations reasonable measures to identify and assist in the protection of the approved major transportation facility corridors from development encroachment in order to implement the final Basalt Creek Concept Plan as agreed upon by the parties to this IGA. The parties to this IGA acknowledge that such reasonable protection measures are subject to constitutional limitations on property takings, and are not intended to require the CITIES to in any way violate constitutional property protections or to incur a financial obligation to purchase right-of-way to preserve the identified transportation corridors. It is acknowledged by the parties to this IGA that construction of some new roadway facilities may be subject to the conditions set forth in the RTP relative to the proposed I-5 to 99W Connector Project Alternative 7 Southern Arterial (refer to Exhibits 2, 3, and 4).

3. METRO will:

- a. Provide CET funding to CITIES for concept planning activities in the subject planning area.
- b. Participate in ongoing concept and transportation planning efforts with COUNTY and CITIES as warranted.

C. Coordination of Concept Planning Activities

1. COUNTY and CITIES shall:

- a. Engage in a facilitated concept plan partnering and scoping session following the execution of this IGA.

development applications within the subject planning area, as well as encouraging all potential development applicants to contact the CITIES for additional information on the concept planning efforts.

D. Urban Planning Area Agreements (UPAAs)

1. Both the CITIES have UPAAs with COUNTY that will have to be amended upon adoption of the final Basalt Creek Concept Plan, as agreed upon by the parties to this IGA.
2. The CITIES and COUNTY agree that the amended UPAAs will reflect which areas within the Basalt Creek Planning Area will be governed by which city, as determined through the concept planning process, and that the respective areas will be under the CITIES respective jurisdictions, and not the COUNTY, as the areas urbanize.
3. The amended UPAAs will specify conditions to be met prior to COUNTY transfer of planning authority to each of the CITIES, such as adoption of comprehensive plans, transportation plans and/or implementing regulation amendments by each of the CITIES necessary to implement the final Basalt Creek Concept Plan, as agreed upon by the parties to this IGA.
4. It is recognized that COUNTY adopts annual land use and transportation work programs, and this concept planning effort will require coordination to fit within the work program of COUNTY.

This IGA shall become effective upon full execution by all parties. The effective date of this IGA shall be the last date of signature on the attached signature pages. This IGA shall be in effect until the CITIES and COUNTY amend their respective UPAAs and incorporate the Basalt Creek Concept Plan into each CITIES respective comprehensive plans or until 5 years following the execution of this IGA, whichever occurs earlier.

Attachments:

Exhibit 1 – Plan Areas Map

Exhibit 2 – Excerpt from Regional Transportation Plan

Exhibit 3 – Regional Transportation Plan Appendix 3.3 (I-5/99W Conditions)

Exhibit 4 – Excerpt from Regional Transportation Plan Project List

(Four separate signature pages follow)

CITY OF TUALATIN, Oregon

By: _____
Lou Ogden
Mayor

Date: _____

ATTEST:

By: _____

CITY OF WILSONVILLE, Oregon

By: _____
Tim Knapp
Mayor

Date: _____

ATTEST:

By: _____

WASHINGTON COUNTY

By: _____
Andy Duyck
Chair, Board of County Commissioners

Date: _____

ATTEST:

By: _____

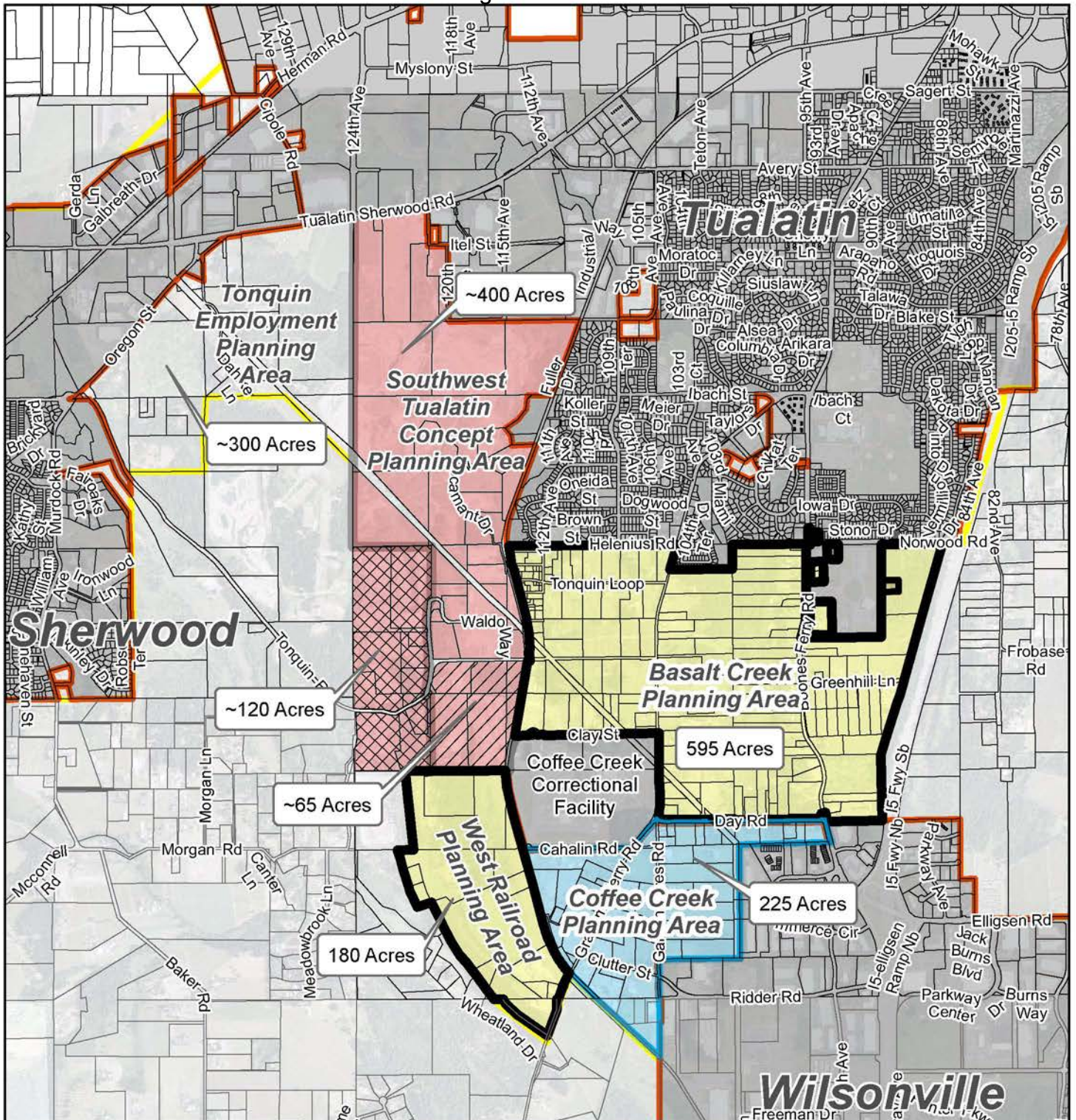
METRO

By: _____
Dan Cooper
Acting Chief Operating Officer

Date: _____

ATTEST:

By: _____



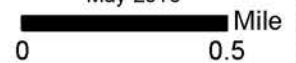
The Cities of Wilsonville and Tualatin

Areas Currently In UGB

-  Proposed Tualatin/Wilsonville Joint Planning Area
-  Wilsonville Planning Area
-  Tualatin Planning Area
-  Added to Southwest Tualatin Concept Planning Area
-  Tualatin UGB Expansion Request
-  City Limit
-  UGB

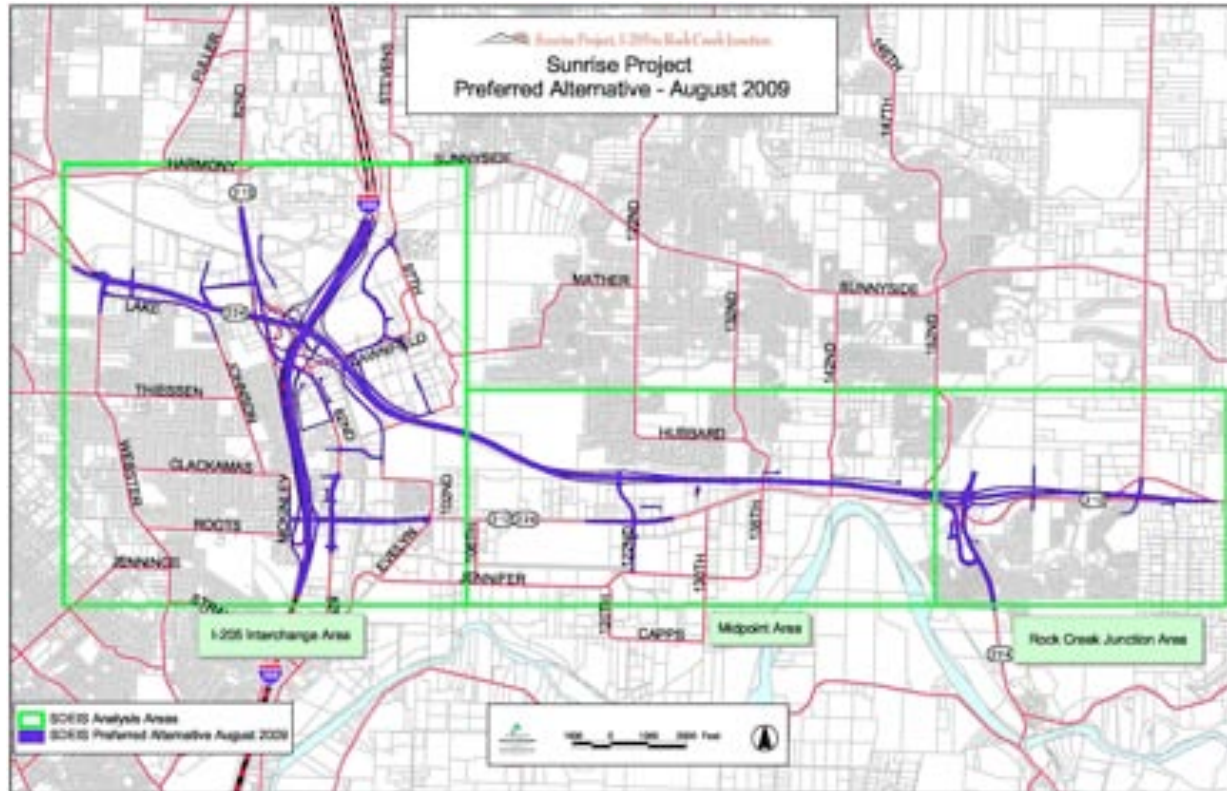


May 2010



and OR 212 corridor study will provide further direction for solutions in this corridor. Further map refinements and project recommendations may be identified through this work.

Figure 6.2
Sunrise Project Preferred Alternative (as Recommended by the project’s Policy Review Committee)



6.3.2.3 I-5/99W Connector Study Recommendations and Implementation (Tigard to Sherwood - Mobility Corridor #20)

Between 2006 and 2009, the I-5/99W Corridor Study identified a number of improvements in this corridor to support access to 2040 land uses, address existing deficiencies and serve increased travel demand. One primary function of this route is to connect the Washington Regional Center to the cities of Tigard, Tualatin and Sherwood, and provide access to the Tualatin/Sherwood Industrial Area and Tualatin National Wildlife Refuge. This corridor provides shortline heavy rail access to the region from the Willamette Valley and connects agricultural areas to the interstate highway system in this region. This mobility corridor also serves as a secondary gateway to the region, connecting communities in Yamhill County and the Central Oregon Coast to the Portland metropolitan region.

In February 2009, the I-5/99W Connector Project Steering Committee (PSC) was unable at the end of its process to reach a unanimous recommendation for the I-5/99W Corridor Study as required by the PSC Partnership Agreement in order to forward a Recommended Corridor Alternative to the

RTP. However, there was unanimous agreement on some aspects of the Connector that could be reflected in the RTP:

- Identify projects for inclusion in the RTP with minimal extra conditions, particularly the extension of SW 124th from SW Tualatin Sherwood Road to the I-5/North Wilsonville Interchange,
- Identify conditions to be met before a new Southern Arterial is implemented to ensure integration with surrounding land use and transportation plans, particularly an I-5 South Corridor Study,
- Determine an incremental phasing plan to ensure the projects with the most benefit that can reasonably be built within the 20-year horizon be included in the RTP Financially Constrained list.

The recommendations for the I-5/99W Corridor Study proposed for inclusion in the RTP are based upon the conclusions reached by the Project Steering Committee (PSC) as follows:

- The 3 options consisting of a new limited access expressway from I-5 to OR 99W (2 alignments north of Sherwood and 1 alignment south of Sherwood) were unacceptable due to high impact on the natural and built environment, the need for extensive improvements to I-5, high cost and concern about the potential for induced growth to Yamhill County, and
- The option focused on expanding Tualatin-Sherwood Road was unacceptable due to the very large size it would need to be and the resulting impacts on the Tualatin and Sherwood Town Centers.
- The alternative recommended is based upon the principle that it is preferable to spread the traffic across three smaller arterials rather than one large expressway. The analysis concluded this approach could effectively serve the traffic demand, would provide better service to urban land uses in the Tualatin/Sherwood area, especially industrial lands, and could be built incrementally based upon need to serve growth and revenue



The I-5/99W Corridor Study recommended a variety of transportation investments to improve the area's road, transit, bicycle, pedestrian and trail networks and to distribute traffic across a network of three arterials so that no single route would function as a defacto through "connector." The RTP places additional conditions on the "Three Arterial" recommendation and implementation.

availability. The overall concept is structured around a Northern, Central and Southern arterial providing east-west access between OR 99W and I-5 with an extension of SW 124th providing north-south connectivity (see diagram).

The City of Wilsonville was and continues to raise objections to the Southern Arterial component throughout this process. The City is very concerned about growing I-5 congestion and the City's dependence on effective access to the two I-5 interchanges. The City is concerned that the Southern Arterial connecting into the I-5/North Wilsonville interchange will significantly increase traffic and impair that access.

When the PSC considered the recommendation, the Clackamas County Commission representative introduced a series of amendments to the conditions to ensure that the Southern Arterial would be examined in greater detail to:

- evaluate alignment options and their environmental impact;
- integrate the proposal with the concept plan and transportation system plan for the newly expanded UGB area and any new Urban Reserves that are designated in the area;
- address any requirements that may result from adoption of an exception to Goal 14 (if needed) for an urban facility outside the UGB;
- integrate the proposal with a Tigard to Wilsonville Corridor Study (Corridor #3) to ensure these east-west arterials and I-5 itself could effectively function together; and
- determine the most appropriate approach to connecting the Southern Arterial to I-5, including options for an interchange at the I-5/North Wilsonville interchange or consideration of extending the Southern Arterial across I-5 to Stafford Road east of I-5, thereby providing better access to I-205.

The Project Steering Committee acknowledged many significant issues to be addressed before the Southern Arterial can proceed to construction, and approved the proposed conditions unanimously. The detailed conditions can be found in Appendix 3.3.

Typically, there is a need to transition from a “planning” level of detail to a “project” level of detail which involves better definition of alignments and designs and consideration of impacts on the natural and built environment and how to mitigate those impacts. These conditions proposed by the Project Steering Committee add in the need to integrate the recommendation with land use planning for recent UGB expansion areas and potential Urban Reserves (still to be defined) and the importance of integrating the overall system for the area with an I-5 corridor strategy.

The RTP places additional conditions on the “Three Arterial” recommendation and implementation, as reflected below:

Short-term phasing strategy (2008-2017)

- Identify replacement solutions for the Tualatin Road project recommended by the I-5/Connector study as part of the next Tualatin TSP update. This project was removed from the RTP based on community concerns and lack of support by the Tualatin City Council. The two-lane connection from the Tualatin Road/Herman road intersection to I-5 at Lower Boones Ferry Road was not intended to serve through traffic, but rather to provide access to the surrounding industrial area and neighborhoods. The planning work will consider alternative alignments and designs across the Tualatin River and I-5 near the I-5/Lower Boones Ferry Road interchange to mitigate impacts. If Tualatin (through their TSP update) does not identify project(s) to adequately address the capacity/connectivity issues identified in this area, then the RTP will be amended to direct the Corridor Refinement Plan effort for corridors #2, 3 and 20 to address this need in that planning effort. The need would go unaddressed until completion of that corridor refinement plan, or the next RTP update.
- Begin construction of the Tonquin Trail (RTP Projects #10092 and #10854).
- Upgrade existing streets to two lanes with turn lanes, traffic signal timing, bike lanes and sidewalks, including Herman Road, Tualatin-Sherwood Road, 95th Avenue (RTP Projects #10715, #10718, #10852).
- Add southbound auxiliary lane from I-205 to I-5/Elligsen Road and northbound auxiliary lane from I-5/Elligsen Road to I-205 interchange. (RTP Projects #10872 and #11177)
- Conduct more detailed project planning and begin construction of a two-lane extension of SW 124th Avenue (RTP Project #10736: 124th Avenue) from Tualatin-Sherwood Road to I-5/North Wilsonville interchange to support its operation as an industrial access route. The planning work will further consider potential impacts on the existing development and the natural environment. It will also include more detailed definition of the design and alignment to mitigate impacts and to integrate with land use and transportation plans for the area.
- Conduct more detailed planning to meet all of the conditions placed on new Southern Arterial project, including:
 1. Conduct the I-5 South Corridor Refinement Plan (includes I-5 from Portland to Tigard, I-5 from Tigard to Wilsonville, and OR 99W from I-5 through Tigard and Sherwood) and land use planning for areas recently added to the urban growth boundary and any land designated as urban reserves. These planning efforts will include opportunities for further public participation and input.
 2. Conduct more detailed project planning on potential Southern Arterial impacts on existing development and the natural environment to develop more detailed definition of the design and alignment to mitigate impacts and coordinate with land use and transportation plans for the area, including integration with land use plans for UGB expansion areas and Urban Reserves, conducting the I-5 South Corridor Refinement Plan, including Mobility Corridors 2, 3 and 20, and resolution of access between I-5 and southern arterial with no negative

impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for the southern arterial. This planning effort will include opportunities for further public participation and input.

Tualatin-Sherwood Road is sized in the recommended alternative based upon the expectation there will be a Southern Arterial and will fail due to insufficient capacity without a Southern Arterial and further expansion is incompatible with the plans for the Tualatin and Sherwood Town Centers. If the Southern Arterial is dropped through future studies, there is a major unresolved issue addressing east-west travel through this area. The RTP will need to be amended to direct the Corridor Refinement Plan effort for corridors #2, 3 and 20 to address this need. The need would go unaddressed until completion of that corridor refinement plan, or the next RTP update.

Medium-term phasing strategy (2018-2025)

- Widen existing streets to four lanes with turn lanes, traffic signal timing, bike lanes and sidewalks, including Tualatin-Sherwood Road, Roy Rogers Road, Boones Ferry Road and Herman Road (RTP Projects #10568, #10700, #10708, #10732 and #10735)
- Program right-of-way acquisition for the Southern Arterial project in the 2018 - 2025 time period to allow time to conduct the I-5 South refinement plan and land use plans for designated urban reserves in the area.

Longer-term phasing strategy (2026-2035)

- Construct the Southern Arterial connection to I-5 or other surface arterials in the vicinity of the I-5/North Wilsonville Interchange when all the project conditions are met.

6.4 CONGESTION MANAGEMENT PROCESS

A key change from SAFETEA-LU was an updated requirement for a CMP for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with over 200,000 in population). This change is intended to build on the previous requirement of a congestion management system (CMS), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objectives driven, performance-based approach.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region's CMP will advance the goals of the 2035 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP). A "Roadmap" of the region's CMP can be found in Appendix 4.4.

Basalt Creek Planning Area
City-County-Metro IGA
Exhibit 3
Page 1 of 2

At their meeting on February 25, 2009, the PSC agreed on the following conditions as amended from those presented to them in the Alternative 7 Recommendation Memorandum dated February 17, 2009 to accompany the RTP recommendation of Alternative 7:

1. **Future phasing plans for implementing Alternative 7 projects must take into consideration the transportation, environmental, and economic impacts of advancing some improvements sooner than others.** The sequencing of affordable improvements should be done in a manner that does not create new transportation problems or liabilities for the vitality of affected jurisdictions.
2. **The timing and priority of an I-5 corridor study must be considered in the RTP adoption process for Alternative 7.** The connector project development process emphasized the need for a corridor study along I-5 from Portland to the Willamette River. The results of this study may affect the timing and designs of some improvements within Alternative 7.
3. **Access between I-5 and the southern arterial must be resolved.** Additional study is required to fully understand the impacts and trade offs between transportation solutions and land use, economic and environmental consequences of a new southern arterial. The impacts on rural lands are of particular importance and must be further evaluated before pursuing an exceptions process. The study area may need to be expanded to include connections to Stafford Road and additional areas along the OR 99W corridor that were not included in the alternatives analysis. The alternatives analysis process determined the general corridor location for the new southern arterial. However, additional preliminary engineering and planning work is needed to determine the optimal access option and configuration for connecting the southern arterial to I-5, OR 99W, and other arterials in the expanded study area. Construction of the southern arterial should be conditioned on defining the I-5 improvements needed to accommodate it and ensuring no negative impacts to I-5 and I-205 occur beyond the forecast No-Build condition as a result of Alternative 7. Options to be explored include modifying the I-5/North Wilsonville Interchange into a tight split-diamond interchange, or extending a new arterial connection crossing over I-5 and connecting to Stafford Road and/or Elligsen Road on the east side of I-5 for regional traffic benefits.
4. **Completion and construction of major project elements is subject to compliance with the National Environmental Policy Act (NEPA) and design refinement.** The Alternative 7 concept provides only the general locations and functional characteristics of new transportation facilities. A fully collaborative public/agency involvement and environmental analysis process must be conducted in developing the design details of any major construction element of Alternative 7. Subsequent project development work will need to define the actual alignments and designs of each of these facilities within the framework of these general parameters. On-going coordination with the Tualatin River National Wildlife Refuge must also occur to ensure optimum compatibility of Alternative 7 elements with refuge objectives.
5. **Land Use Concept Planning for UGB expansion areas should be coordinated with the refinement of these transportation recommendations.**
6. **The design of the southern arterial; must incorporate any conditions that may come out of land use goal exceptions processes (if required) by Metro, Washington County, and Clackamas County.** Portions of Alternative 7 may require exceptions under state land use goals that have not yet been studied or approved in order to be adopted in the RTP and to achieve needed federal and jurisdictional approvals. The extent of this issue may be affected by Metro's coming decisions on rural/urban land use reserves. Portions of proposed new transportation facilities are outside Metro's jurisdictional boundaries and will require coordination of actions between Metro and other affected jurisdictions. Possible design requirements may include forms of access management and land use control measures.
7. **State highway system routing and ODOT mobility standards must be key considerations in the design and future ownership of improvements within Alternative 7.** Current RTP assumptions are that a new limited-access connector would be built between I-5 and 99W, and that this roadway would become the new state route, possibly replacing OR 99W through Tigard. Alternative 7 does not result in

Basalt Creek Planning Area
City-County-Metro IGA
Exhibit 3
Page 2 of 2

Page 2

a limited-access connector, which may result in OR 99W remaining the designated state highway route through Sherwood, King City and Tigard.

8. **Strategic protection of right-of-way should be considered by agencies for the Alternative 7 elements within the UGB and along potential alignments where land development could conflict with the future implementation of corridor improvements.** Protective measures could include property setbacks, dedication of right-of-way, specific acquisition(s), and/or right-of-way purchases within the UGB consistent with NEPA process.

Following agreement on the above conditions, PSC representatives of Washington County, ODOT, Metro, and the cities of Tualatin and Sherwood voted in favor of recommending Alternative 7 with the conditions as amended above. PSC representatives of the City of Wilsonville and Clackamas County voted against this recommendation.

2035 RTP Project List
 Basalt Creek Planning Area
 City-County-Metro IGA
 Exhibit 4
 Page 1 of 1

Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Local Functional Classification	Project Purpose	Description	Estimated Cost (\$2007)	Estimated Cost (YOES)	Time Period	Federal FC Project	2040 Land Use	Mobility Corridor or Community Building?	HCT Priority as Adopted by JPACT and Metro Council	Primary Mode	Secondary Mode(s)	Project located in EJ Community?	Project located in Goal 5 Resources?
10598	Washington Co.		I-5/99W Southern Arterial ROW	Hwy. 99W	I-5	Arterial	Provide congestion relief.	Purchase right-of-way when all project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves. Conducting the I-5 South Corridor Refinement Plan, including Mobility Corridors 2, 3, and 20 and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecasted No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial.	\$ 90,000,000	\$ 133,221,986	2008-2017		Industrial area	CB		Roads/b ridges	Freight	Yes	
10736	Tualatin	Tualatin	124th Ave	Tualatin-Sherwood	Tonquin	Minor Arterial	Economic development and freight movement.	Construct new street from Tualatin-Sherwood to Tonquin Rd - 5 lanes.	\$ 82,500,000	\$ 122,120,154	2008-2017	x	Industrial Area	CB		Roads/b ridges	Freight		Yes
11339	Washington Co.		I-5/99W Southern Arterial Improvements	Hwy. 99W	124th Ave. Extension	Arterial	Provide congestion relief.	Construct the initial 2-3 lane arterial phase of the Southern Arterial from OR99W to the SW 124th Ave. Extension when all project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves. Conducting the I-5 South Corridor Refinement Plan, including Mobility Corridors 2, 3, and 20 and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecasted No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial.	\$ 130,000,000	\$ 263,356,147	2018-2025		Industrial area	MC		Roads/b ridges			
11340	Washington Co.		I-5/99W Southern Arterial Improvements	Hwy. 99W	I-5	Arterial	Provide congestion relief.	Expand to 4-5 lanes to serve growth in the area after improvements to Tualatin-Sherwood Rd. and an improved connection from SW Tualatin Rd. to the I-5/Lower Boones Ferry Rd. Interchange and when all project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves. Conducting the I-5 South Corridor Refinement Plan, including Mobility Corridors 2, 3, and 20 and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecasted No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial.	\$ 80,000,000	\$ 239,896,266	2026-2035		Industrial area	MC		Roads/b ridges			
11342	Washington Co.		I-5/99W Connector Southern Arterial/I-5 Interface	Hwy. 99W @ I-5		Arterial	Improve access to and from the Southern Arterial and I-5	Connect the Southern Arterial to I-5 or other surface arterials in the vicinity of the N. Wilsonville interchange when all project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves. Conducting the I-5 South Corridor Refinement Plan, including Mobility Corridors 2, 3, and 20 and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecasted No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial.	\$ 50,000,000	\$ 149,935,166	2026-2035		2040 Corridor	MC		Roads/b ridges	Throughways		

MEMORANDUM

Basalt Creek: Guiding Principles and Evaluation Criteria

TO: Basalt Creek Project Management Team (Cities of Tualatin and Wilsonville)

FROM: Leila Aman, Project Lead, Fregonese Associates

DATE: December 29, 2014

RE: Guiding Principles and Evaluation Criteria for the Basalt Creek Concept Plan

Purpose of Guiding Principles

Guiding Principles are intended to represent the collective interests and goals for the Basalt Creek planning area. The guiding principles provide a framework for gathering input and developing transparent and meaningful measures that can help inform the decision making process.

Purpose of Scenario Indicators

Indicators are the outputs of evaluation criteria which are created near the beginning of the scenario planning process. They generally reflect the guiding principles as well as previously adopted community goals. Indicators may also be related to new or emerging community goals or issues: such as transit access, housing costs, or air quality.

The indicators will be used during the development and evaluation of the scenarios within Envision Tomorrow to communicate the benefits, impacts and tradeoffs of different policy choices and investments. Using Envision Tomorrow, alternative scenarios are tested and refined, and then compared and evaluated based on their indicator performance. Indicators enable Envision Tomorrow users to tie the scenario results to the community values and guiding principles.

In practice, this approach not only allows the public to visualize their region's future, final plans created using our scenario planning process will come with a dashboard of indicators so policymakers can monitor their progress and make adjustments along the way, in concert with established guiding principles and long-term vision.

Guiding Principles

Qualitative Guiding Principles

1. Maintain and complement the Cities' unique identities

The cities of Wilsonville and Tualatin each have unique qualities that draw people to live and work there. Those qualities should be maintained and enhanced by development in the Basalt Creek planning area.

2. Capitalize on the area's unique assets and natural location

Development in the planning area should preserve and leverage the natural beauty of Basalt Creek by protecting key natural resources and sensitive areas while minimizing the negative impacts of new development. Recreation opportunities should be made accessible in the area through the creation of new open spaces and trails and integrating them with existing regional networks.

3. Explore creative approaches to integrate jobs and housing

Long distances between centers of employment and residential neighborhoods can cause long travel times, congestion and pollution. Planning for the Basalt Creek area should consider a range of methods (and the feasibility of those methods) for integrating residential and employment land uses to create more high quality living and working environments.

4. Create a uniquely attractive business community unmatched in the metropolitan region

Planning for the Basalt Creek area should capitalize on its unique assets - the location of the planning area near the center of one of the region's largest clusters of employment land, projections for rapid employment growth in the local market, and superior access to major transportation routes (I-5, I-205 and Highway 217) – to facilitate development of high quality employment facilities and opportunities that will benefit both the local and regional economies.

5. Ensure appropriate transitions between land uses

While integration of housing and employment can enrich a community, there remains a need for physical separation between uses that might negatively impact one another. Land uses should be arranged within the study area to minimize these impacts, such as excessive noise, traffic, nighttime light, or air pollution. Use of buffers to mitigate auditory, aesthetic, and safety impacts may include swaths of vegetated land, sound walls, or commercial development (among others).

Quantitative Guiding Principles

Associated measures from Envision Tomorrow and other quantitative analysis that will be conducted as part of the concept planning process are described.

6. Meet regional responsibility for jobs and housing

Population and employment forecast performance

Using output from the Envision Tomorrow scenario modeling tool added jobs and housing units will be compared back to the regional forecast estimate (from Metro's Gamma model) for jobs and households within the planning area.

7. Design cohesive and efficient transportation and utility systems

Evaluation of Wet Infrastructure

Aggregate water and sewer requirements will be developed for each of the three (3) alternatives. A comparison will be provided indicating required capacity and potential infrastructure elements based on each alternative land use plan and the existing systems inventory.

Performance of transportation systems

Motor vehicle transportation system for each of three alternatives will be evaluated including the development of future year 2035 PM peak hour volumes using a focus-area travel demand model. Intersection operation analysis (level of service and v/c ratios) based on the forecasted 2035 PM volumes will be conducted using Synchro.

Internal water consumption and Landscaping water consumption

Water consumption has a major impact both financially and environmentally. Water bills can make up a large proportion of household or business utility costs, and excessive water consumption can put a strain on water supplies and infrastructure, especially in regions with water scarcity. Anticipated domestic and irrigation water consumption by residential households and commercial or industrial businesses will be estimated based on existing usage patterns within Tualatin and Wilsonville."

8. Maximize assessed property value

Building value and local revenue

Adding new housing and employment space to a community brings additional tax revenue that can be used for new infrastructure and services to support new and existing residents and businesses. Different scenarios can produce different amounts of tax

revenue (property tax, sales tax and transportation impact fee (TIF)) due to the differing values of particular building types and locations. .

9. Incorporate natural resource areas and provide recreational opportunities as community amenities and assets

Percent of Natural Area Protected within the planning area

Types of natural areas to be considered for protection from development include:

- Wetlands and Floodplains
- Metro Title 3 Lands
- Metro Title 13 Lands

Some development may occur in these areas. However, the proportion of total development planned for non-environmentally sensitive areas should be maximized in order to preserve habitat, ecosystem services, open space, and recreation opportunities in the planning area.

Environmentally sensitive lands are identified and described in the Basalt Creek Existing Conditions Report.

Total jobs allocated to prime flat industrial lands within the planning area

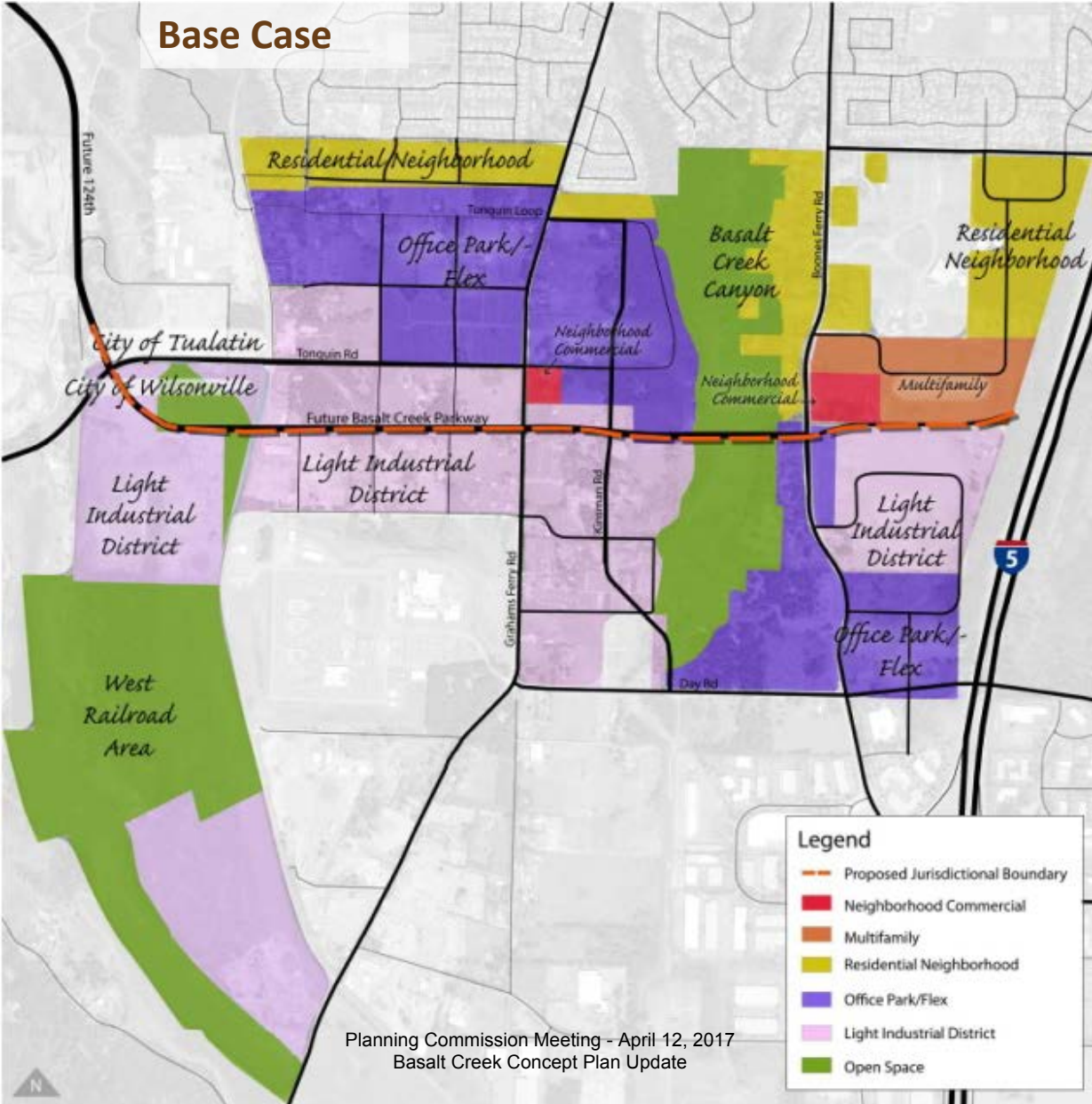
The largest proportion possible of new jobs forecasted for the planning area should be allocated to lands identified as suitable for industrial and/or office development, one factor of which is the absence of sensitive environmental features and constraints.

Land suitable for industrial and/or office development is identified and described in the Basalt Creek Existing Conditions Report.

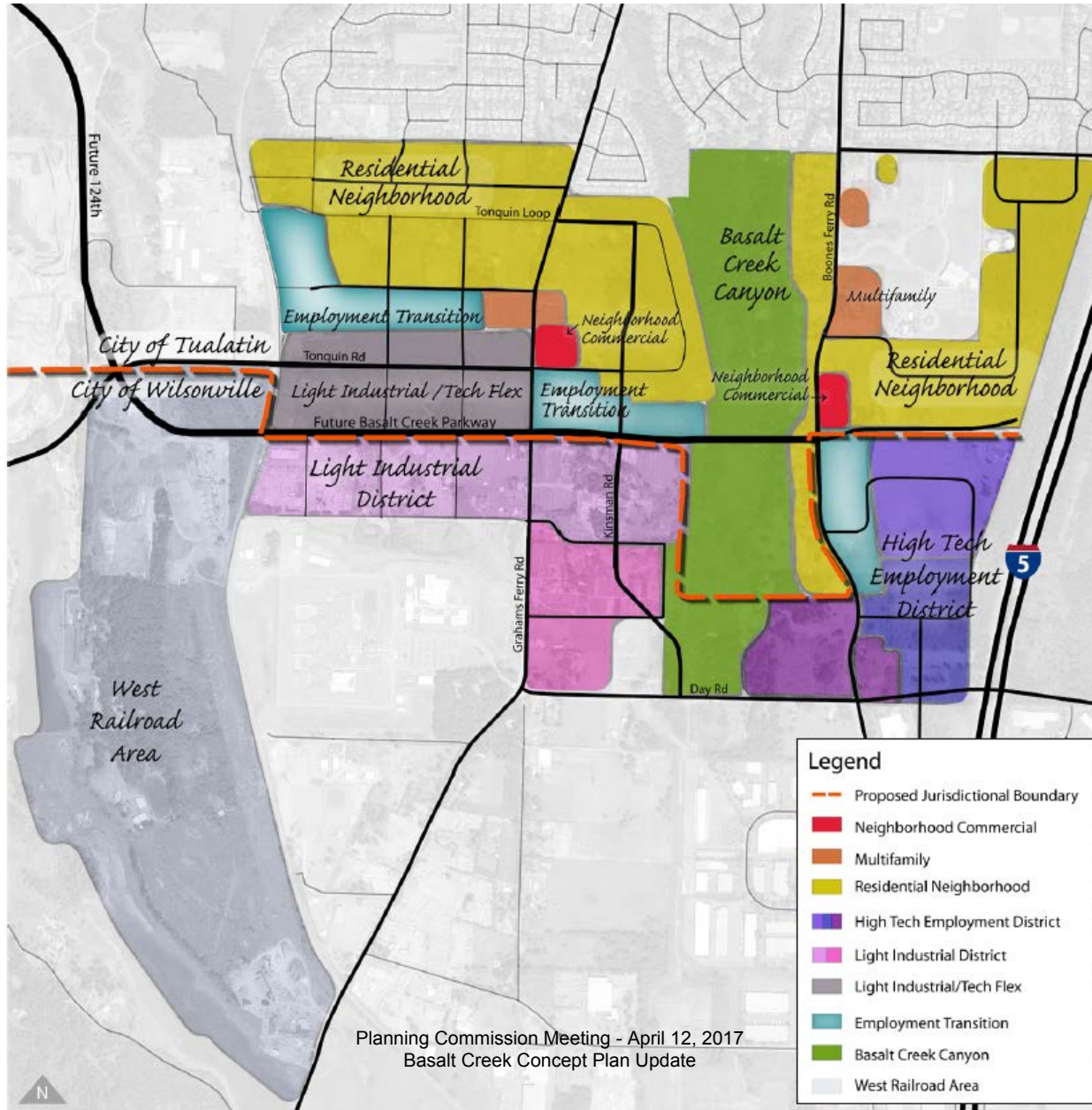
Acres of impervious surface

Impervious surface can have a negative impact on the health of a region's waterways. Instead of soaking in and filtering through the soil, rainwater runs off impervious surfaces, washing many polluting substances such as pesticides and oils into streams and other aqueous habitats. Increasing impervious surface runoff also increases the volume of runoff, and the speed which the water is delivered to streams, resulting in higher peak flows.

Base Case Scenario (Dec 2014)

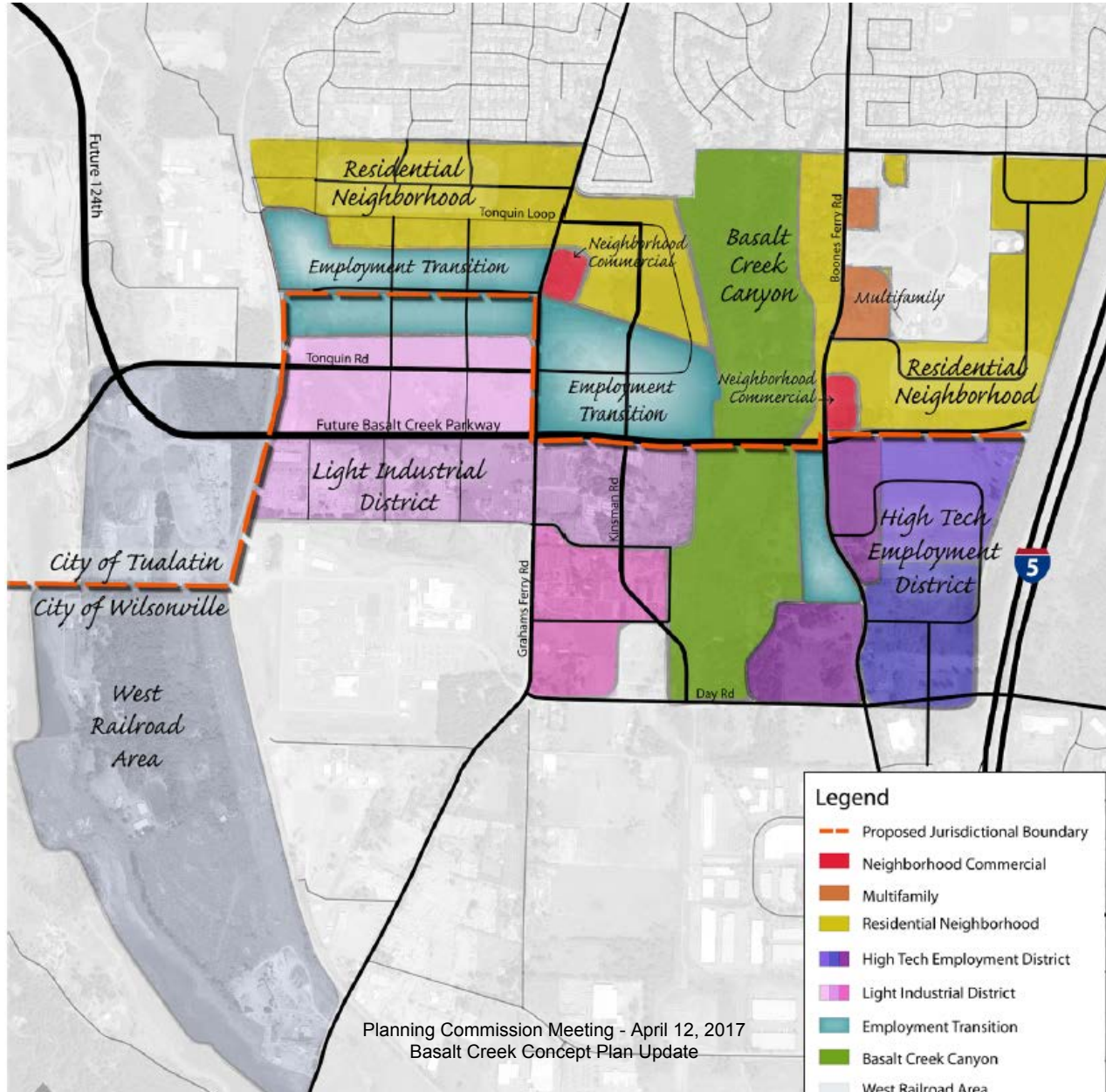


Option 1 (June 2015)



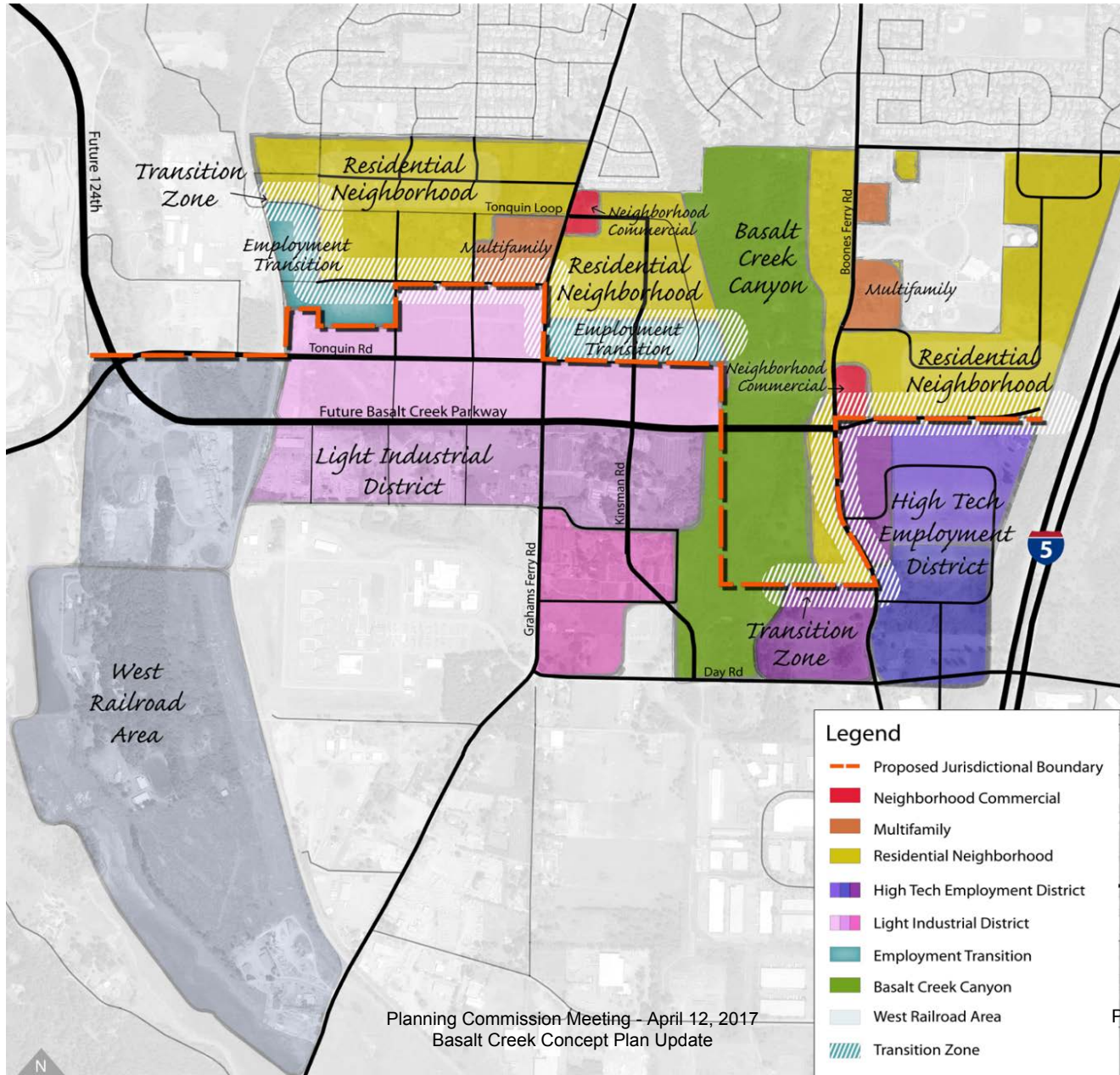
Option 2 (June 2015)

Attachment G



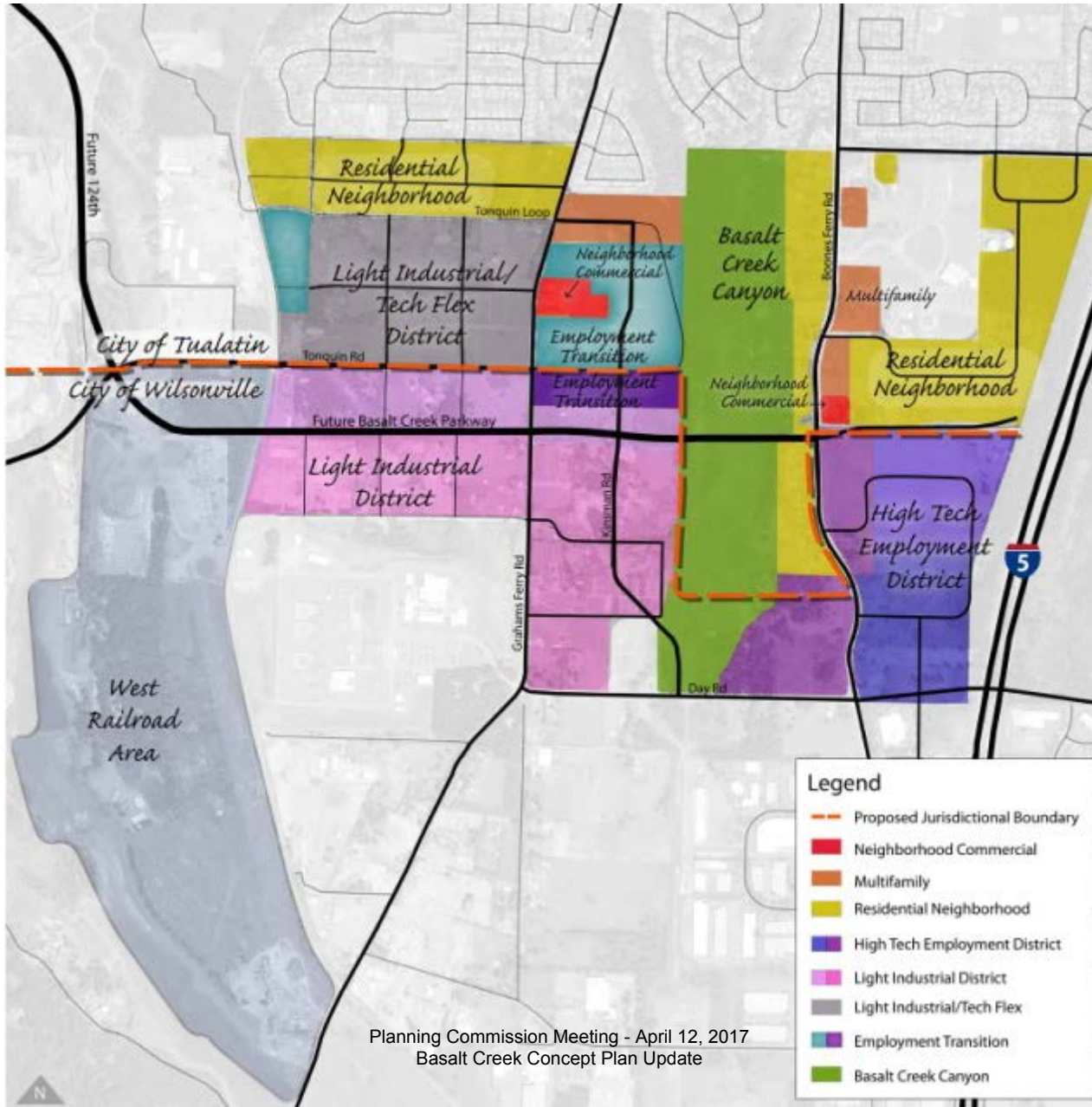
Option 3 (Sept. 2015)

Attachment H



Tualatin-Option 4 (Sept. 2015)

Attachment I



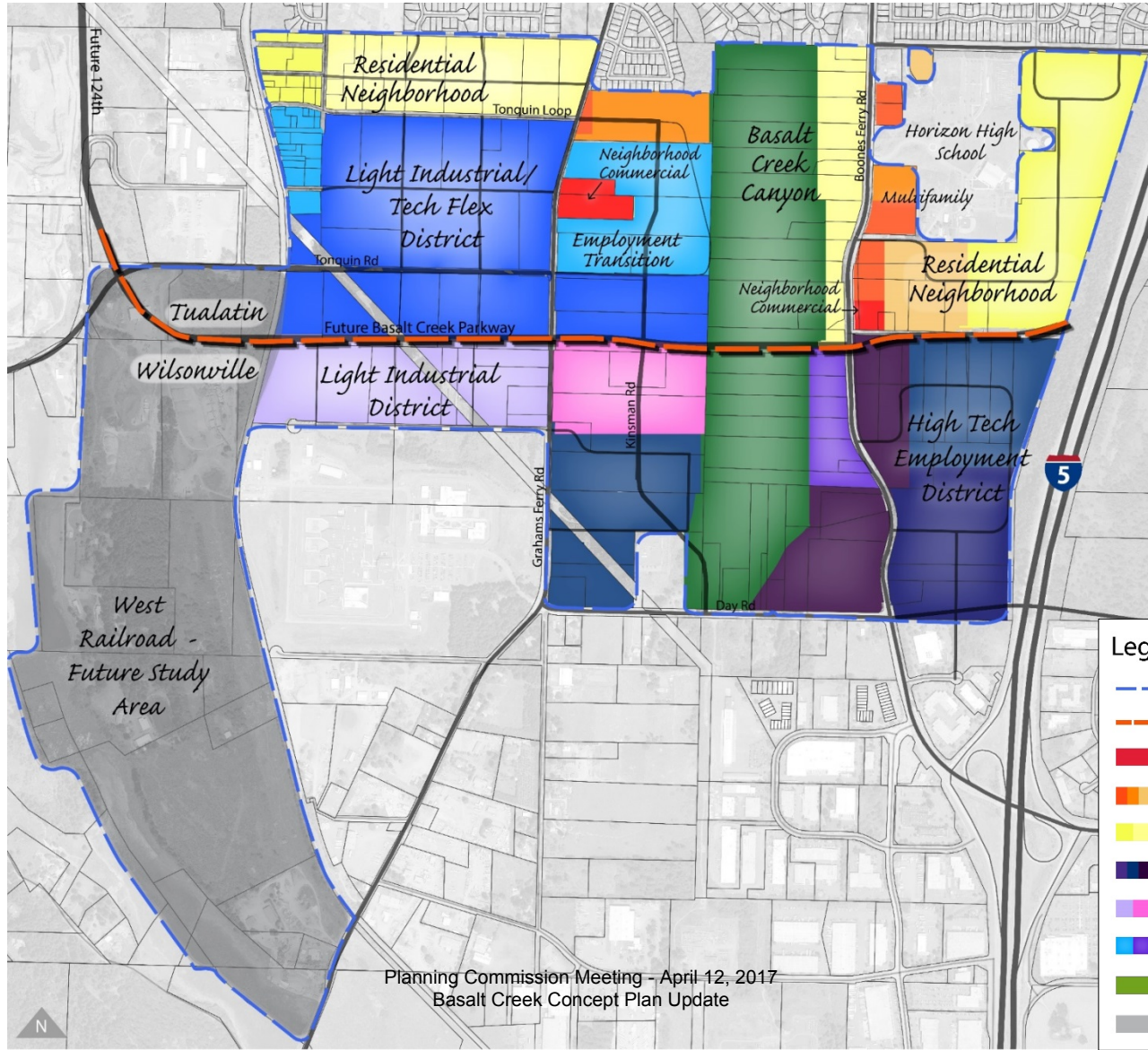
Basalt Creek Development – Considerations for Success

- 1) Sewer- Each City serve its' own area, as much as possible. This will help each city operate independently, without needing to coordinate on each development in their jurisdictional part of Basalt.
- 2) Stormwater- All flows received by WV to be guided by WV protocols and design standards. WV must meet the standards for discharge under the WV permits.
- 3) Recognize Regional need for industrial lands drove the Basalt designation in 2004. Consider Regional all Title 4 designation on the Basalt lands best suited and concept planned for industrial in both cities. Assurance of consistent follow through on industrial/employment development in both cities will be of joint benefit, and help such development to be successful.
- 4) Recognize the critical need for receiving roadways to be improved BEFORE the Parkway sends transportation load onto them. Invest SDC's, TLT TDT, and potential Supplemental SDC's generated by Basalt development in both cities, INTO Basalt improvements. (Past Washington County precedent has been to spend 75% of such supplemental SDC's and TDT in the originating area.)
- 5) Recognize that the transportation improvements agreed to and planned (in the Basalt Creek Transportation Refinement Plan) are based on projected loads from the identified system. Any substantial additional traffic loads from external locations will likely overload the system and cause into fail. Therefore major re-evaluation and additional system capacity improvements will be necessary in the event the Region decides to direct other traffic through Basalt.
- 6) It is important that both cities respect the trip cap for the area and find a way to preserve each city's share. Additional review of trip caps with land uses should occur moving forward.
- 7) Recognize the need for both cities to be jointly committed to seeking Regional investment in future I-5 crossings. Those crossings will become critical to allowing industrial/employment growth in Basalt, thereby meeting Regional objectives. Without Regional involvement, the crossings will never get built.
- 8) Strongly consider not building Kinsman Rd. north of day. Constraints on its' intersection location w/Day, high cost of new construction, and fact it would serve only development on its' west side all indicate a poor return for the investment. Invest in Grahams Ferry Rd. improvements instead, which will serve the same lands.
- 9) Plan on having a joint City agreement on managing the Natural Area along Basalt Canyon. Development is eventually expected along the west side of the canyon, which would then be an appropriate location for a bike/ped trail connecting the cities. Such connection would be an asset to both residents and employees in the area, if thoughtfully planned and connected to "through" trails on both north and south.

Basalt Creek Land Use Concept Map

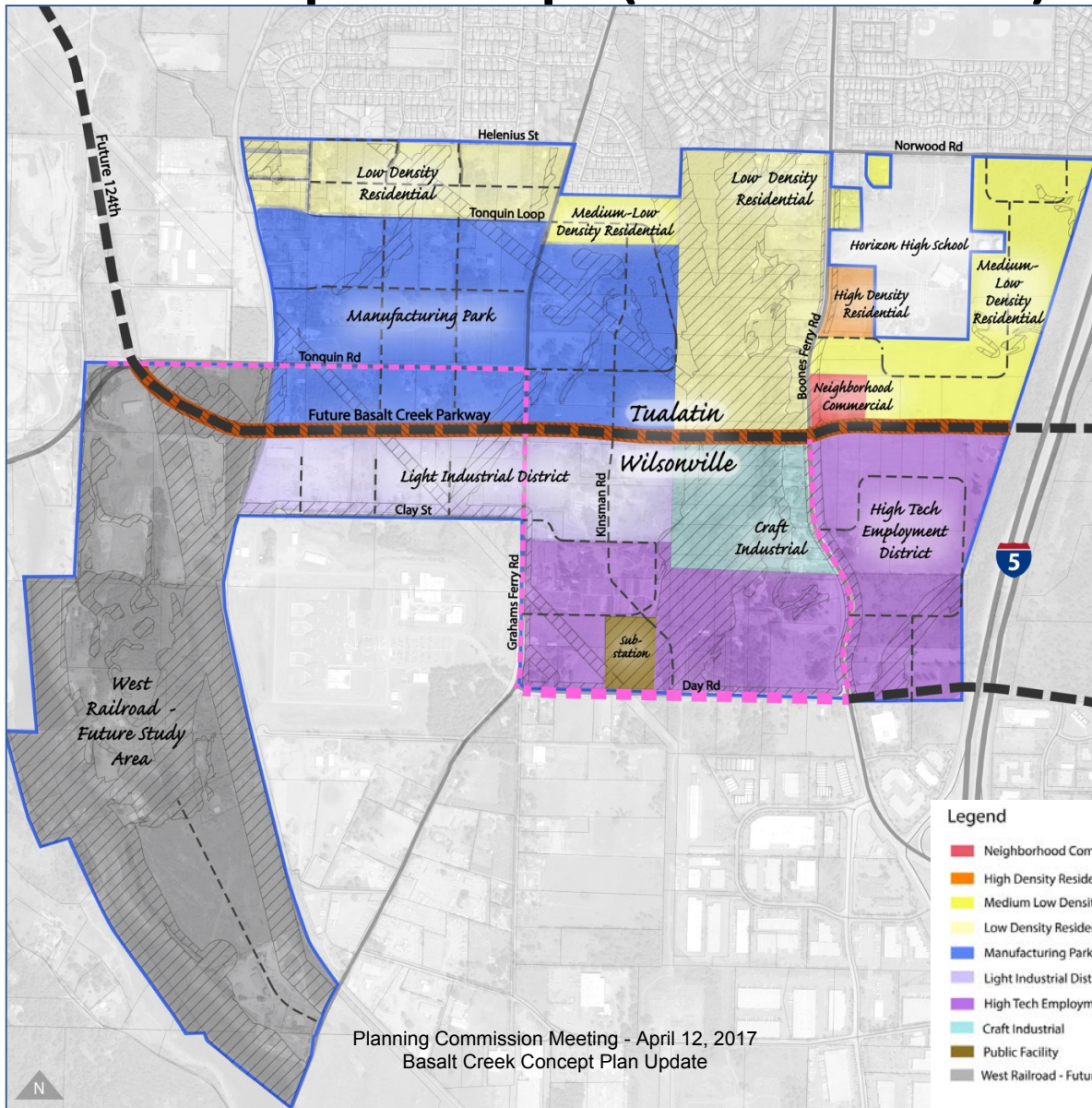
Option 5 (April 2016)

Attachment K



Preferred Basalt Creek Land Use Concept Map (Oct. 2016)

Attachment L



Planning Commission Meeting - April 12, 2017
Basalt Creek Concept Plan Update

Legend

- Neighborhood Commercial
- High Density Residential
- Medium Low Density Residential
- Low Density Residential
- Manufacturing Park
- Light Industrial District
- High Tech Employment District
- Craft Industrial
- Public Facility
- West Railroad - Future Study Area
- Study Area Boundary
- Proposed Jurisdictional Boundary*
- Hard Constraints**
- Arterial Road
- Local Road
- Arterial Roadway Widening
- Collector Roadway Widening

* Subject to considerations for success
 ** Hard Constraints represents riparian, open water, wetland, steep slopes, PGE/BPA easements, natural gas, slope stability, Metro Title 3 and 13 and 100-Year Floodplain

January 11, 2017

Washington County
 Attention: Erin Wardell
 Department of Land Use & Transportation
 155 N First Ave, Suite 350 MS16
 Hillsboro, OR 97124

Re: **Basalt Creek Employment Site Evaluation**
 Project Number 2150111.01

Dear Erin:

Washington County contracted with Mackenzie to review the subject site based on Mackenzie's experience with planning and design for development of industrial and employment lands in the Portland region. The goal of this effort is to assist County staff in understanding the likely development opportunities and patterns that might occur on the subject site based on general site development factors including but not limited to potential physical site development constraints.

The 63-acre site (see attached), located within the Basalt Creek planning area is currently planned for future industrial/employment development. We understand there are questions that, given the topography and potential wildlife habitat/wetlands on site, the site may be better suited for uses other than industrial/employment (e.g., residential). This letter summarizes our preliminary opinion on the developability of the subject site for industrial/employment uses from a concept planning level only. Our review is based on limited information regarding existing conditions provided by Washington County on December 20, 2016.

The County's Goal 5 inventory shows the entire subject site as significant natural area and 2.75 acres in the northeast corner as wetland and fish wildlife habitat. In addition, nearly 70% of the subject site is Metro Title 13 Riparian areas with riparian wildlife habitat areas and impact areas. The exact location and classification of these features is unknown at this time and is beyond the scope of this evaluation. It is possible that there are no significant natural features located on the subject site, except for the NE portion of the site which has a ravine with natural resources discussed below. These potential natural features and wildlife habitat must be confirmed prior to development and it is recommended that prior to further master planning and/or zoning this property, a natural feature inventory and/or survey is performed on this site to further refine the net developable acreage. Only after a wetland delineation and/or survey would we will be able to confirm the developable acreage of this site and confirm whether the concept plan in Figure 3 is feasible as it was created using publicly available GIS data only. Therefore, we did not consider Goal 5 or Title 13 as a factor in this effort as there is not enough information at this time to confirm exact feature locations.

Therefore, this memo assumes that the Goal 5 and Title 13 resources are developable at this time, except for the stream and ravine in the most northeastern corner of the site. While we are aware of the potential location of natural resources, physical topography, site size, and site configuration were the largest factors taken into consideration in the conceptual site plan shown in figure 3. In discussion with County staff, Goal 5 and Title 13 are not regulated at the development level. Wetland delineation and surveys are required through the development review process, prior to development, to confirm any potential on site constraints. The Goal 5 designation requires the current or future property owner(s) to conduct a wetland delineation to confirm any potential resources as well as an assessment of



those resources. In addition, site development should take into consideration potentially geological challenges related to the Tonquin Scablands, which may impact the subject site and were not reviewed as a part of this analysis.

INDUSTRIAL/EMPLOYMENT LAND SUITABILITY FACTORS

There are several physical factors that are utilized to determine the feasibility for development of industrial and employment uses, but the most critical is the need for generally “flat” land. Flat land in a concept planning analysis for industrial/employment development is commonly assumed to be less than 5% slope. Generally, increased slope results in smaller building footprints, less flexibility in building location and building orientation, and/or increased costs for grading. Although slopes from 5% to 10% can accommodate some employment uses, the site preparation costs and loss of efficiency increase dramatically. These factors in turn translate into a more limited range of potential users, ultimately limiting the marketability and underlying value of the site. Other factors for industrial/employment development include site size and configuration as well as proximity to major transportation corridors and private and public utilities. Market factors such as prevailing lease rates, market vacancy, and market depth may also impact the suitability of a development site.

SITE EVALUATION

Our approach was to “test” the site in two ways and compare the results. First, we reviewed the site from a high-level planning perspective utilizing GIS data and looking at general use and land efficiency factors. The second approach involved evaluation and conceptual site design by a Mackenzie architect who has decades of experience in industrial/employment development projects in the Portland region.

The high-level planning approach was to evaluate the existing slopes on site utilizing GIS data. As indicated below, the topography of the site lends itself to a natural divide into northern and southern development areas. The slope analysis in Figure 1 was completed utilizing the 2-foot contour GIS shapefile as provided by Washington County.

Figure 1: Slopes Map



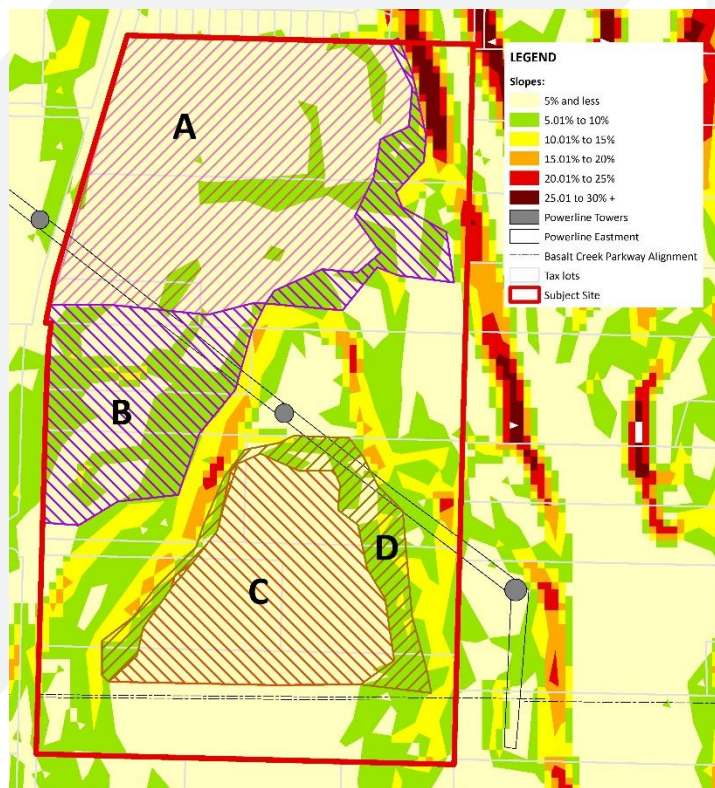
The table below identifies potential development areas for two critical slope categories: areas that are slopes 5% and less, and slopes above 5% to 10% slopes. Of the 63 gross acres, approximately half of the site (about 37 acres) may be suitable for employment development, if slopes ranging above 5% to 10% can be mitigated. Less than a third of the property (areas A and C) has slopes less than 5%, which are most suitable for employment development. These areas will still require some cut/fill earthwork for building pads. Areas B and D will require additional and more significant cut/fill balance to acquire the additional development areas.

Nearly a third of this site, approximately 22 acres, contain slopes greater than 10% or are surrounded by 10% and greater slopes, which is extremely difficult to develop for industrial/employment uses. Additionally, approximately 9 acres of the site will be utilized for right-of-way dedication of the future Basalt Creek Parkway alignment. Approximately 5 of these 9 acres have slopes less than 5%. Lastly, the northeastern portion of the site contains a ravine with natural resource conditions making that portion difficult for any development type/use.



Table 1: Estimated Development Area			
	Estimated Development Area with Slopes mostly 5% and less	Estimated Development Area with Slopes above 5% to 10%	Total potential development area
Northern Development Area (Areas A and B)	16 acres (Area A)	+ additional 10 acres (Area B)	26 acres
Southern Development Area (Areas C and D)	8 acres (area C)	+ additional 3 acres (area D)	11 acres
Total:	24 acres	+ additional 13 acres	37 acres

Figure 2: Estimated Development Area Acreages and Slopes Map

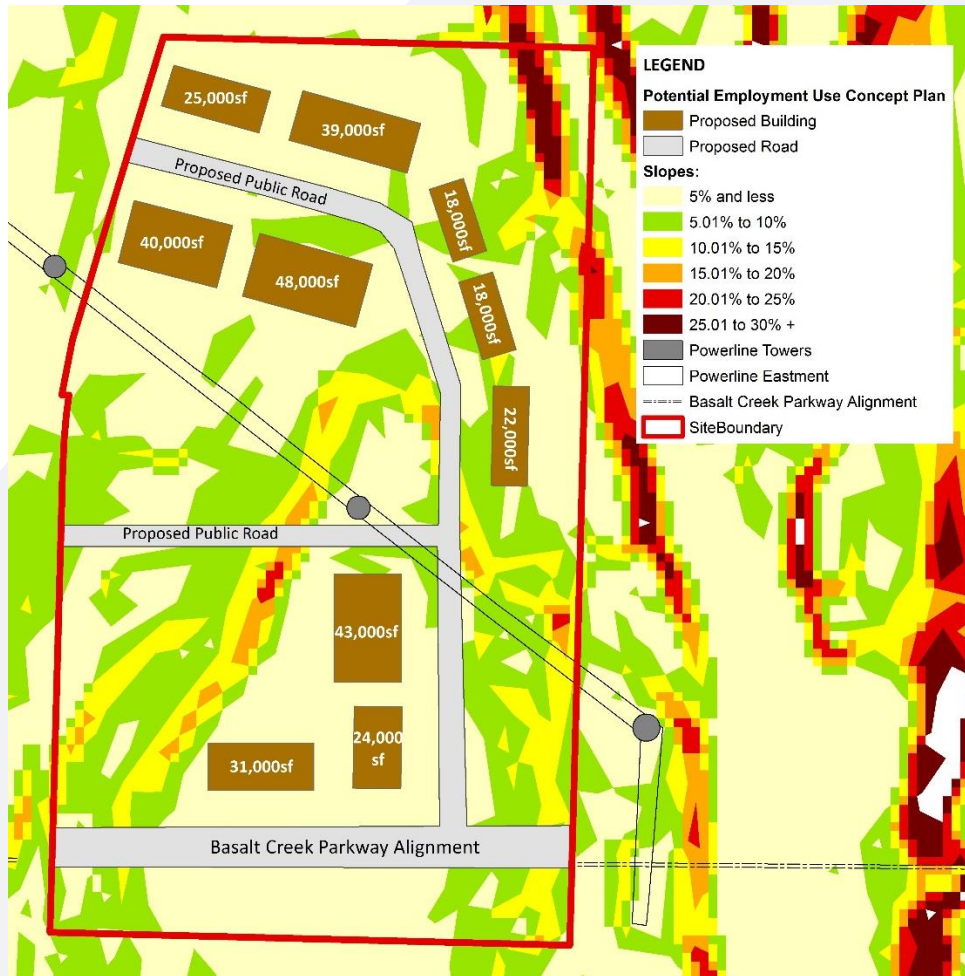


However, the difficulty with utilizing only the high-level planning approach is that number of acres don't necessarily tell the whole story regarding the developability of the subject site. Size and configuration of sites usually results in less building coverage because buildings are rectangular and physical site conditions are usually not. Therefore, a second approach to testing the site was utilized to provide a better picture of potential for industrial/employment uses. A Mackenzie architect experienced in industrial/employment development evaluated existing site conditions and created a conceptual site plan responding to size, configuration and access considerations. Given the topography challenges, existing power lines and structures, the future Basalt Creek Parkway alignment (and required right-of-way dedications) and access limitations, we determined that the subject site could potentially support approximately 315,000 sf of



industrial/employment uses in 10 buildings, ranging in size from 18,000 sf to 43,000 sf. The conceptual plan below results in approximately 40% developable area, which includes the public roads, buildings, and associated parking areas, and is based on a building coverage factor that would result in the potential for approximately 315,000 sf of building area. This conceptual plan is shown in Figure 3 below and Exhibit B.

Figure 3: Conceptual employment use concept plan



OTHER CONSIDERATIONS

When comparing the land use concept of Basalt Creek, as shown on the Basalt Creek Concept Plan website¹ as of April 2016, the plan identifies the majority of the subject site as Employment with some Light Industrial/ Tech Flex and the northern taxlot as Multi-Family Residential. The property directly to the east is identified as the Basalt Creek Canyon, to the south is identified as a Light Industrial District, to the west is identified as Light Industrial/Tech Flex District, and

¹ http://www.basaltcreek.com/wp-content/uploads/2016/04/Basalt-Posters_042816_small.pdf

Washington County
Basalt Creek Employment Site Evaluation
Project Number 2150111.01
January 11, 2017
Page 6

Residential is designated to the north. Proximity to other industrial development will be important for industry synergies and future market growth.

CONCLUSION

The site is certainly feasible for employment, and given the existing site conditions and subject site location, the following employment uses may be suitable for this site:

- Flex business park (health services, professional services, support services, administration/back office support operations, incubator space)
- Office or office campus
- Manufacturing (food processing, metals, chemicals, equipment, machinery, product/components assembly)
- Commercial support services (restaurants, coffee shops, print shops) along the future Basalt Creek Parkway

NEXT STEPS

Significant transportation and utility planning must occur during the concept planning process to identify infrastructure needed to support the development of this site and adjacent uses. Infrastructure needs analysis, transportation analysis, and/or costing are not a part of this effort, however, we caution that this information is necessary along with a geotechnical report and ALTA survey to provide a complete analysis and recommendation.

Lastly, a market study to determine the need for employment uses and others (retail, commercial, residential, etc.) may assist the County and the cities of Wilsonville and Tualatin in determining the appropriate amount of industrial, employment, commercial, retail, and residential land requirements in the Basalt Creek Planning Area. The market study would further bring clarity to the market’s ability to execute development across varying uses and determine the highest and best use of the subject property.

Sincerely,

Gabriela Frask
Land Use Planner, Associate
Assistant Department Head




Enclosure(s): Existing conditions map
Concept plan

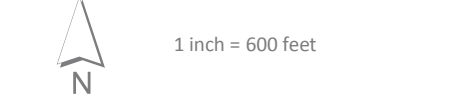
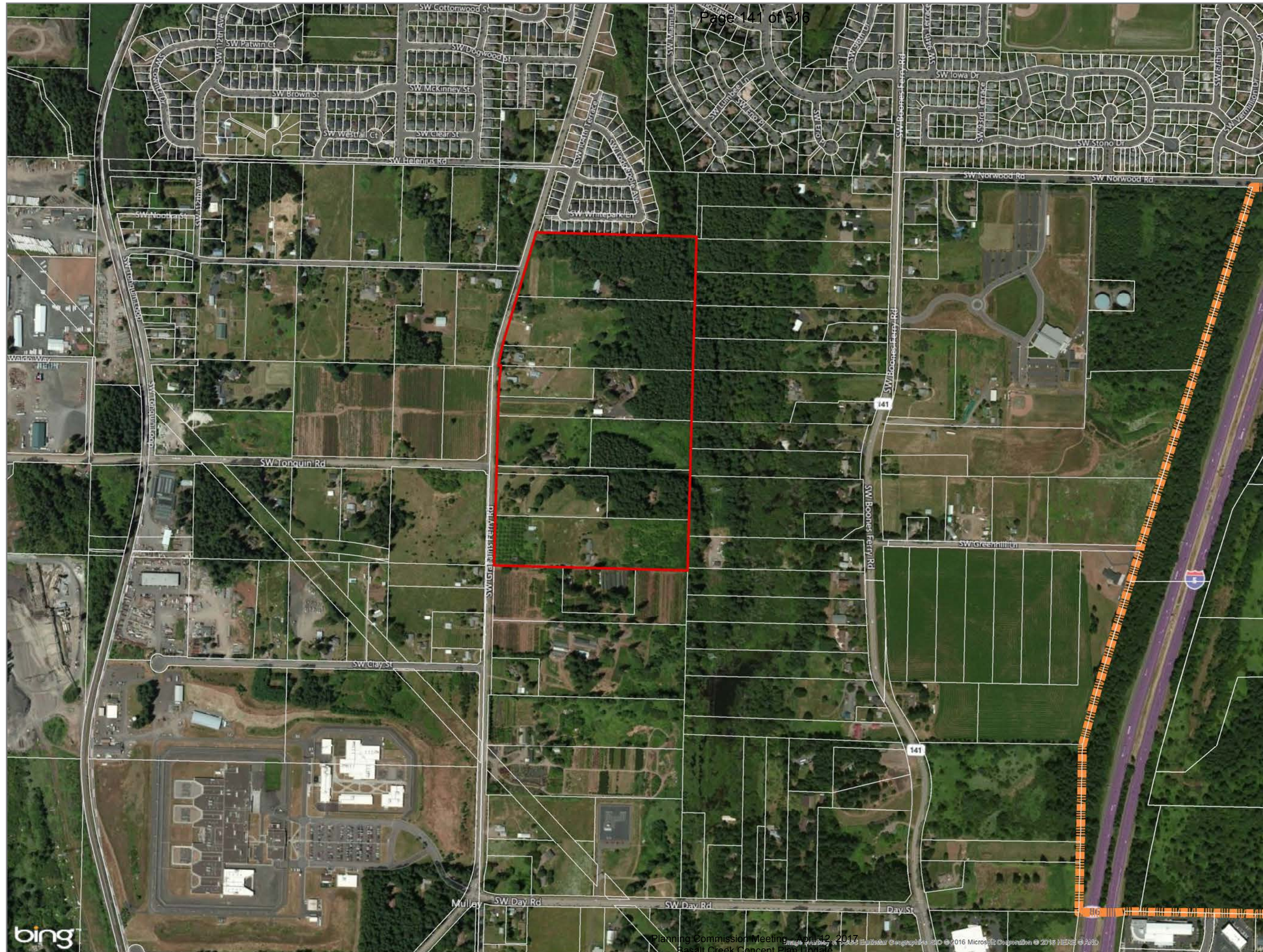
c: Todd Johnson - Mackenzie



Basalt Creek Employment Site Washington County, Oregon

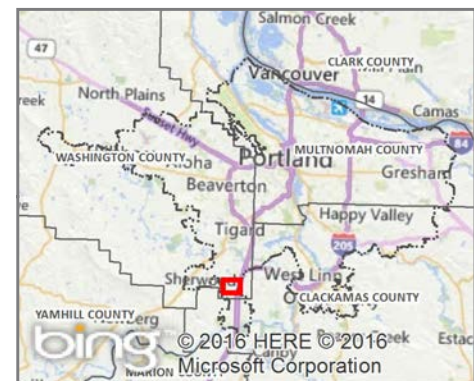
LEGEND

-  Subject Site
-  Tax lots
-  Urban Growth Boundary (UGB)



SOURCE DATA: Metro RUS Lite Base Data, Nov 2016
 GEOGRAPHIC PROJECTION: NAD 83 HARN, Oregon North Lambert Conformal Conic

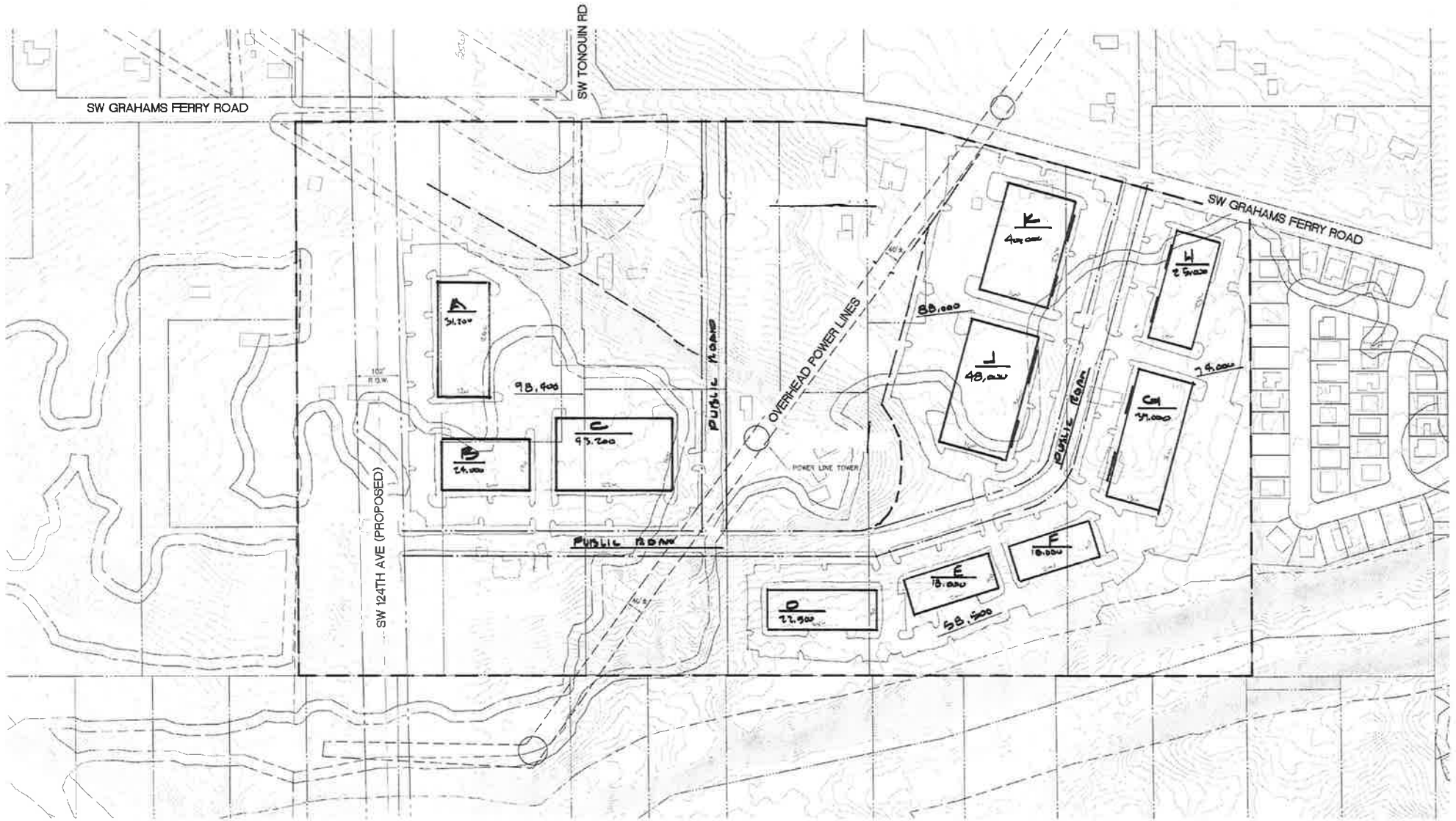
Date: 12/22/2016 Map Created By: GF
 File: SiteAerial_11x17_ExhibitA Project No: 2150111.01



MACKENZIE.

P 503.224.9560 • F 503.228.1285 • W MCKNZE.COM
 RiverEast Center, 1515 SE Water Avenue, #100, Portland, OR 97214





SITE XX
BASALT CREEK SITE
SW 124TH AVE
WASHINGTON COUNTY, OREGON



NOTE: CONTOURS SHOWN AT 2-FT INTERVALS
12.20.2016 - 2150111.01

SITE DATA

BUILDING	SITE AREA	BUILDING AREA	PARKING SPACES	PARKING RATIO	NET DEVELOPABLE AREA AND % (INCLUDES RIGHT OF WAY)
PROPOSED BUILDING A, B + C	98,400 SF	24,000 SF	11000	110	98,400 SF 100%
PROPOSED BUILDING D, E + F	93,200 SF	24,000 SF	11000	110	93,200 SF 100%
PROPOSED BUILDING G + H	11,000 SF	11,000 SF	11000	110	11,000 SF 100%
PROPOSED BUILDING I + K	88,000 SF	18,000 SF	11000	110	88,000 SF 100%

318,500 SF

LEGEND

- SITE BOUNDARY
- PROPOSED R.O.W.
- ELEVATION CONTOUR (10')
- RIPARIAN AREAS

OPTION ONE
DEC. 21, 2016
318,500 SF "EMPLOYMENT BUILDINGS"

M Mackenzie
 Portland 903.224.8560 Vancouver 604.593.7079 Seattle 206.465.8591
 www.mcknze.com
 Architecture • Interiors
 Planning • Engineering



January 12, 2017

Attachment Mb

Mayor Lou Ogden
 Tualatin City Council
 18880 SW Martinazzi Ave.
 Tualatin, OR 97062

Dear Mayor Ogden and Members of the Tualatin Council:

Please find the attached site analysis for 63 acres of property on the northeast corner of Graham's Ferry Road and the Basalt Creek Parkway. The County commissioned a study of the property by Mackenzie. This analysis asked a simple question: based on topography and natural resource constraints, is it physically feasible to develop business park/employment land uses on the property. The conclusion of the analysis is that it is feasible to develop such uses on this land.

Previously we had staff from the Department of Land Use & Transportation take a look at the site and a nearby business park that was also on similarly constrained land. Our staff felt that business uses could be constructed on the Basalt Creek/Graham's Ferry site. We commissioned the Mackenzie analysis to either confirm or refute staff's analysis. I would have been able to live with either outcome. However, based upon the Mackenzie analysis, I reiterate the concern I stated in my October 27, 2016 letter.

The Basalt Creek planning area contains some of the most significant employment land in the Portland metro region. The area was brought into the UGB in 2004 for this purpose. I continue to stress that, given the analysis, the land should remain employment land as indicated in the planning work conducted by the cities of Tualatin and Wilsonville.

Thank you for your consideration,

Andy Duyck, Chairman
 Washington County Board of Commissioners

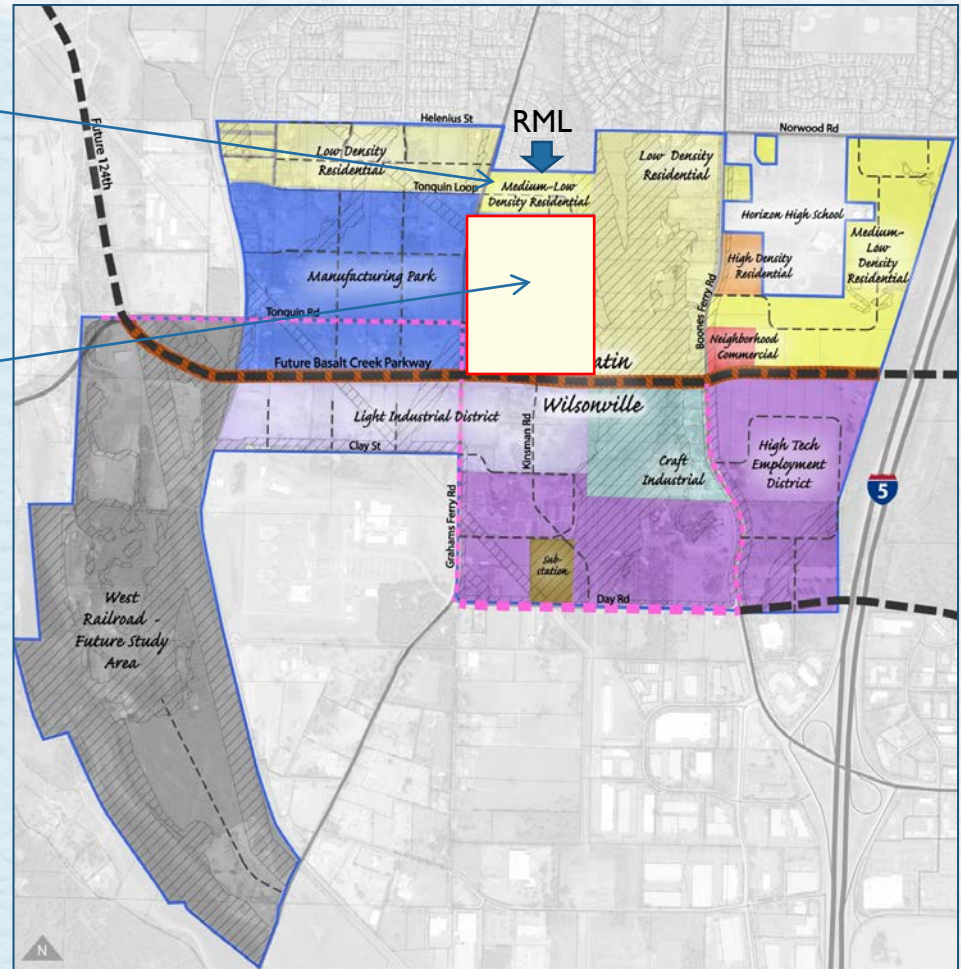
cd/cj

cc: Washington County Board of Commissioners
 Mayor Tim Knapp, Wilsonville
 Andrew Singelakis, Director, Land Use & Transportation
 Sherilyn Lombos, City Manager, Tualatin
 Elissa Gertler, Planning & Development Director, Metro

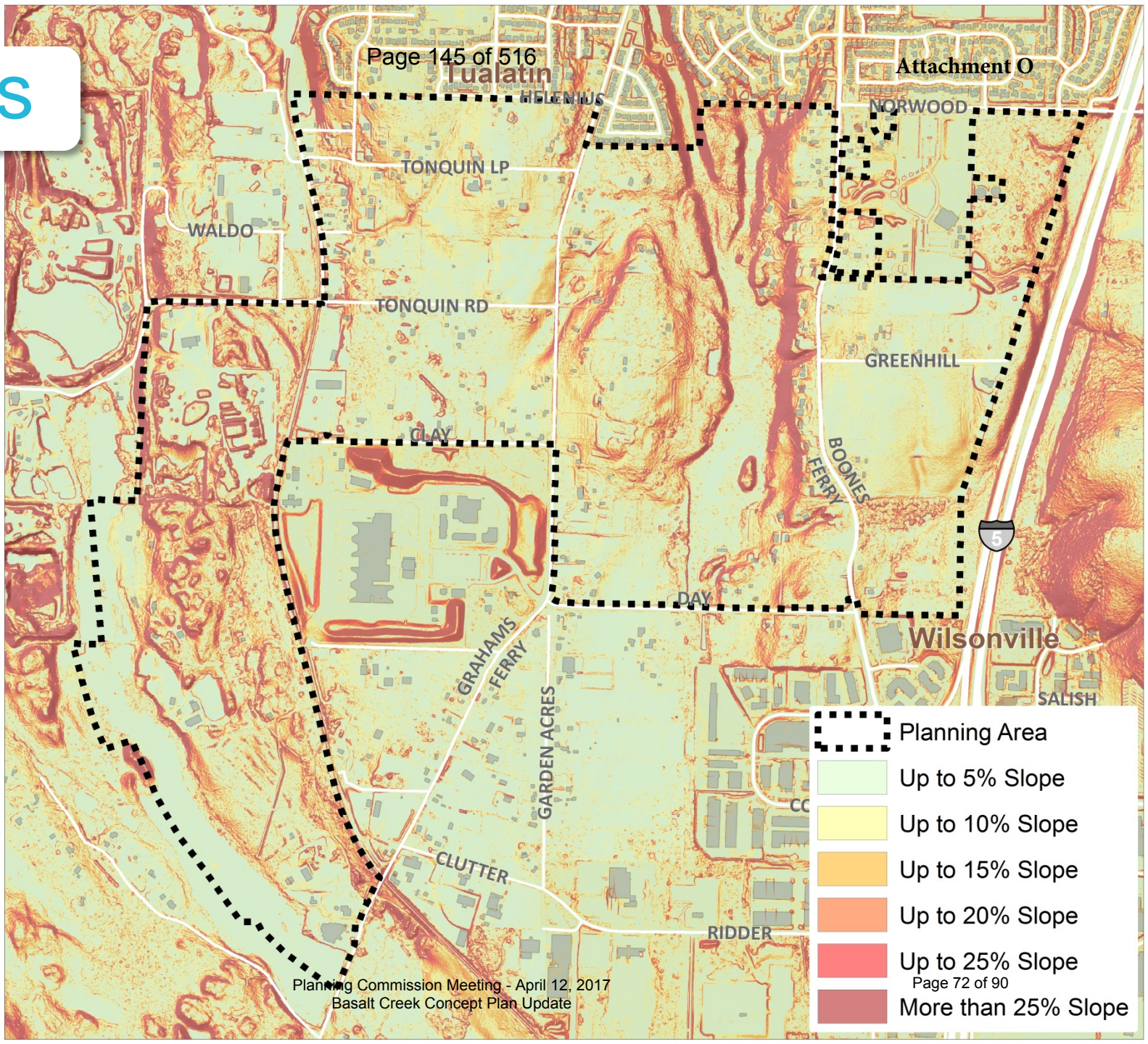
Direction from Council

Attachment N

- A. For area immediately south of Victoria Gardens, match with same Planning District as Victoria Gardens - RML/ Medium Low Density
- B. For remainder of central subarea on Tualatin side between Grahams Ferry Road and Boones Ferry Road, land use to be residential.

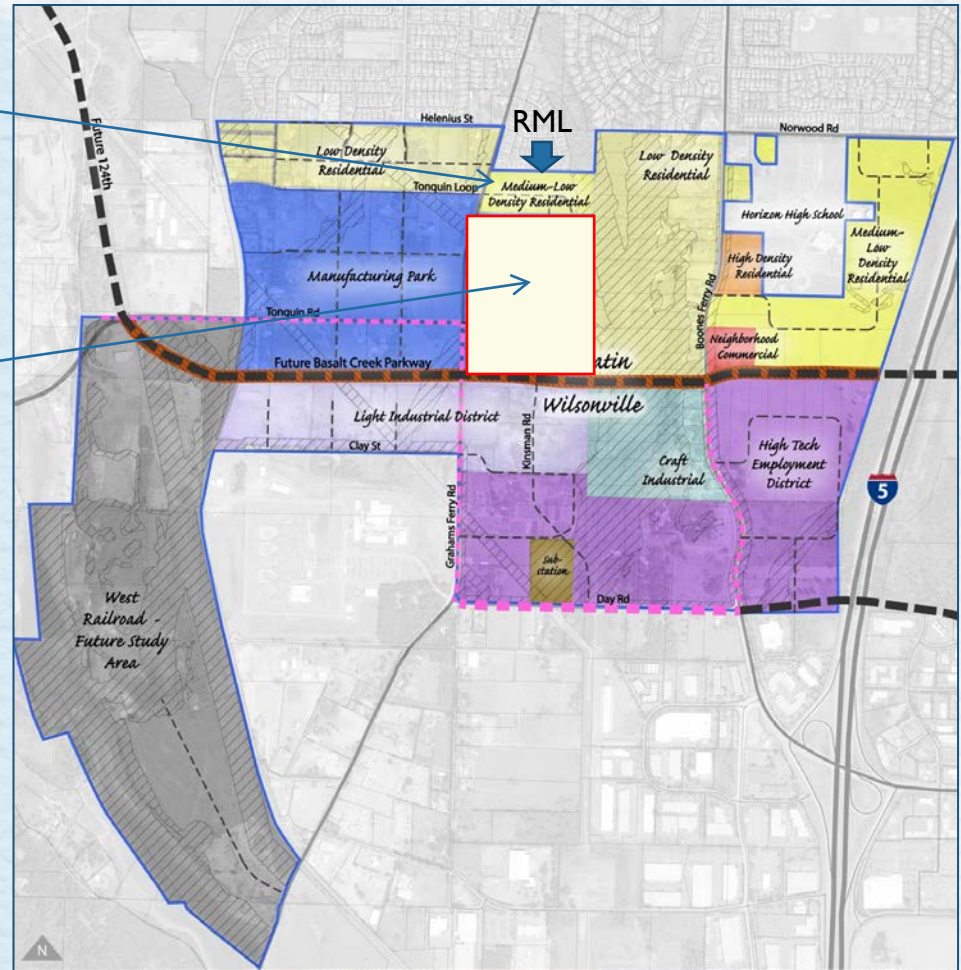


Slopes



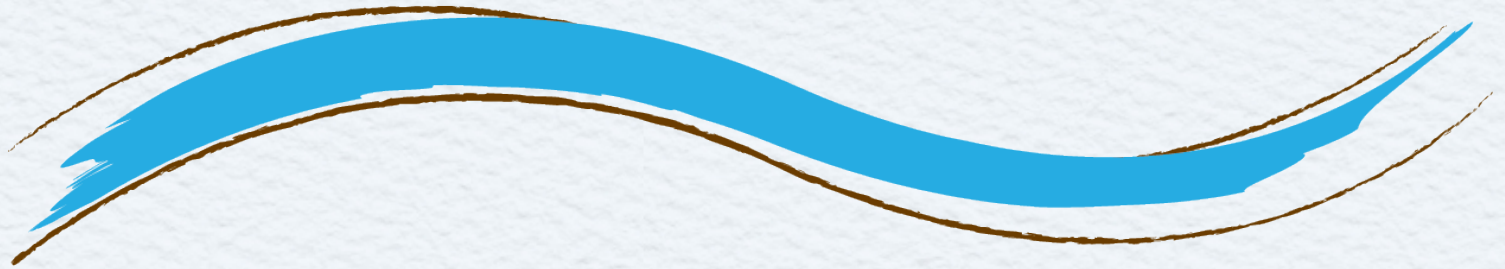
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3.20.2017 City Council Packet
Pages 147/516 - 516/516 omitted due to relevance

Basalt Creek
concept Plan



**Wilsonville City Council
Work Session**

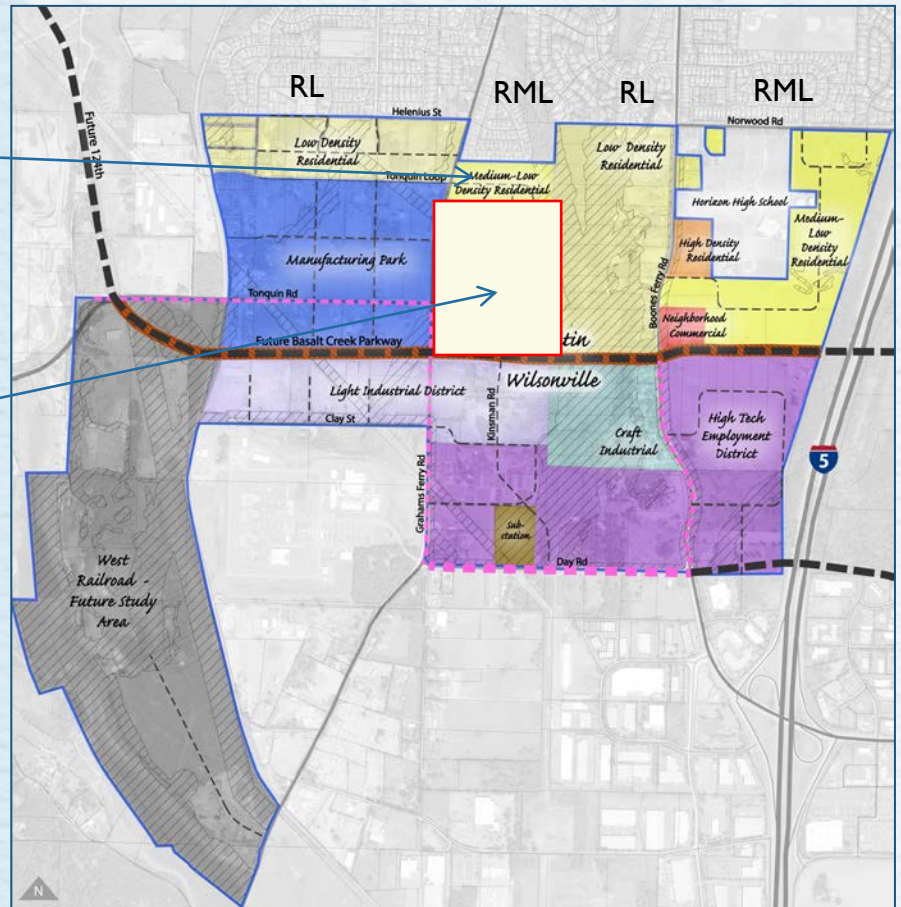
March 20, 2017

Tualatin City Council Proposal

February 13, 2017

For area immediately south of Victoria Gardens, match with same Planning District as Victoria Gardens – RML/Medium Low Density

For remainder of “central subarea” on Tualatin side between Grahams Ferry Road and Boones Ferry Road, land use to be residential.



History

- **2004: Metro brought Basalt Creek Planning Area into the UGB as employment land**
 - Metro awarded CET Grant to fund Concept Planning
- **2011 -2013: Cities, Washington County, and Metro work with ODOT to define transportation spine**
 - Resulted in Transportation Refinement Plan
 - Resulted in two Intergovernmental Agreements (IGAs) at beginning and toward end of project
- **2013: Basalt Creek Concept Planning began**

Council Action Requested

1. Do you agree and want to finalize the plan?
2. Do you disagree and want to consider alternatives?
3. Do you want more information to more fully understand the impacts of the proposal?

Guiding Principles

- Maintain and complement the Cities unique identities
- *Capitalize on the area's unique assets and natural location*
- Explore creative approaches to integrate jobs and housing
- Create a uniquely attractive business community unmatched in the metropolitan region
- Ensure appropriate transitions between land uses
- Meet regional responsibility for jobs and housing
- Design cohesive and efficient transportation and utility systems
- Maximize assessed property value
- *Incorporated natural resource areas and provide recreational opportunities as community amenities and assets*

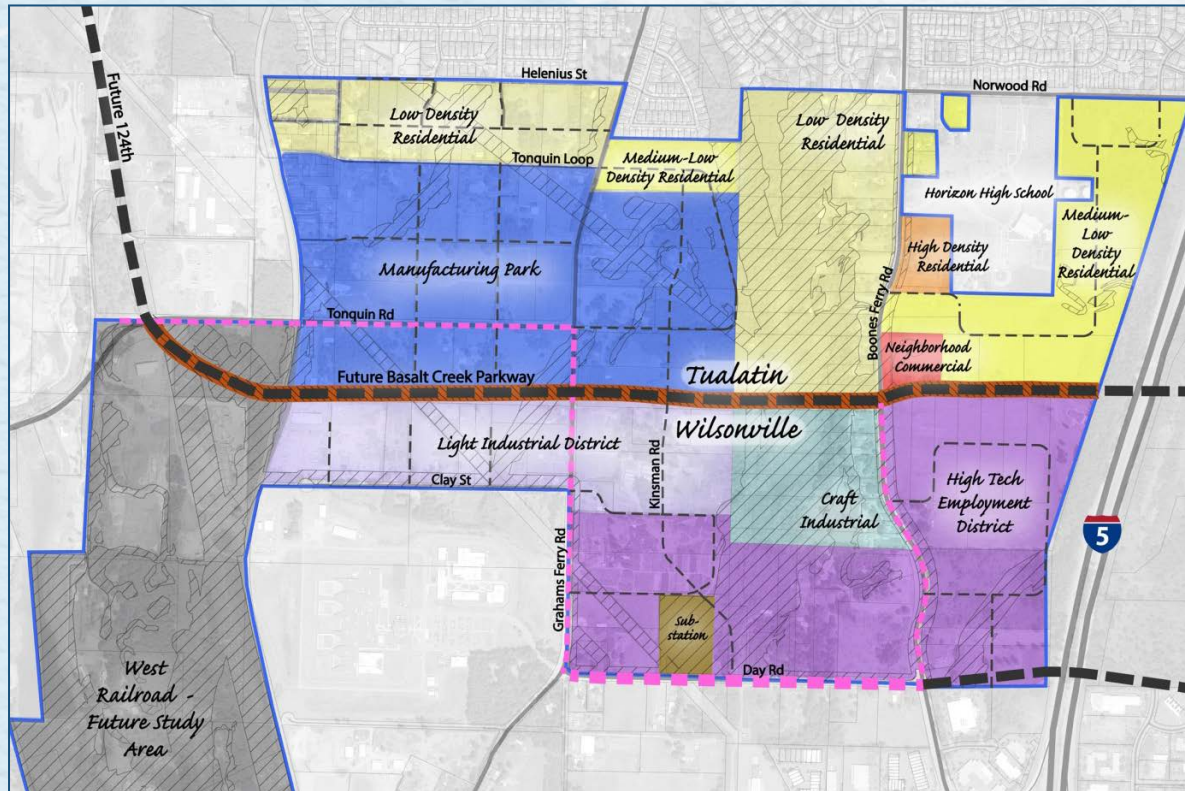
Joint Council Meetings

- Base Case Scenario (December 2014)
- Option 1 & Option 2 (June 2015)
- Option 3 (September 2015)
- Tualatin – Option 4 (September 2015):
- Preferred Boundary & Considerations for Success (December 2015)

2016 Progress

- **Public Open House (April)**
Presented preferred Land Use Concept Map
- **No adoption of Considerations for Success**
- **Refinement, no agreement, on integrating Considerations into Concept Plan**
- **Updates to individual Councils (June)**
- **Final refinements to Land Use Concept Map (Aug.)**
- **Preferred Basalt Creek Land Use Concept Map (Oct.)**

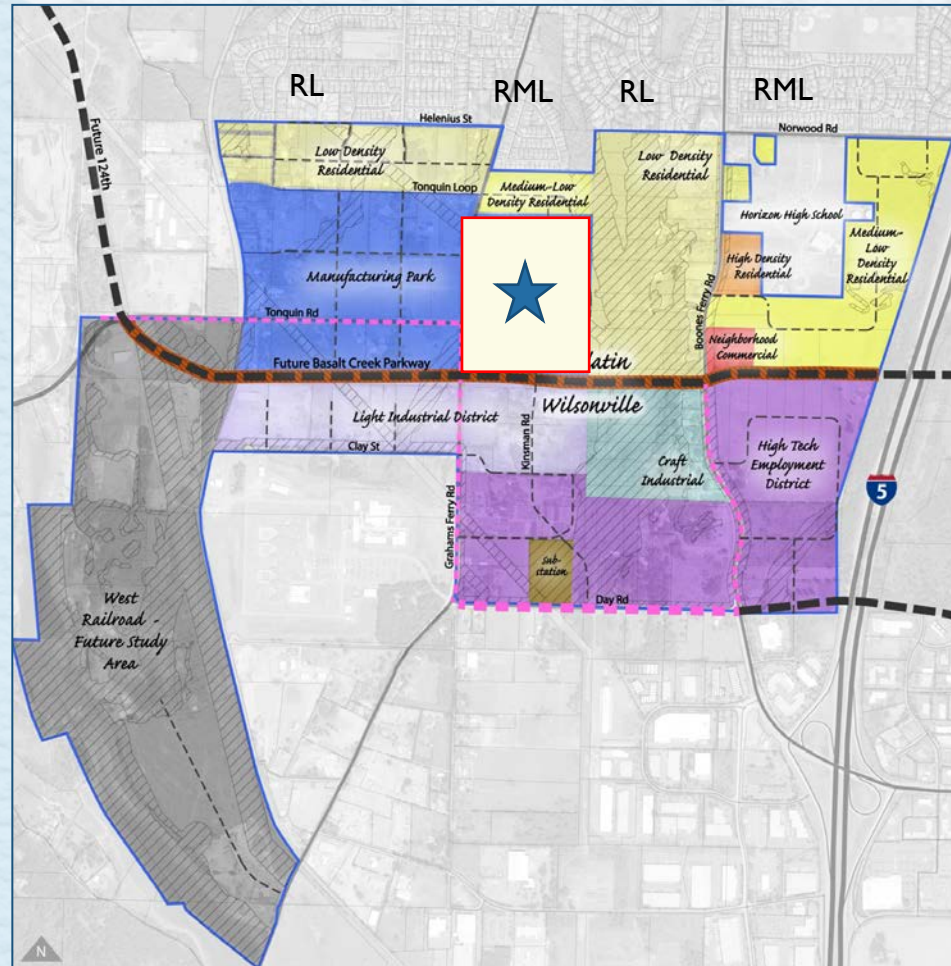
Preferred Basalt Creek Land Use Concept Map (Oct. 2016)



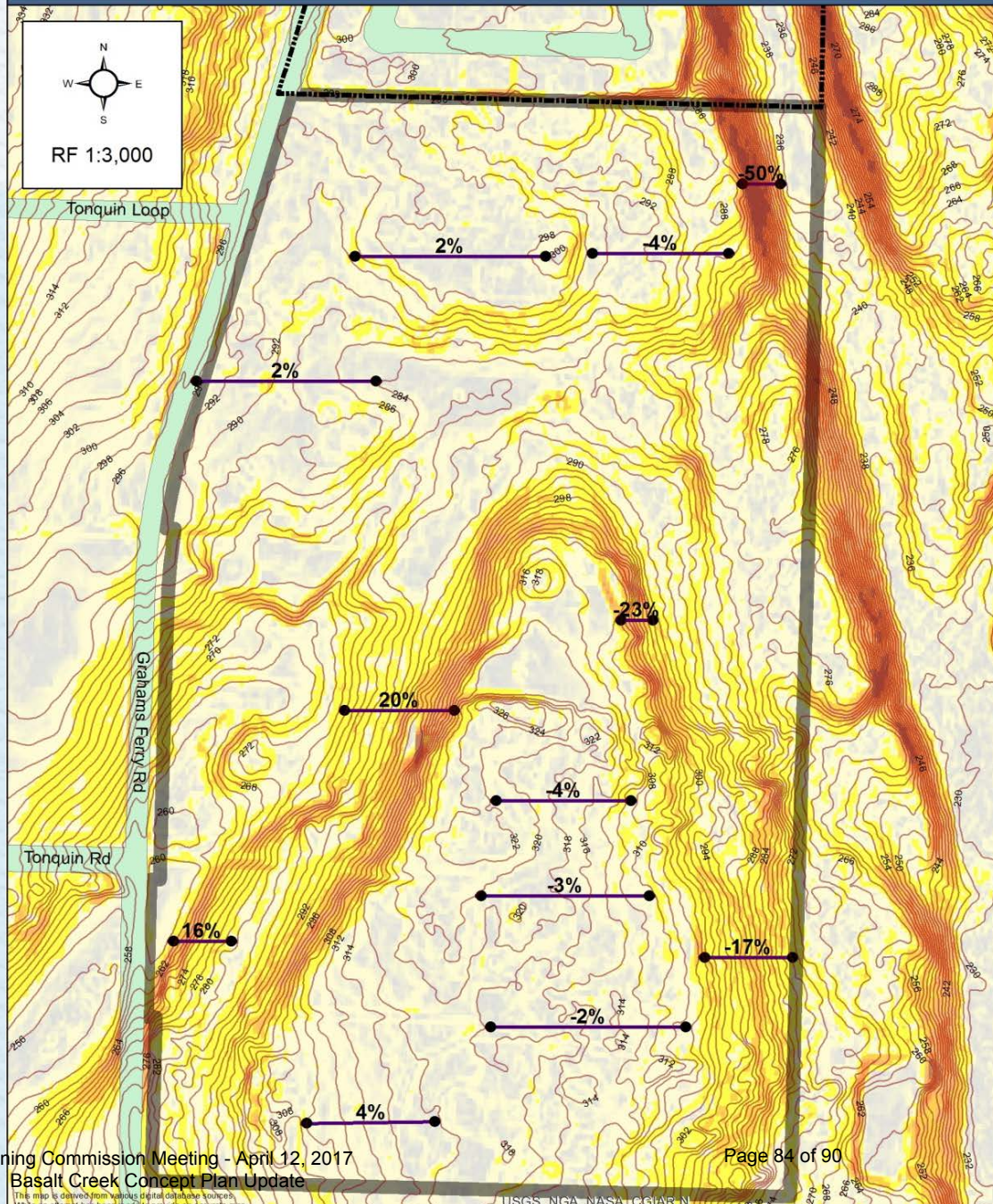
- Legend**
- Neighborhood Commercial
 - High Density Residential
 - Medium Low Density Residential
 - Low Density Residential
 - Manufacturing Park
 - Light Industrial District
 - High Tech Employment District
 - Craft Industrial
 - Public Facility
 - West Railroad - Future Study Area
 - Study Area Boundary
 - Proposed Jurisdictional Boundary*
 - Hard Constraints**
 - Arterial Road
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 - Collector Roadway Widening
- * Subject to considerations for success
** Hard Constraints represents riparian, open water, wetland, steep slopes, PGE/BPA easements, natural gas, slope stability, Metro Title 3 and 13 and 100-Year Floodplain

Planning Commission Meeting - April 12, 2017
Basalt Creek Concept Plan Update

Public input at Tualatin City Council prompted questions on the Basalt Creek central subarea



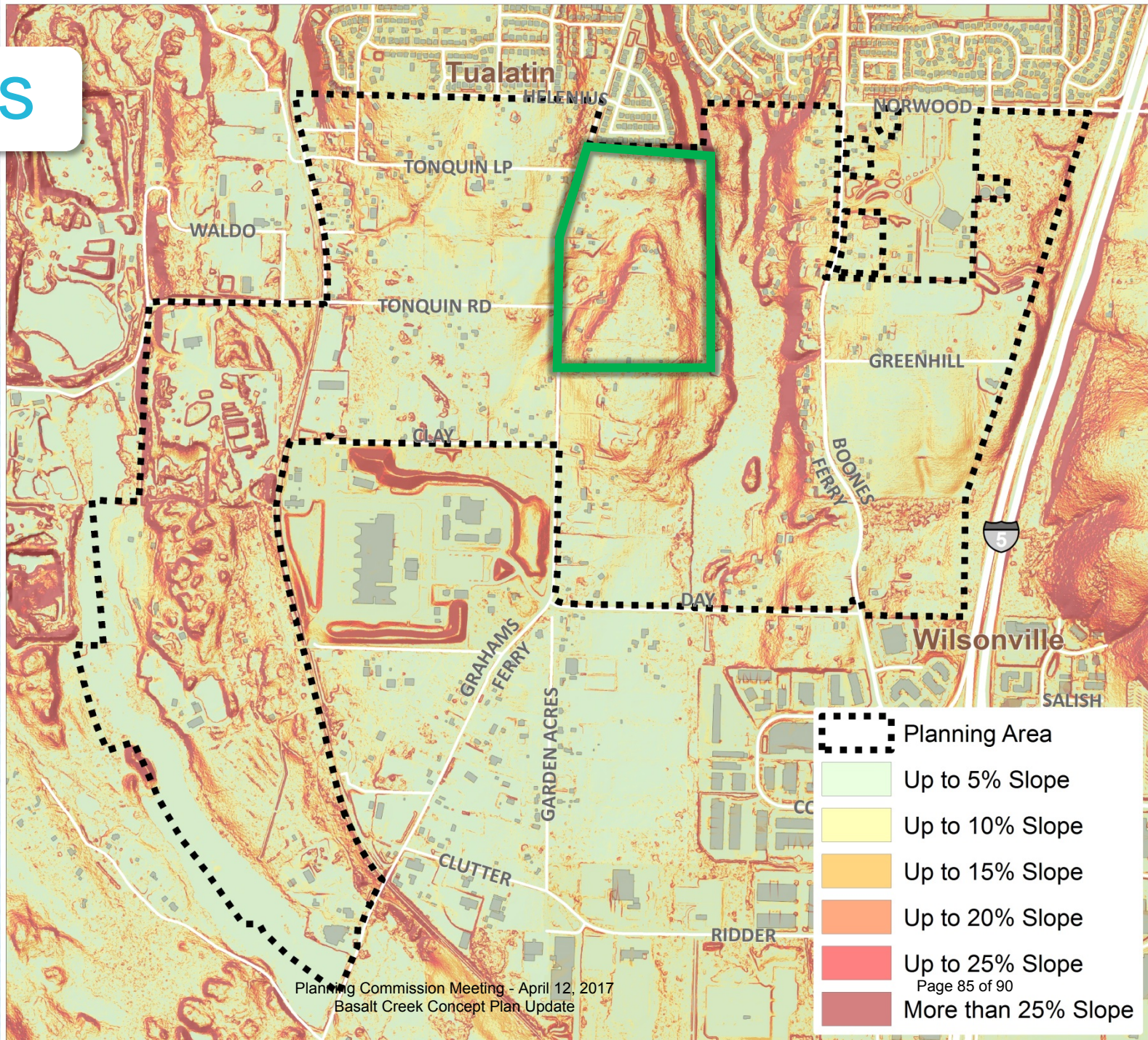
Topography



Slopes

Presented:
July 2014
Joint
Council

From:
Existing
Conditions
Report



Exploration on Central Subarea

- Met with OTAK to explore property owner's proposal for Basalt's central subarea south of Victoria Gardens to jurisdictional boundary
- Considered opportunities for employment and constraints in area including other areas with slope and terraced employment development



View just north of anticipated jurisdictional boundary looking north to Victoria Gardens

Washington County Study on Basalt central subarea (January 2017)

Conclusion:

It is feasible to develop employment uses on this land.

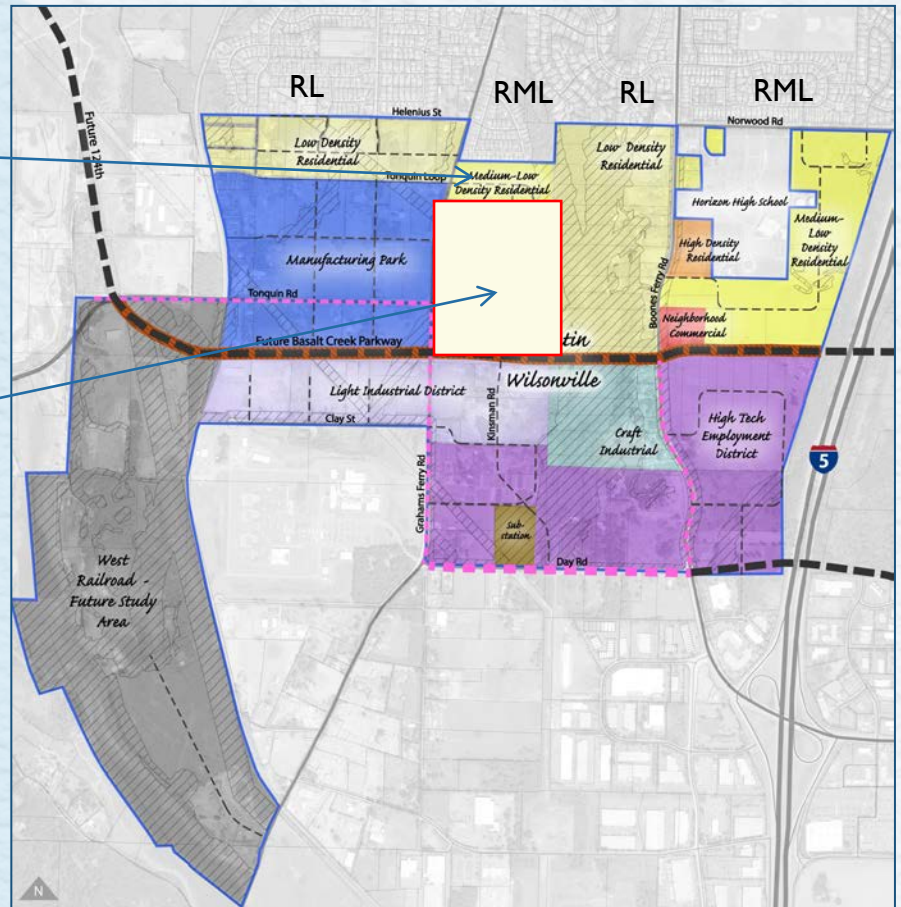


Tualatin City Council Proposal

February 13, 2017

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Conclusions

- Not consistent with planning to-date
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- Does not support industrial massing near GFR and BCP
- No transition between employment and residential
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- Contrary to Considerations for Success agreement
- Full impacts not analyzed
- Equity and environmental justice issues

Council Action Requested

1. Agree

direct staff to work with Tualatin staff to develop a final land use concept map for Basalt Creek with proposed change

2. Disagree

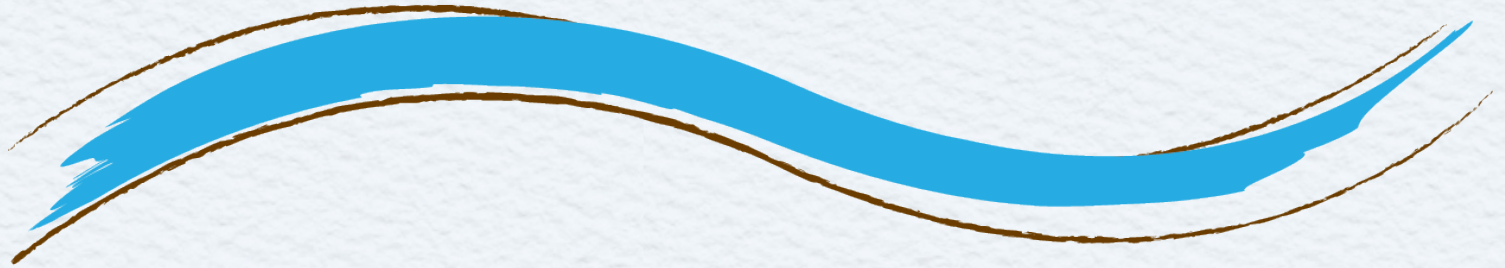
outline City of Wilsonville concerns, and direct staff to:

- a) ask for another proposal from City of Tualatin
- b) present a counter proposal as directed

3. Request additional information and analysis by City of Tualatin for this alternative:

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Basalt Creek
concept Plan



**Wilsonville City Council
Work Session**

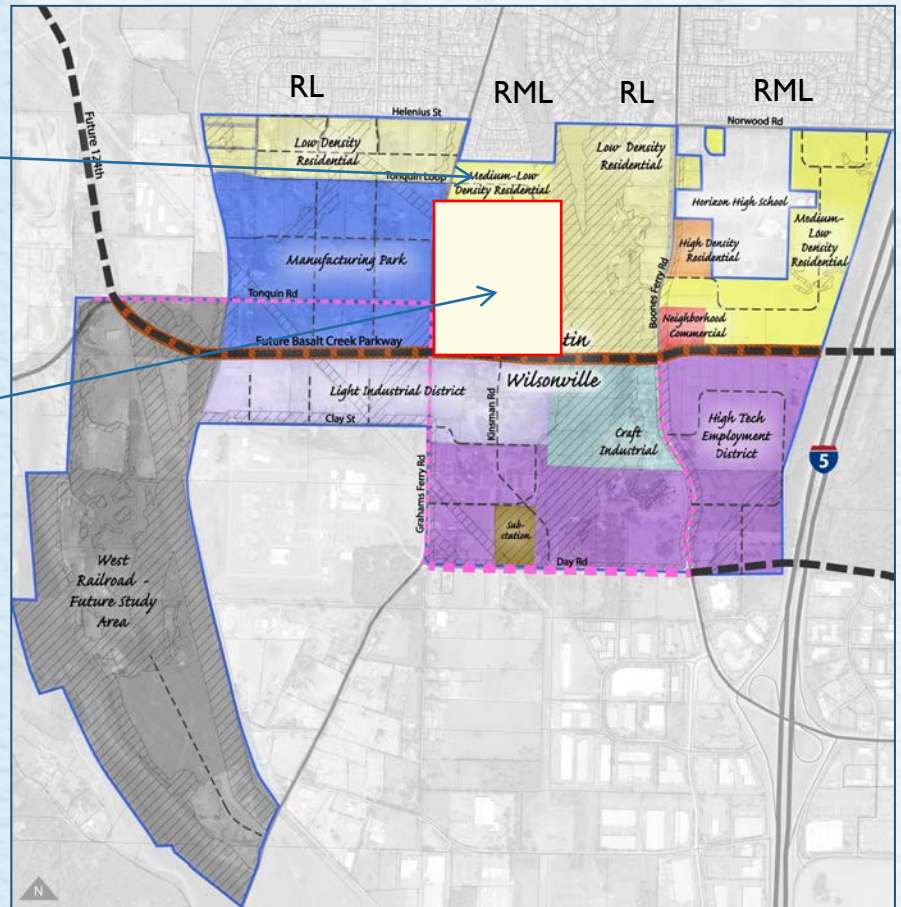
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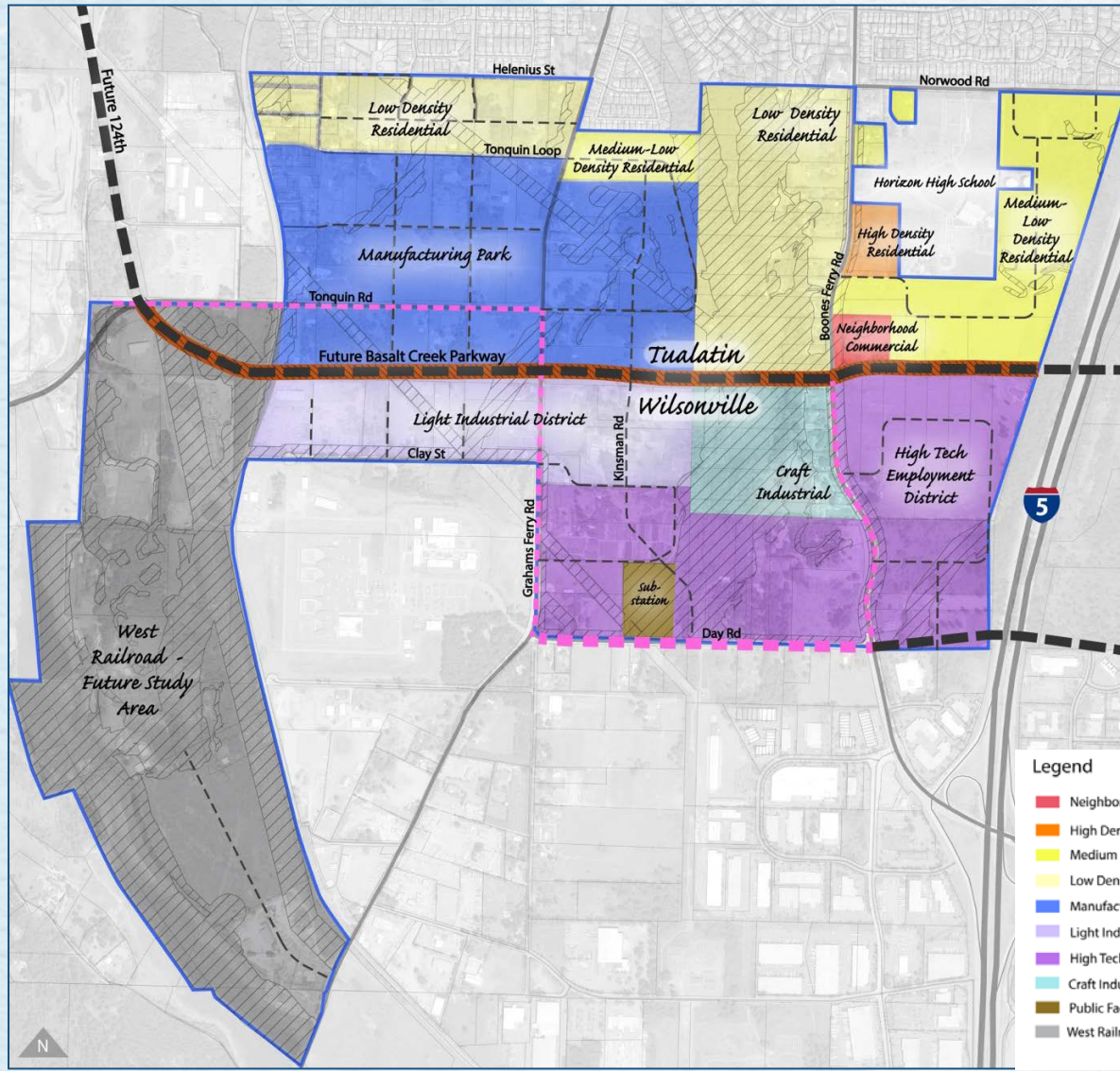
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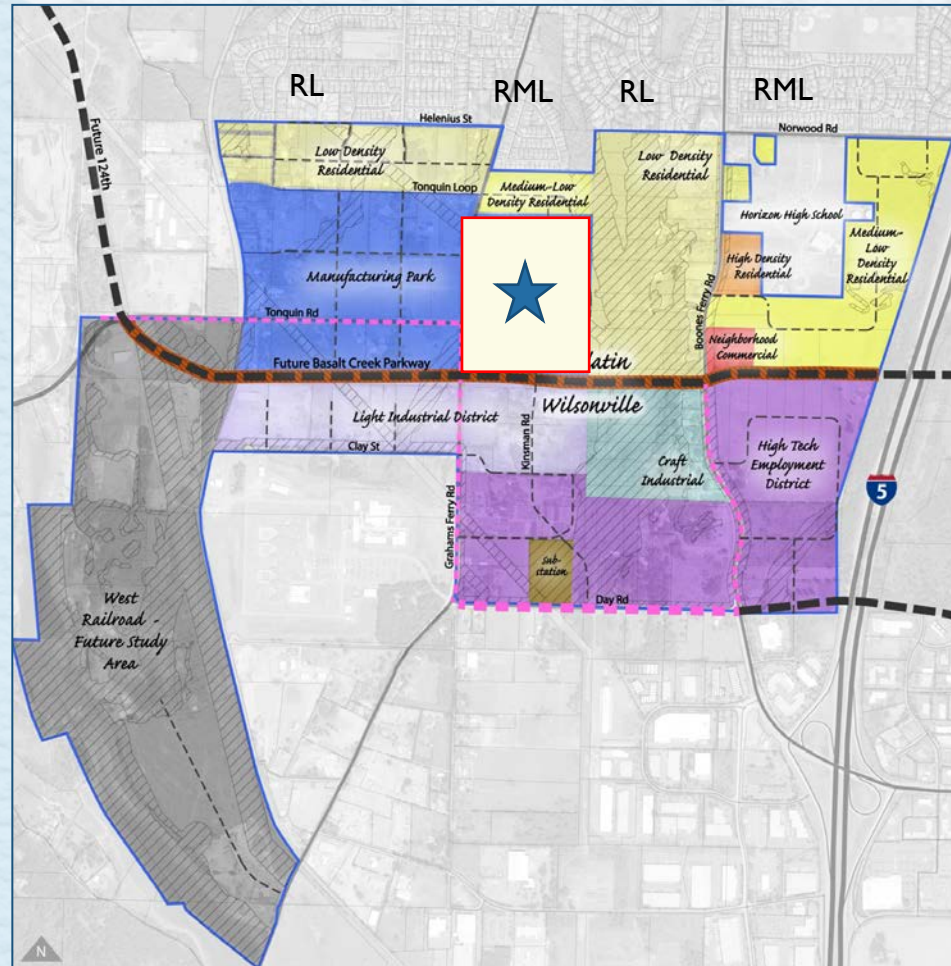
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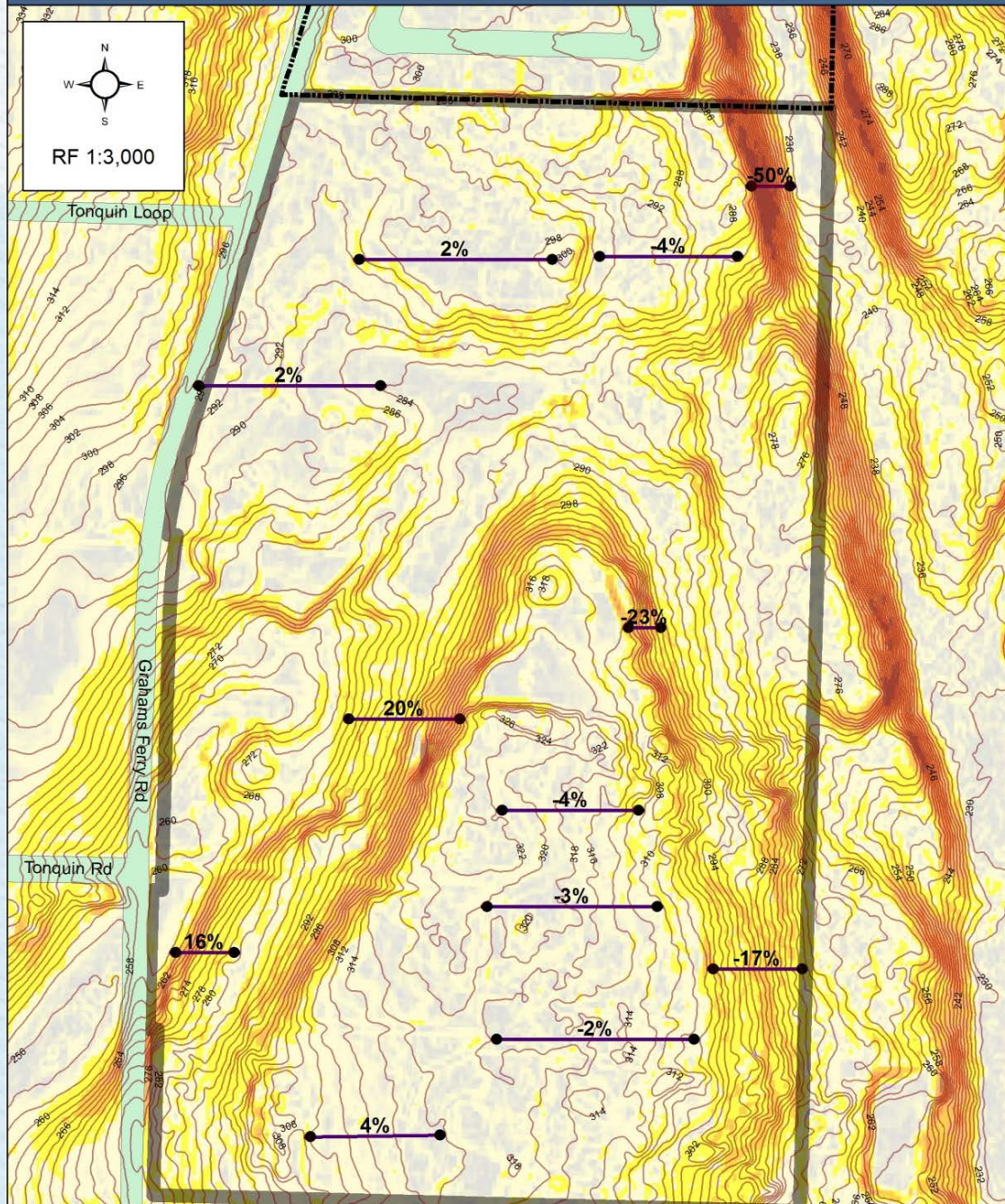


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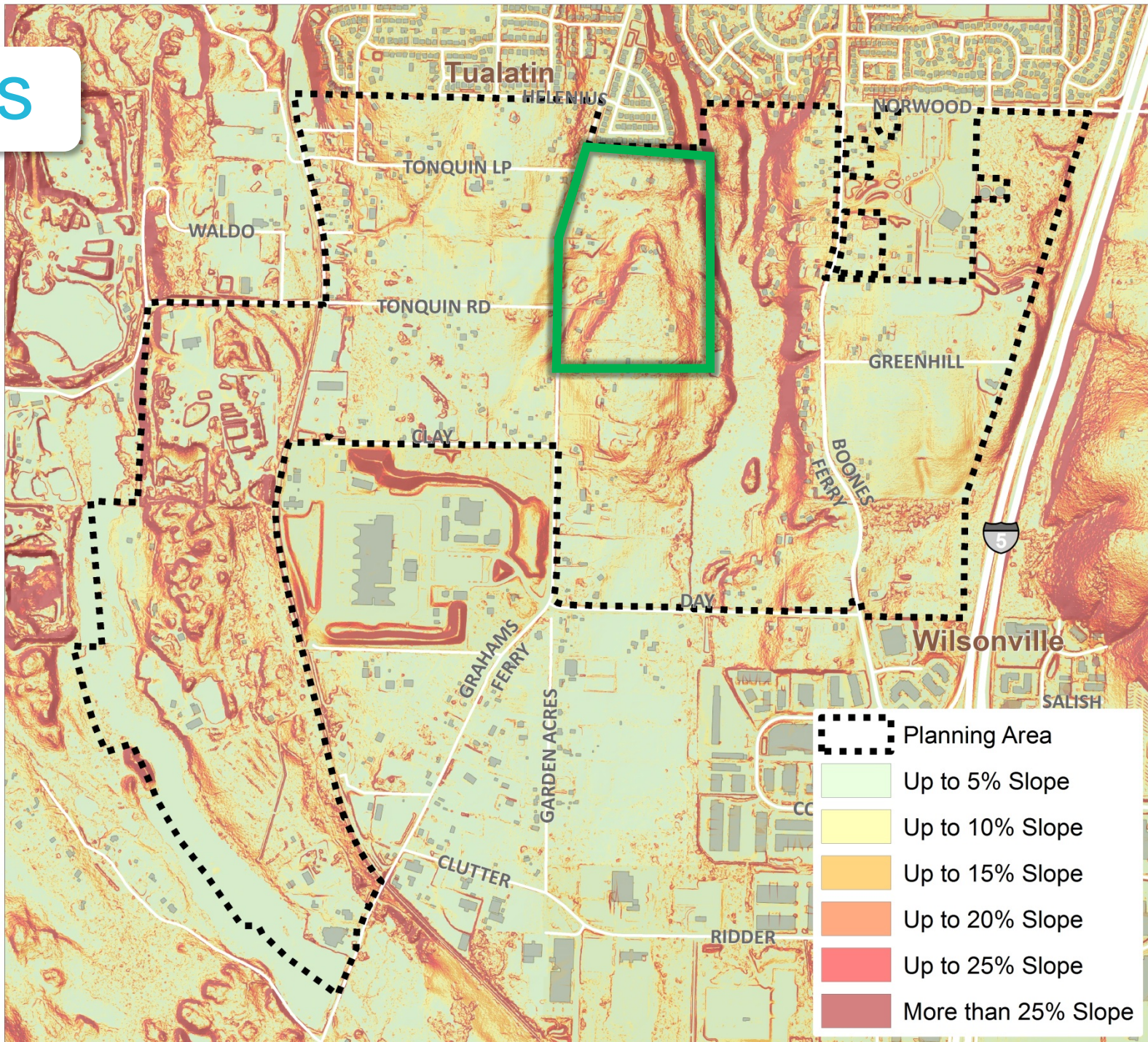
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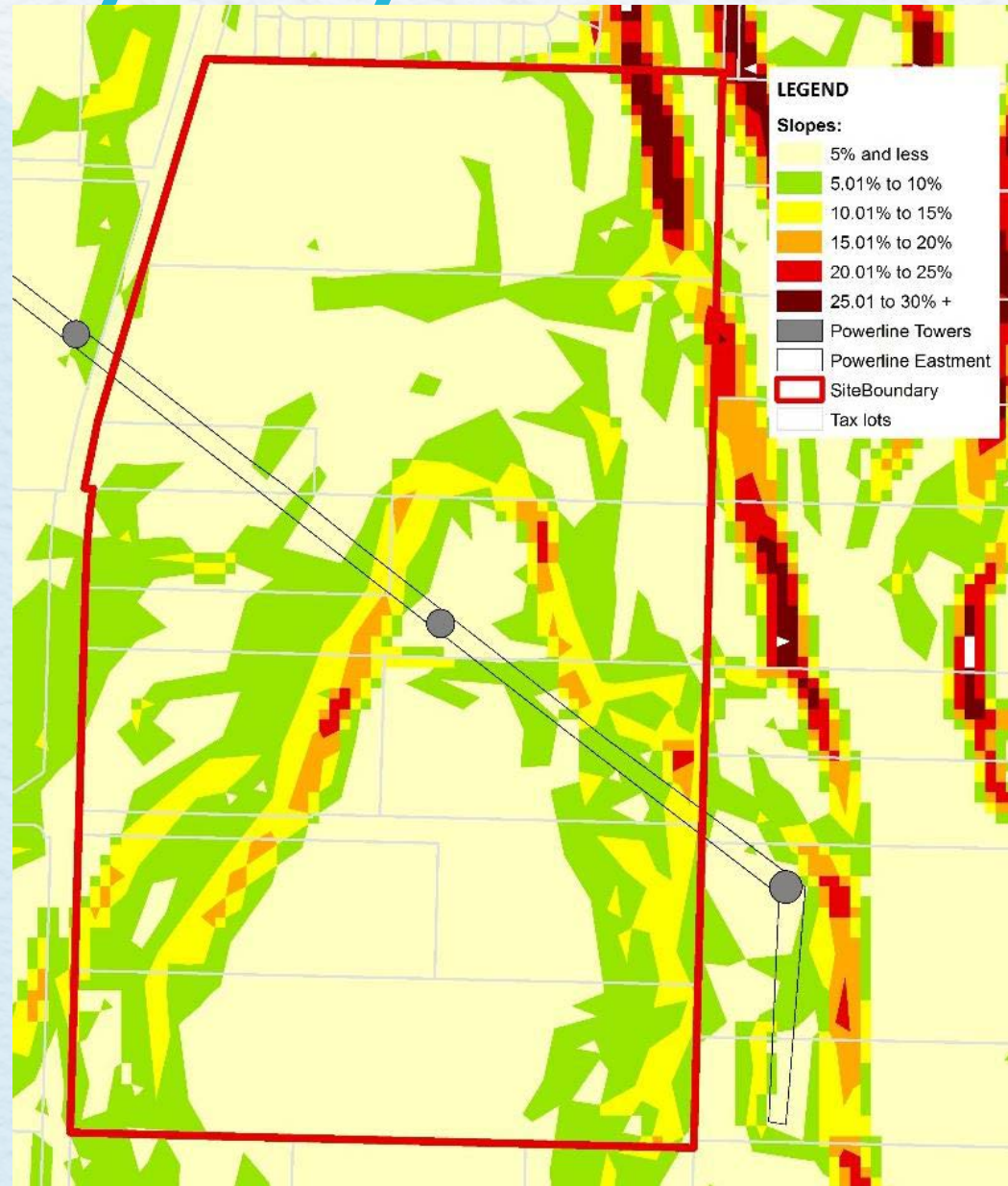


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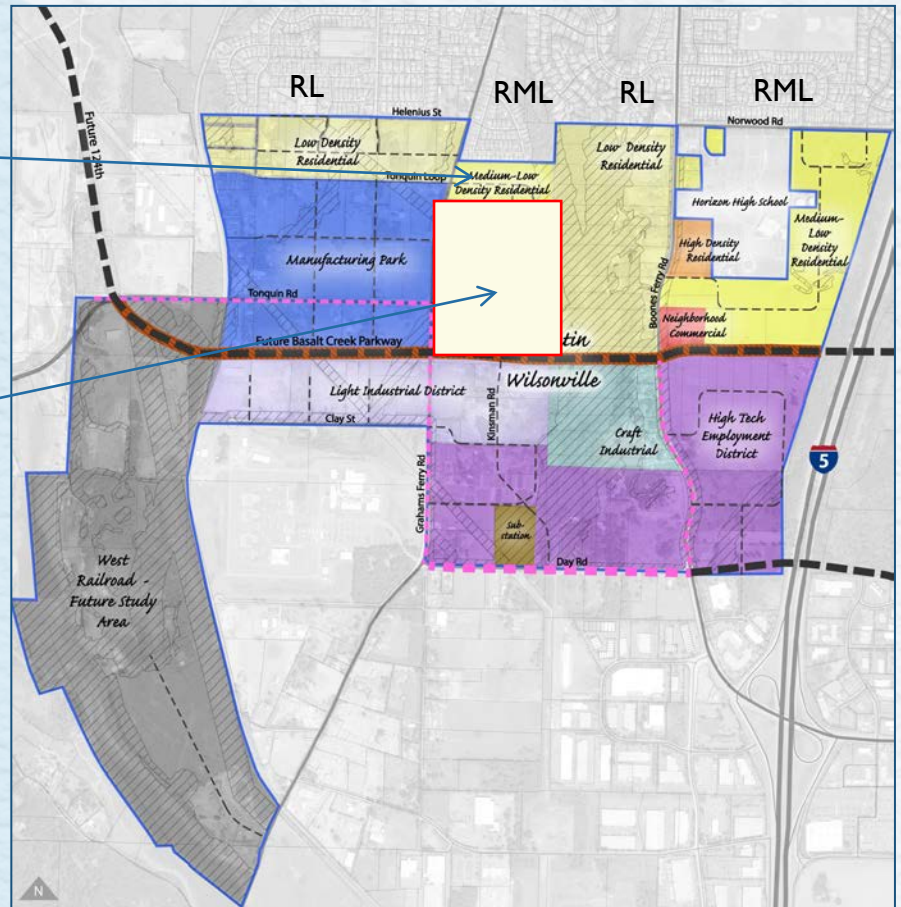


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Next Steps

1. IGA partners meeting
2. Site visits
3. Development feasibility analysis



PLANNING COMMISSION

WEDNESDAY, APRIL 12, 2017

III. INFORMATIONAL

D. 2017 Planning Commission Work Program (Bateschell) (5 minutes)

2017 WORK PROGRAM Planning Commission

updated: 4/5/2017

DATE	AGENDA ITEMS		
	Informational	Work Sessions	Public Hearings
JAN. 18 <small>(rescheduled from Jan. 11 - weather)</small>	PC Chair & Vice-Chair Election	Frog Pond West Master Plan (Neamtzu)	
Feb. 8		Frog Pond West Master Plan (Neamtzu) Water Treatment Plant Master Plan (Mende)	
Feb. 22	French Prairie Bridge Open House hosted by the Committee for Citizen Involvement (CCI)		
Feb. 28	Town Center Plan Public Kick-Off Event - City Hall		
March 8			Frog Pond Master Plan (Neamtzu) Transit Master Plan (Lashbrook) Continued to May
April 12	2016 Housing Report (Scola) (20 Min) Basalt Creek Concept Plan Update (Bateschell) (20 Min)	Transit Master Plan (Brashear)(90 mins)	
May 10			Transit Master Plan (Brashear) (90 mins)
May 15	Joint Planning Commission / City Council Work Session (5 PM): Town Center Plan		
June 14		Old Town Development Code (Pauly)	
July 12		Industrial Form-based Code (Rybold / Vance)	
August 9			Old Town Development Code (Pauly)
	Tentative: Joint Planning Commission / City Council Work Session: Town Center Redevelopment Plan		
September 13		French Prairie Bridge (Weigel) Water Treatment Plant Master Plan (Mende)	
October 11			Water Treatment Plant Master Plan (Mende)
November 8		Citywide Wayfinding & Signage Plan (Scola)	Industrial Form-based Code (Rybold / Vance)
December 13		Town Center Plan	

2017

- 1 Frog Pond Master Plan
- 2 Basalt Creek Concept Plan
- 3 Town Center Redevelopment
- 4 Transit Master Plan
- 5 Coffee Creek Industrial Area Form-Based Code
- 6 French Prairie Bike/Ped Bridge
- 7 Parks & Rec MP Update
- 8 Code Amendments
- 9 Parking Code Update
- 10 Water Treatment Plant Master Plan